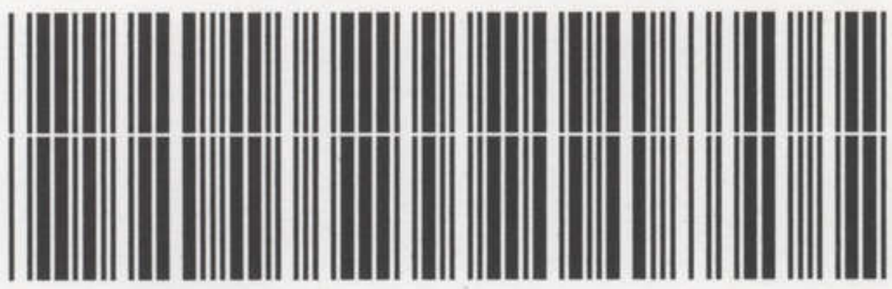
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS CURLEW

Item number: 96/3

Title: January-December 1966



AWM78-96/3

[96/3]

HMAS CURLEW

REP 1966

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18 206:570.

HMAS Curlew Report of Proceedings

AS (NS) 25/2

D OF O 25/2 The use of the word "slip" instead of "cast off" is noted as is the omission to use Zone Time Suffixes in all cases!

DCNS

1st NM 1/3

2nd NM 3/3

3rd NM 7/3

4th NM 7/3

SEC 9/3

FAS (EG)

FAS (FM) 9/3

DPR 10/3

AS (NS)(N5) 14/3

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	

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

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

CONFIDENTIAL

10/3

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18 206 570

HMAS Curlew — Report of Proceedings. Jan 66

D OF P 29/2

D/D OF P (A) OGPE 28/2

DTWP 3/3

D OF C 10/3

D/DTWP (AIR) 11/3

CONS 14/3

DNI 17/3.

HPB 17/3

DCNP 31/3

DQA 1/4

DMT 7/4

DDM 13/4

DPS 13/4

DFSD 15/4.

DNR

DNES 18/4

ACDC 19/4

ACMD 20/4.

ACED 20/4.

RNEA 21/4

DETP

DWE 4/5.

MDG 8/9/5

DNAS

APB (P3)

AS (NS)(N5)

REGISTRAR

C.N.A.S. 10 MAY 1966 ADC

Director

~~AS (NS) DCNS 2NM 4NM DPR REGISTRAR~~
~~D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS)(N5)~~ } Separate Report circulating

NOTES: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

30/31

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - JANUARY, 1966.

(HMAS CURLEW letter unnumbered dated 9th February, 1966).

- -

II

A.F. 35/20.

The Secretary,
Department of the Navy.

1. Forwarded for information.

(Sgd.) P. H. DOYLE

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18 FEB 1966

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - JANUARY, 1966.

(HMAS CURLEW letter unnumbered dated 9th February, 1966).

- -

II

A.F. 35/20.

The Secretary,
Department of the Navy.

1. Forwarded for information.

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18 FEB 1966

A/NS 21/2/66

24/2

CONFIDENTIAL

TELEPHONE

ROYAL AUSTRALIAN NAVY

St 2529 35/20

CONFIDENTIAL

REF. NO.

H.M.A.S. CURLEW,

at SEA.

9th February, 1966.

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

Copies to :- The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander,
MINE COUNTERMEASURES.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - JANUARY, 1966.

Sir, I have the honour to submit the following report of proceedings of Her Majestys Australian Ship CURLEW, under my command for the month of January, 1966.

2. The month commenced with CURLEW on passage and patrolling from TAWAU to SANDAKAN, the only New Years Eve tradition observed being the ringing of 16 bells at midnight. Arriving in SANDAKAN, the ship proceeded direct for the SHELL fuel wharf at PAVITT POINT, berthing there starboard side to at 0856, Saturday 1st January. Fuelling completed, the ship cast off at 1031 and proceeded to the Government Wharf where it berthed, port side to at 1048. Partly because of the previous night's celebrations and partly because of the holiday weekend no one was available for calls. However contact was established with local police personel and our two day visit became a pleasant, incident free rest for the whole ships company.

3. At 0854, Monday 3rd January, CURLEW cast off and proceeded for SINGAPORE. The passage, by way of MALAWAI and API PASSAGES was particularly incident free, clocks being retarded 30 minutes at 1800(H) Wednesday 5th January. Whilst passing through JOHOR STRAITS during the afternoon of Thursday 6th January, technical staff from H.M.S. MULL OF KINTYRE joined to investigate the cause of a malfunctioning clutch. At 1406, CURLEW berthed port side to on H.M.S. HOUGHTON at berth 15W in SINGAPORE NAVAL BASE. Later that afternoon, MIDSHIPMAN (SL) P.J. JAMIESON and MIDSHIPMAN (SL) D.A. JONES joined.

4. At 0900, LIEUTENANT R.G. TALLBOYS, R.A.N.R. joined the ship. His local knowledge of the Barter Trading situation proved invaluable during the patrols for which CURLEW cast off and proceeded at 1503 the same day. The night was spent patrolling in SINGAPORE STRAITS followed by a day patrol in the same area. This day patrol was interrupted when the ship proceeded for TELOK AYER BASIN to land ABUW B.J. BROOKER, R.62426 who had suspected appendicitis. The ship berthed port side to on H.M.S. FISKERTON at 1430 and proceeded 10 minutes later.

5. Having sailed, CURLEW proceeded for southern MALACCA STRAITS which it was to patrol for the following five days. Much of this time was spent watching a vessel named SIN MOH which was suspected of illegal barter trading activities. Minesweeping exercises were carried out during the afternoon of Thursday, 13th January and the forenoon of Friday, 14th January thereby patrolling the whole area. The ship refuelled from H.M.A.F.A. ORANGELEAF at anchor on Thursday 13th January, securing port side to at 1744 and slipping at 1903.

FLAG OFFICER COMMANDING
14 FEB 1966
H.M. AUSTRALIAN FLEET

CONFIDENTIAL

...../2

6. CURLEW intercepted a small Indonesian barter trader entering MALAYSIAN territorial waters at 0805 Saturday 15th January. As they claimed to be proceeding for SIN MOH, the two man crew was arrested and the boat towed to a position one cable clear of SIN MOH. At 1330, a police boat arrived, taking the two prisoners and their boat, returning at 1800 to arrest the crew of SIN MOH for infringement of the curfew laws. CURLEW then proceeded for a night patrol.

7. On completion of this night patrol, a rendezvous was made with H.M.S. LONDONDERRY at 0827, who transferred mail by heaving line. Having cleared LONDONDERRY at 0837, CURLEW then proceeded to close H.M.A.S. SNIPE, at anchor off PULAO PISANG, berthing starboard side to on her at 1030. Details of the patrol were handed over and at 1630 the ship cast off and proceeded for the WESTERN SINGAPORE STRAITS area for the following three days.

8. The forenoon of Monday 17th January was spent in company with H.M.A.S. SNIPE. Commencing at 0745, an armed team sweep was streamed with CURLEW as winch ship. On recovery at 0955, both ships found their sweep wires parted although at all times they were charted depths of greater than 15 fathoms and recorded depths of at least 17 fathoms. However, as this was the first time either ship had performed this manoeuvre, great experience was gained. On completion of this evolution, officer of the watch manoeuvres were carried out by LIEUTENANT TALLBOYS and the midshipmen of both ships from 1000 to 1115.

9. CURLEW remained in the area and at 1400 rendezvoused with R.F.A. GOLD RANGER for an underway replenishment. The evolution was without incident and completed at 1512, at which time the ship returned to the area of its night patrol.

10. Tuesday 18th January was spent at anchor in the vicinity of TELOR AYER BASIN, from 0840 to 1640 provisioning ship to cover the forth coming Chinese New Year Holiday. Wednesday 18th January was spent carring out day patrol of the area.

11. Having completed night patrolling, CURLEW closed H.M.A.S. SNIPE. At 0710, Thursday 20th January, the CAPTAIN, INSHORE FLOTILLA, FAR EAST, CAPTAIN A.B.N. CLARKE R.N. joined CURLEW from SNIPE for passage to SINGAPORE NAVAL BASE. Pilotage for this passage was carried out by LIEUTENANT TALLBOYS. At 1030, CURLEW berthed port side to on H.M.S. PICTON at berth 15W, SINGAPORE NAVAL DOCKYARD, CAPTAIN CLARKE leaving the ship at 1035.

12. The ship was scheduled to carry out 14 days base maintenance. Unfortunately the first four days of the period were a dockyard holiday for the observance of Chinese New Year and the Moslem festival Hari Raya. However both ship and base staff worked over this period, a fortunate instance as, because of major defects in other ships, the maintenance period was reduced by three days. Number one Foden generator was changed on Thursday 27th January.

13. The other incidents of note during the week were LIEUTENANT TALLBOYS departure on Saturday 22nd January and the Australian Day celebrations on Wednesday 26th January. SNIPE and CURLEW entertained the officers of the Inshore Flotilla and their ladies to lunch time drinks on CURLEW's focsle at 1130. At 1300, I accompanied the SENIOR OFFICER, 16th MINE COUNTERMEASURES SQUADRON, LIEUTENANT COMMANDER B. COURTIER, R.A.N. to a reception held by the ACTING HIGH COMMISSIONER FOR AUSTRALIA IN SINGAPORE, Mr. W.P.J. HANDMER.

14. At 1603, Monday 31st January, CURLEW cast off and proceeded for a SINGAPORE STRAITS patrol. Because of the short notice for sailing several defects were still outstanding, the bulk of stores demands placed the previous week had not been received and the ships side, which had been greatly stripped of paint, was in various stages of preparation for painting overall. However, it was intended to make great effort to complete this project during the succeeding eleven days patrol in MALACCA STRAITS.

15. Throughout the month the health, descipline, morale and walfare of the ships company have been excellent.

I have the honour to be,

Sir,

Your obedient servant.

(B.A.WILLCOX)
LIEUTENANT R.A.N.
CAPTAIN.

CONFIDENTIAL

APPENDIX 'A'

Distance steamed during January	4,060 Miles
Hours steamed during January	291 Hours
Distance steamed since commissioning	81,304 Miles
Hours steamed since commissioning	7,658 Hours.

CONFIDENTIAL

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD.....18/206.....

FILE TITLE..HMAS CURLEW - Report of Proceedings - January 1966

.....

.....

.....

.....

MARK TO.....ASNS.....BRANCH

OTHER DIRECTIONS.....

.....

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL INDEXING		A2
SUBSEQUENT INDEXING		DATE

CLASSIFIER.....[signature]..... DATE 21.2.66.....

CONFIDENTIAL

DEPARTMENT OF THE NAVY

18.206.611

MINUTE PAPER

HMAS Curlew — Report of Proceedings Feb '66

D OF P 28/3

D/D OF P (A) 29/3.

DGFE 29/3

DTWP 7/4

D OF C 7/4.

DNAP 13/4.

CONS 13/4

DNI 15/4

HPB 19/4.

DCNP 27/4

DQA 27/4

DMT 5/5

DDM 10/5

DPS 10/5

DFS 17/5.

DNR 11 May.

DNES 13/5.

ACDC 16/5

ACMD 16/5

ED 24/5 To A/DMEO (MEM) 13 Mth 15/6

~~ESA~~ 22/6

DWE 25/7

MDG 28/7

DNAS 5/8

AS (NS) (NB) 5/8

REGISTRAR

C.N.A.S. 29 JUL 1966 1/8

~~D N S O (C)~~

~~AS (NS) DCNS 2NM 4NM DPR REGISTRAR~~
~~D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS) (N5)~~) Separate Report circulating

NOTES: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

CONFIDENTIAL

CONFIDENTIAL

DEPARTMENT OF THE NAVY

18·206·611

MINUTE PAPER

HMAS Curlew — Report of Proceedings Feb 66.

AS (NS) 28/3

D ~~OF O~~ 28/3

DCNS 30/3

1ST NM 31/3

2ND NM 4/5

3RD NM 5/4

4TH NM 5/4

SEC

FAS (EG)

FAS (FM) 7/4

DPR 7/4

AS (NS) (N5) 12/4

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
UPB	DNES	REGISTRAR	
AFE			

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

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - FEBRUARY, 1966.

(HMAS CURLEW letter un-numbered dated 12th March, 1966).

- -

II

A.F. 17/24/1.

The Secretary,
Department of the Navy.

1. Forwarded.

V. A. T. Smith.
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

23 MAR 1966

JD.

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - FEBRUARY, 1966.

(HMAS CURLEW letter un-numbered dated 12th March, 1966).

- -

II

A.F. 17/24/1.

The Secretary,
Department of the Navy.

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

23 MAR 1966

JD.

CONFIDENTIAL

St 2529

ROYAL AUSTRALIAN NAVY

TELEPHONE

CONFIDENTIAL

REF. NO.

H.M.A.S. CURLEW,

at SEA.
12th March, 1966.

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

Copies to:- The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander,
MINE COUNTERMEASURES.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - FEBRUARY, 1966.

Sir, I have the honour to submit the following report of proceedings of Her Majestys Australian Ship CURLEW, under my command for the month of February, 1966.

2. CURLEW commenced the month on patrol in the SINGAPORE STRAITS. At 0630, Tuesday 1st February, night patrolling ceased and the ship proceeded for the Deguassing Range off SELETAR. On arrival it was found that the ranging had been postponed, but the ship remained in the area for much of the day whilst officers and technicians gave the ships staff valuable instruction and assistance. Several defects were found and repaired. On completion, the ship returned to its patrol line in SINGAPORE STRAITS.

3. On completion of the night patrol at 0700, Wednesday 2nd February, CURLEW proceeded for MALACCA STRAITS where she was to patrol until the morning of Wednesday 9th February. During this period CURLEW was twice scheduled to fuel and water ship in PORT DICKSON, on Friday 4th February and on Monday 7th February. On arrival on both occasions, the berth was occupied by S.S. PANGKOR, a small tanker of SINGAPORE registry.

4. On the first occasion no water was available at the Shell jetty; this was only obtained by shifting ship to the Railway jetty before sailing at 1750(GH). At 1115(GH) on Saturday 5th February, CURLEW berthed alongside LOCH FADA at Port Dickson to pick up mail, sailing at 1357; once again water was not available. However, water was obtained from R.F.A. FORT CHARLOTTE: CURLEW sailed for patrol at 1520.

5. After an uneventful night patrol, Sunday, 6th February was spent clearing the propellers, hull and underwater fittings, with the ship stopped in the CAPE RACHADO area. The patrol was assumed at 1801(GH).

6. At 0810 on Monday, 7th February, the ship entered PORT DICKSON and secured alongside S.S. PANGKOR; however owing to PANGKOR's embarking petrol berth was shifted to an anchorage in the Harbour at 0856. At 1423, after the departure of Pangkor, CURLEW weighed and proceeded alongside Shell wharf for fuel and water, sailing for patrol at 1650(GH).

...../2

CONFIDENTIAL

7. Tuesday, 8th February was spent at anchor in the CAPE RACHADO area; patrol was resumed at 1730(GH). The ship ceased her MALACCA STRAITS patrol at 0730 on Wednesday 9th February, and proceeded for SINGAPORE STRAITS, where she assumed patrol at 1800(GH).

8. After a patrol during which only one sampan was investigated, CURLEW entered SINGAPORE NAVAL BASE and secured Port side to H.M.S. MULL OF KINTYRE at 0857 on Thursday, 10th February. The next two days were spent alongside, carrying out self-maintenance and providing a well earned rest for the Ship's Company. CURLEW slipped and proceeded at 1459 on Saturday, 12th February, and whilst transiting JOHORE STRAITS, passed H.M.A.S. HAWK and H.M.A.S. GULL arriving at SINGAPORE NAVAL BASE after passage from AUSTRALIA. CURLEW commenced patrolling in SINGAPORE STRAITS at 1801.

9. After an uneventful day patrol on Sunday 13th February, CURLEW berthed alongside H.M.S. HICKLETON at T.A.B. at 0750 on Monday 14th February, and proceeded at 1630. During this period the air-conditioning became unserviceable, and was to remain so for the rest of the month.

10. After another uneventful night patrol, CURLEW entered SINGAPORE NAVAL BASE and berthed alongside MULL OF KINTYRE at 0939 on Tuesday, 15th. February to land the air-conditioning unit motor for repairs; sailing again at 1740, and taking up patrol in SINGAPORE STRAITS at 2005. At 0130 the following morning, a small sampan was investigated; this proved to be the only incident to occur for some time.

11. On completion of the patrols at 0730, Wednesday 16th February, Officer of the Watch manoeuvres were carried out with H.M.S. WILKESTON en route to KUALA JOHORE; these were completed at 0912, when sweeps were streamed. At 1010 a double oropesa sweep of KUALA JOHORE was commenced in company with H.M.S. WILKIESTON; on completion of this task at 1135, CURLEW proceeded to the ST. JOHN's LIGHT area, where she anchored at 1305. After weighing at 1715, patrolling was commenced at 1800GH.

12. At 0700 on Thursday 17th February, patrol was ceased and the ship proceeded to MALACCA STRAIT, where a patrol off CAPE RACHADO was commenced at 1800. At 0759 the following day, CURLEW entered PORT DICKSON for fuel, and sailed for patrol at 1623. After a steering breakdown, which was immediately rectified, a heaving line transfer of mail was carried out with H.M.S. CAMBRIAN at 1741, and patrolling was commenced at 1805.

13. During the forenoon of Saturday 19th February, an oil change of both main engines was carried out; on completion at 1155 the ship carried out a day patrol in the CAPE RACHADO area until assuming her night patrol line at 1800.

14. During Sunday, 20th February, the ship proceeded to SINGAPORE STRAITS for one nights patrolling, during which two sampans were arrested. CURLEW entered SINGAPORE NAVAL BASE the next morning and berthed alongside H.M.S. WILKIESTON at 16 West North at 1023 on Monday 21st February.

15. After two days self maintenance, CURLEW cast off and proceeded for SINGAPORE STRAITS at 1500 on Wednesday, 23rd February, and during night patrol in this area, arrested two small sampans. The ship proceeded to the Deguassing Range at 0700 the next morning, and commenced ranging at 0905. Deuassing proceeded quickly, and at 1545 the ship was en route for her night patrol line in SINGAPORE STRAITS.

16. Day patrolling was carried out during Friday, 25th February, and at 0955 on Saturday, 26th February, CURLEW berthed alongside H.M.S. DARTINGTON at 16 West South in SINGAPORE NAVAL BASE, where she remained until the end of the month.

...../3

17. Throughout the month the discipline and walfare of the ships company have been excellent, but both the health and morale declined slightly, probably as a result of the air conditioning unit failure.

I have the honour to be,

Sir,

Your obedient servant.

(B.A. WILLCOX)
LIEUTENANT R.A.N.
CAPTAIN.

CONFIDENTIAL

APPENDIX 'A'

Distance steamed during February	5661 Miles
Hours steamed during Ferbuary	408 Hours
Distance steamed since commissioning	86965 Miles
Hours steamed since commissioning	8076 Hours

CONFIDENTIAL

CONFIDENTIAL

18. 206. 652.

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Curlew — Report of Proceedings

AS (NS)

~~D OF O~~

DCNS

1ST NM

2ND NM

3RD NM

4TH NM

SEC

FAS (EG)

FAS (FM)

DPR

AS (NS) (N5)

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	
DFE			

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

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

CONFIDENTIAL

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·652.

Mar '66

HMAS Curlew

Report of Proceedings

D OF P

D/D OF P (A)

DGPE

DTWP

D OF C

DNAP

CONS

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DFSB

DNR

DNES

ACDC

ACMD AC units defects are being dealt with on other papers

ACED A/DMED (MEM) Paras 11–14 inclusive

DNA

DWE

MDG

DNAS

AS (NS) (N5)

REGISTRAR

C.N.A.S. 1 AUG 1966

DNSO (O)

~~AS (NS)~~ ~~D OF O~~ DCNS 1NM 2NM 3NM 4NM SEC DPR FAS (EG) REGISTRAR FAS (FM) AS (NS) (N5))Separate Report circulating

NOTES: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - MARCH, 1966

(CURLEW letter unnumbered dated 3rd April, 1966)

- -

II

AFA 30/16

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

2. The incidence of defects in the AC units of these ships is unacceptably high. Should the suggestion that the breakdown was directly responsible for the medical conditions which arose there is cause for concern that other more serious medical hazards could result.

(Sgd) V. A. T. SMITH
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

28th April, 1966.

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - MARCH, 1966

(CURLEW letter unnumbered dated 3rd April, 1966)

- -

II

AFA 30/16

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

2. The incidence of defects in the air conditioning units of these ships is high, but, from recent discussions in Singapore, it appears that, in many instances, serviceability is proportionate to the experience of the maintainers.

V.A.T. Smith.
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

29th April, 1966.

AS(WS) 20/5
20/5
N S 20/5

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW,
at Sea.

3rd April, 1966.

The Flag Officer Commanding,
HM Australian Fleet.

(Copy to: The Commander,
Far East Fleet.

The Flag Officer, Second in Command,
Far East Fleet.

The Captain,
Inshore Flotilla.

The Commander,
Mine Countermeasures.

The Commander,
Naval Forces,
Borneo.

The Commodore-in-Charge,
Hong Kong.

HMAS CURLEW - REPORT OF PROCEEDINGS - MARCH, 1966

Sir,

I have the honour to submit the Report of Proceedings of HMAS CURLEW, under my command, for the Month of March, 1966.

2. CURLEW's air conditioning unit ceased functioning on 14th February, 1966, and the motor thereof was transferred to HMS MULL OF KINTYRE for repairs on 21st February, 1966. March commenced with CURLEW alongside for base maintenance, the repair of this unit being the prime consideration. Unfortunately, repairs were not affected prior to sailing due to a lack of spare parts. Those parts thought necessary were then demanded by signal for delivery to the ship on her arrival in Hong Kong.

3. At 1000GH Tuesday 1st March, the Navigating Officer, Lieutenant G.W. Spence, RAN slipped and fell whilst crossing a particularly steep brow. His right knee was badly lacerated and it was necessary for him to enter the RN Sick Quarters, HMS TERROR for it to be treated.

4. CURLEW was programmed to proceed to Hong Kong in company with HMNZS SANTON on Thursday 3rd March. However, severe engine defects obviated the latters sailing, so at 0925GH CURLEW cast off and proceeded alone, setting course for Labuan. Midshipman B.A. Lomas, RN of HMS HOUGHTON joined prior to sailing to take passage to Hong Kong. Clocks were advanced 30 minutes at 2345GH on 4th March. During the otherwise uneventful passage, it was found that all minor cuts, scratches and infections tended to become septic, including the cholera injections received by the ships company prior to sailing.

5. The ship arrived at Labuan at 0905GH, Saturday 5th March, berthing starboard side to the Shell Wharf. At the behest of the Commander, Naval Forces, Borneo a Captain R.D. Macdonald, RN, medical officer from the RAF Sick Quarters visited the ship and examined the Ships Company. As a result the First Lieutenant, Lieutenant G.R. SMITH, RAN was hospitalized with an infected foot and one ABUW with an infected abrasion on his leg. Sailing was delayed until another watchkeeping officer arrived by air from Singapore.

...../2.

CONFIDENTIAL

6. Prior to this officer arriving, at approximately 0900H, Sunday 6th March, the Captain, Lieutenant B.A. Willcox, RAN was hospitalised with an infected throat. Thus on his arrival at 1130H, Lieutenant J. Wright, RNZN assumed temporary command, and sailing was further delayed.

7. At 0635H, Monday 7th March, CURLEW cast off and proceeded to an anchorage in the stream. At 1140H, anchor was weighed and the ship returned to the Shell Wharf, berthing port side to. On Tuesday 8th March, at 0930H, the Captain and the First Lieutenant were both released from Sick Quarters and returned to the ship which cast off and sailed for Hong Kong at 1500H the same day.

8. The passage to Hong Kong was uneventful, but the improved health of the ships company as temperatures and humidity decreased tended to confirm the belief that the spate of infections on board had been caused by the lack of air conditioning. CURLEW arrived in Hong Kong on Saturday 12th March, berthing port side to the East Wall, Victoria Basin HMS TAMAR, 0910H. Repairs to the air conditioning unit were immediately taken in hand by the Base Staff and contractors. Midshipman B.A. Lomas, RN left the ship on arrival.

9. At 1130H, I called on the Commodore, Hong Kong, Commodore F.D. Holford, DSC, RN. He was unfortunately unable to return the call. At 1000H, Monday 14th March, I called on the Australian Trade Commissioner, Mr. P. Searcy, who returned the call at 1400H. Due to the uncertainty of the ship's arrival the prearranged social programme was cancelled, and it was not possible at short notice to implement a revised one. Entertainment, was therefore carried out on a private basis.

10. Lieutenant J. Wright, RNZN, left the ship at 1000H on 14th March. Lieutenant G.W. Spence, RAN rejoined at 1545H Monday 14th March. CURLEW was due to sail for Borneo waters on 16th March, but the air conditioning unit was not repaired until 1400H Thursday 17th March. It came up to test at 1530H, so at 1700H, CURLEW cast off and proceeded for Tawau.

11. That evening at approximately 2020H, it was observed that the port engine, on which the ship was steaming, had salt water in it. Immediate investigation showed the starboard engine to be in a similar condition. At 2035H the ship was stopped and the port engine shut down. The fault was diagnosed on both engines to be the failure of internal seal in the salt water circulating pump for the engine heat exchanger. The situation was reported to the Commodore Hong Kong, and an attempt immediately commenced to rectify the fault on the port engine by fitting a replacement pump, and, flushing the lubricating system with new oil. At 2055H, 3½ shackles of port cable were veered, in 35 fathoms, sea and wind conditions being nil and the current being less than one half knot.

12. The attempt to rectify the fault was unsuccessful due to:

(a) The replacement pump fitting not matching the engine, and
(b) One flush through with oil not eliminating all salt water;

At 0130H, Friday 18th March, anchor was weighed and the ship was closed by HMS DUFTON, then on passage from Tawau to Hong Kong. At 0325, a tow was passed and CURLEW was towed back to port. At 0740H, DUFTON slipped her tow aft and transferred to towing alongside, with CURLEW on her port side. At 0904H, DUFTON berthed starboard side to the East Wall, Victoria Basin, HMS TAMAR and at 0950H, CURLEW shifted berth by warping to a position starboard side to the wall astern of her.

13. On arrival, the Base Technical Staff met the ship and immediately all engine defects were taken in hand. The only means available to remove the salt water contamination was repeated flushings with lubricating oil. Acceptable limits of both salt and water content were achieved during the night of Sunday 20th March, by which time the mechanical defects had been repaired. Both main engines required 7 complete oil changes. Following successful basin trials it was decided to carry out sea trials before concluding the flushings to have been successful.

...../3.

14. Accordingly, CURLEW cast off and proceeded from Victoria Basin at 0737H, Monday 21st March, for the East Zendia Channel area. The trial consisted of two hours running at full power and thirty minutes manouvreing. The opportunity was taken to run along a measured distance, calibrate the log and also to exercise Officer of the Watch man overboard drills. The trials successful, CURLEW returned to her berth in Victoria Basin securing starboard side to at 1328H.

15. Throughout this period, the assistance of the Hong Kong Base Technical Staff was of the highest order. The ships technical staff, led by A/CERA C.C. Haylock, R52691 worked exceptionally well, long and to good effect.

16. On completion of the trial, the situation was reported to the Commander, Far East Fleet, and at 0934H, Tuesday 22nd March, CURLEW cast off and proceeded for Labuan, en route to Singapore. The passage was characterurised by a completely smooth seas and following currents, such that the ship gained four hours. At 0033H, Saturday 26th March, the ship came to single anchor, using four shackles of cable, in ten fathoms in Bripiwt Bay. At 0726, anchor was weighed and the ship proceeded alongside the Shell Wharf, Labuan for fuel, berthing starboard side to at 0805H. Fuelling complete, CURLEW cast off and proceeded for Singapore at 1116H.

17. At 1120H, Sunday 27th March, CURLEW was ordered to proceed for the South Luconia Reef area to investigate a report that a Phillipine ship with an 11 man crew was distressed, possibly aground. An incordinate delay in receiving this order was caused by the negligence of one Radio Operator who was subsequently punished. Whilst CURLEW was proceeding, the area was searched by a Shackleton aircraft. At 2000 approx. this aircraft reported that there was no sign of any distressed vessel and so at 2120, CURLEW was ordered to proceed for Singapore. After retarding clocks 30 minutes en route the ship berthed starboard side to on HMS DARTINGTON at berth 16 East (South) at 1500 on 29th March.

18. CURLEW sailed for patrol at 1530 on Wednesday 30th March. At 2020 small calibre tracer firing was observed, coming from the Tamjong Seng Kusng area into Singapore Strait. Investigation revealed that the area was clear of all shipping. Patrolling continued to the end of the month without incident.

19. Throughout the month the discipline and morale of the Ship's Company have been excellent. Health has been good since repair of the air conditioning unit.

I have the honour to be,

Sir,

Your obedient servant.

Sgd (B.A. Willcox)
Lieutenant, RAN.
CAPTAIN.

CONFIDENTIAL

Appendix 'A'

Distance steamed during March	4,646 miles
Hours steamed during March	317 hours
Distance steamed since commissioning	94,611 miles
Hours steamed since commissioning	8,393 hours

Appendix 'B'

Nil Exercises carried out during the Month of March, 1966.

Appendix 'C'

Nil sporting fixtures played during the month of March, 1966

CONFIDENTIAL

CONFIDENTIAL

18·206·658.

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Curlew — Report of Proceedings April 66

AS (NS)

D OF O

DCNS

1ST NM

2ND NM

3RD NM

4TH NM

SEC

FAS (EG)

AS (FM)

DPR

AS (NS) (N5)

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	
CFE			

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

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

CONFIDENTIAL

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·658.

HMAS Curlew. Report of Proceedings April 66

D OF P

D/D OF P (A)

DGFE

DTWP

D OF C

DNAP

COMS

DNI

HPB

DCNP

DOA

DMT

DDM

DRS

DESD

DNR

DNES

ACDC

ACMD

ACED

DNAC

DWE

DMDG

DNAS

AS (NS) (N5)

REGISTRAR

A/D MED (MEM) Para 22.

C.N.A.S. 29 JUL 1966

~~DNSO~~

~~AS (NS) DCNS 2NM 4NM DPR REGISTRAR~~
~~D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS) (N5)~~)Separate Report circulating

NOTES: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - APRIL, 1966

(CURLEW letter unnumbered dated 4th May, 1966)

II

AFA 30/16

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

2. CURLEW has been instructed to pay more attention to the neat and accurate production of his Reports of Proceedings.

V.A.T. Smith.
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

12th May, 1966.

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - APRIL, 1966

(CURLEW letter unnumbered dated 4th May, 1966)

- -

II

AFA 30/16

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

2. CURLEW has been instructed to pay more attention to the neat and accurate production of his Reports of Proceedings.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

12th May, 1966.

CONFIDENTIAL

St 2529

ROYAL AUSTRALIAN NAVY

TELEPHONE

CONFIDENTIAL

REF. No.

H.M.A.S. CURLEW,

at Sea.

4th May , 1966.

The FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN Fleet.

Copies to : The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTTLLA

The Commander,
MINE COUNTERMEASURES.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - APRIL, 1966.

Sir,

I have the honour to submit the following report of proceedings of Her Majestys Australian Ship CURLEW, under my command for the month of April, 1966.

2. Friday 1st April found CURLEW alongside TELOK AYER BASIN following a night there as standby patrol ship. At 1700, she cast off and proceeded for night patrol in SINGAPORE STRAITS. On completion of this patrol, the ship proceeded for SINGAPORE ~~XXXXXXX~~ NAVAL BASE, berthing starboard side to in berth 16(E) North at 0930.

3. After three days base maintenance, CURLEWcast off and proceeded for a SINGAPORE STRAITS patrol at 1533 on Tuesday 5th April. The night was uneventful, and on completion the ship proceeded for MALACCA STRAITS where it was to patrol for the following five nights. En route, the ship stopped off TELOK AYER BASIN and lowered a boat. Lieutenant T.W. JONES R.A.N. and Lieutenant D.E. HIRON R.A.N. , the new First Lieutenant and Navigating Officer respectively joined at 0730 . The boat was hoisted and CURLEW proceeded for MALACCA STRAITS at 0745, commencing patrol off ONE FATHOM BANK at 2000.

4. These five nights in MALACCA STRAITS were spent patrolling in the area between CAPE RACHARDO and ONE FATHOM BANK. Despite the enthusiasm of the ships company to enter the Inshore Flotilla "batting average" on this, their last patrol, all nights were uneventful. The days were spent mainly on administrative matters so that the new officers could take over.

5. Thus on Thursday 7th April. the ship anchored off ONE FATHOM BANK at 0725, weighing and proceeding at 1240 to rendezuous with R.F.A. TIDE SPRING 12 miles to the south. At 1330 the ship berthed starboard side to and, on completion of fuelling, cast off and proceeded at 1535 for day and night patrol.

6. Divers were exercised on the following two days in an attempt to clean the hull, screws and other underwater fittings. For this, the ship was stopped amd ~~drafted~~ drifted off CAPE RACHARDO from 1650 on Friday 8th April and from 0600 to 1030 on Saturday 9th April. At 1115 on the latter date, the ship was anchored in PORT DICKSON harbour and a boat lowered to collect fresh victuals and mail for H.M.A.S. VAMPIRE. Weighing and proceeding at 1302, a rendezvous was effected with VAMPIRE off PORT DICKSON, Lieutenant G.R. SMITH, RAN and Lieutenant G.W. SPENCE RAN plus one ERAD2 were transferred by VAMPIRES boat, proceeding to take up new postings. On completion, at 1400 CURLEW proceeded for her night patrol area

CONFIDENTIAL ...../2

7. On SUNDAY 10th April once again the ship drifted off CAPE RACHARDO from 0900 to 1138, at which time she proceeded to berth on R.F.A TIDE SPRING at anchor off PORT DICKSON. CURLEWcame alongside and secured port side to at 1200. Fuelling completed at 1322 and the ship cast off and proceeded for her night patrol. On completion of this night patrol at 0630. Monday 11th April, course was set for SINGAPORE.

8. Before commencing this night patrol CURLEW berthed port side to on H.M.A.S. SNIPE in TELOK AYER BASIN at 1740, where CPO COX L.D. MONAGHAN R31885, ERA P.T. CROOK R42022 and one R.O. joined as the advance party of the new crew. Casting off at 1751 CURLEW commenced patrolling at 1815.

9. At 0815 Tuesday 12th April CURLEW rendezvoused with H.M.A.S. SNIPE of JOHORE SHOAL BUOM and proceeded to stream a double oropesa sweep and check sweep. KUALA JOHORE in formation. On completion the ship proceeded to an anchorage off REDCLIFF SHOAL, letting go at 1130 and remaining there until 1715. At this time, the anchor was weighed and the night patrol commenced, the final one for the old crew.

10. After a disappointingly uneventful night, CURLEW formed on SNIPE and proceeded in company to singapore naval base , berthing on her at 16(E) south at 0923, Wednesday 13th April. At 1000, in company with theSenior Officer 16th Mine Countermeasures Squadron Lieutenant Commander B.R. COURTIER RAN, I called on the Flag Officer Commanding H.M. AUSTRALIAN FLEET, REAR ADMIRAL V.A. SMITH, CBE, DSC, He returned the call at 1130 Thursday 14th April, addressing both ships companies on SNIPES fo'csle.

11. At 0805 Tuesday 19th April, CURLEW cast off and sailed in company with SNIPE for a four day workup. This first day was spent exercising basic drills, with small arms shoot and officer of the watch manoeuvres. The ship remained at sea, in company off the east ocast of Malaya overnight. Both ships were due to carry out a check sweep off KUALA JOHORE the following day. Accordingly, a double oropesa sweep was streamed by 0930 Wednesday 20th April, and on formation sweep commenced. HOWEVER at 0940 SNIPE swept a mine later identified as a practice buoyant acoustic mine and at 0945 CURLEW was detailed to recover sweeps and dispose of it.

12. THE following two days were spent cleaning ship and with the old crew packing for their return to Australia. The change over, which had generally been well organised, took place during the forenoon of Sunday 17th April. Monday 18th April was spent alongside so that the new crew could familiarise themselves with the ship and its routines, and to exercise all essential drills.

13. The mine was not sunk until 1245. As the proximity of Kelongs and merchant shipping precluded the use of the 40/60 mountings, small arms, for which no armour piercing ammunition is available had to be used. The marksmanship was, in fact, good .

14. As SNIPE had completed the check sweep, CURLEW then proceeded in company with her to seaward east of SINGAPORE. Officer of the watch manoeuvres and small arms shooting were exercised en route. Unfortunately the amount of shipping in the exercise area precluded a 40/60 surface shoot. At 1615 both ships proceeded to an anchorage off TG PENWAR and at 1748 CURLEW berthed on SNIPE then at anchor , starboard side to.

15. CURLEW slipped from alongside SNIPE at 0753 Thursday 21st April and proceeded eastward in company with her. A.S.U.C.R.F. exercise was carried out from 0945 to 1045. On completion both ships proceeded independently CURLEW preparing to stream a C.T.A. sweep, whilst still streaming the sweep at 1430 a power failure on the winch halted progress and heavy rain reduced visibility to 2 to 3 cables. Thus when power was provided, recovery commenced, completing at 1640. Course was set for SINGAPORE and at 2012, CURLEW again berthed on SNIPE, port side to, whilst that ship was at anchor off LOYANG.

16. The final day of the workup was spent with both ships acting as consorts for H.M.S. FISKERTON's sea inspection. Both ships proceeded at 0800,Friday 22nd april and at 0830 rendezvoused with her off PUNGOLL and formed on her. During the remainder of the day,Curlew streamed a double oropesa sweep, took part in a MAX BUS exercise, a boarding party exercise, a towing exercise (Curlew being towed) and Officer of the watch manoeuvres. Both SNIPE and CURLEW were detached at 1411 and proceeded for SINGAPORE NAVAL BASE, where CURLEW berthed on SNIPE at 16(W) South at 1700. Ships officers attended the Fleet Reception in HMAS MELBOURNE that evening.

17. The following weekend was spent on ship maintenance. Anzac Day Monday 25th April, commenced with a dawn service on the fo'c'sle of HMAS SNIPE for RAN and RNZN members of the Inshore Flotilla. At 0800, Curlew sailed for a four day Mine Countermeasures Exercise, EXERCISE LOWDOWN II. This exercise was spacifically planned for the 16th Mine Countermeasures Squadron. Due to defects, HMAS SNIPE was unable to participate, so , on sailing CURLEW carried the senior officer and HMAS GULL and HMAS HAWK were in comp any.The day was spent on passage to exercise area off PALAU TIOMAN, exercising boarding parties, towing(CURLEW being towed by HAWK), A.A. firings at a twoed sleeve target and, on arrival at PALAU TIOMAN, a formation anchorage at 2150.

18. All ships weighed and proceeded at 0630, Tuesday 26th April. On forming up, CURLEW closed HAWK and transferred the Senior Officer by graunch transfer. All ships then proceeded for a formation danlay. On completion, CURLEW pointed and fixed the dans, whilst Hawk and Gull laid practice ground mines. At 1030, all ships streamed double oropesa sweeps and exercised formation sweeping and minesweeping communications. Sweeps were recovered at 1323 and all ships formed up and proceeded to another formation anchorage, controlled by GULL, all ships anchoring at 1554. All Commanding Officers met in HAWK at 1800 to wash up the days events and to be briefed on future events.

19. The main part of the exercise commenced at 0600,Wednesday 27th April when all ships weighed and proceeded in company. Double oropesa sweeps were streamed and ships proceeded for the first lap of the swept channel at 0650. The wire sweeping phase was successfully completed and gear was recovered by 1157. Ships acted indep endently and streamed a C.T.A. CURLEW using an acoustic displacer in the rig. Following several instances of fouled gear and equipment breakdown, this was finally streamed by 1620. The ship entered the first lap at 1631 , but was unable to activate either her magnetic or acoustic sweeps. The new ships company were completely unfamiliar with the equipment, a fact which led me to investigate their Pre-Commissioning Training and which will result in further correspondence. By 1750, CURLEW was pulsing her magnetic sweep and continued to do so until 1959 when there was a complete breakdown of insulation in the ribbon tail of the loop.As a result of this,CURLEW WAS withdrawn from this phase of the exercise. Sweep gear was recovered and the ship proceeded to an anchorage off PALAU TIOMAN, letting go the port anchor at 2330.

20. Weighing anchor at 0600, Thursday 28th April, CURLEW sailed to rejoin the other two ships. At 0815, a graunch transfer was carried out with GULL and members of the directing staff were transferred. GULL then sailed for SINGAPORE. HAWK was closed and at 1045 the ships commenced an armed team sweep with CURLEW as winch ship. this sweep proceeded satisfactorily until 1130 when the sweep snagged and parted. The presence of palm tree leaves in CURLEW'S remaining wire indicates quite a large sunken obstruction. remaining gear was recovered at 1152 and dan recovery commenced completing at 1305. HAWK then formed on Curlew and the ships proceeded to a formation anchorage with CURLEW controlling.

...../4

21. Both ships weighed and proceeded at 0100, Friday 29th April, setting course for SINGAPORE NAVAL BASE. Being 45 minutes late on signalled E.T.A., CURLEW was unable to berth until 1054 because of lighters in berth 16(E) north. Berth was shifted to 13E by tug at 1415 in preparation for a main engine change of the port engine. On securing port side to the ship's company quickly changed and mustered by the Inshore Flotilla Offices where, at 1530, they were inspected by the Prime Minister of Australia, the Right Honourable HAROLD HOLT, MHR..

22. Exchanging the port main engine commenced at 0630 Saturday 30th April. The specially trained team from H.M.S. MULL OF KINTYRE were hampered by the ship's lack of preparation, due mainly to having arrived with a hot main engine and to the lack of knowledge as to what should be done. They were furthur hampered by excessive water in the bilges causing undue listing. This was caused by bilge pump defects arising whilst on passage from PALAU TIOMAN. Nonetheless, basin trials were successfully carried out at 2000.

23. Throughout the month the morale, walfare and conduct of the ships company have been satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

(B.A. WILLCOX)
LIEUTENANT, R.A.N.
CAPTAIN.

CONFIDENTIAL

APPENDIX 'A'

Distance steamed during April	3521.9	Miles
Hours streamed during April	307.5	Hours
Distance steamed since commissioning	94,132.9	Miles
Hours steamed since commissioning	8,700.5	Hours

CONFIDENTIAL

CONFIDENTIAL

APPENDIX 'B'

The following exercises were carried out by H.M.A.S. CURLEW during the month of April, 1966

EXERCISE	DATE
GUNNERY	
A.A.C.R.F.	25/4/1966
S.U.C.R.F.	21/4/1966
T.A.S.	
Displacer Astern	21/4/1966
Streamed "00" with Mechanical Cutters	22/4/1966
	26/4/1966
	27/4/1966
M.M. Mk 11 & C.T.A.	27/4/1966
Armed Team Sweep	28/4/1966
16th M.C.M. Squadron Sweepex	25/4/1966 - 29/4/1966
A.I.O.	
Calibrated Radar	25/4/1966
SEAMANSHIP	
Tow Forward	22/4/1966
	25/4/1966
Lay Dan Bouys	26/4/1966
Leaving Ship Stations	21/4/1966
ENGINEERING	
Exercise Stearing Breakdown	21/4/1966

CONFIDENTIAL

APPENDIX 'C'

CONFIDENTIAL

Nil Sporting fixtures have been played by H.M.A.S. CURLEW during the month of April, 1966

CONFIDENTIAL

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.680.

HMAS Curlew — Report of Proceedings May 66

AS ~~(NS)~~

~~D OF O~~

DCNS

1ST NM

2ND NM

3RD NM

4TH NM

SEC

FAS (EG)

S (FM)

DPR

AS (NS) (N5)

REGISTRAR

Registrar

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	
DGFE			

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

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

4/6.

CONFIDENTIAL

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.680.

HMAS Cerberus — Report of Proceedings May/66

D OF P 28/6

D/D OF P (A) 28/6.

DGEE 28/6

DTWP 5/7

D OF C 6/7

DNAP 8/7

CONS 11/7

DNI 14/7

HPB 14/7.

DCNP 15/7

DOA 18/7

DMP

DDM 22/7

DRS

DFSD 25/7

DNR

DNES 27/7

ACDC 29/7

ACMD 1/8

CMED 2/8

DNA 3/8.

DWE 16/8

MDG 22/8

DNAS 23/8

AS (NS) (N5) 30/8.

D.N.AS.
22 AUG 1966

REGISTRAR

~~AS (NS) DCNS 2NM 4NM DPR REGISTRAR~~
~~D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS) (N5)~~) Separate Report circulating

NOTES: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

2/6

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - MAY, 1966

(CURLEW letter unnumbered, dated 4th June, 1966)

- -

II

AFA 30/16

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

12th June, 1966.

CONFIDENTIAL

CONFIDENTIAL

HMAS CURLEW - REPORT OF PROCEEDINGS - MAY, 1966

(CURLEW letter unnumbered, dated 4th June, 1966)

- -

II

AFA 30/16

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

V.A.T. Smith.
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

12th June, 1966.

CONFIDENTIAL

CONFIDENTIAL

St 2529

ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. No.

H.M.A.S. CURLEW,

at Sea.

4th June, 1966.

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

Copies to:- The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander,
MINE COUNTERMEASURES.

The Commander,
Naval Forces,
BORNEO.

The Commodore-In-Charge,
HONG KONG.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - MAY, 1966.

Sir,

I have the honour to submit the Report of Proceedings of Her Majestys Australian Ship CURLEW, under my command for the month of May, 1966.

2. Sunday 1st May found CURLEW alongside in SINGAPORE NAVAL BASE, port side to in berth 16E(N), cleaning ship after the previous days engine change. At 1122(GH), the ship cast off and proceeded for the KUALH JOHORE area where sea trials were carried out. On their successful completion, the ship returned to her berth at 1334(GH).

3. CURLEW cast off at 0803(GH), Monday 2nd May and, in company with HMAS HAWK proceeded to a rendezveous with HMAS GULL off JOHORE SHOAL BOUY. Having effected the rendezveous, the three ships proceeded in company for LABUAN, en route to HONG KONG. Formation was loose throughout the passage and manoeuvring kept to a minimum because of CURLEW's limited fuel capacity. The opportunity was taken to progress ship husbandry, which had, of necessity, been largely neglected for the preceeding three weeks, and continue Midshipman's celestial navigation training.

4. Having advanced clocks 30 minutes at 2345(GH), Tuesday 3rd May, CURLEW berthed starboard side to the Shell Jetty, LABUAN, at 0750(H) Wednesday 4th May. HAWK and GULL berthed outboard at 0800 and 0805 respectively. On completion of fuelling, the ship cast off from inboard at 1246(H) and proceeded to a rendezveous clear of LABUAN to await HAWK and GULL and thence proceed for HONG KONG. While waiting, steering breakdown and manoeuvring were exercised. The rendezvous was effected at 1950(H), and the ships proceeded in loose formation by way of PALAWAN PASSAGE.

...../2

CONFIDENTIAL

 CONFIDENTIAL

5. Clocks were again advanced 1 hour at 2330(H) Thursday 5th May, and after an uneventful passage, all ships entered HONG KONG harbour in formation during the forenoon of Sunday 8th May. CURLEW berthed port side to on GULL, at the East Wall of VICTORIA BASIN at 1030(I).

6. Monday 9th May was spent de-ammunitioning, landing C.B's and landing the loop for survey. At 0915(I), I accompanied LIEUTENANT J.S. DICKSON, RAN, Captain HMAS GULL and LIEUTENANT J.D. FOSTER, RAN Captain HMAS HAWK to call on the COMMODORE, HONG KONG, COMMODORE F.D. HOLFORD D.S.C. R.N.. He returned this call in GULL at 1145(I). At 1900 that evening the Captain and two officers attended the Fleet Cocktail Party in H.M.A.S. MELBOURNE.

7. CURLEW was shifted by tug to WHAMPOA DOCKYARD, the following forenoon, casting off at 1035(I) and berthing, port side to, at 1145. As no accomodation was available in HMS TAMAR, sailors shifted into WHITFIELD BARRACKS and officers into hotel accomodation ashore that afternoon. At all times, a duty watch of at least an officer and nine sailors remained overnight in the ship. The ship docked down in the dockyards No 3 dock between 1030 and 1500, Friday 13th May, remaining there until undocking on Saturday 21st May between 0930 and 1030.

8. Having spent a further ~~further~~ 3 days alongside at WHAMPOA CURLEW cast off at 0845, Tuesday 24th May and was towed to VICTORIA BASIN where she berthed, starboard side to the East Wall at 1010. Dockyard and contract work continued throughout the day and into the night, thus it was impossible to fumigate the ship. On Wednesday 25th May, the ships company recommenced living on board and the day was spent ammunitioning and storing ship and embarking the loop. This D.E.D. period will be the subject of further, more specific, correspondence.

9. At 0210, Tuesday 24th May, P.O.E.P. P.W. THORLEY, R36640 apparently attempted suicide by jumping off a 'STAR' ferry at KOWLOON WHARF, HONG KONG. This regrettable incident is also the subject of further correspondence of limited distribution.

10. Sea trials were undertaken on Friday 27th May, At 1022 the ship cast off and proceeded to the EAST LAMMA CHANNEL area. All mechanical and electrical systems were tested and as several defects were found, the ship returned to her berth, coming alongside at 1347.

11. Instead of sailing during the forenoon of Saturday 28th May, the ship remained until the track of Typhoon JUDY was determined At 1900 it continued to approach HONG KONG, so CURLEW cast off and proceeded to A42 bouy, to which the ship was secured at 2005 by a typhoon rig consisting of two bridles, each of 2 shackles of steel cable. It was not until the night of Sunday 29th May that it became apparent that the typhoon's track was veering northward. Thus, at 0842, Monday 30th May, CURLEW slipped from the bouy and proceeded once more to her berth in VICTORIA BASIN, berthing alongside, starboard side to at 0900. The remainder of the day was spent fuelling, landing the typhoon rig and replacing all that less robust equipment which had been removed because of the expected high winds. The final outstanding defects were completed that night.

12. At 0905 Tuesday 31st May, CURLEW cast off and proceeded for LABUAN, enroute to SINGAPORE with a temporary relief POE A.S. WEATHERSTON, P/mx 915809 in charge of the electrical department.

13. Throughout the month, the health, morale and discipline of the ships company have been satisfactory.

I have the honour to be,

Sir,

Your obiedent servant,

(B.A. WILLCOX)
LIEUTENANT R.A.N.
CAPTAIN.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX 'A'

Distance steamed during May	2241 Miles
Hours underway during May	143.3 Hours
Distance steamed since commissioning	97,373.9 Miles
Hours under way sinse commissioning	8,743.8 Hours.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX ' B '

The following exercises were carried out by H.M.A.S. CURLEW during the month of May, 1966.

ENGINEERING.

Exercise stearing breakdown 4.5.66.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX ' C '

Nil sporting fixtures have been played by HMAS CURLEW during the month of May, 1966.

CONFIDENTIAL

HMAS CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

(HMAS CURLEW letter C 19/1 dated 1st December, 1966)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 8 DEC 1966

PW.

AS(NS) 13/12.

c 19/1

H.M.A.S. CURLEW,
at Sea.

1st December 1966

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

(Copy to:- The Commander,
MINE COUNTER MEASURES.)

H.M.A.S. CURLEW - REPORTS OF PROCEEDINGS = MAY TO SEPTEMBER - APPENDIX A.

Submitted for information that the figures given in the Appendix A of the Reports of Proceedings for H.M.A.Ship under my command, for the months noted above are incorrect as regards distance steamed since commissioning.

2. The correct figures are as follows:-

May	97,373.9 miles	18 - 206 - 680
June	102,361.8 miles	18 - 206 - 714
July	105,925.1 miles	18 - 206 - 749
August	107,896.6 miles	18 - 206 - 776
September	109,065.6 miles	18 - 206 - 805
October	113,366.7 miles.	- 18 - 206 - 837

3. The initial error occurred prior to the recommissioning and has been overlooked in subsequent reports. This continuation of error is regretted.

K. J. Bale

(K.J. Bale)
Lieutenant R.A.N.
CAPTAIN

RESTRICTED

18.206.714

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Cerberus — Report of Proceedings June 66

AS (NS) RP 26/7

D OF O Concur FOCAFS. 27/7.

DCNS RP 27/7 I have mentioned to FOCAFS C&O that USAGE is the correct spelling and that OBTAINING is redundant in his minute

1ST NM

2ND NM 28/7 RP 28/7

3RD NM 11/8.

4TH NM 11/8

SEC

EAS (EG)

AS (FM) 16/8

DPR

AS (NS) (N5)

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	
FE			

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

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

RESTRICTED

3/11/8.

11/8 RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·714

HMAS Curlew — Report of Proceedings June 66

D OF P
D/D OF P (A)
DGFE
DTWP
D OF C
DNAP
CONS
DNI
HPB
DCNP
DOA
DMT
DDM
DPS
DFSD
DNR
DNES
ACDC
ACMD
MED
PNA
DWE
MDG
DNAS
AS (NS) (N5)
REGISTRAR

D.N.A.S.
26 SEP 1966

AS (NS)	DCNS	2NM	4NM	DPR	REGISTRAR			)Separate
D OF O	1NM	3NM	SEC	FAS (EG)	FAS (FM)	AS (NS)	(N5)	)Report
								)circulating

NOTES: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

RESTRICTED

RESTRICTED

R E S T R I C T E D

HMAS CURLEW - REPORT OF PROCEEDINGS

(HMAS CURLEW letter C/19/1 dated 2nd, June, 1966)

- -

II

A.F. 17/24/1.

The Secretary,
Department of the Navy.

(Copies to:- The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander, Naval Forces,
BORNEO.

The Commander,
MINE COUNTERMEASURES.)

1. Forwarded.

2. Minute I has been upgraded to Restricted.

3. The attention of the Captain, HMAS CURLEW has been drawn to RI Appendix 29A Clause 5(b), as I consider this Report of Proceedings is far too detailed. The Captain, HMAS CURLEW has also been informed that more attention is to be paid to English useage and spelling. The typing problem obtaining in small ships is fully realised but the poor standard is attributed mainly to the length and detail of the Report.

for REAR ~~ADMIRAL~~

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18th July, 1966.

RH

RESTRICTED

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS

(HMAS CURLEW letter C/19/1 dated 2nd, June, 1966)

II

A.F. 17/24/1.

The Secretary,
Department of the Navy.

(Copies to:- The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander, Naval Forces,
BORNEO.

The Commander,
MINE COUNTERMEASURES.)

1. Forwarded.

2. Minute I has been upgraded to Restricted.

3. The attention of the Captain, HMAS CURLEW has been drawn to RI Appendix 29A Clause 5(b), as I consider this Report Of Proceedings is far too detailed. The Captain, HMAS CURLEW has also been informed that more attention is to be paid to English useage, and spelling. The typing problem obtaining in small ships is fully realised but the poor standard is attributed mainly to the length and detail of the Report.

ASC(NS) 21/7

for REAR ~~ADMIRAL~~

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18th July, 1966.

RH

RESTRICTED

St 2529 17/24/1

ROYAL AUSTRALIAN NAVY

TELEPHO

RESTRICTED

REF. No. C/19/1

H.M.A.S. CURLEW,
at Sea.
2nd June, 1966

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

Copies to:- The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander, Naval Forces,
BORNEO.

The Commander,
MINE COUNTERMEASURES.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - JUNE 1966.
(All times Zone -7½ unless otherwise stated)

Sir,

I have the honour to submit the Report of Proceedings for H.M.A. Ship unde my command, for the month of June 1966.

2. On the 1st June CURLEW was on passage from Hong Kong to Labuan. At 1830I that day clocks were retarded one hour to Zone -8 (Hotel). This passage was uneventful and the ship berthed at the Fuel Wharf at Labuan at 0816H on Saturday 4th June.

3. At 1207H I joined the ship from KIMBLA, for passage to Singapore prior to assuming command. On completion of replenishment the ship cast off at 1358H and proceeded to Singapore. On passage small arms firings were carried out to acquaint members of the new ship's company with all types of small arms carried onboard. Clocks were retarded 30 minutes at 1820H on the 5th June, to Zone -7½ (Golf Hotel). During the forenoon of Monday 6th June maneouvering exercises were carried out and upon completion the ship berthed in Singapore Naval Base, starboard side to, on H.M.S. WILKIESTON at 16(E)(S), at 1426. On arrival the Base Staff from H.M.S. MULL OF KINTYRE came onboard to affect repairs upon the f following equipment;- after 40/60 mounting, starting motor; 975 radar; echo sounder; roll damper control unit; 618 radio; and to investigate the funnel lifting. As the latter proved to be caused by the inner doors of the funnel leaking and the replacement of these doors was not considered to be satisfactory solution, it was decided to fit a new funnel. The ship was therefore shipted by tugs at 1530 on the 7th June to Berth 14(S), to facilitate this exchange.

4. At 1000 on Wednesday 8th June, in company with Lieutenant B.A. WILLCOX, (CD) RAN, I called officially on the Commodore Superintendant H.M. Dockyard, Singapore, Commodore F.C.W. LAWSON, D.S.C. and bar, A.M.I. Mech.E., and at 1030 on the Chief of Staff to the Commander Far East Fleet, Rear Admiral D.H. MASON. Calls could not be made on either the Commander, Far East Fleet, or the Flag Officer, Second in Command, owing to their absence from Singapore. At 1200 I offially assumed command from Lieutenant WILLCOX, who departed for Australia that evening.

5. At 1030 on Thursday 9th June, I visited the Maritime Headquarters Operations to receive a briefing on the current situation in

3

RESTRICTED

/2.....

in Malaysian and Singapore waters. At 1100 Captain B.W. MUSSARED Eng M R.A.N., and Commander E.J. MORRISON Eng L R.A.N., came aboard to discuss the ship's current technical and staff problems. The ship's electrical staff have been in a state of flux for the past two months. With the arrival of POE N.M. HURST from Australia it was hoped that the situation would improve. However this sailor on arrival was placed unfit for sea service with a reoccurence of an old back injury and has not yet been to sea in CURLEW. PO EL J.H. MEDLER R.N., has been serving on loan from H.M.S. MULL OF KINTYRE for the entire period since I assumed command and has contributed greatly to the increase in efficiency in this department.

6. At 1430 the ship cast off from berth 14(S) and proceeded to sea on her first patrol of Singapore Straits, to the west of Raffles Light. During the night several bater traders were approached and ordered back into Indonesian waters, and one B.T. boat was accompanied as it took passage in Indonesian waters through the area. At 0830 on the 10th June a swamped barter trader sampan was sighted and the ship bought alongside and the survivors rescued. The sampan was pumped out and inside was found,amongst other ~~things~~ items of clothing, one green army shirt and a KKO cap/beret. I thereby informed the coastguard and the ~~police~~ police boat was dispatched which took the survivors and sampan at 1045. During the night the new funnel had been observed to be expanding at the expansion bands at a far greater degree than was thought to be normal. As the port engine also appeared to be overheating advice was requested from MULL OF KINTYRE regarding the situation. Orders were received to return to Singapore Naval Base and at 1500 CURLEW secured port side to at berth 14(s). The base staff came onboard to investigate and I reported to the Captain, Inshore Flotilla, Captain J.D. HOPE, R.N. As the port engine and funnel appeared normal, the excessive expansion being accredited to normal first steaming, I reported to Captain I.F., that I was ready to assume patrol duties, and was assigned an area east of Raffles Light. CURLEW cast off at 1630 and arrived on patrol at 1800. A quiet night with nothing except the occasional barter trader to be directed back across the border.

7. The ship anchored at 0725 on Saturday 11th June, south of Redcliffe shoal to allow a days maintenance. The anchor was weighed at 1730 and CURLEW proceeded to the night patrol station between Raffles Light and St. Johns Island Light. During the night three sampans were boarded and although the occupants professed to be barter traders the answers received as to why they were in that area at that time were unsatisfactory. Ten crewmen in all from three boats were handed to the police for further investigation.

8. On completion of night patrol at 0700 on Sunday 12th June, course was set for the next nights patrol area, off Malacca. The entire day was spent transiting the area, patrol being started at 1730. The night was quiet with only a few investigations of radar echoes, these proving all to be logs.

9. At 0718 the ship anchored off Undan Light and weighed again at 0945, to effect rendezvous with RFA TIDEFLOW for underway replenishment. The rendezvous was effected at1120 and CURLEW closed TIDEFLOW at 1140, receiving 12 tons of ADD and 6 tons of water prior to disengaging at 1258. The ship then returned to her anchorage remaining there until weighing at 1742 for night patrol.

10. The night was incident free with no contacts of any kind being reported. At 0915 on Tuesday 14th June, streaming of the Double O sweep was commenced and completed by 0948. After executing several turns the sweep was recovered by 1115. Course was then set for Malacca, where the ship anchored at 1214, and the motor boat was sent ashore to collect mail and fresh provisions. On its return at 1420 CURLEW weighed anchor and proceeded back to her patrol area where a dan bouy was laid and exercises carried out in ship

handling and the laying and recovering of dan bouys.

11. The nights patrol was again quiet and on daparting the patrol area at 0645 on the 15th course was set for passage back to ~~Sing~~ Singapore Straits. On passage the loop and CTA rig with hammer were streamed. During the streaming of the former it was discovered that the loop had been modified to take bar and stocking rig without the knowledge of anyone onboard. As this rig wasnot carried the loop was recovered. The Acoustic Hammer was streamed however and left streamed whilst the ship carried out maneouvers. This sweep was recovered at 1415 and the passage continued

12. The patrol that night was uneventful, with early barter traders being ordered to return to Indonesian waters and watching BT boats in their own waters for possible incursions into Malaysian waters. On completion of patrol at 0700 , CURLEW proceeded to Singapore Naval Base, arriving at 1015 and berthing port side to on H.M.S. MARYTON, in Berth 3(S)

13 At 1030 on Friday 17th June the ship was shifted by tugs to 14(S), berthing once again on MARYTON, port side to. That afternoon a team from CURLEW participated in the Inshore Flotilla sports, in which we were eventually placed 7th out of a field of 18. Highlights of the sports from our point of view was the breaking of the Far East Fleet high jump record by Midshipman D.A. JONES, (SL), RAN.

14 At 0940 on Saturday 18th, CURLEW sailed from Singapore Naval Base in company with H.M.S. PICTON (commander J.A. COLEMAN,R.N. Senior Officer 11th Mine Countermeasures Squadron) and H.M.S. WILKIESTON (Lieutenant Commander J.D.H.E. OGILVY,R.N.,) for a mine-sweeping exercise, codename LIONEX 2/66, to be held off the coast of Sarawak. Prior to forming up for departure all ships came alongside RNAD to embark one influence mine. On forming up off the Naval Base, WILKIESTON developed a fault with her electrics and returned alongside, rejoining the force at 1420. At 1315 a flag hoisting exercise was held by PICTON and CURLEW, to familiarise bridge staffs with mine-sweeping publications and procedures. At 1630 O.O.W. maneouvers were carried out and at 1730 a quiz was conducted by WILKIESTON, the answers being passed to her on completion by heaving line transfer. At 2345 all clocks were advanced 30 minutes to Zone -8 (Hotel).

(All times from here Zone -8 (Hotel).)

15. At 0830 on Sunday 19th. June, another flag hoisting exercise was held, followed by OOW maneouvres between 0930 and 1015 and then relative velocity problems for the midshipmen between 1020 and 1120. On completion of this course was set for Tanjong Datu. At 1230 all ships chopped to COMNAVBOR. HMNZS. HICKLETON (Lieut-enant Commander P.N. Wright, RNZN) joined at 1745 and the force anchored in formation north of Pu Tukong Aru at 1810. H.M.A.S. HAWK (Lieutenant J.D. FOSTER,RAN) was present in the area on patrol duties and was to join in the exercise as convenient with these duties. All Commanding and Navigating Officers assembled in PICTON at 1845 for a briefing on the first section of the exercise.

16. Anchor was weighed at 0805 on Monday 20th and the squadron left the anchorage in formation 1. This formation was broken up to allow HICKLETON and CURLEW to proceed ahead to lay radar dans to mark the assault anchorage approach. Although the final sweeping would be carried out through this 800 yard approach channel and into an assault anchorage of rectangular shape, 2miles wide by four deep the initial training was to be done in the six mile long approach channel only. Heavy rain delayed the danlaying and it was not until 1020 that all dans had been laid, and the force assembled north east of the channel at 1130. Double Orepesa sweeps were streamed by all five ships and the first lap entered at 1210. Sweeping continued until 1545 when all sweeps were recovered.Upon

recovery HICKLETON assumed OTC for OOW manoeuvers and the formation anchorage, The latter taking place at 1737 with ships anchoring in the same position as the previous night. All Commanding Officers went onboard PICTON at 1800 for a debrief on the days operations. WILKIESTON reported that his winch was damaged and as a result was unable to participate in further sweeping.

17. At 0700 on the 21st June ships weighed and proceeded in formation to the streaming area. Enroute CURLEW carried out heaving line transfers with WILKIESTON and HAWK. At 0801 formation was broken to allow ships to stream influence sweeps, CURLEW being designated to stream the HAMMER. By 0945 all gear had been streamed and CURLEW entered the first lap at 1038. At 1113 the outer float of the loop was observed to be riding incorrectly and the loop was not operating. On recovery of the loop it was discovered that the forward catenary had parted at an old join at the forward support stocking. As presses were not availably this break could notbe repaired and CURLEW was unable to participate in further magnetic sweeping. With the Acoustic Hammer streamed only the ship re-entered the lap at 1311 But at 1400 all gear was recovered. The force formed up at 1545 for OOW manoeuvers and formation anchorage conducted by WILKIESTON, ships anchoring in the same position at 1750. At 1830 a helicopter transfered mail to CURLEW along with a master timing unit which had been ordered from Singapore.

18. At 0730 on Wednesday 22nd the force weighed and proceeded to the operational area to lay dummy influence and 44 gallon drum moored mines. On completion of this CURLEW joined HAWK to carry out surface firings. At 1145 CURLEW closed HAWK to transfer mail by heaving line, and then proceeded to join R.F.A. EDDYROCK for an anchored replenishment. The ship berthed port side to EDDYROCK's starboard side at 1242. CURLEW cast off again at 1432 to rejoin the squadron for OOW maneouvres and a formation anchorage as OTC. All ships anchored at 1630 in the night anchorage. A meeting of all Commanding and Navigating Officers was held in HICKLETON at 1830 for a final briefing prior to the 30 hour exercise.

19. Allships weighed at 0600 and proeeeded independently to lay assigned dans. As CURLEW was not involved the shipsproceeded directly to the rendezvous position. At 0905 the formation for mechanical sweeping was assumed and all ships commenced streaming Doubl Oropesa sweeps, WILKIESTON being designated mine disposal ship. The first lap was entered at 0918 and the formation proceeded down the approach channel and into the asault anchorage. On CURLEW's second lap of the anchorage the port sweep wire parted at the otter. The cause is not known but with the age and condition of the wire any obstruction may have done this. The ship carried on sweeping in single Oropesa only. WILKIESTON recovered the float and otter and these were transfered by graunch at 1256. At 1326 the squadron received mail from RAF helicopter. Mechanical sweeping ceased at 1612 and the force commenced streaming influence gear. By 1755 CURLEW's hammer was streamed and the first lap was entered at 1830 Sweeping continued until 0925 on the 24th June when the recovery of sweeps was ordered. In all CURLEW had completed 19 laps in acoustic sweeping during the night. By 1100 the sweep had been recovered and the ship proceeded to recover the three dans she had laid. Whilst recovering the first WILKIESTON transfered one dan that had been loaned to PICTON by CURLEW, by graunch. By 1253 all dans had been recovered but as HICKLETON had a wire around her port screw the squadron was unable to form up until 1330. Course was set for the new anchorage, to the west of Tanjong Po, and on passage OOW manoeuvers were carried out prior to anchoring in formation at 1620. At 1700 a de-briefing was held in CURLEW, attended by all Commanding Officers and Navigating Officers.

20. As this was my first practical minesweeping experience the lessons I learnt were (a) that minesweeping must be practiced regularly by squadrons regardless of other employment, if the lessons learnt and the experience gained in exercises such as this

is not to be wasted. With the change round in RAN crews one squadron exercise is probably the maximum that each crew can expect and this I feel is insufficient to properly train crews in the art of minesweeping.

(b) the large number of breakdowns and equipment failures of all types that took place during this exercise. These failures may be due to a lack of minesweeping practice but they also point to the ~~fact~~ requirement of a support vessel if operating at any distance from base. H.M.S. PICTON was the only ship to participate with no faults in her sweeping gear for the whole of the exercise period, covering only three and a half days.

21. All ships weighed anchor at 0545 on Saturday 25th June and proceeded in formation into Sungei Sarawak. As fog was slowing the formation down, WILKIESTON and CURLEW anchored first at Beting Tanju at 0717 and finally off Pending Point at 0838 whilst PICTON and HICKLETON proceeded to Biawak Jetty to fuel. On completion of this fuelling ~~the~~ WILKIESTON and CURLEW weighed anchor and the squadron proceeded in formation up the river to Kuching, CURLEW berthing on WILKIESTON, starboard side to at Steamship Wharf, at 1145. On berthing another meeting was held in PICTON for the following Monday. After this all Commanding Officers were briefed by the Naval Force Commander, Borneo, Captain R.D. McDONALD R.N., on the current confrontation situation in Borneo. That evening the squadron officers gave a cocktail party in PICTON and HICKLETON,

22. CURLEW cast off from her berth at 0700 on the 26th and in company with HICKLETON and WILKIESTON proceeded down river. WILKIESTON and CURLEW were to fuel at Biawak on arrival but as a tanker was occupying the berth we proceeded to the east of Pending Point and anchored until she had moved. Both ships weighed at1200 and CURLEW berthed port side to on WILKIESTON at 1220. As the berth was further required that afternoon both ships cast off on completion of fuelling and proceeded back to their anchorages, anchoring at 1422.

23. CURLEW weighed anchor at 0700 on the 27th and stood out to sea for passage to Lingga. The outer bar was crossed at 1030 and the ship anchored off Lingga at 1329. A social programme had been aranged and my ships company visited local longhouses and played volley ball against a Lingga team. CURLEW was open to visitors from 1430 to 1700 on the 27th and 0800 to 0930 on the 28th. Approximately 200 children and their teachers and 100 adaults boarded for the first period, but only fifty more socially prominent adults took advantage of the second open period. As the tidal stream was quite stromg off Lingga, berth was shifted into the main river at 1720 on the 27th, the ship reanchoring off the town for the morning of the 28th. During the evening of the 27th a dance evening was given in our honour by the local school. This was well attended by the ship's company and thoroughly enjoyed by all, an obviously great effort having been made by the civilian population to make the evening the success that it was.

24. At 1000 on the 28th CURLEW weighed anchor and proceeded to sea to rendezvous with the squadron, north of Tanjong Po, for surface firings against a wooden barge that was up for disposal. WILKIESTON's sixth shot unfortunately achieved this aim but by providing 44 gallon drums the remainder of the squadron were allowed a target. The formation anchored east of Tanjong Datu that eavening and a final squadron meeting was held in WILKIESTON.

25. H.M.A.S. HAWK came alongside at 0600 for turnover of the Sarawak patrol. At 0700 CURLEW weighed anchor to return to Biawak to top up with fuel and water and receive briefings by the officers of West Brigade Headquarters and the Resident Naval Officer, Kuching, Lieutenant Commander R. MARTIN, R.N. CURLEW secured starboard side to at Biawak at 1206.

26. The ship cast off from Biawak at 0700 on the 30th June and anchored to the east of Pending Point for the final briefings prior to going on patrol. The ship weighed anchor at 1300 and proceeded to sea to carry out her first patrol to the east of Tanjong Datu. Patrol commenced at 1800 and was uneventful.

27. During the month I have called officially on the Commodore Superitendent, H.M. Dockyard Singapore Commodore F.C.W. LAWSON, D.S.C. and bar, A.M.I.Mech.E. and the Chief of Staff to the Commander Far East Fleet, Rear Admiral D.H. MASON, both on the 8th June.

28. The morale and discipline of the ships comapany have remained satisfactory during the month of constant movement and demanding exercises. The health of all is good although a number of cases with previous histories of illness have been reported to TERROR and as a result three sailors were left behind during the ships Bormeo operations. The performance of the mainengines and auxilary machinery has been satisfactory and through hard work and long hours the electrical machinary and units are achieving a state of reliability that was not present at the beginning of the month.

I have the honour to be,

Sir,

Your obedient servant,

K J Bale

(K.J. BALE)
LIEUTENANT R.A.N.
CAPTAIN

Enclosures:- Appendix A - Steaming Figures
Appendix B - Exercises
Appendix C - Sporting
Appendix D - Movements

RESTRICTED

APPENDIX A. STEAMING FIGURES

Distance Steamed during June	4,987.9
Hours underway during June	411
Distance steamed since commissioning	42,363.8
Hours underway since commissioning	9,154.8

RESTRICTED

APPENDIX B. EXERCISES COMPLETED

RESTRICTED

The following exercises were carried out by CURLEW during the month of June 1966

GUNNERY

Su.C.R.F.	22/6/66 and 28/6/66

T.A.S.

A.H. Astern	21/6/66, 23/6/66 and 24/6/66
'00' Mech Cutters	14/6/66, 20/6/66 and 23/6/66
'6' Mech Cutters	23/6/66
MM Mk11 and CTA	15/6/66 and 21/6/66
Sweepex	20/6/66 to 24/6/66

SEAMANSHIP

Lay Dans	14/6/66 and 20/6/66

RESTRICTED

APPENDIX C. SPORTING

Nil fleet Competition matches were played during June 1966

APPENDIX D MOVEMENT & EMPLOYMENT

RESTRICTED

DATE ARRIVED	PLACE/AREA	EMPLOYMENT	DATE DEPARTED
1st June	Passage Hong Kong to Labuan		4th June
4th June	Labuan	Replenishment	4th June
4th June	Passage Labuan to Singapore		6th June
6th June	Singapore Naval Base	Maintenance	9th June
9th June	Singapore Straits	Patrol	12th June
12th June	Malacca Straits	Patrol	15th June
15th June	Singapore Straits	Patrol	16th June
16th June	S.N.B.	Maintenance	18th June
18th June	Passage to Sarawak		19th June
19th June	Tanjong Datu to Tg Po	MCX Lionex 2/66	25th June
25th June	Kuching and Biawak	Replenshment	27th June
27th June	Lingga	Hearts & Minds	28th June
28th June	Tg Datu to Tg Po	MCX Lionex 2/66	29th June
29th June	Biawak	Replenishment	30th June
30th June	Tg Datu to Tg Po	Patrol	

RESTRICTED

HMAS CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

(HMAS CURLEW letter C 19/1 dated 1st December, 1966)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 8 DEC 1966

PW.

AS(NS) 13/12.

c 19/1

H.M.A.S. CURLEW,
at Sea.

1st December 1966

The Flag Officer Commanding,
H.M.AUSTRALIAN FLEET.
(Copy to:- The Commander,
MINE COUNTER MEASURES.)

H.M.A.S. CURLEW - REPORTS OF PROCEEDINGS = MAY TO SEPTEMBER - APPENDIX A.

Submitted for information that the figures given in the Appendix A of the Reports of Proceedings for H.M.A.Ship under my command, for the months noted above are incorrect as regards distance steamed since commissioning.

2. The correct figures are as follows:-

May	97,373.9 miles	18 - 206 - 680
June	102,361.8 miles	18 - 206 - 714
July	105,925.1 miles	18 - 206 - 749
August	107,896.6 miles	18 - 206 - 776
September	109,065.6 miles	18 - 206 - 805
October	113,366.7 miles.	- 18 - 206 - 837

3. The initial error occurred prior to the recommissioning and has been overlooked in subsequent reports. This continuation of error is regretted.

K.J. Bale

(K.J. Bale)
Lieutenant R.A.N.
CAPTAIN

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-749

HMAS Curlew — Report of Proceedings — July 66

AS (NS) 23/8

D OF O

DCNS

1ST NM 5/9

2ND NM 8/9

3RD NM 9/9

4TH NM 12/9

SEC 12/9

EAS (EG)

EAS (FM) 12/9

DPR 13/9 14/9

AS (NS) (N5) 19/9

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
EPB	DNES	REGISTRAR	
DFE			

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

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

24/6

RESTRICTED

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-749

HMAS Curlew — Report of Proceedings — July 66

D/D OF P

D/D OF P (A)

DGEE

DTWP

D OF C

DNAP

CONS

DNI

HPB

DCNP

DOA

DNT

DDM

DPS

DESD

DNR

DNES

ACDC

ACMD

DMED

PSA

DWE

MDG

DNAS

AS (NS) (NS)

REGISTRAR

~~AS (NS) DCNS 2NM 4NM DPR REGISTRAR~~
~~D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS) (I'5)~~) Separate Report circulating

NOTES: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - JULY, 1966

(HMAS CURLEW letter C 19/1 dated 3rd August, 1966.)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.
17 AUG 1966

PW.

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - JULY, 1966

(HMAS CURLEW letter C 19/1 dated 3rd August, 1966.)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

V.A.T. Smith.
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.
17 AUG 1966

PW.

N.G. Sellills 23/8

RESTRICTED

RESTRICTED

C 19/ 1

H.M.A.S. CURLEW
at Singapore.

3rd August 1966.

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

Copies to:- The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander, Naval Forces,
BORNEO.

The Commander,
MINE COUNTERMEASURES.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - JULY 1966.

(All times Zone -8 (Hotel) until 19103Cz
then Zone -7½ (Golf Hotel).)

Sir,

I have the honour to submit the following Report of Proceedings of Her Majesty's Australian Ship CURLEW, under my command for the month of July 1966.

2. On the 1st July CURLEW was engaged in patrolling in Borneo waters between Tanjong Datu and Tanjong Po. Patrols in this area were carried out mainly at night with the ship remaining at various anchorages during the daylight hours. The entire period of patrolling in Borneo was uneventful, with no incidents outside the controlling of fishing vessels. The first period of patrol ended on the 4th July with CURLEW berthing at Biawak Shell Jetty at 0955 on that date. All standby periods were taken in the Kuching area, the ship refuelling at the Shell Jetty on arrival then moving to anchor off Pending Point when this jetty was otherwise required. Whilst at standby the ship remained at two hours notice for main engines.

3. CURLEW left the Biawak area at 1500 on the 6th July and resumed patrol. During this patrol period two day journeys were made in the assault boat into coastal rivers, on 'Hearts and Minds' missions. The ship returned to Biawak on the 9th July, securing alongside at 1030.

4. The third period of patrolling commenced on the evening of 11th July and continued until the 14th July. At 1215 on the 14th CURLEW secured alongside at Biawak.

5. The final patrol period commenced on the evening of the 16th, after carrying out an NGS firing in the Tanjong Datu area, At 1201 on the 19th July, H.M.S.MARYTON (Lieutenant Commander W.THORNILY, (CD)R.N.), secured alongside off Tanjong Datu when the patrol was handed over. After MARYTON cast off, CURLEW weighed and proceeded for Singapore Naval Base. On passage clocks were retarded 30 minutes to zone -7½ (Golf Hotel).

2/.....6.

RESTRICTED

6. CURLEW secured alongside at berth 16 East (South) in Singapore Naval Base at 1225 on the 20th July. Here the ship remained until 1030 on the 25th when berth was shifted to 14 (South) to allow a change over of FODEN generators to be effected.

7. At 1655 on Tuesday 26th July CURLEW cast off from 14 (South) and proceeded to sea for Singapore Straits Patrol duty. As this first night was Standby, the ship anchored in Singapore Roads for the night, weighing anchor at 0630 on the 27th to proceed west of Raffles Light for day patrol duties.

8. During this day patrol the number of Indonesian government vessels in the area gradually increased until at 1530 there were four BT boats and one KRONSTADT class Submarine Chaser present. All vessels stayed inside Indonesian territorial waters however, although at 1550 action stations were closed up as one BT made moves towards Singapore waters. On the approach of CURLEW it turned south into Indonesian waters. Patrolling continued until 1230 on the 28th July, although the patrol area was changed at 0800 on that day to the area immediately east of Raffles Light. At 1351 on the 28th CURLEW reverted to Standby, anchoring in Man of War anchorage, Singapore Roads.

9. At 0930 on the 29th CURLEW weighed anchor and proceeded to patrol the area between Raffles Light and St. Johns Island Light. This patrol ceased at 1200 and the ship anchored to the west of Raffles Light at 1225. CURLEW weighed anchor and proceeded to the assistance of H.M.S. GREATFORD (Lieutenant C.V.MORGAN, R.N.,) at 1440. GREATFORD, whilst carrying out day patrol duties, was being pestered by BT boats, as were police craft in the area. With the arrival of CURLEW and H.M.S.DIDO (Captain T.W. STOCKER, R.N.)these BT boats returned to Indonesian waters. At 1812, after being relieved by DIDO, CURLEW passed through Singapore Straits to assume patrol duties between Johore Shoal Buoy and Horsburgh Light. The night patrol of the 29/30th was quiet, the only incidents being the challenging of friendly forces making passage to Singapore Naval Base.

10. The ship anchored during the day, patrolling between Johore Shoal Buoy and Raffles Light that night. On completion of this patrol CURLEW proceeded into Malacca Straits to patrol during the night of the 31st off Malacca.

11. At 1100 on the 22nd July, I called on the Commander, Far East Fleet, Vice Admiral Sir F.TWISS, K.C.B., D.S.C. No other calls were paid or received during the month.

12 The health, morale and discipline of the ships company have been satisfactory. An increase in the number of offences committed during the month is attributed to the age of the sailors involved. As the ships company progress into the commission these are expected to cease as the novelty of the Far East and the routine of patrolling wear off.

I have the honour to be,

Sir,

Your Obedient Servant,

K J Bale

(K.J.Bale.)
Lieutenant R.A.N.
C A P T A I N

APPENDIX 'C'

SPORTING

Nil fleet competition matches were played during July 1966. One soccer match and one rugby match were played against A Company 1st Malaysian Renjers at Samatan, the former being a defeat 1 - 0 and the latter a 3 - 3 draw.

RESTRICTED

APPENDIX 'D'

MOVEMENT AND EMPLOYMENT

DATE ARRIVED	PLACE	EMPLOYMENT	DATE DEPARTED
1st July	Sarawak area	Patrol	19th July
19th July	Passage to Singapore		20th July
20th July	Singapore Naval Base	Maintenance	26th July
26th July	Singapore Straits	Patrol	31st July
31st July	Malacca Straits	Patrol	1st August

RESTRICTED

APPENDIX 'A'

STEAMING FIGURES

Distance steamed in July	3563.3
Hours underway in July	288
Distance steamed since commissioning	45927.1
Hours underway since commissioning	9442.8

RESTRICTED

APPENDIX 'B'

EXERCISES COMPLETED

GUNNERY

Night S.U.C.R.F.	13th July
N.G.S.	16th July
Small Arms Firing	30th July

RESTRICTED

HMAS CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

(HMAS CURLEW letter C 19/1 dated 1st December, 1966)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 8 DEC 1966

PW.

AS(NS) 13/12

c 19/1

H.M.A.S. CURLEW,
at Sea.

1st December 1966

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

(Copy to:- The Commander,
MINE COUNTER MEASURES.)

H.M.A.S. CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

Submitted for information that the figures given in the Appendix A of the Reports of Proceedings for H.M.A.Ship under my command, for the months noted above are incorrect as regards distance steamed since commissioning.

2. The correct figures are as follows:-

May	97,373.9 miles	18 - 206 - 680
June	102,361.8 miles	18 - 206 - 714
July	105,925.1 miles	18 - 206 - 749
August	107,896.6 miles	18 - 206 - 776
September	109,065.6 miles	18 - 206 - 805
October	113,366.7 miles.	- 18 - 206 - 837

3. The initial error occurred prior to the recommissioning and has been overlooked in subsequent reports. This continuation of error is regretted.

K. J. Bale

(K.J. Bale)
Lieutenant R.A.N.
CAPTAIN

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.776.

HMAS Curlew — Report of proceedings August 66.

AS(NS) — D of O — DCNS — 1NM — 2NM — 3NM — 4NM — SEC — FAS(EG) — FAS(FM) — DPR — AS(NS)(N5) — Registrar

After 1/11/66.

Para 10 noted. Retention of volunteers applies only when ship recommission in Singapore and is done as an economic measure. I do not think the increase in petty crime would outweigh the financial saving.

D of ~~P~~ D/D of P(A) DGFE DTWP D of C ~~DNAP~~ CONS DNI HPB DCNP DOA ~~DMT DDM DPS DFSD~~ DNR DNES ACDC ACMD ~~DMED ACTP~~ DWE MDG DNAS AS(NS)(N5) ~~Registrar~~) Separate Report Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

(B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

RESTRICTED

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·776.

HMAS Curlew — Report of Proceedings August '66

D of P 28/9.
D/D of P(A) 30/9
DGFE 30/9
DTWP 6/10
D of C 10/10
DNAP 10/10
CONS 11/10
DNI 13 OCT
HPB 11/10
P3.
DCNP
DOA
DMT 9/11
PCNP
DDM 30/11
DPS 30/11
DFSD
DNE 30 Nov
DNES 2/12
ACDC 2/12
ACMD 6/12
DMED 6/12.
ACTP 8/12
DWE 16/12.
MDG 20/12
DNAS 21/12
AS(NS) (N5) 30/12
Registrar

SUPPLY DIVISION
21 DEC 1966
DNS (MELB)

~~AS(NS) DCNS 2NM 4NM DPR Registrar~~)Separate
~~D of O 1NM 3NM SEC FAS(EG) FAS(FM) AS(NS) (N5)~~)Report Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

(B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - AUGUST, 1966

(HMAS CURLEW letter C 19/1 dated 1st September, 1966.)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

(SGD.) I. H. CARTWRIGHT

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

16 SEP 1966

PW.

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - AUGUST, 1966

(HMAS CURLEW letter C 19/1 dated 1st September, 1966.)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.
16 SEP 1966

PW.

AS(NS) 23/9

26/9

RESTRICTED

RESTRICTED

C 19/1

H.M.A.S. CURLEW,
at Singapore.

1st September 1966

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

(Copies to:- The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander,
MINE COUNTERMEASURES.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS -AUGUST 1966.
(All times Zone -7½ GOLF HOTEL)

Sir,

I have the honour to submit the following Report of Proceedings of Her Majesty's Australian Ship CURLEW, under my command, for the month of August 1966.

2. During the morning of Monday 1st August CURLEW was proceeding from Malacca Straits patrol to the Singapore Naval Base arriving there at 1440 and berthing at 15 west on H.M.A.S. HAWK. The ship remained in that berth until Thursday 4th, casting off at 1004 for passage to the Malacca Straits patrol area. On arrival at 2330 off Malacca, CURLEW commenced patrolling. With three CMS'on patrol in this area this period,until Friday 12th August,was spent carrying out night patrols and either exercising or refuelling during the daylight hours. CURLEW visited Port Dickson for fuel on the 6th and 10th August, and for mail on the 11th. One evening 'stand off' was allowed and this the ship passed at anchor off Si Rusa. During these patrols no incidents occurred except for the passage of a JAGUAR type patrol craft through the area at approx -imately 0100 each morning.

3. CURLEW was reliewed by SRI PERLIS at 1950 on the 11th and then proceeded to Singapore Naval Base, arriving alongside in berth 16 east on H.M.S. HOUGHTON, at 0940. On Saturday 13th berth was shifted to 15 west.

4. At 0750 on Tuesday 16th CURLEW cast off and proceeded to sea, anchoring off Tanjong Stapa at 0930. H.M.A.S. HAWK anchored in company during the forenoon. CURLEW weighed anchor at 0930 on the 17th, and in company with HAWK rendezvous was effected with H.M.A.S. GULL (Lieutenant Commander J.S.DICKSON, RAN) for exercises. On completion of these CURLEW anchored at 1645 off Tanjong Stapa.

4. CURLEW weighed anchor at 0950 and after rendezvous with GULL further exercises were carried out. These ceased owing to bad weather at 1200 and both ships anchored at 1305. As CURLEW was duty CMS for the period 19th - 21st August, the ship remained at anchor until 1155 on Monday 22nd, then weighed and returned to

RESTRICTED

-2/.....

Singapore Naval Base, berthing at 15 west at 1330. CURLEW commenced her 14 day Base Maintenance Period on arrival. Berth was shifted at 0730 on the 24th to 14 south and again at 1430 on the 26th to 13N on H.M.S. MULL OF KINTYRE.

7. After an exchange of both engines the ship carried out Basin Trials at 0745 on Saturday 27th August and on successful completion of these cast off and proceeded to sea for full Engine Trials. On return to Singapore Naval Base the ship berthed at 16 west ,on H.M.S. MARYTON, at 1200, and resumed Base Maintenance. Berth was shifted under own power at 1000 on Monday 29th, to 14 south on H.M.S. HOUGHTON and here the ship remained for the remainder of the month.

8. Vice Admiral Sir F.R.TWISS,K.C.B., D.S.C., came onboard at 1130 on Monday 15th August to return my call and informally walk around the ship, talking to various members of the Ship's Company. Rear Admiral D.H.MASON, the Chief Staff Officer to the Commander, Far East Fleet returned my call at 1230 on Wednesday 31st.

9. A number of sporting fixtures have been played against units of the Far East Fleet, either by the ship's company alone or combined with other ships. Although results have been varied the ship's company have shown a keenness in all fields that is creditable. An end of the month rugby match against H.M.S/M AURIGA gave CURLEW a 26-3 victory and this is expected to inspire further determination in the teams.

10. The health of the ship's company is satisfactory. Morale is good although the number of offences against discipline for the month is high. This I consider to be the result of leaving junior sailors onboard from one commission to the next. The advantages obtained by their experience are not enough,in the case of certain sailors,to outweigh the disadvantages which have been noted in the mixture of crews. Unfavourable comparisons are drawn between administrations and this appears to be the case in most ships. Furthermore there is a tendency for the newer sailors to try to follow the example of the more experienced ashore without the necessary knowledge of the Far East. This has led to several incidents resulting in subsequent charges.

I have the honour to be,

Sir,

Your Obedient Servant,

K. J. Bale

(K.J. Bale)
Lieutenant R.A.N.
C A P T A I N

RESTRICTED

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - AUGUST 1966

APPENDIX A - STEAMING FIGURES.

Distance Steamed in August	1971.5 miles
Hours Underway in August	141 hours
Distance Steamed since Commissioning	47,898.6 miles
Hours Underway since Commissioning	9583.8 hours

APPENDIX B - EXERCISES COMPLETED

Seamanship.

Tow Forward	17th August
Man Overboard	17th August
Lay Danbuoy	17th August

TAS

Stream OO with mechanical cutters	5th August

NBCD

Major NBCD exercise	8th August

SPORTING - FLEET COMPETITION.-APPENDIX C

Nil Fleet competition games played during August.

APPENDIX D - MOVEMENT AND EMPLOYMENT

Date Arrived	Place	Employment	Date Departed
1st August	Singapore Naval Base	Maintenance	4th August
4th August	Malacca Straits	Patrolling	11th August
12th August	Singapore Naval Base	Maintenance	16th August
16th August	Singapore Straits	Exercises and Duty CMS	22nd August
22nd August	Singapore Naval Base	Base Maintenance	31st August.

RESTRICTED

HMAS CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

(HMAS CURLEW letter C 19/1 dated 1st December, 1966)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 8 DEC 1966

PW.

AS(NS) 13/12

c 19/1

H.M.A.S. CURLEW,
at Sea.

1st December 1966

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

(Copy to:- The Commander,
MINE COUNTER MEASURES.)

H.M.A.S. CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

Submitted for information that the figures given in the Appendix A of the Reports of Proceedings for H.M.A.Ship under my command, for the months noted above are incorrect as regards distance steamed since commissioning.

2. The correct figures are as follows:-

May	97,373.9 miles	18 - 206 - 680
June	102,361.8 miles	18 - 206 - 714
July	105,925.1 miles	18 - 206 - 749
August	107,896.6 miles	18 - 206 - 776
September	109,065.6 miles	18 - 206 - 805
October	113,366.7 miles.	- 18 - 206 - 837

3. The initial error occurred prior to the recommissioning and has been overlooked in subsequent reports. This continuation of error is regretted.

K. J. Bale

(K.J. Bale)
Lieutenant R.A.N.
CAPTAIN

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-805

HMAS Curlew — Report of proceedings — Sept '66

AS(NS) Drks

D of O

DCNS AMCN 3/11

1NM - after 31/10/66

2NM 27/X

3NM 28/10

4NM 28/10

SEC

FAS(EG) 31/10

FAS(FM) 31/10

DPR 31/10

AS(NS)(N5) 9/11

Registrar

D of P D/D of P(A) DGFE DTWP D of C DNAP CONS DNI HPB DCNP DOA DMT DDM DPS DFSD DNR DNES ACDC ACMD DMED ACTP DWE MDG DNAS AS(NS)(N5) Registrar.) Separate Report Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

(B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

RESTRICTED

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·805

HMAS Curlew Report of Proceedings Sept '66

D of P
D/D of P(A)
DGFE
DTWP
D of C
DNAP
CONS
DNI
HPB
DCNP
DOA
DMT
DBM
DPS
DESD
DNR
DNES
ACDC
ACMD
DMED
ACTP
DWE
MDG
DNAS
AS(NS) (N5)
Registrar

SUPPLY DIVISION
13 DEC 1966
(MELB.)

~~AS(NS) DCNS 2NM 4NM DPR Registrar~~)Separate
~~D of O 1NM 3NM SEC FAS(EG) FAS(FM) AS(NS) (N5)~~)Report Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

(B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - SEPTEMBER, 1966.

(HMAS CURLEW Report of Proceedings C19/1 dated 1st October, 1966).

- -

II

A.F.17/24/1.

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

17 OCT 1966

TL.

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - SEPTEMBER, 1966.

(HMAS CURLEW Report of Proceedings CI9/1 dated 1st October, 1966).

- -

II

A.F.17/24/1.

The Secretary,
Department of the Navy.

1. Forwarded.

(GEO) LTH CAMPBELLIGHT

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

17 OCT 1966

TL.

RESTRICTED

RESTRICTED

C19/1

H.M.A.S. CURLEW,
at Port Swettenham.

1st October 1966.

The Flag Officer Commanding,
H.M.AUSTRALIAN FLEET.
(Copies to:- The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander,
MINE COUNTER MEASURES.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - SEPTEMBER 1966.
(All times Zone -7½ (Golf Hotel).)

Sir,

I have the honour to submit the following Report of Proceedings of Her Majesty's Australian Ship CURLEW, under my command for the month of September 1966.

2. For the first four days of this month the ship was carrying out her Base Maintenance Period in Singapore Naval Base. On the 5th September the ship carried out runs over the Deguassing Range at Seletar, and the following day proceeded to B Buoy for compass swing and AH output test. New sweep wires were embarked on the 7th and 8th and at 0830 on the 9th September CURLEW cast off from her berth at 15West and proceeded to sea to stream, stretch and calibrate these wires. Enroute the ship came alongside the Royal Naval Armament Depot wharf and embarked two practice influence mines for use in the following week's Squadron Exercise Period. On completion of calibrating CURLEW anchoredoff Tanjong Stapa at 1625, weighing at 1000 on the 10th to return to S.N.B. On arrival the ship secured starboard side to, on H.M.A.S. SNIPE, in 14South, at 1147.

3. At 0730 on the 12th September CURLEW cast off from 14South and shifted to 15West to embark the repaired CTA cable. At 0830 in company with H.M.A.Ships SNIPE (Lieutenant Commander D.J.ORR,R.A.N.), GULL (Lieutenant A.W.CARWARDINE,R.A.N.) and HAWK (Lieutenant (SD) P.D. ROUSE,R.A.N.), CURLEW proceeded to sea for the Squadron Exercise Period. Enroute to the exercise area flaghoisting exercises and a three ship radar calibration were carried out. The Squadron anchored off Pulau Tioman at 2000. Ships weighed anchor at 0630 on the following day and proceeded to the exercise area. During the forenoon an AACR firing was carried out and during the afternoon INDEX CURLEW carried out a full power trial, prior to returning to the anchorage at 1500.

4. The squadron weighed at 0810 on the following day and proceeded to the exercise area to carry out wire sweeping practices, returning to anchor at 1510. At 0430 on the 15th ships weighed anchor and proceeded south to rendezvous with R.F.A. GOLD RANGER. Enroute CURLEW and HAWK were detached to carry out a CRSU firing. As the weather was unsuitable for refuelling at sea GOLD RANGER proceeded into Kuala Johore. CURLEW came alongside GOLD RANGER at 1621 and cast

RESTRICTED

off again on completion of refuelling at 1715. CURLEW then proceeded to Pulau Tioman, anchoring on arrival at 0035 on the 16th.

5. At 0930 that day the ship weighed anchor and proceeded to the exercise area to stream influence sweeps. When the CTA had been streamed a defect occurred in the minesweeping winch control box. The CTA was recovered with the winch contacts being manually operated and at extreme slow speed. The practice influence mines were laid and the ship returned to her anchorage at 1630. With the return of the squadron to Pulau Tioman assistance was obtained to investigate the winch defect but the fault was found to be beyond ship's staff to repair. CURLEW therefore weighed at 2300 on the 18th to return to S.N.B., rendezvous being effected enroute with H.M.A.S.STUART, to transfer one sailor. The ship secured port side to on H.M.S.SHERATON in 15West at 1100 on 19th September.

6. CURLEW remained in the Singapore Naval Base carrying out general maintenance until 28th September, when at 0830 CURLEW cast off and in company with H.M.A.Ships SNIPE and GULL proceeded to sea for passage to Port Swettenham. During this passage ships streamed the Armed Team Sweep and practice lap turns with this sweep streamed. The ships arrived in Port Swettenham on the 29th, CURLEW securing port side to in No. 1 Wharf at 0925. Here the ship remained until the end of the month.

7. During the month the ship's company have maintained a high degree of enthusiasm for all types of sporting events and have established themselves as the backbone of any squadron team. The results have been mixed but in competition with ships of similar size the teams have been highly successful.

8. The health, morale and discipline are satisfactory. The number of offences has dropped and it is hoped that this tendency will continue now that the ship's programme has been finalised with several interesting ports of call prior to departure for Australia being scheduled.

9. No calls were paid or received during the month.

I have the honour to be,

Sir,

Your Obedient Servant,

K. J. Bale

(K.J.Bale.)
Lieutenant R.A.N.
C A P T A I N

Enclosures:-

Appendix A,B,C and D (1sheet)

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - SEPTEMBER 1966

APPENDIX A - STEAMING FIGURES.

Distance steamed during the month	1169 miles
Hours underway during the month	111 hours
Distance steamed since commissioning	49068 miles
Hours underway since commissioning	9695 hours

APPENDIX B - EXERCISES COMPLETED.

AACRF	13 Sept
SUCRF	15 Sept
Stream 00 without cutters	9 Sept
Stream 00 with mechanical cutters	13 and 14 Sept
CTA	16 Sept
Team Sweep	28 Sept
Radar Calibration	12 Sept
X.O. Conning into harbour	5 Sept
Quarterly full power trial	13 Sept

APPENDIX C - FLEET SPORTING COMPETITION

Nil games played for fleet competitions during the month.

APPENDIX D - MOVEMENT AND EMPLOYMENT.

Date Arrived	Place	Employment	Date departed
1 Sept	S.N.B.	Base Maintenance	4 Sept
5 Sept	S.N.B./ Local Areas	Trials/Maintenance	12 Sept
12 Sept	Pulau Tioman/ Exercise Areas	Squadron Exercise Period	18 Sept
19 Sept	S.N.B.	Maintenance	28 Sept
28 Sept	Malacca Straits	Passage	29 Sept
29 Sept	Port Swettenham	Operational Visit	30 Sept

Registrar 7/11/66

original on 18-206-837
Copies on 18-206-776
749
714
680

HMAS CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

(HMAS CURLEW letter C 19/1 dated 1st December, 1966)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 8 DEC 1966

PW.

AS(NS) 13/12

c 19/1

H.M.A.S. CURLEW,
at Sea.

1st December 1966

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

(Copy to:- The Commander,
MINE COUNTER MEASURES.)

H.M.A.S. CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

Submitted for information that the figures given in the Appendix A of the Reports of Proceedings for H.M.A.Ship under my command, for the months noted above are incorrect as regards distance steamed since commissioning.

2. The correct figures are as follows:-

May	97,373.9 miles	18 - 206 - 680
June	102,361.8 miles	18 - 206 - 714
July	105,925.1 miles	18 - 206 - 749
August	107,896.6 miles	18 - 206 - 776
September	109,065.6 miles	18 - 206 - 805
October	113,366.7 miles.	- 18 - 206 - 837

3. The initial error occurred prior to the recommissioning and has been overlooked in subsequent reports. This continuation of error is regretted.

K. J. Bale

(K.J. Bale)
Lieutenant R.A.N.
CAPTAIN

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·837.

HMAS Curlew — Report of proceedings Oct 66.

AS(NS) 23/4

D ~~of~~ O

DCNS 29/11

1NM 5/XII

2NM

3NM 9/12

4NM 9/12

SEC 12/12

FAS(EG)

FAS(FM) 1/1/12

DPR 13/12

AS(NS)(N5) 14/12

Registrar

D of ~~P~~ D/D of P(A) DGFE DTWP D of ~~C~~ ~~DNAP~~ ~~CONS~~ DNI) Separate
HPB DCNP DOA ~~DMT~~ ~~DDM~~ ~~DPS~~ ~~DFSD~~ DNR DNES ACDC ACMD) Report
~~DMED~~ ~~ACTP~~ DWE MDG DNAS AS(NS)(N5) ~~Registrar~~) Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

(B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - OCTOBER, 1966.

(HMAS CURLEW letter C 19/1 dated 1st November, 1966.)

II

A.F. 17/24/1.

The Secretary,
Department of the Navy.

1. Forwarded.

2. With reference to paragraphs 6 and 7, the Captain, HMAS SNIPE has been directed to forward a report concerning the landing of armed parties in a foreign country and the parading of a guard for the Australian Ambassador at TACLOBAN Airport.

V.A.T. Smith.
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

RESTRICTED

RESTRICTED

17/24/1

C 19/1

H.M.A.S. CURLEW,
at Singapore.

1st November 1966.

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

(Copies to: The Commander,
FAR EAST FLEET.

The Flag Officer, Second in Command,
FAR EAST FLEET.

The Captain,
INSHORE FLOTILLA.

The Commander,
MINE COUNTER MEASURES.)

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - OCTOBER 1966.

(Times:- Zone -7½ (Golf Hotel) until 131615z
then Zone -8 (Hotel) until 251030z
then Zone -7½ (Golf Hotel).)

Sir,

I have the honour to submit the following Report of Proceedings of Her Majesty's Australian Ship CURLEW, under my command for the month of October 1966.

2. On the 1st October CURLEW was alongside at No.1 Berth in Port Swettenham in company with H.M.A.Ships SNIPE and GULL, and remained there until 1400 on 3rd October when the Squadron departed for Singapore. On arrival in Singapore Naval Base, the ship berthed in 16 West(north), on H.M.S. MULL of KINTYRE, at 0853, on October 4th.

3. CURLEW remained in Singapore Naval Base storing and fuelling, until 0835 on 6th October, when the ship departed for Penang. The passage to Penang was uneventful, CURLEW anchoring at night, until rendezvous was effected at 0630 on 8th October with H.M.S. LOCH FADA, (Commander W.H.BARNARD, Royal Navy) for entry into Penang Harbour. On arrival CURLEW first berthed at the Shell Jetty, Butterworth at 0920 to refuel, proceeding on completion to Inner South Swettenham Pier where the ship berthed at 1035. After berthing I called on the Captain, H.M.S. LOCH FADA. The programme that had been arranged for both ships for this visit was extremely comprehensive and reflected the efforts and hard work of the Resident Naval Officer, Lieutenant Commander SYED HALIM, R.M.N., and ensured the success of this visit. On Monday 10th in company with Commander BARNARD, I called officially on the Chief Minister for Penang State, YAB Tan Sri WONG POW NEE.

4. At 1000 on Tuesday 11th October, CURLEW cast off and proceeded for Singapore Naval Base, arriving at 1305 on the 12th and berthing on H.M.A.S. SNIPE in 16 West North. That afternoon the ship refuelled and stored and at 0600 on the 13th cast off, and in company with H.M.A.S.SNIPE, proceeded to sea for passage to Tacloban. At 2345GH that evening clocks were advanced 30 minutes to Zone -8 (Hotel). At 1340 on Saturday 15th October CURLEW berthed on SNIPE at the Labuan Shell Fuelling Jetty and on completion of refuelling both ships sailed at 1800.

RESTRICTED

2/.....

5. After a quiet passage through Balabak Strait, the Sulu Sea and Leyte Gulf, the ships arrived in Tacloban Harbour on the 18th October. CURLEW berthed on SNIPE at Tacloban Wharf at 1045. Shortly after berthing I accompanied Lieutenant Commander J.ORR, R.A.N., and called on the Mayor of Tacloban, Mr A.C.JARO. That evening, after a cocktail party hosted by the Lions Club for the Officers and Senior Sailors of both ships, all officers were guests at a dinner given by the Governor of Leyte Province, Mr N.B.ROMUALDEZ.

6. At 1400 on the 19th October, a guard of honour from both ships paraded at Tacloban Airport for the arrival of the Australian Ambassador, His Excellency Mr. F. STUART. At 1800 that evening a cocktail party was given by both ships for the Australian Ambassador at which the Japanese Ambassador, His Excellency Mr. H.TAKEUCHI and local dignitaries were guests.

7. The combined guard again paraded at the airport during the forenoon of 20th October to meet incoming Service and civil officials. After the arrival of the personal representative of the President of the Phillipines all guests proceeded to San Palo. At Red Beach, San Palo, the site of General MACARTHUR's landing in 1944, a short ceremony and wreath laying took place. That afternoon a march was held through the city of Tacloban, in which both armed and unarmed contingents from both ships took part.

8. CURLEW cast off at 1000 on the 21st October and in company with SNIPE proceeded to Singapore. Enroute both ships refuelled underway from RFA GOLDRANGER during the afternoon of Saturday 22nd. The return passage to Singapore was uneventful, clocks being retarded 30 minutes to zone -7½(Golf Hotel) at 1800H on the 25th October. CURLEW berthed at 15West in Singapore Naval Base at 0815 on Wednesday 26th October. The ship cast off at 1100 on the 27th to take up duty CMS patrol. The 27th and 28th were spent in Singapore Straits carrying out independent exercises, anchoring overnight off Tanjong Stapa. At 1600 on the 28th CURLEW secured alongside at Loyang Boom Defence Depot and remained here at one hours notice for power for the remainder of the month.

9. With the almost constant movement during the month, little has been possible in the way of sporting fixtures. An Australian Rules match was oganised during the Penang visit, but the ship was heavily defeated by the Australian Army. However the teams remain keen and further matches are expected during the Base Maintenance Period.

10. The health, morale and discipline of the ship's company remain satisfactory. Technically the ship has suffered from a large number of electrical defects, but this has been due to the large numbers of personnel changes. Since recommissioning the ship has had five POE's, one LEM and three EM's. It is considered however that with the forthcoming Base Maintenance Period and the return to full departmental strength these defects will all be rectified.

I have the honour to be,

Sir,

Your Obedient Servant,

K. J. Bale

(K.J. Bale)
Lieutenant R.A.N.
C A P T A I N

Enclosed. Appendices A,B,C and D. (1 sheet)

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - OCTOBER 1966.

APPENDIX A - STEAMING FIGURES

Distance steamed during the month	4301.1 miles
Hours underway during the month	344.4 hours
Distance steamed since commissioning	53369.1 miles
Hours underway since commissioning	10039.4 hours

APPENDIX B - EXERCISES COMPLETED.

Stream MM Mk11	28th October
Fuelling Abeam	22nd October

APPENDIX C - FLEET SPORTING COMPETITION

Nil games played for fleet sporting trophies and competitions during month

APPENDIX D - MOVEMENT AND EMPLOYMENT.

Date arrived	Place	Employment	Date Departed
1 Oct	Port Swettenham	Operational Visit	3 Oct
4 Oct	Singapore Naval Base	Maintenance	6 Oct
8 Oct	Penang	Operational Visit	11 Oct
12 Oct	S.N.B.	Maintenance	13 Oct
15 Oct	Labuan	Refuel	15 Oct
18 Oct	Tacloban	Recreational visit	21 Oct
26 Oct	S.N.B.	Maintenance	27 Oct
27 Oct	Singapore Straits Loyang	Duty C.M.S.	31 Oct

FOCAF DISTRIBUTION SHEET

SEC
RA
~~GSO~~
~~COF~~ AV 18/10
~~FTO~~ 18/10
~~FOO~~ 19/10
~~FWEEO~~ 24/10
~~FINSTO~~ 24/10
~~FOA~~
~~FOA(P)~~
~~FDO~~ 31/10
~~FGO~~ 1/11
~~FTASO~~ 1/11
~~FCO~~ 3/11
~~FGA~~
~~FWEMA~~
~~FMEA~~ 18/10
FLAG 22/11
~~FSHIPPO~~ 18/10
~~A/COF~~ 24/10
A/SEC
~~O~~
~~P~~ 24/10
~~M~~ 24/10
~~A~~

3/11
4/11
24/10

~~FAVO~~
~~FMO~~
~~FNO~~
~~FAEO~~
~~FNBCDO~~
~~FDIVO~~
~~FDS~~
~~FEWO~~
~~FPHOTO~~
~~FCHAP(RC)~~
~~FCHAP(P)~~

Sec 9/12/66

HMAS CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

(HMAS CURLEW letter C 19/1 dated 1st December, 1966)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 8 DEC 1966

PW.

c 19/1

H.M.A.S. CURLEW,
at Sea.

1st December 1966

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

(Copy to:- The Commander,
MINE COUNTER MEASURES.)

H.M.A.S. CURLEW - REPORTS OF PROCEEDINGS - MAY TO SEPTEMBER - APPENDIX A.

Submitted for information that the figures given in the Appendix A of the Reports of Proceedings for H.M.A.Ship under my command, for the months noted above are incorrect as regards distance steamed since commissioning.

2. The correct figures are as follows:-

May	97,373.9 miles	18 - 206 - 680
June	102,361.8 miles	18 - 206 - 714
July	105,925.1 miles	18 - 206 - 749
August	107,896.6 miles	18 - 206 - 776
September	109,065.6 miles	18 - 206 - 805
October	113,366.7 miles.	- 18 - 206 - 837

3. The initial error occurred prior to the recommissioning and has been overlooked in subsequent reports. This continuation of error is regretted.

K. J. Bale

(K.J. Bale)
Lieutenant R.A.N.
CAPTAIN

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.846.

HMAS Curlew. Report of proceedings Nov 66.

AS(NS) 16/1

D ~~of O~~ Ref. para 6. To the best of DofO's knowledge the ships were scheduled to visit Madang 26-28 Nov which they did. 19/12.

DCNS TEAL & IBIS did not visit MADANG 26/28 NOV. Their programme was changed & all concerned were informed except the local authorities at MADANG! This has since been cleared up. NFA is called for!

1NM

2NM 22/12

3NM

4NM 4/1

SEC

FAS(EG)

FAS(FM) 5/1

C of S

DPR

AS(NS) (N5) 12/1

Registrar

D ~~of P~~ D/D of P(A) DGFE DTWP D of C ~~DNAP CONS DNI~~ HPB DCNP DOA DMT ~~DDM DPS DFSD~~ DNR DNES ACDC ~~PNA ACMD DMED~~ ACTP DWE MDG DNS AS(NS)(N5) Registrar) Separate Report Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

(B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

RESTRICTED

D

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·846.

HMAS Curlew — Report of Proceedings — Nov 66

D of P
D/D of P(A)
DGFE
DTWP
D of C
DNAP
CONS
DNI
HPB
DCNP
DOA
DMT
DDM
DPS
DESD
DNR
DNRS
ACDC
~~DNA~~
ACMD
DMED
ACTP
~~DWE~~
MDG
DNS
AS(NS) (N5)
Registrar

SUPPLY DIVISION
3 MAR 1967
(MELB.)

~~AS(NS) DCNS 2NM 4NM DPR Registrar~~) Separate
~~D of O 1NM 3NM SEC FAS(EG) FAS(FM) C of S AS(NS)(N5)~~) Report Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

(B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - NOVEMBER, 1966

(HMAS CURLEW letter C 19/1 dated 1st December, 1966.)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 8 DEC 1966

PW.

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - NOVEMBER, 1966

(HMAS CURLEW letter C 19/1 dated 1st December, 1966.)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

(SGD.) I. H. CARTWRIGHT
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 8 DEC 1966

PW.

RESTRICTED

RESTRICTED

17/24/1

C 19/1

H.M.A.S. CURLEW,
at Sea.

1st December 1966.

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

(Copy to:- The Commander,
MINE COUNTER MEASURES.)

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - NOVEMBER 1966.

All times as noted in report.

Sir,

I have the honour to submit the following Report of Proceedings of Her Majesty's Australian Ship CURLEW, under my command for the month of November 1966.

2. At the beginning of the month CURLEW was alongside at Loyang Boom Defence Wharf, completing a duty CMS period. This duty ended at 1100GH on the 1st November and the ship returned to the Naval Base berthing in 16West (South) on H.M.S. MULL OF KINTYRE at 1200GH. The ship remained in the Naval Base, shifting berth to 15 East at 1400GH on the 9th November, until 1700GH on Saturday 12th November. During this period of Base Maintenance such defects were repaired and stores embarked as necessary for the passage to Australia. On the 10th November, in company with the Senior Officer, 16th MCM Squadron, Lieutenant Commander D.J.ORR, R.A.N., I paid farewell calls on the Commodore Superintendent, H.M.Dockyard, Singapore, Commodore F.W.C. LAWSON, DSC+,AMIMechE, and the Commander, Far East Fleet, Vice Admiral Sir FRANK TWISS, KCB, DSC. Time did not allow these calls to be returned, although both officers attended the joint ships farewell cocktail party.

3. At 1700GH on the 12th November CURLEW cast off from 15East and in company with HMAS SNIPE departed finally from the Naval Base, to the sounds of the Royal Marine Band, fireworks, and three cheers from the ships company of MULL OF KINTYREand various farewelling friends. The passage to Labuan was calm and uneventful, clocks being advanced thirty minutes at 2345 on the 13th to zone-8 (Hotel). CURLEW berthed port side to on SNIPE at the Fuelling Jetty, Labuan, at 0712H on Tuesday 15th November. On completion of fuelling both ships cast off at 1400H.

4. After a quiet passage through Balabak Strait and the Sulu Sea, CURLEW berthed port side to on the eastern end of the jetty at Zamboanga, Republic of the Philippines, at 0854H on the 17th November. Fuel was readily obtained from road tankers but after waiting several hours for additional pressure and trying various methods it was decided th that the ships would be unable to obtain water. Both ships cast off at 1500H and proceeded for Manus Island.

5. During a quiet passage clocks were advanced a total of two hours to zone -10(Kilo) and at 0120K on Wednesday 23rd both ships anchored off Lombrum Point in Seeadler Harbour. At 0800 CURLEW weighed anchor and proceeded to berth starboard side to on SNIPE at Lombrum Wharf. During the stay in Manus Island the two ships competed for the Squadron Sporting Trophy at Cricket, which resulted in a decisive first innings victory for CURLEW.

RESTRICTED

.....6/

6. CURLEW cast off at 1300K on Friday 25th and after SNIPE had cast off, both ships formed up for passage to Madang. At 1500K both ships carried out a pre-refit full power trial of engine output only. On completion, at 1700K, ships reformed and the passage continued. Both ships entered Madang Harbour the next morning, CURLEW berthing on SNIPE, on the eastern end of the main wharf, at 0853K. At 1030K, in company with Lieutenant Commander D.J.ORR,R.A.N., I called on the District Commissioner, Mr.D.BASSETT. After the failure of IBIS and TEAL to arrive at Madang as scheduled there was some doubt as to whether our ships would arrive and the normal social programme had not been arranged. However the RSL provided a lunch social on Sunday 27th which was attended by both ships' companies, and enjoyed immensely.

7. Both ships cast off at 0755K on Monday 28th and proceeded in formation out of harbour. Initially the weather was good but from Vitiaz Strait to the China Strait the formation was buffetted by head winds of force 4/7. Both ships passed through the China Straits during the early morning of the 30th. Later that day the wind backed to the east and during the afternoon and evening CURLEW, with inoperative roll dampers, spent an uncomfortable time rolling constantly between 15 to 30 degrees.

8. Mechanically the ship has performed well during this long passage and electrically although the roll dampers are still defective an early failure of the gyro compass has been remedied and the department appears to be functioning well. The health, discipline and morale of the ships company has improved steadily as the miles have passed astern, the only troubles being caused by the select few. These sailors have been the subject of other correspondence.

I have the honour to be,

Sir,

Your Obedient Servant,

K J Bale

.....
(K.J. Bale)
Lieutenant R.A.N.
C A P T A I N

Enclosures:

Appendices A,B,C and D (one sheet)

RESTRICTED

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS -NOVEMBER 1966

APPENDIX A - STEAMING FIGURES.

Distance Steamed During November	3882.2 miles
Hours Underway During November	315 hours
Distance Steamed Since Commissioning	117,248.9 miles
Hours Underway Since Commissioning	10,354.4 hours

APPENDIX B - EXERCISES COMPLETED.

Nil - ship employed in Base Maintenance or on Passage.

APPENDIX C - FLEET SPORTING COMPETITION

Nil games played for Fleet Competitions during November.

APPENDIX D - MOVEMENT AND EMPLOYMENT

Date Arrived	Place	Employment	Date Departed
-	Loyang Boom Depot	Duty CMS	1.11.66
1.11.66	Singapore Naval Base	BMP	12.11.66
15.11.66	Labuan	Refuel	15.11.66
17.11.66	Zamboanga	Refuel	17.11.66
23.11.66	Manus Island	Refuel and recreation	25.11.66
26.11.66	Madang	Refuel and recreation	28.11.66

RESTRICTED

RESTRICTED

DEPARTMENT OF THE NAVY

18·206·867

MINUTE PAPER

HMAS Curlew — Report of proceedings December 1966

AS(NS) 12/1
D of O 17/1
DCNS 20/1
1NM Amen 24/1
2NM
3NM 27/1
4NM 27/1
SEC 1/2
FAS(EG)
FAS(EM) 9/2
C of S 10/2
DPR 13/2
AS(FS) (N5) 14/2
Registrar

~~D of P~~ D/D of P(A) DGFE DTWP D of C ~~DNAP~~ ~~CONS~~ ~~DNI~~) Separate
HPB DCNP DOA DMT ~~DDM~~ ~~DPS~~ ~~DFSD~~ DNR DNES ACDC) Report
PNA ~~ACMD~~ ~~DMED~~ ACTP DWE MDG DNS AS(NS)(N5) ~~Registrar~~) Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

(B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

RESTRICTED

RESTRICTED

HMAS CURLEW - REPORT OF PROCEEDINGS - DECEMBER, 1966

(HMAS CURLEW letter c 19/1 dated 15th December, 1966.)

- -

II

A.F. 17/24/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

PW. 22 DEC 1966

AS(NS) 29/12
30/12
NS Smith 11/1/67

RESTRICTED

17/24/1

RESTRICTED

c 19/1

H.M.A.S. CURLEW,
at Sydney.

15th December 1966.

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

(Copy to:- The Commander,
MINE COUNTER MEASURES.)

H.M.A.S. CURLEW -REPORT OF PROCEEDINGS - DECEMBER 1966.
(All times Zone -10 (Kilo)).

Sir,

I have the honour to submit the following Report of Proceedings of Her Majesty's Australian Ship CURLEW, under my command, for the month of December 1966.

2. On the 1st December CURLEW was on passage from China Straits to Mourilyan in company with H.M.A.S. SNIPE. With a beam sea the ships rolled considerably until entering the Grafton Passage. At 2305 both ships came to anchor off Meaburn Rock, north of the entrance to Mourilyan Harbour. At 0720 on the 2nd CURLEW weighed anchor and proceeded into the harbour, securing alongside, port side to, at the Sugar Wharf, astern of SNIPE, at 0802. A pilot had been embarked for this entry, but owing to the width of the entrance and the clear approach of the main leads his services were not really required. Customs Officers from Cairns came onboard and had cleared the ship by 1030.

3. A civic reception was held at the Innisfail Town Hall at 1030 on Saturday 3rd December for the officers and senior sailors of both ships. That evening a combined cocktail party was held on the forecastle of H.M.A.S.SNIPE,to repay the overwhelming hospitality that both Mourilyan and Innisfail had shown to the ships' companies. Both ships were open to visitors between 1330 and 1630 on both Saturday 3rd and Sunday 4th and a total of approximately 3000 people visited the ships on each day.

4. CURLEW cast off at 0800 on Monday 5th December and the ships formed up to leave harbour and proceed on passage through the Barrier Reef. The ships passed out of the Reef during the early hours of 7th December after a quiet passage. The weather continued to be favourable until entering New South Wales waters, when moderate seas and a moderate southerly swell caused an uncomfortable final leg to the passage.

5. The ships entered Sydney Harbour at 0810 on the 9th December and CURLEW secured starboard side to, at H.M.A.S. WATERHEN at 0900. Owing to an unserviceable governor it was found impossible to start the starboard engine for the passage up harbour but this defect has since been repaired by Base Staff at WATERHEN. At 1030 on the 9th the naval stores staff from WATERHEN commenced destoring CURLEW, a process that continued into the following week. H.M.A.S. BANKS (Lieutenant K.G.SMITH,R.A.N.) secured alongside at 2000 on Saturday 10th December. ~~BANKS~~

6. At 1430 on Monday 12th, in company with Lieutenant Commander D.J.ORR R.A.N. (H.M.A.S. SNIPE), Lieutenant K.C.STEPHENS,R.A.N. (H.M.A.S. BASS) and Lieutenant K.G.SMITH,R.A.N. (H.M.A.S.BANKS), I called on you, Sir, at Fleet Headquarters.

7/.....

RESTRICTED

7. BANKS cast off at 0745 on Wednesday 14th to allow SNIPE to berth on CURLEW, prior to both ships being shifted by tugs and naval pilot to Number 4 Buoy to de-ammunition. On completion of de-ammunitioningthe ships were shifted back to WATERHEN, where CURLEW secured alongside at 1100. At 1200 the ship's company left CURLEW and were billetted into H.M.A.S. CULGOA. The destoring programme continued but although the ship does not revert to reserve status officially until Monday 19th December, this movement of ship's company out of the ship in effect signified the end of the commission.

8. The health, morale and discipline of the ship's company during the month has been satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

K.J. Bale

(K.J. Bale)
Lieutenant R.A.N.
C A P T A I N

Enclosures:
Appendix A, B, C and D (One Sheet)

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - DECEMBER 1966.

APPENDIX A - STEAMING FIGURES.

Distance steamed during December	1481.4 miles
Hours underway during December	120.8 hours
Distance steamed since commissioning	118,730.3 miles
Hours underway since commissioning	10,475.2 hours.

APPENDIX B - EXERCISES COMPLETED.

Nil Fleet Exercises completed during the month.

APPENDIX C - FLEET SPORTING COMPETITION.

Nil games for fleet competitions played during the month.

APPENDIX D - MOVEMENT AND EMPLOYMENT.

Date Arrived	Place	Employment	Date Departed.
	Coral Sea	On passage	2.12.66
2.12.66	Mourilyan	Operational visit	5.12.66
5.12.66	East Australian Area	On passage	9.12.66
9.12.66	Sydney (WATERHEN)	Pre refit and destaring.	

-*-*-*-*-*-*-*-*-*-