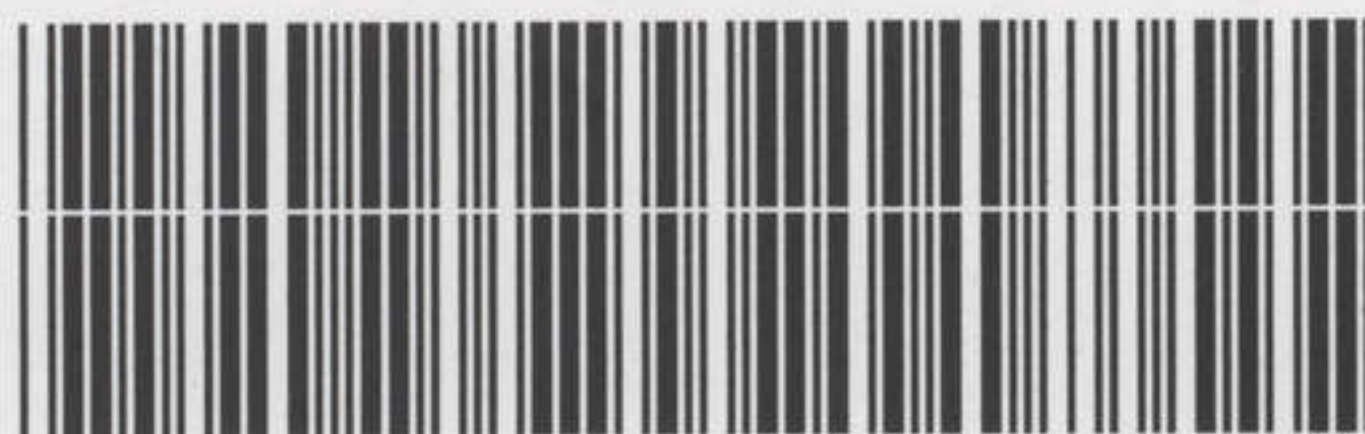


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS CURLEW

Item number: 96/4

Title: December 1968 - December 1970



AWM78-96/4

[9614]

HMAS CURRIE W — R of P's. Dec 1968 — Dec 1970

AUSTRALIAN WAR MEMORIAL
ACCESS STATEMENT
OPEN

Declassification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 1 Nov 1990
Authority Dig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)
Signature: *[Signature]* Date: 1 Nov 1990

OIC Archives :

Previously this file could
not be located.

Attached for your records.

RFP/JP
+ ASWS
9/1/70

MINUTE PAPER

HMAS CURLEW REPORT OF PROCEEDINGS 15TH DECEMBER 1968 TO 31ST DECEMBER 1968

1. *JC of S [Signature] 13/5* * of
 Concur. * below. Ref. DSAP's para 6 What is happening now about
 them lists and about procurement of subpd spars? 11/16/5

2. 4th NM
 Comments are attached as requested. It will be noted
 * in para 3 of report that the assistance and support of stores staff
 have now generally overcome "this lack". On return of Curlew
 to Australia I propose that Mr Venn should visit the ship to
 investigate the B.O's queries.
 Reference: 4th NM minute of 6th March 1969 *[Signature] 15/5*

The draft Armament Statement was referred to Divisions/Branches for concurrence on 24th February 1969. It was returned for detailed amendment at the end of March. The amendments have been incorporated and the revised draft Armament Statement is expected to be circulated today for approval. The Warrant of NA Stores, which has to be based on the approved Armament Statement will be issued as soon as possible after approval of the Armament Statement.

17 May 1969

[Signature]
DAS

3. DSAP(m) - FNA at x above please

action is being taken on following files. *[Signature] 15/5*
 Home gear allowances - 1100-252-183.
 Naval Stores - 400/252/183.



MINUTE PAPER

18/6/1204

HMAS CURLEW REPORT OF PROCEEDINGS
15TH DECEMBER 1968 TO 31ST
DECEMBER 1968

~~C OF S~~~~4 NM~~

Reference: 4 NM minute of 6th March, 1969.

^{By DSAP}
The correspondence referred to at paragraph 8 of the Report of Proceedings cannot be recognised and it is not known whether it was addressed to Navy Office or whether it was between authorities in the Sydney area. However, comments on items a, b and d. of para 8 follow.

2. Comprehensive establishment of stores.

Just what is meant by the word "comprehensive" is not clear. If by this is meant a comprehensive establishment list covering all types of stores, then there is no such thing in existence at the moment, except for the DDG's (the USN COSAL system). Probably however it is intended to mean a comprehensive establishment of Naval Stores i.e. a list covering both general naval stores and electronic spares. Again, there is no such thing, the general naval stores being covered by an "Establishment List for Naval Stores" and the Electronic Spares being covered by "E" Lists for the electronic equipment fitted.

3. As regards the general naval stores, allowances as shown in L E44, Established Allowance of Sea Stores for Mine-sweepers and Minehunters, are applicable to CURLEW in the minehunter role, although this list, in common with most other Establishment Lists in use today, suffers from lack of up-dating. Possibly this is what is behind the complaint by CURLEW.

4. As regards the allowances of electronic spares a COLMS (Consolidated onboard list of maintenance spares) was raised to cover the allowances for equipments fitted in CURLEW and first outfit demands were raised by S.S.A. Sydney.

5. As you are aware it is recognised by DSAP that much of the allowance documentation in use today is unsatisfactory for a variety of reasons and this, of course, has been the subject of considerable discussion and correspondence on other papers.

../ 6.

6. Lists of spare gear and test equipment.

Again it is not clear just what CURLEW's exact meaning is, but it is probable that the reference is to spare gear and test equipment required to support equipments incorporated or changed at the conversion. The conversion of the minesweepers to the minehunter role is an unusual exercise in the supply sense in that the conversion kits were part of the "package deal" in the original purchase of the minesweepers as arranged by CA/NTS. The Supply organisation was not directly involved in the supply of the parts and was not aware of the composition of the conversion kits. As far as DSAP is aware, the only details in this regard were in some schedules which were received by CA/NTS and which were forwarded by CA/NTS to GMGID.

7. Lists of Equipment.

Lists of equipment for CURLEW in the minesweeping role should be held by the ship but, of course, these would require up-dating in respect of equipment changes made at the conversion. This should be done by AS 197 action by the Dockyard but would not normally be done until after completion of the operation.

13/5/69.

[Signature]
DSAP.



18/6/1209

CIRCULATION LIST NO. 1.

DEPARTMENT OF THE NAVY
MINUTE

HMAS CURLEW

Report of Proceedings DEC '68

AS (NS) *B 20/2*

D OF O *M 20/2*

DCNS *D 20/2*

1NM

It is surprising that the facts mentioned in para 8 are not already readily available B 20/2

2NM *B 20/2*

3NM *16/3*

DSAP (16/4) by Nansen J. m. a. re para. 8 - and tracing of correspondence referred to. DAS

4NM *Rto 3/3 for 4NM (AOS)*

DSAP has been asked to comment on para 8. Comments attached 15/5

SEC

dealt with on other papers 16/5

FAS (EG) *3*

FAS (FM)

C OF S

Rej CNS minute + para 8

4NM. 16/5 - action taken on other papers

DPR

7/80

AS (NS)(NS5)

ARCHIVES BRANCH

- NOTES:
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 - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.



4/21/2

B

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13 FEB A.M.
Tel: 35 0444
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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA
18 6 1204

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 17/24/2

13 FEB 1969

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - DECEMBER 1968

1. Forwarded.

J. L. ...
Rear Admiral

Enclosure: HMAS CURLEW letter unnumbered of 31st December, 1968.

17/24/2
13 FEB 1969HMAS CURLEW,
at Sydney.

31 December 1968

The Flag Officer Commanding,
H.M. Australian Fleet.HMAS CURLEW - REPORT OF PROCEEDINGS - 13th DECEMBER 1968,
31st DECEMBER 1968

Sir,

I have the honour to report the proceedings of HMAS CURLEW, under my command for the period Friday 13th December until Tuesday 31st December 1968.

2. Whilst still in Dockyard hands much work was progressed by WATERHEN and SNIPE sailors, with particular emphasis on habitability prior to the period covered by this report. To facilitate this work, the ship was moved to WATERHEN on Wednesday 4th December. SNIPE sailors manned the ship for sea trials on Monday 9th and Tuesday 10th December 1968.
3. COMMISSIONING At 1109 Friday 13th December, the ship was commissioned and SNIPE paid off simultaneously. You, Sir, were the official guest for the ceremony, accompanied by your wife. Following the ceremony, an informal walk around and luncheon party were attended by all guests.
4. Immediately after commissioning, the main leave period commenced. The majority of the ship's company proceeded on leave, such that between all ships of the squadron supported by WATERHEN, only sufficient personnel to steam one ship remained.
5. The only movement during the month was on Thursday 19th December, 1968, when CURLEW proceeded under her own power from WATERHEN to the GUNWHARF, GARDEN ISLAND DOCKYARD, so that better co-ordination of duty personnel could be achieved with HAWK and GULL. The ship cast off at 0900 and berthed at 0940.
6. CURLEW commissioned prior to completion of trials. The present state of the ship is:
 - a) Hull, domestic machinery and equipment - operational
 - b) Main engines - operational
 - c) Auxiliary machinery - operational except for the new H.P. air compressor (G.M.G.I.D. Message 130834Z Dec. 1968 refers)
 - d) Navigational equipment - operational except that the ship requires to be swung after D.G. ranging.
 - e) Communications equipment - operational within the limits listed in RANTAU letter T2058 dated 6th December 1968.
 - f) Main armament - defects are listed in CAPTAIN TRIALS Message 060200Z December 1968.
 - g) Type 193 Sonar - operational
 - h) Auxiliary components of the Mine Hunting System (Acoustic) MK 1 - not operational (as demonstrated by G.M.G.I.D's message 130834Z December 1968 and CAPTAIN TRIALS message 120530Z December 1968.
7. Further, the experience of living on board has demonstrated both minor defects and suggested improvements to the ship. Correct reporting and proposing action is being implemented.

.. / 2



APPENDICES TO HMAS CURLEW REPORT OF PROCEEDINGS

DECEMBER 1968

APPENDIX 'A' STEAMING FIGURES

Distance steamed during the month	3.6 miles
Distance steamed since commissioning	118,730.3 miles
Hours underway during the month	40/60
Hours underway since commissioning	10,475.2 hours

Occasions of exceeding economical speed - NIL

APPENDIX 'B' EXERCISES

NIL

13 FEB 1969

..2..

8. Reference has been made in correspondence to storing problems which have complicated the situation demonstrated above. Much of this factor would seem to arise from a lack of revised or modified:

- a) Comprehensive establishment of stores
- b) Lists of spare gear and test equipment
- c) Warrant of Naval Armament Stores *
- d) Lists of Equipment.

The assistance and support of stores staff have now generally overcome this lack.

9. CONDUCT, HEALTH AND MORALE

The conduct, health and morale of those personnel on board has been excellent.

I have the honour to be,

Sir,

Your obedient servant.



(B.A. WILLCOX)
LIEUTENANT COMMANDER RAN
CAPTAIN

FOR INFORMATION

The Commander Mine Warfare and Patrol Forces

The Senior Officer,
16 Mine Countermeasures Squadron.

13 FEB 1969

APPENDIX 'C' OFFICERS MOVEMENTS

OFFICERS JOINING

LCDR GLEX MCE B.A. WILLCOX 13 December 1968 In Command
LEUT SLEX J. SKETCHLEY 13 December 1968 First Lieutenant
LEUT SD D.G. MOORE, G.M. BEM 13 December 1968 Billet

Officers Leaving Nil

APPENDIX 'D' SPORTING RESULTS

No sport was organised dur to the main leave period.

RESTRICTED

18.6.1226.

CIRCULATION LIST NO. 1

DEPARTMENT OF THE NAVY
MINUTE

HMAS CURLEW

Report of Proceedings JAN '69

AS (NS)

W 3/3

D OF O

W 4/3

DCNS

W 3/3

1NM

W 3/3

2NM

W 1/3

3NM

W 1, 2/3

4NM

W 1/3

SEC

FAS (EG)

FAS (FM)

W OF S

W 1/3

DPR

W 1/3

AS (NS)(NS5)

W 20/3

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W 3/3

W 4/3 33/10

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PMD

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 17/24/3

27 FEB 1969

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - JANUARY, 1969

Forwarded.

Orall
Rear Admiral

Enclosure: HMAS CURLEW unnumbered of 1st February, 1969.

RESTRICTED

H.M.A.S. CURLEW,
At SYDNEY.

1st February, 1969.

THE FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET.

①

HMAS CURLEW - REPORT OF PROCEEDINGS - JANUARY 1969.

Sir,

I have the honour to report the proceedings of H.M.A.S. CURLEW, under my command, for the month of January, 1969.

2. The month and year commenced with the youngest sailor on board ringing sixteen bells, and found CURLEW alongside the GUNWHARF at GARDEN ISLAND DOCKYARD. All the ships of the First Australian Mine Countermeasures Squadron were in dockyard hands and their ships companies were on long leave. CURLEW was the centre of retard leave party watchkeeping activity.

3. With main leave completed, all seamen attended pre-commissioning training at H.M.A.S. WATSON from Wednesday 8th January to Friday 10th January. Due to the lack of qualified instructors, most of the tuition was given by CURLEW's ships officers.

4. The remainder of the month was spent alongside the gunwharf in the extremely frustrating situation of waiting for the active rudders to be set to work. Simultaneously, in an attempt to operate the type 193 sonar for operator training, two major defects were discovered the repair of which was beyond the capability of ships staff. Meanwhile, considerable progress has been made on ship husbandry.

5. The situation has been complicated by the ships conversion not yet being complete (CAPTAIN TRIALS message 300146z Jan refers) and by the lack of documentation noted in the previous report of proceedings. None the less, when the active rudders have been set to work, hopefully in the first week of February, CURLEW will be able to operate in her new role.

6. It is intended to make a full report on the circumstances attending CURLEW's conversion at the time of forwarding Form AD 448, Report of Inspection, on completion of conversion.

CAPTAINS MEETING.

7. I attended the Captain's Meeting at Fleet Headquarters on Friday 17th January, called and presided over by you, Sir. I found the meeting enlightening and the lunch in the flagship after most enjoyable.

SECURITY.

8. All seamen were briefed on security during the P.C.T. and the ships company recieved a security lecture on Friday 31st January.

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2.
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PAGE 2 OF ENCLOSURE NO. 1 TO A.F. 17/24/3. OF 27 FEB 1969

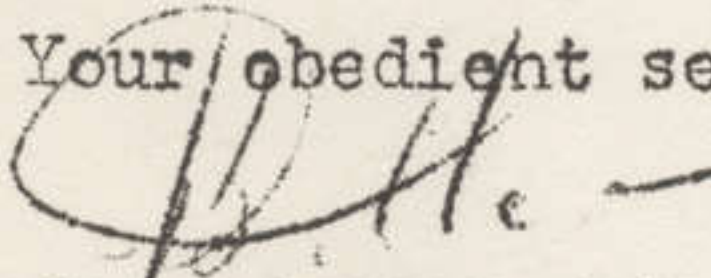
DISCIPLINE, HEALTH, MORALE AND WELFARE.

9. One welfare incident occurred during the month. Despite the setbacks noted above, the morale and discipline of the ships company has been good. The standard of health has been high and all sailors have now completed their annual medical examination.

I have the honour to be,

Sir,

Your obedient servant,



(B.A. WILLCOX.)

Lieutenant Commander,

CAPTAIN.

For Information.

The Commander, Mine Warfare and Patrol Forces.

The Senior Officer, First Australian Mine Countermeasures Squadron.

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PAGE 3 OF ENCLOSURE NO. 1 TO A.F. 17/24B. OF 27 FEB 1969

APPENDICES FOR HMAS CURLEW REPORT OF PROCEEDINGS

JANUARY 1969.

APPENDIX A.

- A. Distance steamed during the month Nil
Hours underway during the month Nil
- Distance steamed since commissioning 148,713.3 miles
Hours underway since commissioning 11,938 17/60 hours
- B. Occasions of exceeding economical speed Nil.

APPENDIX B.

Diving:

Tuesday 28th January - Diving Drills.
Wednesday 29th January - Night Diving.

APPENDIX C.

Officers Movements:

LEUT GLEX PQFI JAMES joined on the 3rd January ,
additional for training.

APPENDIX D.

Sport:

No sporting activity has been sponsored during the
period.

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DEPARTMENT OF THE NAVY

18-6-1323

HMAS CURLEW

Report of Proceedings: FEB'69

AS(NS) MS 7/5

✓ D OF O MS/5

DCNS MS 6/5

1NM MS

2NM MS

3NM MS

• 4NM MS

SEC MS

LC OF S MS

DPR MS

AS (NS) (NS55)
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5/5/5

33
7

MS 2/5



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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1323

BD.

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W.


No. A.F. 17/24/3.

The Secretary,
Department of the Navy.

23 APR 1969

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS -
FEBRUARY 1969.

1. Forwarded.
2. A frustrating month with many defects which caused disruption to the ship's programme. Subsequently H.M.A.S. "CURLEW" sailed from Sydney in a satisfactory condition, although late departure necessitated final trials of the active rudders while on passage.
3. The Captain's attention has been drawn to the numerous mistakes in the Report of Proceedings.


Rear Admiral.

Enclosure:

H.M.A.S. CURLEW Report of Proceedings February, 1969.

RESTRICTED

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17/24/3

PAGE 1 OF ENCLOSURE NO. 1 TO A.F. 17/24/3. OB 23 APR 1969



HMAS CURLEW,
at Sydney.

7th March 1969

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

HMAS CURLEW - REPORT OF PROCEEDINGS - FEBRUARY 1969

Sir,

I have the honour to report the proceedings of HMAS CURLEW, under my command, for the month of February 1969.

2. February was scheduled as the month when CURLEW was to be 'set to work' and her ship's company worked up. An unfortunate sequence of defects precluded this.

INSTALLATION TRIALS

3. CURLEW commenced her harbour installation trials on Tuesday 4th February, sailing from the Gun wharf, Garden Island Dockyard, at 1305. It was planned to test active rudders in Rose Bay, but it soon became apparent that several design features of this equipment required considerable improvement. The ship therefore returned to the Gunwharf berthing port side to at 1530.

FLOODING INCIDENT

4. Routine rounds during the afternoon of Friday 7th February discovered minor flooding in No 2 cordage store. The source was found to be about the hull fitting of the Hull Outfit 20. Repair by divers was effected, but as the ship moved through a harbour ground swell on Tuesday 11th February, the leak increased.

5. Consequently, after a cold move from the Gun wharf, CURLEW entered the floating dock at 1015, on Wednesday 12th February and docked down for repairs. These repairs were completed and the ship undocked at 1225, Saturday 15th February, proceeding under power to HMAS WATERHEN where it berthed, starboard side to No 1 berth at 1310.

ACCEPTANCE TRIALS

6. In the meantime, many problems had been encountered in setting the type 193 sonar and MK 20 plotting table to work, despite considerable dockyard assistance. Analysed, the problems were and are:

- a. lack of experience of ship and base maintenance staff
- b. lack of spare gear and
- c. lack of test equipment and technical publications

7. Notwithstanding this situation, during the forenoon of Monday 10th February, a meeting was held at WATERHEN to determine the best programme for the ship. Representatives of FOCAF CAPTAIN TRIALS and GMGID attended. The result was the programme detailed by FOCAF message 140340Z

.. / 2



RESTRICTED

RESTRICTED

PAGE 2 OF ENCLOSURE NO. 1 TO A.F. 17/24/3, OF 23 APR 1969

- 2 -

8. CURLEW slipped and proceeded from the Gunwharf at 0910, Tuesday 11th February for trials within Sydney Harbour. For the first time, the active rudders remained operational throughout the trial, although some aspects of defective design were still apparent. It was during this trial that the previously noted increased rate of leakage aft was observed. The ship returned to the Gunwharf, berthing port side to at 1410.
9. Having embarked sweep wires over the weekend, CURLEW sailed from WATERHEN at 0825, Monday 17th February. On passage down harbour, the port active rudder trailing lubrication system failed. In view of the risk of seizure the ship was anchored in Rose Bay from 0915 until 1040 whilst the defect was remedied by ships staff.
10. Repairs being completed, CURLEW weighed and proceeded for the Broken Bay area. The day was spent stretching sweep wires and calibrating the double oropesa sweep. On completion, an attempt was made to commence sea acceptance trials of the Mine Hunting System MKI. A defect, later found to be recurring, in the stabilisation system, prevented full trials to be carried out underway, so the dummy mine was laid and the ship anchored 200 yards away in Flint and Steel Bay at 1655. Trials then continued until 2330, the sonar set being trained by hand. The trials required night diving.
11. CURLEW weighed anchor at 0600, Tuesday 18th February, and proceeded for further trials in the Broken Bay area. Once again, these trials were thwarted by stabilisation defects in the type 193 sonar. Whilst repairs were attempted, opportunity was taken to lay and recover a short scope buoy and to exercise general drills.
12. Ships staff were unable to remedy the defect, so at 1400, course was set for Sydney. Double Oropesa sweeps were streamed en route to check calibration. At 1415, the bottle screw on the starboard other sling broke, causing the float to break adrift and the other to bottom. Sweeps and the float were recovered by 1450 and the ship resumed passage, berthing starboard side to, no. 6 berth, HMAS WATERHEN at 1615.
13. Base and ship staff worked throughout the night in an attempt to isolate and remedy the fault in the type 193 sonar. The following morning it was felt that some success had been achieved, so CURLEW slipped and proceeded for Rose Bay at 0900. To the chagrin of all, not only did the previous defect recur, but the gratieule on the Type 20 plotting table was found to be jamming. Consequently, trials were again abandoned and the ship returned to its berth at WATERHEN, berthing at 1330.
14. Remedial work was hampered when at 2315, the 115 volt AC one phase generator broke down. It was found that the commutator brushes had worn excessively. Spares were drawn and tests indicated that the equipment was operational at 1530, Thursday 20th February. In the meantime, six mines were embarked, three phosphide filled exercise A Mk 12 and three dummy A Mk 12 mines, in preparation for exercise 'RED NED'.
15. During the afternoon of Thursday 20th February, I attended a meeting called by GMGID and held at Garden Island for a preliminary reading of Form TI 448. CAPTAIN TRIALS was also represented at this meeting. Many outstanding defects were noted, it being planned to complete them in the period 3 March - 15 March, prior to deployment.

.../3

RESTRICTED

EXERCISE RED NED

16. Following the First Australian Patrol Boat Squadron and in company with the other two ships of the First Australian Mine Countermeasures Squadron, CURLEW sailed from WATERHEN at 0907, Friday 21st February, to participate in 'RED NED', an exercise designed to demonstrate to various members of the Federal Parliament the role of those ships attached to HMAS WATERHEN.

17. The formation proceeded down harbour under the command of the Commander, Mine Warfare and Patrol Forces, Commander J. Ferguson, DSC RAN. At 1122 the Mine Countermeasures force was detached and proceeded for the Broken Bay area. CURLEW was detached from this force at 1011 and proceeded to lay the three exercise mines in the channel, three dummy mines in the anchorage and a short scope buoy near the anchorage. Having completed these tasks, the ship proceeded to Flint and Steel Bay, where at 1300, HMAS ARCHER lay alongside and the Honourable Mr. Arthur M.H.R., the Federal Member for the Barton electorate joined the ship.

18. Minehunting commenced in the anchorage at 1330 and fortunately, Mr. Arthur was able to witness some good contacts prior to the training/stabilisation system breaking down again. Hunting continued using hand training, but mine recovery was impossible because of the failure of the type 634 radio and the marginal sea conditions for the gemini dinghy. Despite these setbacks, Mr. Arthur seemed impressed.

19. The task was completed, as fully as was possible, by 1600 at which time CURLEW moved to the lee of Box Head, where Mr. Arthur transferred to HMAS BUCCANEER. The short scope buoy and one of HAWK's dan buoys were then recovered, and, in company with the rest of the squadron, course was set for Sydney. At 2015, CURLEW berthed port side to, No.3 Berth, at WATERHEN.

FUMIGATION

20. All three ships of the MCM squadron were fumigated on Saturday 22nd and Sunday 23rd February, whilst berthed alongside each other at WATERHEN. A combined watchbill was organised and sailors were accommodated in WATERHEN. The opportunity was taken to land the air conditioning motor, which was defective, and to give the Electrical Branch a break from their labours.

WORKUP

21. Whilst not really programmed as such, the remainder of the month was used as a small scale workup. As the majority of the crew are predominantly ex SNIPE, good progress was made.

22. At 0837 on Monday 24th February CURLEW slipped from HAWK and towed GULL, which had a defective engine into the stream where she was able to 'stream start' it. The three ships formed up and proceeded up harbour and thence to exercise area NW (south). Whilst on passage, the formation was joined by HMAS BARBETTE and HMAS ARCHER. Gun tracking and firing exercises took place from 1030 to 1330, with GULL controlling. CURLEW's results were quite satisfying.

.../4

RESTRICTED

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PAGE 4 OF ENCLOSURE NO. 1 TO A.F. 17/24/3 OF 23 APR 1969

- 4 -

23. The ship was detached from the formation at 1333 and proceeded for Jervis Bay. At 1930, the ship was stopped off the Naval College pound, propulsion was changed to active rudders. Two officers from Garden Island Dockyard joined by boat and the ship proceeded for active rudder endurance trials within Jervis Bay. These trials commenced at 1945 and completed at 0023 when it was found that the electric/hydraulic control system had seized. Further trials of the rudders trailing characteristics were then commenced in the same area, completing when the ship anchored in B3 anchorage at 0335.
24. Anchor was weighed at 0810, Tuesday 25th February, and the ship proceeded to an anchorage off the S.A.R. jetty, letting go at 0830. From this position, the ships company, were able to witness an inflatable liferaft and helicopter winching demonstration. The demonstration completed by 0925, at which time CURLEW weighed and proceeded for the Sound Range.
25. Ranging took place using active rudders, main engines and main engines with a 'double oropesa' sweep streamed, in that order. On completion of the ranging at 1350, it was planned to carry out various turning and manoeuvring trials using the sound ranges' recording instruments. As visibility was too poor for this, despite the ship waiting, at anchor in position B3 until 1450, the trials were regrettably cancelled.
26. Consequently, CURLEW weighed and proceeded, and set course for Sydney at 1510. Whilst on passage, the ship carried out full power active rudder trailing trials. After an otherwise uneventful passage, CURLEW berthed at WATERHEN, No. 1 berth, port side to at 2215.
27. At 0730 the following morning, the ship cast off from this berth, proceeded to Garden Island and berthed port side to the cruiser wharf at 0756. Work on the active rudder controls commenced soon thereafter.
28. Despite the active rudder defects, it was possible to carry out several further trials. Consequently, at 0802, Thursday 27th February, CURLEW slipped and proceeded for the Broken Bay area. During the passage, radio sea trials and pre wetting trials were carried out, and opportunity was taken to exercise NBCD drills. At 1250, with these trials complete, CURLEW rendezvoused with GULL, at anchor in Flint and Steel Bay. The ship anchored in anchorage A4 at 1250 for lunch, during which time GULL successfully boarded us. The lesson learnt was not to trust a seemingly friendly craft.
29. At 1330, both ships weighed and proceeded to sea in company. Immediately on departure, a trial of the new design lightweight jackstay transfer rig was carried out, with CURLEW as supplying ship. On breaking away at 1400, both ships set course for Sydney and proceeded to WATERHEN in company. CURLEW berthed, starboard side to No. 6 berth at 1600.
30. At 1605, I called on the new Commander, First Australian Mine Countermeasures Squadron, Lieutenant Commander H.E. Jones, RAN.
31. CURLEW cast off from WATERHEN at 0801, Friday 28th February, and set course to seaward to carry out the last trials possible prior to deployment. At 0900, a double oropesa sweep was streamed and trials of the minesweeping winch commenced. These continued until 1100, at which

.../5

RESTRICTED

time sweeps were recovered and CURLEW sailed for the measured mile off NEILSON PARK. Measured mile runs using active rudders in after control, a most unsatisfactory expedient, carried on from 1200 to 1445. At this latter time, CURLEW reverted to main engine propulsion and proceeded for WATERHEN, berthing on GULL, starboard side to No. 5 berth at 1520 after a stern board approach.

VISITS

32. On Thursday 13th February, the Fleet Operations Officer, Commander M.W. Hudson RAN called to discuss programming for the ship.

STATE OF THE SHIP

33. Recurring defects have occurred in:-

- a. Active rudders - trailing lubrication system, control system and heat exchanger system
- b. 193 Sonar - training servos, depression servos, stabilisation.
- c. Mk 20 Plotting Table - graticule drive
- d. Main Switch Board - various minor faults

34. Defects have also become apparent in:

- a. Hull - leaks from bridge deck onto type 193 sonar console and active rudder control.
- b. Air Conditioning - a major earth in the motor
- c. Type 975 radar - drive gears U/s

35. Otherwise, the ship appears to be sound.

HEALTH AND WELFARE OF THE SHIPS COMPANY

36. The health and welfare of the ships company have been good. One welfare situation has been investigated, but, as a result of the report, no recommendation will be made.

MORALE AND CONDUCT OF THE SHIPS COMPANY

37. The continuing sequence of defects has adversely affected the morale of the ships company. They have conducted themselves well, and work other than the trials and workup has been well progressed. It was necessary to recommend the removal of one electrical sailor from the ship (my message 0401252 Feb refers), the result of a training fault, not a personal fault.

38. In view of the situation, both morale and conduct have been good.

.../6

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PAGE 6 OF ENCLOSURE NO. 1 TO A.F. 17/24/3.07 23 APR 1969

- 6 -

I have the honour to be,

Sir,

Your obedient servant

B.A. Willcox

(B.A. WILLCOX)
LIEUTENANT COMMANDER RAN
CAPTAIN

For Information

The Commander, Mine Warfare and Patrol Forces.

The Commander, First Australian Mine Countermeasures Squadron

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PAGE 7 OF ENCLOSURE NO. / TO A.F. 17/243. OF

23 APR 1969

APPENDICES FOR HMAS CURLEW REPORT OF PROCEEDINGS FEBRUARY 1969

APPENDIX 'A'

4 A

Distance steamed during the month
Hours underway during the month

760.7 miles
80 20/60 hours

Distance steamed since commissioning
Hours underway since commissioning

149,474.0 miles
12,018 37/69 hours

Occassions for exceeding economical speed -

25th February 1700-1900 - Full power trial.

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23 APR 1969

APPENDIX 'B'

4 B

Exercises and Drills

Exercise and drills have been carried out as detailed in CURLEW's R241100Z Feb.

APPENDIX 'C'

Officer Movement

No officers joined or departed during the month.

APPENDIX 'D'

Sport

No sport has been arranged during the period.

Squash is played daily by members of the ship's company and has proved most popular.

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DEPARTMENT OF THE NAVY

18/6/1357

HMAS CURLEW

Report of Proceedings: MARCH 69

AS(NS) / *[Signature]* 15/5/69

D OF *[Signature]* 16/5

DCNS *[Signature]* 15/5

1NM *[Signature]*

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4NM *[Signature]*

SEC *[Signature]*

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DPR *[Signature]*

AS (NS) (NS55) *[Signature]*
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- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
 - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
 - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

[Signature] 15/5

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA
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PMS

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 17/24/3

19 MAY 1969

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - MARCH 1969

Forwarded.

John Burns
Rear Admiral

[Signature]
Enclosure: HMAS CURLEW letter unnumbered of 1st April, 1969.

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17/24/3
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PAGE 1 OF ENCLOSURE NO. 1 TO A.F. 17/24/3. OF 9 MAY 1969

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

1st April, 1969.

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

HMAS CURLEW - REPORT OF PROCEEDINGS - MARCH 1969.

Sir,

I have the honour to report the proceedings of HMAS CURLEW, under my command for the month of March, 1969.

2. During this month, CURLEW sailed in company with HMA SHIPS HAWK and GULL for deployment on the Far East Station. On sailing, form AD 448 had not been signed, the other documents listed in RI 2936 and 2937 had not been rendered and certain acceptance trials were outstanding. Notwithstanding this condition, sailing has induced a vast improvement in the morale of the ships company and a confidence that the Mine Hunting System (Acoustic) MK 1 can be made to work with the assistance of RN MCM Base Staff.

BASE ASSISTED MAINTENANCE PERIOD.

3. Following a weekend alongside in WATERHEN, CURLEW cast off from GULL at 1010(K), Monday 3rd March and proceeded for GARDEN ISLAND, berthing port side to the Gunwharf at 1035(K). This commenced two weeks Base Assisted Maintenance. The dockyard commenced fitting modified active rudder controls, sealing the bridge deck, completing the fitting of the bridge alignment frame and assisting in type 193 sonar maintenance.

4. Ship and base staff commenced repair work on the air conditioning plant, 975 radar and other electrical faults. Ship and base non-technical staff concentrated on storing ship for the forthcoming voyage.

5. On Thursday 6th March, CURLEW shifted berth under her own power to the northern Fitting Out Wharf, casting off at 0810(K) and securing, port side to at 0830(K).

6. Incidental activity during this fortnight included:

- Cholera and T.A.B. injections and smallpox vaccinations for the ships company.
- A security lecture on Thursday, 6th March given by the Fleet Communication Officer.
- Overnight fumigation commencing at 1530(K), Saturday, 8th March and
- The Squadron farewell Barbeque held at HMAS WATERHEN during the evening of Wednesday, 12th March.

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PAGE 2 OF ENCLOSURE NO/ TO A.F. 17/24/13. OF
RESTRICTED.

9 MAY 1969

2.

7. During the second week of the maintenance period, industrial troubles threatened the satisfactory completion of dockyard work. The use of apprentice labour and a return to work on Thursday, 13th March allowed all tasks to be completed.

8. CURLEW cast off at 1000(K) Thursday, 13th March for active rudder trials in Rose Bay. These trials indicated that the modifications were successful and the ship returned to the Fitting Out Wharf, berthing port side to at 1215(K).

9. At 1206(K), Friday, 14th March, CURLEW cast off and finally departed Garden Island Dockyard. Using active rudders, for a final test, course was set for WATERHEN, where the ship berthed, port side to on the Oil Fuel Lighter at 1252(K). The dockyard completed all tasks the following day.

AUSMINPABFOR MESS DINNER.

10. On Friday, 7th March, officers from WATERHEN and all ships tender thereto met at 1900(K) in the Wardroom Mess, HMAS SUPPLY to dine out COMMANDER J. FERGUSON, D.S.C., R.A.N., upon the occasion of his retirement.

OPERATIONAL DEPLOYMENT.

11. The First Australian Mine Countermeasures Squadron, sailed in formation from HMAS WATERHEN by 1000(K), Monday, 17th March, CURLEW casting off at 0955(K). All ships stopped off number 2 buoy at 1030(K) for ammunition and for CURLEW to embark a communications trials team. At 1100(K), HAWK and CURLEW proceeded for sea and at 1122(K) CURLEW was ordered to act independently to complete radio acceptance trials. These trials completed at 1830(K) and at 1840(K) the ship disembarked the trials team into a work boat off the R.A.N.C. breakwater Jarvis Bay. Course was then set to seaward and at 1930(K) CURLEW was in formation with the other ships of the squadron southbound.

12. Officers of the Watch manoeuvres, transfers at sea, flag hoisting and flashing were exercised during the passage to Melbourne. CURLEW berthed starboard side to the inner berth, Station Pier ahead of HAWK, at 1300(K). The ship was met by a refrigeration contractor and radio electrician from Williams-town Dockyard to assist with repairs to the air conditioning plant and type 618 radio.

ANGLESEA MEASURED DISTANCE CHECK SWEEP.

13. This task was planned for Thursday, 20th and Friday 21st April. Accordingly, CURLEW cast off from her berth at 0658(K) on Thursday, 20th March and proceeded for the area in company with HAWK. Strong south westerly winds had caused rough and rising seas, and on arrival in the area it was found to be too rough to lay and fix on dan buoys. As no reasonable navigation system was available in these conditions, the task was postponed and both ships returned to harbour. CURLEW proceeded at full speed as a sailor had injured his ribs in

...../a fall

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PAGE 3 OF ENCLOSURE NO. 1 TO A.F. 17/24/3 OF 9 MAY 1969

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3.

a fall and a fracture was suspected. The ship came alongside its previous berth, port side to, at 1555(K). Medical investigation soon found that the injury was fortunately a bad bruise

14. The ship was open to visitors from 1330(K) to 1500(K) on both Saturday, 22nd and Sunday, 23rd March. Based on the distribution of 'Welcome Aboard' pamphlets, an estimated 1500 people walked around the ship.

15. As the weather did not abate, no attempt was made to return to the task until Monday, 24th March. Following some delay with the delivery of fuel CURLEW cast off at 1130(K), GULL sailed soon after and both ships proceeded in company for the area. CURLEW was OTC for the task and commenced streaming a double oropesa sweep at 1520(K). At 1528(K), a link on the starboard otter parted, and that sweep had to be recovered. At 1600(K), CURLEW commenced running the recommended track with a single oropesa sweep with GULL in station astern laying four dan buoys in the swept water.

16. By 1700(K), HAWK had joined and all ships streamed oropesa sweeps. Two laps were completed by 1900(K), at which time it was necessary for all ships to recover their sweeps so that CURLEW and GULL could make their next ports on time. This formation was disbanded and CURLEW set course for Devonport at 1923(K).

DEVONPORT VISIT.

17. Following a calm passage CURLEW berthed starboard side to number 3 berth in Devonport harbour at 1003(K) Tuesday, 25th March. The Warden of Devonport, Mr. P. Williams requested that I not call. However, the Master Warden of the Devonport Marine Board, Mr. J. A. C. O'Dea and his fellow Board members entertained me and one officer to lunch from 1230(K) to 1400(K).

18. My officers and I entertained 16 local dignitaries to cocktails from 1830(K) to 2000(K). The Warden planned to attend but was unable to at the last moment.

19. The ship was open to visitors from 1330(K) to 1700(K) on both Wednesday, 26th and Thursday, 27th March. Attendances were poor due, no doubt, to these being working days. Local press coverage had been good.

20. The Victoria League entertained the ships company to private tours of the district during the afternoon of Thursday, 27th March and later that night to a dance at the Nurses Quarters of the Mersey Hospital. Both were well attended and thoroughly enjoyed. It was therefore with some regret that CURLEW cast off at 0759(K), Friday, 28th March, cleared the harbour and set a course for Backstairs Passage and Adelaide. Clocks were retarded 30 minutes on sailing.

ADELAIDE VISIT.

21. Smooth seas, and, later, a strong south west following wind, assisted the passage to Adelaide and at 2235(K), Saturday 29th March, CURLEW berthed starboard side to, on GULL at M'Laren wharf,

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4.

PAGE 4 OF ENCLOSURE NO. 1 TO A.F/17/24.13 OF 9 MAY 1969

22. Immediately on arrival, all officers proceeded to HMAS ENCOUNTER where they were entertained to a supper dance by the Navy League. On Sunday, 30th March, the Victoria League and Naval Association entertained both officers and sailors at appropriate functions. At 2030(1K) I, in company with the Captains of H.M.A. SHIPS HAWK (Lieutenant Commander H.E. Jones, R.A.N.) and GULL (Lieutenant R. Walker, R.A.N.), was entertained to drinks by the Minister of the Navy, the Honourable Mr. C.R. Kelly and Mrs. Kelly at their home. The ship was open to visitors from 1330(1K) to 1700(1K). By 1500 (1K), 5,000 visitors had been counted, it being impossible to continue the count beyond this time.

23. During the forenoon of Monday, 31st March all officers and sailors not on duty attended an intelligence lecture, presented by D.N.I.'s staff at HMAS ENCOUNTER. In the meantime, I had much pleasure in welcoming onboard the Naval Officer-in-Charge South Australia, Commander J. Lancaster, R.A.N. and showing him about the ship. On the completion of his visit I accompanied him, the Captains of the other two ships in company and all non duty officers to a reception given by the Mayor of Port Adelaide, Mrs. A. M. Rennie. At this reception, I presented a ships crest and received in return, a book depicting the history of Port Adelaide.

24. An intelligence briefing for Captains at HMAS ENCOUNTER followed this reception. Then at 1730(1K) the Minister for the Navy, the Honourable Mr. C.R. Kelly and Mrs. Kelly arrived on board and I had much pleasure showing them about the ship. Meanwhile, HAWK shifted berth from ahead to onto CURLEW's port side and the the forecastles of the three ships were prepared for a Squadron Reception. This reception, held from 1830(1K) to 2030(1K) seemed to be eminently successful.

STATE OF HULL AND MACHINERY.

25. Apart from last minute modifications to the Mine Hunting System (Accoustic) MK 1, the hull and machinery seem sound. The airconditioning plant has been repaired, type 618 radio tested (G.M.W.D's signal R250345z Mar. refers) and ships staff have progressed the replacement of some doubtful L.P. wiring.

HEALTH WELFARE AND MORALE.

26. Morale and health of the ships company have improved since departing Sydney. No welfare situations have arisen.

...../DISCIPLINE

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PAGE 5 OF ENCLOSURE NO. 1 TO A.F. 17/24/3 OF 9 MAY 1963
DISCIPLINE.

27. One stupid incident caused by excessive drinking marred the month's record in this matter. Otherwise the conduct and discipline of the ships company has been excellent.

I have the honour to be,

Sir,

Your obedient Servant,



(B.A. WILLCOX.)
Lieutenant Commander,
CAPTAIN.

For Information.

The Naval Officer-in-Charge, VICTORIA.
The Naval Officer-in-Charge, TASMANIA.
The Naval Officer-in-charge, SOUTH AUSTRALIA.
The Commander, Mine Warfare and Patrol Forces.
The Senior Officer, First Australian Mine Countermeasures Squadron.

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PAGE 6 OF ENCLOSURE NO. 1 TO A.F. 17/24/3 OF 9 MAY 1969
APPENDICES FOR HMAS CURLEW REPORT OF PROCEEDINGS MARCH 1969.

APPENDIX 'A'

Distance steamed during the month	1,627.2 miles
Hours underway during the month	119 51/60 hours
Distance steamed since commissioning	151,101.2 miles
Hours underway since commissioning	12,128 28/60 hours
Occassions of exceeding economical speed	Nil

APPENDIX 'B'

Exercises:

Radio Trials	17th March
Damage Control Exercise	18th March
O.C.W. Manouvers	18th March
Light Jackstay Transfer	19th March

APPENDIX 'C'.

Officers Movements.

MID TAN Peng Yong joined 1st March (S.A.F.)

APPENDIX 'D'.

Sport

There has been no organised sport during this period although Squash and Ten Pin Bowling has been played by a large number of the ships company.

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18/6/1409

DEPARTMENT OF THE NAVY

HMAS CURLEN

Report of Proceedings: APRIL 1969

AS(NS) 11/6/69

D OF 17/6

a. A rather verbose report.

DCNS b. Paragraph 11 - VAMPIRE should read DUCHESS (Capt J.A. Robertson RAN)

c. Paragraphs 29 et seq are of interest - Exercise JUGGLER was really a workup for CURLEN as a minehunter and good experience obtained. It appears that many of the defects were in the nature of teething troubles.

1NM 18/6

for DCNS 18/6/69

2NM 22/6

3NM 23/6

4NM 24/6

SEC 6

C OF S 26/5

9/6

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18/6



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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1409

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 17/24/3

5 JUN 1969

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - APRIL 1969

1. Forwarded.

James Burnside
Rear Admiral

Enclosure: HMAS CURLEW letter unnumbered of 3rd May, 1969.

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ROYAL AUSTRALIAN NAVY

17/24/3 (9)

TELEPHONE:

REF. No.

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

3 May, 1969

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - APRIL, 1969

Sir,

I have the honour to report the proceedings of H.M.A.S. CURLEW under my command, for the month of April 1969.

PASSAGE TO ALBANY FROM ADELAIDE

2. At 1000 (IK), after HAWK had left from alongside the port side, CURLEW cast off and proceeded down the Adelaide River in company and in formation with HAWK and GULL. At 1105, on clearing the Outer Harbour, CURLEW assumed the duties of O.T.C. and course was set to clear Port Lincoln and thence proceed for Albany. During the afternoon ships exercised tow forward and tow aft and officer of the watch manoeuvres.
3. At 1440 (IK), the formation was closed by an Orion aircraft from R.A.A.F. EDINBURGH and an A.A. Tracking Exercise commenced. At 1510, ships took evasive steering measures to add realism to the exercise, which completed at 1520 (IK).
4. The passage continued through moderate but rising seas. At 1520 (IK), it was discovered that no cooling water was reaching the port (trailing) thrust block. The ship was stopped until 1605 (IK) when repairs were completed and the passage continued. With the exception of GOOD FRIDAY, the duties of O.T.C. were alternated throughout the voyage, with Officer of the Watch manoeuvres and communications drills being exercised and clocks being retarded 30 minutes daily. GOOD FRIDAY Friday 4th April, was marked by steady steaming and prayers on the sweep deck.
5. At 0807 (H) CURLEW berthed starboard side to the north arm of the Western Wharf at Albany, astern of HAWK. The ships were berthed by sea cadets and met by a deputy town clerk with a social programme.



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ALBANY VISIT

6. Many other local dignitaries visited the ships soon after arrival. In company with the Commander, First Australian Mine Countermeasures Squadron (LCDR H.E. Jones, R.A.N.) and the Captain, H.M.A.S. GULL (LEUT R. Walker, R.A.N.) I called on the Mayor of Albany, Mr. G. Formby at 1030 (H) at his chambers.

7. At 1230 (H), all officers not on duty repaired to the Council Chambers where we were entertained by local dignitaries to a buffet lunch. Meanwhile HAWK and CURLEW were open to visitors from 1330 - 1630. An accurate count was not kept, but attendance was not good due, no doubt, to inclement weather. Regretably, that afternoon a combined squadron rugby team playing their first match together were well beaten by the local team.

8. A reception was held on CURLEW's focsle that evening from 1830 (H) to 2030 (H). This function was well attended. Following the reception many officers accepted private invitations to a function at the Albany Golf Club.

9. No formal functions occurred on Easter Sunday 6th April. There was however considerable apprehension regarding several deep depressions forming to the west. Gale warnings were issued and consequently the sailing of the squadron was delayed 24 hours from the programmed time of 0830 (H) Monday 7th April.

PASSAGE ALBANY TO FREMANTLE

10. Regretably, the weather did not form and pass over as expected and so CURLEW in company with HAWK and GULL cast off and proceeded at 0810(H) Tuesday 8th April. On sailing it was discovered that each ship's side had been disfigured with black paint just above the waterline and obviously from under the wharf. Therefore at 0830(H) all ships anchored in 9 fathoms of water. Ships' sides were cleaned by 1007, at which time anchors were weighed and the squadron proceeded for Fremantle.

11. As expected, it was indeed a rough passage with winds up to force 7 and seas up to 35 feet from the west. Speed was reduced as necessary to the interests of ship safety. Ship's movement caused CURLEW's gyro to topple at an early stage and prevented it from being reset. After an extremely trying two days, the squadron entered Fremantle Harbour at 2020(H), Wednesday 9th April. HAWK berthed portside to No.10 berth, GULL berthed on HAWK and at 2050, CURLEW berthed port side to on GULL. Astern were berthed H.M.A.S. VAMPIRE (CAPT A.J. Robertson, R.A.N.) and H.M.A.S. DERWENT (CMDR I.K. Wilson, R.A.N.) returning from deployment on the Far East Station.

FREMANTLE VISIT

12. Due to a future posting to the posting of Commander, Australian Mine Warfare and Patrol Forces, Commander Wilson wished to discuss the situation of the First Australian Mine Countermeasures Squadron prior to his sailing at 1000(H), Thursday 10th April. Consequently, I accompanied the Captains of HAWK and GULL to breakfast in DERWENT, that morning. Following this at 0930(H) the three squadron commanding officers called on the NAVAL OFFICER IN CHARGE WEST AUSTRALIAN AREA, Commodore J.^M Ramsay, C.B.E., D.S.C., R.A.N. Commodore Ramsay returned this call in HAWK at 1100 the following day.

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13. Later, at 1230, all non duty officers were entertained by the officers of the Wardroom Mess, H.M.A.S. LEEUWIN.

14. Meanwhile, whilst the remainder of the ships company were employed storing ship and remedying those defects caused by the rough passage, CURLEW's divers attempted to stem the flow of water through a leak about HAWK's port stabiliser fitting. They were generally unsuccessful in this task.

15. Apart from Commodore Ramsay's call, no social engagements were scheduled for Friday 11th April and CURLEW was due to sail in company with her two sister ships at 1700(H). There was some doubt as to the advisability of HAWK undertaking such a passage with her aforementioned leak, so sailing was cancelled until a decision could be made. Meanwhile, both GULL and CURLEW loaded out of date ammunition for dumping.

16. The decision that HAWK was to remain in Fremantle until repairs were effected was received at approximately 0700(H), CURLEW cast off and proceeded for Port Headland with GULL in company. On clearing the harbour, identities were exchanged with H.M.A.S. PERTH (CAPT D. LEACH, R.A.N.) returning from deployment in Vietnamese waters.

PASSAGE FREMANTLE TO PORT HEDLAND

17. Having set a course for Port Hedland, ammunition was dumped at 1704(H) Saturday 12th April in position 30° 22' 1S, 114° 06' 0E. No exercises of note were planned for the passage as it was intended to achieve the original E.T.A. Consequently at 1200(H) Sunday 13th April both ships started their second main engine and proceeded at 14 knots.

18. NOICWA considered the use of a pilot essential in Port Hedland as dredging works were impeding the entrance channel. After an uneventful and relatively calm passage the pilot was embarked in CURLEW at 0925(H) Tuesday 15th April and both ships proceeded into harbour. CURLEW berthed starboard to the Mangrove Wharf at 1015(H) and GULL berthed on CURLEW three minutes later.

19. Fuelling took some time longer than was expected completing at 1600(H). This included fifteen forty four gallon drums which each ship carried as deck cargo, the extra capacity being required for CURLEW. CURLEW cast off at 1710(H) and both ships proceeded in company, setting a course to pass through the islands of Indonesia.

PASSAGE PORT HEDLAND - SINGAPORE

20. As soon as tank capacity became available, both ships commenced syphoning fuel from the upper deck stowages, the task being completed by 1100(H), Wednesday 16th April. An attempt was made to transfer fuel from GULL to CURLEW on Saturday 19th April, but sea conditions precluded the ships remaining in close formation and still progressing the passage. On the following day, conditions were ideal and GULL passed 1,200 gallons to CURLEW, using a type of derrick rig for the hose and the fuel transfer pump. The evolution took from 0928(H) until breakaway at 1138(H).

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21. Generally the passage was uneventful. The monsoonal drift, setting to the south east caused some delay. The formation entered Lombok Strait at 0820(H) Friday 18th April and Carimata Strait at 2359, Saturday 19th April. Midshipman's flashing exercises and ocean navigation training was considerably advanced. The opportunity was taken to considerably advance ship husbandry and methodically ship administration. Clocks were advanced $\frac{1}{2}$ hr on Sunday 20th April.

22. Due to both adverse currents and the failure of CURLEW's port main engine, the formation was 40 minutes late on E.T.A. The Officer of the Guard, Lieutenant Commander M. Gillam, R.N., boarded off Seletar at 1526(GH) Monday 21st April and CURLEW berthed starboard side to berth 16E in Singapore Dockyard at 1539 (GH) GULL berthed on CURLEW immediately after.

SINGAPORE VISIT

23. The Commander, Inshore Flotilla, CMDR J.L. Wemyss, R.N., and the majority of his staff officers met the ships on arrival and immediately undertook the repair of such maintenance as was required. In CURLEW's case, the electrical department commenced work on the Mine Hunting System (Acoustic) MK 1.

24. Accompanied by the Captain, H.M.A.S. GULL, I called on the following dignitaries:

- (a) COMMANDER, FAR EAST FLEET, VICE ADMIRAL W.D. O'BRIEN, C.B., D.S.C., R.N., at 1100(GH) Tuesday 22nd April;
- (b) THE NAVAL OFFICER IN CHARGE, WEST MALAYSIA, CAPTAIN R.M. BURGOYNE, R.N., at 0900 (GH) Wednesday 23rd April;
- (c) THE CHIEF OF STAFF TO COMFEE, REAR ADMIRAL I.D. McLAUGHLAN, D.S.C., R.N., at 1100(GH) Wednesday 23rd April;
- (d) THE COMMODORE SUPERINTENDANT SINGAPORE, COMMODORE M.H. GRIFFIN, R.N. at 1015 Wednesday 22nd April.

Whilst paying these calls I also met the Captain of the Fleet Captain D.V. MORGAN, M.B.E., R.N., and the Fleet Operations Officer, Commander I.S. MacGILLIVRAY, R.N. The Senior Officer of the Sixth Mine Countermeasures Squadron Commander J.I. RODGERS, A.M.B.I.N., R.N., entertained all officers to luncheon in H.M.S. HOUGHTON at 1200(GH) Wednesday 23rd April.

25. It had been planned to sail for Exercise Juggler at 0715, Friday 25th April. Approval was given for CURLEW and GULL to delay sailing, so that members of the ships' companies might attend the ANZAC DAY dawn service at the KRANJI WAR MEMORIAL CEMETARY. The Captain of H.M.A.S. GULL and I attended as members of the official party.

EXERCISE JUGGLER

26. GULL cast off and proceeded at 0755(GH) Friday 25th April. CURLEW cast off two minutes later, but the port main engine failed when engaged, causing the ship to take some time to clear the basin. At 0830(GH) the defect in the port engine had been traced and remedied and both ships were in formation and proceeding to a rendezvous to the west of Singapore Island.

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27. At 1130(GH) severe vibrations accompanied by the flood warning bell indicated that the training servo in the sonar oscillator structure was flooding and the soft dome was torn. It was necessary to be in still water to effect repairs, so GULL was detached to the command of the Exercise Director and CURLEW was given approval to anchor. The ship came to her starboard anchor in the lee of Raffles Light at 1220.

28. Initial repairs were completed by 1600(GH) at which time CURLEW weighed and proceeded after the exercise formation. The blanking plate was fitted to allow the replacement soft dome to set prior to fitting. Throughout the night the ship was darkened and at defence stations.

29. CURLEW rendezvoused with the formation at 0807(GH) Saturday 26th April, and came under the command of C.T.G.319.1, Captain R.M. BRUGOYNE in K.D. HANG TUAH. Immediately, the ship was detached through and ahead of the formation to fit the soft dome. This was accomplished by 1015 (GH) and CURLEW recommenced her stern chase to rejoin the formation.

30. Mine hunting stations closed up at 1155 (GH) and H.M.S. MAXTON and CURLEW commenced a fast route search at 1200 (GH) to lead the exercise command and support group, comprising K.D. HANG TUAH and R.F.A. GOLD RANGER into the anchorage off LUMUT. This exercise was not particularly successful in CURLEW as the type 193 sonar developed a defect in training.

31. With the assistance of base staff, transferred by boat this defect was remedied and minehunting drills were carried out for several hours. At 1710, CURLEW berthed starboard side to on GOLD RANGER and commenced loading mines in preparation for a mine lay the following day.

32. CURLEW cast off and proceeded at 0605, Sunday 27th April and laid two M MK1 mines and one sweep obstructor. This completed at 0823(GH) and after laying the dummy mine, working up minehunting drills commenced. These completed at 1755 and the ship returned to GOLD RANGER, berthing starboard side to on H.M.S. MAXTON at 1815 (GH).

33. The tactical phase of Exercise Juggler commenced at 0600 (GH) Monday 28th April. CURLEW slipped at this time and proceeded to lay a short scope buoy and dummy mine. Following an air strike, minehunting commenced at 0720(GH). After 6 months of hard work and some frustration, the ship's company achieved their aim, and by 1800 (GH) CURLEW had found three mines. It was a contented ship which lay alongside K.D. HANG TUAH and berthed at 1827 (GH) for a 12 hour stand down.

34. The remainder of the month was spent in this manner, sailing from alongside either HANG TUAH or GOLD RANGER at 0600 daily hunting the exercise anchorage throughout the day and standing down at the first logical break after 1800 (GH). The ship continued to be beset by breakdowns, which were normally remedied rapidly by base or ship's staff. CURLEW found a total of eight mines during the exercise, but, more importantly, worked up as a minehunter, which, in turn, raised the ship's spirit immensely.

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STATE OF HULL, MACHINERY AND EQUIPMENT

35. The hull remains basically sound but leaks through the upper deck remain an embarrassment. Forms A.S. 2061 are being forwarded.

36. A considerable number of minor defects have occurred to the machinery throughout the month. These have been remedied by the ship's staff. Much of the causes should be obviated by the forthcoming Base Assisted Maintenance Period.

37. The standard of knowledge of ship's equipment has improved vastly since a liaison has been established with the Inshore Flotilla Technical Staff. As spare gear, test equipment and technical publications become available the number and duration of breakdowns should decrease.

STATE OF WELFARE, MORALE AND DISCIPLINE

38. No welfare situations have arisen during the month. As the ship becomes more effective so morale is improving. The standard of discipline has been good.

I have the honour to be,

Sir,

Your obedient servant,

B.A. Willcox

(B.A. WILLCOX)
Lieutenant Commander, R.A.N.

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APPENDIX 1

Miles steamed during month	4,609.4
Hours steamed during month	402 hrs 09 mins.
Miles steamed since commissioning	155,710
Hours underway since commissioning	12,530 hrs 37 mins.
Occasions of exceeding economical speed	Nil

APPENDIX 2

Exercises

O.O.W. manouvres on 1st, 2nd and 3rd April
General Drills on 3rd April
A.A.T.X. on 1st April.

APPENDIX 3

Sport Organised sport was played at Albany where a combined squadron team played rugby against a local team.
Squash is very popular and enjoyed by a large number of the ship's company.

APPENDIX 4

Movements

Changed to Far East Station on 18th April
Arrived Singapore Naval Base on 21st April
Departed for Exercise Juggler 25th April.

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DEPARTMENT OF THE NAVY

18-6-1452.

HMAS CORLEW

Report of Proceedings: MAY -69

AS(NS) 257/7

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ROYAL AUSTRALIAN NAVY

NAVY - CANBERRA		
18	6	1452

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NAVY REGISTRY

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 17/24/3

- 1 JUL 1969


The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - MAY, 1969

Forwarded.



Rear Admiral

 Enclosure: HMAS CURLEW letter unnumbered of 5th June, 1969.

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HMAS CURLEW
at SEA

5th June, 1969

The Commander
FAR EAST FLEET

HMAS CURLEW - REPORT OF PROCEEDINGS - MAY 1969

Sir,

I have the honour to submit the proceedings of HMAS CURLEW under my command, during the month of May, 1969.

2. EXERCISE JUGGLER The month commenced with Exercise Juggler drawing to a close. CURLEW was beset with minor defects in the minehunting system, but managed to continue her task. During the night prior to Thursday 1st May, K.D. KINABALU unfortunately swept both the short scope buoy and dummy mine floats laid by CURLEW. A search of the area was carried out, but as the MK.20 Plotting Table was u/s, neither were found. A separate report will be forwarded concerning the breakdown rate of the Mine Hunting System (Acoustic) MK.1 as fitted in HMAS CURLEW.

3. CURLEW lay alongside RFA GOLD RANGER from 1810(GH) to 1850(GH) on Thursday 1st May and then proceeded to her exercise anchorage, anchoring in 8 fathoms of water at 1920(GH).

4. The force sailed at 0600(GH) Friday 2nd May, with ~~MM~~ vessels acting as screening vessels for the main body which comprised RFA GOLD RANGER and K.D. HANG TUAH. Following a departure screen exercise, vessels closed into an anti-aircraft/anti surface screen and a course was set for Singapore. Throughout this passage, heaving line transfers surface action drills and all forms of screening exercises were carried out. At 1618(GH), CURLEW berthed starboard side to on HMAS HAWK at the R.M.N Naval Base, Singapore.

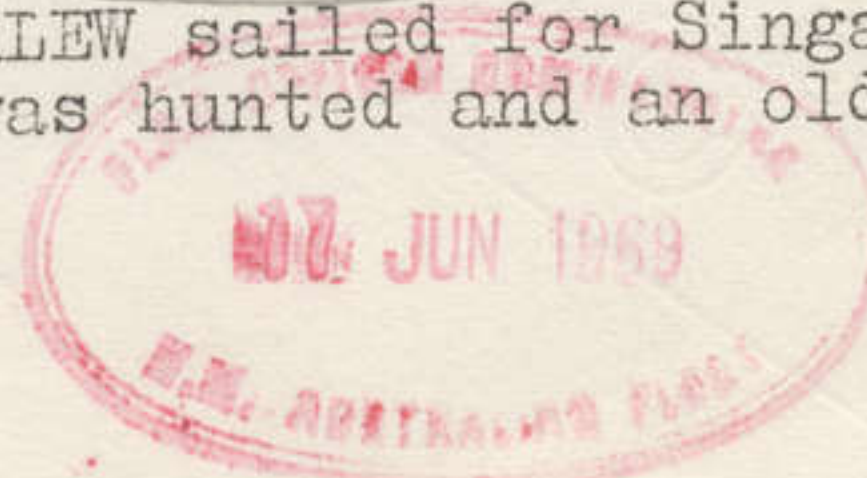
5. During the next four days, many friendships made with the R.M.N were consolidated in the social round. This culminated with a reception held by NOIC WEST MALAYSIA, the Officers of K.D. Malay and the Officers of the ~~MM~~ Squadron, held on the quarterdeck of K.D. HANG TUAH.

6. BASE ASSISTED MAINTENANCE At 1400(GH) Tuesday 6th May, CURLEW in company with HAWK and GULL, slipped and proceeded for the Singapore Naval Base. At 1442, the ship berthed starboard side to on HMAS GULL at berth 16(E).

7. Despite their existing work load, the COMMANDER, INSHORE FLOTILLA and his staff spent the next eight days guiding and assisting the ships maintenance effort. Such spare gear as was available was supplied and test equipment and technical publications were lent to CURLEW. The result of this unstinting resistance was demonstrated on Thursday 15th May. At 0810(GH) CURLEW sailed for Singapore Straits. An area adjacent to Johore Shoal Buoy was hunted and an old mine found.

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The performance of the Mine Hunting System was better than ever before. On this occasion, the opportunity was taken to entertain the WRAN Officer in Charge and three WRANS from the RAN COMMUNICATIONS DETACHMENT. CURLEW returned to berth 16(E) at the SINGAPORE NAVAL BASE berthing starboard side to on HAWK at 1615(GH).

8. EXERCISE SEA SPIRIT In company with HAWK and GULL, CURLEW slipped and proceeded for SATTAHIP at 1030(GH) Monday 19th May. During the passage which followed, OOW manoeuvres lightweight jackstay transfers, radar calibration, wire sweeping equipment calibration, S.U. shooting, flashing, darken ship night steaming with electronic silence and armed team sweeping were exercised.

9. On Wednesday 21st May, GULL had a casualty on the sweep deck during an armed team sweep and was detached to make an early ETA. During a boarding party exercise, carried out between 1530(GH) and 1630(GH), a sailor from HAWK fell and it was suspected had fractured his arm. Consequently at 1650(GH) both HAWK and CURLEW proceeded at their best speed for SATTAHIP. Clocks were retarded 30 minutes to zone time GOLF at 1815(GH).

10. On arrival at SATTAHIP, the berth was found to be crowded, so CURLEW anchored off at 0731(G), Tuesday 22nd May. At 0950(G) the anchor was weighed and CURLEW berthed port side to on HAWK at 1004(G).

The next three days were spent alongside preparing for the exercise. A defect in the air conditioning unit in CURLEW made the ship defective, but action was taken to attempt to remedy the defect plus obtain spare components from Australia. Eventually, repairs were effected to enable the ship to continue in the exercise. This matter will be covered more fully in separate correspondence. During this period both Officers and sailors were entertained by the ROYAL THAI NAVY, including a dinner party held by Captain TAVITT, RTN who, in HMMS PHOSAMPTON, was to be Commander of the SATTAHIP MCM force (CTG474.1).

12. Phase 1 of the exercise, a basic fleetwork and MCM work up commenced on Monday 26th May. Rather than remain alongside, CURLEW joined HAWK's task unit for this phase. Casting off at 1000(G), HAWK, CURLEW and HMMS LADYA proceeded north to effect a rendezvous with USS WARBLER, USS PHOEBE and USS WHIPPOORWILL. The r/v effected, WHIPPOORWILL joined our formation and exercised OOW manoeuvres and heaving line transfers for the remainder of the afternoon. CURLEW secured port side to HAWK at the SATTAHIP WHARF on completion at 1825(G).

CURLEW sailed at 0850(G) the next morning to continue the work-up with the same group. At 1005(G) the dome flooding alarm bell rang and it was necessary to stop the ship to recover it and fit the cover plate. On recovery it was found that the fabric had pulled away from its securing ring. Once the cover plate was fitted, course was set for SATTAHIP, where CURLEW berthed port side to at 1243(G). The remainder of the day was spent remedying the defect.

14. Minewatching, i.e. the accurate fixing of mines dropped by aircraft was scheduled for Wednesday 28th May. CURLEW slipped and departed at 1140(G) and berthed port side to on GULL at 1555(G). The drop had been quite successful except that the two near CURLEW were outside the channel. The channel was consequently moved. On the following day, CURLEW slipped at 1100(G) and, using 193 sonar and active rudders, led HMMS PHOSAMPTON around all contacts to her anchorage north of SATTAHIP. The rest of the day was spent at random hunting throughout CURLEW's area to determine the type of conditions to be encountered. CURLEW returned to harbour and berthed, port side to, on HMS WILKIESTON at 1655(G).

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15. The tactical phase of the exercise commenced the following day Friday 30th May. CURLEW cast off and departed for the exercise area at 0556(G), and having laid two short scope buoys, commenced minehunting at 0830(G). Two mine-like contacts were reported as mines, but were not dived on as it was too rough to lower the diving boat. The ship secured from minehunting stations at 1800(G) and returned to SATTAHIP, berthing port side to at 1835(G).

16. In accordance with the task cycle, CURLEW again cast off and proceeded for the area at 0558(G), Saturday 31st May. Hunting commenced but it was found that the MK.20 plotting table was u/s. The fault was diagnosed at 1055(G) and as no replacement spare was held, the ship proceeded to SATTAHIP, berthing port side to at 1130(G). All that was necessary was to re wind a field coil from a servomotor. It was hoped that a facility for this would exist with the U.S.A.F. at UTAPAO. It was later found that this was not possible.

17. Thus the month finished in some despondency and with the Ships Company making up additional buoys to complete the task by parallel index navigation.

18. STATE OF HULL MACHINERY AND EQUIPMENT Of the defects which have occurred, most are associated with the Minehunting System(Acoustic) MK.1 and will be the subject of a separate report. Minor electrical defects continue to more than fully occupy the work load of the ships electrical sailors.

19. HEALTH, WELFARE AND CONDUCT OF THE SHIPS COMPANY No welfare situations have arisen and the state of health has remained very high. Disappointment at CURLEW'S recurring defects has been, in part, offset by the imminence of returning home.

I have the honour to be,

Sir,

your obedient servant



(B.A. WILLCOX)
LIEUTENANT COMMANDER RAN

(for info. Flag Officer Commanding,
HM AUSTRALIAN FLEET)

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ANNEX 1

Miles steamed during month	1,577.5
Hours steamed during month	171 hours 18 minutes
Miles steamed since commissioning	157,287.5
Hours steamed since commissioning	12,701 hours 55 minutes
Occasions of exceeding economical speed	Nil

ANNEX 2

Exercises

O.O.W. manouvres	20th, 21st and 26th May
Boarding Party	21st May
Team Sweep	20th and 21st May
Man overboard	19th May
Surface Shoot	20th May
Darken Ship) 20th May
Radio and Radar Silence	

ANNEX 3

Port

Cricket was played against a Combined team from the Royal Navy Inshore Flotilla. Unfortunately rain stopped play.

A combined squadron team played soccer against the R.T.N., at Sattahip the result being a 5-0 victory to the R.T.N.

Informal volley ball games between ships and against the R.T.N. daily at Sattahip.

ANNEX 4

Movements

Arrived Singapore after exercise Juggler 3rd May.
Departed for Sattahip on 19th May
Arrived Sattahip 22nd May

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18-6-1544

DEPARTMENT OF THE NAVY

HMAS Burlew

Report of Proceedings June 69

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18	6	1544

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

20 AUG 1969

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - JUNE 1969

Forwarded.

Rear Admiral

Enclosure: HMAS CURLEW letter unnumbered and undated
(Report of Proceedings for June, 1969)

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H.M.A.S. CURLEW
At Sydney.

FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET

H.M.A.S. CURLEW -- REPORT OF PROCEEDINGS -- JUNE, 1969

Sir,

I have the honour to submit the proceedings of HMAS CURLEW, under my command during the month of June, 1969.

Exercise Sea Spirit

2. June commenced with CURLEW engaged in Exercise SEA SPIRIT and with the ship suffering from frequent equipment breakdowns and a lack of spare gear. The subject of breakdown maintenance during the 1969 Far East Cruise has been covered in separate correspondence.
3. With the MK20 plotting table U/S, CURLEW cast off from Sattahip wharf at 0553(G) and proceeded to lay two extra short scope buoys so that the area might be hunted by parallel index navigation. With the buoys laid, minehunting commenced at 0803(G). Some luck led CURLEW along a line in which four contacts were found, each with the characteristics of an exercise buoyant mine. Unfortunately, none were classified by divers as, by 1430(G), both the starboard active rudder and 193 sonar power amplifier were U/S.
4. Consequently, at 1510(G), CURLEW lay alongside HMTS PHOSHAMPTON, transferred a lubricating oil pipe which required repair, and then proceeded for Sattahip wharf where she lay for two days awaiting spare gear.
5. The collision between HMAS MELBOURNE and U.S.S. FRANK E. EVANS on the morning of Tuesday 3rd June caused the Exercise to be cancelled, and all MCM vessels returned to base during the day. It is of note that, on being informed of the incident at 0615(G), the entire ships company of CURLEW attended an impromptu, voluntary short service at 0630(G). The immediate practical effect of the incident on CURLEW was that the resultant increase of signal traffic dispelled all hope of hastening the delivery of necessary spares.
6. It having been decided that the MCM task should continue, all ships sailed for that purpose on Wednesday 4th June. CURLEW cast off at 0802(G), and having streamed wire sweeps, swept two of the four buoyant mines previously found. The remaining two had apparently been swept previously as they were in the MCM helicopter turning area. Satisfied that the area was free of mines, CURLEW recovered sweeps, recovered all buoys and returned to harbour, berthing port side to at 1518(G).

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7. On Thursday 5th June, at 0703(G), CURLEW cast off from Sattahip and proceeded for USS CATSKILL, at anchor off that port. Lieutenant (P) W.P. JAMES R.A.N. transferred to CATSKILL by boat, where he spent the day witnessing minesweeping helicopter operations. CURLEW then proceeded to rendezvous with H.M.A. Ships HAWK and GULL and HMS WILKIESTON to transfer victuals by boat, thereby enabling those ships to remain on task. This complete, the ship returned to harbour berthing at 1138(G).

8. CATSKILL proceeded to sea that night so that she might play the part of a convoy the following day. In company with HAWK and WILKIESTON, CURLEW cast off and proceeded at 0630(G), Friday 6th June. Having pointed the first dan buoy so that the lead in might commence, CURLEW then took station astern of HAWK and WILKIESTON, team sweeping the channel, and ahead of CATSKILL, assuming positive control of the latter ship. Lead in technique remains an undocumented and uncertain feature of MCM operations, so, once again, valuable lessons were learned. With CATSKILL anchored, CURLEW returned to harbour and berthed on HAWK at 1134(G). The washup for this phase of the exercise took place that afternoon, but unfortunately, with few exceptions, remarks tended to be platitudinous rather than constructive.

9. Another minor task was performed during the forenoon of Saturday 7th June, when CURLEW delivered stores to HMAS STUART at anchor six miles to the south. The ship cast off at 1030(G) and returned to her berth on HAWK at 1230(G). On returning, a portion of CDT1, stranded as the result of movements following the MELBOURNE - EVANS collision, joined the ship for passage to Singapore.

10. Finally, in company with HAWK, GULL and WILKIESTON, CURLEW cast off her moorings at 0135(G), Sunday 8th June and the formation set a course for BANGKOK. Crossing the bar at 0550 and with a pilot embarked in HAWK, the formation proceeded up river to BANG NA, where CURLEW berthed, starboard side to on WILKIESTON at No. 2 Dolphin at 0835(G).

Bangkok Visit

11. The first day of this two day visit was completely free of official functions, and virtually all personnel not required for duty took the opportunity to tour the city.

12. On Monday 9th June, the reverse was the case, and I accompanied the Captains of HAWK and GULL to the following functions:

- (a) A formal call on the Commander in Chief, Royal Thai Fleet, Admiral NAI NOPARKUN, at 0930(G).
- (b) Memorial Church Service for those lost in USS FRANK E. EVANS, held at the International Church, Bangkok.
- (c) An informal call and drinks with His Excellency the Australian Ambassador to Thailand, Mr. D.W. McNichol CBE.
- (d) A dinner in honour of The Commander, Far East Fleet, Vice Admiral W.D. O'BRIEN, CB DSC and Mrs O'Brien at the Royal Thai Naval Institute, hosted by ADMIRAL NAI NOPARKUN.

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This latter function can only be described as magnificent.

Passage Bangkok Singapore

13. CURLEW cast off and proceeded with GULL and WILKIESTON in company at 0727(G), Tuesday 10th June. HAWK was delayed, so the formation was led by GULL who had embarked the pilot. The passage to SINGAPORE was uneventful for CURLEW which berthed, starboard side to, on HAWK at berth 16E, Singapore Naval Base at 1800(GH), Thursday 12th June.

14. Friday 13th June was a day of concentrated activity, preparing the ship for its passage home and returning those stores and documents borrowed from the R.N. for the duration of Exercise Sea Spirit. The day culminated in a ships company party. Despite the venue, a Sembawang establishment of note, the function proved to be a model of its kind. The expression "A good time was had by all" is appropriate.

Passage Singapore - Bali

15. The First Australian Mine Countermeasures Squadron finally departed Singapore during the forenoon of Saturday 14th June, CURLEW casting off at 1002(GH). The passage was marked by adverse weather and currents, and having retarded clocks at 0730(GH) on Tuesday 17th June by 30 minutes, CURLEW berthed port side to, on HAWK, in BENOA harbour at 0802(G), an hour later.

Bali Visit

16. On arrival, I met COLONEL SHARP, the Australian Military Attache to the Embassy in DJAKARTA. He had joined HAWK for the passage up harbour, and, accompanied by his wife was acting as co-ordinator of the visit. A charming display of Balinese dancing welcomed the ships thereby commencing a very pleasant visit to a most attractive island.

17. The Captain HMAS GULL and I accompanied the Senior Officer, First Australian Mine Countermeasures Squadron on a call to the following local dignitaries at 0900(G):

Kol. SUKARMEN - Governor of Bali.

Brigadier General SUKERTIJO - Army Commander, Bali.

Brigadier General ISMONO ISMAKUN - Police Commander, Bali.

Major ZULKARMAEN - Air Force Commander, Bali.

Mr. MUNGUNDIPRODJO - Chief of Communications, Bali.

Mr. ARSJAP - Chief of Immigration, Bali.

18. The above dignitaries returned this call by attending a Squadron Luncheon held on the focsle of HMAS HAWK at 1230(GH). That evening the Squadron held a cocktail party from 1830(GH) to 1930(GH), once again on the focsle of HAWK for 40 guests. This function also seemed quite effective.

19. In the meantime most sailors took advantage of local tourist facilities and toured the southern portion of the island. The first function the following day was a childrens party for approximately one hundred local school children which commenced at 0900(GH). Whilst seemingly unimpressed with European sweets and soft drinks the children none the less appeared to enjoy themselves, completing the function with a quite professional dancing display.

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20. That afternoon, most of the officers availed themselves of the opportunity to tour the island. The visit finished that evening when squadron officers acted as co-hosts with Colonel SHARP at a reception held at the newly built and rather grand BALI BEACH HOTEL from 1800(GH) to 2000(GH)

Passage Bali - Sydney

21. Following a three hour delay caused by the non-delivery of fuel and water, CURLEW cast off and proceeded from BENOA harbour in formation with HAWK and GULL at 1106(GH), Thursday 19th June. On clearing the harbour, course was set for DARWIN and, ultimately, SYDNEY.

22. Once again, adverse weather conditions affected the passage. The squadron arrived in DARWIN during the afternoon of Sunday 22nd June, CURLEW berthing port side to on HAWK at 1315(IK) at STOKES HILL WHARF. On being fuelled and watered and granted pratique, CURLEW cast off at 1714(IK) and proceeded independently for THURSDAY ISLAND. Despite the weather, good passage times were achieved and CURLEW berthed port side to the Engineers Jetty THURSDAY ISLAND at 2103(K) Tuesday 24th June. The ship was refuelled to capacity, twenty five forty four gallon drums of ADD were embarked as deck cargo, and the ship cast off and proceeded at 0135(K), Wednesday 24th June.

23. Having rendezvoused with the other two ships of the squadron at 0250(K), course was set for CAIRNS. Following an uneventful passage, CURLEW berthed, port side to on HAWK at No. 1 Berth, Cairns at 1440(K) Thursday 26th June. Having fuelled watered and victualled, and with the Commander Australian Mine Warfare and Patrol Forces embarked in HAWK, all ships departed for Sydney that evening. CURLEW cast off at 1958(K).

24. Head seas continued to hinder the passage and it became necessary to advance the ETA by 24 hours. In order to remedy the effects of bad weather on the ships appearance and to enable CURLEW to continue at the required speed, CURLEW anchored in TRIAL BAY at 1230(K), Monday 30th June. HAWK and GULL initially berthed either side and transferred fuel, then proceeded to independent anchorages. CURLEW weighed and proceeded at 1637(K), and in fair weather, course was set for SYDNEY.

Security Briefing

25. The ships company were briefed on security on Monday 30th June.

State of Hull Machinery and Equipment

26. Rough seas, with resultant leaking through the upper deck, created many minor electrical faults. The gyro has given poor performance. The state of the Mine Hunting System (Acoustic) MK1 has been the subject of separate correspondence.

Health Welfare and Conduct of the Ships Company

27. One welfare case, resulting in compassionate leave has been handled during the month. One signal, informing a sailor of his father's death was not received. Tracer action resulted in the Royal Naval Communications Centre accepting responsibility for this fault. Otherwise, conduct and morale have been excellent under the circumstances.

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28. Doubtless caught unawares by their unfamiliarity with Bali, two sailors ruined the ships unblemished record by contracting V.D. Otherwise the standard of health has been excellent.

I have the honour to be

Sir,

Your obedient servant



(B.A. WILLCOX)
LIEUTENANT COMMANDER RAN
CAPTAIN

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ANNEXES TO REPORT OF PROCEEDINGS

ANNEX 1.

Miles steamed during month.	5,451.25
Miles steamed since commissioning.	162,738.75
Hours underway for month.	417.00
Hours underway since commissioning	13,108.55
Occasions of exceeding economical speed.	Nil

ANNEX 2.

Nil.

ANNEX 3.

No organised sport was played during June. Volleyball continues to be popular with the ships company.

ANNEX 4.

8th June.	Departed Sattahip.
8th June.	Arrived Bangkok.
10th June.	Departed Bangkok.
12th June.	Arrived Singapore.
14th June.	Departed Singapore.
17th June.	Arrived Bali.
19th June.	Departed Bali.
22nd June.	Arrived Darwin.
22nd June.	Departed Darwin.
24th June.	Arrived Thursday Island.
25th June.	Departed Thursday Island.
26th June.	Arrived Cairns.
26th June.	Departed Cairns.

18.6.1561

DEPARTMENT OF THE NAVY

HMAS CURLEW Report of Proceedings: JULY '69

AS(NS) *[Signature]* 8/9

~~D OF O~~ *[Signature]* 8/9

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18 | 6 | 1561

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OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

- 2 SEP 1969

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - JULY, 1969

Forwarded.



Rear Admiral

Enclosure: HMAS CURLEW letter unnumbered of 5th August, 1969.

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



The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - JULY, 1969

Sir,

I have the honour to submit the proceedings of HMAS CURLEW, under my command, during the month of July, 1969.

Base Assisted Maintenance Period

2. At 0700, Tuesday 1st July, the three ships of the First Australian Mine Countermeasures Squadron entered Sydney Harbour. Customs officers were embarked off Rose Bay and the formation then proceeded for HMAS WATERHEN where CURLEW berthed, starboard side to, on HAWK at 0810. Customs formalities were completed by 1045 and ship's companies families were then allowed on board.
3. A conference between ship's staff, base staff and Garden Island Dockyard staff officers commenced at 1100. Defect lists were pruned to only include those which seriously effected the ship's operation. Many of these were beyond base staff capability and URDEF action was required for them to be undertaken during the programmed maintenance period.
4. CURLEW was shifted to the premises of Sydney Slipway and Engineering Co. during the afternoon of 14th July. Slipping commenced at 1000 the following day and was completed by 1315. With the exception of some missing sacrificial planking, the ships underwater structure seemed sound. The ship was unslipped at 1300 on 18th July, and after a cold move, berthed port side to on GULL at WATERHEN at 1415.
5. In the meantime, the opportunity was taken to give all but West Australian and North Queensland natives 10 days of their annual leave.

Programming

6. The month has seen considerable alteration to the ships programme for the latter half of 1969. This has been caused by the cancelling of commitments, equipment breakdown and an alteration of 1970 commitments requiring a long refit in 1969. These changes will be to the ultimate benefit of the ship, allowing experienced ships staff to advise and assist base and dockyard staffs in remedying the numerous minor defects now apparent.

State of Hull and Machinery

7. Following the present maintenance period, it is expected that the ships machinery will give improved performance. Some leaking in the hull structure can be expected to continue until major re-caulking and perhaps decking, can be undertaken.



State of Equipment

8. The mine hunting system (acoustic) has been the subject of extensive study and maintenance, with some modification, by dockyard staff. The previously reported lack of spare gear and test equipment is being overcome, with a resulting rise in confidence that ships staff might keep it operating. None the less, repairs and setting to work will cause some delay in the ship's deployment.

Health, Welfare and Conduct of Sailors

9. With no welfare cases and the cure of previously reported V.D. cases, the health and welfare state of the ships company is good. Conduct has also been good. Morale is reasonably high and a marked improvement in the ship's appearance demonstrates it.

Officers Morale

10. As the previous cruise produced an increasing number of break-downs, with a resultant inability to properly function, a feeling of frustration became apparent in the Wardroom. I was becoming concerned.

11. The posting of one officer has required all officers to change duties. This, plus the receipt of future postings has resulted in a more optimistic view of the future and improved morale. A temporary drop in ships efficiency, the other result, has now been generally overcome.

I have the honour to be

Sir,

Your obedient servant



(B.A. Willcox)
LIEUTENANT COMMANDER RAN
CAPTAIN

ANNEXES TO JULY REPORT OF PROCEEDINGS

ANNEX 1

Distance steamed during month	105.2 miles
Hours steamed during month	9.0 hours
Distance steamed since commissioning	157,392.7 miles
Hours steamed since commissioning	12,710 55/60 hours

ANNEX 2

Daily "exercise fire".

ANNEX 3

No organized sport was played during the month of July.

ANNEX 4

1st July arrived Sydney

18.6.1605

DEPARTMENT OF THE NAVY

HMAS CURLEW

Report of Proceedings AUGUST 69

AS(NS) 3079

D OF 0 11/10

DCNS Hopmann upset by defects - paragraph 2

2/10/68

1NM

Let us ask FOCAF for his comments re Curlew's para. 2

- Action being taken on file 1227/51/502.

ASNS 7/9/10

3/10
7/9/10

2NM

Ratio

3NM

10/10

4NM

07/11/10

SEC

15/10

C OF S

10/10

DPR

AS (NS) (NS55)

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7/30/9

2/2/10

3/9

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29 SEP A.M.
Telephone:
NAVY DEPTRY
35 0444

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6.	1605

PMS

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

19 SEP 1969

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - AUGUST 1969

Forwarded.



Rear Admiral

Enclosure: HMAS CURLEW letter unnumbered of 3rd
September, 1969.

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

3rd September, 1969.

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

HMAS CURLEW REPORT OF PROCEEDINGS - AUGUST, 1969

Sir,

I have the honour to report the proceedings of HMAS CURLEW, under my command, for the month of August, 1969.

2. Defects in the Mine Hunting System (Acoustic) MK1 caused the month to be one of intense frustration for the ship's company. Instead of working up, training the current RAN MCDO class and preparing for an excellent cruise in North Queensland waters, the time was generally spent alongside at WATERHEN.
3. Every effort was made to progress training, ship husbandry and annual leave during this time and thereby benefits ensued. Nonetheless, the sight of the other ships of the squadron achieving their similar aims was disheartening.
4. Ship's staff were able to assist the base staff by providing some crew members for HMAS IBIS during that ship's post refit sea trials on Monday 18th August.

SMASHEX

5. CURLEW was involved in a SMASHEX on Thursday 7th August. It took from 0810 until 1112 to initially prepare for sea. However, on sailing, it was found that the ship's steering motors were both unserviceable and the most interesting manoeuvres of returning alongside, steering by main engines was necessary. This was achieved without incident by 1145 and the defect was repaired so that CURLEW could finally sail at 1315.
6. Regretably, the exercise completed before CURLEW could participate. The ship reversed its course to return to Sydney at 1445, and berthed, starboard side to at WATERHEN at 1642. Even these few hours underway produced a certain lightening of spirit onboard.

SEARCH FOR SURVIVORS OFF S.S. NOONGAH

7. Following approximately forty five minutes warning, CURLEW sailed in company with HAWK and GULL at 1620, Monday 25th August. It was necessary for CURLEW to linger in the calm waters of Sydney Harbour whilst the 193 sonar transducer assembly was returned to its seating. The formation was rejoined at 1855, and course was set for the area off Smoky Cape where the S.S. NOONGAH, a coastal vessel of the Australian National Line Rad foundered that morning.
8. Searching commenced off Sugarloaf Point at 0205 Tuesday 26th August. The ships of the First Australian Mine Countermeasures Squadron then spent the next two days searching inshore waters, in particular the ten fathom line. Considerable debris was collected off C. Hawke, 9mls, during the late afternoon of Wednesday 27th August, CURLEW's active rudders and inflatable craft proving ideal for this purpose.



.../2

9. Following an overnight passage in company, HAWK, GULL and CURLEW entered Sydney Harbour in formation with the other ships of the search force, HOBART, YARRA, DERWENT, ANZAC, QUEENBOROUGH, at 0800 Thursday 28th August. CURLEW came to No. 5 buoy at 0820, and there ammunitioned ship, completing at 1130.

10. CURLEW was honoured by your short call Sir, at 1010, Thursday 28th August.

11. Casting off from the buoy at 1254, CURLEW proceeded to Garden Island Dockyard, berthing port side to PALUMA, on the Cruise Wharf, at 1311.

State of Hull, Machinery and Equipment.

12. CURLEW's enforced inactivity resulted in considerable improvement in the appearance and state of repairs of the ships hull and machinery. The only serious equipment defect remaining in the Type 193 sonar.

Health, Welfare, Conduct and Morale of the Ship's Company.

13. The health of the ship's company remains excellent and no welfare situations have arisen. Morale has been lowered by inactivity, but only two offences seem to have resulted from this.

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



(B.A. Willcox)
LIEUTENANT COMMANDER RAN
CAPTAIN

APPENDICES TO REPORT OF PROCEEDINGS

APPENDIX 1

Miles steamed during month	707.78
Miles steamed since commissioning	163,554.73
Hours underway for month	68 43/60
Hours underway since commissioning	13,187
Occasions of exceeding economical speed	1.75 hours

Proceeding to Datum of SMASHEX Thursday 7th August.

APPENDIX 2

0800 - 1408 Thursday 7th August SMASHEX

APPENDIX 3

Wednesday 6th August.	Ten Pin Bowling	Inter Departmental
Wednesday 13th August.	Volleyball	"
Wednesday 20th August.	Squash	"

RESTRICTED STAFF IN CONFIDENCE

18.6.1637

DEPARTMENT OF THE NAVY

HMAS CURLEW

Report of Proceedings: 1 SEPT 69
21 SEPT 69

AS(NS) R 16/10

D OF M 16/10

DCNS L 22/10

1NM

2NM

3NM

4NM

SEC

MINISTER

C OF S

DPR

AS (NS) (NS55)

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Off. Lt. Col. Wilton had not already resigned the R.O.P. would have been returned and the officer asked to forward para. 17 et seq separately.

2. Perhaps his criticisms would have been different if, at any time during his service as Lieutenant / Lieutenant commander, he had held a staff appointment.

3. Of course, the idea raised in his para 24 should be examined.

DAT has been asked to initiate consideration of paragraph 24.

Seen by Member JH

Member

seq

Pls see paras 17 et

15/11/69

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STAFF IN CONFIDENCE

5/20/10

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15 OCT P.M.
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35 0444
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ROYAL AUSTRALIAN NAVY
STAFF IN CONFIDENCE

NAVY—CANBERRA
18 6 1637

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

10 OCT 1969

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - 1ST SEPTEMBER 1969 -
21ST SEPTEMBER 1969

Forwarded. Paragraphs 17-25 represent the views of one officer who, serving in a small ship frequently remote from the Fleet, does not necessarily present an accurate picture of the present situation.



Rear Admiral

ABCNS).

Enclosure: HMAS CURLEW letter of 22nd September, 1969
with Appendix.

STAFF IN CONFIDENCE

RESTRICTED

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STAFF IN CONFIDENCE

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

22nd September, 1969.

FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET

HMAS CURLEW - REPORT OF PROCEEDINGS - 1ST SEPTEMBER 1969 -
21ST SEPTEMBER, 1969

Sir,

I have the honour to submit the proceedings of H.M.A.S. CURLEW under my command, from 1st September, 1969 to 21st September, 1969.

2. During this period not a few changes occurred in the ship's company. Delays continued in the setting of the Minehunting System (Acoustic) Mk. 1 to work, but these proved valuable in preparing for the forthcoming refit and in fully documenting such proposals which have resulted from 9 months running.

POST MAINTENANCE TRIALS.

3. CURLEW lay alongside PALUMA for the first four days of this month whilst dockyard personnel worked on the type 193 sonar. A slight modification to the transducer training servo casing seemed to cure a perennial fault, and the set was declared operational on Thursday 4th September.

4. Accordingly, lines were cast off at 0830, Friday 5th September and the ship proceeded to WATERHEN, berthing port side to No. 2 berth at 0904.

5. To ensure the working of this equipment, three days of trials in Sydney Harbour were programmed for the following week.

6. CURLEW operated in Rose Bay on Tuesday 9th September and Wednesday 10th September, with observers from the dockyard on board. Operations were slightly hampered by force 4-5 south westerly winds. Notwithstanding, all equipment performed well.

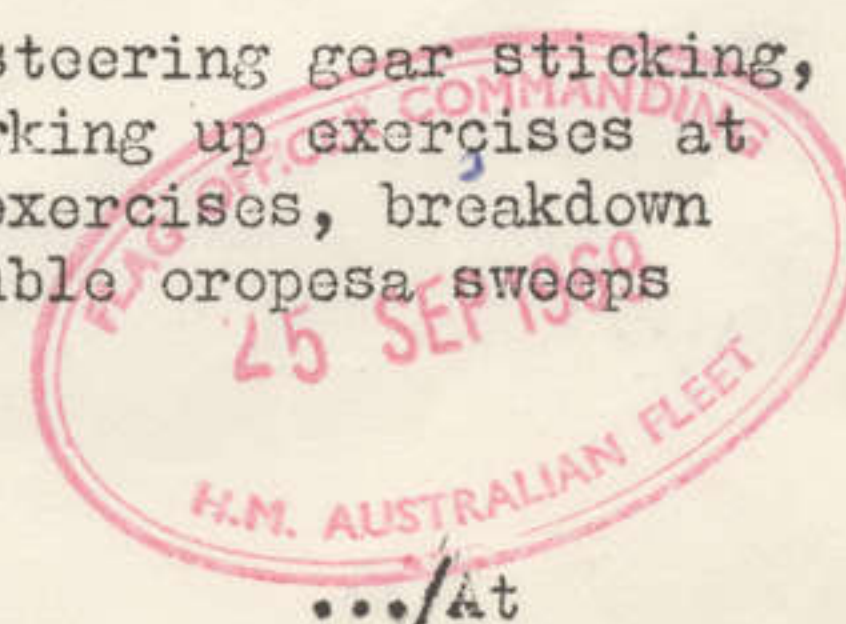
7. It was attempted to repeat these trials in Hunter Bay on Thursday 11th September, sailing from WATERHEN at 0900. It was hoped that the effects of the very strong winds might be overcome by good bottom conditions. Unfortunately it was found to be impossible to maintain a course and the trial had to be aborted. The ship returned to WATERHEN, berthing port side to No. 2 berth at 1236.

WORKUP

8. Following a forty minute delay caused by the steering gear sticking, CURLEW cast off and proceeded to seaward to commence working up exercises at 0940, Monday 15th September. Throughout the day, NBCD exercises, breakdown drills and other evolutions were carried out, whilst double oropesa sweeps were streamed twice and calibrated.

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STAFF IN CONFIDENCE

-2-

9. At 1420 that day, it was noted with despair that a lubricating oil seal in the starboard active rudder drive was leaking considerably and that repairs were essential. Course was then set for Sydney and yet another attempt to operate was thwarted. The ship berthed port side to No. 2 berth at WATERHEN at 1840.

10. Following repairs, it was planned to depart and continue the workup at 0830, Wednesday 17th September. A delay in sailing was occasioned by defective steering gear, and it wasn't until 0939 that CURLEW was able to cast off and proceed for BROKEN BAY. The Commander, Australian Mine Warfare and Patrol Forces, COMMANDER IAN K. WILSON RAN was on board to witness the days proceedings.

11. Once minehunting commenced, it soon became apparent that the operators had become quite unfamiliar with their task, despite good sonar performance. Thus the day was not characterised by success. Accordingly, the short scope buoy and dummy mine were recovered at 1625 and a course was set for SYDNEY. CURLEW rendezvoused with a WATERHEN boat in WATSON'S BAY at 1800 received some stores, transferred COMMANDER WILSON and then set a reverse course back to BROKEN BAY. The ship anchored in FLINT and STEEL BAY at 2005.

12. Anchor was weighed at 0705 the following day and the ship recommenced hunting the mines in the BROKEN BAY area at 0800. The now normal situation of a major breakdown of both sonar and plotting table recurred at 1100, the ship was anchored and defect diagnosis commenced. This diagnosis was incomplete at 1515, so the anchor was weighed, short scope buoy recovered and CURLEW anchored again in FLINT and STEEL BAY at 1630.

13. Weighing anchor at 0601, Friday 19th September, CURLEW sailed to carry out a quarterly full power trial. This was completed by 0928, course was set for SYDNEY and a slightly frustrated ship berthed starboard side to at WATERHEN at 1152.

TRANSFER OF COMMAND

14. LIEUTENANT COMMANDER W. J. ROBERTS, RAN joined at 1445 Friday 19th September, and spent the remainder of the day taking over the C.B. Account. He walked around the ship during the forenoon of Saturday 20th September, completing the hand over briefing after this event. He has my best wishes for the future. N

STATE OF HULL, MACHINERY AND EQUIPMENT

15. Ships staff remain unable to guarantee the operation of the Mine Hunting System (Acoustic) Mk 1. Otherwise, the ship's condition is satisfactory with a refit imminent.

HEALTH, WELFARE AND CONDUCT OF THE SHIPS COMPANY

16. A recurrence of two V. D. cases with a Far Eastern source blighted an otherwise high standard of health. No welfare situations have arisen. The conduct of the ships company has been excellent, but their morale is adversely affected by repeated breakdowns.

VALE

17. In March of this year I accompanied my fellow Captains of this Squadron to the home of the RT.HON. C.R. KELLY, ~~Minister~~ the Minister for the Navy. As my resignation had by then been written, I was unable to answer,

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...as

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-3-

as I would have liked, his queries on RAN officer unrest. Following a further several months of thought (analysing my own motives), the following are my views. They are stated herein to ensure a reasonable distribution.

18. An increasing number of the RAN's decisions are made in CANBERRA, remote from the naval environment and within a social structure based on the artificial values of political antecedence and the mores of a civil service. Increasingly the staff there have become overworked and confined by an archaic filing system.

19. The result, to the man in the field, is not only an increasing number of poor decisions, but the ultimate disloyalty, of a senior to a junior - increasing and unnecessary over commitment. No gilded statement can disguise this fact from the over committed officer, who, in turn, is expected to return absolute loyalty. History demonstrates that often the only means of avoiding this situation is for senior naval officers to take strong stances beyond the point of resignation. I believe that obligation arrives with ones commission.

20. Not only are situations confused at our top management levels, each submission must pass twice through equally overworked and inefficient command headquarters. Thus the decision maker is unapproachable and thereby can seldom be aware of the situation of the operator.

21. Two solutions could prevail. First, the absurdities described by one PARKINSON could result in vast staff increases. I personally fail to understand why the normal decision maker and his operator should not be geographically close. In this situation, with its reduced dependence upon the written word, decision makers might not only be reduced in number, their decisions would be based on a more intimate knowledge of their subject. I can only see that high level policy makers and planners and users of the Department of Defence Computer have a rationale for being sited in CANBERRA.

22. The present official view would seem to be that pay rises will solve the present unrest. In itself, this view displays a considerable lack of familiarity with reality. I personally see pay complaints as the symptom of a problem, not a cause.

23. Privilege and perquisite can ensure an officers loyalty, the start of which must be the return of loyalty from the top. Naval officers are not yet so degraded that their affections might be bought. Still, to compete for the young man, pay must be to the level that a frugal officer can arrange to retire at 40 years of age (45 for the less than frugal) with the house of his choice purchased and an assured, reasonable pension for life. Certainly, servicemens pay must not be based on civil servants' until their promotion and conditions of service are identical.

24. The Officer who has sub-specialised and who has recently learnt and practiced modern techniques is therefore faced with a monolithic command structure, seemingly disinterested in field problems and apparently conservative to the extreme. These officers have much to contribute and comprise a source of ideas which must be tapped. I would envisage all officers of middle seniority being required (all other officers being invited) to contribute articles (which may be inherently critical) to the forum of a quarterly professional journal of quality production, as a reasonable means of tapping this source. It would also serve as a means of assessing an officers' staff capabilities.

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STAFF IN CONFIDENCE

.../The

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STAFF IN CONFIDENCE

-4-

25. The statements above comprise the general reasons whereby I find myself obliged to quit a service to which I will remain devoted. I request the current Minister of the Navy might be shown this writing, with my apology for having been less than honest in March.

I have the honour to be,

Sir,

Your obedient servant,



(B. A. WILLCOX)
LIEUTENANT COMMANDER. RAN
CAPTAIN

For information.

COMMANDER, MINE WARFARE
AND PATROL FORCES.

THE COMMANDER,
FIRST AUSTRALIAN MINE COUNTERMEASURES SQUADRON

RESTRICTED

STAFF IN CONFIDENCE

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APPENDICES TO REPORT OF PROCEEDINGS

APPENDIX 1

Miles steamed during month	279.03
Miles steamed since commissioning	163,833.76
Hours underway for month	44 12/60
Hours underway since commissioning	13,231 12/60
Occasions of exceeding economical speed Quarterly Full Power Trial Fri 19 SEP 69	2 1/2 hrs

APPENDIX 2

Tue 9 - Thu 11 Sep	} Mine Hunting
Tue 16 - Thu 18 Sep	
Fri 19 Sep 0700 - 0930	Quarterly Full Power Trial

APPENDIX 3

Wed 3 Sep	Rugby Union with Paluma
-----------	-------------------------

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DEPARTMENT OF THE NAVY

18.6.1676

22nd - 30th
SEPT. 69

HMAS CURLEW

Report of Proceedings

AS(NS) *[Signature]* 31/10.

D OF *[Signature]* 3/11

DCNS *[Signature]* 4/11

1NM *I hope that para 2.1 proves correct [Signature]* 5/11

2NM *[Signature]* 12/11

3NM *[Signature]* 12/11

4NM *[Signature]* 11/11

SEC *[Signature]* 12/11

C OF S *[Signature]* 11/11

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NAVY—CANBERRA
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FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

27 OCT 1969


The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - 22ND - 30TH SEPTEMBER 1969

Forwarded.



Rear Admiral

 Enclosure: HMAS CURLEW letter of 9th October, 1969 and
appendices.

CONFIDENTIAL

H.M.A.S. CURLEW

9 OCT 1969

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

HMAS CURLEW - REPORT OF PROCEEDINGS
22ND - 30TH SEPTEMBER, 1969

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the period 22nd - 30th September, 1969.

2. I assumed command of HMAS CURLEW at 0805 on Monday 22nd September, 1969.

WORK-UP

3. HMAS CURLEW cast off from No. 2 Berth, HMAS WATERHEN at 1000 on the 22nd and proceeded to the Broken Bay area to continue minehunting workup. Regrettably, we were permitted only one hour of hunting before a defect developed in the Type 193 sonar, at 1430.

4. Ship handling practice was carried out by all officers until 1600, during which time the ship was brought alongside ~~streamed~~^{streamed} a Short Scope Buoy on numerous headings to demonstrate the effects of wind and tide whilst manoeuvring.

5. On completion of this interesting exercise, the ship came to anchor in Flint and Steel Bay at 1702.

6. Anchor was weighed at 0702 on 23rd. The TAS Trials Officer, LCDR G.L. RAMSAY, R.A.N., came aboard at 0812 to witness the operation of the Minehunting System (Acoustic) Mk. 1 but unfortunately, the defect on the sonar was beyond the capabilities of the maintainers and their limited test equipment. (My message DTG 250540Z refers).

7. Mechanical minesweeping and general drills including action stations, leaving ship stations and damage control exercises were substituted for the planned demonstration. At 1445, LCDR RAMSAY was taken ashore in the ship's gemini.

8. HMAS CURLEW came to anchor in Flint and Steel Bay at 1522.

9. An exercise clandestine raid was carried out by the Landing and Demolition Parties on a local beach during the evening of the 23rd.

10. Approval having been granted to return to HMAS WATERHEN to affect repairs to the Sonar, the ship weighed anchor at 0602 on the 24th and proceeded to Sydney.

11. On weighing, action stations were exercised and a major NBCD exercise carried out en route.

12. At 0910 on the 24th, CURLEW berthed starboard side to No. 2 Berth, HMAS WATERHEN.

.../2



13. The fault in the Sonar was located by personnel from Dockyard Weapons Technical Services during the forenoon of the 24th and by late Thursday 25th, the complete minehunting system was operational.
14. At 1335 on 26th, CURLEW cast off and shifted berth to the Cruiser Wharf, Garden Island Dockyard, berthing port side to at 1400.
15. HMAS CURLEW, together with other units of H.M. Australian Fleet and the visiting Royal Navy Ships, were open for public inspection as a contribution to Navy Week on Saturday 27th and Sunday 28th. It is estimated that approximately 3500 and 1000 people looked over the ship on these respective days.
16. CURLEW cast off at 0931 on Monday 29th and proceeded to the Broken Bay exercise minefield.
17. Shortly after minehunting had started, the Mk. 20 Plotting Table became unserviceable. The search procedure to be employed was altered to a Type 4 (carried out whilst at anchor) and minehunting continued using this method until 1700.
18. After recovering the Short Scope Buoy, the ship entered Broken Bay and came to anchor in Flint and Steel Bay at 1752.
19. On 30th September, anchor was weighed at 0758 and after relaying the Short Scope Buoy, minehunting started employing the secondary method of navigation (parrallel index) as the Mk. 20 Plotting Table continued to be unserviceable.
20. After a relatively successful day, even though no mines were located, the ship came to anchor in Flint and Steel Bay at 1620.

MINEHUNTING SYSTEM (ACOUSTIC)

21. Over the last month, continuing defects have drastically reduced the operational availability of the Minehunting System. It is anticipated that the supply of adequate testing and tuning equipment, in addition to the extensive refit of the complete system planned to commence 30 Oct. will allviate many of the problems and increase the availability of figures to an acceptable level.

HEALTH AND MORALE

22. The health of the Ship's Company is satisfactory.
23. Although an assessment of morale so soon after joining is a first impressions opinion, I consider the morale of the Ship's Company, Officers and men alike, to be directly proportional to the availability/success of the Minehunting System.
24. Coupled with the amendment to the Ships programme which curtailed the duration of the Queensland visit and cancelled minehunting operations in the Townshend Island area, my assessment of morale at this time is satisfactory

.../3

even though the Ship's Company are somewhat disappointed.

I have the honour to be

Sir,

Your obedient servant

William J. Roberts MBE

(W.J. ROBERTS MBE)
LIEUTENANT COMMANDER RAN
CAPTAIN

Enclosure: Appendix 1. - Steaming Report
2. - Exercise Report
3. - Sporting Report

For information: Commander
Mine Warfare and Patrol Forces

Commander
First Australian Mine Countermeasures Squadron.

APPENDICES TO REPORT OF PROCEEDINGS

MONDAY 22 SEPTEMBER - TUESDAY 30 SEPTEMBER

APPENDIX 1.

Miles steamed during week	190.7
Miles steamed since commissioning	164024.46
Hours underway for week	32 15/60
Hours underway since commissioning	13263 27/60

APPENDIX 2

1330 - 1430	Mon 22 September	Minehunting
1500 - 1600	"	O.O.W. Manoeuvres
1640	"	Blind Pilotage tage
1047	Tues. 23 September	Action Stations Leaving Ship Stations Steering Gear B/D
1400 - 1430	"	O.O.W. Manoeuvres
1800	"	Landing and Demolition Parties
0556	Wed. 24 September	Action Stations Major NBCDX
1130 - 1700	Mon. 29 September	Minehunting - Broken Bay
0915 - 1530	Tues. 30 September	"

APPENDIX 3

No sport was played during the week.

CM.108
(968)

CONFIDENTIAL

R
FM
TO
INFO

250540Z
CURLEW
WATERHEN
COMAUSMINPABFOR
FOICEA
GMGID

A.C.

NO UNCLASSIFIED REPLY
OR REFERENCE

- C O N F I D E N T I A L**
1. TEST EQUIPMENT FOR SONAR 193 CARRIED ON BOARD IS INADEQUATE TO MEET NORMAL FAULT FINDING AND TEST/TUNE REQUIREMENTS.
 2. ONLY EQUIPMENT CARRIED AT THIS TIME IS
 - A. CT436 OSCILLOSCOPE
 - B. CT542 SIGNAL GENERATOR
 - C. CT492 BRIDGE UNIVERSAL
 - D. MODEL 8 AVO
 3. ON ADVICE FROM SENIOR TECHNICAL OFFICER OF G.I.D. WEAPONS TECHNICAL SERVICES (MR DUNCAN), FOLLOWING EQUIPMENT IS RECOMMENDED
 - A. TECHTRONIX 564 DUAL TRACE OSCILLOSCOPE IN LIEU OF CT436 WHICH IS INADEQUATE FOR SETTING UP RANGE TIME BASE.
 - B. CT471 ELECTRONIC MULTIMETER REQUIRED FOR SETTING UP FILTER AND OSCILLATING UNITS AND FOR LOW(MA) VOLTAGE READINGS.
 - C. AIRMEC WAVE ANALYSER
 4. UNDERSTAND FROM MR RANSAY (SECTION LEADER TEST EQUIPMENT) ITEMS AT PARA 3A AND 3C NOW AVAILABLE
 5. UNDERSTAND FROM MR ALLEN (ANSO) THAT WATERHEN HOLDS ITEM AT PARA 3 WHICH WAS SUPPLIED IN LIEU OF HETRODYNE VOLTMETER. ALSO AS HETRODYNE VOLTMETER HAS NOW BEEN SUPPLIED, CT471 SHOULD NOW BE TRANSFERRED TO CURLEW.
 6. AS DEMANDS HAVE BEEN RAISED FOR ITEMS AT PARA 3B AND C, REQUEST URGENT SUPPLY IN VIEW OF CONTINUING MAINTENANCE PROBLEMS
 - 7.. PENDING AS 130 ACTION, REQUEST APPROVAL TO DRAW ITEM AT PARA 3A.

//250540Z SEP 69

CONFIDENTIAL

Historian
(Att. Mr Mackenzie)

Herewith report for Curlew
Sept 09. I have just
completed a check of both
repositories of all 18/16, 18/206,
1285/2 & 1285/203 and can
now say we have no
ROPs left. However we
created a provisional square
for this one. Destroy the
Prov. square & send M. card.

Norm

ability to effectively communicate in writing
and orally.

SENIOR TECHNICAL OFFICER (ENGINEERING) GRADE 1

Salary: \$7081-7495

Location: Canberra

Duties: Position No. 111. Responsible to the Assistant Director, Materials Metallurgical and Chemical Engineering for the co-ordination of all defence national and international draft specifications and standards. Preparation of all documents and collate technical comments by interested directorates for use of the Department's representative on the Defence Standardisation Committee. Supervise the staff concerned with the provision of a technical service for the various engineering standardisation programmes.

Qualifications: As well as the formal qualifications listed below applicants should have the ability to prepare reports and technical briefs. Experience in standardisation documentation, procedure and format would be highly desirable.

/4...

18.6.1739

HMAS CURLEW

Report of Proceedings OCT 1969.

AS(NS) 11/12.

D OF 12/12

DCNS

Some successful minehunting training

17/12

17/12/69

1NM

21/12

2NM

22/12

3NM

22/12

4NM

23/12

SEC

23/12

C OF S

23/12.

DPR

AS (NS) (NS55)

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7/12

(1,2)

RECEIVED

10 DEC P.M.

NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—GANBERRA

18

6

1739

Telephone:
35 0444

PMS

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

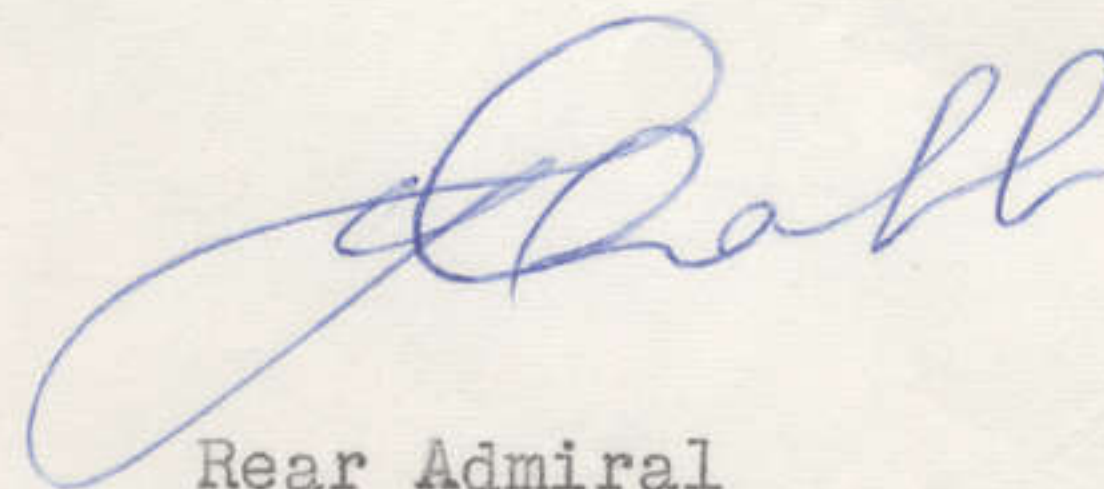
No. A.F. 1/16/24

5 DEC 1969

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - OCTOBER, 1969

Forwarded.



Rear Admiral

Enclosure: HMAS CURLEW letter of 1st November, 1969.

HMAS CURLEW

AT SYDNEY.

1st November 1969.

FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET.

REPORT OF PROCEEDINGS - HMAS CURLEW
OCTOBER, 1969.
(All times KIL0 (-10))

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of October 1969.

WORKUP.

2. Minehunting workup continued on the 1st after the ship weighed anchor at 0630 and proceeded from Flint and Steel Bay. A fault in the MK20 Plotting Table occurred at 1100 and CURLEW came to anchor off Eleanor Bluff at 1235 to provide stable working conditions for the maintainers.
3. Whilst this defect was being repaired, the opportunity was taken to land approximately three quarters of the Ship's Company at a local beach to participate in interpart beach sports.
4. Anchor was weighed at 1725 and CURLEW returned to No 5 anchorage in Flint and Steel Bay at 1812.
5. After weighing anchor at 0730 on 2nd, the ship proceeded and commenced mine hunting in the proximity of an exercise minefield laid by HM S/M TRUMP and ANDREW some years previously.
6. This was our most successful day for some months with no defects occurring throughout the 10 hour period and the positive identification of 3 44 gallon drums (used in previous exercises as dummy bouyant mines) and one M MK 5 inert submarine laid mine which was recovered.
7. CURLEW came to starboard anchor in Flint and Steel bay at 1933.
8. At 0628 on Friday 3rd, the anchor was weighed and courses set to return to Sydney, CURLEW coming alongside No 2 Berth, HMAS WATERHEN at 0911.
9. CURLEW remained alongside at WATERHEN until Wednesday 8th during which time some urgently required test equipment and spares for the Mine Hunting System (A) were received onboard and normal maintenance of hull and machinery progressed.



10. Lines were cast off at 0800 on the 8th CURLEW proceeded down the harbour to carry out further minehunting training in Rose Bay. By mid afternoon, numerous sailing craft in the exercise area prevented further training with any degree of safety and at 1515, CURLEW returned alongside No 2 berth at HMAS WATERHEN.

11. At 1200 on Thursday 9th, CURLEW cast off from alongside No 2 Berth and on clearing the Heads of Port Jackson, set course for Jervis Bay. After an uneventful passage, the ship came to anchor at E1 anchorage, Darling Roads at 2015.

12. Anchor was weighed at 0230 on 10th and courses set to affect a rendezvous with HMAS HOBART at 0400. SAT 3 for HOBART's recently fitted GWS F2 progressed satisfactorily and at 0830 CURLEW was detached to return to Sydney. At 1515, CURLEW secured alongside No 2 berth HMAS WATERHEN.

13. CURLEW cast off from alongside HMAS WATERHEN at 1200 on Sunday 12th and on clearing Sydney Heads and the myriads of small craft, proceeded to Jervis Bay, coming to anchor in E1 anchorage Darling Roads at 2010.

14. Identities were exchanged with HMAS MELBOURNE whilst entering Jervis Bay and it was most gratifying to see our Flagship at sea once more. The action taken by the R.A.N. in releasing MELBOURNE from the confines of Cockatoo Island Dock on Sunday Saturday 11th provided a considerable boost to the general morale of my Ships Company and probably to all Service Members.

15. After weighing anchor at 0230 on Monday 13th, CURLEW proceeded to make rendezvous with HMAS HOBART at 0530 and to act as Flank Marker Vessel for the acceptance firings of GWS F2.

16. Regrettably, the civilian photographic aircraft was unable to take off and at 1030, the serial was cancelled. After recovering the target, course was set for Sydney and at 1844, CURLEW secured alongside the Oil Fuel Lighter, HMAS WATERHEN.

VISIT TO BOWEN

17. On completion of fuelling, lines were cast off at 1945 and CURLEW proceeded to Bowen for participation in the "Gem of the Coral Coast" Festival.

18. After an uneventful passage, CURLEW entered Port Denison on Friday 17th and secured alongside No3 Berth, Bowen at 0835 in the middle of a tropical downpour, Bowen's first rain for nearly 9 months.

19. At 1000, I left the ship and called on the Chairman of the Bowen Shire Council, Mr J.S. GRALTON and Mr. H. MURRAY, President of the Gem of the Coral Coast Festival Committee.

20. Together with two of my Officers and one Chief Petty Officer I attended a reception at the Shire Chambers given the Chairman and members of the Bowen Shire Council at 1600.

21. That evening my Officers and I held a cocktail party on board for officials of the Gem of the Coral Coast Festival local authorities and businessmen.

22. Saturday 18th provided spectators with a variety of entertainment two of the main attractions being the Tug of War and a Tomato Eating contest. HMAS CURLEW was represented in both these competitions and although not a winner in either event, the teams acquitted themselves well.

23. During the day, approximately 850 people visited the Ship between 1330 and 1645. Considering the number of local and temporary Bowen residents would not total more than 4000, and the variety of entertainment provided ashore, these figures were most pleasing.

24. On Sunday 19th, I attended the Blessing of the Fleet Ceremony and during the afternoon, a contingent of 30 Officers and Sailors from HMAS CURLEW proudly led the Festival Parade down the main street and later to the official crowning of the Gem of the Coral Coast Festival Queen.

25. At 1000 Monday 20th, lines were cast off and CURLEW proceeded to affect rendezvous with HMA Ships HAWK and GULL, north of Eschelby Light. CURLEW came to anchor 4 cables north of Rattray Island at 1312 to touch up the paintwork on the ship's side and to exercise divers and demolition parties. At 1422 anchor was weighed and CURLEW joined her sister ships for passage to South Molle Island.

26. At 1632 CURLEW secured starboard side to HMAS HAWK who was anchored 2.5 cables off the jetty at South Molle Island. Leave was granted and a most successful Squadron Bar-b-que held ashore with facilities of the island being made available to all by the Manager, Mr. W. BAUER.

27. At 0940 on 21st, lines were cast off and passage to Sydney restarted in company with HMA Ships HAWK and GULL.

28. In the following 2 days, a number of exercises were carried out which proved most beneficial to all as this was our first opportunity to manoeuvre in company for some time.

29. HMA Ships HAWK and GULL and CURLEW entered Sydney Harbour on Friday 24th and at 1208, CURLEW secured alongside No 2 berth HMAS WATERHEN.

PRE-REFIT PERIOD.

30. HMAS CURLEW remained alongside at WATERHEN until 1230 Tuesday 28th when lines are cast off and the ship proceeded to Rose Bay for the last opportunity to exercise minehunting prior to refit.

31. At 1400, CURLEW secured to No 3 Bouy and commenced de ammunition - ing. This task was soon completed and at 1435 the Picking Up Rope was slipped and CURLEW returned to HMAS WATERHEN in company with HAWK and GULL. CURLEW secured alongside HMAS GULL in No 6 Berth at 1530.

32. CURLEW was moved to alongside the Oil Fuel Lighter at HMAS WATERHEN at 0807 on the 29th to defuel and on completion of this work, returned to her berth on GULL, at 1650.

33. Lieutenant N.C. BURT (SLEX MCD) RAN joined HMAS CURLEW at 0830 on 29th to take up the duties of Executive Officer from Lieutenant D.G. MOORE (SDEX MCD) GM, BEM, RAN.

34. Together with these two Officers, Heads of Departments and HMAS WATERHEN Base Staff, I attended HMAS CURLEW Refit Conference at 0900.

35. The Ships Company were addressed on the subject of security on the 30th.

36. CURLEW remained at No 6 Berth, HMAS WATERHEN for the remainder of the month whilst preparation for her refit was continued.

HEALTH, CONDUCT AND MORALE.

37. The health of the ship's Company for the period under report has been satisfactory with only one minor illness being reported.

38. The conduct of the ships company ashore in Bowen and at South Molle Island was generally most pleasing and brought unsolicited favourable comment from a number of people.

39. Morale of the Ship's Company has been high since the availability of the mine Hunting System was improved and a mine recovered. The visits to Bowen and South Molle Island were thoroughly enjoyed by all.

I have the honour to be,

Sir,

Your Obedient Servant

William J. Roberts MBE
(W.J. ROBERTS, MBE)
LIEUTENANT COMMANDER RAN
CAPTAIN.

Enclosures - Appendix 1 2 3.

For information: Commander Australian Mine Warfare and Patrol Force
Commander First Australian MCM Squadron
NOIC QUEENSLAND

APPENDICES TO REPORT OF PROCEEDINGS
MONTH OF OCTOBER 1969.

Appendix 1.

Miles steamed during month2655.6 Miles
Miles steamed since commissioning166680.06 Miles
Hours underway for month240 45/60
Hours underway since commissioning13504 12/60

Appendix 2.

1 Oct	4 1/2 Hrs	Mine hunting - Broken Bay
2 Oct	10 Hrs	mine hunting - Broken Bay
8 Oct	5 Hrs	Mine hunting - Rose Bay
9 Oct		Blind pilotage to anchorage - Jervis Bay
10 Oct		Blind pilotage - Jervis Bay
12 Oct		Blind pilotage to anchorage - Jervis Bay
13 Oct		Blind pilotage - depart Jervis Bay
17 Oct		Blind pilotage - enter Bowen
20 Oct		Heaving line transfer - HAWK and GULL
20 Oct		demolition exercise for Clearance Divers
21 Oct	1600-1745	COW manœuvres on passage Bowen to Sydney
22 Oct	1530-1700	COW manœuvres on passage Bowen to Sydney
22 Oct		Man overboard exercise
22 Oct		Heaving line transfers - HAWK and GULL
23 Oct		Preliminary minesweeping formations exercise
23 Oct		Small arms shoot
28 Oct	1 hr	Minehunting - Rose Bay

Appendix 3.

1 Oct	beach football, Volley ball - Broken Bay
17 - 20 Oct	Tug of war, inter part volley ball

RESTRICTED

18.6.1770.

DEPARTMENT OF THE NAVY

HMAS CURLEW

Report of Proceedings

Nov. 1969.

AS (NS)

6/1/70

para 10. Shortage of Dockyard labour has extended completion date from 23 Jan to 9 Feb.

D OF O

DCNS

1NM

2NM

3NM

4NM

SEC

C OF S

DPR

AS (NS) (NS55)

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RESTRICTED

25/9

6/1

RECEIVED
-5 JAN P.M.
Telephone:
35 0444
NAVY REGISTRY

RESTRICTED
ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1770

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

24 DEC 1969

The Secretary,
Department of the Navy.

HMAS CURLEW- REPORT OF PROCEEDINGS- NOVEMBER 1969

1. Forwarded.
2. With reference to paragraph 12 it is confirmed that for the past 10 months since the issue of ANO 73/69, no insecticides have been available.

ASCNS)

[Signature]
Rear Admiral

Q

Enclosure: HMAS CURLEW letter 1/16/24 of 2nd December, 1969
(with enclosures)

RESTRICTED

RESTRICTED

H.M.A.S. CURLEW
At Sydney.

2nd December, 1969.

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS NOVEMBER 1969

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of November, 1969.

2. After remaining alongside at H.M.A.S. WATERHEN on 1st and 2nd, lines were cast off at 0815 on the 3rd and H.M.A.S. CURLEW was moved by tugs to Garden Island Dockyard, securing alongside at the East Return Wall at 0906.

3. At 0935 on the same day, the Chief of the Indian Naval Staff, Admiral A.K. Chattergi came onboard and carried out an informal inspection of the ship. During his time onboard, he showed a keen interest in the operation and capabilities of the minehunting system. Prior to his departure at 1000, Admiral Chattergi intimated that the Indian Navy were most interested in this class of MCM Vessel with a dual roll capability.

4. The Chief of Naval Staff, Vice Admiral Sir Victor Smith KBE, CB, DSC visited HMAS CURLEW from 1045 to 1053 on Monday 10th for a brief walk round of the ship prior to inspecting the progress of the conversion of HMAS SNIPE.

5. I attended the Naval Symposium held at HMAS PENGUIN on 27th and 28th. The presentations were particularly interesting and informative and in some cases most thought provoking, particularly the subject discussed by Professor T.D. Millar, Senior Lecturer in Defence Studies at the Australian National University.

REFIT

6. HMAS CURLEW started her refit on Monday 3rd and has remained in Dockyard hands throughout the remainder of the month.

7. At 0920 on the 14th, CURLEW was moved by tugs to alongside T.C.V. COLAC to facilitate the cleaning of fuel tanks and compartment bilges. The ship returned to the East Return Wall at 1505.

8. CURLEW was moved by tugs into the Floating Dock at 0950 on the 17th and by early afternoon the dock was raised. Work on the hull, propellers and shafting and stabilising fins commenced immediately.

9. Components of the Type 193 Sonar have been transferred to the Sonar Workshop, Garden Island Dockyard for testing, and maintenance. It is understood defects exist on some items of Dockyard's testing equipment but no delays in the setting to work are envisaged. Both active rudders have also been removed and a defect located in the port system which possibly accounted for the low oil pressure in that unit.

10. Work on the majority of remaining defects and planned maintenance items, including those let out to contract, has been started and the refit is

.../2



RESTRICTED

RESTRICTED

- 2 -

progressing satisfactorily. At this time, I am confident that HMAS CURLEW will meet her planned completion date.

HEALTH, CONDUCT AND MORALE

1110. The majority of the Ship's Company have commenced leave during the period under report. The remaining members have been accommodated at Royal Australian Naval House since the ship entered dock on 17th. Their conduct and morale has been satisfactory.
1211. Although the health of the ship's Company has been excellent over the period, there being no reported medical cases, I am becoming increasing concerned with the extent of cockroach infestation on the ship.
1312. The services of a Hygiene Inspector from HMAS PENGUIN have been sought and it is hoped his report will recommend a fumigation to eradicate these insects. It is of note that ANO 73/69 cancelled fumigations for reasons of cockroach infestation before the recommended insecticides were available in the R.A.N. - a situation which still exists.

I have the honour to be,

Sir,

Your obedient Servant

Enclosure: Appendix 1, 2, 3,

William J. Roberts

(William J. Roberts)
LIEUTENANT COMMANDER RAN
CAPTAIN

For Information:

Commander Australian Mine Warfare and
Patrol Boat Forces,
H.M.A.S. WATERHEN.

Commander Australian Minesweeping Squadron One.

RESTRICTED

RESTRICTED

ENCLOSURE TO HMAS CURLEW LETTER OF 2 DECEMBER 1969

Appendix 1

Miles steamed during month	Nil
Miles steamed since commissioning	166670.46
Hours underway during month	Nil
Hours underway since commissioning	13502 27/60

Appendix 2

No exercises were conducted during November, 1969.

Appendix 3

No formal sport has been arranged in the period though squash is becoming a most popular sport.

RESTRICTED

18.6.1815

DEPARTMENT OF THE NAVY

HMAS CURLEW Report of Proceedings DEC 69.

AS(NS) *[Signature]*

D of O *[Signature]*

~~DCNS~~

1NM *[Signature]*

2NM *[Signature]*

3NM *[Signature]*

4NM *[Signature]*
~~Secretary~~
SECRETARY

for C of S *[Signature]*
DPR *[Signature]*
AS(NS) (NS55) *[Signature]*

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[Handwritten mark]

6
9

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21 JAN P.M.
NAVY REGISTRY
Telephone:
35 0444

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA
18 6 1815

PMS

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

19 JAN 1970

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - DECEMBER 1969

Forwarded.

L. J. ...

Rear Admiral

Enclosure: HMAS CURLEW letter unnumbered of 6th January, 1970.



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

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

6th. January, 1970.

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS DECEMBER 1969

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of December, 1969.

REFIT

2. HMAS CURLEW has remained in Dockyard hands throughout the month. Work has progressed satisfactorily in the period under report and a considerable number of items completed.
3. Few additional defects have been located during Dockyard planned maintenance routines. The equipment involved are the main engine's resilient mountings which are outside their given tolerances and the evidence of cracking in the feet of the jackstay highpoint arrangement. Both these tasks are in hand and no adjustment to the revised completion date are envisaged.
4. GMGID message DTG 240447Z December, 1969, advised that due to defects and a lack of interchangeability of spare pumps for the Sonar Type 193 cooling system, the setting to work period would be extended and planned completion date would now be 30th. January, 1970.

MOVEMENTS

5. At 0825 on 22nd. December, the ship was moved by tugs from the East Return Wall, Garden Island Dockyard to HMAS WATERHEN, berthing alongside HMAS TEAL at 0850.
6. HMAS CURLEW returned to Garden Island Dockyard on the 30th., leaving HMAS WATERHEN at 0938 and berthing at the Gunwharf at 1021.

HEALTH CONDUCT AND MORALE

7. The health of the Ship's Company over the period has been satisfactory. With the receipt of the recommended insecticides and their diligent usage, the cockroach infestation is gradually being brought under control.
8. Morale of the Ship's Company has continued to improve since returning on board on the 17th., having been accommodated at Royal Australian Naval House for the previous month. Conduct



- 2 -
ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

during the period has been satisfactory.

I have the honour to be
Sir,
Your Obedient Servant

William J. Roberts.

(William J. Roberts)
LIEUTENANT COMMANDER RAN
CAPTAIN

Enclosure: Appendix 1,2 and 3.

For Information:

Commander,
Mine Warfare and Patrol Boat Forces.

Commander,
First Australian Minecountermeasures Squadron.



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

ENCLOSURE TO HMAS CURLEW LETTER OF 6 JANUARY 1970

Appendix 1.

Miles steamed during month	Nil
Miles steamed since commissioning	166670.46
Hours underway during month	Nil
Hours underway since commissioning	13502 27/60

Appendix 2.

No exercises were conducted during December, 1969.

Appendix 3.

No formal sport has been arranged in the period though squash is becoming a most popular sport.

DEPARTMENT OF THE NAVY

18.6.1893

HMAS CURLEW

Report of Proceedings JAN 70.

AS(NS)

4/3

D of O

6/3

DCNS

9/3

1NM

10/3

2NM

11/3

3NM

Re para 3 through 5, FOCAT's remarks on the report would be of interest. Received in AS(NS) after search + inquiries on 29/1/70.

*① 26/1/70
② 31/1/70*

4NM

DFSD
SECRETARY *3/8*

C of S

1/8

DPR

9/1/8

AS(NS) (NS55)

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4/3

11

:AO

18/6/1893

26 MAR 1970

Flag Officer Commanding
HER MAJESTY'S AUSTRALIAN FLEET

HMAS CURLEW - REPORT OF PROCEEDING - JANUARY 1970

Reference: HMAS CURLEW Report of Proceeding - 3rd February
1970 forwarded under cover of FOCAF letter AF
1/16/24 dated 27th February 1970.

Your comments are requested on the remarks
contained in paragraphs 3 - 5 inclusive.

1/16/24
Secretary

BEFORE DESPATCH

DGDM *9/11/24/3*

[Signature]
DFM

[Handwritten box containing:]
Bu
DGM
30-4-70

RECEIVED
3 MAR A.M.
Telephone:
35 0444 REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1893

CMD

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

27 FEB 1970

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - JANUARY, 1970

1. Forwarded.

Rei G. W. ...
L
Rear Admiral

Enclosure
HMAS CURLEW letter of 3rd February, 1970.

1/16/

TELEPHONE:

REF. No.

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

3rd. February, 1970.

Flag Officer Commanding,
H.M. Australian Fleet.

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS JANUARY 1970

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of January, 1970.

REFIT

2. This has been the final month of CURLEW'S refit and although the majority of defect and planned maintenance items were finished by the original completion date of 16th. January, and the M.H.S. (A) by the 28th. January, a number of defects have arisen as a result of equipment trials.

3. Three of these defects have required REDEF action, (COMAUSMINPABFOR messages DTG 230345Z and 280335Z refers) namely the Port and Starboard Engine Room Shut Down Panels and the steering system equipment. Additionally, Thomas and Coffey, the Contractors given the task of making good defects to the Minesweeping Winch motor and gearbox, have met considerable difficulties in setting this equipment to work due to the motor drive not being correctly aligned to the gearbox, and defective gearbox bearings.

4. One major task undertaken during the refit, the location and making good upper deck leaks to the bridge and wheelhouse windows, the galley deck and deckhead and the generator room have regrettably been only partially successful despite some 2100 spent manhours remedying these problems. The ship cannot be considered gas tight from an NBCD viewpoint.

5. In view of the enormous number of hours worked to make good defects and to carry out dockyard planned maintenance items, it is apparent that that the cost of refitting this class of ship to an acceptable standard will increase tremendously during the following years until their replacements are obtained.

6. LCDR R.W. SAVAGE, RAN and Mr. N. EWIN, the Project Planner and Supervisor for CURLEW'S refit have worked unceasingly to give CURLEW the best refit within their capabilities and I would like to record officially my appreciation of their efforts.



ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. NO.

TRIALS

7. At 0835 on Thursday 29th., CURLEW cast off from the Gun wharf at G.I.D. and proceeded to the Rose Bay area to carry out acceptance trials on the Type 193 Sonar and the Active Rudders. Both of these equipments performed satisfactorily and were accepted by the ship.
8. After disembarking the sonar trials personnel, CURLEW proceeded to sea. A work up to full power proved the main engines satisfactory, however, a number of minor defects to auxiliary equipments were detected and have since been remedied.
9. UHF Radio Sea Trials were conducted at 1305 and were successful. Polar diagrams and a check of the IFF transponder are still outstanding at this time.
10. CURLEW entered harbour on completion of the above trials and secured starboard side to the Gunwharf at Garden Island Dockyard at 1530.
11. At 0906 on the 30th., the ship was moved by tugs to the East Return Wall securing port side to at 0927, to facilitate testing of the replacement RAS Highpoint arrangement. CURLEW remained at this berth on the 31st..
12. The davits and minesweeping winch tests are still yet to be completed.

HEALTH, CONDUCT AND MORALE

13. The health of the Ship's Company throughout the period has been satisfactory.
14. The Ship's Company are looking forward to making CURLEW a working concern again and with the refit completed, their morale has been uplifted accordingly. Their conduct has reflected this change in attitude.

I have the honour to be

Sir,

Your Obedient Servant

Enclosure: Appendix 1, 2 and 3.

William J. Roberts

(William J. Roberts)
Lieutenant Commander RAN
CAPTAIN

For Information:

Commander, Mine Warfare and Patrol Forces.
Commander, First Australian Minecountermeasures Sqdn.

ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. No.

ENCLOSURE TO HMAS CURLEW LETTER OF 3 FEBRUARY 1970

Appendix 1.

Miles steamed during month	65
Miles steamed since commissioning	166735.46
Hours underway during month	7
Hours underway since commissioning	13508

Appendix 2.

No exercises were conducted during January, 1970.

Appendix 3.

No formal sport was organised during the period.

18 . 6 . 1953

DEPARTMENT OF THE NAVY

HMAS CURLEW Report of Proceedings FEB 70

AS(NS) *8/4*

D of O *9/4*

DCNS *14/4*

1NM *16/4*

2NM *21/4*

3NM *20/4*

4NM *20/4*

SECRETARY *22/4*

for C of S *21/4*

DPR *22/4*

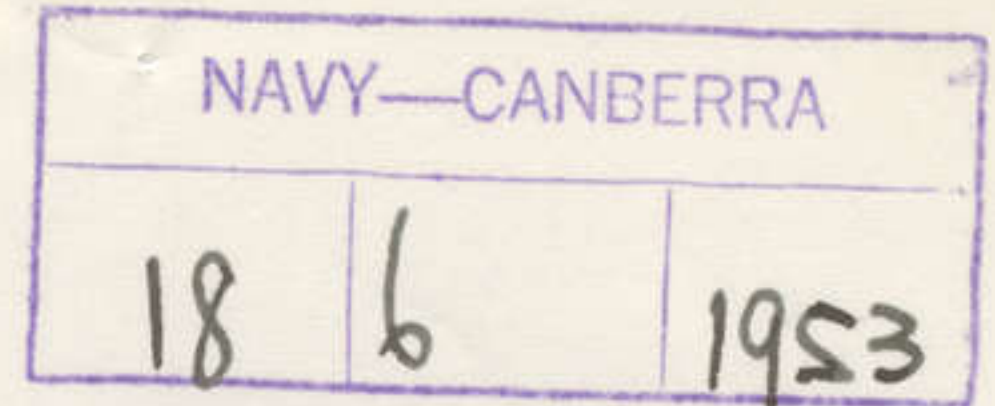
AS(NS) (NS55) *23/4*

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
 - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
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8/4



ROYAL AUSTRALIAN NAVY



PMS

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W.

No. A.F. 1/16/24

- 3 APR 1970

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - FEBRUARY, 1970

Forwarded. The Captain, HMAS CURLEW has been directed that future Reports of Proceedings should be briefer and follow the guide lines contained in RI Appendix 29A.

John G. W. Donnell

Rear Admiral

Enclosure: HMAS CURLEW letter of 3rd March, 1970.

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

3rd. March, 1970.

Flag Officer Commanding,
H.M. Australian Fleet

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - FEBRUARY, 1970

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of February, 1970.

2. After spending Sunday 1st. February alongside at the East Return Wall, Garden Island Dockyard, CURLEW cast off at 0822 on the 2nd. and proceeded to No. 5 Buoy, securing there at 0845 to take on the ammunition and explosives outfit.

D.G. RANGING

3. On completion of ammunitioning, CURLEW slipped from No. 5 Buoy at 1100 and proceeded to Rose Bay. After the transfer of Range and Ship's personnel, the ship came to starboard anchor in Rose Bay whilst onboard checks of D.G. equipment were completed.

4. At 1250, the anchor was weighed and ranging commenced on the East West Range continuing until 1815. Curlew then proceeded up Harbour and secured starboard side to HMAS GULL in No. 4 Berth, HMAS WATERHEN at 1850.

5. At 0600 on the 3rd., Curlew cast off from GULL and continued D.G. Ranging, returning to No.4 Berth, HMAS WATERHEN at 1900.

6. D.G. Ranging continued on the 4th., CURLEW departing WATERHEN at 0600 and securing alongside at No.4 Berth at 1755.

7. CURLEW cast off at 0500 on the 5th. to continue ranging, finally completing North-South runs as a minehunter at 1535. The ship berthed starboard side to HMAS GULL at No.4 Berth WATERHEN at 1705.

8. This was the first of CURLEW'S complete D.G. Rangings since 1962 and because of this, was somewhat lengthy and frustrating, the task being made more arduous by the continual presence every afternoon of the 5.5 metre sailing craft dominating the Harbour prior to the World Championships.

9. At 0815, CURLEW cast off and proceeded, securing to No.4 Buoy at 0850 to swing the Magnetic Compass. It was noted however, that the D.G. corrector coils were not operational and the swing with D.G. off was completed at 1045. After slipping at 1116, CURLEW returned to alongside the East Return Wall, Garden Island Dockyard, at 1155 in order to complete tests on the Minesweeping Winch.

10. At 1532, CURLEW cast off from the East Return Wall and proceeded to HMAS WATERHEN, securing alongside HMAS IBIS in No.5 Berth at 1603, remaining there over the weekend 7th. to 8th..

WORKUP

11. At 1000 on the 9th., CURLEW cast off and proceeded to sea in company with H.M.A. Ships TEAL and IBIS for exercises in accordance with the E.A.X.P..

12. At 1535, a fire occurred in the exhaust line lagging of the starboard main engine. The engine was shut down and the fire extinguished within five minutes. The cause was diagnosed as a cracked exhaust line which permitted oil to carry over and saturate the lagging which eventually reached its flash point. (My message DTG 090615Z Feb. refers).

13. After remaining at sea overnight, CURLEW entered Harbour and secured alongside GULL at No.4 Berth, HMAS WATERHEN at 0820 on the 10th..

14. Repairs were rapidly completed by Base and Ship's Staff and at 0930 on the 11th., CURLEW cast off and proceeded to sea to continue workup exercises. However, at 1815, it was noted that an oil seal gland ring on the Port Rudder Head had worked loose and once again, CURLEW was forced to return alongside for repairs. A possible solution to this problem has been submitted in my message DTG 140655Z February, 1970.

15. CURLEW entered Port Jackson and secured at No.1 Berth HMAS WATERHEN at 2028.

16. By 0805 on 13th., repairs were completed and CURLEW cast off and proceeded to sea for independant exercises until 0845 on Saturday 14th., when rendezvous was made with H.M.A. Ships TEAL and IBIS. After exercising at O.O.W. Manoeuvres, the three ships entered Harbour at 1120, CURLEW securing alongside No.2 Berth, HMAS WATERHEN at 1206.

17. CURLEW remained alongside at HMAS WATERHEN until 0900 Monday 16th. when lines were cast off and CURLEW proceeded to sea in company with H.M.A. Ships TEAL and IBIS for exercises in accordance with the exercise programme.

18. At 1722, it was learnt that TEAL had sustained a cracked funnel base and had returned to harbour, so CURLEW and IBIS continued making ground to the South into an unpleasant swell and wind.

19. Exercises during the morning of the 17th, were cancelled due to weather conditions and at 1230, CURLEW came to starboard anchor in E1 anchorage, Jervis Bay. HMAS IBIS secured alongside at 1240.

20. The Commander, Mine Warfare and Patrol Forces Commander I.K. WILSON R.A.N. , joined from HMAS IBIS at 1340.

21. At 1343, IBIS cast off and at 1345, anchor was weighed and exercises continued inside Jervis Bay until 1845 when the ship returned to her anchorage in E1. Commander I.K. WILSON RAN left the ship at 2000.

22. Anchor was weighed at 0749 on 18th. and CURLEW then secured port side to HMAS QUEENBOROUGH at 0808 to allow both ships' companies to witness the ILR and Helo Winching demonstration.

23. At 0930, CURLEW slipped from alongside QUEENBOROUGH and in company with HMAS IBIS, carried out a very successful armed team sweep. During the afternoon, minehunting was exercised and at 1740, CURLEW came to starboard anchor in E1 anchorage.

24. CURLEW weighed anchor at 0800 on the 19th. and continued her workup, concentrating on Type 4 Search procedures and after a relatively successful day, berthed port side to on HMAS TEAL at 1815.

25. Lines were cast off at 2355 and in company with TEAL and IBIS, CURLEW proceeded to sea for passage to Sydney.

26. After an AA shoot during the morning of the 20th., the ships entered Harbour and after actioning a D.G. Challenge, proceeded to HMAS WATERHEN, CURLEW securing alongside HMAS IBIS at No.3 Berth, at 1225.

27. CURLEW remained alongside at WATERHEN over the weekend 21st. and 22nd. and at 0933 on Monday 23rd., cast off and proceeded in company with H.M.A. Ships TEAL and IBIS for exercises in accordance with the weekly programme.

28. At 2136, CURLEW came to anchor in E1 anchorage. TEAL and IBIS secured alongside at 2145 and 2148 respectively. With personnel from C.D.T. 1, the ships conducted an internal security exercise and witnessed an operation awkward demonstration.

29. After weighing anchor at 0808 on 24th., CURLEW participated in O.O.W. Manoeuvres with TEAL and IBIS before acting independently for minehunting workup. CURLEW returned to her anchorage at 1730.

30. At 0550 on 25th., anchor was weighed and all three units of the First Australian MCM Squadron participated in a 36 hour sweepex.

31. After varying successes during the day which included finds of an ancient torpedo air vessel and two Mortar Mk. 10 projectiles, CURLEW retired from the field of combat with a defective radar. At 1745, the ship came to anchor in E2 berth.

32. At 0550 on 26th. after our 12 hour off task period and the completion of repairs to the Type 975 Radar, CURLEW weighed anchor and returned on task until 1155, exercise stop time.

33. At 1354, CURLEW secured starboard side to alongside HMAS IBIS. All Officers then attended a hot washup conducted in HMAS TEAL.

34. At 0005 on 27th., CURLEW slipped from alongside IBIS and in company with TEAL and IBIS set courses for return to Sydney.
35. At 0606, double Orepesa Sweeps were streamed and the ship commenced working up to full power. Regrettably, the port otter commenced "porpoising" and the trial was aborted.
36. CURLEW entered harbour at 0915 and secured alongside HMAS GULL at No.4 Berth, HMAS WATERHEN.
37. CURLEW remained alongside at this berth until the end of the month.

STATE OF EQUIPMENT

38. The general state of main and auxiliary machinery is satisfactory though the performance of No.2 Hull and Fire Pump continues to be unsatisfactory since completion of refit. Garden Island Dockyard have left the job number open for this defect and will replace the air pump at the earliest opportunity.
39. With major changes to the composition of the Electrical Department (left ship - POEP, LEMWR, EMC; joined ship - SAW, LEMP, EMWR), I expected this initial workup period to cause some reduction in the availability/ serviceability of some equipments. I have fortunately been proved wrong in this regard and the general state of electrical equipment is good.
40. Due to the fact that CURLEW has been running almost constantly since 31st. January, 1970, some planned maintenance items have not been completed. However, it is proposed to lay alongside at HMAS WATERHEN during the week commencing 16th. March for a self maintenance period. (Commander, First Australian Mine Countermeasures Squadron message DTG 020330Z refers).

HEALTH, CONDUCT AND MORALE

41. A number of medical incidents have reduced CURLEW'S complement over the period under report.
- a. One ABUW was admitted to RANH PENGUIN - absence 10 days - for a minor operation.
 - b. One ABCD suffered minor burns to the face in a motor vehicle accident and was absent for one week.
 - c. One MED sustained temporary damage to his ears during a small arms shoot and was absent for one week before returning to the ship.
 - d. One ABRP has left the ship during the month as a chronic sea sickness case.
 - e. A replacement MED sustained a fractured wrist during the weekend prior to joining. His posting has been cancelled and his replacement has arrived safely onboard.
42. With the exceptions above, the health of the Ship's Company has been satisfactory.
43. With new personnel having assumed the duties of Executive Officer, Navigating Officer, Coxswain and the Senior Electrical Sailor, together with the postings of five

junior sailors each of different categories since going into refit, I am most pleased to see CURLEW'S previous esprit de corps maintained and increasing. The morale of the Ship's Company and Officers is generally most satisfactory though welfare reports on three sailors are still outstanding at this date.

44. The conduct of the Ship's Company during the period has been satisfactory.

I have the honour to be

Sir,

Your Obedient Servant

William J. Roberts.

(William J. Roberts)
Lieutenant Commander RAN
CAPTAIN

Enclosures: Appendices 1, 2 and 3.

For Information:

The Commander,
Australian Mine Warfare and Patrol Forces.

The Commander,
First Australian Mine Countermeasures Squadron.

ENCLOSURE TO HMAS CURLEW LETTER OF 3rd. MARCH, 1970

Appendix 1.

Miles steamed during month	1992.7
Miles steamed since commissioning	168,728.16
Hours underway during month	236
Hours underway since commissioning	13744

Appendix 2.

(i) Seamanship

a. OOW Manoeuvres.

9th. -	30 minutes
11th. -	1 hour 20 minutes
14th. -	1 hour 20 minutes
16th. -	20 minutes
17th. -	40 minutes
19th. -	1 hour 20 minutes
23rd. -	1 hour 30 minutes
24th. -	2 hours

b. Towex.

Tow from aft - 17th.

c. Jackstay Transfer/RAS Approaches.

9th.	
11th.	
16th.	
17th. -	two occasions
18th.	

d. ILR/Helo Winching Demonstration.

18th.

e. Formation Anchorage.

19th.

(ii) MCM

a. Minehunting.

16th. -	1 hour 10 minutes
17th. -	2 hours 50 minutes
18th. -	3 hours
19th. -	5 hours
24th. -	6 hours 5 minutes
25th. -	11 hours 30 minutes
26th. -	7 hours 30 minutes

The above involved the laying and recovery of six Short Scope Buoys.

b. Minesweeping.

13th. -	Kite and otter calibrations
16th. -	Kite and otter calibrations
18th. -	Armed team sweep
27th. -	Double Orepesa Sweep

c. Diving.

Divers exercised 16th., 19th., 24th., 25th., and 26th.

(iii) Gunnery.

- 11th. - 40/60 C.R.S.U. (Williams Target)
- 13th. - Small Arms Shoot (100% Ship's Co.)
- 14th. - MAXBUS
- 20th. - 40/60 AACRF (Sleeve)

(iv) Miscellaneous

- 11th. - Measured Mile Log Calibrations
- 13th. - Steering Gear Breakdown Exercised
- 14th. - Steering Gear Breakdown Exercised
- 23rd. - Internal security exercise and
Operation Awkward Demonstration.

Appendix 3.

No organised sport has been played during the period under report.

18.6.2063

HMAS CURLEW

Report of Proceedings MAR 70

AS(NS)

D of O

DCNS

1NM

2NM

3NM

4NM

SECRETARY

C of S

DPR

AS(NS) (NS55)

Ref para 20 - no real improvement in recreational facilities can take place unless, and until, a Board decision is taken to develop WARRHEN as a permanent base. Until then, and well after, the sailors concerned must, unfortunately, go without proper amenities 11/6.

- NOTES:
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22/5

15

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA
18 | 6 | 2063

LMD

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

25 MAY 1970

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - MARCH, 1970

Forwarded.

② *Shei G. N. ...*
Rear Admiral

Enclosure:
HMAS CURLEW letter of 2nd April, 1970.

HMAS CURLEW
at SYDNEY

2 April 1970

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

HMAS CURLEW - REPORT OF PROCEEDINGS

MARCH, 1970

Sir,

I have the honour to report the proceedings of HMAS CURLEW, under my command for the month of March, 1970.

2. Work-Up

HMAS CURLEW remained alongside at HMAS WATERHEN on Sunday 1st. At 1000 on the 2nd, CURLEW cast off from No. 2 Berth and proceeded to sea with HMAS ARROW in company. After exercising OOW manoeuvres, ARROW was detached at 1200, re-joining at 1445 to continue passage to Jervis Bay. Both ships came to anchor, CURLEW in E1 at 1750.

3. At 0720 on 3rd, anchor was weighed and CURLEW commenced independent minehunting exercises. After an initial period of considerable success, the time base units of the Sonar Type 193 became defective and at 1100 the ship came to anchor whilst repairs were attempted. At 1815, with no successful completion time in sight CURLEW weighed, recovered the dummy mine and anchored in E1 berth at 1845.

4. An internal operation Awkward exercise was conducted that evening.

5. Attempts to rectify the defect on the Sonar continued throughout the 4th and although much was done, the final setting up could not be satisfactorily completed due to lack of adequate testing equipment. A demand for Stores in Excess of Establishment (Form AS 130) for a Dual Trace Oscilloscope was raised in October 1969 to meet this eventuality. //

6. At 1505, the anchor was weighed and the recovery of a SSB affected, the ship anchoring in the same berth at 1645.

7. The anchor was weighed at 0500 on 5th, and with HMAS ARROW in company, courses were set for return to Sydney. Whilst on passage, CURLEW conducted her part refit Full Power Trial which proved to be satisfactory. At 1300, both ships entered harbour and at 1345, CURLEW berthed Starboard side to No. 2 Berth, HMAS WATERHEN. Work was commenced immediately on two defects, one to an E.R. supply fan and the other continuing on the Sonar. (My messages DTG 050240Z and 041140Z refers).

8. HMAS CURLEW remained alongside at No. 2 Berth HMAS WATERHEN till the 18th, it having been decided to advance the Base Maintenance Periods proposed in my message DTG 090032Z to reduce the time loss for work-up as the defects to the Sonar proved to be most time consuming.

9. At 0900 on the 18th, lines were cast off and CURLEW proceeded to the Broken Bay area to continue Minehunting Workup exercises. These proved that the repairs undertaken by Dockyard Technical Services had been most successful and at 1650, CURLEW anchored in A5 berth Flint and Steel Bay.

.... /2

10. Anchor was weighed at 0845 on the 19th to recommence minehunting workup in the Broken Bay area. Regrettably, a gyro failure occurred shortly after weighing and as the gyro failed to settle after being processed upright Type 4 searches were exercised until 1120. After exercising the Blind pilotage organisation, the ship came to anchor in A2 berth Flint and Steel Bay at 1320. The dummy mine was laid by gemini and exercise conning runs continued until 1600. An Alteration and Addition for the installation of a second gyro compass has been raised.

11. At 0620 on the 20th, anchor was weighed and courses set for Sydney. CURLEW entered harbour at 0825 and after an arduous passage up harbour in an extremely heavy rainstorm which, at times, reduced the visibility to 50 yards, the ship berthed port side to No. 2 Berth, HMAS WATERHEN at 0920.

12. After remaining alongside HMAS WATERHEN over the weekend 21/22nd, CURLEW sailed for independent exercises at 1000 on 23rd. Steady streaming trials and NBCD exercises were carried out until 1720 when rendez-vous with HMAS PERTH was affected for her UHF Radio trials.

13. At 2305, these trials were completed and steady streaming/fuel consumption trials continued until 0605 on 25th when measured mile speed runs were carried out off Sydney Heads. CURLEW entered harbour at 1425, berthing portside to alongside No. 2 Berth HMAS WATERHEN.

14. CURLEW remained alongside No. 2 Berth HMAS WATERHEN for the remainder of the month, preparing for the Commander, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES inspection. Staff Officer departmental inspection commenced on 31 March.

15. State of Hull and Machinery

On 23rd during NBCD exercises, pre-wetting was rigged and trialled. As a result of this, a number of leaks were highlighted, particularly around the wheel house windows. Appropriate action has been taken to have this recurring defect remedied.

16. Main engines and associated auxiliary machinery have performed satisfactorily in the period under report. After some doubt as to CURLEW's speed and endurances was expressed by various authorities, trials were undertaken to prove these figures. The results were advised in my message DTG 240530Z.

17. Continuing problems with the Sonar Type 193 and integrated equipment (gyro) have rendered the MHS (A) now operational for 21 days out of the month.

18. Health, Conduct and Morale

The health of the Ship's Company during the period under report has been satisfactory.

19. I am becoming increasingly concerned with the general morale of the junior sailors onboard HMAS CURLEW. Whilst the general depression ~~SENT~~ for the non-availability of the MHS is experienced by all, the lack of facilities for recreational purposes onboard and more particularly, at our Base, HMAS WATERHEN, are considered to be directly attributable to the attitudes of junior sailors, particularly those who are unmarried. Their conduct during the period does not substantiate any cause for alarm but it has been noticed that the frequency of heavy drinking, and drunkenness, has increased.

.... / 3

20. I feel that it will only be a matter of time before an incident will occur which may have been prevented had suitable recreational facilities been provided at WATERHEN.

I have the honour to be,

Sir,

Your obedient Servant,

William J. Roberts

(W.J. Roberts)
LIEUTENANT-COMMANDER RAN
COMMANDING OFFICER

Enclosures: Appendixes 1, 2 and 3

For Information:

The Commander, Australian Mine Warfare and Patrol Boat Forces
The Commander, First Australian Mine Countermeasures Squadron

ENCLOSURE TO HMAS CURLEW LETTER OF 2ND APRIL 1970

Appendix 1

Miles steamed during the month	^{558.} 85.10	miles
Miles steamed since commissioning	169286.16	miles
Hours underway during the month	^{558.} 85.10	hours
Hours underway since commissioning	13829	hours

Appendix 2

		hrs.	mins.
<u>3rd March</u>			
0720-1102	Laying Short Scope Buoy and Dummy mine at Broken Bay.	3	18
1515-1540	Weigh anchor to recover Dummy mine		25
<u>5th March</u>			
0830-1145	Commence sweeps at Broken Bay. Recovered sweeps	3	15
<u>18th March</u>			
1215-1845	Hands to minehunting Secured from minehunting	6	30
<u>19th March</u>			
0955-1120	Hands to minehunting Hands secured from minehunting	1	15
1430-1600	Hands to minehunting Hands secured from minehunting	1	30
<u>23rd March</u>			
1140 1700	Commence Fuel Consumption Trials Completed Fuel Consumption Trials	5	20
<u>25th March</u>			
0605 1410	Commence Measured Mile Finish Measured Mile	8	5

Appendix 3

Organised sports played during the period under report were as follows:-

- 4th March - Beach rugby
- 11th March - Volleyball v. WATERHEN
- 13th March - Rugby Union v. WATERHEN

RESTRICTED

HMAS CURLEW

Report of Proceedings APR 70

AS(NS) Ch. 12/6

D of O W 12/6

DCNS A 16/6

1NM B 17/6

2NM P 18/6

3NM A 20/6

4NM M 24/6

SECRETARY A 29/6

h C of S P 15/6

DPR 30/6

AS(NS) (NS55) 31/7

- NOTES:
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4/7

7/6

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	2100

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CMD

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W.2000

No. A.F. 1/16/24

E9 JUN 1970

The Secretary,
Department of the Navy.

HMAS CURLEW - REPORT OF PROCEEDINGS - APRIL 1970

Forwarded. The Commander Australian Mine Warfare and Patrol Forces has been asked for clarification and comments on paragraph 11.

② *Neil G. W. ...*
Rear Admiral

Enclosure

HMAS CURLEW letter of 1st May, 1970.

RESTRICTED

RESTRICTED

- 2 -

10. After a hot wash up onboard TEAL at 1930 on 11th., all units weighed anchor at 0355 on 12th. for passage to Sydney. CURLEW berthed alongside No. 4 Berth, HMAS WATERHEN at 1135.

SEA INSPECTION

11. The Commander, Australian Mine Warfare and Patrol Forces, Commander I.K. Wilson R.A.N., together with members of his staff, boarded CURLEW at 0730 on the 8th.. The day's exercises which included Minehunting, NBCD and numerous Seamex's, thoroughly testing the general organisation and performance of the ship and her Company. It is felt, however, that this particular exercise, the only one of major value before deployment, should have taken priority over the Inspection, which could have occurred some time in the latter half of the year and when an MCD Officer would have been available to offer a critique of current Squadron MCM practices.

B.A.M.P.

12. CURLEW remained alongside HMAS WATERHEN for a Base Assisted Maintenance Period until 30th., during which a considerable amount of Base and Ship Maintenance was achieved.

13. Lines were cast off at 0805 on 23rd. and CURLEW proceeded down Harbour, securing to No. 7 Buoy at 0830 to replenish ammunition and explosive stores. On completion at 0914, CURLEW slipped from No. 7 Buoy and proceeded to sea to ditch condemned sweep wires, returning alongside No. 3 Berth, HMAS WATERHEN at 1120.

14. At 1000 on 30th., lines were cast off and CURLEW proceeded to sea, and in company with H.M.A. Ships TEAL and IBIS, commenced passage to Cairns.

HULL AND MACHINERY

15. The ship has remained operational throughout the month with only minor defects occurring with the Mine Hunting System (A), the majority of which were remedied by Ship's Staff, URDEF procedure being used to correct defects on the Automatic Training Unit and the Flood Alarm.

HEALTH, CONDUCT AND MORALE

16. Two members of the Ship's Company sustained minor injuries in a motor car accident on the 29th. and were unable to sail with the ship. All personnel have been vaccinated in readiness to their deployment. No serious ills have occurred in the month.

17. The services of the Mobile Dental Surgery (or 'Teeth on Wheels' as it is more affectionately known) has proved a boon to HMAS CURLEW, personnel only being lost for the time of their actual appointment as opposed to the normal half a day.

18. Conduct of the Ship's Company, and morale, during the period under report has been satisfactory.

I have the honour to be

Sir,

Your Obedient Servant

William J. Roberts

(William J. Roberts)
Lieutenant Commander RAN
CAPTAIN

Enclosures:

Appendices 1, 2 and 3.

RESTRICTED

RESTRICTED

ENCLOSURE TO HMAS CURLEW LETTER OF 1st. MAY, 1970

Appendix 1.

Miles steamed during month	750.1
Miles steamed since commissioning	170036.26
Hours underway during month	230
Hours underway since commissioning	14059

Appendix 2.

Minehunting:

4th. - 3 $\frac{1}{2}$ hrs.	9th. - 4 $\frac{1}{2}$ hrs.
6th. - 15 hrs.	10th. - 7 $\frac{1}{2}$ hrs.
7th. - 8 hrs.	11th. - 2 hrs. (mine recovery)
8th. - 3 hrs.	

Minesweeping:

5th. - Stream "00" 2 hours.
9th. - Stream "00" and Single "0" Sweeps.

Seamanship:

- a. Towing - CURLEW for TEAL - IBIS for CURLEW 8th.
- b. Jackstay Transfers (receiving only) - 3 occasions 8th.
- c. SSB and Danning - 3rd. lay 3 SSB's
4th. recover and relay 1 SSB
10th. recover Dan 1
11th. recover 3 SSB's
- d. Steering Gear Breakdown Exercises - 8th., 11th., 12th.
- e. OOW Manoeuvres - 8th.

NBCD:

D.C. Exercise - 8th.

Appendix 3.

Beach Sports - 5th. - Volley Ball, Beach Rugby.
Rugby Union - 22nd. - AUSMINRON † v. NIRIMBA.

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HMAS CURLEW,
At Sea.

1st. May, 1970.

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

HMAS CURLEW - REPORT OF PROCEEDINGS
APRIL, 1970

Sir,

I have the honour to report the proceedings of HMAS CURLEW, under my command for the month of April, 1970.

2. HMAS CURLEW lay alongside at No. 4 Berth, HMAS WATERHEN on 1st. and 2nd. of the month. Departmental Inspections for the Annual Inspection were completed on 1st. by the various Command, Fleet and Base Officers.

3. The Commander, Australian Mine Warfare and Patrol Forces, Commander I.K. Wilson R.A.N., arrived onboard at 0900 on 3rd. and inspected HMAS CURLEW at divisions. Upper Deck and Compartment Rounds were commenced at 1050.

MCM EXERCISE "BIG DEAL"

4. At 1615 on 3rd., CURLEW cast off and proceeded to Jervis Bay in company with HMA Ships TEAL and IBIS. CURLEW came to anchor in E3 Berth, Darling Roads at 2315.

5. Anchor was weighed at 0830 on 4th. and three Short Scope Buoys were laid in readiness for Operation Big Deal. Minehunting system checks and operator training accounted for the remainder of the day and the ship anchored at 1730 in E3 anchorage.

6. It was noted on Sunday 5th. that one Short Scope Buoy had "walked" during the night, and at 1000, anchor was weighed and the buoy lifted and relaid. The ship anchored at 1200.

7. At 0530 on 6th., Exercise "Big Deal" commenced and CURLEW worked a 12 hour on/12 hour off task cycle for the remainder of the week. It was most gratifying to all onboard, and a credit to Ship's Staff maintainers, that CURLEW was operationally available for every task cycle; a vast difference to previous exercises in which support for the MHC was virtually nil, and operational time on task has been as low as 12%.

8. By the end of the exercise at 1200 on the 11th., CURLEW had located and recovered 2 ground mines in the anchorage and indicated the presence of 3 ground mines in the main channel. It was later revealed that this equated to a 50% success in the anchorage, two mines having been missed in the search.

9. As the workup had hitherto not provided for any actual practice against mines, which, when added to the lack of advisory personnel with hunting experience to assist the workup of command teams, I feel CURLEW'S percentage clearance does not in any way reflect her true capability. Ship's Officers have investigated the failure to locate other mines in the area and it is hoped the analysis by RANRL will confirm our conclusions.



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18.6.2156.

CONFIDENTIAL

HMAS CURLW

Report of Proceedings MAY 1970.

AS(NS) [Signature] 21/7.

D of O [Signature] 21/7

DCNS [Signature] 21/7

1NM

Off the air conditioning units are the same as those given unreliable service in the past in these vessels then it is time that they are either made more reliable or changed [Signature] 29/7

2NM

[Signature] 30/7

3NM

Remarks of serial re Ae. [Signature] 20/8

ACTION TAKEN ON FILE

1227.51.536.

4NM

[Signature] 21/8

SECRETARY [Signature] 21/8

C of S [Signature] 25/8.

DPR [Signature] 9/9

AS(NS) (NS55) [Signature] 21/9/70

- NOTES:
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[Signature] 20/7

10/30

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OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/24

16 JUL 1970

The Secretary
Department of the Navy

HMAS CURLEW - REPORT OF PROCEEDINGS - MAY 1970

Forwarded.

S. Stevenson
 Rear Admiral

Enclosures:

RT

HMAS CURLEW letter of 1st June 1970

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HMAS CURLEW,
At Sea.

1st. June, 1970.

The Commander, Far East Fleet.

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

HMAS CURLEW - REPORT OF PROCEEDINGS
MAY, 1970
MAY

Sir,

I have the honour to report the proceedings of HMAS CURLEW, under my command for the month of May, 1970.

PASSAGE TO SINGAPORE - ZONE KILO (-10)

2. At the start of the month, CURLEW, in company with HMA Ships TEAL and IBIS, was off the coast of N.S.W. en route to Cairns, the first leg of a three week passage to Singapore. During the evening of the 1st., TEAL developed a defect in her funnel drain. Courses were set for Brisbane and at 2315 when inside Moreton Bay, the Base ERA taking passage in CURLEW, was transferred to HMAS IBIS who was assigned the duty of escorting TEAL up the Brisbane River to HMAS MORETON.

3. On completion of this transfer, CURLEW was detached for passage to Mackay.

MACKAY

4. Due to the differences in fuel stowages and endurances between MSC and MHC, CURLEW was programmed to visit Mackay as an additional fuelling stop en route to Cairns. At 1000 on 3rd., CURLEW secured port side to No. 1 Berth, Southern Breakwater and after taking on the requisite amount of ADD, cast off at 1300 and continued her passage to Cairns.

CAIRNS

5. After an uneventful passage, CURLEW entered Cairns Harbour on the 4th., securing alongside starboard side to No. 1 Berth at 1500.

6. HMA Ships TEAL and IBIS arrived at Cairns at 0700 on 5th. but again, due to funnel drain defects now in both these ships, and the requirement for CURLEW to call at Thursday Island as an interim fuelling stop en route to Darwin, CURLEW alone departed from Cairns at 1400.

THURSDAY ISLAND

7. Following the exacting passage via the Inner Reef route from leaving Cairns on 5th., CURLEW secured starboard side to the Town Wharf, Thursday Island at 0845 on the 7th. to embark fuel. On completion of this evolution, lines were cast off at 1315 and CURLEW proceeded to sea, anchoring in position 078 degrees Booby Is. Light 1.4 miles at 1455 to await the arrival of HMA Ships TEAL and IBIS.

8. Whilst at anchor, identities were exchanged with HMAS PARRAMATTA, HM Ships KORYLAS (R.W. Halliday, DSC, RAN) and WHITBY.

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01 JUN 1970

FAR AUSTRALIAN FLEET

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(Commander L.E. Middleton RN) and RFA STROMNESS (Commodore J. Dines CBE, RD, RNR).

9. During the afternoon of the 7th, advice was received that HMAS TEAL and IBIS had experienced further delays in rectifying defects to their funnel drains and at 2000 anchor was weighed and CURLEW continued her solo passage to Darwin.

DARWIN - ZONE INDIA KILO (-9½)

10. On completion of the passage across the Arafura Sea on the 8th. and 9th., CURLEW entered Port Darwin and secured port side to alongside No. 1 Berth, East Stokes Wharf at 1400 on 10th.

11. That evening, two of my Officers and I were entertained to a very pleasant evening at the Larakeya Officers Mess.

12. At 0045 on 11th., HMA Ships TEAL and IBIS berthed outboard of CURLEW.

13. After a very enjoyable stay in Darwin during which time we were afforded every possible assistance from the Command Staff, CURLEW cast off at 1000 on 12th., and in company with HMA Ships TEAL and IBIS, proceeded northwards to Makassar.

MAKASSAR - ZONE HOTEL (-8)

14. Making passage via Wetar and Salayar Straits on 13th. and 14th., the First Australian Mine Countermeasures Squadron arrived at Makassar on 15th., CURLEW securing outboard of TEAL and IBIS at Panglakan Sukarno Wharf at 0720.

15. The work done by the ANA Djakarta (Captain G. Kable RAN) in preparing this itinerary and ensuring our stay in Makassar would be as pleasant as possible, was greatly appreciated by all. The Indonesian people were extremely kind and hospitable and the Ship's Company thoroughly enjoyed their first visit to a S.E. Asian port on this particular Far East deployment. Official calls made and returned are shown at Appendix 4. The social programme for Makassar is enclosed as Appendix 5.

16. At 1100 on the 17th., lines were cast off and the First Australian MCM Squadron commenced the last leg of their passage to Singapore.

SINGAPORE - ZONE GOLF-HOTEL (-7½)

17. At 0630 on 21st. after a comfortable passage from Makassar all RAN units participating in Exercise Bersatu Padu, rendezvoused in position 045 Horsborough Lt. 10.0 miles and at 0915, commenced passage up Johore Strait for a Ceremonial Entry into Singapore.

18. HMA Ships TEAL, IBIS and CURLEW were detached prior to arrival at the Naval Base and all proceeded to the Malaysian Base Jetty, Woodlands. At 1210, CURLEW berthed alongside K.D. JERAI (Acting Lieutenant Commander Teoh Kim Chooi R.M.N.), in 7B Berth.

19. CURLEW remained at the Malaysian Base Jetty for the following three days, during which a most comprehensive social and sporting programme was provided. Official calls are shown at Appendix 4.

20. At 0900 on 22nd., I attended the O.T.C. briefing on the Minesweeping phase of Exercise "Crackshot" to discuss any variances in RAN/RNR doctrine.

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21. On the evening of 23rd., I attended a Reception given by The Commander, Far East Fleet (Vice-Admiral L.D. Emsen, CB) and the Captain and Officers of HMS TERROR. At this reception, The Band of the Royal Marines Beat Retreat for the last time on Far East Station.

EXERCISE "CRACKSHOT"

22. At 0647 on 25th., CURLEW cast off and together with the ships of AUSMINRON 1 and MCM 25, proceeded to sea for the start of Exercise "Crackshot", the work up period of Exercise "Bersatu Padu".

23. Regrettably, a number of defects affecting CURLEW's mine-sweeping and minehunting efficiency occurred during the forenoon of the 27th. and at 1100, CURLEW was detached to return to Singapore for repairs (CURLEW messages DTG 270415Z May, 280100Z May, 280343Z May and 280910Z May - OPDEF's 1/70, 2/70, 3/70 and 4/70, refers).

SINGAPORE

24. CURLEW secured alongside HMAS IBIS at No. 6 Berth, Stores Basin, at 2015 on 27th. The Ship was met by the Duty PMO Officer from HMS TRIUMPH (Captain C.J.A. Johnson, OBE, DSC, RN), to discuss repair arrangements.

25. Following a forenoon of discussions with various technical and docking authorities on 28th., CURLEW was moved by tugs to F.D. 18, securing in the dock at 1428. By 1515, CURLEW was high and dry and the evidence of external leakage of oil from the starboard active rudder was plainly visible.

26. A replacement shaft was eventually located and after a 14 hour test period, during which the seals proved satisfactory, the dock was flooded early in the morning of the 30th. and CURLEW was again moved by tugs to alongside RFA TYPHOON (Captain R.H.A. Adams RFA), at No. 7 Berth, securing there at 0915.

27. During this enforced in port period, it was learnt that a R.A.F. Lightning aircraft had been lost in the Malacca Straits (Commander, Far East Fleet message DTG 270856Z May refers and Commanding Officer, H.M. Australian Fleet (Afloat) message DTG 281700Z May refers). CURLEW sailed for the search area at 2100 on the 30th., regrettably with some defects outstanding, my message DTG 311255Z May refers.

SEARCH FOR R.A.F. LIGHTNING AIRCRAFT

28. A search area of approximately 12 square miles had been established $\frac{1}{2}$ mile either side of a line joining 1 deg. 32.1 min. North, 102 deg. 53.4 min. East and 1 deg. 38.1 min. North, 102 deg. 55.5 min. East. Depths varied between 17 and 23 fathoms.

29. CURLEW arrived in the area at 0700 on 31st. and after laying two Short Scope Buoys, commenced a detailed search at the south western end of the area.

30. Although plagued by numerous minor defects, approximately 1.55 square miles had been examined when a more serious fault occurred. After recovery of the two Short Scope Buoys, CURLEW came to anchor on Nares Bank at 1908. Subsequent investigation by Ship's Staff revealed the cause which was reported in my message DTG 010125Z June (OPDEF 5/70).

STATE OF THE HULL, EQUIPMENT AND MACHINERY

31. The services of one of the Base Shipwrights over the last

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week of this month has added significantly to the maintenance of upper deck fittings at times when most seamen are involved in minehunting or other general exercises.

32. The emergency docking on 28th, and 29th, offered an opportunity to view the underside of the hull. All grates were in position and the condition of the fibre glass and anti-fouling paint appears satisfactory in most areas. Some minor defects were recorded.

33. Propulsion and associated auxiliary machinery has run satisfactorily throughout the month, the two noteworthy exceptions being the air-conditioning units and the starboard active rudder. It is strongly recommended that the proposal raised in my message DTG 291130Z May, be accepted or it is anticipated more trouble will result from long passages with the active rudder screws left in place. It is of interest to note that the average trailing speed of these propellers at normal passage speed is in the order of 750 - 800 r.p.m. which, over 16 days passage steaming in this month, approximately 18 million revolutions, has, in my opinion, been directly responsible for the wear on the seals and shaft.

34. The air-conditioning unit has not, to my personal knowledge, operated satisfactorily since early 1969, despite numerous repair attempts by many authorities. As this machinery is not only responsible for improving the habitability of the ship, it is also necessary for the cooling of the Type 193 Sonar and associated power packs, stabilisers etc. and its importance cannot be under-rated.

35. A temperature survey has been conducted during the past month and strong doubts as to this plant's adequacy of capacity are considered possible side issues to its poor performance. A letter on this submission is being prepared.

36. The air pump of No. 2 Hull and Fire Pump, which was not accepted as having been satisfactorily completed at the end of CURLEW's main refit (30th, January, 1970), also failed in conjunction with the defect on that pump's motor. Ship's Staff assisted in port by the Fleet Maintenance Group (HMS TRIUMPH) effected the necessary repairs.

37. I am concerned with the Hours my Electrical Staff (1 SAW1, 1 LEMP, 1 EMNR, and 1 EMP), assisted by a Base SAPI who has been onboard this ship since Makassar, have been required to work to produce a satisfactory result to both the breakdown repair and maintenance aspects of their responsibilities.

38. In some cases, wiring diagrams have been found to be incorrect which in one case resulted in a loss of 72 man hours, but generally the age of the wiring within the ship and its numerous electrical and electronic components surely must strengthen the MSC/MHC case for immediate relief on the question of greater Forward and Base Support facilities and Staff.

39. It is considered this subject requires no further submissions from the users viewpoint.

HEALTH, CONDUCT AND MORALE

40. The health of the Ship's Company has been generally satisfactory this month. There were several cases of V.D. reported after Makassar. At the end of the month, only two sailors remain under treatment.

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41. The conduct of the Ship's Company has been satisfactory. One case resulted in a Warrant Punishment.

42. The morale of the Ship's Company during the period under report has been maintained at a satisfactory level.

I have the honour to be

Sir,

Your Obedient Servant

William J. Roberts

(William J. Roberts)
Lieutenant Commander RAN
CAPTAIN

Enclosures:

- Appendix 1 - Steaming Report.
- Appendix 2 - Exercise Report.
- Appendix 3 - Sporting Activities.
- Appendix 4 - Official Calls.
- Appendix 5 - Makassar Social Programme.

For Information:

- ~~The Commander, Far East Fleet.~~
- The Commander, Naval Forces West Malaysia.
- Australian Naval Attache, Djakarta.
- Naval Officer Commanding, North Australian Area.
- Naval Officer in Charge, Queensland.
- The Commander, Australian Mine Warfare and Patrol Forces.
- The Commander, First Australian Mine Countermeasures Squadron.

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APPENDICES 1, 2 and 3 TO HMAS CURLEW REPORT OF PROCEEDINGS, MAY, 1970

Appendix 1.

Miles steamed during month	4955.9
Miles steamed since commissioning	174992.16
Hours underway during month	444 30/60
Hours underway since commissioning	14503 30/60

Appendix 2.

M.C.M.s:

- 26th. - Laid Short Scope Buoy.
Stream "00" 2 1/2 hours.
Recovered Short Scope Buoy.
- 31st. - Laid 2 Short Scope Buoys.
Minshunting 8 hours.
Recovered 2 Short Scope Buoys.

Seamanship:

- 1st. }
13th. } with IBIS
17th. } with TEAL
26th. } Graunch Transfers - 3 with TEAL
27th. } 2 with IBIS
with KD JERAI
with KD BRINCHANG
with TEAL
- 20th. }
25th. } Heaving Line with TEAL
26th. } Transfers - with TEAL
with IBIS
with TEAL
with IBIS
- 26th. Jackstay Transfers - (receiving only)
with KD JERAI & IBIS.
- 12th. }
18th. } O.O.W. Manoeuvres - 1/2 hr.
25th. } 5 1/2 hrs.
2 hrs.
- 27th. Practice Minesweeping Formations.

Miscellaneous:

- 25th. Flag Hoist Drill 1/2 hr.
MAXPUS 1/2 hr.
Sleeve Shoot 1/2 hr.
SUCRF 1 1/2 hrs.
Radar Calibrations 10 mins.
Night Encounter Exercise 2 hrs.
26th AIO Exercise 1/2 hr.

Appendix 3.

- Darwin - 11th. - Rugby League v Army/Navy.
Makassar - 15th./16th. - Tennis, Water Skiing, Volley Ball,
Basket Ball - All v Indonesian Navy.
Singapore - 23rd. - Soccer v RAN.

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APPENDIX 4 TO HMAS CURLEW REPORT OF PROCEEDINGS - MAY, 1970

OFFICIAL CALLS

- 11th. May - 1015 - Called on Captain B.L. Cleary R.A.N. (Naval Officer Commanding, North-Australia Area).
1135 - Return call - in HMAS TEAL.
- 15th. May - 0830 - Called on Commodore Walujo Subito (Pangdaerel 7).
0915 - Called on Major General Kemal Idris (Pangkowilhan 4).
1000 - Called on Lieutenant Colonel M.D. Potempo (Makassar Town Major).
1245 - Return call by Commodore Subito - in HMAS TEAL.
- 21st. May - 1215 - Called on A/Commander P.C. Cheah R.M.N. (MEM 25) (K.D. BRINCHANG).
1230 - Called on Captain R.H. Burgoyne R.N. (Commander, Naval Forces West Malaysia).
1250 - Return call by Captain Burgoyne R.N. - in HMAS TEAL.
- 22nd. May - 1000 - Called on Rear Admiral H.D. Stevenson CBE (Flag Officer Commanding, H.M. Australian Fleet) (HMAS MELBOURNE).
- 28th. May - 1030 - Called on Captain R.C. Swan R.A.N.

All calls made in company with The Commander, First Australian Mine Countermeasures Squadron (Lieutenant Commander H.E. Jones RAN) and The Commanding Officer, HMAS IBIS (Lieutenant Commander C.J. Littleton RAN).

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PROGRAMME FOR SHIP VISIT TO MAKASSAR

First Day - Friday 15th May

- 0820 Ship's Captains leave ships for official calls.
- 0830 - 0900 Courtesy call on Commodore Walujo Sugito (Pangdaeral 7).
- 0915 - 0945 Courtesy call on Major General Kemal Idris (Pangkowilhan 4).
- 1000 - 1030 Courtesy call on Lieutenant Colonel M.D. Patempo (Town Mayor).
(Ships' crests and photographs to be presented to Pangkowilhan and Town Mayor).
- 1045 Lay wreaths at War Cemetery. (Wreaths will be provided by A.L.R.I.).
- 1100 Buses available for (a) leave parties;
(b) picnic tour to Bantimurung.
- 1245 Pangdaeral 7 returns call. Guard to be mounted. Followed by lunch for 23 guests (see attached list).
- 1600 - 1800 Basketball, volleyball, tennis and water skiing. Ships opened for Armed Forces visit.
- 1930 - 2130 Ships' Cocktail Party for (approx.) 100 guests.

Second Day - Saturday 16th May

- 0900 - 1100 Ships' Childrens Party for about 100 A.L.R.I. children (aged 5 - 10).
- 1100 Press Conference on forecastle of IMAF TEAL.
Buses available for leave parties and picnic tour to Bantimurung.
- 1300 Lunch at residence of Pangdaeral 7 for Ships' Officers, followed by sightseeing tour to Bantimurung.
- 1500 - 1800 Ships open to the public.
- 2000 Cultural evening (with displays of local dancing) provided by A.L.R.I. for all available officers and members of the ships companies.
Exchange of crests.
Light refreshments.

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HMAS CURLEW Report of Proceedings June 70

AS(NS) Ch. 4/8.

D of O W 4/8

DCNS Such a high percentage of "down" operational time should not be accepted without proper investigation into practicable methods of improvement paras 25-29

1NM *As the facts show... remedial action has been taken* f-4/8
DCNS done f-4/8

2NM B.0/8

3NM B.0/8

4NM B.0/8

SECRETARY B.0/8

C of S B.0/8

DPR 9/17/8

AS(NS) (NS55) 17/8

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

No. A.F. 1/16/24

The Secretary
Department of the Navy

28 JUL 1970

HMAS CURLEW - REPORT OF PROCEEDINGS - JUNE 1970

Forwarded.

2. The short period during which CURLEW was operational during the month was disappointing. It was pleasing to note that when her equipment was functioning her performance compared more than favourably with that of her Royal Navy counterparts.

John G. W. ...
Rear Admiral

Enclosure:

HMAS CURLEW letter of 6th July 1970

For Information

The Commander Australian Mine Warfare and Patrol Forces

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HMAS CURLEW,
at sea.

- 6 JUL 1970

The Flag Officer Commanding,
HM Australian Fleet,

HMAS CURLEW - REPORT OF PROCEEDINGS FOR JUNE - 1970

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my Command for the month of June, 1970.

Search for Crashed Aircraft

2. At the beginning of the month, CURLEW was at anchor in the Malacca Straits in position $01^{\circ} 38.5'$ North $102^{\circ} 56.5'$ East whilst repairs to the Minehunting System were continued.

3. On the morning of the 3rd, repairs appeared satisfactory and accordingly, at 0520, the anchor was weighed and CURLEW recommenced her task of searching for a crashed R.A.F. Lightning Aircraft. After some hours without success, sonar performance in both frequencies was reduced to an unacceptable level and at 1725, CURLEW came to starboard anchor to investigate the possible cause.

4. It was later assessed that repairs and tuning to the Sonar were beyond ship's staff capability and at 2210, the anchor was weighed and courses set for Singapore Naval Base.

Singapore - Maintenance Period

5. At 0845 on the 4th, CURLEW secured starboard side to No. 6 Berth, Stores Basin.

6. Due to the entry into Singapore of major Fleet units, CURLEW was required to cast off from alongside No. 6 Berth at 0715 on the 5th and after a period at anchor off the Royal Naval Armament Depot, came alongside HMAS IBIS at 5 Berth, Malaysian Base Jetty, Woodlands.



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7. At 1310 on the same day, lines were cast off and at 1345, CURLEW secured starboard side to HMS BLAKE (Captain R.D. BUTT, MBIM, RN) to permit the continuation of work by Sembawang Engineering and Electronics Limited.

8. From 1030 to 1140 on the 8th, CURLEW was required to lie off outside the Stores Basin to permit the departure of RFA STROMNESS (Commodore J. DINES, CBE, RD, RNR).

9. At 0810 on the 9th lines were cast off and CURLEW proceeded to alongside HMAS STALWART for the continuation of work in accordance with COMFEP's message DTG 080845Z June 1970.

10. From 1135 to 1155 on the 11th you, Sir visited the ship.

11. With the majority of defects rectified (my message DTG 120505Z June 1970 refers) lines were cast off at 0825 on the 15th and CURLEW proceeded to Malaysian Base Jetty, securing alongside HMAS IBIS at 0847.

EXERCISE MATLOCK

12. At 1545 on the 16th, CURLEW cast off from alongside and in company with other MCM vessels from MCMS 25, MCMS 6 and AUSMINRON 1, proceeded to the Dungan area for Exercise 'Matlock'.

13. After reasonable successes during a Fast Route Search of the main channel in the afternoon of the 17th, serious defects occurred on the Type 975 Radar and a motor generator supplying the Sonar stabilizer and CURLEW was forced off task.

14. By late afternoon on 18th, the defects on both these items were assessed as being beyond the capabilities of the ship's staff and available support staff personnel and at 1650, CURLEW proceeded south to Pulau Tioman to have repairs completed by HMAS STALWART.

15. At 0755 on 19th, CURLEW berthed port side to alongside STALWART. At 2045 on the same day, repairs appearing to be satisfactorily completed, CURLEW cast off and proceeded back to the exercise area.

16. CURLEW rejoined the MCM force at 0700 on 20th only to learn that HMS KIRKLISTON (Lieutenant Commander I.A. Robinson, RN) and HMS SHERATON (Lieutenant Commander J.J. Watson, RN) had hunted and cleared the anchorage. CURLEW was employed on a number of miscellaneous tasks before going off task at 1400.

17. After discussions with the MCM Force's Staff Officer Operations (Lieutenant Commander R.V. BURNS, RAN), it was decided to deploy all three MHC in an old exercise minefield (Exercise 'Flying Fish') approximately 30 miles north.

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18. At 0620 on 21st, HM Ships KIRKLISTON and SHERATON and HMAS CURLEW proceeded in company to the Pulau Kapas area to commence this new task.
19. At 1800 that evening, CURLEW went off task with a tally of 3 A MK 12 exercise mines located and recovered.
20. By 1700 on 22nd, another mine had been recovered and the minefield of 10 ground mines cleared. Our off task time also coincided with another defect to the Mine Hunting System (Acoustic).
21. By 1400 on 23rd repairs had been effected by Ship's Staff and the Sonar 193 was operatable though performance in high frequency was inadequate and the Radar 975 was unserviceable for minehunting purposes. At 1810, CURLEW came off task having achieved a limited amount of work.
22. Throughout the day on 24th, CURLEW remained off task as defects to both radar and sonar reduced her minehunting (or minesweeping) ability to nil.
23. At 0900 on 25th, the MCM Task Force got underway and proceeded for Singapore.
24. CURLEW secured alongside No. 7 Berth, Stores Basin at 1330 on 26th and carried on with self maintenance for the remainder of the month.

State of the Ship

25. Main engines, active rudders and associated machinery have been trouble free throughout the period under report. The air conditioning unit's performance remains as described in my May Report of Proceedings.
26. The state of the Hull in some areas is not good as was revealed during routine maintenance of No. 2 Minesweeping Store (My letter 53/10/2 of 19th June, 1970 refers).
27. Electrical defects have continued at an increasing rate throughout the month, mainly on the Sonar 193 and the Type 975 Radar. In Exercise 'Matlock', total on task time required of CURLEW was 85 hours - of this time, 24 hours (28%) was spent as a partially effective unit and only 5 hours (5.9%) fully operational.
28. It is of note that in HMAS CURLEW's Far Eastern deployment for exercise Bersatu Padu, a tour involving three months and nearly 12,000 miles, CURLEW has been fully operational as a minehunter for only 13 hours.
29. The requirements of frequent and expert support as suggested in the Minehunting Manual (CB4931) cannot be stressed too strongly.

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Conduct, Health and Morale.

30. The conduct of the Ship's Company during the period under report has been most satisfactory.
31. On Saturday 20th. June, ABCD P.J.R. Riley, R.66366, developed severe abdominal pains accompanied by an increasing temperature. He was transferred to RFA GOLDRANGER (Captain E. May, DSC, RFA) for diagnosis and was later transferred by helicopter to HMS BULWARK (Captain B.H. Notley RN) and was operated on for acute appendicitis that evening. His condition at this time is satisfactory.
32. MED R.J. TSCHAIKOWSKI, R66541 suffered a strained back on Monday 29th June. He was admitted to the Sick Bay, HMS TERROR.
33. The incidence of V.D. has been minimal and there are currently no cases onboard HMAS CURLEW.
34. Morale of the Ship's Company has been liable to fluctuation throughout the month. The failure of the MHS(A) to operate adequately for any extended period is the major contributing cause, particularly for the Electrical Department who have worked a staggering number of hours in this month for no appreciable increase in equipment availability.
35. Successes on the sporting field have tended to offset these miseries and with the departure date drawing closer, morale is improving.

I have the honour to be

Sir,

Your obedient servant

William J. Roberts

(William J. Roberts)
Lieutenant Commander, RAN,
CAPTAIN

For Information:

- The Commander, Far East Fleet.
- The Commander, Naval Forces West Malaysia.
- The Commander, Australian Mine Warfare and Patrol Forces.
- The Commander, Australian Mine Countermeasures Squadron One.

RESTRICTED

RESTRICTED

APPENDIX 1 TO HMAS CURLEW LETTER 1/16/1 OF 6TH JULY 1970

Miles steamed during the month	1025.2
Miles steamed since commissioning	176017.36
Hours underway during the month	167½
Hours underway since commissioning	14671

-0000000-

APPENDIX 2 TO HMAS CURLEW LETTER 1/16/1 of 6TH JULY 1970

Seamanship:

3rd - laid and recovered 1 dummy mine
17th - laid 2 Short Scope Buoys
20th - recovered one exercise mine
laid 1 Short Scope Buoy
bump transfer with IBIS
21st - laid 2 Short Scope Buoys and recovered 1
Short Scope Buoy
recovered 3 exercise mines
22nd - recovered 1 exercise mine
recovered 1 Short Scope Buoy
23rd - recovered 1 Short Scope Buoy
25th - recovered 2 Short Scope Buoys
2 Bump Transfers with RFA GOLD RANGER

Minehunting:

3rd - 10 hours
17th - 2½ hours
20th - 2½ hours
21st - 9 hours
22nd - 7 hours
23rd - 1¾ hours
24th - 3½ hours

Miscellaneous:

16th - NEX - 2250 to 2345

RESTRICTED

RESTRICTED

APPENDIX 3 TO HMAS CURLEW LETTER 1/16/1 OF 6TH JULY 1970

SPORT

AUSMINRON 1

<u>Game</u>	<u>Date</u>	<u>Versus</u>	<u>Result</u>
<u>Rugby</u>	Sat - 27th	HMAS SUPPLY	Won - 15-3
	Sun - 28th	HMS EURYLIS	Won - 11-8
	Tue - 30th	HMAS STALWART (Semis)	Lost - 17-3

-0000000-

AUSMINRON 1

<u>Volley Ball</u>	Sat - 6th	HMS DYMOUTH (2 each)	Won - 17-7
	Mon - 8th	HMS ORPHEOUS	Won - 27-3
	Mon - 8th	HMAS STUART	Won - 11-10
	Tue - 9th	HMAS MELBOURNE (Semis)	Lost - 12-3
	AUSMINRON 1 'D' Versus TERROR 'C' Lost		

-0000000-

Soccer - 5 a side

CURLEW versus HMS LEOPARD Lost

-0000000-

Skittles

AUSMINRON 1 versus all ships (7th out of 19)
Far East Fleet

-0000000-

RESTRICTED

RESTRICTED
DEPARTMENT OF THE NAVY

18.6.2269.

HMAS CURLEW

Report of Proceedings July 20

AS(NS) 14/9

D of O 14/9

DCNS 16/9

1NM 17/9

2NM 18/9

3NM 21/9

4NM 22/9

SECRETARY 23/9

C of S 23/9

DPR 24/9

AS(NS) (NS55) 30/9/70

- NOTES:
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10/10/70

RESTRICTED

5/17

RESTRICTED

NAVY—CANBERRA

18	6	2269
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OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
FLEET HEADQUARTERS,
GARDEN ISLAND. N.S.W.



AF 1/16/24

7 SEP 1970

The Secretary
Department of the Navy

HMAS CURLEW - REPORT OF PROCEEDINGS - JULY 1970

Forwarded.

A handwritten signature in blue ink, appearing to be "L. Sturges".

Rear Admiral

Enclosures (3 copies)

R1 HMAS CURLEW letter of 10th August 1970

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RESTRICTED

HMAS CURLEW,
at Sydney.

10th. August, 1970.

Flag Officer Commanding,
HM Australian Fleet.

HMAS CURLEW - REPORT OF PROCEEDINGS - JULY, 1970

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of July, 1970.

(All times Zone GH (-7½)).

2. At 0805 on the 1st., CURLEW cast off from alongside No.7 Berth, Stores Basin, and moved berth to alongside HMAS STALWART securing starboard side to at 0820.

3. That evening, I attended a reception given by the Chief of Malaysian Naval Staff and the Commanding Officers and Officers of the RMN on the occasion of their Navy Day and the completion of Exercise Bersatu Padu.

4. Throughout the 1st. and 2nd., fuel, water and stores were taken on for the passage to Sydney, and planned maintenance brought up to date.

5. At 0830 on the 3rd., CURLEW cast off and in company with HMAS IBIS departed Singapore for Sandakan.

6. During the night of the 5th., CURLEW struck a submerged log which caused the port shaft to vibrate severely. Upon investigation by divers, it appeared that the log had jammed in the 'A' bracket and had caused no damage. The remainder of the passage to Sandakan was uneventful.

(All times Zone H (-8)).

7. CURLEW secured alongside IBIS at 1045 on 7th. at the Fuelling Wharf in Sandakan. After embarking fuel, both ships moved to alongside the Government Wharf at 1415.

8. Throughout the initial period in this unfamiliar port, a liaison Officer was provided by KD SRI NEGRI SEMBILAN (A/LCDR Aminuddin bin Abdullah RMN). His services were greatly appreciated.

RESTRICTED

- 2 -
RESTRICTED

9. At 1100 on the 8th., HMA Ships CURLEW and IBIS departed Sandakan and after a straight forward passage, arrived off Biak at 0930 on 13th.
 10. The pilot was embarked at 0953 and at 1030, CURLEW secured port side to alongside the wharf at Waupenor Sorido Lagoon.
 11. Immediately on our arrival, the ANA Djakarta (Captain G. Kable RAN) came onboard to discuss our programme, and provide various other valuable services.
 12. At 1115, Captain Kable, accompanied by the Commanding Officer, HMAS IBIS and myself, left the ship and called on the Area Commander's Chief of Staff, Commodore Sohiran.
 13. At 1235, Commodore Sohiran returned our call and later, both ships hosted a buffet luncheon for the Commodore and a number of Indonesian Service Officers and their wives.
 14. During the afternoon, a variety of sports were contested with the Indonesians running out victors after some high spirited displays. That evening, both ships acted as co-hosts to a cocktail party for a wide cross section of Biak Service Personnel and their ladies.
 15. The 14th. was spent in a similar manner to the previous day with more sporting events being played and a reception given by the Biak Base Commander that evening for all available Ship's Officers.
 16. Preceded by the ALRI Minesweeper, "Pulau Rani", HMA Ships CURLEW and IBIS cast off at 1030 on the 15th. and were led out of Sorido Lagoon to the farewells of many military and civil personnel. Once clear of the harbour, "Pulau Rani" returned to her previous berth and CURLEW and IBIS set courses for Madang.
 17. En route to Madang, it was learnt that HMAS LAE had grounded off Rabaul (Flag Officer Commanding, HM Australian Fleet Message DTG 160726 refers) and CURLEW and IBIS were chopped to NOIC PNG Opcon for the refloating operation. Due to the poor readability of PNG coastal comcon, a message ordering us to divert was not received until after NOIC PNG message DTG 162225 Z was received, informing us that LAE had been refloated and ordering us to continue passage to Madang.
- (All times Zone K (-10)).
18. At 1350 on 17th., CURLEW berthed starboard side to the Old Wharf in the picturesque harbour of Madang.
 19. On completion of fuelling and watering, CURLEW cast off at 1238 on 18th., and proceeded to Samarai where it was considered necessary to top up with fuel due to the petroleum workers' disputes affecting supplies of A.D.D. in North Queensland ports.

RESTRICTED

- 3 -
RESTRICTED

20. HMAS CURLEW berthed on IBIS at Samarai at 0805 on the 20th. By 1130, tanks had been topped up and at 1135 lines were cast off and the passage across the Coral Sea to Cairns was started.

21. As was expected, the weather was considerably worse than had previously been experienced en route, however, despite an uncomfortable short swell and force 6 to 7 winds, the passage to Cairns was made in good time.

22. After entering the Barrier Reef via the Grafton Passage, CURLEW secured alongside IBIS at No. 6 Berth Cairns at 1212 on 22nd. After obtaining pratique and replenishing victuals, lines were cast off at 1600 and both ships proceeded direct to Townsville where some 6000 gallons of dieselene had been made available to us.

23. At 0659 on 23rd., CURLEW berthed at No.5 Berth, Townsville after an uneventful overnight passage. The Naval Agent, Townsville, had fuel organised for delivery shortly after our arrival, and at 0930, CURLEW cast off and proceeded in company with IBIS on the last leg of our 24 day passage to Sydney.

24. Although the passage south was made uncomfortable by a short steep South-Easterly swell, the effect of the East Australian current was sufficient to overcome any reduction in the speed of advance and in fact, CURLEW and IBIS were able to anchor in Trial Bay from 0057 to 1155 on Sunday 26th., to touch up the ship's side.

25. At 0600 on 27th., CURLEW and IBIS passed through the Heads and at 0620 commenced a check ranging on the D.G. Range. ON completion of these checks, both ships came to anchor off Clarke Island at 0715 to await the arrival of HMA Customs personnel.

26. Shortly after 0830, the Ships were boarded by Customs officials and after clearing Special Sea Dutymen, both ships weighed anchor at 0904 and proceeded up harbour securing alongside HMAS WATERHEN No.2 Berth at 0925.

27. CURLEW cast off from alongside at 1302 on 28th. and proceeded to E5 Buoy, Spectacle Island, to deammunition. On completion CURLEW returned to WATERHEN, securing outboard of IBIS.

28. CURLEW remained alongside HMAS WATERHEN for the remainder of the month whilst arrangements for the Intermediate Docking and engine changes were finalised.

STATE OF THE SHIP

29. Propulsion machinery and associated auxiliaries gave another month of trouble free performance.

30. The state of the hull remains as previously reported.

RESTRICTED

- 4 -
RESTRICTED

HEALTH CONDUCT AND MORALE

31. The health of the ship's Company has been satisfactory during the period under report.

32. The morale of the Officers and Sailors has risen with the prospects of some leave and time in Sydney. Conduct has been satisfactory.

I have the honour to be

Sir,

Your Obedient Servant

William J. Roberts.

(William J. Roberts)
Lieutenant Commander RAN
CAPTAIN

Enclosures: Appendices 1, 2 and 3.

For Information:

The Commander, Far East Fleet.
The Commander, Australian Mine Warfare and Patrol Forces.
The Commander, Naval Forces West Malaysia.
Naval Officer in Charge, Papua New Guinea.
Naval Officer in Charge, Queensland.
The Commander, First Australian Minecountermeasures Squadron.

RESTRICTED

RESTRICTED

APPENDIX 1 TO HMAS CURLEW LETTER OF 10 AUGUST 1970

Miles steamed during month	5143.7
Miles steamed since commissioning	181,161.06
Hours underway during month	434 12/60
Hours underway since commissioning	15,102 12/60

APPENDIX 2

Seamanship

5th - two Graunch transfers with IBIS
9th - two Graunch transfers with IBIS
10th - Jackstay transfer with IBIS
19th - Jackstay transfer with IBIS
23rd - Heaving line transfer with IBIS

4th - 2 of }
8th - 1 of } Steering Gear Breakdown Exercise
16th - 1 of }

APPENDIX 3

Sport

7th - CURLEW & IBIS (4 CURLEW) and RMN
Soccer - Lost 5 - 0

13th - CURLEW & IBIS (4 CURLEW) v ALRI
Volleyball Lost 15 - 9
Lost 15 - 2
Lost 15 - 4 (3 matches)

13th - CURLEW & IBIS (3 CURLEW) v ALRI
Tennis - doubles Lost 8-5
Lost 8-0
Lost 8-0
singles Won 4-3

14th - CURLEW & IBIS (5 CURLEW) v ALRI
Soccer Lost 4-0

RESTRICTED

RESTRICTED

HMAS CURLEW

Report of Proceedings AUG 70

AS(NS) Ch. 2319

D of O 2319

DCNS 2-24/9

1NM 2319

2NM 2319

3NM 2319

4NM 2319

SECRETARY 2/10

C of S 2/10

DPR 2/10

AS(NS) (NS55) 2/10/70

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P 22/9/70

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22 SEP AM
NAVY

NAVY—CANBERRA		
18	6	2292

R E S T R I C T E D

OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
FLEET HEADQUARTERS
GARDEN ISLAND NSW 2000

AF 1/16/24

18 SEP 1970

The Secretary
Department of the Navy

HMAS CURLEW - REPORT OF PROCEEDINGS - AUGUST 1970

Forwarded.

Lt. R. Thompson

Rear Admiral

Enclosure (3 copies)

HMAS CURLEW letter R1/16/1 of 1st September 1970

The Secretary
Department of the Navy

R E S T R I C T E D

Forwarded.

RESTRICTED

R1/16/1

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

1 September, 1970

Flag Officer Commanding,
HM AUSTRALIAN FLEET



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

AUGUST 1970

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of August, 1970.

2. In view of the considerable industrial unrest at this time, the docking of CURLEW was postponed and the ship remained alongside HMAS WATERHEN throughout the period for Base Assisted Maintenance.
3. The contractors, Thomas and Coffey have exchanged both main engines with only lining up and basin trials outstanding at the end of the month.
4. Work on the Sonar 193 and Mk20 Plotting Table has progressed satisfactorily and no difficulty in meeting the planned completion date is expected.
5. Base and Ship's Staff planned maintenance and some minor defects have been completed. The considerable number of defects requiring dockyard assistance which have occurred in the 7 months since CURLEW's last main refit, reflect the age of these ships and give warning of the time, cost and effort required in the future if they are to be maintained at the RAN's normal high standard.

...2..

RESTRICTED

RESTRICTED

6. The health, conduct and morale of the Ship's Company during the period under report has been satisfactory. Due to repairs to the galley range exhaust system, all personnel have been victualled in HMAS WATERHEN since the 19th. No inconvenience has occurred as Midwinter leave requirements have reduced the numbers affected.

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

William J. Roberts

(William J. ROBERTS)
Lieutenant Commander, RAN
CAPTAIN

For Information:- Commander,
Australian Mine Warfare and Patrol Boat Forces.
Commander,
1st Australian Minecountermeasures Squadron)

Enclosures:- Appendices 1, 2, 3

RESTRICTED

RESTRICTED

ENCLOSURE TO HMAS CURLEW REPORT OF PROCEEDINGS - AUGUST 1970

Appendix 1:

Miles steamed during month	NIL
Miles steamed since commissioning	181,161.06
Hours underway during month	NIL
Hours underway since commissioning	15,102 12/60

Appendix 2:

No exercises were conducted during the month

Appendix 3:

No organised sport was played during the month

RESTRICTED

RESTRICTED

18/6/2403

DEPT. OF THE NAVY

HMAS CURLEW

Report of proceedings SEPT. 70

AS(NS)

D of O

~~DCNS~~

~~1NM~~

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~~3NM~~

~~4NM~~

SECRETARY

~~Cof S~~

~~DCNS~~
DPR

AS(NS)

(NS55)

21/11

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Handwritten initials

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NAVY—CANBERRA		
18	6	2403

5 NOV P.M.
REGISTRY

OFFICE OF THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET
FLEET HEADQUARTERS
GARDEN ISLAND NSW 2000

A.F. 1/16/24

- 3 NOV 1970

The Secretary
Department of the Navy

HMAS CURLEW - REPORT OF PROCEEDINGS - SEPTEMBER 1970

Forwarded.

Robert C. Atkinson
Rear Admiral

Enclosure:

HMAS CURLEW letter 1/16/1 of 15th October 1970
(3 copies)

RESTRICTED

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1/16/1

HMAS CURLEW,
at Sydney.

15th. October, 1970.

Flag Officer Commanding,
HM AUSTRALIAN FLEET



H.M.A.S. CURLEW - REPORT OF PROCEEDINGS -
SEPTEMBER 1970

(All times Zone K (-10)).

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of September, 1970.

BASE ASSISTED MAINTENANCE PERIOD

2. CURLEW continued her base maintenance period from the 1st. to the 21st. of the month, whilst lying alongside No. 2 Berth, HMAS WATERHEN.
3. The contractors engaged to effect the exchange of both main engines, Thomas and Coffey, continued to experience difficulty in the lining up and it was not until 10th. that it was discovered that both engine rafts were not adequately secured. Lining up was eventually completed on 20th. and the results of a basin trial proved that the exchange was successful.
4. Also during this three week period, work on the Sonar Type 193 was completed and appeared to be satisfactory in all respects, however, the initial trouble with interference in high frequency re-occurred later in the month. This defect was subsequently made good.
5. Personnel from both the Base Staff and Garden Island Dockyard worked on the air-conditioning unit to correct any defects and set the system to work. However, the capacity of the unit to cope with all services, including the Operations Room, is still suspect as performance remains inadequate, even in these early Spring temperatures.
6. The exchange of No. 2 generator was postponed until mid October due to the non availability of Mk. 2 Foden engines.

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RESTRICTED

- 2 -

WORKUP

7. At 0850 on 21st., CURLEW cast off and proceeded to No. 6 Buoy, Spectacle Island, to embark ammunition. At 1038, lines were cast off and the Ship proceeded to the DG Range in Rose Bay for a check on DG settings before proceeding to sea for exercises in accordance with the E.A.X.P.
8. Gun functioning trials carried out on 22nd. were unsuccessful and at 1705, CURLEW secured port side to No. 2 Berth HMAS WATERHEN in order to effect repairs.
9. CURLEW sailed at 0830 on 23rd. to continue minehunting workup exercises in the Broken Bay area, returning to alongside No. 3 Berth, HMAS WATERHEN at 1354 on 24th.
10. After remaining alongside over the weekend, CURLEW, with ASSAIL in company, cast off and proceeded at 0848 on 28th. for gun functioning trials. These were successful and at 1230 both ships entered Sydney Harbour to disembark the Trials Team, sailing on completion with HMA Ships IBIS, BARRICADE and the Diving Tender "SEAL" in company, for Jervis Bay.
11. At 2251, CURLEW came to anchor in E2 Anchorage in Jervis Bay after an unpleasant but uneventful passage.
12. The remaining two days of the month were spent exercising with HMAS IBIS in Jervis Bay during which time all forms of wire sweeping were exercised, and CURLEW derived considerable benefit and assistance towards achieving a satisfactory standard in mechanical sweeping.

STATE OF THE SHIP

13. Mechanical and electrical machinery has performed satisfactorily during the month with only minor defects occurring all within the repair capability of the Ship's Staff. As mentioned previously, the air conditioning unit is still suspect and it remains to be seen whether its performance when minehunting over a prolonged period of time will be satisfactory.

HEALTH, CONDUCT AND MORALE

14. The health, conduct and morale of the Ship's Company during the period under report has been satisfactory.

I have the honour to be

Sir,

Your Obedient Servant

William J. Roberts

(William J. Roberts)
Lieutenant Commander, RAN
CAPTAIN

RESTRICTED

.... / 3

RESTRICTED

For Information: The Commander,
Australian Mine Warfare and Patrol Forces.
The Commander,
1st. Australian Minecountermeasures Squadron.

Enclosures: Appendices 1, 2 and 3.

RESTRICTED

RESTRICTED

ENCLOSURE TO HMAS CURLEW REPORT OF PROCEEDINGS - SEPTEMBER, 1970

Appendix 1.

Miles steamed during month	676.0
Miles steamed since commissioning	181,837.06
Hours underway during month	81
Hours underway since commissioning	15,183 12/60

Appendix 2.

MCM/TAS

21st. - 1300 - 1725 - CASEX A14 with HMAS/M ONSLOW.
23rd. - Laid/recovered 2 Short Scope Buoys.
- 4 $\frac{1}{2}$ hours Minehunting.
29th. - 3 $\frac{1}{2}$ hours double Orepeza Sweep (2 occasions),
1 hour single Orepeza Sweep.
30th. - 1 $\frac{3}{4}$ hours Team Sweep (consort IBIS)
1 $\frac{1}{4}$ hours double Orepeza Sweep.

Gunnery

22nd. and 28th. - Gun Functioning Trials.

NBCD

24th. - Exercised Action, Defence, Emergency and Leaving
Ship Stations.
Major D.C. Exercise - 2 hours.

Seamanship and General

23rd. and 29th. - Steering Gear Breakdown Exercises.
29th. and 30th. - OOW Manoeuvres in company with IBIS,
BARRICADE and SEAL - 3 hours.

Appendix 3.

Rugby Union - last round Dempster Cup Competition;
WATERHEN (4 CURLEW) v NIRIMBA Lost

Australian Rules - WATERHEN (5 CURLEW) v Small Ships Lost
" " v ALBATROSS Lost
" " v NIRIMBA Lost

9th. - Ten Pin Bowling.

RESTRICTED

CONFIDENTIAL

18/6/2485.

DEPT. OF THE NAVY

HMAS Carlow Report of proceedings Oct 70

AS(NS) Ch. 4/1/71.

D of O 5/1/71

~~DCNS~~

1NM 18/1/71

2NM 11/1/71

3NM 12/1/71

4NM 14/1/71

SECRETARY 14/1/71

~~DCNS~~ 15/1/71

Cof S 14/1/71

especially
To see 17 & 18 and POCAR 14/1/71

DPR 14/1/71

AS(NS) (NS55) 14/1/71

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CONFIDENTIAL

BCH
4/1

CONFIDENTIAL

NAVY—CANBERRA		
18	6	2485

31 DEC P.M.
NAVY DEPT. ENTRY

OFFICE OF THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET
FLEET HEADQUARTERS
GARDEN ISLAND NSW 2000

A.F. 1/16/24

23 DEC 1970

The Secretary
Department of the Navy

HMAS CURLEW - REPORT OF PROCEEDINGS - OCTOBER 1970

1. Forwarded.
2. The matter of spare diaphragms referred to in paragraphs 17 and 18 for Sonar Type 193 is being taken up separately. ||

John G. P. [Signature]
Rear Admiral

Enclosure:

RT HMAS CURLEW letter 1/16/1 of 4th November 1970 (3 Copies)

CONFIDENTIAL



~~RESTRICTED~~
~~CONFIDENTIAL~~

4FA 1/16/10

ROYAL AUSTRALIAN NAVY

1/16/24

TELEPHONE:

IN REPLY QUOTE 1/16/1

HMAS CURLEW,
At Melbourne.

4th. November, 1970.

30

Flag Officer Commanding, HM AUSTRALIAN FLEET.

For Information:

Commander, Australian Mine Warfare and Patrol Forces.
Naval Officer in Charge, Tasmania.
Commander, 1st. Australian Minecountermeasures Squadron.

HMAS CURLEW - REPORT OF PROCEEDINGS -
OCTOBER, 1970

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of October, 1970.

2. The 1st. of the month found CURLEW in Jervis Bay carrying out final preparations for the forthcoming MCM exercise "New Deal". This exercise was designed to provide ships of AUSMINRON ONE and CDT's 1 and 2 with valuable training against a large number of mines and to co-ordinate the work of MSC, MHC and Diving Teams using the Operations Floor of the SARF as a LCHQ. Regrettably, HMAS HAWK continued to experience difficulties with her M/S winch and could not participate.

EXERCISE "NEW DEAL"

3. Exercise "New Deal" commenced at 0600K on the 2nd. and CURLEW started her first 24 hour cycle in the designated anchorage. Although the speed and thoroughness of the search employed was satisfactory, only one mine was detected during the first 12 hours on task time. In this period the complete anchorage was covered.

4. It was noted that the performance of the sonar against the dummy mine and the diablo was generally inadequate. A thorough technical check out revealed no defects, and accordingly the assistance of Mr. Duncombe from Garden Island Technical Services Division was requested.

18 NOV 1970
1 & 2 NOV 1970

FLAG OFFICER COMMANDING
.../2
11 NOV 1970
R.M. AUSTRALIAN FLEET (FLAG)

~~RESTRICTED~~
~~CONFIDENTIAL~~

~~RESTRICTED~~

- 2 -

CONFIDENTIAL

5. Throughout the 3rd., 4th. and 5th., work continued in the anchorage with varying degrees of success, the performance of the sonar still being below par. It was considered that these faults may be due in part to environmental conditions as divers had reported the presence of a cold layer close to the sea bed.

6. Commodore N.E. McDonald, RAN, visited all participating units on the 6th., remaining onboard CURLEW from 1148 K to 1420 K. Also on 6th., Mr. Duncombe arrived and confirmed our suspicions that the performance of the sonar was directly attributable to the prevailing environmental conditions.

7. After another day of only mediocre sonar conditions on 7th., it was decided to carry out night hunting operations on 8th. in an attempt to reduce the layering effects caused by the rapid heating of the surface water in this relatively shallow bay. CURLEW accordingly commenced her last 12 hour on task cycle at 0001 K on the 8th. and had remarkable successes, eventually recovering all mines in the anchorage and the designated sweeper areas. By 1305 K, all mines and short scope buoys had been recovered and CURLEW secured alongside the SARF jetty. A PXD was held in the Operations Room at 1330 K.

8. The following is a summary of CURLEW's performance for the exercise :-

Total number of contacts	314
Number of contacts considered minelike	44
Number of contacts dived on	39
Total number of mines located	15
Total number of mines recovered	14
Sonar run for both minehunting and Operation Awkward States	174½ hrs.

9. This exercise was one of the best held in Australian waters and thoroughly exercised the ships in all respects. CURLEW remained at Defence Minehunting Stations for the duration. This included State 2 Operation Awkward conditions each night, and on the occasion of the actual attack on the night of the 5th., no attackers reached the ship without having been previously detected by either sensor or visual means. The sonar in fact detected and displayed a pair of swimmers at 280 yards and followed them for the full period of the attack.

10. At 2200 K on the 8th., CURLEW with IBIS, BARRICADE and the Diving Tender SEAL in company, cast off and proceeded to Sydney, securing alongside No. 2 Berth at HMAS WATERHEN at 0801 K on the 9th.

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- 3 -

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BASE ASSISTED MAINTENANCE PERIOD

11. CURLEW remained alongside at WATERHEN until 1000 K on 28th. for a Base Assisted Maintenance Period. During this time, Number 2 Generator was exchanged and a considerable amount of general ship's and Base Staff maintenance items completed.

DEVONPORT

12. In company with HMA Ships HAWK and IBIS, CURLEW cast off from alongside WATERHEN at 1000 K on 28th. Course was set for Tasmania and all units proceeded at 14 knots to make best possible time before the forecast South Westerly blew up and retarded our speed of advance.

13. Shortly after rounding Gabo Island, the full force of the South Westerly struck with winds gusting to 35 knots, accompanied by a short steep swell making conditions onboard most unpleasant throughout the remainder of the passage.

14. At 2245 K on 29th., CURLEW and IBIS were detached and Ships set course for their respective ports of call.

15. CURLEW entered Mersey River entrance at 0858 L on 30th. and at 0910 L secured port side to alongside No. 2 Berth West, Devonport.

16. The ship remained alongside at Devonport for the remainder of the month.

STATE OF THE SHIP

17. During exercise "New Deal", ^(2-9 October) the rubber diaphragm that is used as the dome for the Sonar Type 193 ruptured due to areas later noticed to be perished. On return to Sydney, ^{in 1944} the replacement diaphragm, (the last in Australia including those held for SNIPE), had perished around the periphery and was unservicable on supply.

18. In June of this year, it was indicated that the estimated usage of these diaphragms would be in the order of 3 each year for each MHC. It is regrettable to note that apparently no action had been implemented to acquire these type of domes through local purchase at a far earlier date instead of leaving it til all stocks had been expended. A delay of at least three weeks is expected before CURLEW will be operational as a Mine hunter again.

19. All electrical and mechanical equipment has functioned satisfactorily during the period under report, though the state of the hull and the many leaks through the upper deck onto items

See
PORT
Covey
Tasmania
1/4/44

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- 4 -

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of electrical equipment is still cause for concern.

HEALTH, CONDUCT AND MORALE

20. The health of the ship's company during the period under report has been satisfactory. One case of Bronchitis and one of Tonsillitis were turned into RAN Hospital PENGUIN.

21. The conduct of the Ship's Company has been generally most pleasing. Their morale remains satisfactory, however, after the successes of exercise "New Deal", the non supply of the dome and subsequent cancellation of the deployment to Western Australia was a great disappointment. This has been offset by the alternative programme and the scheduling of an MCM exercise in Port Phillip Bay, however, the non-availability of the Sonar 193 has dulled the whole purpose of our participation.

22. Open discussion by both Officers and sailors over pay and conditions, grouping etc. has been reduced since the statement by Mr. M. Frazer MHR, Minister for Defence, which revealed all that was being attempted by Service Departments and Treasury.

I have the honour to be,

Sir,

Your Obedient Servant,

William J. Roberts

(William J. Roberts)
Lieutenant Commander, RAN
COMMANDING OFFICER

Enclosures: Appendices 1, 2 and 3.

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ENCLOSURE TO HMAS CURLEW REPORT OF PROCEEDINGS - OCTOBER, 1970

Appendix 1.

Miles steamed during month 864.55
Miles steamed since commissioning 182,938.81
(Note- a mistake in addition was discovered in the July, 1970 log. The distance steamed for month as stated previously was 5143.7. The corrected figure is 5280.9 miles. The correction of 137.2 miles is included in miles steamed since commissioning above).
Hours underway during month 143 53/60
Hours underway since commissioning 15,327 5/60.

Appendix 2.

Exercise "New Deal"

MCM:

2nd. - Minehunting 12 hours.
3rd. - Minehunting 10hrs. 21mins.
4th. - Minehunting 9hrs. 15mins.
5th. - Minehunting 9hrs. 11mins.
6th. - Minehunting 5hrs. 52mins.
Team Sweep with IBIS 2hrs. 34mins.
7th. - Minehunting 7hrs. 14mins.
8th. - Minehunting 10hrs. 12mins.

Operation Awkward: (using Sonar 193)

2nd, 3rd, 4th, 5th and 6th - 1800 to 0600.

Seamanship:

1st. - Laid 3 S.S.B.'s.
2nd. - Laid dummy mine - recovered one ground mine.
3rd. - Recovered 1 moored mine swept by IBIS
Recovered 2 ground mines
Graunch transfer with AWARE.
4th. - Recovered 3 moored mines swept by IBIS
Recovered 1 mortar bomb (inert filled).
5th. - Recovered 1 A Mk 17 married failure.
6th. - Recovered 1 A Mk 17 mine
Recovered 1 A Mk 17 sinker
Graunch transfer with IBIS.
7th. - Recovered 2 US Mk 50 mines.
8th. - Recovered 3 A Mk 12 mines
2 US Mk 50 mines
1 A Mk 17 + sinker
1 Mk 17 sinker only
1 dummy mine
3 S.S.B.'s.

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ENCLOSURE TO HMAS CURLEW REPORT OF PROCEEDINGS - OCTOBER, 1970

Appendix 2 (cont).

- 8th. - Graunch transfer with SEAL.
- 9th. - Graunch transfer with IBIS.
- 28th. - Exercised steering gear breakdown.

Gunnery:

- 2nd. - Mock attack by A4G'S - BUS fired.
- 4th. - Mock surface attack by P.B.'s - BUS fired.
- 6th. - Two mock A4G attacks - BUS fired.

Appendix 3.

- 21st. - Tennis v IBIS
Volley Ball - scratch match played at
WATERHEN, v IBIS - teams mixed.
Ten Pin Bowling with IBIS.

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18/6/2493.

DEPT. OF THE NAVY

HMAS CURLEW

Report of proceedings NOV. 1970.

AS(NS) *Ch. 6/1/71.*

D of *Ch. 6/1/71*

DCNS

1NM *REFER 18/11*

2NM *(A02) 18/11*

3NM *Para 22 and 23 being investigated 18/11.*

4NM *Re Statement in para 26 regarding "general lack of storm support", POCAF is being requested to confirm that he is having matter investigated 18/11*

SECRETARY

DCNS 2/11
Cof S *25/11*

DPR *BU 27/11*

AS(NS) *(NS55) 24/11*

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6/11

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NAVY—CANBERRA		
18	6	2493

OFFICE OF THE
 FLAG OFFICER COMMANDING,
 H.M. AUSTRALIAN FLEET,
 FLEET HEADQUARTERS,
 GARDEN ISLAND, N.S.W. 2000

MR

A.F. 1/16/24

30 DEC 1970

The Secretary
 Department of the Navy

HMAS CURLEW - REPORT OF PROCEEDINGS - 1ST NOVEMBER -
8TH DECEMBER 1970

1. Forwarded.
2. The matter of spare diaphragms has been taken up separately.

[Signature]
 Rear Admiral

Enclosures:

1. HMAS CURLEW's R1/16/1 of 4th December 1970)
 2. HMAS CURLEW's R1/16/1 of 8th December 1970)
-) 3 Copies

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R1/16/1

H.M.A.S. Curlew,
At Sydney.

4 December, 1970

Flag Officer Commanding,
HM AUSTRALIAN FLEET.



(For Information:- Commander,
Australian Mine Warfare and Patrol Forces.
Commander,
1st Australian Minesweeping Squadron.
Naval Officer Commanding,
VICTORIA.)

H.M.A.S. CURLEW - REPORT OF PROCEEDINGS - NOVEMBER 1970

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the month of November, 1970.

2. The first of the month found CURLEW alongside No. 2 Berth West at Devenport, TASMANIA. The ship was open to visitors but due to inclement weather, only 163 toured the ship from 1300 to 1630.

3. At 1424(L) on 2nd, CURLEW cast off and proceeded down the Mersey River to sea to make rendezvous with HMA Ships HAWK and IBIS at 1515 L to exercise minesweeping formations whilst en route to Sawyer Bay. A formation anchorage was executed and at 2030(L), CURLEW came to anchor off Port Latta.

4. After weighing anchor at 0803(L) on 3rd, AUSMINRON 1 again exercised at preliminary minesweeping formations and general OOW manoeuvres until 1632(L) when CURLEW was detached for passage to Melbourne. (All times Zone Kilo -10).

5. At 0608(K) CURLEW entered Port Phillip Bay via the Western Channel and secured starboard side to the Dockyard Jetty, Williamstown Dockyard at 1000.

6. I called on the Commanding Officer, HMAS PARRAMATTA, (Commander P.M. Rees, R.A.N.) at 1040. My call was returned onboard at 1200.

7. CURLEW remained at Williamstown Dockyard until 9th carrying out maintenance routines on engine starters and breeches as well as a funnel clean whilst awaiting the arrival for mines for exercise "MISDEAL".

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8. The mines were eventually embarked during the morning of the 9th and at 1345, CURLEW cast off from alongside and proceeded to the Frankstown area for the minelay. On completion of this evolution, CURLEW returned to alongside Station Pier, Inner East, at 1829.

9. At 0947K on 10th, CURLEW cast off and proceeded to rendezvous with HMA Ships HAWK and IBIS for the commencement of exercise "MISDEAL".

EXERCISE MISDEAL

10. During the period 10th, 11th and 12th, CURLEW acted mainly in support of CDT 1 and in the minelaying/mine recovery role, however on the 15th, CURLEW joined forces with HAWK and IBIS during a formation wire ("OO") sweep during which 3 buoyant mines were swept.

11. This completed Phase I of the exercise and at 1613K CURLEW returned alongside Station Pier. A PXD was held at 1630K.

12. CURLEW remained alongside over the weekend 14th and 15th and as weather conditions were unsuitable for diving operations on 16th, the MCM force did not sail until 0805 on 17th.

13. Due to the difficulty, CDT1 had experienced in searching their extremely large designated area because of poor weather and sonar conditions, attempts were made to repair the diaphragm of the Sonar 193 using an extremely efficient rubberised glue and very soft rubber strips.

14. After sailing on 17th, CURLEW proceeded to CDT1's area of operations, anchored and fitted the repaired diaphragm. Fortunately, it held pressure and hunting operations were commenced. By mid morning on 19th, all mines (11 US MK50, 1 A Mk 12 and 1 Mk 4 Mortar projectile) had been recovered and after changing the diaphragm and recovering the remaining Short Scope Buoy, CURLEW returned to alongside Williamstown Dockyard, berth at 1600.

15. Although little operational value was gained from Exercise Misdeal, it did provide additional sonar training for operators and brought about a method of diaphragm repair. The method of repair will be reported separately.

16. CURLEW remained alongside over the weekend ^{during} diving in which time the ship was fuelled and provisioned and the exercise mines disembarked for return to Royal Australian Naval ~~Trials~~ Torpedo Establishment.

17. At 1001 on Monday 23rd, lines were cast off and CURLEW set courses for return to Sydney. Whilst transiting Port Phillip Bay, the opportunity was taken to conduct a full power trial. All machinery operated satisfactorily and a speed over a measured mile of 15.08 knots was recorded.

18. CURLEW entered Sydney Harbour on 25th, securing alongside No. 2 Berth, HMAS WATERHEN at 1000 K.

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19. The ship remained alongside for the rest of the month.

STATE OF THE SHIP

20. Due to the non availability of the Sonar for the majority of the month, the Electrical Department have been able to concentrate on planned maintenance routines and the low priority defects which have had to be deferred from previous occasions.

21. Mechanically, the ship has performed satisfactorily with only minor defects occurring throughout the month. One defect on the port stabiliser required URDEF action. The Foden Prime Mover on No. 1 Generator is not able to take its normal full load due to a possibly warped head causing that gasket to be damaged repeatedly. It is understood no replacement engines are available at this time.

22. The state of the hull, although considered to be basically sound from the cursory inspections that can be made by Ship Staff, is still cause for concern. Leaks from the galley into the After Mess Deck and the Wardroom Flat A.C.U. Heat Exchanger into the Instrument Space (and over some electrical components) as well as the numerous other leaks of lesser importance, indicate that many areas of the upper and between decks decking is unsatisfactory.

23. Areas of soft aluminium hydroxide around the ribs of the Ship in some compartments have been detected and considerable efforts have been made to suitably maintain and preserve the affected sections. Many of the spaces involved are extremely small and cramped and the degree of useful work that can be achieved is minimal. The lack of Individual Ship lay apart stores at HMAS Waterhen also aggravates this situation as stores in an affected compartment have to be placed on the Upper Deck whilst work is progressed.

24. HEALTH, CONDUCT AND MORALE

The general health of the Ships Company during the period under report has been satisfactory. One sailor required hospitalisation for a bronchial complaint and another who suffered a severesprain to his ankle whilst ashore. Melbourne's variable weather also produced a large number of minor coughs and colds.

25. The conduct of some members of the Ships Company has not been pleasing and one case resulted in a Warrant Punishment. Stricter training methods for young sailors acting as Quartermasters have been implemented and no further repetitions of misconduct of this nature are envisaged.

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26. Due to the prolonged non availability of the Sonar and the necessary cancellation of our deployment to Western Australia,, the general morale was reduced slightly over the month. It is felt by all that until a larger number of high quality MCM exercises can be conducted and the skills of my young officers and sailors used to their fullest, this ship is not working hard enough at its primary role. Coupled with this consideration is the general lack of suitable stores support which, for the sake of a single item, has caused CURLEW to be non operational for the duration of an exercise. It is these two factors which affect the morale of the Ship's Company the most and not the problems of Group Pay as seems to be the current trend.

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

William J. Roberts.

(W.J. ROBERTS)
Lieutenant Commander, RAN
COMMANDING OFFICER

Enclosures:- Appendices 1, 2, 3

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ENCLOSURES TO HMAS CURLEW REPORT OF PROCEEDINGS
NOVEMBER 1970

Appendix 1

Miles steamed during month	1293.9
Miles steamed since commissioning	18232.71
Hours underway during month	129 $\frac{39}{60}$
Hours underway since commissioning	15456 $\frac{44}{60}$

Appendix 2

MCM

2nd - M/S formation exercise - 3 hrs.
3rd - M/S formation exercise - 2 hrs. 12 mins.
13th - "OO" M/S with HAWK IBIS - 2hrs. 17 mins.
17th - M/H - 6 hrs. 52 mins.
18th - M/H - 11 hrs. 26 mins.
19th - M/H 52 mins.

Seamanship

3rd - heaving line TFR with IBIS
jackstay TFR with HAWK
4 man overboard exercises
1 steering gear breakdown exercise

9th - laid 11 Mk 50 mines + 1 mortar Mk 4 Bomb (inert)

10th - Graunch TFR with HAWK
laid 2 Mk 12 mins
laid 2 Mk 17 mines with improvised sinkers

11th - laid 5 SSB 's
Recovered 1 SSB
Recovered 3 Mk 17 mines swept

12th - Laid 3 marker floats
Recovered 2 SSB's
Laid 1 SSB
Recover 1 marker float
Laid 3 Mk 17 mines
Recovered 2 Mk 50 mines
Laid Mk 50

13th - Graunch transfer with HAWK
Recovered 3 Mk 17 swept
Recovered 1 Dan buoy
Laid 1 Dan buoy

17th - dropped 4 marker buoys
fitted soft sonar dome
Recovered 5 Mk 50 mines

18th - Recovered 3 SSB
Recovered 6 Mk 50 mines 1 mortar Mk 4 bomb inert

19th Laid 1 SSB
Recovered 1 SSB
Recovered 1 Mk 12 mine

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DEPT. OF THE NAVY

1816/2559

HMAS Curlew

Report of proceedings 9. 31st Dec, 70.

AS(NS) *28/11*

D of *29/11*

~~DCNS~~

~~1NM~~

2NM *28/2*

3NM *28/2*

4NM *28/2*

SECRETARY *28/2*

DCNS *28/2*

5 ~~Cof S~~ *28/2*

DPR *28/2*

AS(NS) (~~NS55~~) *28/2*

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NAVY—CANBERRA

18 | 6 | 2559



OFFICE OF THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET
FLEET HEADQUARTERS
GARDEN ISLAND NSW 2000

21 JAN 1971

A.F. 1/16/24

The Secretary
Department of the Navy

HMAS CURLEW - REPORT OF PROCEEDINGS
9TH-31ST DECEMBER 1970

Forwarded.

Ken G. Stander
Rear Admiral

Enclosure:

HMAS CURLEW's 1/16/1 of 4th January 1971 (3 copies)

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H.M.A.S. Curlew,
At Sydney.

1/16/1

4th January, 1971

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

For Information:-

Commander,
Australian Mine Warfare and Patrol Forces.

Commander,
First Australian Minecountermeasures Squadron.



H.M.A.S. CURLEW - REPORT OF PROCEEDINGS -
9TH - 31ST DECEMBER, 1970

(All times Zone K (-10))

Sir,

I have the honour to report the proceedings of HMAS CURLEW under my command for the period 9th to 31st December, 1970.

INTERMEDIATE DOCKING

2. At the beginning of the period, CURLEW was lying in the OUTER CAPTAIN COOK DOCK.

3. For three days, work was undertaken by dockyard staff to progress Planned Maintenance and make good reported defects, principally:-

(a) An investigation to determine the cause of excessive water entry into the tiller flat. It is felt that this ingress may be due to the rudder tubes working in the hull but no time was available for extensive examination. The tube glands were re-packed and since undocking, no increase in the water level has been noticed.

(b) An examination of extensive aluminium hydroxide corrosion in the Dome Space. A full inspection was deferred due to the need to remove the Echo Sounder Transducer, and time was not available.

4. The dock was flooded on Friday 11th December, but CURLEW did not undock until 0930 Tuesday 15th after which the ship proceeded to berth port side to on HMAS IBIS at HMAS WATERHEN.

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- 2 -

5. Of the defects listed for attention in the period, approximately 60% were completed.

LEAVE PERIOD

6. The First leave party was despatched on Monday 14th December..

7. At 1230 on Thursday 17th, CURLEW slipped and proceeded to the vicinity of GARDEN ISLAND where she was taken in hand by a pilot and docked in OUTER CAPTAIN COOK DOCK at 1300.

8. The ship remained in dock until Tuesday 22nd, during which time the corrosion in the Dome Space was treated. On that date, CURLEW undocked and was moved cold to HMAS WATERHEN, securing portside to on HMAS HAWK at 1130.

STATE OF THE SHIP

9. Further trials on the Air Conditioning Plant were conducted on Thursday 31st. The plant gave some trouble during the day but tests and readings were completed and the results will be reported separately when available.

10. Upper deck maintenance continues at a rate slowed by the lack of hands on board at this time.

HEALTH, WELFARE AND MORALE

11. One officer and one sailor were admitted to BALMORAL NAVAL HOSPITAL suffering from Rubella. This infection has not spread any further.

12. Morale has been satisfactory.

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



(R.S. BLUE)
Lieutenant Commander, RAN
COMMANDING OFFICER

Enclosures. Appendices: 1, 2 and 3

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ENCLOSURE TO H.M.A.S. CURLEW LETTER 1/16/1 OF
4TH JANUARY, 1971

Appendix 1

Miles steamed during month (9th-31st)	5.0
Miles steamed since commissioning	18266.11
Hours underway during period	$1\frac{8}{60}$
Hours underway since commissioning	$15462\frac{17}{60}$

Appendix 2

No minehunting or minesweeping was conducted in the period.

Appendix 3

No organised sport was played during the period.

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