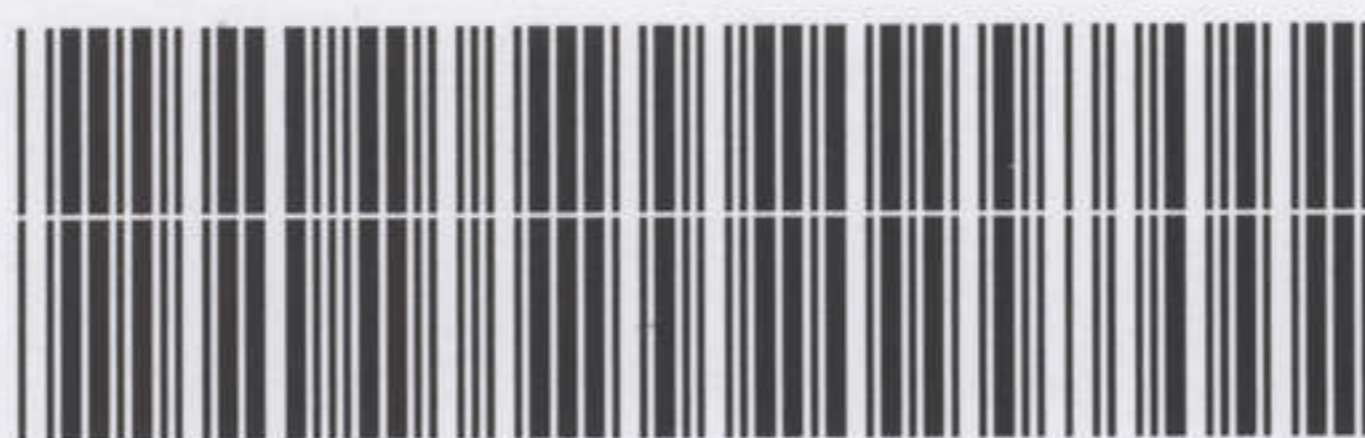


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS DERWENT**

**Item number: 98/2**

**Title: January 1966 - December 1967**



AWM78-98/2



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DEPARTMENT OF THE NAVY

18-206-910

MINUTE PAPER

HMAS Derwent

Report of proceedings Jan 67

AS(NS) 12/24

D of O

DCNS 11/13

1NM 11/13

2NM 11/13

3NM 11/13

4NM 11/13

2 SEG

FAS(EG)

FAS(FM)

C of S 11/13

LPR

AS(NS) (N5) 11/4

Registrar

*copy referred to JAG for comment  
paras 14, 15(b)*

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

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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NAVY—CANBERRA		
18	206	910

HMAS DERWENT - REPORT OF PROCEEDINGS - JANUARY, 1967

(HMAS DERWENT letter 910/07 dated 7th February, 1967.)

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II

A.F. 17/25/3

The Secretary,  
Department of the Navy.

1. Forwarded.
2. With reference to paragraph 15(d), the Gyro Compass Pattern 5005 will be exchanged during the next availability.

*RP*  
REAR ADMIRAL.

*53/2*  
Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

*5/2*  
20 FEB 1967

PW.

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ROYAL AUSTRALIAN NAVY

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1A

REF. NO. 910/07.

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

7 FEB 1967

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

(Copy to:- Captain (F) First Frigate Squadron.)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - JANUARY 1967  
ALL TIMES - 10K

Reference:- A.F.L.R. 4.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT for the month of January 1967.

2. Until Monday 23rd January, DERWENT remained alongside Garden Island carrying out self maintenance and giving leave to ship's Company. The ship was open to the public on Sundays 15th and 23rd January, but a disappointing total of only 185 visitors came onboard.

3. I proceeded on Leave from 4th to 16th January. With three of my Officers I attended a Mess Dinner in H.M.A.S. MELBOURNE to dine out your Predecessor Rear Admiral VAT SMITH C.B.E., D.S.C. on the evening of Wednesday 18th January. On Friday 20th January I attended the change over ceremony, at Garden Island, on your taking command of the Australian Fleet.

4. A large proportion of the Ships Company was posted during January. This included a number of senior sailors who had originally commissioned the ship, among them were the Coxswain, C.E.R.A., C.R.S., and PORP, in charge of the Operations Room.

5. At 0830 Monday 23rd January, DERWENT cast off from Cruiser Wharf and proceeded to No. 2 buoy. During the forenoon the ship embarked ammunition including her Ikara missile outfit.

6. With H.M.A.S. QUEENBOROUGH in company DERWENT slipped at 1300 and proceeded to sea, making a rendezvous with H.M.A. Ships SYDNEY and VENDETTA at 1545, having carried out independent exercise and A.A. tracking en route.

7. Apart from detaching for a 4 hour jamming serial during the night, DERWENT remained in company carrying out exercises which included manoeuvres, RAS approaches, and rapid open fire exercises at flare targets, until 1230 Tuesday 24th January. DERWENT then detached for a surface shoot at a Williams target. This shoot was hampered by intermittent rain but was successfully concluded at 1500 when course was set for Jervis Bay where the ship anchored at 1900 Tuesday 24th January. Opportunity was taken to exercise divers during the night.



.....2/

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(B)

8. Anchor was weighed at 0700 Wednesday 25th January and in company with QUEENBOROUGH the ship proceeded to sea to continue working up. Exercises during the day included A.A. firing and tracking, mortar firings, helicopter control, and an EW exercise with QUEENBOROUGH as she proceeded on passage to Stanley.

9. Identities were exchanged with the Swedish Cadet Training ship ALVSNABBEN at 0730 Wednesday 25th January as she carried out independent exercises en route to Sydney.

10 DERWENT entered Jervis Bay at 1800 Wednesday 25th January to embark members of RANTAU for self noise trials which were conducted outside Jervis Bay throughout the night.

11. In poor visibility sea check firings and sonar calibrations were carried out in Jervis Bay throughout the forenoon of Thursday 26th January. Due to the bad weather conditions, other serials, including demolition training and helicopter winching demonstrations, were cancelled. The ship anchored at 1130 and throughout the afternoon RANTAU continued with the sonar trials. Opportunity was again taken to exercise divers, and a small craft boarding exercise was also conducted during the afternoon.

12. The ship weighed anchor at 0500 Friday 27th January, and proceeded to Sound Range in the Bay. Ranging completed, DERWENT proceeded to Sydney carrying out a quarterly full power trial en route. DERWENT secured alongside Chowder Bay to fuel at 1330. Berth was shifted to alongside H.M.A.S. HOBART at 1540 where the ship remained for the Australia Day Long Weekend.

13. At 0930 Tuesday 31st January the ship was moved cold to No. 4 buoy. Ammunition was embarked in the forenoon and a compass swing carried out in the afternoon.

MARINE ENGINEERING STATE:

14. For the major part of the month the department was undergoing a leave and Long Self Maintenance period. A satisfactory basin trial of all machinery and boilers was completed on 19th January. Boilers and machinery operated satisfactorily between 23rd to 27th January <sup>AWP</sup> steaming trials at 2/5 and 4/5 power were carried out. Maximum speed maintained was 27 knots giving a shaft horse power of 25,790 at 213 RPM's. No attempt to obtain higher power was made due to the fact that the Main Feed Pump Governor and starboard boiler feed regulator appeared to be sticky in operation. These items have since been stripped and examined and now appear satisfactory. During the long self maintenance period a number of URDEFS were completed by Dockyard and Ships Staff, mainly renewal of firemain piping and the forward diesel generators exhaust spray system pipes. The superheater access plate fastenings of both boilers' baffle walls were also renewed. Both boilers were satisfactorily water pressure tested on completion. On completion of external cleaning the Fleet Maintenance Party Bricklayers repaired the brick work and plastic chrome ore of both boilers as found necessary. Full use was also made of T.C.V. Colac's brief stay to clean the machinery space bilges. The prompt supply of signalled demands for some Naval Stores and machinery spares items during the work up week has been much appreciated.

.....3/

WEAPON & ELECTRICAL ENGINEERING

(a) 4.5. Mk 6\* Mod 1 Mounting

Despite concerted effort by both Dockyard and Ships Staff the recovery of the Training Motion continues to be unsatisfactory. It is anticipated that further investigations by Garden Island Dockyard will be undertaken during the self maintenance period commencing 25th February.

(b) Radar Type 903

Lack of spares for Test Patt 67102 has precluded Metrastests and consequently performance checks on this radar. An URDEF was raised to bench test the Transmitter/Receivers at Dockyard Radio Centre Leichardt.

(c) Jammer Type 667

Modifications to the air conditioning trunking, which supplies the transmitter cabinets for this set, extended into the setting to work period. The ship sailed on the 23rd without the set fully operational. Dockyard have completed setting to work over the Australia Day Holiday Weekend, 28th 30th January.

(d) Main Gyro Patt 5005

The gyro was run during the leave self maintenance period. Two cases of transient errors with five degree high readings were observed with the ship alongside. An URDEF was raised. A thorough investigation by Garden Island Dockyard could not ascertain the cause of this failure. The unsatisfactory history of the fitted Patt 5005 highlights the unreliability of these compasses.

(e) Ship Alongside Cable

This cable burnt out on the night of January 14th. A separate report has been submitted. Rewiring will be completed by Dockyard during the self maintenance period starting on the 27th February.

16. The health of the ships company throughout the month was satisfactory.

17. The morale of the ships company is good.



(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.  
CAPTAIN.

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10

APPENDIX I  
DETAILS OF STEAMING

(a) Miles steamed. 921.2  
(b) Total miles steamed since commissioning. 110,521.0  
(c) Hours underway. 67 Hrs 35 mins  
(d) Total hours underway. 7,986 Hrs 39 mins  
(e) Occasions for exceeding economical speed.

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIS/TON</u>	<u>AV SPEED</u>	<u>REASON</u>
23rd January	5	1.9	8.6	17.4	Exercise requirement
24th January	10	2.2	7.75	18.9	"
25th January	3	1.6	9.5	15.7	Self noise trials
26th January	2	1.8	8.7	17.1	"
27th January	6	2.9	6.6	21.0	Sound Ranging and Quarterly full power trial.

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(1E)

APPENDIX II  
EXERCISES AND TRAINING

23rd January	Action Stations, AATX, OOW Manoeuvres Seaboat, SPX(B), RIX, EWX 41, EWX 57, BKX, MKX.
24th January	Screenex, RAS approaches, ROFX SPX(B), RIX SUTF Diving Exercise BKX MKX
25th January	(2) AATX Light/Live Motar firings (2) CASEX B10 EWX 42/57 AAMRF Seaboat Action Stations BKX MKX
26th January	Small craft boarding exercise Diving Exercise BKX MKX
27th January	BKX MKX

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APPENDIX III  
MOVEMENTS AND EMPLOYMENT

Sunday 1st January - Monday 23rd January. Alongside Garden  
LSM and leave period.

Monday 23rd January - Friday 27th January. Sydney/J.B. Area work  
up.

Friday 27th January - Tuesday 31st January. Sydney.

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APPENDIX IV  
REPORT OF A/S WEAPON FIRING

Reference:- ABR 5016 Appendix 29A Clause 7.

- (a) Wednesday 25th January 1967.
- (b) 1135 K
- (c)  $35^{\circ} 14' S$   $150^{\circ} 56' E$

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.931

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*Feb '67*  
Report of proceedings

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AS(NS) (N5)

*Laugh 24/4/67*

Registrar

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

- NOTES: (A) This report should be dealt with and passed on promptly.
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*Chamberlain*  
*for information*  
*Sh*  
*12/4/67*

*Sh*  
*14/4/67*

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*4/10/4*

*11/3/67*

NAVY—CANBERRA

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23 MAR A.M.  
REPORT OF PROCEEDINGS — HMAS DERWENT — FEBRUARY 1967

NAVY REGISTER  
(HMAS DERWENT's 910/07 of 3rd March, 1967)

II

A.F. 17/25/3

The Secretary,  
Department of the Navy.

1. Forwarded.
2. The Weapons and Electrical Engineering defects mentioned in the Report were rectified during the Self Maintenance Period (27th February - 6th March). The old Pattern 5005 Compass has been replaced by a tested, serviceable unit and it is hoped that this exchange will eradicate the previously persistent unserviceability.
3. It is pleasing to note the creditable performance of HMAS DERWENT in her capacity as a communications link at Hobart.

*RPuk*

REAR ADMIRAL

*ASD 29/3*  
Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

*ASD 21/3*  
21 MAR 1967  
VP

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

**CONFIDENTIAL**IN REPLY  
QUOTE No. 910/0717/25/3  
15H.M.A.S. DERWENT,  
at Sydney.

3 MAR 1967

REPORT OF PROCEEDINGS - HMAS DERWENT - FEBRUARY 1967

Sir,

I have the honour to submit the report of proceedings for HMAS DERWENT for the month of February 1967.

2. At the start of the month DERWENT was secured to No. 4 Buoy, Sydney. Due to heavy seas and high winds caused by Cyclone Dinah, the surface firings scheduled for Wednesday 1st February were cancelled and DERWENT remained in harbour.
3. Eleven Midshipmen (Undergraduates) embarked for a days familiarisation in the morning. At 1245 Wednesday 1st February, an Operation Awkward Demonstration, followed by instructional films, was given to the ships company by Clearance Diving Team 2 from HMAS RUSHCUTTER.
4. At 0830 Thursday 2nd February, DERWENT slipped from No. 4 Buoy and proceeded to sea making a rendezvous with the French Frigate ENSEIGNE DE VAISSEAU HENRY (Capitaine de Frigate J.L. HERBERT) off Sydney Heads. After an hours AA tracking, OOW manoeuvres and RAS approaches were carried out between the two ships. These were climaxed with a Jackstay transfer during which the exchange of national beverages took place. I am pleased to report that I seemed to come off much the better in the exchange. Medium range gunnery firings were carried out during the afternoon, on completion of which E.V. HENRY detached to anchor in Jervis Bay. DERWENT remained at sea carrying out Naval Gunfire Support Firings until 1845 Thursday 2nd February, when she anchored in Jervis Bay. During the night No. 2 CDT carried out an Operation Awkward on HMA Ships SYDNEY, DERWENT and QUEENBOROUGH. The attack was successfully thwarted onboard, as all divers were detected approaching the ship.
5. In company with E.V. HENRY and QUEENBOROUGH, DERWENT weighed anchor at 0700 Friday 3rd February and proceeded to sea. On clearing harbour E.V. HENRY was detached, while DERWENT carried out a Seacat firing at PTA's launched by QUEENBOROUGH. This was followed by an AA Medium Range Firing. During the afternoon a most realistic FARSEX and impressive MAX were carried out. A rendezvous was then made with E.V. HENRY and all ships proceeded to Sydney where DERWENT secured to No. 2 Buoy at 1730.

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

(Copy to: The Captain (F),  
First Frigate Squadron.)

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6. During the exercising with E.V. HENRY, opportunity was taken to exchange an Officer and a cook for a days experience. My Leading Cooks verdict on his day in the Frenchman was that he had learnt more about cooking than in his previous seven years in the Navy. Three Officers were also exchanged for dinner whilst at anchor in Jervis Bay, to a man they agreed with the Leading Cook. No serious difficulties were encountered whilst working with E.V. HENRY. Provided groups from ATPI(A) Vol. 2 were used language barriers presented no problem and my overall impression of the ship was one of efficiency. During the AAMRF which was carried out in company with her it was observed that she maintained a high rate of accurate fire from her 3.9 inch mountings. It is of interest that she used T.M. shell only for the firing although it is understood V.T. shell is carried onboard.
7. DERWENT was flagship for the RANSA regatta on Saturday 4th February. Approximately 60 people watched the races from the forecandle in perfect sailing weather.
8. DERWENT slipped from No. 2 Buoy at 0830 Monday 6th February and in company with HMAS VENDETTA proceeded to sea. OOW manoeuvres were carried out on clearing the heads until a rendezvous was made with HMAS HOBART and QUEENBOROUGH at 1030 for EW exercises. During the afternoon DERWENT successfully took QUEENBOROUGH in tow. Further EW exercises were conducted with HOBART and VENDETTA until 2130 when HOBART detached. After remaining in company with VENDETTA overnight, DERWENT detached at 0600 securing alongside Garden Island at 0700 Tuesday 7th February.
9. At 0840 Wednesday 8th February, you embarked with your Flag Lieutenant. The ship then cast off and proceeded to sea, embarking a small quantity of ammunition off Clark Island.
10. Due to the state of emergency declared in Tasmania as a result of the tragic bushfires, DERWENT was ordered to proceed to Hobart with all despatch and speed was increased to 28 knots after clearing Sydney Heads. You disembarked by helicopter at 1115 to HMAS HOBART.
11. Whilst passaging south an AA tracking exercise was conducted off Jervis Bay. Preparations to meet the emergency were started onboard with stock being taken of assistance that could be offered. Additional portable radio equipment was transferred by helicopter from NAS Nowra. Good progress was made until 2030 when rising seas necessitated reducing speed to 20 knots for six hours. However as conditions improved speed was again increased to 28 knots. A heavy smoke haze covered the whole of Southern Tasmania reducing visibility to about a mile, and obscuring from sight both banks of the Derwent river which had to be navigated blind.
12. DERWENT berthed at North Elizabeth Pier at 1100 having completed the passage in 26 hours, and immediately offered to assist as required.
13. P. At 1600 I attended a meeting chaired by the Right Honourable ~~Mr.~~ J. HOWSON, Minister for Air, who had been appointed by the Prime Minister as the Federal Minister for Tasmanian Bushfire Relief. The meeting was attended by Government, Service, and Civic Authorities and actions to alleviate the difficulties of fire victims and prevention of further outbreaks of fire were discussed.

...../ 14.

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14. Consequent upon communications from Hobart being severely disrupted, DERWENT had been ordered to assist as required. Communications were established with NOIC TAS on Coastal Common at 2030 Wednesday 8th February and all his traffic cleared. DERWENT then maintained watch on Coastal Common, passing traffic as required. At 0600 Thursday 9th February an On Line Mobile Fixed Service was established with Canberra Naval Radio Station in anticipation of heavy communication link traffic.

15. On arrival in Hobart it was found that all Defence communications had been disrupted since the Army lines were cut. GPO facilities had been restored but heavy telegram commitments due to the disaster had produced long delays, necessitating the GPO to clear telegrams by hand via commercial airlines to Melbourne. DERWENT immediately assumed guard for all Defence authorities and acted as a communications link for Defence and some Ministerial traffic. The GPO declined assistance. An external COMCEN was established in the operations room onboard to handle this traffic. A considerable number of back log signals were delivered by the Army who ran a continuous messenger service to the ship. However by late pm Thursday 9th February, DERWENT had cleared all outstanding Defence traffic. From then on the system was not used to more than 20% capacity except for one period when the Army, having once restored their severed communications cable, were thwarted yet again when a cow ate the temporary repairing splices. By Saturday 11th February little traffic was passed through DERWENT and the fixed service was finally terminated on Monday 13th February when all authorities concerned expressed their deep gratitude for the facilities provided. At no time had the ships full potential as a communications link been put to the test.

16. The devastation and misery of the fire had to be seen to be believed. Whole rows of houses were destroyed in places while amid the ruins a single frail house, that had miraculously escaped the fury, would still be found untouched. In other places one side of a street completely destroyed, whilst the other remained untouched. Scorched countryside was to be seen everywhere, with small pockets of stock trying to find food amongst still smouldering logs.

17. After news of DERWENT's arrival in Hobart was known many requests for assistance were received including a number of unnecessary ones. It was therefore decided that all calls for assistance would only be answered when received through the civil defence headquarters ashore. Fifty sailors were landed to assist in fighting fires at Kempton on Thursday 9th February whilst 20 others proceeded to Sorell. Others were employed in sorting out relief stores in town. Other aid given included providing cut lunches for firefighters and soap and essentials for refugees who had gathered at the Town Hall.

18. At 2330 on Thursday 9th February a group of 16 sailors departed by trawler for Tasman Island, a 6 hour passage, where after a rough passage they scaled the 900 foot cliffs with extinguishers to extinguish the remains of a fire that had swept the island. Before returning to Hobart at 2100 the following day they repaired the burnt out rails of the haulage way (which is the only means of receiving stores on the island). During Friday 10th February 40 sailors fought fires around Hobart while 30 others assisted civil, Army and RAAF authorities in organising and sorting out the vast amount of relief stores which were flooding into the city.

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19. DERWENT was joined in Hobart on Saturday 11th February by HM Submarines TRUMP and TABARD who joined in giving further assistance during the weekend.
20. Over the remaining three days, small groups of fire fighters were sent to assist in putting out the many small fires still burning. On Monday and Tuesday 13th/14th February technical and manual assistance was given by 20 sailors in conjunction with Army personnel, in laying two miles of PVC 4 inch pipeline at Snug where fire had virtually destroyed the town, and a rehabilitation programme had been activated to accommodate the victims temporarily on the towns recreation grounds.
21. On Friday 10th February I called on the Governor of Tasmania, Lieutenant General Sir Charles GAIRDNER K.C.M.G., K.C.V.O., K.B.E., C.B., Hon D. Lit., and the Right Honourable Lord Mayor of Hobart, Alderman Basil OSBOURNE, C.B.E.
22. All official and informal functions arranged for the visit to Hobart were cancelled. However the ship was opened for public inspection on Saturday and Sunday 11th/12th February when approximately 2,000 people looked over the ship. Leave was not restricted, and it was pleasing to see the sailors voluntarily forfeiting their own time to assist in civil aid. This assistance was greatly appreciated by the local authorities. Messages, letters and verbal expressions of gratitude were received from many people including the Governor and Lord Mayor. Copies of some of these are enclosed.
23. Sunday 12th February was HMAS VOYAGER Memorial Sunday and a Memorial Service was held onboard. At the request of the Roman Catholic Archbishop of Hobart, The Very Reverend D.L. YOUNG, a large body of Naval Personnel from the three ships in harbour attended a combined VOYAGER/Bushfire Victim Memorial Mass at St. Marys Cathedral. Again at the Archbishops invitation I read the Lesson at this service.
24. After discussions with the local authorities I decided to sail for Devonport as planned and berth was shifted to fuel at MacQuarie Oil Wharf at 0800 Wednesday 15th February. DERWENT then cast off and proceeded to sea at 1100 exercising seaboats and man overboard until 1600 when course was set to rendezvous with TABARD at 0200 Thursday 16th February off the East coast of Tasmania.
25. Joint exercises were conducted with TABARD until 1600 Thursday 16th February, when course was set for Devonport where DERWENT berthed at 0700 Friday 17th February alongside the north end Overseas Wharf. TABARD secured at the south end shortly after.
26. Accompanied by the Captain of TABARD, I called on the Warden of Devonport, Mr. P. WILLIAMS and Master Warden of Marine Boards, Mr. J.A.G. O'DEA during the forenoon. Return calls were paid later in the day onboard DERWENT. I entertained Senator D. DEVITT to luncheon onboard. In the evening an official reception was held onboard for 120 citizens from the local district.
27. Timed to coincide with the local Dahlia Festival, the Devonport visit proved most popular. 7,500 people inspected the ship over the weekend. Organised sport, including cricket, soccer, basketball, water polo and golf were played, and many of the ships

...../ company

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[Signature]

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company accepted invitations to dinner and tours of the district.

28. Having transferred selected sailors and Midshipmen to TABARD, DERWENT and TABARD proceeded to sea at 0830 Monday 20th February. TABARD then detached and course was set to rendezvous with SUPPLY in the Sydney/Jervis Bay exercise area. Seaboats, man overboard, and damage control exercises were carried out enroute.

X 29. At 1045 Monday 20th February I had the pleasure to read and present a Certificate of Queens Commendation for Bravery to LSCD A.L. INGHAM, R59380.

30. A rendezvous was made with SUPPLY south of Sydney on Wednesday 22nd February and throughout the day RAS approaches and hookups were carried out. HMAS HOBART joined at 1600 and both ships then refuelled from SUPPLY. DERWENT remained in company with HOBART throughout the night carrying out EW and AIO exercises.

31. For the remainder of the week DERWENT exercised with SUPPLY and HOBART. These exercises included EW, RAS Astern practice approaches, gunnery tracking and firings and CASEX's with HOBART and TABARD.

X 32. At 1800 on Friday 24th February the Hull outfit 15 compartment was found flooded to a depth of about two feet above the footplates (DERWENT 241325Z refers) with fresh water. The compartment was immediately pumped dry and no damage resulted. The cause of the flooding was found to be in the Main Suction Line compartment Valve where several foreign bodies had lodged in the valve seat thus preventing full closure of the valve.

X 33. At 0930 Saturday 25th February due to an accident to a sailor onboard (DERWENT 250040Z Notal refers), DERWENT detached and proceeded to Sydney with despatch, securing alongside VENDETTA at 1100 where the sailor was transferred by ambulance to HMAS PENGUIN.

34. DERWENT remained alongside for the remainder of the month carrying out self maintenance.

35. Marine Engineering State

Main engines, boilers and auxiliary machinery have operated satisfactorily throughout the month.

On passage to Hobart, 8th/9th February, a speed of 28 knots was maintained for the major part of the trip giving the main engines, boilers, and associated auxiliaries a thorough work out. An average shaft horsepower of 27,200 was maintained throughout the passage.

No major defects have occurred during the month, though we are still being plagued by annoying failures of firemain and other salt water cooling service systems pipe work.

? Due to the fact that the ship has no Medical Officer the majority of the month has been spent without the CERA to control the Department and a sterling job has been done by ERA1 L.J. PARKINSON, R53212 as acting CERA in running and maintaining the Department during his absence.

...../ 36.

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36. Weapon and Electrical Engineering State

In general the state of equipment performance and reliability during the month has been abysmal. No specific reasons can be found for this but it is thought to be a temporary situation brought about by:

- (a) A changeround of Maintenance personnel during the recent Self Maintenance Period.
- (b) Unsatisfactory or incomplete rectification of previous defects by the Dockyards.
- (c) A shortage of spares of some types.

The Department began the month with a backlog of Ships Staff Planned Maintenance Routines due to the leave period during late December and January. The assistance given to fire relief work in Hobart precluded the making up of this backlog.

Recurring defects from the January Self Maintenance Period affected the 4.5 Mk. 6 turret; the Pattern 5005 Gyro Compass; the 667 EW Outfit and the Ship Alongside Supply Cable. These had all been raised as Urdefs but despite work by the Dockyard they had either not been completed or became defective again subsequently.

Other major defects which appeared during the month have been: Radar 903 and MRS 3 Tracking Loop; AFCB 10 Angle Solver; C2 Diesel Generator; AN/SQS 504 Towed Body and Ikara Test Source Magnetron. Urdefs have been raised for all these defects and it is understood that they will be completed during the present Self Maintenance Period.

There has been an annoying number of minor to moderate defects on Weapon Systems during the month, notably on the A/S Mortar Mark 10 System. Some of these defects have been compounded by lack of spares, particularly with Ikara. The response of Captain of the Port, Sydney to signalled demands has been good.

Manufacturers representatives from Mullards (MEL) arrived on 27th February to carry out modifications to the UA 8/9 EW equipment. It is hoped that these modifications will result in greater reliability and performance. Opportunity will be taken while they are onboard to update BR's and Drawings, and to identify pattern numbers of components in areas which have proved troublesome in the past.

Training of sailors has been curtailed by the requirement to rectify defects and carry out Planned Maintenance, both of which have led to an abnormally high work load being placed on the Ships maintenance personnel.


37. I addressed the ships company on the subject of security in accordance with AF Memorandum 6/66 during the month.

38. The health and morale of the ships company throughout the month has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

  
(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.  
CAPTAIN

**CONFIDENTIAL**

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REPORT OF PROCEEDINGS - HMAS DERWENT - FEBRUARY 1967

14

APPENDIX I

DETAILS OF STEAMING

- (a) Miles steamed 3,273.0  
(b) Total miles steamed since Commissioning 113,794.0  
(c) Hours underway 235 hrs. 06 mins.  
(d) Total hours underway 8,221 hrs. 45 mins.  
(e) Occasions for exceeding economical speed:-

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV SPD.</u>	<u>REASON</u>
2nd	3	2.2	7.8	18.8	Exercise requirement
3rd	2	1.9	8.6	17.9	" "
6th	5	2.25	7.7	19.1	" "
8th	15	5.0	5.2	24.8	Passage to Hobart (ACNB 072257Z)
9th	11	5.2	5.0	25.1	" "
16th	7	1.6	9.0	16.3	Exercise requirement
22nd	8	2.1	7.9	18.6	" "
23rd	1	2.05	8.1	18.4	" "
24th	3	1.7	9.1	16.8	" "
25th	3	2.2	7.8	18.0	" "

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APPENDIX II

EXERCISES AND TRAINING

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>A.I.O.</u>	<u>E.W.</u>	<u>COMMS.</u>	<u>MISCELLANEOUS</u>
1st February		Operation Awkward Demonstration		EWX 57	TTX (2) MKX	
2nd February	AATX, AAMRF, NGSCX, NGSF.	Operation Awkward	HSPX			OOW Manoeuvres, (2) Heaving Line Transfers.
3rd February	Seacat Firings, FARSEX AAMRF, MAX, ADEX.		CLAPEX			
6th February	RIX		SPX(B)	EWX 43, 57, 58.		OOW Manoeuvres, Action Stations, TOWEX, Seaboard, Man overboard. Action Stations.
8th February	AATX				(2)MKX	Seaboard, Man overboard, Action Stations.
15th February	(2)RRX	Light Mortar Firings	Voice Procedure		(2)MKX TTX	
16th February		Casex A16, A15, A4/5, Light Mortar Firings.	CLAPEX Rel Vel			
17th February	(2)RRX		Rel Vel		(2)MKX	Seaboard, Steering Breakdown, Man overboard.
20th February	(2)RRX	Light Mortar Firings.			(2)MKX TTX	OOW Manoeuvres, Man overboard, Steering gear Breakdown, NBCDX, Action Stations.
21st February	RRX	METRATEST	CLAPEX			
22nd February	RIX, RRX		SPX(B)	EWX 42, 91	MKX, MTX, TTX.	(9) RAS Approaches and Hookups, Jackstay Transfer, RAS, OOW Manoeuvres.

(30)

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<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>A.I.O.</u>	<u>E.W.</u>	<u>COMMS</u>	<u>MISCELLANEOUS</u>
23rd February	NGSCX, AATX ADEX, (2)RRX.		ARRX	EWX 91	MKX, MTX	Heaving Line Transfer, Steering Gear Breakdown. (2) RAS Astern Hookups, Seaboats, OOW Manoeuvres, (2) RAS (Night) Approaches and Hookups.
24th February		Casex A4/5, (2)C1	Radar Calibration	EWX44	(2)MKX	RAS.
25th February		Casex B1				
27th February						
28th February					NAVCOMEX 402.	

Notes:

1. Ordinary Seamen received 4 hours branch instruction and 1 hour general instruction each week.
2. Midshipmen training continued.

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11

REPORT OF PROCEEDINGS - HMAS DERWENT - FEBRUARY 1967

APPENDIX III

SPORT

Friday 17th February	Basketball v Devonport Lost 29 - 67
Saturday 18th February	Water Polo v HMS TABARD Drew 6 - 6 Volley Ball v Devonport Won 2 - 1 Soccer, DERWENT/TABARD v Devonport Won 5 - 3
Sunday 19th February	Cricket v Devonport Lost 110 and 112 - 191

In addition many ships company played golf in Hobart and Devonport.

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- C O P Y -

MUNICIPALITY OF KINGBOROUGH

1933

10

Council Chambers

Kingston,

20th February 1967.

Tasmania

EMD:OC

Commander J. Woolrych,  
H.M.A.S. Derwent,  
C/o G.P.O.,  
HOBART.

Dear Commander,

I wish to convey to you my sincere appreciation of the splendid assistance afforded by your ship's company in this district during your stay in Hobart.

In our particular case your men helped the Army squads allotted to us in laying an emergency water pipe line to the worst hit area, as well as other work I am not conversant with in detail.

Yours sincerely,

(E.M.Dollery)

CHAIRMAN

KINGBOROUGH MUNICIPAL COMMISSION

Brigadier E. M. Dollery, M.V.O., O.B.E., M.C.

- C O P Y -



- C O P Y -

9

TASMANIA POLICE  
CENTRAL CONTROL  
TOWN HALL - HOBART

COMMISSIONER'S OFFICE,  
HOBART.

CIVIL RELIEF & REHABILITATION

20th February 1967.

The Commanding Officer,  
H.M.A.S. "Derwent",  
C/- G.P.O.,  
SYDNEY.

Sir,

On behalf of the Tasmanian Emergency Civil Relief and Rehabilitation Committee, may I express my sincere thanks for the efforts of your ship's company in rendering assistance whenever called on during our recent State Emergency.

The willingness, enthusiasm and assistance to people in our stricken areas, given by the Navy will long be remembered.

Yours faithfully,

(K. B. Hocking)  
CONTROLLER.

- C O P Y -

AS 1520 D

St 1710

(Rev. 1964)

UNCLASSIFIED

*P*

R 150146Z  
FM NOIC TAS  
TO DERWENT

BT

UNCLAS THE FOLLOWING MESSAGE ADDRESSED COMMANDER WOOLRYCH OFFICERS  
AND SAILORS HAS BEEN RECEIVED ON BEHALF OF US ALL IN SOUTHERN TASMANIA  
I WOULD LIKE TO THANK YOU AND YOUR SHIPS COMPANY FOR ALL YOUR EFFICIENT,  
WILLING AND UNASSUMING WORK IN ASSISTING US DURING THE BUSHFIRE CRISIS  
SIGNED CHARLES GARDNER

BT

150146Z FEB 67

DIST - STD

Y45

PL

TOR - 0155Z

NLC

15/2/67

AS 1320 D

(Rev. 4)

St 1710

UNCLASSIFIED

7

R 150300Z

FM NOIC TAS

TO DERWENT  
TABARD  
TRUMP

INFO ACNB  
FOCAF

BT

UNCLAS THE FOLLOWING MESSAGE RECEIVED FROM LORD MAYOR HOBART.  
QUOTE REGRET CIRCUMSTANCES DID NOT ALLOW ME TO MEET YOU ALL  
PERSONALLY AND MAY I THANK YOU FOR A JOB SO WELL DONE UNQUOTE

BT

//150300Z FEB 67

DIST : STD X2 SCNB(2)

Y45

P/L

TOR. 0311Z

PCLR

15FEB67

SECRET

910/007

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

3 APR 1967

REPORT OF PROCEEDINGS - HMAS DERWENT - MARCH 1967

(All times Kilo)

Sir,

I have the honour to submit the report of proceedings for HMAS DERWENT for the month of March 1967.

2. At the beginning of the month DERWENT was alongside Garden Island, where she remained until Monday 6th March carrying out self maintenance.
3. At 0900 Wednesday 1st March the new Australian Naval Ensign was hoisted onboard.
4. Together with three of my Officers, I attended the Ikara Tactical Study Period at HMAS WATSON between Wednesday 1st and Friday 3rd March.
5. The ship was opened to the public on Sunday 5th March when 95 visitors inspected the ship.
6. At 0815 Monday 6th March DERWENT cast off from Cruiser Wharf and proceeded to No. 2 buoy to embark ammunition. DERWENT slipped from No. 2 buoy at 1118 and proceeded to sea. After completing a surface firing the ship returned to Watsons Bay, where, the WILLRANEL target was taken in tow. On completion course was set for the Jervis Bay Exercise Areas.
7. A separate report is being forwarded on the performance of the WILLRANEL target which generally was most satisfactory.
8. A rendezvous was made with HMAS QUEENBOROUGH at 0530 Tuesday 7th March and the WILLRANEL target slipped and rigged ready for Ikara firing. After a frustrating four hours of minor faults and difficulties, an Ikara missile was fired at 0955. Although successfully launched, the missile failed in flight and crashed into the sea, breaking up on impact. All further exercises for the day were cancelled and DERWENT, assisted by aircraft from NAS Nowra, was ordered to search the area until 1730, when she proceeded to Jervis Bay, anchoring at 2000. QUEENBOROUGH assisted in the search until 1200 when she returned to Jervis Bay with the WILLRANEL target in tow. Although many small pieces of missile were

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

(Copy to: The Captain (F),  
First Frigate Squadron.)

...../ found in the

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found in the sea, there was no trace of the torpedo. It is felt most unlikely the torpedo could have survived the impact. (My letter 402/0017 dated 17th March refers)

9. DERWENT weighed anchor at 0830 Wednesday 8th March with 14 Cadet Midshipmen embarked. Prior to sailing all Officers had been declared out of action with food poisoning and the ship was taken to sea by the Chiefs and Petty Officers. They handled the situation most effectively. Unfortunately due to a fault in the gunnery system the NGS firing scheduled for that forenoon was cancelled and DERWENT joined QUEENBOROUGH for A/S exercises until 1600 when she returned to Jervis Bay. The Cadets were disembarked and the WILLRANEL target again taken in tow, course being set for Sydney on completion.

10. Prior to entering harbour on Thursday 9th March DERWENT inspected the America Cup buoy, to ascertain if the light thereon was operating. It was found to be extinguished.

11. The WILLRANEL target was slipped and taken in tow by dockyard boat off Bradleys Head and DERWENT secured to No. 2 buoy at 0835. After disembarking ammunition berth was shifted to alongside MORESBY at the Cruiser Wharf at 1015 Thursday 9th March.

12. I inspected Ceremonial Divisions onboard on Friday 10th March.

13. Saturday 11th March had been scheduled as a Family day, but due to poor weather conditions, it had to be cancelled. Many families were entertained to lunch onboard however and were shown over the ship.

14. Having embarked the Coxswains Qualifying Course, DERWENT cast off and proceeded to sea at 0905 Monday 13th March. A rendezvous was made with TABARD at 1300 for a series of A/S exercises. In addition LW02 - IFF/SIF calibrations were carried out with a Canberra aircraft. As the aircraft had unserviceable IFF/SIF, HF, and VHF, the calibrations were most unsatisfactory.

15. DERWENT continued A/S exercises in addition to gunnery tracking and firing exercises until 1640 Wednesday 15th March, when she came to anchor in Jervis Bay. During the day 11 Cadet Midshipmen were embarked for sea experience and used as the subjects of a short documentary film on the life of a Cadet.

16. Anchor was weighed at 0515 Thursday 16th March and DERWENT proceeded to rendezvous with TABARD for further A/S exercises. These were climaxed by a live mortar firing (Casex A28) at TABARD who generously offered to embark volunteers for the occasion. Few volunteers were forthcoming but three Midshipmen and two sailors were transferred after some coercion. A28 ALCA

17. On completion course was set for Sydney, where after conducting a number of runs over the measured mile, DERWENT berthed alongside VENDETTA at the Cruiser Wharf at 1100 Friday 17th March.

18. The ship remained there until Tuesday 28th March carrying out self maintenance.

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19. During the week commencing Monday 20th March together with four of my Officers and two sailors I attended the lecture phase of JUC 65 at AJASS. DERWENT was opened to the public on Sunday 19th March when 239 visitors inspected the ship.

20. Due to difficulties in the Engine Room DERWENT had to be moved cold to No. 2 buoy at 0850 Tuesday 28th March to ammunition. Ammunitioning completed the ship slipped from No. 2 buoy at 1130 and proceeded to sea. During the next three days the ship participated in the Casex Phase of JUC 65 exercising with TRUMP, units of the RAAF and 817 Squadron.

21. STUART joined for the final Casex on Thursday 30th March after which both ships proceeded to Jervis Bay, DERWENT anchoring at 2344. Apart from A/S exercises, DERWENT carried out EW exercises with TRUMP. The UA9 performed extremely well following its recent modifications. (DERWENT message DTG 290255z Mar refers)

22. In company with HMA Ships MELBOURNE, STUART and ANZAC, the ship weighed anchor at 0700 Friday 31st March and proceeded to sea. OOW manoeuvres were conducted until 0745 when DERWENT detached to carry out AA tracking and firings. DERWENT then joined STUART and participated in a plotting exercise enroute to Sydney, where the ship berthed alongside Chowder Bay at 1400 to refuel. Berth was shifted to alongside QUEENBOROUGH at the Cruiser Wharf at 1530.

23. Marine Engineering State

- (a) Main engines, boilers and auxiliary machinery have operated satisfactorily throughout the month.
- (b) Due to the safety valves actuating and superheater unloading valves sticking in the open position on both boilers during the latter stages of the lighting up period on Tuesday 28th March, a cold move to No. 2 buoy was necessary, as both boilers had to be shut down and steam pressure released to remedy the defect.
- (c) The actuating valves were dismantled, inspected, cleaned and replaced. Steam was again raised to test the valves and the lighting up procedure completed, the ship sailing without delay on completion of ammunitioning.

24. Weapon Electrical Engineering State

- (a) I am pleased to report that March has seen a great improvement in the operational availability of the Ship's equipment over that experienced during February.
- (b) Urdefs outstanding at the beginning of the month were: Type 667, Radar 903/MRS3, Ship Alongside Cable Run, C2 Diesel Generator, VDS, AFCB Mk.10, Ikara Bow Source Magnetron, and Model 28 Autosecs. Urdefs raised during the month were: MRS3 Dynamic Tester, Type 275 GDO Sight, and Theta Simulator for GWS20. Urdefs outstanding at the end of March are Type 667, Ship Alongside Cable Run, and 275 Sight.
- (c) An Indef was raised for lifting and repair of the LW02 Aerial to correct patches of corrosion.

...../ 24 (d).

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- (d) The incidence of major defects has moderated from February's exceptionally bad period. Assistance from Garden Island Dockyard Salaried Staff has helped the ship greatly in this regard.
  - (e) The Sonar equipments and AS weapons have performed well throughout the month. The VDS is the exception and this has failed repeatedly.
  - (f) The 4.5 Turret and the Recording Arrangements have not performed satisfactorily despite continued efforts by the maintenance staff.
  - (g) The completion of outstanding modifications to UA8/9 has resulted in increased performance but outstanding spares have precluded the reaching of the optimum. It is hoped that these modifications coupled with the experience gained by the maintainers from working with the manufacturer's engineers will also increase the reliability.
25. The morale of the ship's company is good and their state of health satisfactory.
26. The Welfare Committee met during the month.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd) G.J.H. WOOLRYCH

(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.  
CAPTAIN

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## REPORT OF PROCEEDINGS - HMAS DERWENT - MARCH 1967

### APPENDIX 1

#### DETAILS OF STEAMING

(a) Miles steamed 2, 612. 1  
(b) Total miles steamed since commissioning 116, 406. 1  
(c) Hours underway 119 Hrs 12 mins  
(d) Total hours underway since commissioning 8,340 Hrs 57 mins  
(e) Occasions for exceeding economical speed:-

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV SPD.</u>	<u>REASON</u>
6th	2	3.3	6.9	21.4	Exercise requirement
7th	4	2.5	7.1	19.8	" "
8th	4	2.4	7.3	19.5	" "
13th	1	2.9	6.65	21.0	" "
14th	4	1.65	9.2	16.2	" "
15th	4	1.7	9.1	17.0	" "
16th	5	1.7	9.5	16.6	" "
17th	1	1.8	8.65	17.4	" "
28th	7	1.9	8.6	17.9	" "
29th	9	1.9	8.6	17.7	" "
30th	7	1.9	8.6	17.9	" "
31st	5	2.2	7.75	18.8	" "

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<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>A.I.O.</u>	<u>E.W.</u>	<u>COMMS</u>	<u>MISCELLANEOUS</u>
16th March		Casex A15 (2) Casex A4/5 Casex B11 Casex B6 Casex A28	CLAPEX		(5) MKX NAVCOMEX 401	Helicopter Transfer Seaboat
17th March				(2) MKX (2) RRX	(3) MKX NAVCOMEX 401	Measured Mile runs
20th March					(8) MKX NAVCOMEX 401 NAVCOMEX 402 NAVCOMEX 405	
21st March					(8) MKX NAVCOMEX 401	
22nd March				EWX 91	(10) MKX NAVCOMEX 401	
23rd March				NAVCOMEX 417	(12) MKX NAVCOMEX 401	
28th March		Light Mortar Firing Casex B3 Casex C1	Casex B1	EWX 42	(8) MKX BKX NAVCOMEX 401	
29th March		(2) Casex B3 Casex A4/5 Casex C1	Casex B1	EWX 45 (2) MKX TTX		Helicopter Transfer
30th March		(2) Casex B3 Casex A4/5 Casex C1	(2) Casex B1	(2) MKX RRX MTX		Helicopter Transfer Man overboard Seaboat
31st March	AATX AAMRF MAX RIX		SPX (B)	(2) MKX	NAVCOMEX 501	OOW Manoeuvres

Note: Ordinary seamen training continued.

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REPORT OF PROCEEDINGS - HMAS DERWENT - MARCH 1967

APPENDIX II

EXERCISE AND TRAINING

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>A.I.O.</u>	<u>E.W.</u>	<u>COMMS.</u>	<u>MISCELLANEOUS</u>
1st March				(2) MKX		
2nd March			Voice Procedure	TTX MKX NAVCOMEX 402		
3rd March			Voice Procedure	EWX 91		
6th March	SUTF				(3) MKX NAVCOMEX 401	WILLRANEL TARGET TOWING
7th March	METRATEST	IKARA firing			(4) MKX NAVCOMEX 401	Seaboat
8th March	NGSCX	Casex B3 Casex A4/5 Light Mortar firing Demolition Practice		(2) MKX (2) RRX	(4) MKX NAVCOMEX 401	Seaboat WILLRANEL TARGET TOWING
9th March	METRATEST				(3) MKX (1) BKX NAVCOMEX 401	
10th March					(9) MKX (5) BKX NAVCOMEX 401 NAVCOMEX 417	
13th March	AATX	Casex A4/5	LWO2 calibration	(2) MKX	(2) MKX	Action Stations
14th March	AATX AAMRP MAX METRATEST	Casex A14 Casex A4/5 Casex B3 Casex A17	CLAPEX	(2) MKX (2) RRX		Action Stations Helicopter Transfer
15th March	AATX	Entry Screenex. Casex B1				Man overboard Seaboat Helicopter Transfer

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REPORT OF PROCEEDINGS - HMAS DERWENT - MARCH 1967

APPENDIX III

SPORT

Friday 3rd March Rugby v VENDETTA Lost 6 - 10  
Friday 17th March Rugby v SYDNEY Lost 3 - 12  
Tuesday 21st March Rugby v VENDETTA Won 3 - 0

Participation - January Nil  
February 50  
March 61

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REPORT OF PROCEEDING - HMAS DERWENT - MARCH 1967

APPENDIX IV

REPORT OF A/S WEAPON FIRING

- (a) Thursday 16th March
- (b) 1814 K
- (c)  $35^{\circ} 08' S$   $151^{\circ} 07' E$

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-997

HMAS *Derwent*

Report of proceedings *April, 1967*

*18/6*

AS(NS) *27/6*

D of O *27/6*

DCNS

*Derwent appears to have had a lot of unserviceability in equipments*

*B  
29/6*

1NM *29/6*

2NM *29/6*

3NM *5/7*

4NM *6/7*

SEC

FAS(EG) *8/7*

FAS(FM)

C of S *10/7*

DER

AS(NS) *13/7*

*(NE) 13/7*

Registrar

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

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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NAVY—CANBERRA

18 206 997

HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL, 1967

RECEIVED

(HMAS DERWENT 910/007 of 2nd May, 1967)

C 27 JUN A.M.

NAVY REGISTER

II

AF. 17/25/3

The Secretary,  
Department of the Navy.

1. Forwarded.

*RP*

REAR ADMIRAL

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

17 JUN 1967

*27/6/67*  
*[Signature]*  
*27/6*

**CONFIDENTIAL**

## ROYAL AUSTRALIAN NAVY

TELEPHONE

**CONFIDENTIAL**

REF. NO. 910/007

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

- 2 MAY 1967

REPORT OF PROCEEDINGS - H.M.A.S. DERWENT - APRIL, 1967

(All times Kilo(-10))

Sir,

I have the honour to submit the report of proceedings for H.M.A.S. DERWENT for the month of April, 1967.

2. At the beginning of the month DERWENT was alongside Garden Island.

3. In company with H.M.A.S. QUEENBOROUGH, DERWENT cast off at 0930 Monday 3rd April and proceeded to sea for the LONGEX Phase of JUCEX 65. A rendezvous was made with H.M.A.S. STUART at 1205 and H.M.A.S. SUPPLY at 1350 north of Jervis Bay. A screen was then formed on SUPPLY and the exercise commenced.

4. The LONGEX Phase was designed to exercise screening of a four ship convoy which consisted of SUPPLY and three imaginary ships in the presence of a submarine threat, (H.M. Submarines TRUMP and TABARD) and air attacks (NAS NOWRA). To accomplish this three surface ships STUART, QUEENBOROUGH and DERWENT, helicopters from NAS NOWRA, and LRMP aircraft operating from RAAF RICHMOND, were employed. The convoy was routed through set geographical positions between Jervis Bay and Montagu Island. STUART assumed duties of OTC for the first 24 hours and DERWENT for the latter period.

5. Unfortunately, due to poor sonar conditions, errors in submarine navigation, and defects occurring in TABARD, few incidents materialised. The only sonar contacts gained were on TRUMP after she had simulated a torpedo attack, and on TABARD, who, having been in an out of action state for some hours, dived for a modified Casex B3 while the convoy was in her vicinity.

6. The LONGEX terminated with an entry screen into Jervis Bay at 1300 Wednesday 5th April. After transferring records and personnel ashore for reconstruction purposes, DERWENT proceeded to sea to take part in AA tracking and EW exercises en route to Sydney in company with STUART.

7. DERWENT secured to No. 4 buoy at 0800 Thursday 6th April to embark ammunition, shifting berth alongside Cruiser Wharf at 1000, where she remained until Monday 10th April.

.... / 8

THE FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET.  
(Copy to: The Captain (F),  
First Frigate Squadron.)

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- Page 2 -

8. Together with four of my officers I attended the JUCEX 65 post exercise discussion at AJASS on Friday 7th April.

9. DERWENT was opened to the public on Sunday 9th April when 170 visitors inspected the ship.

10. At 0930 Monday 10th April DERWENT cast off from Cruiser Wharf and in company with H.M.A. Ships MELBOURNE, STUART and QUEENBOROUGH, proceeded to sea making rendezvous with SUPPLY off Sydney Heads for exercise BAYEX.

11. BAYEX consisted of a concentration of exercises to test all aspects of each ships capabilities and included both live and simulated A/S exercises, air defence, gunnery and seacatt firings in addition to seamanship evolutions, manoeuvres and EW exercises.

12. Due to a defect in DERWENT's turret only a limited number of firings were completed. However it was a pleasing and morale stirring sight to see a direct hit scored by a practice Seacat missile on a PTA target. Much of the value of the EW exercises was lost due to the defective type 667 jammer; however dockyard technicians who joined in Brisbane, were able to partly rectify the faults, and limited results were gained with the jammer on the last day of BAYEX. Details of exercises in which DERWENT participated are listed in Appendix II.

13. Strong South-easterly winds accompanied by heavy seas marred the first few days of the exercise and on Thursday 13th April the force moved into the more protected waters of Hervey Bay to continue the exercise programme. After refuelling from SUPPLY DERWENT detached at 1100 on Friday 14th April in company with H.M.A.S. STUART and proceeded to Mackay, berthing alongside STUART at Breast Wharf at 0955 Saturday 15th April. This already difficult berth was made moreso by a twenty five knot wind blowing directly off the wharf and both ships had some difficulty in berthing. A crowd of some two thousand people welcomed us to Mackay.

14. The visit was timed to coincide with the Mackay Tourist Festival. The main highlight of the festival was the procession which was led by two platoons of 100 officers and sailors from each ship. During the procession I joined the official party on the saluting dais. The appearance and bearing of the Naval contingent attracted a considerable amount of favourable comment.

15. At 1200 Saturday 15th April, accompanied by the Captain of STUART I called on His Worship the Mayor of Mackay, Mr. J. BINNINGTON. I then lunched with His Worship the Mayor and the Premier of Queensland the Hon. G.F.R. NICKLIN MN, MLA. In the evening a joint reception was held onboard STUART for 100 guests after which I attended the Festival Prestige dinner at the Hotel Whitsunday.

16. Both ships were opened for public inspection on Saturday 15th and Sunday 16th April. This proved most popular and some 8000 people from the surrounding districts visted the ships.

17. The visit was thoroughly enjoyed by the ships companies who were made most welcome by the local populace. Teams from each ship participated in a beach carnival during the afternoon of Sunday 16th April and I am pleased to report that DERWENT's team ran third in the competition behind two of the local Surf Clubs. One of my sailors, ABUC A. JONES won the Open Belt Race defeating the Queensland Junior Champion in so doing.

18. DERWENT cast off at 0855 Monday 17th April from Breast Wharf and in company with STUART proceeded to Hervey Bay, exercising en route.

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19. BAYEX continued throughout the week and on Tuesday 18th April you transferred to DERWENT by jackstay, Sir, for the Seacat firings, transferring on completion to STUART. After QUEENBOROUGH was detached on Thursday 20th April, DERWENT accompanied MELBOURNE and STUART to Brisbane, passing Caloundra at 0400 Friday 21st April and securing alongside STUART at H.M.A.S. MORETON wharf at 0900.

20. During the forenoon of Friday 21st April, in company with you Sir, and the Captains of MELBOURNE and STUART, I called on the Chief Justice of Queensland, Honourable Mr. Justice W.G. Mack, the General Officer Commanding, Northern Command, Major General T.F. Cape, CBE, DSO, MBE, the Queensland Minister for Lands, the Hon. A.R. Fletcher, MLA, and the Deputy Lord Mayor of Brisbane, Mr. Alan Walsh. I then attended an official luncheon at the United Services Club. In the evening accompanied by my officers I attended the Fleet Reception onboard H.M.A.S. MELBOURNE.

21. The ship was opened to the public on Saturday 22nd and Sunday 23rd April. Only 4,100 people looked over the ship, which was a big contrast to Mackay.

22. Again the people of Brisbane showed their warm hospitality and the stay was much enjoyed by the ship's company. My officers were entertained at functions given by the Victoria League and Royal Commonwealth Societies.

23. DERWENT cast off at 0855 Monday 24th April and in company with STUART followed MELBOURNE down the Brisbane River and out of Moreton Bay. Course was then set for Sydney and BAYEX serials continued.

24. At 0800 Wednesday 26th April DERWENT secured to No. 4 buoy to ammunition, shifting berth to alongside Garden Island at 1100, where she remained till the end of the month storing ship and rectifying defects prior to departing for the Far East Station.

25. U.S.S. EPPERSON berthed alongside DERWENT at Cruiser Wharf on Sunday 31st April.

26. During the last week of the month all officers and sailors attended security lectures given by Staff of the Director of Naval Intelligence.

27. Marine Engineering State

- (a) Main engines, boilers and auxiliary machinery have operated satisfactorily throughout the month.
- (b) At approximately 1108 on Tuesday 18th April, while at 172 RPM's it was necessary to carry out emergency stop drill, due to a burst sprayer hose on No. 2 register on the Port Boiler, which discharged a large quantity of oil around the boiler room. The Port Boiler was shut down and as soon as it was established that there was no immediate fire risk, the ship proceeded on the Starboard Boiler, with "all hands in" to clean up the boiler room. The Port Boiler was again ready and reconnected by 1225.

....27c

27(c) There is still one outstanding defect URDEF 63/67, the baffle wall access plates of both boilers. Dock- yard have repairs in hand at present. This defect has occurred on a number of occasions since the modification was carried out on both boilers during the Main Refit, 1965. //

(d) AS 2022 action has been taken and it is understood that the Dockyard Technical Services are investigating methods to avoid future occurrences of this defect.

28. Weapon Electrical Engineering Department

(a) The Gunnery Systems, excepting the GWS 20, have continued to be unreliable during the month. Despite intensive work both by ships staff and dockyard the 4.5 turret training has not yet been brought within tolerance. The turret has not performed well since the 1965 Refit. The man hours spent on this comparatively unsophisticated equipment are considered excessive in view of the Mk. 6 turrets 15 years of service with the R.A.N. The GDS 5 and MRS 3 poor performance continues despite up to date planned maintenance and adequate pre-firing and daily user checks. The maintenances are not excellent but they are certainly not poor. The drill has not been first class, but this is directly due to the overriding necessity to diagnose and correct defects. //

(b) After concerted efforts by ships staff and dockyard, the Type 667 shows signs of becoming operational but this has taken some six months of work. To the detriments of other equipment the maintainer staff on the EW equipments has now been increased to 3 Petty Officers. //

(c) The performance of the TAS equipment has been reasonable with the exception of the Sonar 177 Transducer. Lifting of the Transducer to investigate an earth on one stack revealed 14 of the 30 elements fitted to be in bad condition. These elements had become loose in their housing due to the deterioration of rubber radiation back stoppers. It is hoped that this defect will be repaired during the present S.M.P. (URDEF 67/67, my 260930Z refers). //

(d) Replacement of the 5005 Gyro compass has apparently cured the major defects experienced previously. Both compasses are now performing well.

(e) Several minor problems with the generator control have occurred. The effect of these has been small, mainly due to the experience of the senior rates concerned. //

(f) The reliability of communications and radar equipments has not been good. The experience of the senior rates has kept the down time on these equipments to a minimum. //

29. The Welfare Committee met during the month.

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- Page 5 -

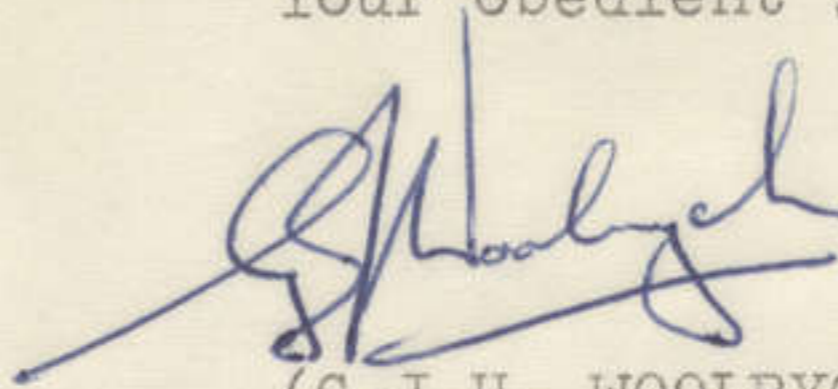
30. The health and morale of the Ships Company are good. Exercise BAYEX, providing as it did an opportunity for competition with other ships has produced a sound team spirit and I am pleased to report that I have noticed a marked increase in the efficiency of the human element within the ship. It is disappointing that this has not been matched with an increase in equipment performance.



I have the honour to be,

Sir,

Your obedient servant,



(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.,  
CAPTAIN

CONFIDENTIAL

REPORT OF PROCEEDINGS - H.M.A.S. DERWENT - APRIL, 1967APPENDIX IDETAILS OF STEAMING

(a) Miles steamed 4,424.2  
 (b) Total miles steamed since commissioning 120,830.3  
 (c) Hours underway 291 Hrs 15 mins  
 (d) Total hours underway since commissioning 8,632 Hrs 12 mins  
 (e) Occasions for exceeding economical speed:-

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV.SPEED</u>	<u>REASON</u>
3rd	14	1.85	8.65	17.6	LONGEX
4th	22	1.9	8.6	17.8	LONGEX
5th	15	1.85	8.65	17.6	LONGEX
10th	13	1.8	8.7	17.1	BAYEX
11th	13	2.0	8.2	18.2	BAYEX
12th	9	2.1	7.9	18.6	BAYEX
13th	9	1.7	9.1	17.0	BAYEX
14th	10	1.6	9.4	15.9	BAYEX
17th	7	1.65	9.1	16.9	BAYEX
18th	14	1.8	8.6	17.2	BAYEX
19th	1	2.0	8.2	18.3	BAYEX
20th	10	1.9	8.6	17.9	BAYEX
21st	1	1.6	9.5	15.6	BAYEX
24th	10	1.7	9.2	16.7	BAYEX
25th	9	1.8	8.6	17.2	

REPORT OF PROCEEDINGS - H.M.A.S. DERWENT - APRIL, 1967

APPENDIX II

EXERCISES AND TRAINING

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>A.I.O.</u>	<u>E.W.</u>	<u>COMMS.</u>	<u>MISCELLANEOUS</u>
3rd April						LONGEX 65
4th April				MKX		LONGEX 65
5th April	NGSCX AATX			EWX 41		LONGEX 65
7th April				EWX 91 NAVCOMEX 405	NAVCOMEX 417 NAVCOMEX 402 MKX	
10th April	AATX	CASEX A17	(2) ADEX	EWX 42		Manoeuvres
11th April	Metratest	FARSEX	Helo Control (3) Rex Velocity (3) Voice Procedures	MKX RRX MTX		O.O.W. Manoeuvres
12th April	REW Firings AATX	FARSEX Sonar Ranging	(2) Rel Velocity (2) Voice Procedures ADEX CLAPEX	(2)MKX (2)RRX	MKX	O.O.W. Manoeuvres Night Shadowing Exercises
13th April	RIX	FARSEX	SPX (B) Voice Procedure	(2)MKX (2)RRX	MKX	O.O.W. Manoeuvres Night RAS (Hookups)
14th April	RIX Metratest		SPX(B) CLAPEX Voice Procedure	MKX MTX (5)EWX 91		RAS (SUPPLY)
17th April		Light Mortar Firings	(3) KAC 132 (3) Rel Velocity (3) Voice Procedures	MKX RRX (6) EWX 91	MKX	(3) General Knowledge Quiz O.O.W. RAS Approaches (STUART) Towex (DERWENT's Gear)
18th April	Seacat Firings SUTOF	Live Mortar Firings		(2) MKX (2) REX	MKX BKX	Heaving Line Transfer ) MELB- Jackstay Transfer ) OURNE

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REPORT OF PROCEEDINGS - H.M.A.S. DERWENT - APRIL, 1967

APPENDIX II (Page 2)

EXERCISES AND TRAINING

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>A.I.O.</u>	<u>E.W.</u>	<u>COMMS</u>	<u>MISCELLANEOUS</u>
19th April		Demolitions	Helo Control	(2) MKX		Major N.B.C.D.X.
20th April		FARSEX Light Mortar Firings	Helo Control	EWX 91 (2) RRX		Departure Screenex RAS (MELBOURNE) O.O.W. Manoevres
24th April				(2) MKX (2) RRX	MKX	O.O.W. Manoevres
25th April	NGSCX NGSF	Casex B5 Casex A4/5 Casex B11	Helo Control	EWX 57 MKX RRX	MKX	

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REPORT OF PROCEEDINGS - H.M.A.S. DERWENT - APRIL, 1967

APPENDIX III

SPORT

Friday 7th April	Rugby v QUEENBOROUGH	Lost 12 - 8
Sunday 16th April	Soccer v Mackay Lions	Lost 6 - 1
	Soccer v Mackay Wanderers	Lost 4 - 2

HARBOUR BEACH FESTIVAL

Senior Belt Race	1st
Junior Belt Race	3rd
Rescue & Resuscitation	3rd
Open Surf Race	3rd & 12th
Beach Relay	3rd
Pillow Fight	3rd
Musical Flags	4th

Overall Result

Mackay	1st
Ayr	2nd
DERWENT	3rd
Arcadia	4th
STUART	5th

Friday 21st April	Tennis(Fleet) v Army	Lost 7 - 1
Sunday 23rd April	Aust Rules v STUART	Won 48 - 44
Wednesday 26th April	Rugby(Fleet) v Nirimba	Lost 16 - 8

In addition golf was played in Mackay on Saturday 15th and Sunday 16th April, and in Brisbane on Saturday 22nd and Sunday 23rd April.

Participation for April - 122

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REPORT OF PROCEEDINGS = H.M.A.S. DERWENT - APRIL, 1967

APPENDIX IV

REPORT OF A/S WEAPON FIRING

Reference: ABR 5016 Appendix 29A, Clause 7.

- (a) Tuesday 18th April, 1967.
- (b) 1530K.
- (c)  $24^{\circ} 05' S$   $152^{\circ} 55' E$ .

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-1002

HMAS

*Deserwent*

MAY, 1967  
Report of proceedings

*18/6*

AS(NS)

D of O

DCNS

*Once again Deserwent has reported a number of equipment unserviceabilities*

1NM

*30/6*

2NM

*4/7*

3NM

*mainly finger trouble*

4NM

*7/7*

SEC

FAS(EG)

FAS(FM)

*action to refer to DNS, DAS in separate papers*

C of S

*Ref 43 (a) could you find out some details of this situation?*

DPR

AS(NS)

*13/2 ... 24/2*

Registrar

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

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

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

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*[Handwritten initials]*

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RECEIVED  
C 27 JUN A.M.

NAVY—CANBERRA		
18	206	1002

HMAS DERWENT - REPORT OF PROCEEDINGS - MAY, 1967

(HMAS DERWENT letter 910/07 of 4th June, 1967.)

II

AF. 17/25/3

The Secretary,  
Department of the Navy.

1. Forwarded.
2. The second gun salute fired by HMAS MELBOURNE on Thursday 25th was to the Flag of Vice Admiral Yamamoto, Yokosuka Regional Command.
3. The salt water contamination of fuel is being investigated.
4. The deficiencies of the MRS 3 system and the turret have been investigated by Garden Island Dockyard. Future AA firings in 1967 will indicate the success or otherwise of repairs and adjustments effected.

*RP*  
REAR ADMIRAL

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

15 JUN 1967

*28/6/67*  
*NSD*  
*28/6/67*

**CONFIDENTIAL**

910/07

CONFIDENTIAL

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

4 JUN 1967

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET. (FLAG)

- (Copy to: The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET (1)
- The Captain (F),  
H.M.A.S. YARRA. (1)
- The Captain,  
H.M.A.S. MELBOURNE. (1)
- The Captain,  
H.M.A.S. SUPPLY. (1)
- The Commander,  
FAR EAST FLEET. (2)
- The Flag Officer, Second-in-Command,  
FAR EAST FLEET.) (1)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - MAY 1967

Reference: A.F.L.R. 4.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT for the month of May, 1967.

2. At the start of the month DERWENT was secured alongside Cruiser Wharf, Garden Island, where she remained until Wednesday 3rd May storing ship.

3. At 0835(K) Wednesday 3rd May DERWENT cast off, and proceeded to No. 4 buoy for ammunition. The ship slipped from No. 4 buoy at 0920(K) and proceeded to area NV South to carry out type 900 MV Calibrations, on completion of which course was set for Sydney.

4. At 1200(K) Wednesday 3rd May a signal was received from H.M.A.S. SUPPLY stating she had generator trouble and had set course to rendezvous with DERWENT. Course was adjusted, and a rendezvous made with SUPPLY north east of Sydney at 1230(K). My Electrical Officer was transferred by boat and DERWENT proceeded to the Oil Wharf at 1330(K). The MV Calibration equipment was disembarked and a few late stores embarked prior to casting off again at 1440(K) and proceeding to sea.

5. On clearing the heads DERWENT waited for H.M.A.S. MELBOURNE, with whom a rendezvous was made at 1520(K) and course set for Kavieng. A rendezvous was made with SUPPLY at 1750(K) and my Electrical Officer was transferred back by boat.

6. During the passage to Kavieng, DERWENT exercised in accordance with CHOPEX orders. Details of exercises are listed at Appendix 2, and included acting as RESDES destroyer during night flying, ASW exercises, air defence and manoeuvres.



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7. At 1058(K) Friday 5th May, Wessex 831 lost power and ditched about a cable off my starboard bow. Action was immediately taken to assist and the three crew members were recovered by boat at 1105(K). DERWENT stood by the floating helicopter preparing to make fast a line but it was decided that MELBOURNE would make the recovery using her crane. Assistance was given in this operation by the crew of DERWENT's boat, who returned the crew members of the helicopter to MELBOURNE. The boat was hoisted at 1152(K).
8. DERWENT detached from MELBOURNE at 1630(K) Friday 5th May and proceeded ahead until 2300(K) Saturday 6th May when speed was reduced to carry out 177 Sonar beam pattern trials. These were completed at 0155(K) Sunday 7th May and DERWENT rejoined MELBOURNE at 0320(K).
9. After refuelling DERWENT detached at 1600(K) Sunday 7th May and proceeded ahead to Kavieng, transitting Jomard Strait at 1900(K). During the night a sailor was found to be suffering from a generalised febrile condition and epigastric pain query. It was decided to transfer him to MELBOURNE for further observation and course was altered to effect a rendezvous. This was made at 0620(K) and the sailor transferred by boat. On completion course was again set for Kavieng.
10. DERWENT entered the southern end of Steffen Strait at 0730(K) Tuesday 9th May and proceeded to Kavieng harbour. Due to unexpected shipping arrivals it was not possible to berth alongside and the ship anchored 1 mile west of the wharf at 0900(K).
11. At 0930(K) Tuesday 9th May I landed and called on the District Commissioner, Mr. H.P. SEALE who returned my call at 1115(K). The ship was opened to the public during the afternoon. However due to lack of boat transport and the inconvenience of our berth, only 800 people boarded the ship. The majority of these were school children in organised parties.
12. An official reception was held onboard in the evening for 60 guests and the District Commissioner reciprocated by asking myself and 10 officers to drinks before lunch on Wednesday 10th May.
13. No sporting activities could be provided ashore and apart from a tour in the back of a truck for 20 sailors and an informal gathering at the local hall in the evening no other arrangements were made.
14. Anchor was weighed at 1330(K) Wednesday 10th May and DERWENT proceeded to rendezvous with MELBOURNE south of Steffen Strait. En route Gannets from MELBOURNE carried out a lively mock attack on the ship. The rendezvous was effected at 1730(K) and course set for Manus Island.
15. In company with MELBOURNE, DERWENT entered Seaddler Harbour at 0920(K) Thursday 11th May and secured alongside Lombrum Wharf at 1000(K). During the forenoon a boarding party exercise was carried out with the sailors of H.M.A.S. TARANGAU providing the opposition.
16. At 1200(K) I accompanied you, Sir, to lunch with the Administrator Mr. O'MALLEY at Lorengau.

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17. Having embarked the Fleet Chaplains, DERWENT cast off at 0850(K) Friday 12th May and followed MELBOURNE out of harbour. A rendezvous was made with SUPPLY and both ships refuelled. SUPPLY returned to Manus Island on completion, whilst MELBOURNE and DERWENT set course for Subic Bay, continuing to exercise in accordance with CHOPEX orders.
18. At 0900(I) Sunday 14th May, DERWENT chopped to COMFEF control.
19. Church services were held onboard on the forenoon of Sunday 14th May and the Fleet Chaplains returned to MELBOURNE by boat at 0930(I). During the afternoon of Sunday 14th May sporting teams were transferred to MELBOURNE by boat to participate in an inter-ship competition. The afternoon was thoroughly enjoyed by all participants and competition was generally very close, with MELBOURNE coming out on top by a narrow margin.
20. Passage was made through the San Bernadino and Verde Island Straits on Wednesday 17th May, and into Subic Bay on Thursday 18th May where DERWENT secured alongside USS DE HAVEN at 11-12 Rivera Point Wharf at 0920(H).
21. USS HUBBARD was nominated as our host ship and did an excellent job in providing hospitality to all sections of the ships company. In the evening I accompanied you, Sir, and your Flag Captain to dinner with the Commander of the Naval Base, Subic Bay, Rear Admiral GILKESON, USN.
22. DERWENT sailed from Subic Bay at 0835(H) on Friday 19th May.
23. During the forenoon AA Tracking and Firing was carried out on a sleeve target. On completion a rendezvous was made with MELBOURNE at 1120(H) and course set for Tokyo via Balintang Strait. Exercises in accordance with TOKEX orders were carried out en route.
24. A rendezvous was made with SUPPLY at 0825(I) Sunday 21st May and passage continued towards Tokyo.
25. In company with MELBOURNE and SUPPLY, DERWENT entered the approaches to Tokyo Bay at 0730(I) Thursday 25th May. The ships remained in formation while MELBOURNE fired a National Salute and a salute to the flag of Vice Admiral ITAYA, Chief of the Japanese Maritime Self Defence Force. DERWENT then detached and proceeded independently to Tokyo, embarking a pilot at 0945(I) and securing alongside Harumi Wharf at 1030(I). The ship was welcomed by a JMSDF band and a display by the Maritime Division of the Tokyo Fire Brigade.
26. During the forenoon of Thursday 25th May I called on Mr. Noburo KAMEYAMA (Director General Maritime Safety Agency) and Mr. Tatsuo IWANA (Director of External Affairs and the representative of His Excellency Mr. Ryokichi MINOBE Governor of Tokyo) whilst my Executive Officer called on Mr. Akira HATANO (Chief of Metropolitan Police) and Mr. Yashiro YAMADA (Chief of Tokyo Fire Defence Agency).
27. Return calls were paid by Mr. Matahiro SEKIZAWA (Representative for Chief of Metropolitan Police), Mr. Takao INOBUCHI (Representative for Director General Maritime Agency), Mr. Yashiro YAMADA and Mr. Tatsuo IWANA who all remained to lunch.

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28. In the afternoon I accompanied you, Sir, and the Flag Captain in calling on Admiral Takaichi ITAYA (Chief of Staff, JMSDF), General Yashifusa AMANO (Chairman of Chiefs of Staff Committee), Mr. Yashio MIWA (Administrative Vice Minister) and His Excellency Sir Allen BROWN, the Australian Ambassador.
29. In the evening a reception was held onboard for 60 guests.
30. With my Executive Officer I attended a luncheon given by Admiral Takaichi ITAYA on Friday 26th May, whilst my officers entertained to lunch and escorted members of the JMSDF who were visiting the ship as part of an Ikara presentation by the Department of Supply.
31. The visit to Tokyo was generally enjoyed by all members of the ships company. Entertainment included bus tours, a display of martial arts by the JMSDF and a rugby game against the Keio University.
32. DERWENT cast off at 0830(I) Saturday 27th May and proceeded to sea, disembarking the pilot on clearing the channel. Course was set for Kii Suido and DERWENT entered the eastern end of the Inland Sea at 0600(I) Sunday 28th May. Unfortunately, due to a heavy mist, visibility was rarely greater than 3 miles. The passage was a most interesting experience with magnificent scenery and a vast amount of traffic. Things were not made any easier when a complete loss of power occurred in the centre of Bisan Seto at 1120(I) due to salt water contamination of the fuel. Fortunately power was restored to one boiler almost immediately and the ship was able to continue. The second boiler was reconnected at 1156(I). The ship anchored in Hiroshima Wan at 1800(I) Sunday 28th May.
33. Anchor was weighed at 0815(I) Monday 29th May and DERWENT proceeded to Hiroshima, embarking a pilot at 0930(I) and securing alongside No. 1 berth Ujina at 1000(I).
34. After giving a brief press conference, I landed and called on Mr. Yukio HAGIHARA (Vice Governor of Hiroshima). I then called on Mr. Setsue YAMADA (Mayor of Hiroshima) and Mr. Ikuso HABU (Director of Maritime Safety Agency). My Executive Officer called on Mr. Satoshi KAWAMURA (President of Hiroshima Chamber of Commerce and Industry).
35. Calls were returned by Mr. Yukio HAGIHARA, Mr. Setsuo YAMADA, Mr. Satoshi KAWAMURA, Mr. Tokiyuki HASEGAWA and Mr. Ikuso HABU who all remained to lunch. After lunch I called on Lieutenant General Soshie WATANABE (Commanding General HQ13 Division JGSDF).
36. A reception was held onboard in the evening of Monday 29th May for 60 guests.
37. Captain YAMAMOTO, JMSDF, Mr. NIIDE (City Liaison Officer), Lieutenant Colonel NAKAJIMA, JASDF, and Mr. Sadamu SATO (Vice Director Hiroshima Liaison Office, JDA) returned my calls on Tuesday 30th May and remained to lunch on board.
38. In the evening of Tuesday 30th May, accompanied by seven of my officers I attended a traditional Japanese dinner given by the Governor and dignitaries of Hiroshima.

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39. The ships company were again treated to some excellent Japanese hospitality. Entertainment included visits to the Mazda Car Factory, exhibitions of Japanese Martial Arts, bus tours, and displays of Japanese traditional dancing. DERWENT was opened to public inspection on Tuesday 30th May and welcomed 2,380 people, 1 dog and 1 monkey onboard.

40. I was most pleased to hear the glowing impression our visit made in Hiroshima. Congratulatory messages were received from the Vice Governor, Mayor and Chief of Police all of whom, were most impressed by the bearing and conduct of the Australian sailors. I can say with some pride that our visit was an unqualified success despite some initial resentment that a warship should be visiting Hiroshima, a city passionately dedicated to the furtherance of world peace.

41. DERWENT cast off at 0900(I) Wednesday 31st May. On manoeuvring just clear of the wharf I again experienced a complete power failure, this time due to a loss of vacuum caused by a defective circulator outlet. Fortunately a tug was connected on the bow and after several anxious minutes the ship was towed clear of hazards into open water. Power was restored after about twenty minutes and the ship proceeded under her own power at 0925(I) when course was set for Shimonoseki. The passage through the Inland Sea was again marred by poor visibility which was rarely over 2 miles. The passage through Shimonoseki was made at 1730(I) and considerable traffic was encountered in the straits. The last night of the month was spent on passage to Sasebo.

#### 42. MARINE ENGINEERING STATE

During the month, up until 28th May, all machinery and boilers operated satisfactorily and a successful Full Power was conducted on 8th May during which a SHP of 30,020 was obtained.

On 28th May, whilst on passage through BISAN SETO in the Inland Sea, steam pressure was lost in the Port Boiler and momentarily reduced in the Starboard Boiler, due to water in the fuel oil. This necessitated speed being reduced to Slow Ahead to conserve steam pressure. Full pressure was regained quickly in the Starboard Boiler and speed again increased to Half Ahead. The Port Boiler could not be relit and was completely shut down, so that all sprayer hose pipes could be disconnected following which a mixture of F.F.O. and sea water was drained from the system. All hoses were reconnected and the Port Boiler relit and reconnected.

The Port Boiler fuel section had been on 5 and 6 F.F.O. tanks and was changed to 7 and 8 F.F.O. tanks immediately prior to the incident. These tanks had not been used since refuelling from H.M.A.S. SUPPLY on 22nd May and it is presumed that some water must have come over with the fuel supplied and after settling out lodged in the suction wells of these tanks. When the tanks were tested for water there were no indications of water present on the water finding paste. All other tanks were tested and no indications of water were evident.

As an added precaution extra quantities of Gamlenol Dual Purpose 231 were added to all tanks in case any more water was present in suspension, 7 and 8 F.F.O. tanks were used again later without any further incident and were refuelled in Hiroshima.

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A second mishap occurred on 31st May as the ship was leaving Hiroshima, when all vacuum was lost whilst manoeuvring. This loss of vacuum was caused by insufficient cooling water passing through the condensers when a heavier load was put on the engines. This had not been evident when engines were standing by with only a small quantity of steam being passed through them.

On investigation it was found that the Starboard Main Condenser Outlet valve was almost shut off. This had to be opened by using a stillson wrench on the valve spindle at the valve itself. The cause of the valve not being fully opened was due to the shearing of tapered pins in the extended operating rod gearing of the valve. There is 18 feet of rod gearing between the operating position and the valve itself in the layout in this ship.

It was also found that the Port Main Condenser Valve was only partially open but as nothing could be found wrong with the operating mechanism, it is considered that this could only be due to maloperation of the valve by the sailor detailed for opening the valve during the lighting up watch.

These valves are normally opened about 23 turns on both Inlet and Outlet valves, but no indicators are fitted to show whether they are open or closed. Indicators are now being made and fitted by ships staff so that the valve positions can be observed from the lower plates.

43. WEAPONS ELECTRICAL STATE

- (a) The month started with a desperate attempt to acquire sufficient stores backing before proceeding to the Far East. This was only partially successful as subsequent signalled demands attest.
- (b) The Sonar 177 Transducer and associated circuitry have been checked and are within tolerance, though there has been no opportunity to confirm results with a submarine target. The V.D.S. remains unserviceable due to a broken fairing which cannot be repaired until the necessary stores are received from Australia. The Bathythermograph winch has been a constant maintenance load.
- (c) The MRS 3 continues to give poor results in AA despite adequate maintenance and satisfactory pre firing checks. The 4.5 turret training motion remains tuned outside of tolerance and will continue so into the foreseeable future.
- (d) The communications equipment has not been reliable, in particular Types 603 and 633 have required an undue amount of maintenance work. The recently modified air conditioning for the Type 667 transmitter cabinets has proved unsuccessful as condensation with consequent failures has occurred in the tropics.
- (e) The AGMC 6 has had several coincident faults. These now appear to be corrected.
- (f) The equipment is, in general, at a reasonable state, and I expect that the forthcoming self maintenance period will show a considerable increase in equipment performance and reliability.

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44. I addressed the ships company on the subject of security in accordance with AF Memorandum 6/66 during the month.

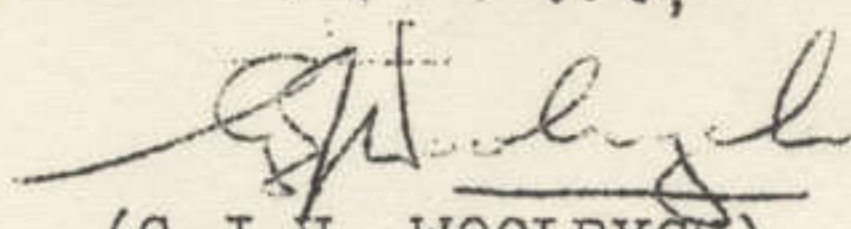
45. The health and morale of the ships company has been good.

46. The Welfare Committee has met during the month.

I have the honour to be,

Sir,

Your obedient servant,



(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.,  
CAPTAIN

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APPENDIX 1  
DETAILS OF STEAMING

- (a) Miles steamed. 7,474.8  
 (b) Total miles steamed since commissioning. 128,305.0  
 (c) Hours underway. 508 Hrs 50 mins  
 (d) Total hours underway since commissioning. 9,141 Hrs 02 mins  
 (e) Occasions for exceeding economical speed.

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIS/TON</u>	<u>AV SPEED</u>	<u>REASON</u>
3	9	1.9	8.8	16.5	CHOPEX
4	20	1.85	8.65	17.7	"
5	18	1.65	9.1	16.9	"
6	23	2.0	8.5	17.0	"
7	20	1.9	8.8	16.5	"
8	23	2.1	8.8	18.5	CHOPEX and Full Power Trial
9	5	1.65	9.1	16.9	CHOPEX
10	2	2.0	8.7	17.4	"
12	7	2.1	8.6	18.0	"
13	5	1.8	8.5	15.4	"
14	17	1.8	8.4	15.3	"
15	24	2.0	8.6	17.3	"
16	5	2.8	6.7	20.9	"
19	7	1.7	9.5	16.6	TOKEX
21	1	2.0	8.2	18.2	"
22	8	1.5	9.7	15.8	"
24	1	2.1	7.9	18.6	"
27	9	2.2	8.4	18.5	Passage Require- ment
28	7	1.9	8.6	17.9	"
31	7	1.65	9.1	16.9	"

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APPENDIX 2 - EXERCISES AND TRAINING

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>AIO</u>	<u>EW</u>	<u>COMMS</u>	<u>MISCELLANEOUS</u>
1				(1) RRX		Manoeuvres
3	Type 900 MV Calibrations					Manoeuvres
4	AAMRF AATX	Synthetic ASW Exercise	HGX (B10) ARRX	(1) MKX (2) RRX	Flag Hoisting Resultant Formation	Manoeuvres
5	MAX		SHADFX (2) ADWX	(2) MKX (1) RRX	Resultant Formation	RESDES Action Stations Seaboard RAS (MELBOURNE)
6		177 Beam Pattern Check				Steering Breakdowns
7						RAS (MELBOURNE) Jackstay Transfer
8	MAX		ADEX APX	(2) MKX	FRX SRX	Splash Target Full Power Trial
9				(1) MKX		RAS (MELBOURNE) Man. Overboard Drills Steering Breakdowns RESDES
10	MAX	Light Mortar	ADEX APX	(1) MKX	FRX SRX	
11	Boarding Party Exercise		APX	(1) MKX	FRX	RAS (SUPPLY) Man Overboard Drills
12	Starshell (ROFX) MAX		ADEX ARRX	(1) MKX (1) RRX (2) EWX (1) EWX	BKX	Manoeuvres General Quarters
13						(2) Seaboard SPORTMAX

Water Logging

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APPENDIX 2 - EXERCISES AND TRAINING

DATE	GUNNERY	TAS	AIO	EW	COMMS	MISCELLANEOUS
15	MAX	Synthetic ASW Exercise FARSEX	AIDEX (2) HCX (B10) Rel Vel Authentication	(2) MKX (2) RRX EWX 91 EWX 57		RAS (MELBOURNE) RESDES
16	RIX SUTOP	Streamed VDS Light Mortar Firing	SPX (B) ADEX SHADEX	(2) MKX (2) RRX EWX 91 EWX 57	SRX	Steering Breakdowns RESDES
17			(2) APX	(1) MKX (1) RRX		RAS (MELBOURNE)
18					FRX	
19	AATX AAMRF	Synthetic ASW Exercise	(2) HCX (B10)			Action Stations - Seaboat Man Overboard Drills - RESDES RESDES
20	RIX Metratest		(2) APX SPX (B)	(2) EWX 91		Seaboat
21			AIX	EWX 91		
22	MAX	ASW Exercise Streamed VDS	Aircraft Control Exercise ADEX (2) AFX SHADEX HX (E10)	(1) MKX (2) RRX EWX 58	FRX	Action Stations RAS (SUPPLY) NBCDX Towed Splash Target RESDES
23	RIX Starshell (ROFX)		(2) APX (2) AFRX SPX (E)	(1) MKX (2) RRX EWX 58		(2) TOWEX (SUPPLY)
24	Metratest		APX RFX (3) Voice Logging	(1) MKX (1) MTX (1) RRX (2) MKX (1) RRX	Voice Exercise	RAS (SUPPLY) OOW RAS Approaches Seaboat
28						
29				(2) MKX (2) RRX		

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DATE  
30  
31

GUNNERY

TAS

AIO

EW

COMMS

MISCELLANEOUS

APPENDIX 2 - EXERCISES AND TRAINING

(2) MKX  
(2) MKX  
(1) MTX  
(1) RRX

PRX

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APPENDIX 3

SPORT

MANUS ISLAND - 11th May

Waterpolo vs PNG Won 10 - 3  
Tennis vs MELBOURNE & TARANGAU Won  
Clay Shoot vs MELBOURNE & TARANGAU  
38 47 52  
Won Individual Trophy  
Volleyball vs PNG Won 2 - 1  
Soccer vs PNG Recruits Lost 0 - 2  
Badminton vs TARANGAU Lost 17 - 21  
10 - 21  
Basketball vs TARANGAU Lost 18 - 53

KAVIENG - 10 May

Approximately 15 officers & sailors played golf

H.M.A.S. MELBOURNE - 14th May

Volleyball DERWENT 1 vs MELBOURNE 2  
Won 2 1  
DERWENT 2 vs MELBOURNE 1  
Lost 0 2  
DERWENT 2 vs MELBOURNE 2  
Won 2 0  
DERWENT 1 vs MELBOURNE 1  
Lost 0 2  
Deck Hockey DERWENT 2 vs MELBOURNE 1  
Won 2 0  
DERWENT 1 vs MELBOURNE 2  
Lost 1 3  
DERWENT 2 vs MELBOURNE 2  
Lost 1 3  
Tug of War DERWENT 2 vs MELBOURNE 1  
Lost 0 2  
DERWENT 1 vs MELBOURNE 2  
Lost 1 2

SUBIC BAY - 18th May

Approximately 8 people played golf

TOKYO - 26th May

Rugby vs Kieo University Lost 3 - 47  
Approximately 3 people played golf

HIROSHIMA - 29th May

6 people played golf

Total participation for May = 189

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APPENDIX 4

MOVEMENTS AND EMPLOYMENT

Sun 14th May	Entered Strategic Reserve
Sun 14th May - Thu 18th May	Passage to Subic Bay - CHOPEX
Thu 18th May - Fri 19th May	Subic Bay
Fri 19th May - Thu 25th May	Passage to Tokyo - TOKEX
Thu 25th May - Sat 27th May	Tokyo
Sat 27th May - Mon 29th May	Passage to Hiroshima
Mon 29th May - Wed 31st May	Hiroshima
Wed 31st May	Passage to Sasebo

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206-1021

HMAS

*Perwent*

Report of proceedings *June 1967*

*W.P. 4/18*

AS(NS)

D of O

*A more than average amount of mechanical and electrical trouble is evident from paras. 31 and 32*

DCNS

*2. Para. 33(a) is of interest having regard to the Royal Commission B 14/8*

1NM

*16/8*

2NM

*21/III*

3NM

*30/4*

4NM

*31/8*

SEC

*Sec - para 3*

FAS(EG)

FAS(FM)

C of S

DEP

AS(NS)

*(NE) 1/9*

Registrar

*Eliminate for info. see para 33(a). 4/9/67*

*W.D. 5/9/65*

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

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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NAVY—CANBERRA

18 | 206 | 102

HMAS DERWENT - REPORT OF PROCEEDINGS - JUNE, 1967

(HMAS DERWENT's 910/007 of 2nd July, 1967)

II

A.F. 17/25/2

The Secretary,  
Department of the Navy.

1. Forwarded.

*R. P. ...*  
REAR ADMIRAL

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

12 JUL 1967

*W. S. ... 11/8*  
KjS

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

2 JUL 1967

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

(Copy to: The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET. (1)

The Captain (F),  
H.M.A.S. YARRA. (1)

The Captain,  
H.M.A.S. MELBOURNE. (1)

The Captain,  
H.M.A.S. SUPPLY. (1)

The Captain,  
H.M.A.S. VAMPIRE. (1)

The Commander,  
FAR EAST FLEET. (2)

The Flag Officer, Second-in-Command,  
FAR EAST FLEET.) (1)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - JUNE, 1967

Reference: A.F.L.R. 4.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT for the month of June, 1967.

2. At the start of the month DERWENT was on passage from Hiroshima to Sasebo after passing through Shimonoseki the previous evening.
3. A pilot was embarked off Koyo Saki at 0800 I Thursday 1 June and escorted by the Maritime Safety Agency Patrol Vessel, DAITO, DERWENT entered Sasebo Harbour, berthing alongside No. 7 India Basin at 0900 I.
4. The ship was welcomed by local dignitaries, a JMSDF Band, and personalities including Miss SUEMATSU, Queen of the Western Seaboard who graciously presented me with flowers. In addition members of the press embarked and I held a brief press conference.
5. During the forenoon of Thursday 1 June, I called on Vice Admiral Hayama FURATACHI (Regional Commandant JMSDF), Mr. Ichizo TSUJI (Mayor of Sasebo), Mr. Masayoshi TANAKA (Chief of Police), Mr. Yoshihara IZAWA (Chief, Maritime Safety Agency) and Captain R.E. OLIVER, U.S.N. (Commander Fleet Activities). Return calls were made by Mr. Zenzaburo TANAKAMURU (President of Chamber of Commerce and Industry), Mr. TANAKA, Mr. IZAWA and Mr. TSUJI, all of whom remained onboard for lunch.
6. An official reception was held onboard in the evening of Thursday 1 June for 60 guests.
7. Captain R.E. OLIVER, U.S.N., returned my call at 0900 I, Friday 2 June. Vice Admiral FURATACHI returned my call at 1215 I and together with his Chief of Staff, Operations Officer, and Commander SULLIVAN, U.S.N. (representing Captain R.E. OLIVER, U.S.N.), he remained on board for lunch.

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8. In the evening accompanied by my officers I attended an official reception in our honour given by the Mayor and Regional Commandant JMSDF at the Civic Centre. Afterwards, together with four of my officers I was entertained at a Japanese style dinner by Vice Admiral FURATACHI and his staff.

9. On Saturday 3 June, accompanied by my Executive Officer, I attended a luncheon given by the Mayor, Mr. TSUJI.

10. Sasebo was the most popular visit of the Japanese cruise. The Japanese people and Americans stationed in Sasebo, gave generously of their hospitality, entertaining the ship's company both as a group and privately. The ship was opened to the public on Friday 2 June, when 842 people were welcomed onboard.

11. Due to engine trouble (see paragraph 31) DERWENT was moved cold from India Basin at 1700 I Saturday 3 June and secured to No. 6 buoy Sasebo Harbour at 1745. The defect having been made good DERWENT slipped at 1955 I and proceeded to sea, setting course to rendezvous with MELBOURNE and SUPPLY off KUSAKAKI SHIMA.

12. The rendezvous was effected at 0730 I Sunday 4 June, and course set for Hong Kong. En route all ships exercised in accordance with KONGEX. Details of exercises carried out are listed in Appendix 2.

13. Passage was made through TAIWAN STRAITS during Tuesday 6 June. Due to water in fuel supplied by SUPPLY a considerable amount of trouble was experienced during the passage, as power was lost on five occasions whilst attempting to burn off the contaminated fuel. ✓

14. At 0810 I Wednesday 7 June, EMC B.M. PEARCE, R.62900, was absent from the muster of electrical hands. A thorough search was immediately made of the ship, but without success. Further enquiries proved negative and a sea and air search back along the ship's track was initiated at 0843 I. During the day DERWENT, assisted by SUPPLY, MELBOURNE and MELBOURNE's Air Group, carried out an extensive search of an area either side of the back track to DERWENT's 0500 I position. Search conditions were near perfect with calm seas and clear skies. A considerable amount of debris, sharks and a turtle were sighted and it is considered, had EM PEARCE been on the surface in this area he would have been found. The search was abandoned at 2000 H Wednesday 7 June, and EMC B.M. PEARCE was reported missing presumed ~~drowned~~ (My 071111Z refers)

15. At 2010 I Wednesday 7 June I held a short memorial service for EM PEARCE on the quarterdeck. On completion of the service DERWENT proceeded independently to Hong Kong.

16. DERWENT secured alongside South Wall, Victoria Basin, at 0840 I Thursday 8 June and remained there carrying out self maintenance until Wednesday 21 June.

17. At 1115 I Thursday 8 June I accompanied you, Sir, and the Flag Captain, in calling on the Commodore Hong Kong, Commodore T.H.P. WILSON, R.N., and the Commander British Forces, Hong Kong, His Excellency Lieutenant General Sir John WORSLEY, KCB.CB.MC.

18. At 1130 I Friday 9 June I accompanied you, Sir, and the Captains of H.M.A. Ships MELBOURNE and SUPPLY in calling on the Governor of Hong Kong, Sir David TRENCH, KCMG, MC.

19. Together with my officers I attended the official reception onboard MELBOURNE at 1830 I Monday 19 June.

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....3....

20. The maintenance period in Hong Kong was most satisfactory and good progress was achieved in all departments, especially ship husbandry. We were fortunate in that good weather conditions prevailed throughout the visit. As always Hong Kong proved a popular break for the ship's company.
21. Accompanied by your Flag Lieutenant, you, Sir, joined at 0745 I Wednesday 21 June. DERWENT then cast off at 0800 I and proceeded to sea, setting course to rendezvous with H.M.A.S. HOBART off Danang. Defence Watches were closed up at 2000 Wednesday 21 June, until midnight Thursday 22 June.
22. The rendezvous was made at 0845 H Thursday 22 June, and you, Sir, transferred with your Flag Lieutenant to HOBART. Throughout the day DERWENT exercised independently remaining beyond 25,000 yards from the coast. A further rendezvous was made with HOBART at 1635 H Thursday 22 June and you, Sir, and your Flag Lieutenant, returned by jackstay. Course was then set to rendezvous with MELBOURNE and SUPPLY south of the Paracels.
23. Whilst in the area south of Hainan many aircraft were detected both by radar and EW and several shadowing aircraft closed to investigate the ship. It is of interest that Maritime Patrol aircraft in the area do not use IFF, a fact which initially caused some anxious moments. The intense air activity gave valuable practical experience in air raid reporting, plotting, and EW coordination and we were generally disappointed that our period in the Vietnam area was such a short and uneventful one.
24. After a rendezvous was made with MELBOURNE and SUPPLY at 0735 H Friday 23 June, you, Sir, transferred by boat to MELBOURNE. DERWENT's four midshipmen were also transferred and during the day sat for their Midshipmans board, returning by boat in the evening. On completion of this transfer, course was set for Singapore with ships exercising in accordance with SINGEX Orders. Details of exercises carried out are in Appendix 2.
25. A rendezvous was made with H.M.A.S. VAMPIRE at 0800 GH Monday 26 June and DERWENT acted as consort for VAMPIRE's Sea Inspection throughout the day. Details of evolutions carried out are listed in Appendix 2. VAMPIRE detached at 2130 GH and DERWENT assumed duties of RESDES until 0045 GH Tuesday 27 June when course was set for Singapore.
26. In company with MELBOURNE, DERWENT arrived at Beaulieu Shoal Buoy at 1000 GH Tuesday 27 June, remaining in formation while MELBOURNE fired a salute to the Flag of Vice Admiral W.D. O'BRIEN, CB DSC, Commander Far East Fleet. DERWENT then detached and secured alongside No. 6 Stores Basin.
27. At 1100 GH Tuesday 27 June I accompanied you, Sir, and the Captains of H.M.A. Ships MELBOURNE and SUPPLY, in calling on the Australian High Commissioner Mr. A. PARSONS and the Commander in Chief, Far East Forces, General Sir Michael CARVER, KCB CB DSO MC. I then lunched with the Chief of Staff to COMFEF, Rear Admiral D.H. MASON CB.
28. During the short stay in Singapore, divers from MELBOURNE and DERWENT cleaned the ships hull, concentrating mainly around the waterline. Although it is early to make any definite appreciation, it appears at this stage to have reduced the ships fuel consumption considerably.
29. At 1145GH Thursday 29th June I called on the Commander Far East Fleet, Vice Admiral W.D. O'BRIEN CB DSC.

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30. In company with VAMPIRE and TARANAKI, DERWENT cast off and proceeded at 0900 GH Friday 30 June, for the Singapore exercise areas. During the day exercises in accordance with PUPPEX Orders were carried out. A rendezvous was made with MELBOURNE and SUPPLY at 1630 GH and course set for Manila.

31. MARINE ENGINEERING STATE

(a) After a bad start to the month all machinery and boilers have subsequently operated satisfactorily.

(b) During preparations for sea prior to departing Sasebo on 3 June, difficulty was experienced in obtaining sufficient feed water discharge from the Deaerator for the main feed pump suction. The indications were that the feed water was travelling in circles and in order to check, pressure gauges were fitted at the inlet and outlet side of all units in the engine room feed system so as to discover where the feed water was going. All units checked out satisfactorily up to the outlet of the Gland Vapour Condenser. The inlet to the Deaerator was still reduced to about 10 P.S.I., indicating that the Deaerator was being by passed. It was then decided to close the Main Feed Pump disc valve suction on the side of the main feed tank. This improved matters and the Deaerator spray pressure built up to normal, but could not maintain a level of water in the Deaerator. This still indicated partial by passing of the system.

All machinery was again shut down and the Disc valve stripped for inspection. It was found that the guide spindle of the valve, which holds the disc in a central position had broken away and was jammed in its guide brush. This allowed the disc to move approximately 1½" to 2" from its central position, thereby allowing the feed water to be continually by passed from the extraction pumps, through the Main feed tank and back to the condensers, and so starve the Deaerator and Main feed pump.

Once found repairs were quickly effected and all machinery prepared for sea, the ship sailing 3 hours late from Sasebo.

(c) Further mishaps overcame us on Monday 5 June and Tuesday 6 June. During fuelling from SUPPLY on 5 June, an oil spillage from No. 2 F.F.O. tank terminated the fuelling before we were fully topped up. During the night 5/6 June the contents of this tank were used, so that the filling/suction valve could be inspected. On inspection the valve was found to be held open by a piece of broom handle about 8" long, jammed between the valve lid and seat on the inlet filling side of the valve. This was removed and valve reassembled and tested by flooding oil over from No. 1 F.F.O. tank.

(d) On 6 June, shortly after changing over from No. 2 F.F.O. tank to the stand by tanks Nos. 5 and 6, pressure was reduced in both boilers due to water in the fuel. Speed was reduced to Slow Ahead and the system cleared. This contaminated fuel was discharged in Hong Kong 14/15 June. A separate report (My letter 606/12 dated 16 June, 1967) has been forwarded.

(e) During inspection of the boilers after arrival at Hong Kong on 8 June, Tube A32, on the furnace side of the inlet header of the Starboard boiler was found to have a small split approximately 3 inches back from the bend at the baffle wall end. This tube was plugged and the boiler water pressure tested on completion.

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(f) During the self maintenance period at Hong Kong 8 - 21 June a considerable amount of maintenance and defects were completed by ships staff and subsequently all machinery has worked well.

### 32 WEAPONS ELECTRICAL ENGINEERING

(a) The Weapons Electrical Equipment has given a satisfactory degree of serviceability during the month and the ship completed the Self Maintenance period with every item of operational equipment serviceable. This was the first time during 1967 that this has been achieved.

(b) The unreliability of Radar 903, in spite of up to date Planned Maintenance and competent maintainers, has marred two shoots. The outstanding stores demand, for an attenuator for Test Set CT 118, could not have prevented the faults which occurred.

(c) The Sonar 177 Transducer failed for the second time in six weeks. It is anticipated that there will be a further failure due to deterioration of the rubber radiation back stoppers of the transducer elements. (GMGID 280800Z April, 1967, (NOTAL) referes).

(d) Type 633, the only single sideband W/T set fitted, has been in constant need of maintenance and has been extremely unreliable.

(e) The E.W. equipments have had a large incidence of defects but these have all been corrected by Ships Staff.

(f) The department has been attempting to carry out prerefit trials but this has been hampered by a high requirement for operational availability and self maintenance. The impending inspection in August will further limit the quality of these trials.

### 33 HEALTH AND MEDICAL

(a) Apart from the usual Far East complaint of diarrhoea and vomiting which was experienced in Hong Kong by approximately 20 of the ship's company, the health onboard has been good.

(b) Two sailors have been flown back to Australia for further medical treatment. One suffering from a compound basilar skull fracture caused by a fall in Sasebo, and the other for treatment of a renal calculus. In addition one sailor is in B.M.H. Singapore for treatment of epididymitis.

(c) I am pleased to report that there have been only four cases of venereal disease since arriving on station. Three non specific uretheritis and one gonorrhoea.

34. The Welfare Committee has met during the month.

35. The morale of the Ship's Company remains high.

I have the honour to be,

2 5 JUL 1967 Sir,

Your obedient servant,

(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.,  
CAPTAIN

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APPENDIX 1

DETAILS OF STEAMING

- (a) Miles steamed. 4,305.0.
- (b) Total miles steamed since commissioning 132,610.0.
- (c) Hours underway 278 hrs 25 mins.
- (d) Total hours underway since commissioning 9,419 hrs 27 mins.
- (e) Occasions for exceeding economical speed:

<u>DATE</u>	<u>HOURS</u>	<u>FUEL TON</u>	<u>DIS/TON</u>	<u>AV. SPEED</u>	<u>REASON</u>
4	1	2.9	7.3	19.0	KONGEX
5	4	1.6	9.5	15.6	"
6	6	2.0	8.6	17.3	"
7	14	2.2	8.4	18.5	KONGEX and Area Search.
21	16	5.0	5.0	23.9	Passage Requirement
22	18	3.0	7.1	19.9	" "
23	17	1.9	8.6	17.9	" "
					SINGEX
24	14	2.6	7.6	18.7	"
25	18	2.0	8.7	16.6	"
26	10	2.5	7.8	18.4	"
27	3	1.8	9.0	16.0	Passage
30	9	2.0	8.7	16.6	PUPPEX

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APPENDIX 2 - EXERCISES AND TRAINING

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>AIO</u>	<u>EW</u>	<u>COMMS</u>	<u>MISCELLANEOUS</u>
1				(2) MKX		
2					FRX	
4			(4)ARRX CLAPEX			Seaboat Splash Target RESDES
5			(4)ARRX CLAPEX	(2)MKX	(2)MKX	RAS - Supply Splash Target Seaboat RESDES
6					FRX SRX	Heaving Line Transfer - Supply Action Station
7						Search for EMC Pearce RAS - Supply
8						Steering gear breakdown
9					NAVCOMEX 501	
10						
11					(2)MKX	
12					(FRX	
13						
14					(2) NAVCOMEX 402	
15						
16						
17						
18						
19				RRX MKX	(2)NAVCOMEX 402	
20				RRX MKX	(2)MKX	
21				RRX MKX		Stations (4) Steering gear breakdown Ship in Defence Stations
22		(3) Light Mortar Firings VDS	(4) SYAPEX	RRX (2)MKX	(2)MKX	Defence Stations (2) Jackstay transfer - Hobart (3) Steering gear breakdown (6) Man Overboard exercises Seaboat

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APPENDIX 2 Continued

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>AIO</u>	<u>EW</u>	<u>COMMS</u>	<u>MISCELLANEOUS</u>
23	AATX ADEX Metratest		ARRX HCX AIO General	(2)MKX EWX 42	NAVCOMEX 401	Seaboat Heaving Line Transfer (Supply) RAS - Melbourne RESDES
24	AATX	(2)Casex C1 Casex A4/5	(2)HCX SPX (B) (3)SYPEX SPX(B)		NAVCOMEX 402	(2)Helo Transfer (personnel)
25	Metratest					(2) Seaboat
26	RIX AA'X	Casex A17 Light Mortar Firing Casex A4/5	HCX	(3)MKX RRX		TOWEX (Vampire Gear) RESDES
27				(2)MKX RRX	MKX	RESDES
28			Voice Procedure SYPEX			
29			Voice Procedure SYPEX		(2)MKX	
30	SUTF	FARSEX	HCX		Resultant Formation Simulated Screenex (2)NAVCOMEX 404	Manoeuvres

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APPENDIX 3

SPORT

SASEBO

Thurs 1      Softball Vs U.S.S. BANNER    Won 23 - 21  
              Rugby        Vs U.S.S. BANNER    Won 8 - 5

Fri 2        Basketball Vs U.S.S. BANNER    Lost 48 - 58  
              Sailing Regatta Vs U.S.N. at Sasebo Yacht Club  
              (Little Americas Cup)  
              Four crews provided by DERWENT  
              Result: 1st  
                      6th  
                      7th  
                      8th

Sat 3        Cricket Vs U.S.S. BANNER - Social Only  
              Grid Iron Vs U.S.S. BANNER    Lost 7 - 10

HONG KONG

Fri 9        Basketball Vs H.M.A.S. SUPPLY    Won 42 - 36  
Thu 15      Waterpolo Vs Y.M.C.A.            Won 7 - 4  
Fri 16      Waterpolo Vs H.M.A.S. SUPPLY    Won 12 - 6

SINGAPORE

Tue 27      Basketball Vs H.M.S. BULWARK    Won 52 - 50  
Wed 28      Water Polo Vs H.M.S. TERROR    Lost 0 - 6  
Thu 29      Basketball Vs H.M.S. LOCK FARDA    Won 7<sup>2</sup> - 20  
              Australian Rules - Exhibition Match  
              MELBOURNE - DERWENT Teams

In addition a number of Officers and Sailors  
played golf in each Port.

Total participation for June = 178

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APPENDIX 4  
MOVEMENTS AND EMPLOYMENT

Thu 1 June	Passage to Sasebo
Thu 1 June - Sat 3 June	Sasebo
Sat 3 June - Thu 8 June	Passage to Hong Kong - KONGEX
Thu 8 June - Wed 21 June	Hong Kong - Self Maintain
Wed 21 June - Thu 22 June	Passage to Danang Area - FOCAF Embarked
Thu 22 June - Tue 27 June	Passage to Singapore - SINGEX
Tue 27 June - Fri 30 June	Singapore - Store Ship
Fri 30 June	Passage to Manila - PUPPEX

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 206. 1038

HMAS Derwent

Report of proceedings  
July, 1967.

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2NM 30/8

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FAS(EG) 6/9

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HPB DCNP DOA DMT DDM DPS DFSD DNR DNES ACDC PNA  
ACMD DMED ACTP DWE MDG DSAP AS(NS)(N5) Registrar~~ } Separate Report Circulating.

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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HMAS DERWENT - REPORT OF PROCEEDINGS - JULY, 1967 18

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(HMAS DERWENT letter 910/007 of 2nd August, 1967)

II

A.F. 17/25/3.

The Secretary,  
Department of the Navy.

1. Forwarded.
2. HMAS DERWENT has had a busy and successful month.

*RPW*

REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet,  
HMAS MELBOURNE,  
C/- G.P.O.

18 AUG 1967

PS.

*AS 22/8*

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910/007

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

2 AUG 1967

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

(Copy to: The Flag Officer Commanding, H.M. AUSTRALIAN FLEET. (1)

The Captain (F), H.M.A.S. YARRA. (1)

The Captain, H.M.A.S. VAMPIRE. (1)

The Commander, FAR EAST FLEET. (2)

The Flag Officer, Second-in-Command, FAR EAST FLEET.) (1)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - JULY, 1967

Reference: A.F.L.R. 4.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT for the month of July, 1967.

2. At the start of the month DERWENT was in company with H.M.A. Ships MELBOURNE, SUPPLY, VAMPIRE and H.M.N.Z. Ship TARANAKI on passage from Singapore to Manila. Exercises carried out en route were in accordance with PUPPEX orders and are listed in Appendix 2.
3. During flying operations on Saturday 1st July, a Venom was reported in difficulties and VAMPIRE detached to join MELBOURNE who was carrying out independent flying operations. VAMPIRE rejoined at 1500GH Sunday 2nd July, whilst MELBOURNE proceeded ahead to land a patient at Subic, rejoining at 1600H Tuesday 4th July.
4. All ships entered Manila Bay at 0800H Wednesday 5th July, remaining in formation until 1000H when MELBOURNE fired a National Salute. Ships were then detached, DERWENT anchoring two miles west of the Bay breakwater at 1015H.
5. On the evening of Friday 7th July, I attended the reception given by COMPATFOR SEVENTH FLT Rear Admiral D.W. COOPER at Sangley Point. On Saturday 8th July I accompanied you, Sir, and the Captains of H.M.A. Ships MELBOURNE, SUPPLY and VAMPIRE to dinner with His Excellency the Australian Ambassador to the Philippines, Mr. Francis STUART.
6. At 1130H Wednesday 5th July, a water lighter collided with the stern whilst approaching DERWENT who was at anchor. Only minor damage was sustained and temporary repairs were completed during the afternoon. My AS 232 dated 5th July refers.
7. Due to rough weather within Manila Bay caused by typhoons "BILLIE" and "CLARA", boat traffic was greatly restricted. This caused leave in Manila to be on a very limited scale and on only three days.



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8. Phase 1 of Exercise Sea Dog commenced on Friday 7th July, with the Harbour Work Up. This included a series of communication exercises and briefings for Phase II.

9. In company with U.S. Ships HORNET, JENKINS, BRIDGET and H.M.N.Z. Ship TARANAKI, DERWENT proceeded to sea at 1000H Monday 10th July to participate in Phase II, the Sea Work Up, within the Philippine Practice Areas. During Phase II DERWENT participated in 5 Casex's, EW exercises, refuelled from U.S.S. GUADALUPE and H.M.A.S. SUPPLY and carried out a most successful NGS firing on the Tabones range. Unfortunately due to poor weather conditions throughout the period all other gunnery serials were cancelled.

10. Phase III commenced at 1600H Friday 14th July, with all ships rendezvousing 80 miles west of Subic Bay. Phase III consisted of an opposed transit to Lingayen Gulf in the face of submarine threat, and passage through a channel swept by MCM ships in a mined area around the anchorage. At the start of Phase III DERWENT was detached with JENKINS as an advance search unit and proceeded direct to the entry area. DERWENT was credited with two kills during this phase, both against U.S.S. CUSK. The first followed on a sonar contact being gained by DERWENT north of the Gulf prior to the arrival of the other unit, and the second occurred during the entry screen. DERWENT entered the searched channel at 1120H Saturday 15th July and was escorted to the anchorage by H.M.S. MAXTON, anchoring in Lingayen Gulf at 1345H.

11. An informal reception was held onboard during the evening of Saturday 15th July for officers of TG 472.2. Among the guests were COMASWGRU 3 Rear Admiral H.L. Harty Jr. and his staff.

12. Phase IV, a free play ocean transit from Lingayen Gulf to the Gulf of Thailand in the face of submarine, air and limited surface threats, commenced at 0500H Monday 17th July. A departure screen was formed after passing through the searched channel, and DERWENT after gaining sonar contact carried out an A/S action until joining TG 472.2 for the ocean transit. This contact was subsequently classified non-submarine.

13. DERWENT remained as part of TG 472.2, comprising U.S. Ships HORNET, DAVIDSON, JENKINS, BRIDGET and H.M.N.Z. Ship TARANAKI (until the latter withdrew with engine trouble on Sunday 23rd July). TG 472.2 was employed throughout Phase IV carrying out hunter/killer operations between 30 and 40 miles ahead of the convoy group, rejoining on two occasions to refuel. All other replenishments were carried out with HORNET.

14. Whilst in the Philippine area air attacks on the force were conducted by F86 and F5 fighters of the P.A.F. A short respite from air attack was gained in the middle of the transit but recommenced on 22nd July with attacks by Canberra bombers vectored by Shackleton shadowing aircraft operating from Singapore.

15. TG 472.2 changed allegiance to Indigo Forces for 24 hours on the 19th/20th July, and carried out a surface action against Blue Forces. DERWENT was not detached with the SAG and remained to screen HORNET against submarines and air attacks from MELBOURNE's aircraft.

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16. A short range sonar contact was gained by DERWENT on U.S.S. CUSK as she was trying to penetrate the CVS screen on Saturday 22nd July. Whilst closing to attack simulated torpedo firing signals from the submarine were detected and DERWENT attacked simultaneously. Assisted by DAVIDSON we carried out a lively A/S action, until CUSK was ordered to surface in an out of action state.

17. Phase IV ended at 0600G Wednesday 26th July. Four midshipmen and 1 Petty Officer were transferred to MELBOURNE at 0630G. MELBOURNE with SUPPLY in company then detached for Singapore whilst DERWENT proceeded with remaining units to Bang Saen, anchoring at 1430H Wednesday 26th July.

18. In all DERWENT was credited with three kills during the tactical phases of SEADOG but the last may well be proved by analysis to be a case of mutual destruction. In addition 7 aircraft kills were claimed. Regrettably 3 were later classified as friendly. The exercise was generally felt to be a success and undoubtedly provided excellent training value, although the Air Defence aspects within TG 472.2 were most disappointing. The attitude to Air Defence within the Group can only be described as one of "Maybe if we don't take any notice of it it will go away."

19. During Phase II one U.S.N. Lieutenant from M.H.Q. Staff observed proceedings onboard. The opportunity of exchanging personnel was taken during Phase IV and 2 Midshipmen were exchanged with U.S.S. BRIDGET for 3 days, in addition to exchanging one officer with DAVIDSON for 2 days familiarisation.

20. No surfacing signal was received from U.S.S. CUSK on completion of Phase IV, and DERWENT weighed and proceeded in company with U.S.S. BRONSTEIN to initiate a search at 1500G Wednesday 26th July. DERWENT proceeded ahead of BRONSTEIN with all despatch towards the last known position of the submarine 350 miles to the south of Bang Saen. At 1730G the E.W. office detected a radar transmission emanating from a U.S. submarine believed to be CUSK, and course was altered to close the contact, whilst one of HORNET's helicopters was vectored up the bearing. This tactic proved successful when the helicopter positively identified CUSK on the surface 25 miles from DERWENT at 1808G. Course was then reversed and the ship returned to Bang Saen, anchoring at 2145G Wednesday 26th July.

21. Accompanied by five of my officers I attended the Post Exercise Critique at the Royal Thai Naval Academy on Saturday 29th July. Whilst I was attending the critique my Executive Officer took the ship alongside U.S.S. GUADALUPE to refuel. On completion of refuelling DERWENT again anchored off Bang Saen.

22. Anchor was weighed at 2100G Saturday 29th July and DERWENT proceeded south to the Singapore practice areas, where exercises listed in Appendix 2 were carried out on Monday 31st July.

23. Generally July has been a most successful month for the ship, in particular from the point of view of equipment performance and reliability. This has been exceptional and I can recall no occasion of being let down during Exercise SEADOG by serious equipment defects. The culmination of all this was on 31st July when during an AAMRF with a Rushton target two of the five runs produced between 85% and 90% TTB's and an overall percentage of 68% TTB's was achieved. It is ironic after the unhappy history of gunnery performance the ship has had during the last eighteen months that this was probably our last AA firing prior to the refit.

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24. MARINE ENGINEERING STATE

(a) Prior to and up to the completion of Exercise SEADOG all machinery and boilers have operated satisfactorily.

(b) Whilst at anchor at Manila the starboard transom plating was holed in two places above the water line by a Philippine Water Boat endeavouring to come alongside. Temporary repairs were carried out by Ships Staff which should suffice until the forthcoming refit.

(c) During Exercise SEADOG high power was sustained on numerous occasions including a 30 minute period at 90% full power.

(d) On completion of Exercise SEADOG the ship anchored at Bang Saen during which time necessary machinery and boiler maintenance was carried out by Ships Staff.

(e) During preparation for sea and refuelling at Bang Saen on the 29th July the main exhaust relief to atmosphere valve lifted and failed to reseat. The ship got underway and on completion of fuelling from U.S.S. GUADALUPE anchored whilst repairs were carried out. Extreme difficulty was encountered in gaining access to this valve, but Ships Staff worked well under arduous conditions. On completion of repairs the ship got underway 6 hours after the scheduled time of departure and no disruption to programme was caused. Whilst refuelling from U.S.S. GUADALUPE a premature blow through caused spillage of oil from No. 2 F.F.O. Tank.

(f) Early on the 30th July whilst proceeding to Singapore a loss of vacuum in both Main condensers necessitated stopping main engines. On investigation the isolating valve between the overflow tank and the main condensers was found to be cracked open. The ship was underway 10 minutes after stopping main engines.

25. WEAPONS ELECTRIC I ENGINEERING

(a) July has been a halcyon month for the Weapons Electrical Department. The only equipment unserviceable for an extended period was the V.D.S., which parted its cable fairing once and had to await spares from C of P Sydney at another instance. All other defects were minor.

(b) Operational requirements have prohibited serious progression of Pre-Refit Trials. The additional week alongside at Singapore during August will speed their conclusion.

(c) Two Petty Officer Electricians have left the ship, one D.E.E. and one for compassionate reasons. Deterioration in the serviceability of two equipments, The Ikara Computer and the JYA/Markers, is anticipated as a result as the sailors partially trained as backups do not possess the same experience.

26. The health of the ships company has remained good throughout the month. Whilst in Bang Saen, LEUT SSDN D.E.M. EVANS, RAN, joined from VAMPIRE and it is hoped to have the Ships Company dentally fit prior to return to Australia.

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27. The Welfare Committee has met during the month.

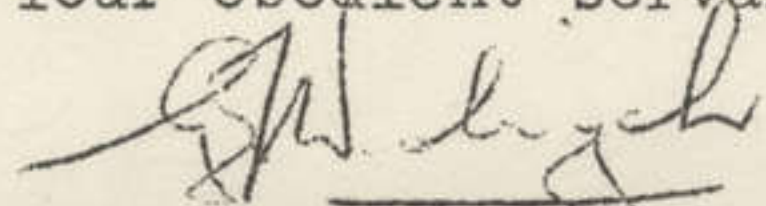
28. Morale remains good, although leave could only be granted on 5 occasions, each occasion whilst the ship was anchored 3 miles off shore.

29. July has seen two records broken in the ship, the first being the maximum number of miles steamed during a month since commissioning (8223.9 miles) and the second for the maximum number of miles steamed in a calendar day (523.5 miles).

I have the honour to be,

Sir,

Your obedient servant,



(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.,  
CAPTAIN

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APPENDIX 1  
DETAILS OF STEAMING

- (a) Miles steamed during the month. 8,223.9  
(b) Total miles steamed since commissioning. 140,833.9  
(c) Hours underway during the month. 554 hrs 17 mins.  
(d) Total hours underway since commissioning 9,973 hrs 44 mins.  
(e) Occasions for exceeding economical speed.

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV. SPEED</u>	<u>REASON</u>
1	5	2.9	6.8	19.8	PUPPEX
2	8	3.0	6.7	20.0	"
3	6	2.4	7.5	18.1	"
4	3	2.6	7.2	18.8	"
10.	1	2.3	7.6	17.5	SEA DOG
11	2	2.0	8.3	16.5	"
12	1	3.4	5.9	20.0	"
13	5	2.3	7.2	16.5	"
14	19	3.8	5.6	21.4	"
15	8	2.1	7.6	15.9	"
17	16	2.6	6.9	18.0	"
18	22	2.9	6.5	18.7	"
19	22	3.1	6.3	19.4	"
20	19	3.0	6.3	18.9	"
21	20	2.6	7.0	18.3	"
22	21	2.9	6.5	18.8	"
23	24	2.6	6.8	17.7	"
24	24	3.0	6.1	18.4	"
25	23	2.8	6.7	18.7	"
26	20	3.3	6.1	20.3	"
29	3	2.8	6.9	19.2	Passage Requirement
30	24	3.5	6.2	21.8	" "
31	9	3.1	6.6	20.5	" "

NOTE:- During Exercise Sea Dog 170 and 177 were in use for a substantial proportion of the exercise. The VDS was streamed on 11/12th and 17-19th July.

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APPENDIX 2 - EXERCISES AND TRAINING

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>AIO</u>	<u>EW</u>	<u>COMMS</u>	<u>MISCELLANEOUS</u>
1	RIX		SPX (B) Internal AIO Exer- cise	EWX 57 EWX 42		OCW Manoeuvres RAS - SUPPLY
2			SPX (B)			Seaboats OOW Manoeuvres
3	NEX SHADEX			(2) MKX (1) RRX		(2) OOW Manoeuvres RAS Approaches
4	Metratest ROFX	DTFX	ADEX	EWX 91 (2) MKX (1) MTX		(2) OOW Manoeuvres Night RAS - SUPPLY
5				(2) MKX		
7			NAVCOMEX 203 A/C Comcheck	NAVCOMEX 701 EWX 91, NAVCOMEX 501	NAVCOMEX 103, 807	SEA DOG Phase I
8	NGSCX		A/C Comcheck	NAVCOMEX 701(3) 302(2)	NAVCOMEX 103, 807	" " "
9						
10		CASEX A4/5		(2) MKX		SEA DOG Phase II
11		CASEX B6		(2) MKX (2) EWX 51, 91		" " " RAS-GUADALUPE
12		(2) CASEX C1		(2) MKX, EWX 91		" " "
13		(2) CASEX C1 (3) CASEX A17				" " "Night RAS-SUPPLY
14	NGSFX		ADEX			SEA DOG Phase III
15						" " "
16						
17						SEA DOG Phase IV - RAS HORNET
18						" " "

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APPENDIX 2 - EXERCISES AND TRAINING (Cont'd)

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>AIO</u>	<u>EW</u>	<u>COMMS</u>	<u>MISCELLANEOUS</u>
19						SEA DOG Phase IV
20						" " " RAS-SUPPLY
21				(2) MKX		" " "
22						" " " RAS-HORNET
23						" " "
24				(2) MKX (1) RRX		" " "
25				(1) MKX		" " " RAS-GUADALUPE
26						" " "
27						SEA DOG Phase V
28				(2) MKX		" " "
29						" " " RAS- GUADALUPE
30	Metratest					
31	AATX AAMRF	Casex A15/5		(2) MKX (1) TTX		TOWEX (Aft own gear- AJAX)

NOTE:- 1. Practical training was gained by Seaman specialists in RP, Gunnery and TAS specialisations.  
 2. A total of 55 hours helicopter direction was exercised.

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APPENDIX 3

SPORT

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APPENDIX 4

MOVEMENTS AND EMPLOYMENT

Sat 1 July - Wed 5 July	Passage to Manila - PUPPEX
Wed 5 July - Mon 10 July	At anchor Manila Bay Exercise SEA DOG 7 - 9 July
Mon 10 July - Sat 15 July	Philippine Exercise Area Exercise SEA DOG
Sat 15 July - Mon 17 July	At anchor Lingayen Gulf
Mon 17 July - Wed 26 July	Passage to Bang Saen Exercise SEA DOG
Wed 26 July - Sat 29 July	At anchor Bang Saen Exercise SEA DOG
Sat 29 July - Mon 31 July	Passage to Singapore Exercise Area
Mon 31 July	Exercise Singapore Exercise Area

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.1065

HMAS D. Denment

Report of August 1967 proceedings

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<del>ACMD DMED ACTP DWE MDG DSAP AS(NS)(N5) Registrar</del>	

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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HMAS DERWENT - REPORT OF PROCEEDINGS - AUGUST, 1967

(HMAS DERWENT's 910/007 of 4th September, 1967)

LOG
INDEX ON
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II

A.F.17/25/3.

The Secretary,  
Department of the Navy.

1. Forwarded.
2. DERWENT's boiler contamination will be reported separately on completion of COMFEEF's Board of Inquiry. (COMHONGKONG's 090433Z September, 1967 refers).

*[Handwritten Signature]*  
REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

16 SEP 1967

PCS.  
*[Handwritten initials]*  
20/9.

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910/007

H.M.A.S. DERWENT,  
at Hong Kong.

5 4 SEP 1967

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

(Copy to:- The Captain (F), (1)  
H.M.A.S. YARRA.  
The Captain, (1)  
H.M.A.S. STUART.  
The Commander, (2)  
FAR EAST FLEET.  
The Flag Officer, Second-in-Command, (1)  
FAR EAST FLEET.)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - AUGUST, 1967

Reference:- A.F.L.R. 4.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT for the month of August, 1967.

2. At the start of the month DERWENT was in the Singapore Exercise Areas carrying out exercises as listed in Appendix 2.

3. Among the exercises carried out was a surface shoot at a Firefish target, using untried tactics. These tactics proved highly successful, and the Firefish which was closing at a rate of 45 knots, was severely damaged at a range of 8000 yards. This success was offset by the chagrin of the First Lieutenant over the blast effects on the paintwork and less solid fittings on the forecastle caused by firing at such low elevations.

4. This shoot preceded a copy book NGS firing which culminated in a run requiring no corrections, and followed the highly successful AA firing mentioned in the July Report of Proceedings. Collectively they went a long way towards re-establishing our faith in the ships MRS3 system which has been such a disappointment for so long.

5. DERWENT berthed alongside Singapore Naval Base at 0830 GH Thursday 3rd August, and remained carrying out maintenance and storing ship until Wednesday 9th August. This was the first time DERWENT had been alongside since casting off from Singapore on Friday 30th June.

6. The Commander, Far East Fleet, Vice Admiral O'Brien DSC and Mrs. O'Brien were welcomed onboard for an Australian Wine Tasting on Friday 4th August.

7. At 1700 GH Wednesday 9th August, DERWENT cast off and proceeded to Loyang, anchoring at 1730 GH. During the night underwater attacks on the ship were carried out by the Fleet Clearance Diving Team, in addition to small boat attacks which were given realism by the extensive use of thunderflashes. During the attacks Operation Awkward procedures were exercised and ships divers carried out bottom searches.

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8. Anchor was weighed at 0730 GH Thursday 10th August and DERWENT proceeded to RNAD to embark ammunition. Opportunity was taken during the move to give shiphandling experience to the Navigating and Gunnery Officers. The ship cast off at 0930 GH and proceeded to the Pulau Bukum DG range. DG ranging was carried out during the afternoon and on completion at 1430 GH course set for Pulau Tioman.

9. Whilst carrying out a full power trial en route, the port boiler had to be crash stopped when the main lubricating oil line to the Port Forced Draught Blower motor fractured (My 101025 Z NOTAL August and 101540 Z NOTAL August refer). To enable the damage to be assessed it was decided to return to Singapore Naval Base where the ship secured to 'A' buoy at 2030 GH Thursday 10th August.

10. It was found that dockyard assistance was required to repair the defect and DERWENT was moved alongside by tugs at 1030 GH Friday 11th August. DERWENT remained alongside until Friday 25th August carrying out self maintenance and preparing for Captain D10's Inspection whilst the defect was repaired. During this time the ship was moved cold a total of six times.

11. The Port Blower motor was finally repaired on Friday 25th August and DERWENT cast off and proceeded for Hong Kong at 0515 GH. During the passage work was progressed to prepare the ship for Captain D10's Inspection.

12. DERWENT entered Hong Kong harbour at 1000 I Monday 28th August, securing to No. 4 buoy at 1030 I. Due to the threat to the colony of Typhoon 'Marge' DERWENT remained at No. 4 buoy at 2 hours notice for steam until 1430 I Thursday 31st August when berth was shifted to South Wall, Victoria Basin and notice for steam was extended to normal. Typhoon 'Marge' having dissipated in the South China Sea.

13. Due to the threat of Typhoon 'Marge', Captain D10's Inspection was advanced to Tuesday 29th August, when both Harbour and Departmental Inspections were carried out onboard.

#### 14. Marine Engineering State

(a) This month has been a very eventful one for the Marine Engineering Department with a major repair being under taken in conjunction with preparation for the Annual Inspection.

(b) A Quarterly Full Power Trial was undertaken on Thursday 10th August. This ended abruptly with the failure of the Port Forced Draught Blower (My letter 605/56 dated 24 August, 1967, refers). Repairs to the Blower were undertaken by Singapore Naval Base and took a period of two weeks.

(c) Whilst on passage to Hong Kong it was suspected that there was a possibility of lubricating oil contamination to the boilers. As a precaution both boilers were limited to half power until a detailed inspection could be undertaken in Hong Kong.


#### 15. Weapons Electrical Engineering

(a) The only incident of consequence during the month was a burn out of the exciter winding of the turbo-generator. This was temporarily repaired by ships staff and is awaiting test.

(b) Equipment and personnel have achieved satisfactory performance throughout the month. Ships staff Pre-Refit Trials have been completed and stores demands for the ships staff component of Refit work load are now being prepared.

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16. The health of the ships company has remained good. One A.B. was returned to Australia by air suffering from severe epididymitis. The travelling fleet dental officer found 55% of the ships company required treatment and has progressed dental work to make 85% of the ships company dentally fit.
17. I addressed the ships company on the subject of security in accordance with AF Memorandum 6/66 during the month.
18. The welfare committee has met during the month.
19. The morale of the ships company has been satisfactory.

  
(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.,  
CAPTAIN

CONFIDENTIAL

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APPENDIX 1

DETAILS OF STEAMING

- (a) Miles steamed during the month. 2,447.0  
(b) Total miles steamed since commissioning. 143,280.9  
(c) Hours underway during the month. 146 hrs 52 mins.  
(d) Total hours underway since commissioning. 10,120 hrs 36 mins.  
(e) Occasions for exceeding economical speed.

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV. SPEED</u>	<u>REASON</u>
1	4	2.1	7.86	16.5	Exercise Requirement
2	5	2.4	7.28	17.5	" "
10	5	4.2	5.00	21.0	Passage and Full Power Trial (See Note)
25	18	3.6	5.75	20.7	Passage Requirement
26	23.5	3.4	6.00	20.4	" "
27	23.5	3.0	6.74	20.2	" "
28	5	1.8	8.90	16.0	" "

NOTE: Blower defect curtailed Full Power Trial

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APPENDIX 2  
EXERCISES AND TRAINING

<u>DATE</u>	<u>GUNNERY</u>	<u>TAS</u>	<u>AIO</u>	<u>EW</u>	<u>COMMS</u>	<u>MISCELLANEOUS</u>
1.		(2) CASEX A15 CASEX B3/A5 CASEX A4/5		EWX 57		RAS (Gold Ranger) OOW Manoeuvres
2.	SUF NGSCX NGSF Starshell	CASEX A13 CASEX A4			BKX	
3.					BKX FRX	
7.					FRX	
9.		Operation Awkward			BKX	
10.						DG Ranging Full Power Trial Divisions
18.						
31.	Landing Party			Landing Party		

NOTES

- AIO exercises were carried out daily for 1 hour whilst alongside Singapore Naval Base.
- Higher Rates Power of Command training was progressed and Section 1 Boards carried out on 16th August.
- Branch Technical Tests were carried out on 8th August.

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APPENDIX 3

SPORT

SINGAPORE

4th	Basketball	vs	BTLWARK	Won	52-51
6th	Rugby	vs	40th Commandoes	Lost	17-3
7th	Basketball	vs	TARANAKI	Won	56-41
	Basketball	vs	KD MALAYA	Won	82-56
8th	Firsts	vs	Seconds		11-0
13th	Rugby	vs	SELETAR	Lost	3-33
15th	Rugby	vs	40th Commandoes	Won	17-14
16th	Australian Rules				
	Engineering & Electrical	vs	Rest		
	4-6(30)		13-20(98)		
17th	Hockey	vs	KD MALAYA	Lost	2-9
20th	Rugby	vs	SELETAR	Lost	0-6
21st	Hockey	vs	KD MALAYA	Drew	4-4
21st	Soccer	vs	KD MALAYA	Lost	0-15
21st	Rifle Shoot	vs	KD MALAYA	Won	571-420
22nd	Rugby	vs	CHANGI	Lost	9-5

In addition a large proportion of the ships company played at golf, squash and swimming.

Total Representation - 307.

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APPENDIX 4

MOVEMENTS AND EMPLOYMENT

11 August - 3 August	Singapore Exercise Area	Exercises
3 August - 9 August	Singapore Naval Base	Maintenance
9 August -	Loyang	Exercises
10 August -	Singapore Area	Exercises
10 August - 25 August	Singapore Naval Base	Repairs and Maintenance
25 August - 28 August	Passage to Hong Kong	
28 August - 31 August	Hong Kong	Inspection

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18-206-1093

DEPARTMENT OF THE NAVY

MINUTE PAPER

September 1967

Report of proceedings

HMAS *Derwent*

*18/10*

AS(NS) *24/10*

D of O *26/10*

DCNS *31/10*

1NM *31/10*

2NM *31/11*

3NM *31/11*

4NM *7/11*

SEC *8/11*

FAS(EG) *8/11*

FAS(FM) *8/11*

C of S *14/11*

ACMD *14/11*

DEP *14/11*

AS(NS) *14/11*

Registrar

*Boiler contamination & FD blower failure being dealt with on other papers. I agree with TOCAF para 2 - working under these conditions is most trying & they have achieved very good results.*

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

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

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

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COVERING

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NAVY—CANBERRA

18 206 1093.  
Office of Commander

Far East Fleet

Singapore

Tel. 59141 Ext. (5735 )

FEF.158/11.Ops.

13th October 1967 ✓

The Secretary  
Australian Commonwealth Navy Board

HMAS DERWENT - REPORT OF PROCEEDINGS - SEPTEMBER 1967

Reference: RI Appendix 29a paragraph 10

1. Forwarded in accordance with the reference.



(C.K. ROBERTS)  
Captain, Royal Navy  
for Fleet Commander

Copy to:

The Flag Officer Commanding HM Australian Fleet

GER

AS 18<sup>24</sup>/<sub>10</sub>

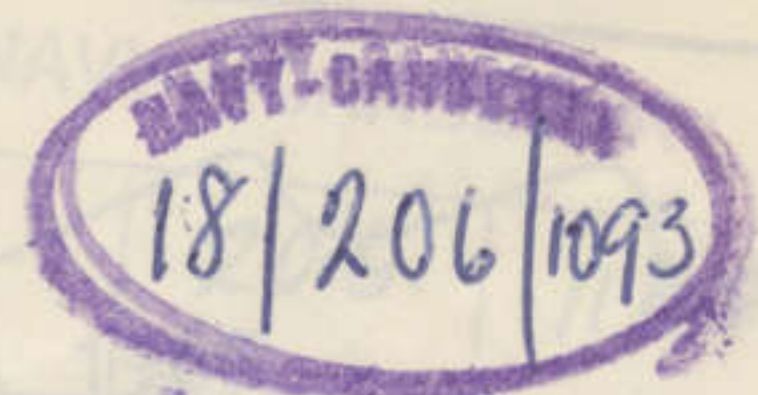
COVERING

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HMAS DERWENT - REPORT OF PROCEEDINGS - SEPTEMBER

(HMAS DERWENT's 910/007 of 2nd October, 1967)

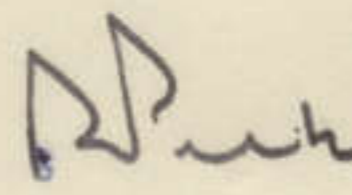


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II

A.F.17/25/3.

The Secretary,  
Department of the Navy.

1. Forwarded.
2. The Marine Engineering Department personnel are to be commended for their excellent work in rectifying the contamination of feed systems and boilers.

  
REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

18 OCT 1967

PCS.

CONFIDENTIAL

(17)

CONFIDENTIAL

910/007

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

- 2 OCT 1967

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

(Copy to:- The Captain (F), H.M.A.S. YARRA.)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - SEPTEMBER, 1967

Reference:- A.F.L.R. 4.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT for the month of September, 1967.

2. At the start of the month DERWENT was berthed alongside South Wall, Victoria Basin, Hong Kong. DERWENT remained alongside undergoing repairs to the boilers and auxiliary machinery until Tuesday 26th September.

3. Opportunity was taken during this time to use Chinese labour to complete chipping both ships sides back to bare metal, and repainting. Meanwhile the ships company progressed ships maintenance.

4. Assistance was also given to the Hong Kong Lands Department by undertaking two projects ashore. These projects had originally been accepted by the British Army, who, due to the present disturbances were fully committed on other duties.

5. The first project was to build a helicopter landing pad on a remote part of Lamma Island for the use of the local village in the event of an emergency. This entailed clearing the land and laying concrete to make a 25 foot square platform. Volunteers were readily available each day and despite delays in delivering necessary building materials to the island the project was three quarters finished when we sailed. The highlight of the venture was the transporting of the large quantities of materials from their landing place on the beach, over steep hills to the landing pad which was situated on top of a three hundred foot hill. This caused much amusement, performed as it was by Australian sailors driving a team of mules fluent only in Gurkhali.

The Helipad project gave rise to favourable publicity in the local press and on Television.

6. The second project entailed the ships demolition team destroying two Japanese built reinforced concrete pillboxes at Saikung in the New Territories, which were being used by squatters and undesirables. This was accomplished with explosives supplied by the Army and proved valuable experience especially as only small charges could be used due to the proximity of houses in the area.

7. Two sailors were flown to Singapore for a weeks practical acquaintance with Type 193 sonar used in Minehunters. The acquaintance took place onboard H.M.S. SHERATON and both sailors reported it to be of great interest and value.

....2/

CONFIDENTIAL

....2....

8. On Thursday 7th September I attended a board of inquiry assembled at H.M.S. TAMAR to investigate the circumstances surrounding the contamination of both boilers and the main feed system onboard.

9. With the assistance of tugs DERWENT shifted berth to No. 2 buoy at 1615I Tuesday 26th September. Final repairs were effected throughout the night and DERWENT slipped from No. 2 buoy at 0600I Wednesday 27th September and proceeded to sea.

10. On clearing Tathong Channel engine trials were commenced prior to making a rendezvous to the east of Lons Island with H.M.N.Z.S. TARANAKI at 0750I Wednesday 27th September, for a backstay transfer of personnel and stores. On completion of transfers course was set for Subic Bay and engine trials continued.

11. DERWENT berthed alongside U.S.S. WAINWRIGHT in Subic Bay at 1200H Thursday 28th September. Replenishment of fuel and water was effected in addition to embarking mail and a small amount of stores for H.M.A. Ships PERTH and HOBART. DERWENT cast off at 1500 and in heavy rain proceeded to sea, setting course for Darwin. Opportunity was made in Subic Bay to give the Gunnery and TAS Officers experience in handling the ship berthing and casting off. All General List Seaman Officers except one have now handled the ship alongside at least once.

12. Passage was made through Mindoro Strait P.M. Thursday 28th September, Basilan Strait P.M. Friday 29th September and at the end of the month DERWENT was transitting south through the Molucca Sea.

13. Marine Engineering State

(a) This month has been a busy one for the Marine Engineering Department due to the repairs necessary from extensive contamination of machinery by O.E.P. 69 lubricating oil.

(b) It has become apparent that DERWENT is now overdue for an extensive refit. This is based on the fact that in the last two months of this quarter DERWENT has been operational for only eleven days whilst of the remainder of the time 41 days has been spent in effecting major unscheduled repairs (Port F/D Blower and decontamination of O.E.P. 69). The defects causing these repairs to be undertaken arose from what is considered to be wear and corrosion of ancillary equipment.

(c) Temporary repairs have been effected to both Turbo alternators by Ships Staff because of excessive clearances of the oil labyrinths, one defect which it is considered may have been a contributing factor to the O.E.P. 69 contamination. Temporary repairs to a considerable amount of the ships pipe work has also been necessary.

(d) Cleansing of all contaminated machinery and systems commenced on the 1st September and required decontamination of both boilers, main condensers, turbo alternators, main and auxiliary feed systems, drains systems, auxiliary boiler, main and overflow feed tanks, followed by extensive flushing through. Both main boilers were also internally cleaned, all joints renewed, and all valve glands in the feed system repacked, this being necessary because of the effectiveness of the cleansing agent.

(e) Delays were incurred in the above repairs because of the limited capacity of the contractor undertaking the cleansing and also water pressure testing of the boilers revealed that all super heater unloading valves had deep radial cracks on the seats, this had not been apparent before and once again indicates the effectiveness of the cleansing agent.

CONFIDENTIAL

....3....

(f) Ships staff were assisted by Taikoo Dockyard where necessary as the limited time available in which to effect the above repairs entailed working night and day.

(g) Harbour trials and final inspections were completed satisfactorily after which DERWENT commenced sea trials on September 27th working up to the 50 per cent full power limitation imposed because of the repeated failure of the super heater baffle wall access plates. The satisfactory repair of this particular defect had not been possible whilst in Hong Kong due to the non-availability of spare boiler tubes. On completion of the sea trials DERWENT proceeded forth with on the return passage to Australia.

(h) Prior to departing for sea trials C2 Diesel Generator overspeeded because of a governor failure. Preliminary examination by Ships Staff indicates significant damage. Further examination and necessary repairs will be under taken by Dockyard during the forthcoming refit.

(j) Performance of the main engines and boilers since sea trials has been satisfactory however excessive wear of the fresh water pump impeller and bearing ring of No. 2 Evaporating and Distilling Plant necessitated severe water restrictions whilst repairs were effected.

#### 14. Weapon Electrical State

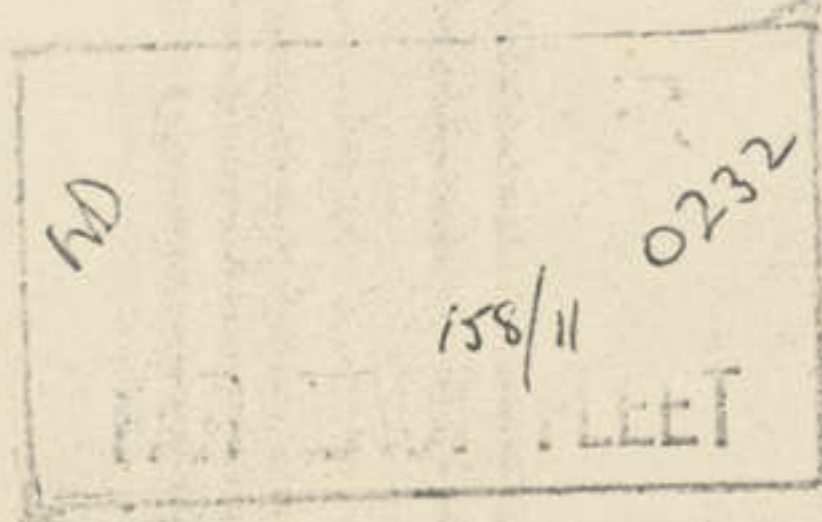
(a) The extended delay in Hong Kong allowed the department to catch up on outstanding Planned Maintenance and progress minor defects in the domestic/lighting field. All equipments are serviceable though there has been no opportunity to prove weapon systems for almost two months. Planning for the forthcoming refit is progressing satisfactorily.

(b) The recent Posting Notes and Forecasts will leave the department with a reasonable complement, with the exception of Chief and Petty Officer Electricians (WR). The ship is complemented for three and will have none by the end of the year.

15. The health of the ships company has been good, and all personnel onboard will be dentally fit by the time the ship arrives Sydney thanks to the presence of the Fleet Dental Team.

16. The Welfare Committee met during the month.

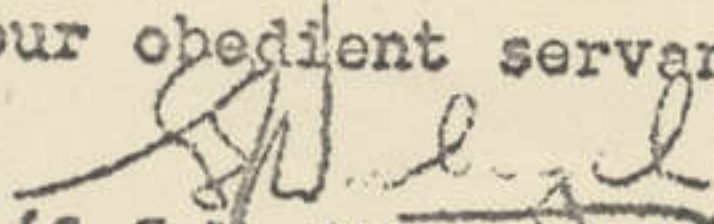
17. Despite the frustrating delays in effecting repairs to the main propulsion machinery and the seemingly interminable period in Hong Kong morale has remained high onboard. The Engineering Department in particular deserve comment as they worked alternate days, watch and watch about, twenty four hours a day, seven days a week without complaint. This coupled with the excellent cooperation and help from the Staff of The Commodore Hong Kong and the seemingly tireless efforts of the Taikoo Dockyard, succeeded in completing the task of chemically degreasing both boilers and the main feed system in a period of four weeks which is understood to be exactly half the time such an undertaking has required previously.



I have the honour to be,

Sir,

Your obedient servant,

  
(G.J.H. WOOLRYSH)  
COMMANDER R.A.N.,

CONFIDENTIAL

APPENDIX 1  
DETAILS OF STEAMING

- (a) Miles steamed during the month. 1,618.9  
 (b) Total miles steamed since commissioning. 144,899.8  
 (c) Hours underway during the month. 87 hrs 40 mins  
 (d) Total hours underway since commissioning. 10,208 hrs 16 mins  
 (e) Occasions for exceeding economical speed.

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV. SPEED</u>	<u>REASON</u>
27	19	2.8	7.4	20.7	Passage Requirement
	21	2.5	8.0	19.9	" "
29	24	2.3	7.5	17.4	" "
30	23.5	2.25	7.4	16.6	" "

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APPENDIX 2

EXERCISE AND TRAINING

- 15th September - Annual Musketry Course - 35 Sailors  
Stonecutters Island.
- 27th September - Jackstay transfer - H.M.N.Z.S. TARANAKI  
Action Stations  
Emergency Stations  
Leaving Ship Stations.

- Notes:-
1. Daily internal communications and EW exercises were conducted in harbour.
  2. Ordinary seaman training was progressed and examinations conducted on 12th September.

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APPENDIX 3

SPORT

Fri 1st	Volleyball	vs	H.M.A.S. HOBART	Won 3-1
Sat 2nd	Basketball	vs	H.M.A.S. HOBART	Won 37-33
	Water Polo	vs	H.M.A.S. HOBART	Lost 4-10
Tue 12th	Cricket	vs	R.A.O.C.	Lost 199-187
Wed 20th	Cricket	vs	R.A.A.F.	Lost 212-146
	Rugby	vs	R.A.O.C.	Won 46-0
Thu 21st	Cricket	vs	R.A.O.C.	Won 133-128
Sun 24th	Rugby	vs	R.A.F.	Won 41-0
Tue 26th	Cricket	vs	R.A.A.F.	Lost 128-142

In addition a large percentage of the ships company  
played golf during the stay in Hong Kong.

Total Representation - 120

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APPENDIX 4  
MOVEMENTS AND EMPLOYMENT

1 September - 26 September	Hong Kong - Repairs
27 September - 28 September	Passage to Subic Bay
28 September	Subic Bay - Refuel
28 September - 30 September	Passage to Darwin

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**CONFIDENTIAL**

18-206-1113

DEPARTMENT OF THE NAVY

MINUTE PAPER

October, 1967

HMAS *Derwent*

Report of proceedings

~~AS (NS) 20/11~~  
~~D of O 21/11~~  
~~DCNS 22/11~~  
 LNM 24/11  
~~2NM 27/11~~  
~~3NM 1/12~~  
~~4NM 11/12~~  
 SEC 13  
~~FAS (EC) 13~~  
 FAS (FM)  
 C of S 14/12  
 DPR 1/12  
 AS (NS) (N5) 13/12

Registrar

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

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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RECEIVED  
3 12.7 NOV. A.M.

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NAVY—CANBERRA  
18 206 1113

HMAS DERWENT - REPORT OF PROCEEDINGS - OCTOBER, 1967

(HMAS DERWENT's 910/07 of 3rd November, 1967.)

-----

II

A.F. 17/25/3

The Secretary,  
Department of the Navy.

1. Forwarded.
2. The seizure of the port main turbine (paragraphs 7 and 11(c)) has been investigated and a separate report will be made.

*RP*

REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

15 NOV 1967

PMS

*WAB 17/11*

CONFIDENTIAL

CONFIDENTIAL

ROYAL AUSTRALIAN NAVY

St 2529

17/25/3

TELEPHONE

REF. No. 910/07

34

H.M.A.S. DERWENT,  
at Williamstown.

3 NOV 1967

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

(Copy to:- The Captain (F), H.M.A.S. YARRA.)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - OCTOBER, 1967

Reference:- A.F.L.R. 4.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT for the month of October, 1967.

2. At the beginning of the month DERWENT was in transit through the Molucca Sea on passage from Subic Bay to Darwin. Passage was made across the Banda Sea during the forenoon of Monday 2nd October, and the Arafura Sea that afternoon and evening.
3. DERWENT berthed port side to Outer Stokes Hill Wharf, Darwin, at 1200IK Tuesday 3rd October, and before sailing for Cairns 4 hours later embarked fuel and landed 16 Western Australian libertymen. The ship was open to visitors during this period, on the occasion of Navy Week, but the time proved generally inconvenient and few visitors inspected the ship.
4. DERWENT transited Torres Strait during the early morning of Thursday 5th October and entered the Barrier Reef at 0800K that morning. The ship berthed at No. 10 Wharf, Cairns, at 1400K Friday 6th October, fuelled and proceeded for Sydney at 1700K that afternoon.
5. At 0745K on Sunday 8th 3 Customs Officers were embarked off Caloundra, and the clearance of the ship's company was progressed enroute to Sydney in excellent weather conditions. Despite these good conditions one Customs Officer, suffering from the effects of "mal de mer", took virtually no part in the proceedings.
6. DERWENT entered Sydney Heads at 0835K on Monday 9th, and, welcomed by many friends and relations, berthed port side to at Cruiser Wharf, Garden Island, at 0900K. During the ensuing week pre-refit preparations were carried out, the ship de-ammunitioned and the majority of non Victoriansailors proceeded on seasonal leave.
7. At 1000 Saturday 14th October, DERWENT proceeded from Sydney for a Family Day, this occasion having been cancelled earlier in the year due to weather and ships programme amendments.



CONFIDENTIAL

.....2/

Unfortunately a strong north easterly wind and choppy seas led to the cancellation of some events but a static display of all armament was provided followed by a live mortar firing. On completion the ship anchored in Watson's Bay in order that lunch could be taken on a steady platform. At approximately 1345, while preparing to proceed alongside to land families before departure for Williamstown, the port shaft was found to be locked due to seizure of the port main turbine (DERWENT letter 605/59 of 23 October refers) and after inspection by divers, and failure to rectify the fault, the ship was moved alongside by tugs, families having been landed previously by ferry.

8. At 1935 that evening, the port shaft having been freed, the ship proceeded for Williamstown, berthing East Dockyard Pier at 0900K on Monday 16th to commence refit. The Refit Conference was held that afternoon.

9. During the remainder of October work on the refit was progressed unfortunately hindered to some extent by industrial troubles. The effect of this loss in productivity is at present being investigated in conjunction with dockyard officers.

10. The ships company moved to QUICKMATCH on Tuesday 24th, finding living conditions markedly inferior to those in DERWENT.

11. Marine Engineering State

During the first half of this month the Marine Engineering Department has been engaged in preparations for the Main Refit.

(b) On arrival in Sydney on the 9th October work commenced on the cleaning of fuel tanks and external water wash of both Main Boilers using the services of TCV Colac. These were completed p.m. 12th October.

(c) As mentioned previously on Saturday 14th October whilst preparing to get underway the port shaft became locked due to seizure of the port main turbine. The circumstances concerning this and the result of the consequent trials have been reported separately.

12. Weapon Electrical State

The department has been fully occupied preparing for and commencing the Main Refit. Limited trials on the majority of the weapons systems were conducted in Sydney before departure for Williamstown and these proved useful in consolidating the results of the extensive trials conducted by the ship's staff over the past three months.

(b) A start has been made on all the major items for the refit, and progress to date is satisfactory.

13. The health of the ships company has remained good throughout the month.

14. The morale of the ships company remains high. Despite the proportion of sailors posted from the ship on return to Australia it is expected that virtually all seasonal leave and deferred leave will be taken before the Refit Completion Date, and at the same time, ship maintenance progressed satisfactorily.

CONFIDENTIAL

....3....

34B

15. The Welfare Committee met during the month.

I have the honour to be,

Sir,

Your obedient servant,



(A.R. HORTON)  
LIEUTENANT COMMANDER, R.A.N.,  
For CAPTAIN (A.O.L.)

CONFIDENTIAL

CONFIDENTIAL

34 c

APPENDIX I  
DETAILS OF STEAMING

- (a) Miles steamed during the month. 4,225.5
- (b) Total miles steamed since commissioning. 149,125.3
- (c) Hours underway during the month. 241 hrs 0 mins
- (d) Total hours underway since commissioning. 10,449 hrs 16 mins
- (e) Occasions for exceeding economical speed.

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV. SPEED</u>	<u>REASON</u>
1	23.5	2.4	6.9	16.5	Passage requirements
2	24	2.2	7.1	15.6	" "
4	24	3.6	5.9	21.2	" "
5	23.5	2.0	7.25	14.5	" "
6	24	2.2	7.2	15.8	" "
7	24	4.2	5.35	22.4	" "
8	24	3.2	6.2	19.8	" "
9	9	2.4	7.0	16.8	" "
15	24	2.4	6.8	16.4	" "

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340

APPENDIX II  
EXERCISES AND TRAINING

Due to leave commitments and refit preparations  
internal N.B.C.D., AIO and Communications exercises only  
were carried out.

CONFIDENTIAL

CONFIDENTIAL

34E

APPENDIX III  
SPORT

Due to leave and refit commitments, and ships programme, there has been no opportunity for organised sport. A number of the ship's company have availed themselves of the golfing facilities in the Williamstown area.

Total representation = 15

CONFIDENTIAL

CONFIDENTIAL

APPENDIX IV  
REPORT OF A/S WEAPON FIRING

348

Reference:- ABR 5016 Appendix 29A Clause 7.

- (a) Saturday 14th October, 1967.
- (b) 1145K.
- (c)  $33^{\circ}54.8'S$   $151^{\circ}37.4'E$

CONFIDENTIAL

**CONFIDENTIAL**

18-206-1144.

DEPARTMENT OF THE NAVY

MINUTE PAPER

November, 1967

Report of proceedings

HMAS ~~Hampshire~~ Derwent

12/11/67

AS(NS) 18/12

D of O 18/12

DCNS 19/12

1NM 19/12

2NM

3NM

4NM 29/12

SEC

FAS(EG) 31

FAS(FM)

16 of S 31

DPR 31

AS(NS) (N5) 31

Registrar

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

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

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

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*Handwritten initials and marks at bottom right.*

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15 DEC 1967  
NAVY REGISTRY

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NAVY—CANBERRA		
18	206	1144

HMAS DERWENT - REPORT OF PROCEEDINGS - NOVEMBER, 1967

(HMAS DERWENT's 910/07 of 4th December, 1967.)

-----

II

A.F. 17/25/3

The Secretary,  
Department of the Navy.

1. Forwarded.

*DP*

REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

14 DEC 1967

PMS

CONFIDENTIAL

*ASIS 15/12*

17/25/3

TELEPHONE:

REF. No. 910/07

H.M.A.S. DERWENT,  
at Williamstown.

- 4 DEC 1967

36

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

(Copy to:- The Captain (F), H.M.A.S. YARRA.)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - NOVEMBER, 1967

Reference:- A.F.L.R. 4.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT under my command for the month of November, 1967.

2. The ship has spent the entire month at H.M.A. Naval Dockyard Williamstown undergoing refit. Generally the refit has progressed satisfactorily despite some concern that sufficient money will be forthcoming to enable all refit items to be completed.

3. The ship was moved into the Alfred Graving Dock on Sunday 12th November and has remained there for the rest of the month. The state of the ship's bottom on docking was even worse than expected despite the fact that it had been scraped by divers twice within the last six months. The bottom will be completely sand blasted and re-painted before re-floating. It is apparent that the preparation it received during the mid cycle docking in September, 1966 was not successful, a fact which had long been suspected because of high fuel consumption figures over the last six months.

4. I regret to report that one of my Ship's Company, ROS B.W. Duance, P/N R.94009 died at the Naval Hospital H.M.A.S. CERBERUS on Saturday 18th November as a result of fulminating pneumonia. He was buried with Naval Honours in Sydney on Tuesday 21st November.

5. Those of the Ship's Company not on leave are living in H.M.A.S. QUICKMATCH, an arrangement which is working satisfactorily.

6. I attended the Fleet Captains Meeting at Fleet Headquarters on Friday 24th November and the Naval Symposium at H.M.A.S. WATSON on 25th and 26th November.

.....2/



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CONFIDENTIAL

...2...

7. The health and morale of the Ship's Company has been satisfactory throughout the month.

36A

I have the honour to be,

Sir,

Your obedient servant,



(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.  
CAPTAIN

CONFIDENTIAL

CONFIDENTIAL

APPENDIX I

DETAILS OF STEAMING

36B

- |     |   |                    |
|-----|---|--------------------|
| (a) | Miles steamed during the month            | Nil                |
| (b) | Total miles steamed since commissioning.  | 149,125.3          |
| (c) | Hours underway during the month.          | Nil                |
| (d) | Total hours underway since commissioning. | 10,449 hrs 16 mins |
| (e) | Occasions for exceeding economical speed. | Nil                |

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APPENDIX III

SPORT

360

Opportunity has been taken to play as much sport as leave and refit commitments permit. The Koorringal Golf Club continues to be used by a number of the Ship's Company.

An inter-divisional volleyball competition is currently being run during the lunch hour and is proving very popular.

A cricket match against H.M.A.S. LONSDALE was played on the 16th November, DERWENT emerging the victors, the scores being DERWENT 99, LONSDALE 22. A return match is planned for Thursday 7th December.

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APPENDIX II

EXERCISES AND TRAINING

360

Due to leave and refit commitments no exercises have been carried out.

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**CONFIDENTIAL**

18-206-1189.

DEPARTMENT OF THE NAVY

MINUTE PAPER

December, 1967

HMAS

*Derwent*

Report of proceedings

AS(NS)

*3-6/1*

D OF O

*26/1*

DCNS

*31/1*

1NM

*Ames 9/2*

2NM

*Log*

3NM

*11/3/2*

4NM

*9/15/2 - Para 5 (F) 1(g) are noted 9/16/2*

SEC

*9.1.12*

FAS(EG)

*9/14*

FAS(FM)

*9/14*

C OF S

*16/2*

DPR

*9/14*

AS(NS)

*(N5) 9.1.23/2*

Registrar

<del>D of P</del>	<del>D of P(A)</del>	<del>DGFE</del>	<del>DTWP</del>	<del>D of C</del>	<del>DNAP</del>	<del>DSMP</del>	<del>CONS</del>	<del>DNI</del>	) Separate
<del>HPB</del>	<del>DCNP</del>	<del>DOA</del>	<del>DMT</del>	<del>DDM</del>	<del>DPS</del>	<del>DFSD</del>	<del>DNR</del>	<del>DNES</del>	) Report
<del>ACMD</del>	<del>DMED</del>	<del>ACTP</del>	<del>DWE</del>	<del>PEE</del>	<del>MDG</del>	<del>DSAP(M)</del>	<del>AS(NS)</del>	<del>(N5) Registrar</del>	) Circulating

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

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

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HMAS DERWENT - REPORT OF PROCEEDINGS - DECEMBER 1967

(HMAS DERWENT's 910/07 of 6th January, 1967.)

-----  
II

A.F. 17/25/3

The Secretary,  
Department of the Navy.

1. Forwarded.
2. The future serviceability of the Sonar Type 177 transducer is a matter for speculation. It is anticipated that GMGID will have a completely rebuilt transducer available in the near future, and this may be installed in DERWENT if found to be necessary.

*RP*

REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

23 JAN 1968

CK

*AB 25/1*

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ROYAL AUSTRALIAN NAVY

17/25/3

TELEPHONE:

REF. No. 910/07

H.M.A.S. DERWENT,  
at Williamstown.

6 JAN 1968

38

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

(Copy to: The Captain (F), H.M.A.S. YARRA.)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1967

Reference:- A.F.L.R. 4.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT for the month of December, 1967.

2. The ship has spent the period undergoing refit at H.M.A. Naval Dockyard, Williamstown, and at the beginning of the month was in dry dock. Generally the refit has been progressing satisfactorily although the completion date has been put back to the 15 March.

3. On Friday 8 December, the Assistant Chief of the British Defence Staff (Operational Requirements) Air Vice-Marshal H.N.G. WHEELER, C.B., C.B.E., D.S.O., D.F.C., R.A.F., visited the ship to inspect the IKARA weapon system. He was conducted on a brief tour of the system and was shown the latest film on IKARA. Unfortunately the condition of the ship and equipment at the time precluded a comprehensive demonstration.

4. The Albert Graving Dock was flooded on Thursday 14 December and on Friday 16 December the ship was moved to Outer West Nelson Pier. At this time H.M.A.S. SWAN was scheduled to be launched on the following day and to facilitate the launching H.M.A.S. DERWENT and H.M.A.S. QUICKMATCH were moved several times, both before and after the launching, and finally berthed alongside each other at Inner East Dockyard Pier on Sunday 18 December. This arrangement eased the problems associated with administrating two ships and in particular security arrangements.

5. WEAPON ELECTRICAL STATE

(a) The refit in this department appears to be progressing well. The Weapon Fitters, though undermanned, are working exceptionally well and provided that no serious defects are unearthed they should cause no delay.

(b) Several defects have been discovered with the 4.5" turret training motors. These should be rectified by the middle of January when the system will again be subject to exhaustive testing.



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5. (c) The condition of the Sonar Type 177 transducer, which was not assembled until shortly before undocking, was most disappointing (My Signal DTG 140310Z DEC refers). The Hull Outfit 20 blanking plate has been landed as topweight surrender and therefore the transducer can no longer be repaired without docking. Furthermore it is considered highly probable that the present transducer will, due to failure of element windings, become unserviceable during 1968 and thus necessitate a further docking. 38A

(d) Commonwealth Aircraft Corporation, who are refitting the IKARA launcher and handling equipment as sub-contractors, discovered corrosion in the training race of the launcher whilst carrying out a planned maintenance inspection. The reason for this serious defect has not yet been entirely determined. However preliminary indications are that it could be a design fault, a fact that has already been appreciated and the design modified in subsequent production launchers.

(e) The ships staff have been progressing minor modifications, planned maintenance items and preserving items from the upper deck.

(f) The S.O.A.P. team, with the limited assistance of the ship's staff, are continuing to survey items of machinery, spare gear and naval stores. Several facts of pertinent interest to the Weapon Electrical field have been unearthed, and as a result a limited increase in operational efficiency is envisaged. ||

(g) The Naval Stores Organisation at Williamstown has proved to be a very helpful one. This factor has materially aided the ship's staff in progressing work on minor defects. ||

6. MARINE ENGINEERING STATE

(a) The progress of the current refit is satisfactory. However a significant number of Defect List items are still being held in abeyance pending additional finance being made available. |

(b) Extensive fouling of the underwater hull necessitated complete sand blasting and subsequent repainting. This was completed on 14 December. The fouling is largely attributed to the long periods alongside at Singapore and Hong Kong whilst undergoing repairs.

(c) On 18 December the Port Main Turbine casing was lifted for internal examination and this is still progressing. However preliminary examination shows extensive damage to the blading of the first four stages, and two of the three ahead diaphragm securing bolt cover plates are dislodged with other slight damage apparent. Further examination will be possible when the rotor is lifted.

7. Work on the upper deck is progressing quite smoothly despite the depleted workforce and difficulty of co-ordination with the dockyard work. Virtually all upperdeck screens have been taken back to bare metal during 1967 and vacu blasting of the upperdeck has been progressed almost to completion. During the last four months the complete hull has been taken back to metal either by unofficial labour in Hong Kong or sandblasting during the present refit.

....3/

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CONFIDENTIAL

....3....

38B

8. One Able Seaman was admitted to the Heidelberg Repatriation Hospital during the month with acute appendicitis. Complications ensued and when the sailor went from the "seriously" to "dangerously" ill list the AUSDIL Scheme was instituted. His mother was flown over from Adelaide and remained in Melbourne for the five days that he remained on the "dangerously" ill list. The scheme proved workable and was deeply appreciated by the members concerned. Otherwise the health and morale of the Ship's Company has been satisfactory throughout the month.

I have the honour to be,

Sir,

Your obedient servant,



(A.R. HORTON)  
LIEUTENANT COMMANDER, R.A.N.,  
For CAPTAIN (AOL)

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380

APPENDIX I

a)	Miles steamed during the month	Nil
b)	Total miles steamed since commissioning	149,125.3
c)	Hours underway during the month	Nil
d)	Total hours underway since commissioning	10,449 hrs 16 mins
e)	Occasions for exceeding economical speed	Nil

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APPENDIX II

38D

Due to leave and refit commitments no exercises have been carried out.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX III

SPORT

38E

Owing to the number of hands remaining on board and ship maintenance, there has been very little opportunity for sport.

However one cricket match was played against H.M.A.S. LONSDALE which DERWENT won outright. The inter-divisional volley ball competition finished early in the month.

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129/002/2

**SECRET**

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

REPORT OF PROCEEDINGS - JANUARY, 1966

(All times local)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT, for the month of January, 1966.

2. At the beginning of the month DERWENT was secured alongside the South End, Cruiser Wharf, Garden Island. On Sunday 2 January the ship was open to public inspection although, perhaps because of the holiday season, relatively few visitors came aboard.
3. At 1500 on Tuesday 4 January DERWENT cast off and proceeded to rendezvous with HMAS VAMPIRE off Cape Baily at 1615. During the next 4 hours jackstay transfers, O.O.W. manoeuvres and a radar calibration were carried out. At 2030, using VAMPIRE's X and S band radars, DERWENT commenced a UA 8/9/667 receiver calibration, but because of minor faults in the equipment this serial was not successful. At 0115 on Wednesday 5 January the calibration was completed and both ships steamed in close company towards Jervis Bay for the remainder of the night.
4. At 0600 DERWENT was detached and proceeded to a position 20 miles east of Point Perpendicular where, at 0800, the ship commenced Ikara horizontal polar diagram checks and range pulse checks with a Dakota aircraft fitted with a monitoring fin and telemetry sender. These trials were satisfactorily completed at 1530 and DERWENT proceeded to Jervis Bay where she came to a four point moor at 1830.
5. During the next two days attempts were made to carry out Ikara bearing discrimination checks with a helicopter fitted with a monitoring fin, but because of faults in the tracking aerial these trials were unsuccessful. It was decided at this time that it was necessary to land the Ikara tracking aerial for further checks at the Weapons Research Establishment, Salisbury. At 1615 on Friday 7 January DERWENT unmoored and anchored off Captain Point at 1710.
6. At 0400 on Saturday 8 January DERWENT weighed and proceeded to rendezvous with HMAS KIMBLA off Point Perpendicular at 0500. Because of poor sonar conditions, and the inability to hold the sonar responder fitted in KIMBLA outside a range of 6000 yards, it was decided at 0930 to postpone the sonar side of alignment checks. KIMBLA moored off Crocodile Head and at 1330 DERWENT commenced radar alignment checks. These were completed satisfactorily at 1815. A further attempt was made at 2030 to carry out sonar checks, but it was not until 0345 on Sunday 9 January that sonar conditions improved and the trial could be carried out. At 0608 course was set for Sydney and at 0830 DERWENT carried out runs over the measured mile until 1005. The ship then entered harbour, securing alongside the South End of the Cruiser Wharf at 1100.
7. On Monday 10 January the Ikara tracking aerial was landed and flown to the Weapons Research Establishment, Salisbury for testing

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

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**SECRET**

~~CONFIDENTIAL~~  
**SECRET**

8. At 1100 on Tuesday 11 January, DERWENT cast off and proceeded to sea to continue work up. During the afternoon an AATX was conducted on completion of which, the ship rendezvoused with VAMPIRE and carried out a jackstay transfer, followed by O.O.W. manoeuvres. At 1800, another unsuccessful attempt was made to calibrate UA8/9 bearing receivers using radar transmissions from HMAS WATSON.
9. At 0800 on Wednesday 12 January, an AATX followed by an AAMRF was carried out in the Jervis Bay area. The latter was spoiled to a large extent by the difficulty experienced in holding the delmar target visually, in fact only two firing runs were attempted. During the remainder of the day, a MAX, a live mortar firing, and a LWO2 performance check using a RAAF Canberra aircraft, were carried out. The results of the latter were surprisingly poor compared with LWO2 ranges obtained on a Neptune aircraft during trials in December, and on a Boeing 727 aircraft during trials later in the month. At 1845 on Wednesday 12 January DERWENT anchored in Jervis Bay off Captain Point.
10. At 0730 on Thursday 13 January the ship's demolition team was landed and at 0800 the ship weighed anchor and commenced noise ranging over Jervis Bay range. These runs were completed at 1300, and the tedium of this exercise was relieved on the final run at 28 knots when the ship experienced a steering gear failure about 1 mile off Hyams Point. DERWENT anchored off Captain Point at 1318, steering from aft. During the evening of the 13 January an unopposed operation Awkward was exercised.
11. Mortar sea check firings against a bubble target commenced at 0745, but were unsuccessful because of poor sonar conditions and will need to be completed at a later date. At 1330 the ship commenced an AAMRF and a most commendable score of 62% TTB's was achieved against the delmar target. Morale, especially throughout the gunnery branch, showed a marked improvement following this shoot, which was a just reward for the many long hours the maintainers have spent in preparing the gunnery system. DERWENT returned to harbour and anchored at 1600. A diving team from HMAS RUSHCUTTER demonstrated underwater sabotage methods during the dog watches, and later in the evening attacked the ship to exercise DERWENT's Operation Awkward organisation.
12. The ship sailed from Jervis Bay at 0755 on Saturday 15 January, and carried out a self noise trial until 1400. The ship returned to harbour at 1500 to disembark RANEL personnel, proceeding on completion to Sydney, securing alongside Chowder Bay at 0615. On completion of fuelling the ship shifted berth to Garden Island, securing alongside the Cruiser Wharf at 0810.
13. In company with HMA Ships YARRA, VAMPIRE, and PARRAMATTA, DERWENT left harbour at 0845 on Monday 17 January. On clearing the Heads, ships commenced O.O.W. manoeuvres which were completed at 1000. The remainder of the day was spent carrying out gunnery exercises including an RIX, a SUTOP, and REW and day starshell firing. TAS exercises included a Casex A2 and a Casex A4/5.
14. DERWENT was scheduled to carry out EW evaluation trials at 0001 on Tuesday 18 January, but because a successful UA9 calibration had yet to be achieved, this was now included before the evaluation trial started. The calibration was successfully completed at 0325 and the remaining 3 hours spent in evaluations. Because a total of nineteen hours was required for UA8/9 evaluation, results to some extent were inconclusive. A full report is being forwarded by the Communications Trials Team.

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**SECRET**

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~~CONFIDENTIAL~~

15. From 0800 until 1200 on Tuesday 18 January, opportunity was taken to check the IFF/SIF and carry out aircraft joining procedures with a Neptune aircraft working with VAMPIRE for a similar trial. The ship was scheduled to carry out a Casex A4/5 and B11 during the afternoon, but was forced to proceed to Jervis Bay to land a sailor with a badly gashed leg. At 1600 the ship was back in the Jervis Bay firing area and completed an AAMRF against a delmar target. Results during this shoot were satisfactory, but not nearly as impressive as the previous AA firing. This is attributed to the poor weather conditions and choppy seas which existed at the time. From 1800 to 2100, DERWENT, YARRA and VAMPIRE carried out a Casex A16 on completion of which DERWENT was detached and proceeded to Sydney securing alongside at 0730 on Wednesday 19 January.

16. At 1330 on Thursday 20 January having fitted the Ikara tracking aerial, the ship cast off and proceeded to Jervis Bay anchoring off Huskisson at 1950.

17. At 0615 on Friday 21 January DERWENT weighed and came to a four point moor in Jervis Bay at 0720. On 21 and 22 January Ikara trials were successfully carried out using Wessex helicopters and Venom aircraft for bearing discrimination, smoothness of follow of tracking aerial, and radial gather/track changeover checks. On completion of these trials on 22 January, DERWENT unmoored and anchored off Captain Point.

18. DERWENT weighed and proceeded at 0355 on Sunday 23 January. At 0800, when the ship was 60 miles to the east of Point Perpendicular, a navigational shaping unit check was carried out using a Venom aircraft fitted with a monitoring fin and steer needle. This trial was completed at 1215, but the results obtained were inconclusive, and it was necessary for the figures to be analysed at the Aeronautical Research Laboratories before a final assessment was made, the following day. DERWENT returned to harbour at 1715 on Sunday 23 January, securing to number 5 buoy on arrival.

19. Four practice missiles were embarked on the morning of Monday 24 January. Because of delays in testing on board and defects in the handling equipment, it was not until 2100 that DERWENT with PARRAMATTA in company sailed for Ikara firings. At 0040 on Tuesday 25 January, a rendezvous was made with KIMBLA and ships proceeded in company for the remainder of the night to the firing area.

20. By 0800 on Tuesday 25 January, pre firing sequence checks had commenced but these were interrupted at 0900 when UA9 interception was obtained indicating the presence of an intruder submarine. Events subsequent to this interception have been reported separately. The firing programme for Tuesday 25 January was cancelled because of the danger of compromise of the Ikara transmitter frequencies.

21. At 2300 on 25 January, DERWENT and PARRAMATTA rendezvoused with HMAS MELBOURNE and carried out a 667 jammer evaluation trial with a Boeing 727 aircraft on charter from Trans Australia Airlines. The results of this trial of type 667 against high airborne X Band radar were encouraging in so much that the jammer achieved its design requirement in screening DERWENT. The intention of the trial was, however, to determine the jammer's consort - screening performance and in this respect it was comparatively unsuccessful. It was considered that the jammers power output was low and that the transmitter fell off tune too easily. It is hoped that with the fitting of a new design Backward Wave Oscillator, and the provision of a Field Strength Meter, much improved results can be achieved. The Communications Trial Team is forwarding a detailed report.

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**SECRET**

~~CONFIDENTIAL~~

22. At 0700 a rendezvous was made with KIMBLA, and pre sequence firing checks were carried out. At 1522 the first practice missile was fired, and it was most disappointing to see it go out of control and crash into the sea. A second firing took place at 1735 and the assembled ship's company applauded when the missile was seen to run straight and true towards the target. Although it was not appreciated at this time, this was the culminating point of three months of frustrating trials which terminated in one missile failure, one successful firing, and three days exhaustive searching for an intruder.

23. At 0045 on Friday 28 January, the search for the intruder submarine was called off and DERWENT, VAMPIRE and PARRAMATTA proceeded in company to Jervis Bay, anchoring at 0445. DERWENT weighed anchor at 0600 and proceeded to area NQ for a Naval Gunfire Support Firing. This shoot was delayed by a small fishing boat which fouled the range, and it was possible to carry out only one firing run. On completion of the bombardment DERWENT rendezvoused with PARRAMATTA and transferred the PTA controller and equipment. Seacat firings were to have commenced at 0930, but it took longer than expected to transfer the PTA controller and equipment, and it was 1154 before the first PTA was launched from PARRAMATTA. At 1234 the first missile was launched from DERWENT. A total of 4 missiles were fired at the PTA and it appeared that 2 could be considered as hits. During the passage north to Sydney O.O.W. manoeuvres were carried out with PARRAMATTA, and at 1830 both ships entered harbour securing alongside the Fitting Out Wharf on arrival.

24. Rear Admiral T.K. Morrison, CBE, DSC, arrived on board at 1845, and left at 1915.

25. The ship remained alongside for the remainder of the month.

26. The health, conduct and morale of the ship's company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN

**SECRET**

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~  
**SECRET**

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

APPENDIX I

DETAILS OF STEAMING:

- (a) Miles steamed:- 3195.0  
(b) Total distant steamed since Commissioning 56,487.9  
(c) Hours underway 267 hours 16min.  
(d) Total hours underway 4329 hours 42 min.  
(e) Occasions of exceeding economical speed:-

<u>DATE.</u>	<u>HOURS.</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV SPEED</u>	<u>REASON</u>
4	1	1.65	9.2	16.5	OOW Manoeuvres
5	1	1.85	8.6	17.4	Trials require- ments
8	3	2.45	7.2	19.7	" "
9	5	1.8	8.65	17.3	" "
11	4	2.15	7.9	18.6	" "
14	1	1.55	9.45	15.8	" "
15	2	1.8	8.7	17.1	" "
17	5	1.55	9.4	15.9	" "
18	3	2.2	7.75	18.8	" "
20	5	2.0	8.3	17.9	" "
25	10	1.85	8.6	17.4	Intruder investig- ation
26	6	1.6	9.3	16.1	Trials requirements intruder investig- ation
27	18	1.85	8.6	17.4	Intruder investig- ation
28	8	2.1	8.1	18.4	Trials requirements

**SECRET**

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

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

APPENDIX II

**SECRET**

SEAMANSHIP AND GENERAL

Jackstay Transfer (6)  
Steering Gear Breakdown (3)  
Seaboat exercise (2)  
Man overboard (OOW recovered) (1)  
Lay den buoy (1)  
Helo winching demonstration (1)  
Action Stations (3)  
Darken ship (5)  
Boarding party muster (1)  
OOW manoeuvres (3 hours)

GUNNERY.

AAMRF (3)  
NGSCX (10)  
NGSF (1)  
SUTF (1)  
Day starshell firing (1)  
AATX (4)  
MAX (1)  
Seacat firing (4 missiles) (1)  
RIX (1)

TAS.

Demolition Party exercises (1)  
Operation Awkward (unopposed) (1)  
Operation Awkward (opposed) (1)  
Noise ranging (5 hours)  
Self noise trial (5 hours)  
Mortar sea check firings (1 hour)  
Live mortar firing (1)  
Ikara trials (7 days)  
Ikara firing (2 missiles)  
Casex A2 (1 hour)  
Casex A4/5 (5 hours)  
Casex A16 (3 hours)

NAV. AND A10

LWO2 performance check (4 hours)  
Modified Casex B1 (3 gannets) (1 hour)  
SIF Trials and aircraft joining procedure (2 hours)  
SPX (B) (1 hour)  
Measured distant runs (2 hours)

**SECRET**

~~CONFIDENTIAL~~



~~CONFIDENTIAL~~  
**SECRET**

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

APPENDIX III

Officer Joining and Leaving.

Lieutenant D. Hyde, R.A.N.R. from HMAS ENCOUNTER for A.C.T.

Midshipman G.R. Bairnsfather, R.A.N. from HMAS SYDNEY.

Midshipman P.J. Bobroff, R.A.N. from HMAS SYDNEY.

Midshipman R.A. Christie, R.A.N. from HMAS SYDNEY.

Midshipman T.H. Cox, R.A.N. from HMAS SYDNEY.

LEAVING

N11

**SECRET**

~~CONFIDENTIAL~~

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

1st March 1966.

REPORT OF PROCEEDINGS - FEBRUARY 1966

( All times local )

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT, for the month of February 1966.

2. At 0830 Tuesday 1st February DERWENT cast off from the Fitting Out Wharf, Garden Island, and proceeded to sea in company with HMA Ships MELBOURNE, YARRA, VAMPIRE and PARRAMATTA. On clearing the Heads VAMPIRE and DERWENT were detached to area NV South where both ships conducted a surface throw off firing.

3. At 1400 on Tuesday 1st February YARRA, VAMPIRE and DERWENT commenced the Longex phase of JUC 60. LONGEX was designed primarily to exercise ships and aircraft in offensive operations against submarines in a focal area. It also included a short convoy transit with an opposed entry into Jervis Bay. The exercise lasted 48 hours and each ship in turn assumed the responsibilities of Officer in Tactical Command. DERWENT was allocated the final period which included the opposed entry. LONGEX was, in fact, DERWENT's anti submarine work-up, as delays in the trials programme had caused cancellation of the majority of the CASEXs which are the normal preliminary to an exercise of this type. In spite of this the Action Information organization was able to meet the many problems associated with the control of long range maritime aircraft, helicopters and ships. This can be attributed to the experience of the personnel remaining from the previous commission, and a full synthetic pre work-up training programme.

4. At 0956 on Wednesday 2nd February you arrived on board by helicopter. Having walked around DERWENT informally you departed at 1405.

5. LONGEX ended at 1335 on Thursday 3rd February and DERWENT anchored in Jervis Bay at 1430 in company with YARRA and VAMPIRE. During the afternoon the ship's armed boarding party was exercised, personnel from MELBOURNE acting as the enemy. An opposed Operation Awkward took place in the evening although poor weather restricted the attackers to swimming on the surface to exercise lookouts.

.... / 6

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

(Copy to: The Commander, Far East Fleet.  
The Flag Officer, Second in Command,  
Far East Fleet.  
The Captain (F), First Frigate Squadron.  
The Captain (D), Tenth Destroyer Squadron.)

6. At 2300 YARRA, VAMPIRE and DERWENT weighed and proceeded to conduct a dawn encounter exercise off Jervis Bay. This took place at 0340 on Friday 4th February and concluded with the firing of a torpedo by VAMPIRE at DERWENT. After an SPX/RIX, DERWENT refuelled from HMAS SUPPLY. It was then intended to fire 3 practice Seacat missiles and one warhead missile at a PTA, but because of a failure in the PTA hold height control only one practice missile was fired. This appeared to be satisfactory.

7. The ship returned to Sydney, securing alongside the oil wharf, Garden Island at 2000.

8. From the 4th to the 16th February DERWENT remained alongside at Garden Island progressing self maintenance and storing ship in preparation for the forthcoming tour of duty in the Strategic Reserve. The Ikara computer Harbour Acceptance trials were twice repeated during this period. The safety firing cam of the 4.5" turret was recut and attempts were made to improve the standard of tuning of both training and elevation motions. Only the elevation motion was completed in time, however. Consequently two officers from Garden Island dockyard sailed with the ship to Manus by which time the fault in training had been located in the resetter box. Unfortunately this defect can not be remedied on board. In the meantime a defective intensifier has put the left gun out of action. It is expected that both the resetter box and the intensifier will be replaced in Singapore.

9. Testing of Ikara missile fins started in the latter part of the month and it was disquieting to find that the first three fins tested were outside allowed tolerances. This was reported and by direction a further three fins were tested. They also failed and the remaining fins have not been tested pending further investigation by the establishments concerned.

10. You visited the ship and addressed the Ship's Company at 1440 on Thursday 10th February departing at 1455.

11. DERWENT topped up with ammunition and embarked Ikara missiles at a buoy on Monday 14th February returning alongside Garden Island at 1530. On this day I had the honour to be present when you entertained His Excellency, the Governor of New South Wales, Sir Roden Cutler, V.C., K.C.M.G., on board your flag ship, HMAS MELBOURNE.

12. At 0950 on Thursday 17th February DERWENT cast off from the Cruiser Wharf and proceeded for duties in the Strategic Reserve. Approximately 120 relatives and friends of the Ship's Company gave the ship a damp but fond farewell. DERWENT was to have carried out check runs over the degaussing range before leaving harbour but because of a gyro failure and the proximity of the shore, which affected the AGMC6, it was considered unwise to continue, and after one run over the range the serial was cancelled. The gyro compass has given trouble throughout the month. The gyro unit of the AGMC6 failed later and through lack of a spare this compass now provides raw magnetic courses only. Both these matters have been reported separately. Rendezvous was made with VAMPIRE on clearing Sydney Heads and both ships set course for Jomard Passage.

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13. On the night of 17th February a repeat trial to assess the performance of Type 667 jammer in screening a consort against high level airborne X - band radar was carried out. Other units participating were VAMPIRE and a Boeing 727 aircraft. This trial was considered successful, and a full report will be forwarded by the Captain, HMAS WATSON. Unfortunately equipment defects caused some loss of time but the new jammer valve and it's associated modification operated very successfully. Another aim of this trial was to determine the maximum detection range of UA9 against this type of radar. Marginal radar conditions reduced the UA9 detection ranges below those previously obtained and no evaluation of maximum detection range in good conditions was possible.

14. The passage in company with VAMPIRE from Sydney to Manus was without incident except perhaps for the amount of rain which was encountered. Maximum value was made of the time in company and exercises including OOW manoeuvres, towing whilst exercising boarding parties, SPX/RLX, small arms firing practice, varied communications exercises and internal drills were carried out.

15. Two EWX 42's and four EWX 57's were conducted in addition to a number of EWX 81 switch net procedure exercises. The first EWX 42 was used to establish the maximum detection ranges of UA8/9, and the self screening ranges achieved by Type 667 against surface warning radars. For the second EWX 42 VAMPIRE's gunnery radars were the targets. The information gained from these exercises had not been satisfactorily established previously through lack of opportunity, and have thus provided invaluable data for the optimum tactical use of DERWENT's EW equipment. The four EWX 57's have provided excellent operator training on Type 667. Twenty four hours jamming time has enabled the entire ROS complement to achieve a very satisfactory proficiency in the use of the jammer. On completion of each EWX 57 a self screening range trial was conducted on Type 275 and 262 radars as VAMPIRE closed to resume station. The improved results achieved during each exercise emphasised the need for this amount of training time if the full potential of the equipment is to be exploited.

16. DERWENT secured alongside VAMPIRE at HMAS TARANGAU wharf at 0810 on Thursday 24th February. A full sporting and social programme was arranged and the visit provided a most welcome break. Details of sporting fixtures are shown in Appendix IV. The small ships boarding party was exercised against personnel from TARANGAU. This was a realistic exercise which provided excellent training.

17. DERWENT cast off and proceeded in company with VAMPIRE at 0750 on Friday 25th February. Exercises continued while on passage to Tawau.

- S E C R E T -

18. DERWENT chopped to the operational command of  
Commander, Far East Fleet, at 271801.

19. The health, conduct and morale of the Ship's  
Company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

*J.D. Stevens*  
(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN

- S E C R E T -

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - FEBRUARY 1966

APPENDIX I

DETAILS OF STEAMING

- (a) Miles Steamed:- 5,489.0 Miles  
(b) Total distance steamed since Commissioning 61,383.9 miles  
(c) Hours underway 329 hours 14 mins.  
(d) Total hours underway 4658 hours 56 mins.  
(e) Occasions of exceeding economical speed:-

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV. SPEED</u>	<u>REASON</u>
1	10	1.7	9.2	16.4	Longex
2	18	1.8	8.7	17.1	Longex
3	12	1.7	9.1	16.8	Longex
4	7	2.0	8.3	17.8	Exercise Requirements.
17	1	1.6	9.3	16.0	Passage and Exercise
18	8	1.55.	9.5	15.4	Requirements on route FES
19	2	1.5	9.7	15.2	"
20	4	1.5	9.7	15.1	"
21	7	1.5	9.7	15.1	"
22	23	1.5	9.6	15.2	"
23	9	1.55	9.5	15.3	"
25	15	1.9	8.35	17.7	"
26	23	1.8	8.65	17.3	"
27	23	1.65	9.25	16.2	"
28	12	1.55	9.45	15.5	"

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - FEBRUARY 1966

APPENDIX II

EXERCISE AND TRAINING

SEAMANSHIP AND GENERAL

Tow Aft (1)  
Fuel Abeam (1)  
Seaboat Exercised (4)  
Exercised Man Overboard (4)  
X.O. in charge leaving wharf (1)  
Action Stations (2)  
Darken Ship (3)  
Exercise Boarding Party (4)  
Defence Stations (12 Hours)  
Steering Breakdown (3)  
Uni-foxer Streamed (3)  
RAS Approaches (1)  
RAS Approaches by X.O. (1)  
RAS Approaches by N.O. (1)  
General Drills (3 Hours)

GUNNERY

Seacat Firing (1)  
RIX (2)  
NGSCX (2)  
Small arms instruction including firing at splash target (4 Hours)  
Rocket Firings.

TAS.

Demolition Practice  
IDCT (4 Hours)  
Mortar Drill (3 Hours)  
FARSEX (2 hours)  
SSTX (1 hour)

NAV. AND AIO

Radar Calibration (2)  
RP's Voicex (12 hours)  
RP's Relvel Instruction (12 hours)  
CLAPEX (2)  
SPX (13)  
OOW manoeuvres (2 hours)  
FARSEX (2 hours)  
Air Defence Exercise (1 Hour)  
IFF/SIF Trial (2 hours)  
Synthetic SPX (3 hours)

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - FEBRUARY 1966

APPENDIX III

OFFICERS JOINING AND LEAVING

OFFICERS JOINING

Surg. Lieutenant J.H. PASSEHL, R.A.N. from HMAS CERBERUS

Midshipman (SL) M.G. HIGGINS, R.A.N. from HMAS SYDNEY

OFFICERS LEAVING

Sub. Lieutenant J.H. HAZELL, R.A.N. to RAAF Academy, Point Cook.



H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - FEBRUARY 1966

APPENDIX IV

SPORT

All games played at Manus on 24th February 1966.

CRICKET: DERWENT/VAMPIRE V TARANGAU  
Won 90 to 25

BASKETBALL: DERWENT V BANKS  
Lost 19 to 40

SOCCER: DERWENT V VAMPIRE  
Lost 0 to 6

DERWENT/VAMPIRE V P.N.G.  
Won 1 to 0

VOLLEYBALL: DERWENT V BANKS  
Won 2 to 1

SOFTBALL: DERWENT V P.N.G.  
Lost 9 to 22

SECRET

H.M.A.S. DERWENT,  
at Tawau.

5 <sup>April</sup> ~~March~~ 1966.

REPORT OF PROCEEDINGS - MARCH 1966

(All times local)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT for the month of March 1966.

2. At the beginning of the month, DERWENT was at sea in company with HMAS VAMPIRE on passage from Manus to Singapore. At 0800 on Wednesday 2 March VAMPIRE and DERWENT replenished with fuel from RFA GOLD RANGER off Tawau, and were then joined by HMS SALISBURY who had been relieved as guardship, Tawau, that day.

3. Each ship carried out an AA tracking exercise in the Singapore exercise area on the morning of Saturday 5 March. This was followed by an AAMRF. DERWENT was unable to shoot because there was insufficient time remaining after SALISBURY shot down the sleeve. At 1500 DERWENT arrived off Beaulieu Shoal Buoy and subsequently secured starboard side to number 7 berth Naval Stores Basin, Singapore Naval Base. The nine days Self Maintenance period which followed enabled officers and sailors to attend briefings on such matters as intelligence, patrol duties, and security, and in general to acquaint themselves with the operational requirements of the Far East Station. Perhaps of greater importance, the Superintendent, Gyro Compasses stripped and repaired the defective gyro compass which has since operated satisfactorily. A report on the defects found in the gyro compass has been forwarded in DERWENT letter 150/20/5 dated 29 March 1966.

4. At 1130 on Tuesday 8 March, the Commander, Far East Fleet, Vice Admiral Sir Frank B. Twiss, K.C.B. D.S.C., addressed the ship's company explaining briefly the current situation in the Far East and the part DERWENT would play during her 5 month tour of duty.

5. On the evening of Friday 11 March an official cocktail party was held on the forecastles of HMA Ships VAMPIRE and DERWENT.

.... /6

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

(Copy to: The Commander, Far East Fleet.  
The Flag Officer, Second-in-Command, Far East Fleet.  
The Captain (F), First Frigate Squadron.  
The Captain (D), Tenth Destroyer Squadron.  
The Commander, Naval Forces, Borneo.)

SECRET

SECRET

- S E C R E T -

6. The Flag Officer, Second-in-Command, Far East Fleet, Rear Admiral C.P. Mills, C.B., C.B.E., D.S.C.\* visited the ship at 1100 on Saturday 12 March 1966 and met the officers.

7. During the ship's stay in Singapore great interest was shown in Ikara. Demonstrations were given on three occasions, the number of visitors being limited to sixteen in each case. Allocations to the dockyard and ships in company were made by the Commander, Far East Fleet. In this manner forty eight officers visited the ship and it was unfortunate that all those who wished to come (there were seventy six) could not be accepted. It is hoped that they will come on another occasion.

8. At 0550 on Tuesday 15 March DERWENT cast off and proceeded to sea. At 0900 the ship commenced check DG ranging which was completed by 1100 and then proceeded to the Singapore exercise areas. During the remainder of the day an AATX and AAMRF were carried out followed by a Casex A14/5 with HM Submarine ANDREW. This casex provided the first opportunity for the ship's team to exercise Ikara. Sonar conditions were suitable for the tactical employment of "Long Tom" and the results obtained by the Sonar Control Room crew were most encouraging. Good "cuts" were made and accurate tracks were displayed on the attack console.

9. At 2100 on Tuesday 15 March DERWENT returned to the Singapore Straits area to carry out her first night patrol which was without incident except for the large number of merchant ships encountered.

10. Independent exercises the following day included a surface firing against a towed target and a Naval Gunfire Support Firing off the island of Pulau Aur. At 2030 DERWENT joined HMS AJAX for A/S exercises with HM Submarine ANDREW.

11. At 0830 on Thursday 17 March the ship secured to Bravo Buoy, Singapore Naval Base, for a compass swing, moving alongside on completion at 1200.

12. At 0720 on Friday 18 March DERWENT cast off and proceeded for Tawau for duties as guardship. The passage via the Mallawallee Channel was made without incident and at 1200 on Monday 21 March the ship anchored off Tawau Jetty having replenished from the RFA GOLD RANGER before entering harbour. The normal weekly meeting conducted by the Tawau guardship took place onboard HMNZS TARANAKI during the afternoon. This meeting is attended by representatives of all military authorities in the local area and on this occasion served as the turnover for DERWENT.

13. At 0730 on Tuesday 22 March, DERWENT weighed and proceeded in company with HMS DEVONSHIRE, wearing the Flag of the Flag Officer Second-in-Command, Far East Fleet, and HMNZS TARANAKI, to carry out a operational bombardment against targets on the northern side of the Sabah/Indonesian border on the island of Sebatik. This was a most interesting shoot and of excellent operational value. DEVONSHIRE then parted company, followed later by TARANAKI.

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14. DERWENT assumed the duties of guardship Tawau at 1000 on Tuesday 22 March. Visits to Headquarters, East Brigade, RAF Tawau and Special Police scheduled for the afternoon were hurriedly postponed when it was learnt that the Panamanian registered ship CARINA had grounded on a reef to the west of Sibutu Passage in Philippines waters and required assistance. DERWENT weighed anchor at 1430 and proceeded with all despatch, arriving in the area at 1900. Subsequent events have been reported separately. DERWENT left CARINA the following morning to land her crew at Tawau, arriving at 1430 Wednesday 23 March.

15. Patrol vessels operated by DERWENT (on behalf of COMNAVBOR) during the remainder of the month, at Tawau, were as follows:-

- HMNZS SANTON (Lt.Cdr. L. Tempero, RNZN)
- HMAS HAWK (Lt. J.D. Foster, RAN)
- KD SRI NEGRI
- SEMBILAN (Lt. R. Cave, RN)
- KD SRI MELAKA (Lt. C. May, RN)
- RFA EDDYROCK (Captain G. Baker)

Except for one night when HAWK was unserviceable following the discharge of firearms on board by one of her sailors, the operational availability of all ships for patrol duties has been good and has enabled each ship to have one night off duty in five. This also provides an opportunity for self maintenance although in this respect there have been increasing demands upon the guardship for assistance. The operational control of these ships, and the co-ordination of their programmes with the Special Police, Army and Air Force authorities ashore is providing unusual and valuable experience for DERWENT.

16. It is now the current practice for the guardship to be allocated a Civil Aid Project in the near vicinity of Tawau to be completed during her tour of duty. DERWENT's project is the building of a small loading platform for sampans in 6 feet of water about one hundred and fifty feet from the shore on the island of Salakan in Darvel Bay. The natives are to construct the walkaway to the shore. It is hoped that this will be completed during the second week in April. There has been no lack of volunteer "jetty builders" on board and the project has created a healthy interest amongst the sailors. The construction party of about twelve will live ashore, probably under canvas, and be self sufficient in all respects.

17. Because fire power in the Tawau area is limited it is accepted that the guardship could be called upon at short notice to provide Naval Gunfire support to our troops ashore. To this end DERWENT during the period in Tawau from 22 - 31 March has carried out three operational shoots (two at anchor in the Wallace Bay Area) and formed a good liaison with the Naval Gunfire Support Observer ashore. It is intended to carry out at least one bombardment per week using both ground and air spot during the ship's tour of duty.

18. The boarding party system of one officer, one petty officer and eight junior sailors has worked very well. Drill is now smooth and the boarding party has achieved a high standard of efficiency with fifteen boardings during the month.

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19. Communications at Tawau have a bad reputation but little difficulty has been experienced to date, beyond delays in ship/shore traffic. The volume of traffic required an extra effort from the radio operators particularly in off line cryptography, but use has been made of Radio Operator Specials' to ease the load in the Bridge Wireless Office while at the same time giving the 'S' operators some radio experience.

20. Apart from bombardments, there are no practice facilities for external exercises in the area. A continuous UA9 watch is maintained as part of the air defence functions of the guardship and it is hoped to organise limited jamming exercises shortly but geographic limitations make realistic training difficult. EDDYROCK is unable to supply fuel at sea and ships replenish from her alongside at anchor.

21. A number of EW exercise have been carried out in the Singapore exercise area. UA9 results achieved against submarines have been most satisfactory. On one occasion however, the jammer became unserviceable on both bands immediately it was switched on, although S band eventually became operational. This serial highlighted the unpalatable fact that the availability and reliability of Type 667 is still suspect, This may be attributed to lack of maintainers and insufficient maintenance experience.

22. The operational availability of the Ikara Weapon System has been disappointingly low due to numerous defects, some of which can be attributed to design weaknesses, and others to incorrect setting to work of the equipment. The rectification of these Guidance Equipment defects has been slow due to lack of spare gear and information, and also inexperience of the maintenance sailors concerned. It was disquietening to find that when ten Ikara missile bodies were tested on 2 March, four were apparently defective. Considerable investigation has been undertaken on board in an attempt to discover whether the missiles are actually defective, or that they are only incompatible with the test equipment. This problem has been reported separately, but has not yet been resolved. During Ikara missile testing, it was observed that the Ikara Handling and Magazine equipment became unserviceable in temperature above approximately 90° Fahrenheit. It was eventually found that the missile detection photo-electric units were heat sensitive. This design defect caused a minor accident to occur in the Missile Assemble Room. When carrying out loading drills, the trolley moved in the wrong direction causing the nose cone of the test missile to strike the umbilical connector of an operational missile. All missile components were tested and found operational. Until these units are modified, operation of this equipment in the Automatic mode is not permitted (ACNB message DTG 220613Z March '66 refers).

23. Mr. Heath, a Department of Supply Field Engineer, arrived in Singapore on 10 March to investigate the apparent failure of Ikara guidance fins, when tested. After completing the investigation, Mr. Heath considered that test failures were due to incompatibility of fin and fin test equipment and would probably not effect equipment operationally.

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- S E C R E T -

24. On 9 March the 4.5 inch turret training re-setter box was replaced with a spare item. Replacement of the resetter box only slightly improved the training motion performance, which is still outside tolerance. However the MRS 3 system should still be capable of obtaining reasonable results, with present turret performance. The defective left gun intensifier has also been replaced, and both guns are now operational.

25. On 7 March the Sonar Type AN/SQS 504 transducer, frequency V5, was replaced with a new transducer, frequency Z5.

26. The health, conduct and morale of the ship's company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant.



*J.D. Stevens*  
(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN

SECRET

SECRET

- S E C R E T -

HMAS DERWENT - REPORT OF PROCEEDINGS - MARCH 1966

APPENDIX I

DETAILS OF STEAMING

- (a) Miles Steamed 5,595.9 miles  
(b) Total distance steamed since commissioning 66,979.8 miles  
(c) Hours underway 385 hours 26 minutes  
(d) Total hours underway 5,044 hours 22 minutes  
(e) Occasions for exceeding economical speed:

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV SPEED</u>	<u>REASON</u>
1	10	1.55	9.5	15.6	Exercise, Patrol
2	9	2.0	8.2	18.2	passage and
3	22	2.1	8.1	18.4	trials requirem
4	24	2.0	8.3	18.0	ents
5	10	1.7	9.2	16.5	"
15	7	1.8	8.65	17.3	"
16	9	2.45	7.2	19.7	"
17	1	2.25	7.7	19.1	"
18	11	2.3	7.55	19.2	"
19	22	1.9	8.35	17.7	"
20	19	2.05	8.2	18.3	"
21	2	2.2	7.75	18.9	"
22	6	3.6	5.8	22.7	"
23	5	3.85	5.5	23.3	"
26	2	1.55	9.4	15.9	"
27	2	2.05	8.5	18.3	"
28	1	2.0	8.3	18.1	"
29	4	1.9	8.35	17.7	"
30	2	3.05	6.3	21.6	"
31	4	1.7	9.5	16.6	"

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- S E C R E T -

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H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - MARCH, 1966.

APPENDIX II

EXERCISES AND TRAINING

Tuesday 1 March	IDCT; Jackstay Transfer; MKX. Weapon Instruction for Small Ship's Boarding Party. Small arms firing. CLAPEX.
Wednesday 2 March	Mortar Drill (1 hour); MKX. GEOREF Instruction to RP's. Fuel Abeam.
Thursday 3 March	Mortar Drills (1 hour); REVEL Instruction (RP) MKX; RRX. IDCT (1 hour); GEOREF Instruction (RP). NESCX; Internal FARSEX (RP Procedures).
Friday 4 March	Mortar Drills ( $\frac{1}{2}$ hour); MKX. RFX3; Night backdown approaches (2) GEOREF Instruction.
Saturday 5 March	AATX. MKX.
Monday 7 March	NAVCOMEX (RP).
Tuesday 8 March	NAVCOMEX (RP). JOCOMEX 5B.
Wednesday 9 March	IDCT ( $\frac{3}{4}$ hour); EWX 9 <sup>1</sup> NAVCOMEX (RP). MKX.
Thursday 10 March	NAVCOMEX (RP). MKX. RRX.
Friday 11 March	NAVCOMEX (RP). MKX. NAVCOMEX 402. NAVCOMEX 603.
Monday 14 March	AS 1070B exercise (1 hour). MKX. RRX.
Tuesday 15 March	CASEX A14/4/5 (2 hours). AAMRF. MKX.
Wednesday 16 March	CASEX A15/4/5 (5 hours); EWX 45/41/42; NGSCV SUTF. NGSF. MKX.

SECRET

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- S E C R E T -

Thursday 17 March	NAVCOMEX (RP). MKX.
Friday 18 March	Quarterly Full Power Trial. X.O. Shiphandling EWX 32 ME Dept - Fire fighting exercises in Machinery Spaces.
Saturday 19 March	Exercised leaving ship stations. Exercised emergency stations. Exercised action stations. Major NBCD Exercise.
Sunday 20 March	Hands to Divisions. and prayers.
Monday 21 March	Fuel Abeam. MTX; RRX.
Tuesday 22 March	TLX.
Wednesday 23 March	TLX.
Thursday 24 March	3 ship NGSF, NGSCX. MKX. RRX.
Friday 25 March	MKX.
Sunday 27 March	NGSF, NGSCX. X.O. Shiphandling.
Monday 28 March	X.O. Shiphandling MKX. MTX.
Tuesday 29 March	NGSF, NGSCX. X.O. Shiphandling. MKX. RRX.
Wednesday 30 March	X.O. Shiphandling.
Thursday 31 March	X.O. Shiphandling.

- S E C R E T -

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H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - MARCH, 1966.

APPENDIX III

MOVEMENTS AND EMPLOYMENT.

Tuesday 1 March to Saturday 5 March	- Passage from Manus to Singapore.
Saturday 5 March to Tuesday 15 March	- Singapore, S.M.P.
Tuesday 15 March to Thursday 17 March	- Singapore Exercise areas, patrol in Singapore Straits night 15 March.
Thursday 17 March to Friday 18 March	- Singapore.
Friday 18 March to Monday 21 March	- Passage to Tawau.
Monday 21 March to Thursday 31 March	- Tawau - Guardship Duties. Standing by S.S. 'CARINA' p.m. '22 and a.m. 23 March.

S E C R E T

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H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - MARCH, 1966

APPENDIX IV

OFFICERS JOINING AND LEAVING.

OFFICERS JOINING.

Surgeon Lieutenant (D) M. Dowsett, R.A.N. from H.M.A.S. VAMPIRE.

S E C R E T

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S E C R E T

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - MARCH, 1966.

APPENDIX V

SPORT.

6 March	Rugby.	Derwent v Vampire Lost 0 to 8
	Soccer	Derwent/Vampire v HMS Salisbury Won 6 to 4
8 March	Hockey	Derwent v SM7 Lost 0 to 8
10 March	Soccer	Derwent v Josylin Indians. Lost 2 to 7
12 March	Rugby	Derwent v HMS Salisbury Won 20 to 3
	Golf	Derwent v Vampire Won by 18 strokes.
13 March	Rugby	Derwent Seconds v Vampire Seconds Draw Nil all
25 March	Rugby	Derwent v East Brigade (Tawau) Won 30 to 15
31 March	Soccer	Derwent v 7th Assault Group (Wallace Bay) Draw One all.

SWIMMING TESTS.

During the month 35 sailors were re-tested.  
22 Passed - 13 Failed.

S E C R E T

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HMAS DERWENT - REPORT OF PROCEEDINGS - MARCH 1966

APPENDIX VI

OFFICIAL CALLS

Calls have been made as follows:

Monday 7 March

Commodore Superintendent,  
HM Dockyard, Singapore.  
Commodore C.W. LAWSON, D.S.C.\*

Commander, Far East Fleet.  
Vice Admiral Sir Frank B. TWISS,  
K.C.B., D.S.O.

Friday 11 March

Flag Officer, Second-in-Command,  
Far East Fleet, Rear Admiral  
C.P. MILLS, C.B., C.B.E., D.S.C.\*

Monday 14 March

Commander in Chief, Far East.  
Air Chief Marshall Sir John  
GRANDY, K.C.B., K.B.E., D.S.O.

Chief of Staff to Commander,  
Far East Fleet, Rear Admiral  
D.H. MASON.

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H.M.A.S. DERWENT,  
at Hong Kong.

2 May 1966.

REPORT OF PROCEEDINGS - APRIL 1966

(All times local)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT, for the month of April 1966.

2. At the beginning of the month DERWENT was carrying out the duties of guardship at Tawau. During the ship's tour of duty from 22 March to 27 April a total of 29 nights were spent on patrol during which 35 kumpits and jonkongs were boarded and searched. It is interesting to compare these figures with those obtained during DERWENT's previous tour of duty at Tawau in December 1964/January 1965 when a total of 15 nights were spent on patrol during which 29 boardings were achieved.

3. Patrol vessels operated by DERWENT (on behalf of COMNAVBOR) during the month at Tawau, were as follows:

HMNZS SANTON	-	(Lt.Cdr. L.J. TEMPERO, RNZN)
HMS WOOLASTON	-	(Lt.Cdr. D.J. LOVELL, R.N.)
HMS HOUGHTON	-	(Lt.Cdr. R.P. BURDETT, R.N.)
KD LEDANG	-	(Lt.Cdr. B. CORMACK, R.N.)
HMAS HAWK	-	(Lt. J.D. FOSTER, R.A.N.)
KD SRI NEGRI		
SEMILAN	-	(Lt. R. CLIVE, R.N.)
KD SRI MELAKA	-	(Lt. C. MAY, R.N.)
KD SRI PERAK	-	(Lt. D. LOCKYER, R.N.)
RFA GOLD RANGER	-	(Captain J.G.M. COULL)
RFA EDDYROCK	-	(Captain G. BAKER)

Ship availability remained high and except for HMNZS SANTON who had a major fire in her switchboard all vessels were able to carry out their allocated patrols when required.

...../4

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

(Copy to: The Commander, Far East Fleet.  
The Flag Officer, Second-in-Command, Far East Fleet.  
The Captain (F), First Frigate Squadron.  
The Captain (d), Tenth Destroyer Squadron.  
The Commander, Naval Forces Borneo.)



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4. I was the President of a Board of Inquiry which sat on board DERWENT on Monday 4 April and Thursday 7 April, to investigate a shooting incident which had taken place on board HMAS HAWK on 29 March. Other members of the Board were Surgeon Commander F.J. O'KELLY, R.N. and Lieutenant Commander L.J. TEMPERO, R.N.Z.N.

5. Naval Gunfire Support Firings were carried out on four occasions during the month. Firings on Tuesday 5 April and Tuesday 19 April were conducted at anchor in the Wallace Bay region. The results of these two firings were disappointing as there appeared to be a substantial error for both range and line. To prove the gunnery system a calibration shoot was carried out against a dan buoy target and the results were satisfactory. It is thought that inaccuracies in the gridded army chart could account for the poor accuracy of the initial salvos. Firings on Tuesday 12 April and Wednesday 27 April were carried out underway against targets on Sebatik Island and good results were obtained. The latter firing was a two ship bombardment with HMS CHICHESTER. Both air and ground spotting were exercised during bombardments.

6. At 1000 on Wednesday 20 April Mr. Neville Brown, defence correspondent of the "New Statesman" visited DERWENT as part of his tour of the East Brigade area. In view of Mr. Brown's stated interest in maritime anti-confrontation activities he was given a briefing on the activities of RN, RNZN, RMN and RAN ships in the Tawau area including liaison with military and police authorities.

7. The civil aid project assigned to DERWENT was completed on Thursday 21 April. The natives will build the walk-away from the loading platform to the shore. A construction party of nine sailors lived ashore under canvas for 14 days.

8. DERWENT carried out jamming exercises on 16 and 23 April. The intention was to investigate the performance of the type 667 against a low aerial radar, to simulate defence against a KOMAR attack. The exercises were carried out using the RMN patrol craft KD SRI NEGRI SIMBILAN and KD SRI PERAK as targets, both of whom are commanded by RN officers. Throughout the first serial the 667 was jamming on an ahead bearing and the results were most disappointing as at no stage was range denied to the target radar. The second serial was carried out with the jammer operating through the stern and this proved more successful with range being denied down to 3.2 miles. A full report of this trial will be forwarded separately.

*Report received*

9. At 1100 on Wednesday 27 April HMS CHICHESTER relieved DERWENT as guardship.

10. DERWENT spent a total of 37 days in the Tawau area which enabled a good liaison to be established with shore based forces and for the ship to become an integrated and it is hoped, an effective force in the area. By encouraging

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exchange visits with the other services and as many sporting fixtures as possible when in harbour, and at other times numerous banyans and fishing competitions the boring routine of patrol was broken and the time in Tawau passed quickly. However, general maintenance and ship husbandry has suffered because of the need to be in three watches mostly at defence stations throughout the period.

11. At 1100 on Wednesday 27 April DERWENT sailed for Hong Kong arriving at the Victoria Basin at 1030 30 April where she secured to the south wall.

12. The operational availability and current state of the Ikara Weapon System has been reported separately in my 271520Z. Modified missile detection photo electric units were fitted to the magazine and handling equipment on 25 April. These units appear to be working correctly and the handling equipment can now be used in the Automatic Mode.

13. Whilst carrying out Ikara Missile Assembly Room drill on 28 April, it was observed that the drill as laid down in Operating Instructions and Drill Book part 1, for reverting to the stand by state from the action state, could not be carried out. Initial investigations indicate that circuit design will not permit the trolley to move to the after station when the system is switched to recall and a missile is present at the transfer position. Investigations will continue and a further report will be made.

14. The reliability achieved by both the sonar and MRS 3 systems has been most encouraging. During the time in Tawau there have been very few defects affecting the operational performance of these systems and a satisfactory level of availability has been maintained.

15. All radars and communication systems have been operated continuously since leaving Singapore on 18 March and have achieved an excellent availability record. Only minor adjustments have proved necessary and the few minor faults which developed are attributed to wear on the components concerned.

16. The gyro compass Type 5005 has proved reliable and accurate, but the AGMC6 compass is operational in only the pure magnetic mode because of an unserviceable gyro element. It is intended to arrange for the repair of this gyro unit in Singapore Dockyard during the ships stay in Hong Kong, and to replace the gyro unit in the ship prior to departure for exercise Sea Imp.

17. A considerable technical maintenance effort has been expended on running repairs to minesweepers and patrol craft in company while acting as guardship at Tawau. Both HMNZS SANTON and HMS WOOLASTON suffered serious fires while on patrol duty in the area. The fire in HMNZS SANTON severely damaged the main switchboard but by rigging emergency supplies to critical services it was possible for her to proceed safely to Hong Kong for repairs. HMS WOOLASTON was repaired with temporary cable runs and distribution boards and was able to remain operational in the patrol role in the Tawau area until return to Singapore Naval Base for dockyard repairs.

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18. Throughout the month the ship's company has been in three watches in harbour and at sea and there has been little to relieve the monotony of patrol duties. Frequently the ship was in harbour during the day, usually from 0700 to 1700, but leave was given only when the ship stood down from patrol duties, on most occasions each fifth night. Leave was then given to one watch of the privileged leave list until 2300. Men not on the privilege leave list have been given leave once. In this way it was hoped that a reasonable balance would be struck between the need to give as much leave as possible without overwhelming the very limited facilities ashore. It now appears that the ship's company accepted these arrangements in good spirit. There have been no embarrassing incidents ashore and their morale is high.

I have the honour to be,

Sir,

Your obedient servant,

*J.D. Stevens*

(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN

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HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL 1966

APPENDIX I

DETAILS OF STEAMING

- (a) Miles Steamed 5,802.4 miles  
(b) Total distance steamed since commissioning 72,782.2 miles  
(c) Hours underway 412 hrs 6 mins  
(d) Total hours underway 5,456 hrs 22 mins  
(e) Occasions for exceeding economical speed:-

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV SPEED</u>	<u>REASON</u>
1	7	1.7	9.1	16.8	Patrol requirements
3	1	1.9	8.35	17.6	" "
4	1	1.5	9.6	15.2	" "
8	4	2.0	8.3	18.2	" "
10	2	2.2	7.75	18.9	" "
15	1	1.6	9.5	15.7	" "
16	4	1.8	8.6	17.5	" "
17	1	1.55	9.5	15.4	" "
21	1	1.65	9.25	16.2	" "
27	12	3.7	5.1	23.1	Passage requirements
28	24	3.1	6.3	21.8	" "
29	17	2.0	8.3	17.8	" "

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HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL 1966

APPENDIX II

EXERCISES AND TRAINING

Friday 1 April	TLX MTX MKX Divers exercised
Saturday 2 April	TTX RRX
Monday 4 April	MKX REL VEL instruction
Tuesday 5 April	NGSF Voice Logging instruction
Wednesday 6 April	RAS(Fuel abeam) X.O. RAS approaches OOW Ship handling Voicex
Thursday 7 April	Exercise leaving ship stations NBCDX Exercise Demolition Team Exercise Action Stations MTX Voicex
Friday 8 April	Voicex
Saturday 9 April	REL VEL instruction
Sunday 10 April	OOW Ship handling
Monday 11 April	MKX Synthetic Plottex
Tuesday 12 April	NGSF MKX Exercised Ikara crews
Wednesday 13 April	Voice logging exercise
Friday 15 April	MKX Voice logging exercise
Saturday 16 April	Jamex REL VEL exercise
Sunday 17 April	Exercised Ikara crews
Monday 18 April	MKX Synthetic Plotting exercise
Tuesday 19 April	NGSF MKX Exercised Ikara crews
Friday 22 April	4.5" firings against dan buoy Synthetic plotting exercise
Saturday 23 April	Jamex Voicex

...../Monday 25 April

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Monday 25 April	MKX Voicex
Tuesday 26 April	Dummy Board for Midshipmen MTX
Wednesday 27 April	Exercise Leaving Ship Stations NBCDX Exercise Action Stations MKX RRX MTX Exercises Ikara crews
Thursday 28 April	MKX RRX MTX Exercised Ikara crews
Friday 29 April	REL VEL instruction
Saturday 30 April	MKX

NOTE:

1. Defence watches closed up from 1800 - 0600 daily
2. All RP's have been given a written examination on general A.I.O. during the month.

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instances of BT boats stealing Malaysian fishing craft so DERWENT circled the BT boat for approximately twenty minutes at a range of five hundred yards before proceeding. By this time it had been established that the sampans were Indonesian.

20. Information that DERWENT's past service in Borneo waters qualified her personnel for Repatriation Benefits, and particularly War Service Homes, was received on board most favourably.

21. The health, conduct and morale of the ship's company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

*J.D. Stevens*  
(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN

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HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL 1966

APPENDIX III

MOVEMENTS AND EMPLOYMENT

Friday 1 April to Wednesday 27 April	- At Tawau Tawau Guardship.
Wednesday 27 April to Saturday 30 April	- Passage to Hong Kong via MINDORO STRAIT.
Saturday 30 April	- At Hong Kong Commence S.M.P.

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HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL 1966

APPENDIX IV

SPORT

2 April	Rugby	Derwent v Combined Services Tawau. Won 40 to nil
4 April	Rugby	Derwent Seconds v R.A.F. Tawau Lost Nil to 35
	Volleyball	Derwent v R.A.F. Tawau Lost nil to 2
	Soccer	Derwent v Tawau Police Lost 1 to 5
10 April	Soccer	Derwent v 2nd Royal Green Jackets Lost 2 to 5
16 April	Cricket	Derwent v Tawau Cricket Club Lost 55 to 163
19 April	Soccer	Derwent v 2nd Royal Green Jackets Lost 1 to 6
24 April	Soccer	Derwent v Tawau Police Lost 1 to 5

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HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL 1966

APPENDIX V

OFFICIAL CALLS

Calls have been made as follows:

Saturday 30 April

Commodore in Charge,  
HONG KONG.  
Commodore F.D. HOLFORD, D.S.C.

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910/007

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

5 June 1966.

REPORT OF PROCEEDINGS - MAY 1966

(All times local)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT for the month of May 1966.

2. On Sunday 1 May, DERWENT was alongside South Wall, Victoria Basin, Hong Kong, progressing a fourteen day self maintenance period. During this time preparations were being made for the ship's annual inspection by Captain (F), First Frigate Squadron and for Exercise SEA IMP. By the end of the self maintenance period the ship had reached a high standard of cleanliness and with one or two minor exceptions all machinery and equipment was functioning correctly.

3. It was expected that on Sunday 1 May, local May Day, incidents would occur ashore and consequently all leave was cancelled by direction of the Commodore in Charge. Fortunately this was the only restriction imposed on leave during the ship's stay in Hong Kong.

4. On Saturday 14 May the Director General of Ships, Royal Navy, Sir Alfred J. SIMMS, K.C.B., O.B.E. walked quickly around DERWENT. *He must be fit!*

5. At 0900 on Sunday 15 May DERWENT cast off and proceeded to sea in company with HMA Ships YARRA and VAMPIRE. A rendezvous was made with HMAS MELBOURNE south of the Ninepin Group. For the remainder of the day the ship acted as a consort and took part in some of the evolutions carried out during your sea inspection of YARRA.

...../6.

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

(Copy to: The Flag Officer Commanding,  
HMA Fleet. (Rear Link)  
The Commander, Far East Fleet.  
The Flag Officer, Second in Command,  
Far East Fleet.  
The Captain (F), First Frigate Squadron,  
HMAS YARRA.  
The Captain (D), Tenth Destroyer Squadron,  
HMAS VAMPIRE.)



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6. A STYXEX was conducted at 0830 on Monday 16 May using Wessex helicopters to simulate FPB's and Venom aircraft to simulate their missiles. Once more passive intercept potential by UA8/9 was lost when type 667 was operating. This has been reported separately. It was regrettable that a major aerial defect in UA9 considerably downgraded bearing accuracy. The results of this exercise are not yet known but the exercise emphasized the need for extremely close co-operation between the defending units and the quick dissemination of information in such a rapidly developing situation.
7. Before departure from Hong Kong typhoon Irma had been detected well to the east of Manila. It was hoped that Irma would recurve to the north east before the group entered Subic Bay but the typhoon held it's course to the west north west for some time after passing south of Manila and it was necessary for ships to remain at sea to the south and east of the typhoon centre. The visit to Subic Bay was cancelled and DERWENT's inspection programme was re-arranged. Accordingly at 0830 on Tuesday 11 May, Captain G.J. WILLIS, A.D.C., R.A.N., Captain (F), First Frigate Squadron arrived on board to carry out his sea inspection. The inspection consisted of a number of exercises including a massed air attack, a FARSEX with VAMPIRE as consort, and a surface throw off firing against MELBOURNE. DERWENT towed MELBOURNE as part of a series of evolutions. Captain F1 returned to YARRA by jackstay on completion of his inspection at 1700.
8. Inspection by Captain F1 below decks took place the following day but divisions and inspection of the upper deck had to be postponed, because of the weather, until Thursday 19 May when the ship was at anchor in Manila Bay.
9. DERWENT anchored in Manila Bay at 1230 on Thursday 19 May. During the next four days concentrated harbour exercises were conducted in preparation for SEA IMP. A number of briefings, including the briefing for the two day sea training phase which I attended on board HMS DEVONSHIRE on Sunday 22 May, were also held during this period. No leave was given in Manila for the first two days of our visit because the weather was too bad for boat traffic. When the weather improved DERWENT's single motor whaler proved quite incapable of transporting her libertymen to MELBOURNE for onward transportation, let alone take them directly to the shore. The visit emphasized what was already known, namely that DERWENT requires considerable assistance if satisfactory arrangements are to be made for leave when the ship is at anchor or a buoy.
10. DERWENT weighed anchor at 0550 on Monday 23 May and proceeded in company with other units forming ASW Group 'A' during SEA IMP. During the following two days concentrated sea training phase DERWENT exercised with USS YORKTOWN, USS BRONSTEIN, HMS HAMPSHIRE, HMS DIDO, HMNZS OTAGO and HMAS VAMPIRE. This was an important and most useful phase of SEA IMP, although conditions became unpleasant during the night of 23 May as the effects of typhoon Judy were felt. DERWENT took part in two Casex A170's, one Casex A4/5, one SUTF and two ADEX, and in company with other units of the SEATO Fleet returned to Manila Bay anchoring at 1830 on 24 May. A briefing for the first phase of SEA IMP was held on board MELBOURNE on Wednesday 25 May.
11. At 0456 on Thursday 26 May DERWENT weighed and proceeded for the first phase of exercise SEA IMP. In deteriorating  
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weather a departure screen was formed outside Manila Bay and later when the heavy ships had cleared the Bay, DERWENT formed part of the screen on the USS YORKTOWN, flagship of Rear Admiral F.B. GILKESON, U.S.N., Commander Anti Submarine Warfare Group 3, and for SEA IMP, CTG 319.1 or ASW Group Alfa. The wind force increased to force 8 during the afternoon as the force made ground to the south west. Conditions were much improved the following day and the exercise got under way. DERWENT remained with ASW Group A until the mid ocean break on Monday 30 May and by this time had been credited with two confirmed submarine "kills". There were also at least two occasions when DERWENT could have opened fire with IKARA, through use of the EXDAT facility, at submarine contacts held by other ships while they were closing to attack with short range A/S weapons.

12. The VDS cable fairing was torn during Captain F1's sea inspection and for the first time a vulcanizing outfit was available to effect repairs on board. Subsequently the VDS was streamed for a further 78 hours during SEA IMP, under operational conditions of manoeuvring, and no damage has occurred. VDS overall availability during 212 hours of operating compared with other sonars, was

Sonar Type 170	97.5%
Sonar Type 177	99.4%
Sonar Type AN/SQS504	97.0%

The VDS also obtained some initial contacts.

13. The health conduct and morale of the ship's company has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

*J.D. Stevens*  
(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN

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HMAS DERWENT - REPORT OF PROCEEDINGS - MAY 1966

APPENDIX I

DETAILS OF STEAMING

- (a) Miles Steamed 3970.5 miles  
(b) Total distance steamed since commissioning 76752.7 miles  
(c) Hours underway 274 hours 59 minutes  
(d) Total hours underway 5731 hours 21 minutes  
(e) Occasions for exceeding economical speed:-

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV SP</u>	<u>REASON</u>
15	3	1.7	9.5	16.6	Operational requirements
16	5	1.7	9.2	16.5	"
17	11	2.1	8.1	18.4	"
18	7	2.1	8.1	18.4	"
23	11	2.45	7.2	19.6	Exercise Sea Imp
24	8	2.85	6.7	20.9	" "
26	5	1.65	9.25	16.1	" "
27	9	2.2	7.75	18.8	" "
28	11	2.0	8.3	17.8	" "
29	12	1.7	9.1	16.9	" "
30	6	2.3	7.65	19.3	" "
31	11	1.9	8.35	17.6	" "

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## HMAS DERWENT - REPORT OF PROCEEDINGS - MAY 1966

### APPENDIX II

#### EXERCISES AND TRAINING

Monday 2 May	MKX
Tuesday 3 May	RP Voice Logging Exercise MKX MTX
Wednesday 4 May	MKX MTX
Thursday 5 May	MKX
Friday 6 May	MKX
Saturday 7 May	MKX BKX MTX
Monday 9 May	MMX
Tuesday 10 May	1DCT - (1 Hour) MKX MMX
Wednesday 11 May	MMX MKX
Thursday 12 May	Navcomex 417 Navcomex 405 MMX EWX 91
Friday 13 May	Navcomex 404 Navcomex 418 MMX MTX Officers crypto training
Sunday 15 May	Casex A17 Towed by YARRA
Monday 16 May	STYXEX RAS Live helo control for HCO's. Navcomex 404 EWX 58
Tuesday 17 May (Sea Inspection)	SUTOF MAX Light Mortar Firing Tow Aft-- Man Overboard (OOW recovered) Exercise Steering Breakdown Boarding Party Small Arms Firing FARSEX (Method B) with helo's.
Wednesday 18 May	RAS
Thursday 19 May	Divisions

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Thursday 19 May	Harbour communications work up for SEA IMP
Friday 20 May	EWX 91 Harbour communications work up for SEA IMP
Saturday 21 May	EWX 91
Monday 23 May	ADEX SUTF Casex A4/5 (2 hours) Casex A17 (4½ hours)
Tuesday 24 May	ADEX RIX Casex A17 (7½ hours)
Thursday 26 May	SEA IMP
Friday 27 May	SEA IMP RAS
Saturday 28 May	SEA IMP
Sunday 29 May	SEA IMP RAS
Monday 30 May	SEA IMP - Mid ocean break
Tuesday 31 May	SEA IMP

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HMAS DERWENT - REPORT OF PROCEEDINGS - MAY 1966

APPENDIX III

MOVEMENTS AND EMPLOYMENT

Sunday 1 May to Sunday 15 May	-	At Hong Kong, Self Maintenance Period
Sunday 15 May to Thursday 19 May	-	Passage Hong Kong to Manila
Thursday 19 May to Monday 23 May	-	At Manila
Monday 23 May to Tuesday 24 May	-	Subic Bay Exercise Areas
Tuesday 24 May to Thursday 26 May	-	At Manila
Thursday 26 May to Monday 31 May	-	China Sea - Exercise Sea Imp

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HMAS DERWENT - REPORT OF PROCEEDINGS - MAY 1966

APPENDIX IV

OFFICERS JOINING AND LEAVING

OFFICERS JOINING

Midshipman (SL) J. GAULT, R.A.N.	From HMAS MELBOURNE
Midshipman (SL) P.A. HARDY, R.A.N.	From HMAS MELBOURNE
Midshipman (SL) P.E. HARLEY, R.A.N.	From HMAS MELBOURNE
Midshipman (SL) J.M.W. HART, R.A.N.	From HMAS MELBOURNE

OFFICERS LEAVING

Surgeon Lieutenant (D) M. DOWSETT, R.A.N.	To HMAS VAMPIRE
Midshipman G.R. BAIRNSFATHER, R.A.N.	To HMAS MELBOURNE
Midshipman P.J. BOBROFF, R.A.N.	To HMAS MELBOURNE
Midshipman R.A. CHRISTIE, R.A.N.	To HMAS MELBOURNE
Midshipman T.H. COX, R.A.N.	To HMAS MELBOURNE

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HMAS DERWENT - REPORT OF PROCEEDINGS - MAY 1966

APPENDIX V

RESULTS OF SPORTING FIXTURES

4 May Cricket DERWENT v 'B' Squadron Royal Tank Regiment.  
Won 5 for 83 to 9 for 81 declared

Rugby DERWENT v HMS DEVONSHIRE  
Lost 0 to 11

Basketball DERWENT v HMS DEVONSHIRE  
Won 39 to 38

5 May Rugby DERWENT 2nd v HMS DEVONSHIRE 2nd  
Drew 6 all

6 May Rugby DERWENT v HMS SALISBURY  
Lost 11 to 12

11 May Hockey DERWENT v HMS DIDO  
Lost 1 to 6

Rugby DERWENT v HMS DEVONSHIRE  
Won 5 to 3

12 May Basketball DERWENT v HMS TAMAR  
Lost 36 to 39

13 May Rugby "FAR EAST SMALL SHIP'S CUP"  
DERWENT v HMAS VAMPIRE  
Won 18 to 13

SWIMMING TESTS

Four sailors tested - four passed

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H.M.A.S. DERWENT,  
at Hong Kong.

5 July 1966.

REPORT OF PROCEEDINGS - JUNE 1966  
(All times local)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT for the month of June 1966.

2. Exercise SEA IMP was still in progress at the beginning of the month and DERWENT had been relieved from screening duties on USS YORKTOWN and now formed part of the smaller convoy screen. Later the convoy group and ASW Group 'A' integrated and the combined force was subjected to submarine, surface and air attack. During this phase the force moved into the shallower waters of the Gulf of Thailand where submarine safety restrictions prevented the streaming of the VDS which, until then, had given a most satisfactory performance. DERWENT was detached at 0001 on Sunday 5 June to rendezvous with TG 327.5 off the Condore Islands.

3. The Flag Officer, Second in Command Far East Fleet, Rear Admiral C.P. MILLS, CB, CBE, DSC\* embarked in DERWENT by helicopter at 1400 on Saturday 4 June. Rear Admiral MILLS attended an Ikara demonstration and transferred by jackstay to his flagship, HMS DEVONSHIRE, at 1630.

4. Exercise SEA IMP was a realistic exercise which provided a much needed period of intensive training especially for the Command Team, the AIO and communications branches both of whom however, were obliged to work in two watches.

...../5.

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

- (Copy to: The Commander,  
Far East Fleet.  
The Flag Officer, Second in Command,  
Far East Fleet.  
The Captain (F),  
First Frigate Squadron, HMAS YARRA.  
The Captain (D),  
Tenth Destroyer Squadron, HMAS VAMPIRE.)

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- 2 -

5. At 0800 on Monday 6 June, DERWENT made rendezvous with HMA Ships MELBOURNE, SYDNEY, YARRA and VENDETTA to the east of the Condore Islands. After fuelling from MELBOURNE, MELBOURNE and YARRA detached. VENDETTA and DERWENT then escorted SYDNEY to Cap St. Jacques anchoring off Pt. Ganh Rai at 1600. The ship's company remained at defence stations and assumed Awkward State 2 while SYDNEY unloaded. Fortunately SYDNEY lent a Zodiac dinghy to DERWENT to assist with bottom searches and this enabled DERWENT to contribute to the constant boat patrol which was maintained around the anchorage.
6. At 0800 on Wednesday 8 June DERWENT weighed anchor and in company with VENDETTA carried out an A/S search to seaward of Cap St. Jacques. Both ships screened SYDNEY when she left harbour at 1320 and escorted her to the south. During the afternoon DERWENT fuelled from SYDNEY and at 1730 detached to proceed independently to the Singapore area.
7. At 0800 on Friday 10 June rendezvous was made with HMS DELIGHT and both ships carried out an LRX and AALRF. At 1300 Clearance Diving Team One from HMAS SYDNEY was transferred by jackstay to HMS LOCH FADA for passage to Singapore. A successful SULRF was conducted against a towed target during the afternoon.
8. DERWENT carried out patrols in Singapore Strait between Horsburgh Light and Johore Shoal Buoy on the nights of 10/11 and 11/12 June. These patrols were without incident. There appeared to be a marked decrease in merchant ship traffic through the Strait, perhaps because of the shipping strike in the United Kingdom.
9. After fuelling from RFA TIDEFLOW at 0800 on Saturday 11 June DERWENT anchored off Tg. Kelesam until 1540.
10. At 1140 on Sunday 12 June DERWENT anchored off the eastern side of Pu. Tioman joining HMS AJAX (D24) and HMNZS OTAGO. The RFAs TIDESPRING, FORT LANGLEY and FORT DUNVEGAN were also at the anchorage.
11. At 0645 on Monday 13 June DERWENT, in company with AJAX and OTAGO (with D24 embarked), weighed and proceeded to sea for the inspection of OTAGO by Captain (D), 24th Escort Squadron, Captain A.G. TAIT, DSC, RN. From 0700 - 0800 OOW manoeuvres were conducted. During the remainder of the day until 1530 DERWENT screened the three RFAs and took part in a Casex C1/A17 and an Air Defence exercise. After replenishing with fuel from RFA TIDESPRING, DERWENT was detached at 1530 and carried out a quarterly full power trial en route to Singapore Naval Base. DERWENT secured port side to HMS MULL OF KINTYRE at number 13 berth Singapore naval dockyard at 2035.
12. The ship remained alongside at Singapore until Monday 20 June carrying out self maintenance. There was insufficient time and spares to complete repairs to L turbo alternator, and arrangements have been made for this work to be done in Hong Kong in mid July. The defective UA8/9 aerial outfit AYL was replaced and the electronic warfare equipment now appears to be performing satisfactorily. Ikara demonstrations were given on three afternoons and fifty officers from ships in harbour and local establishments attended. Amongst these visitors were Rear Admiral D.H. MASON, Chief of Staff to the Commander, Far East Fleet.

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- 3 -

13. At 0725 on Monday 20 June DERWENT cast off and proceeded to the explosive anchorage off RNAD Singapore. During the forenoon RN ammunition which had been embarked from RFA FORT LANGLEY during exercise SEA IMP was exchanged with RAN stocks held in Singapore. DERWENT weighed anchor and proceeded to sea at 1030. A two hour aircraft tracking exercise commenced on clearing Horsburgh Light.
14. DERWENT carried out Singapore Strait patrol from Johore Shoal Buoy to Horsburgh Light each night from Monday 20 June to Thursday 23 June. All patrols were without incident with the exception that a burst of small arms fire across the bows was necessary to stop an unlit barter trader at 0538 on 22 June. This boat was later allowed to proceed.
15. On Tuesday 21 June DERWENT took part in Exercise Angle Iron. This exercise was designed to test the efficiency of the air defences of Singapore against a predominantly low level air threat. The ship anchored 30 miles east of Jason's Bay and acted as a radar picket. The enemy consisted of Meteor, Hunter, Canberra and Vulcan aircraft. An RAF officer was embarked and controlled CAP aircraft allocated to DERWENT. This proved a most valuable exercise as it was the first joint air defence exercise DERWENT had taken part in for 18 months.
16. DERWENT stood by HM Submarine AMPHION while she carried out sea trials on Wednesday 22 June. An LRF followed by two AALRF and a live mortar firing were carried out the following day.
17. At 0730 on Friday 24 June DERWENT anchored off Loyang and fuelled from a lighter from Singapore Naval Base. The ship weighed anchor at 0925 and proceeded to Malacca Strait where deterrent patrols were carried out in accordance with FOTI 4104 Annex 'A'. Patrols were as follows:-
- |                 |   |                        |
|-----------------|---|------------------------|
| KEMBUNG         | - | nights 24/25 and 29/30 |
| MABROK          | - | nights 25/26 and 28/29 |
| AROA ISLANDS    | - | night 26/27            |
| BERHALA ISLANDS | - | night 27/28.           |
- With the exception of the evening of 29 June when DERWENT encountered what appeared to be two Raum Boats while patrolling off Kembung all patrols were without incident. The ship anchored off Port Dickson on 26 June and 29 June to collect and land mail.
18. On Tuesday 28 June DERWENT made rendezvous with RFA TIDEFLOW to the northwest of One Fathom Bank to refuel and for the first time ever, two hoses were taken. Despite the different distances between TIDEFLOW's derricks and DERWENT's fuelling positions the arrangements were quite satisfactory although a defective coupling at the after position leaked after sixty tons of fuel had been passed, and sprayed oil over the quarterdeck and mortar well.
19. On Thursday 30 June DERWENT returned to Singapore Strait where a patrol was carried out between Johore Shoal Buoy and Horsburgh Light that night. During the passage down Malacca Strait an Indonesian BT boat was seen alongside two small sampans in international waters. There have been

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...../ instances

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HMAS DERWENT - REPORT OF PROCEEDINGS - JUNE 1966

APPENDIX I

DETAILS OF STEAMING

- (a) Miles Steamed 6,689.6 miles  
(b) Total distance steamed since commissioning 83,442.3 miles  
(c) Hours underway 478 hours 01 minutes  
(d) Total hours underway 6,209 hours 22 minutes  
(e) Occasions for exceeding economical speed:

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV.SP.</u>	<u>REASON</u>
1	7	1.9	8.6	17.4	Screening duties
					Exercise Sea Imp.
2	13	2.0	8.3	18.1	" "
3	10	1.9	8.5	17.7	" "
4	3	1.7	9.2	16.5	" "
5	1	1.65	9.25	16.2	" "
6	6	2.1	7.9	18.6	Screening HMAS SYDNEY from Condore Is. to Cap St. Jacques.
8	5	2.0	8.3	18.1	Screening HMAS SYDNEY from Cap St. Jacques.
10	1	1.8	8.8	17.0	Exercise Requirement.
11	1	2.5	7.2	20.0	Passage to Patrol Area.
12	6	2.0	8.3	18.1	Passage to Pu. Tioman from Patrol Area.
13	7	2.6	7.0	20.3	Sea Inspection of HMNZS OTAGO.
28	10	1.7	9.5	16.6	Passage Requirements.
30	3	1.8	8.8	17.0	" "

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HMAS DERWENT - REPORT OF PROCEEDINGS - JUNE 1966

APPENDIX II

EXERCISES AND TRAINING

Wednesday 1 June	-	Exercise SEA IMP RAS fuel
Thursday 2 June	-	Exercise SEA IMP
Friday 3 June	-	Exercise SEA IMP RAS fuel
Saturday 4 June	-	Exercise SEA IMP RAS fuel
Sunday 5 June	-	Small arms firing instruction
Monday 6 June	-	RAS fuel
Wednesday 8 June	-	RAS fuel (Executive Officer) MKX, RRX, MTX
Thursday 9 June	-	MKX, RRX, MTX, TTX.
Friday 10 June	-	LRX, AALRF, SULRF
Saturday 11 June	-	RAS fuel (Executive Officer)
Monday 13 June	-	OOW manoeuvres Casex A17 Live helo control (2 hours) MAX, MKX, RRX, MMX Full power trial
Tuesday 14 June	-	JOCOMEX, MKX, RRX, TTX, MTX
Wednesday 15 June	-	Echo injector exercises
Monday 20 June	-	MKX, LRX
Tuesday 21 June	-	Air Defence Exercise (Exercise ANGLE IRON) MKX, RRX
Wednesday 22 June	-	Stood by HM Submarine AMPHION during trials Exercise man overboard RAS fuel (Officer of the Watch) MKX, MTX, TTX
Thursday 23 June	-	LRX, AALRF, MKX, RRX Live mortar firing
Saturday 25 June	-	EW calibration
Monday 27 June	-	Major NBCD exercise
Tuesday 28 June	-	RAS fuel (Navigating Officer) MKX, TTX
Wednesday 29 June	-	Exercise man overboard MKX, RRX, MTX, TTX

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HMAS DERWENT - REPORT OF PROCEEDINGS - JUNE 1966

APPENDIX III

MOVEMENTS AND EMPLOYMENT

Wednesday 1 June	-	Saturday 4 June	-	Gulf of Thailand area Exercise SEA IMP.
Saturday 4 June	-	Monday 6 June	-	Passage to Viet Nam.
Monday 6 June	-	Wednesday 8 June	-	With HMAS SYDNEY, Vung Tau area.
Wednesday 8 June	-	Friday 10 June	-	Passage to Singapore.
Friday 10 June	-	Monday 13 June	-	Singapore Exercise areas, Singapore Strait patrol.
Monday 13 June	-	Monday 20 June	-	Alongside Singapore.
Monday 20 June	-	Thursday 30 June	-	Singapore and Malacca Strait patrols. Singapore Strait: 20 - 24. Malacca Strait: 24 - 29. Singapore Strait: 30.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-731

July '66  
Report of Proceedings

HMAS

*Derwent*

AS (NS)

*AS 1/8*

~~D OF O~~

~~DCNS~~

*22/8*

~~1ST NM~~

*24/8*

~~2ND NM~~

~~3RD NM~~

~~4TH NM~~

*26/8*

~~SEC~~

~~AS (EG)~~

~~AS (FM)~~

*29/8*

~~DER~~

*20/8*

~~AS (NS) (N5)~~

*20/8*

REGISTRAR

~~D OF P~~

~~D/D OF P(A)~~

~~DTWP~~

~~D OF C~~

~~DNAP~~

~~CONS~~

~~NI~~

~~HPB~~

~~FE~~

~~DCNP~~

~~DOA~~

~~DMT~~

~~DDM~~

~~DPS~~

~~DFSD~~

~~DNR~~

~~DNES~~

~~ACDC~~

~~ACMD~~

~~DMED~~

~~PNA~~

~~DWE~~

~~MDG~~

~~AS (NS) (N5)~~

~~REGISTRAR~~

Separate  
Report  
Circulating

- NOTES:
- (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - (b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

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*2/28*



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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-731

HMAS *Perwent*

Report of Proceedings *July '66*

~~D/D OF P~~ *22/8*  
~~D/D OF P (A)~~ *24/8*  
~~DGEE~~ *2/8*  
~~DTWP~~ *etc*  
~~D OF C~~ *19*  
~~DNAP~~ *25/9*  
~~CONS~~ *26/9*  
~~DNI~~ *28/8 Scht*  
~~B~~ *20/9*  
~~CNP~~  
~~DOA~~ *13/8*  
~~DMT~~ *14/9*  
~~DDM~~ *16/9*  
~~DPS~~ *16/9*  
~~DES~~ *20/9*  
~~DNR~~ *21/9*  
~~DNES~~ *23/9*  
~~ACDC~~  
~~ACMD~~ *22/9*  
~~ED~~ *28/9*  
~~ACTP~~ *27/10*  
~~DWE~~ *11/11*  
~~MDG~~ *15/11*  
~~DMS~~ *13/11*  
~~AS (NS) (N5)~~ *13/11*



REGISTRAR

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

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

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

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*13/3* *10/26*

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HMAS DERWENT - REPORT OF PROCEEDINGS - JUNE 1966

APPENDIX IV

SPORT RESULTS.

12 June	Basketball	DERWENT	v	Inshore Flotilla
		Won 56 to 31		
15 June	Softball	DERWENT	v	USS GEORGE CLYMER
		Lost 8 to 20		
16 June	Soccer	DERWENT	v	HMS AJAX
		Lost 2 to 4		
19 June	Squash	DERWENT	v	HMNZS OTAGO
		Won 13 to 9		

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NAVY—CANBERRA

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HMAS DERWENT - REPORT OF PROCEEDINGS - JULY, 1966.

(HMAS DERWENT'S letter 910/07 dated 3rd August, 1966.)

II

A.F. 17/25/2

The Secretary,  
Department of the Navy.

1. Forwarded.

*V.A.T. Smith.*  
REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

10 AUG 1966

RW

*V.A.T. Smith 17/8*

*A.G/8*

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HMAS DERWENT - REPORT OF PROCEEDINGS - JULY, 1966.

(HMAS DERWENT'S letter 910/07 dated 3rd August, 1966.)

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II

A.F. 17/25/2

The Secretary,  
Department of the Navy.

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

10 AUG 1966

RW

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910/07

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

3 August 1966.

REPORT OF PROCEEDINGS - JULY 1966

(All times local)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT for the month of July 1966.

2. On Friday 1 July DERWENT was on passage from her previous night patrol area off Kambung to the succeeding night patrol in the Singapore Strait between Johore Shoal Buoy and Horsburgh Light. At 0600 fuel was replenished from the RFA TIDEPOOL and at 0900 rendezvous was made with HMS BERWICK off Johore Shoal Buoy. During the remainder of the day DERWENT was consort for the sea inspection of BERWICK by Captain (D), First Escort Squadron and took part in a number of exercises which included a tow by BERWICK, who proceeded stern first. It was unfortunate that because of this commitment the ship's company were unable to attend the concert given by the Australian Forces Overseas Amenities Fund at Singapore Naval Base that evening.

3. On completion of BERWICK's inspection DERWENT carried out an UA8/9 calibration with HMS AJAX and on completion at 1930 set course for Hong Kong.

4. The passage to Hong Kong was without incident and DERWENT secured port side to the North Arm, Victoria Basin at 1020 on Tuesday 5 July. During the following eleven days the ship reached a high standard of cleanliness and repairs to 'L' turbo alternator were completed.

5. On Tuesday 12 July Storm Warning Signal 1 was hoisted in Hong Kong. At this stage it was assessed that Tropical Depression LOLA would pass some seventy miles to the south of the colony. At 2330 Storm Warning Signal 3 was hoisted and at 0615 the following day a meteorological briefing was held in the Operations Room HMS TAMAR. It appeared then that the harbour

...../ would.

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

(Copy to: The Commander, Far East Fleet.  
The Flag Officer, Second in Command,  
Far East Fleet.  
The Captain (F), First Frigate Squadron.  
The Captain (D), Tenth Destroyer Squadron.)

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- 2 -

would encounter winds up to about 40 kts as the depression passed to the south and as a precautionary measure notice for steam was reduced to two hours and later to immediate notice. The centre of LOLA eventually passed over Aberdeen on the southern side of Hong Kong Island at approximately 2115 on Wednesday 13 July. DERWENT remained alongside quite comfortably in winds which at the Royal Observatory, Hong Kong gusted to 75 kts. At 0410 the following morning all storm signals were cancelled.

6. DERWENT sailed from Hong Kong at 0800 on Saturday 16 July passing VAMPIRE, in bound, in the harbour. The ship was approximately one hundred and twenty miles north of Cam Ranh Bay on Sunday 17 July when the medical officer reported a patient with suspected acute appendicitis. The patient was treated conservatively with anti-biotics in the hope that an operation could be postponed until the ship arrived in Singapore forty eight hours later, but as a precautionary measure the Commander, Far East Fleet, was asked to make arrangements with the United States Navy for reception of the patient at Cam Ranh Bay in case an operation should be required that night. The response of the Commander, United States Seventh Fleet was immediate and widespread as he alerted each unit of Task Force Seventy Seven as well as the Commander, Naval Forces Vietnam. USS INTREPID was nominated by the Commander Seventh Fleet as the ship in the best position to rendezvous with DERWENT, but in the event an immediate operation was not required and the patient was landed safely at Singapore Naval Base.

7. The ship secured starboard side to Number 8 Berth, Singapore Naval Dockyard at 1330 on Tuesday 19 July 1966 having carried out an LRX that morning in the Singapore exercise areas. Personnel of the PTA unit and four practice seacat missiles were embarked and on completion of fuelling DERWENT cast off at 1700 and proceeded to sea.

8. At 0630 on Wednesday 20 July rendezvous was made with HM Tug NIMBLE for transfer of PTA gear and personnel. Two tracking runs and three firing runs had been programmed and only two extra runs were required to establish a suitable height at which the PTA would be clear of cloud. Three missiles were fired, all of which passed close to the target. During the afternoon an AALRF against a PTA was carried out but the results were rather disappointing.

9. At 1750 on Wednesday 20 July while returning to Singapore Strait for patrol duties, DERWENT was ordered to Telok Tekek on Pu. Tioman to embark a sailor from HMS SHERATON who was suffering from acute appendicitis. DERWENT arrived off Telok Tekek at 2130 and having embarked the sailor returned to her patrol area at 0220 on Thursday 21 July. The sailor was landed at Loyang Jetty at 0715.

10. DERWENT made rendezvous with the RFA TIDEPOOL at 0900 on Thursday 21 July and on completion of fuelling proceeded to Malacca Strait where deterrent patrols were

.... / carried out

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carried out in accordance with FOTI 4104 Annex 'A'. Patrols were as follows:

KEMBUNG                      • nights 21/22 and 25/26  
AROA ISLANDS                • nights 22/23, 23/24 and 24/25

All patrols were without incident. The ship anchored off Port Dickson for a short period on 22 and 25 July to land and collect mail.

11.            On Tuesday 24 July DERWENT fuelled from the RFA GOLD RANGER and on completion of fuelling took the opportunity to exercise fuelling from astern.

12.            DERWENT returned to Singapore Naval Base on Tuesday 26 July securing alongside Number 2 Berth, Stores Basin at 1440. During the next two days the ship's company were kept busy storing ship and landing gear to the lay apart store to await the arrival in Singapore of HMA Ships STUART and PARRAMATTA.

13.            At 1000 on Thursday 28 July I paid a farewell call on the Flag Officer Second in Command, Far East Fleet, Rear Admiral C.P. MILLS, CB, CBE, DSC. At 1130 the Commander Far East Fleet, Vice Admiral Sir Frank B. TWISS, KCB, DSC, arrived on board and inspected the Ikara system. Before departing at 1230 the Commander, Far East Fleet, farewelled the officers of VAMPIRE and DERWENT in the wardroom of DERWENT and afterwards I had lunch at Admiralty House.

14.            At 0815 on Friday 29 July DERWENT cast off and proceeded in company with VAMPIRE for the return passage to Australia. The ship transitted Carimata Strait at 0630 on Saturday 30 July and Lombok Strait at 1730 on Sunday 31 July.

15.            The health, conduct and morale of the ship's company has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

*J. D. Stevens*  
(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN

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HMAS DERWENT - REPORT OF PROCEEDINGS - JULY 1966

APPENDIX I

DETAILS OF STEAMING

- (a) Miles steamed 6,495.3 miles
- (b) Total miles steamed since Commissioning. 89,937.6 miles
- (c) Hours underway 400 hours 23 mins
- (d) Total hours underway 6,609 hours 45 mins

(e) Occasions for exceeding economical speed:

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/Hr</u>	<u>DIST/TON</u>	<u>AVSPD</u>	<u>REASON</u>
1	5	3.5	6.6	22.2	Sea Inspection, HMS BERWICK.
2	4	1.7	9.1	16.9	Passage requirements
3	24	1.75	9.05	17.0	" "
4	24	1.7	9.1	16.8	" "
5	8	1.65	9.25	16.3	" "
16	15	3.0	7.4	20.0	" "
17	24	3.0	7.2	20.4	" "
18	24	3.2	7.1	20.8	" "
19	12	3.0	7.4	20.2	" "
20	6	5.0	5.2	24.7	To embark case of acute appendicitis
21	3	3.35	6.8	21.5	" "
22	4	2.25	7.7	19.1	Passage requirements
25	4	1.9	8.35	17.5	" "
26	7	2.25	7.7	19.1	" "
29	15	2.1	8.1	18.4	" "
30	24	2.1	8.0	18.5	" "
31	24	2.1	7.9	18.6	" "

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HMAS DERWENT - REPORT OF PROCEEDINGS - JULY 1966

APPENDIX II

EXERCISES AND TRAINING

Friday 1 July	RAS Fuel Consort for Sea Inspection of H E/W Calibration Exercise Seaboat Receive Tow Forward 2 MKX 1TTX
Saturday 2 July	Security Address by Captain
Monday 4 July	Higher Ranks Certificate of Compete Mortar Drills 4RRX 2MKX 1BKX
Tuesday 5 July	1MKX 1BKX
Wednesday 6 July	Exercise Divers 1MKX
Thursday 7 July	AGR Tests Tamar Gas Chambers Liferaft Demonstrations Mortar Drills 1MKX 1BKX 1MTX 1TLX
Friday 9 July	Ikara Drills
Monday 11 July	Mortar Drills 1MKX
Tuesday 12 July	1MKX
Wednesday 13 July	1RRX 1TTX
Thursday 14 July	Mortar Drills 1MKX 1RRX 1TTX 1TPX
Friday 15 July	1RRX 1TTX MKX
Monday 18 July	Mortar Drills IDC Tapers Ikara Drills MKX
Tuesday 19 July	AATX (one sortie) 2MKX
Wednesday 20 July	Exercise Seaboat Seacat firing against PTA AALRF 1MKX 2RRX 1TTX BKX
Thursday 21 July	RAS Fuel 1MKX 1RRX 1TTX 1MTX BKX

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Friday 22 July	Exercise Divers Mortar Drills IDC Tapes 1MKX 1TTX 1TPX
Sunday 24 July	RAS Fuel RAS Astern Method (Fuel not passed)
Monday 25 July	Ikara Drills Heaving Line Transfer 2MKX 1TTX BKX
Tuesday 26 July	2RRX 1TTX BKX
Wednesday 27 July	1MTX 1TTX

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HMAS DERWENT - REPORT OF PROCEEDINGS - JULY 1966

APPENDIX III

MOVEMENTS AND EMPLOYMENT

Friday 1 July	- Singapore Exercise Area
Friday 1 July to Tuesday 5 July	- Passage to Hong Kong
Tuesday 5 July to Saturday 16 July	- At Hong Kong
Saturday 16 July to Tuesday 19 July	- Passage to Singapore
Tuesday 19 July	- Singapore
Tuesday 19 July to Wednesday 20 July	- Singapore Exercise Area
Thursday 21 July	- Patrol Singapore Strait and passage to Malacca Strait
Thursday 21 July to Tuesday 26 July	- Malacca Strait Patrol
Tuesday 26 July to Friday 29 July	- Singapore
Friday 29 July to Sunday 31 July	- Passage Singapore to Darwin.

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HMAS DERWENT - REPORT OF PROCEEDINGS - JULY 1966

APPENDIX IV

SPORT

9 July Basketball DERWENT v HMS TAMAR

Draw 38 to 38

28 July Golf DERWENT's Golf Club Competition

Results:

Club Champion	CRS DIGGLE
Nearest to Pin	CRS DIGGLE
Longest Drive	POUW HUGHES

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DEPARTMENT OF THE NAVY  
MINUTE PAPER

18.206.766.

HMAS Denwent

Report of Proceedings August '66

D of P 23/9  
 D/D of P(A) 23/9  
 DGFE 23/9  
 DTWP 23/9  
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 DNAP 23/10  
 CONS 23/10  
 DNI 23/10  
 HPE 23/10  
 DCNP 23/10  
 DOA 23/10  
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 DNB 23/11  
 DNES 23/11  
 ACDC 23/11  
 ACMD 23/11  
 DMED 23/11  
 ACTP 23/11  
 DWE 23/12  
 MDG 23/12  
 DNAP 23/12  
 AS(NS) (N5) 23/12  
 Registrar



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

- NOTES:
- (A) This report should be dealt with and passed on promptly.
  - (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.766

HMAS Perment

Report of August '66 proceedings

- ~~AS(NS)~~ 25/19/9
- ~~D of O~~
- ~~DCNS~~
- ~~1NM~~ 21/19/9
- ~~2NM~~ 22/9
- ~~3NM~~ 26/13
- ~~4NM~~ 27/9
- ~~SEC~~ 28/9
- ~~FAS(EG)~~
- ~~aFAS(FM)~~ 28/9
- ~~DER~~ 29/9
- ~~AS(NS)(N5)~~ 29/9
- Registrar

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

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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18	206	766

HMAS DERWENT - REPORT OF PROCEEDINGS - AUGUST 1966

(HMAS DERWENT letter 910/07 dated 5th September, 1966)

II

A.F. 17/25/2.

The Secretary,  
Department of the Navy.

1. Forwarded.

*V.A.T. Smith.*  
REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

- 9 SEP 1966

WRS

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WRS) 14  
9*

*N.S. Smith 19/9*

RESTRICTED

17/25/2

TELEPHONE:

IN REPLY 910/07  
QUOTE No.

RESTRICTED

H.M.A.S. DERWENT,  
at Williamstown.

5 SEP 1966

REPORT OF PROCEEDINGS - AUGUST 1966

(All times local)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT for the month of August 1966.

2. At the beginning of the month DERWENT in company with HMAS VAMPIRE was on passage from Singapore to Darwin and at 0630 on Monday 1 August chopped from the Commander, Far East Fleet to your operational control.
3. At 1800 Tuesday 2 August both ships rendezvoused with HMAS DIAMANTINA and carried out a boat transfer.
4. DERWENT secured port side to Outer East Stokes Hill Wharf, Darwin at 0800 on Wednesday 3 August. Officials of HM Customs boarded the ship shortly after arrival and very speedily cleared the ship.
5. At 0810 on Thursday 4 August DERWENT cast off and proceeded in company with VAMPIRE. The passage down inside the Great Barrier Reef was without incident although weather conditions en route were disappointingly poor. DERWENT and VAMPIRE anchored for four hours in the lee of Lindeman Island on Monday 8 August to scrub down and touch up ship's sides. At 1015 on Wednesday 10 August DERWENT secured outboard of VAMPIRE at Number 1 Newstead Wharf, Brisbane. During the one day in Brisbane Queensland natives were landed for leave and the ship cast off at 1000 on Thursday 11 August.
6. In company with VAMPIRE, DERWENT entered Sydney Heads at 0920 on Saturday 13 August and proceeded to berth at the South end of the Cruiser Wharf, Garden Island Dockyard, at 1000 where

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



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- 2 -

a warm welcome was received from the many relatives and friends who had come to meet the ship's company. During the following week stores were embarked and all Seacat and Ikara missiles were landed. At 1000 Saturday 20 August DERWENT departed from Sydney for Williamstown where after an uneventful passage, she berthed at the Dockyard Pier at 0800 22 August to start the Mid Cycle Docking period. At 0730 on Tuesday 23 August DERWENT was shifted by tugs into Alfred Graving Dock where she remained for the rest of the month.

7. DERWENT's return to Sydney on 13 August after six months absence marked the end of her second period of service in the Strategic Reserve during which time the ship's movements may be summarized as follows:

	Passage	50 days	
At Sea	Patrol	57 days	
	Exercises	<u>11</u> days	
			118 days
In Harbour			<u>59</u> days
			177 days.

The ship was available for sea duty at all times and notice for steam was never more than eight hours.

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

I have the honour to be,

Sir,

Your obedient servant,

*M. Ward*

(M. WARD)  
LIEUTENANT COMMANDER R.A.N.  
COMMANDING OFFICER

RESTRICTED

# RESTRICTED

## HMAS DERWENT - REPORT OF PROCEEDINGS - AUGUST 1966

### APPENDIX I

#### DETAILS OF STEAMING

- (a) Miles steamed 4,332.3 miles  
(b) Total miles steamed since Commissioning 94,269.9 miles  
(c) Hours underway 289 hours 20 mins  
(d) Total hours underway 6,899 hours 05 mins  
(e) Occasions for exceeding economical speed:

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV. SPD.</u>	<u>REASON</u>
1	24	2.1	7.9	18.7	Passage requirement
2	18	2.05	8.1	18.3	" "
4	16	1.75	8.05	17.1	" "
5	24	1.7	9.1	16.7	" "
6	24	1.7	9.15	16.6	" "
7	21	1.55	9.4	15.8	" "
8	19	1.5	9.6	15.2	" "
9	20	1.55	9.5	15.3	" "
11	2	1.55	9.4	15.8	" "

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RESTRICTED

HMAS DERWENT - REPORT OF PROCEEDINGS - AUGUST 1966

APPENDIX II

EXERCISES AND TRAINING

Apart from Higher Ranks and training for Ordinary Seamen no other exercises or training were carried out during the month.

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# RESTRICTED

HMAS DERWENT - REPORT OF PROCEEDINGS - AUGUST 1966

## APPENDIX III

### MOVEMENTS AND EMPLOYMENT

Monday 1 Aug - Wednesday 3 Aug	- Passage Singapore to Darwin.
Wednesday 3 Aug	- At Darwin.
Thursday 4 Aug - Wednesday 10 Aug	- Passage Darwin to Brisbane.
Wednesday 10 Aug	- At Brisbane.
Thursday 11 Aug - Saturday 13 Aug	- Passage Brisbane to Sydney.
Saturday 13 Aug - Saturday 20 Aug	- At Sydney.
Saturday 20 Aug - Monday 22 Aug	- Passage Sydney to Melbourne.
Monday 22 Aug - Wednesday 31 Aug	- At Williamstown, Mid Cycle Docking.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.787.

Sept '66

HMAS Derwent

Report of Proceedings

D of R 17/11

D/D of R (A) 18/10

DGFE 19/10

DTWP 20/10

D of C 21/11

DNAP 22/11

CONS 23/11

DNI 24/11

HPB 25/11

DCNP 26/11

DOA 27/11

DMT 28/11

DDM 29/11

DPS 30/11

DESD 31/11

DNM 1/12

DNES 2/12

ACDC 3/12

ACMD 4/12

DMEL 5/12

ACTP 6/12

DWE 7/12

MDG 8/12

DN 9/12

AS(NS) (N5) 30/12

Registrar



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

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one

RESTRICTED

**RESTRICTED**

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.787

HMAS Perment

Report of Sept '66 proceedings

~~AS(NS)~~ 26/10

~~D of O~~

~~DCNS~~

~~1NM~~ After 1/10/66 p.m.

~~2NM~~ 25/10

~~3NM~~ 26/10

~~4NM~~ 26/10

~~SEC~~

~~FAS(EG)~~ 27/10

FAS(FM)

~~DPR~~

~~AS(NS)(N5)~~ 27/10 28/10

Registrar

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

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

**RESTRICTED**

27

HMAS DERWENT - REPORT OF PROCEEDINGS - SEPTEMBER 1966

(HMAS DERWENT letter 910/07 dated 30th September, 1966.)

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II

A.F. 17/25/2

The Secretary,  
Department of the Navy.

1. Forwarded.

REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

JW

7 OCT 1966

RESTRICTED

HMAS DERWENT - REPORT OF PROCEEDINGS - AUGUST 1966

(HMAS DERWENT letter 910/07 dated 5th September, 1966)

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II

A.F. 17/25/2.

The Secretary,  
Department of the Navy.

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

- 9 SEP 1966

WRS

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18 206 787.

HMAS DERWENT - REPORT OF PROCEEDINGS - SEPTEMBER 1966

(HMAS DERWENT letter 910/07 dated 30th September, 1966.)

12 OCT 1966

NAVY REGISTER

II

A.F. 17/25/2

The Secretary,  
Department of the Navy.

- 1. Forwarded.

*V.O.T. Smith.*  
REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

JW - 7 OCT 1966

*AS(N5) 12*  
*10*

*V.O.T. Smith 14/10.*

RESTRICTED

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17/25/2.

ROYAL AUSTRALIAN NAVY

TELEPHO

REF. No. 910/07

H.M.A.S. DERWENT,  
at Williamstown.

30 SEP 1966

REPORT OF PROCEEDINGS - SEPTEMBER 1966

(All times Zone -10)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT for the month of September 1966.

2. At the beginning of the month DERWENT was berthed in the Alfred Graving Dock, Williamstown Naval Dockyard, carrying out her mid-cycle docking.

3. Pre work-up training for the Gunnery, T.A.S. and R.P. teams commenced on Monday 12 September and by the end of the month a satisfactory standard of training had been achieved. The Command Team also spent three days in the Action Speed Tactical Teacher at H.M.A.S. WATSON and this training was most beneficial.

4. The final leave party returned to the ship towards the end of September. The usual shortage of working hands available during leave periods was relieved by an overlap of two weeks between the incoming and out going classes of Ordinary Seamen.

5. The ship was undocked and moved by tugs to a dockyard pier on Friday 23 September. This movement had been postponed on at least two occasions by unannounced rolling strikes by various trades in the dockyard.

6. Work on the ship during the month has progressed satisfactorily and some topweight has been removed.

7. The health, conduct and morale of the ship's company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

*J.D. Stevens*

(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN



THE FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET

RESTRICTED

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

APPENDIX I - DETAILS OF STEAMING

Alongside throughout the month.

APPENDIX II - DETAILS OF MOVEMENTS

1 - 30 September 1966

Mid-cycle docking period.  
Williamstown Naval Dockyard.

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SECRET

17/25/2.

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

F 2 NOV 1966

REPORT OF PROCEEDINGS - OCTOBER 1966

(All times Zone -10)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT for the month of October 1966.

2. On 1 October DERWENT was berthed at Dock Pier Williamstown Naval Dockyard. During the day DERWENT was open to visitors as part of Navy Week in Melbourne and approximately 8,000 people took advantage of the opportunity to look over the ship.
3. At 0800 on Monday 3 October DERWENT cast off and proceeded for Exercise GUM STUMP off Jervis Bay. Prior to clearing Port Phillip Bay stations and steering gear breakdowns were exercised to shake down the newly joined sailors and ship's company after six weeks alongside.
4. Due to bad weather speed had to be reduced causing DERWENT to miss the first CASEX exercise. The bad weather continued over the next two days causing many serials to be cancelled which was most disappointing as the exercise was DERWENT's shake down period.
5. During GUM STUMP, DERWENT participated in three CASEXs with HMAS QUEENBOROUGH, VAMPIRE and HM Submarine TABARD. Other exercises included a DTFX with VAMPIRE, AA tracking and firing, NGS bombardment on Point Perpendicular as well as AIO exercises and EW calibrations.
6. Two members of the Department of Supply embarked for the voyage to Sydney for Ikara Missile Vibration Trials which were conducted satisfactorily on Thursday 6 October although maximum speed could not be obtained in the prevailing weather conditions.

...../ 7.

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

NOV 1966

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7. At 0645 on Friday 7 October DERWENT entered Sydney Harbour where DG ranging was carried out prior to securing to No. 4 buoy at 0954 to embark the Ikara and Seacat outfits of missiles. Ammunitioning completed, DERWENT slipped from the buoy at 1345 proceeding to East Wall Outer Captain Cook Dock where she remained till Monday 10 October.
8. DERWENT was open to visitors on Saturday 8 October as part of the Navy Week celebrations in Sydney. During the afternoon about 3,000 visitors inspected the ship. The assistance of the Naval Dockyard Police in controlling the crowds was much appreciated.
9. Unfortunately DERWENT had to sail without the towed body of her Sonar ANS/SQS 504 which was landed to enable dockyard to remedy a defect which arose after a modification had been made during the Mid Cycle Docking period. The jammer Type 667 also was unserviceable due to lack of readily available spares and maintenance effort. Subsequent examination has revealed corrosion of many electronic components caused by inefficient air conditioning. Improved air conditioning arrangements were improvised and installed during the period in Williamstown Naval Dockyard and it is hoped that this will prevent further deterioration.
10. At 0915 on Monday 10 October DERWENT cast off and proceeded out of harbour with HMAS DUCHESS in company. On clearing North Head a rendezvous was made with HMAS SUPPLY prior to joining HMAS MELBOURNE, VAMPIRE, VENDETTA, HOBART and QUEENBOROUGH for Exercise RUN UP. This exercise was designed to bring all Australian units to a high degree of readiness during the transit to the exercise area for SWORDHILT and it also proved to be an excellent shake down for the ship after her Mid Cycle Docking. In particular the EW exercises were of great value as were the many AIO and communications exercises. Two synthetic ASW exercises including FARSEXs and close Helicopter control took place in addition to light mortar firings and an entry screen through Jomard Passage. Gunnery exercises included AA tracking and firing, a SUTOF with VENDETTA and a NGS with a Gannet from MELBOURNE controlling. An NEX took place during the night of 12/13 October.
11. DERWENT acted as RESDES for HMAS MELBOURNE on the nights of 11 and 13 October during flying operations when she also exercised Helicopter control. On the latter night DERWENT detached with MELBOURNE when simulated KOMAR attacks were made on the remainder of the force by MELBOURNE's aircraft.
12. At 1230 on Saturday 15 DERWENT was detached in company with SYDNEY (who had joined the force late on Tuesday 11 October), DUCHESS and VENDETTA for passage to the Willaumez Peninsular area for the start of Exercise SWORDHILT, Phase I. After clearing Vitiaz Strait, DERWENT, DUCHESS and VENDETTA refuelled from SYDNEY at 0815 on Sunday 16 October and then maintained course for the Willaumez Peninsular while SYDNEY retired south of Vitiaz Strait.
13. Phase I of Exercise SWORDHILT commenced at 1600 on Sunday 16 October. The aim of the exercise was to locate and destroy HMS VICTORIOUS and escorts prior to reaching Vitiaz Strait. DERWENT acted in an EW and WA capacity off Willaumez Peninsular that night and with VENDETTA and DUCHESS in company transitted before dawn to the Vitu Islands where she remained till late forenoon. During the

...../ forenoon

forenoon many EW reports on opposition aircraft radar were received giving ample warning of the approach of aircraft. The group was located by a Buccaneer and then proceeded at speed to join VAMPIRE and the USN destroyers TAUSSIG and BOYD north of Vitiaz Strait. During this time the force came under numerous air attacks by Buccaneers and Sea Vixens from VICTORIOUS giving the AA organisation good practice. VICTORIOUS and her escorts were detected initially by EW and a gun and torpedo attack followed. Phase I ended at 2245 with ships proceeding to rendezvous for Phase II.

14. The outstanding feature of this phase, as it was throughout exercise Swordhilt, was the wealth of accurate information available from the EW equipment. The equipment is difficult to maintain but the results obtained so far in the tactical situations encountered by DERWENT go a long way towards justifying the maintenance task.

15. Phase II, the longest part of the exercise and designed to exercise fleet units in AS, gunnery, surface attack and air defence aspects of warfare started at 0600 on Tuesday 18 October north of Vitiaz Strait.

16. DERWENT in company with HMS ARETHUSA (CTU), USS BOYD and HMNZS TARANAKI formed an advanced screen 15 miles ahead of the force until clear of Vitiaz Strait when she rejoined to screen the convoy. VICTORIOUS, BOYD, VAMPIRE and CLEOPATRA then detached forming a SAG which subsequently made an attack on the force during the morning of Wednesday 19 October this being the only incident DERWENT was involved in during the passage across the Solomon Sea.

17. At 0901 Wednesday 19 October all escorts with DERWENT in company were detached to passage south to Jomard entrance.

18. At 1646 Wednesday 19 October you joined by jackstay transfer with three officers of your staff from MELBOURNE and DERWENT continued her passage to Jomard Strait forming a departure screen with the other escorts.

19. Contact of a possible submarine was gained and in company with BOYD, DERWENT initiated COMEX at 2001 carrying out three Ikara attacks before losing contact. The contact was later confirmed probable by the detection of submarine radar and was considered sunk.

20. MELBOURNE detached on completion of the departure screen to carry out simulated KOMAR attacks with her aircraft on the morning of Thursday 20 October contact being gained by DERWENT of all simulated missiles penetrating to within 10 miles. Afterwards you returned with your staff to MELBOURNE by helicopter transfer.

21. The submarine threat ceased during the day of Thursday 20 October while submarines re-positioned. Practice gunnery firings then took place with DERWENT firing at a PTA target launched by CLEOPATRA in the forenoon and carrying out a throw off shoot on HOBART during the afternoon. Firings completed, units of the force formed close formations for photographs and were subsequently detached to task units as the submarine threat resumed.

22. DERWENT formed part of the CVA screen for VICTORIOUS and gained two possible contacts during the passage south east across the

...../ Coral Sea

Coral Sea, carrying out Ikara attacks until contact was lost and ordered to rejoin by the Screen Commander.

23. At 1800 on Saturday 23 October DERWENT was detached and proceeded south ahead of the force to act as an AD picket north of Sandy Cape throughout Sunday 24 October, when aircraft of the R.A.A.F. carried out surveillance and strikes on the force. LWO2 Warning Air Radar proved most satisfactory and it appeared that DERWENT played a constructive part in this exercise. DERWENT rejoined VICTORIOUS at midnight when Phase II ended.

24. DERWENT formed a screen on VICTORIOUS for the start of Phase III. This phase exercised ships in NGS and convoy protection from a submarine threat. Unfortunately due to a fire at the forward observers position on Townshend Island, DERWENT's NGS firings were cancelled and for the remainder of the phase she was employed in protecting the URG without incident.

25. The final phase, to escort the convoy to Sydney started at 1800 on Tuesday 25 October. The only threat during this time came from submarines. Many sonar contacts were gained in poor water conditions with echoes from porpoises and whales abounding. DERWENT took part in two SAU engagements, whilst her EW Office continued to give valuable information and warning about the threat.

26. Exercise Swordhilt ended at 1600 on Thursday 27 October. DERWENT then took station with the force heading for Sydney, forming up in column for the fleet entrance at 0800 on Friday 28 October. After entering harbour DERWENT continued up harbour with other escorts, circumnavigated Cockatoo Island and then berthed port side to on VENDETTA at the southern end of Cruiser Wharf. DERWENT remained in this berth till the end of the month.

27. The health, conduct and morale of the ship's company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

*J.D. Stevens*  
(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN

SECRET

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

APPENDIX I

DETAILS OF STEAMING

- (a) Miles steamed 8,174.8  
(b) Total miles steamed since commissioning 102,444.7  
(c) Hours underway 520 hrs 25 mins  
(d) Total hours underway 7,419 hrs 30 mins  
(e) Occasions for exceeding economical speed:

<u>Date</u>	<u>Hours</u>	<u>Fuel T/Hr.</u>	<u>Dist/Ton</u>	<u>Av. Speed</u>	<u>Reason</u>
6	6	1.65	9.25	16.1	Exercise requirement
10	8	2.1	8.1	18.4	" "
11	23	2.0	8.3	18.1	" "
12	24	2.0	8.3	18.0	" "
13	23	2.3	7.65	19.3	" "
14	15	1.8	8.65	17.3	" "
15	3	1.7	9.2	16.3	" "
16	3	1.6	9.5	15.7	" "
17	14	3.2	6.2	21.9	" "
18	12	1.7	9.5	16.6	" "
19	24	2.1	8.0	18.5	" "
20	9	1.65	9.1	16.9	" "
	24	2.1	8.1	18.4	" "
22	23	2.85	6.7	20.9	" "
23	14	2.5	7.15	20.6	" "
24	8	1.8	8.65	17.3	" "
25	13	1.65	9.1	16.9	" "
26	20	1.7	9.5	16.6	" "
27	16	2.0	8.3	18.0	" "
28	1	1.7	9.2	16.3	" "



SECRET

APPENDIX II

EXERCISES AND TRAINING

3 October	Stations	MKX	AIO Voice Procedure		
4 October	MKX	BKX			
5 October	Casex A4/5	AATX	(2)MKX		
	AIO Voice Procedure				
6 October	DTFX	Casex B3 and B1	AATX	AAFV	NGSFX
	NGSCX	TPX	(2)MKX	NAVCOMEX 404	
7 October	NAVCOMEX 404	MKX	EWX 91		
10 October	SCREENEX	ARRX	CLAPEX	REL VEL EX	
	AIO Voice Procedure		KAC 132 EX		
	JYA Calibrations		NAVCOMEX 404	(2) EWX 91	
	EWX 41	RAS			
11 October	METRATEST	Radar Calibrations			
	AIO Voice Procedure		Helo Control		
	ASWEX with FARSEX		Light Mortar Firings (9)		
	SPX	REL VEL EX	KAC 132EX	NAVCOMEX 404	
	EWX 91	EWX 44	NGSCX	CLAPEX	
	SAPEX	AATX	RAS	RESDES	
12 October	RIX	NGSFX	ADEX (2)	SAPEX	SPX (B)
	METRATEST	ASWEX with FARSEX		RAS	
	NAVCOMEX 404	EWX 44	EWX 45/61	RAS (night)	
13 October	NEX	AATX	CLAPEX/ADEX	SADEX	SUTOF
	ASWX with FARSEX		RESDES	Helo control	
14 October	KOMAREX	Entry Screen		SADEX	NAVCOMEX 404
15 October	RAS	CLAPEX	SRRCEX		
16 October - 27 October	Exercise Swordhilt including 6 RAS and 3 Jackstay transfers.				
31 October	POC training for advancement candidates.				

APPENDIX III

MOVEMENTS AND EMPLOYMENT

Saturday 1 October - Monday 3 October	At Williamstown Dockyard Mid Cycle Docking.
Monday 3 October - Friday 7 October	Exercise GUM STUMP Passage to Sydney.
Friday 7 October - Monday 10 October	Alongside Garden Island Dockyard.
Monday 10 October - Sunday 16 October	Exercise RUN UP Passage to Bismarck Sea.
Sunday 16 October - Friday 28 October	Exercise SWORDHILT Passage to Sydney.
Friday 28 October - Monday 31 October	Alongside Garden Island Dockyard.

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 206. 855

HMAS Derwent. Report of proceedings Nov '66

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~~AS(NS) (N5)~~

Registrar

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

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

CONFIDENTIAL

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-855.

Nov 66.

HMAS *Derwent*

Report of Proceedings

- D of P *21/1*
- D/D of P(A) *21/12*
- DGEE *21/7*
- DTWP *21/1*
- D of C *9/1*
- DNAP *11/1*
- CONS *21/1*
- DNI *17/1*
- HPBY *13/1*
- DCNF *18/1*
- DOA *4/1*
- DLIT *23/1*
- DDM *23/1*
- DPS *24/1*
- DESD *21/1*
- DNR *19/1*
- DNES *21/1*
- ACDC *21/1*

- ACND *12/1*
- DMED *12/1*
- ACTE *13/2*
- DWE *2/3*
- MDG *6/3*
- DNS *19/1*
- AS(NS) (N5) *14/2*



Registrar

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

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CONFIDENTIAL

CONFIDENTIAL

NAVY—CANBERRA

18 206 855.

HMAS DERWENT - REPORT OF PROCEEDINGS - NOVEMBER, 1966

(HMAS DERWENT letter 910/07 dated 1st December, 1966.)

II

A.F. 17/25/2

The Secretary,  
Department of the Navy.

1. Forwarded.
2. The remarks contained in sub-paragraphs 30(d) and 32 will be dealt with separately.

*16/12  
16/12*

*20/12*

*[Signature]*  
REAR ADMIRAL.

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

14 DEC 1966

PW.

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HMAS DERWENT - REPORT OF PROCEEDINGS - NOVEMBER, 1966

(HMAS DERWENT letter 910/07 dated 1st December, 1966. )

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II

A.F. 17/25/2

The Secretary,  
Department of the Navy.

1. Forwarded.
2. The remarks contained in sub-paragraphs 30(d) and 32 will be dealt with separately.

(SGD.) I. H. CARTWRIGHT

REAR ADMIRAL.

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

14 DEC 1966

PW.

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17/25/2

TELEPHONE:

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IN REPLY 910/07  
QUOTE No.H.M.A.S. DERWENT,  
at Fremantle.

11 DEC 1966

HMAS DERWENT - REPORT OF PROCEEDINGS - NOVEMBER 1966

Sir,

I have the honour to submit the Report of Proceedings for HMAS DERWENT under my Command for the month of November 1966.

2. I assumed Command of the Ship from Commander J.D. Stevens, R.A.N., on 1st November at which time the ship was alongside Garden Island, Sydney, undergoing a period of self maintenance.
3. Together with the other members of my Command Team I participated in the ASTT phase of JUC 64 at HMAS WATSON on Thursday 3rd and Friday 4th November.
4. At 1008K on Monday 7th November DERWENT cast off and proceeded south to take part in the Casex week of JUC 64 with HMS TRUMP. It was unfortunate that the participation of HMA Ships DUCHESS and VENDETTA in these exercises had had to be cancelled due to other commitments. This led to a situation where DERWENT was carrying out all the serials originally planned for the three ships. This was proceeding smoothly enough, but early on the morning of 8th November deteriorating weather led to the cancellation of all aircraft serials, leaving DERWENT and TRUMP only in the exercise.
5. These two units conducted ASW exercises throughout the forenoon but by 1300K the weather had worsened to the extent that I decided to take shelter inside Jervis Bay.
6. The ship came to starboard anchor in J2 berth Jervis Bay at 1500K and remained there for the night. The anchorage was crowded with fishing boats also sheltering from the weather.
7. The weather had not improved by Wednesday 9th November so DERWENT remained at anchor during the forenoon conducting independent exercises. During the afternoon it was decided to carry out ship handling manoeuvres inside Jervis Bay and to this end a danbuoy was dropped and used for practice "approaches".
8. By arrangement with the Captain, HMAS CRESWELL a group of 27 Cadets were embarked for the afternoon. The weather could not have been less kind in the Bay with Force 7 winds, a heavy swell, and torrential rain. It was a rather damp and pale faced group of young men who were landed to HMAS CRESWELL at 1700K.

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9. HMAS DERWENT returned to her anchor berth in Montagu Roads for the night of 9th November.
10. Anchor was weighed at 0325K on Thursday 10th November and DERWENT proceeded to Sydney berthing at Chowder Bay for fuel at 1130K. Berth was shifted to No. 2 Buoy on completion of fuelling and the ship remained at this berth throughout Friday 11th November.
11. At 0906K on Saturday 12th November, DERWENT slipped and proceeded for the Longex phase of JUC 64 with HMA Ships DUCHESS, VENDETTA, and QUEENBOROUGH in company.
12. The Longex had been designed as an Offensive Operations exercise for the surface ships and LRMP aircraft, with the opposition being provided by HM Submarines OBERON, TABARD, and TRUMP.
13. Unfortunately adverse weather once again took a hand in the proceedings and ultimately led to the surface ships and aircraft having to withdraw from the exercise for a period of about eighteen hours.
14. The appalling weather, coupled with very poor sonar conditions, led to a disappointing Longex during which only one submarine was "killed" by the surface units, and that by DERWENT as a result of a very close range submarine torpedo attack on DUCHESS.
15. The Longex terminated at 1400K on Tuesday 15th November at which time the ship carried out a satisfactory AA Medium Range firing against a Delmar target.
16. After a short period at anchor in Jervis Bay, DERWENT sailed at 2200K on 15th November for the scheduled IKARA firing against HMS TABARD the following morning.
17. Upon arrival in the firing area the following morning the weather had improved markedly, but regrettably the sonar conditions had shown no such improvement. After four hours of fruitless "pinging" on TABARD, during which conditions deteriorated still further, I decided to postpone the firing until the following day.
18. Having been ordered to remain in the general firing area further ASW exercises were carried out with HMS TABARD during the night of 16th November.
19. By the morning of 17th November weather conditions were ideal for the second attempt at the IKARA firing, but sonar conditions were still such as to preclude firing on Sonar Type 177 information at more than 2,000 yards. Tracking on Type 170 Sonar was good however out to 3,000 yards, and as an IKARA missile had not previously been fired in this mode it was decided to go ahead with the firing using Type 170 data.
20. At 0715K the missile was fired at a range of 2,850 yards on a relative bearing of Red 70, and missile flight, torpedo release and torpedo entry were observed to be normal. The torpedo was heard to run by the submarine but unfortunately it subsequently failed to surface.

...../ 21.

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21. An exhaustive search was carried out around the torpedo water entry point with TABARD and a Dakota aircraft until 171230K, at which time the aircraft had to return to NAS Nowra. HMS TABARD was ordered to proceed to Sydney shortly after, but HMA Ships VENDETTA and DUCHESS joined DERWENT to assist in the search at 1415K.
22. The search by the three ships, plus a Gannet aircraft which had taken over from the Dakota, was terminated at 1605K with negative results.
23. DERWENT returned to harbour in company with VENDETTA and DUCHESS and secured at Fitting Out Wharf on QUEENBOROUGH at 2030K on 17th November.
24. The ship remained alongside until 0800K on Wednesday 23rd November at which time she cast off and proceeded for Adelaide, unloading two unexpended IKARA missiles at No. 2 Buoy enroute.
25. The passage to Adelaide was uneventful with the exception that the ship encountered yet another intense depression which gave rise to heavy seas and swells in Bass Strait.
26. A Pilot was embarked at 0545IK on Saturday 26th November off the Fairway Buoy, Port Adelaide, and the ship proceeded upriver to berth at the BP Fuelling Wharf at 0700IK. On completion of fuelling DERWENT proceeded to her weekend berth at No. 2 (McLarens) Wharf securing starboard side to at 0940IK.
27. The weekend at Adelaide was enjoyed by the Ship's Company and the bright sunny weather attracted a crowd of five and a half thousand people to the ship during the Open Days on Saturday and Sunday.
28. The ship cast off and proceeded down river enroute for Perth at 1000IK on Monday 28th November. The Annual Full Power Trial was conducted satisfactorily during the afternoon and evening of 28th November. A Shaft Horse Power of 29,790 was achieved.
29. The last two days of the month found DERWENT crossing the Great Australian Bight with her attendant heavy swells much in evidence. Independent exercises were carried out on passage.
30. WEAPONS ELECTRICAL STATE
- (a) During November the Weapons Electrical Equipment serviceability state has been very satisfactory, the Post Mid-Cycle Docking inspired problems having been largely overcome in October. The only exceptions to this broad statement were the Variable Depth Sonar and the EW Transmitter Type 667 which are commented on in detail later in this text.
- (b) During the JUC/Longex periods early in the month, the Radar, Sonar and JYA Systems achieved an availability of approximately 100%, the Sonar 177M operating throughout this period with the "solid state rectifier" trial modification to the transmitter power supplies in service for the first time. This modification has proved entirely satisfactory to date.

...../ 30(c).

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- (c) On sailing for the JUC exercises on Monday 7th November, the Variable Depth Sonar towed body, which had previously been landed on Monday 10th October for dockyard repair, was still not ready for embarkation and therefore regrettably this equipment was not available for either the JUC period or the IKARA firing. The Variable Depth Sonar towed body was finally returned to the ship on Friday 17th November and has since been successfully streamed. It is of interest to note that the dockyard reported that the investigation and repair of the leak in this water-tight body consumed a total of 900 man-hours.
- (d) It is considered that the provision of a serviceable spare towed body on deposit in Garden Island Dockyard, for the rapid replacement of an unserviceable towed body in DERWENT or STUART, would appreciably decrease the periods of non-availability of the Variable Depth Sonar equipments in these ships, while operating from Sydney.
- (e) The EW Transmitter Type 667 has also been unserviceable during November with multiple faults associated with the incorrectly installed/designed air conditioning unit, used with this Transmitter. The results of ship staff investigation into the operation of this defective unit was reported in DERWENT's message DTG 091310Z November and the proposed repair programme raised as Urdef 32/67 (DERWENT's message DTG 180418Z November). It is expected that the overhaul of the defective units and the rectification of design faults on the air conditioning unit should be completed by mid-December, allowing an adequate setting to work period during the forthcoming Long Self Maintenance period.
- (f) The IKARA firing on 17th November was considered entirely successful from the ship's Weapons Electrical Engineering aspect and of great value to the morale and confidence of the IKARA maintenance team. The firing was approached primarily as a means of proving the validity of established test routines and equipment check out procedures as carried out by the ship's staff as a normal ship-board function. It is considered that in the event these proved entirely satisfactory and this success has greatly increased the confidence of the maintenance team in their ability to successfully maintain and fire the IKARA system without outside assistance. No problems were encountered with ship borne equipment during the firing, the only material problem met being an unserviceable missile telesender, discovered during missile pre-firing CSTE testing. Unfortunately as no spare telesender was available, this resulted in only one practice missile being available for the firing.

31. MARINE ENGINEERING STATE

- (a) All machinery and boilers have operated satisfactorily throughout the month. The Annual Full Power Trial was carried out on 28th November, on passage Adelaide to Fremantle.

...../ 31(b).

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- (b) The following major defects were undertaken by dockyard and ship's staff during the month.
- (i) Port Boiler baffle wall superheater access plates supports to be renewed Urdef 29/67.
  - (ii) No. 1 Main Distilling Plant, combined fresh water and aquair pump motor burnt out. A spare motor was obtained and fitted. Ship proceeded on exercises with only one plant serviceable and managed to cope with the feed and domestic demand for water for five and a half days.
  - (iii) No. 2 Main Distilling Plant, on sailing from Adelaide had persistent cloud in made water. Tests revealed that 2 of the heating elements had split. Spare elements were fitted and plant was out of action for 26 hours.
  - (iv) Starboard Boiler had to be shut down on evening of 29th November and on inspection was found to have one bottom economiser header handhole door and the main feed outlet joint leaking. Both joints were remade and boiler tested satisfactorily on completion.

32. MEDICAL

I regret to report that the standard of health throughout the ship during the month has not been good. A total of fourteen sailors have been admitted to hospital, over half of whom were suffering from respiratory or intestinal illnesses. The former are considered to be a product of the air conditioning systems in parts of the ship and a separate report is being prepared on this matter.

33. The morale of the Ship's Company is good.

34. I addressed the Ship's Company on the subject of Security in accordance with AF Memorandum 6/66 during the month.

35. The Welfare Committee has met during the month.

I have the honour to be,

Sir,

Your obedient servant,



(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.  
CAPTAIN

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

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HMAS DERWENT - REPORT OF PROCEEDINGS - NOVEMBER 1966

APPENDIX I

DETAILS OF STEAMING

(a) Miles steamed 4172.9  
(b) Total miles steamed since commissioning 106617.6  
(c) Hours underway 285 hrs 36 mins  
(d) Total hours underway 7705 hrs 06 mins  
(e) Occasions for exceeding economical speed:

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV. SPD.</u>	<u>REASON.</u>
12	14	2.00	8.3	17.9	Exercise Requirement
13	21	1.65	9.25	16.2	"
14	2	1.6	9.5	15.6	"
15	3	1.7	9.1	16.8	"
16	5	1.65	9.1	16.9	"
17	5	1.8	8.65	17.3	"
24	15	1.6	9.4	15.9	Passage Requirement
25	12	1.6	9.5	15.7	"
28	5	4.0	5.6	22.4	Full Power Trial

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HMAS DERWENT - REPORT OF PROCEEDINGS - NOVEMBER 1966

APPENDIX II

EXERCISES AND TRAINING

1	November	NAVCOMEX 417
2	"	NAVCOMEX 404
3	"	NAVCOMEX 405 3MKX TTX ASTT games
4	"	ASTT games NAVCOMEX 402
7	"	JUCEX 64 steering gear breakdowns Shiphandling CASEX's (2) B1, A2, B10, B3, A4/5
8	"	JUCEX 64 2MKX TTX CASEX's A16, A4/5
9	"	(2) MKX TTX Shiphandling
10	"	Steering gear breakdowns (2) MKX
11	"	TTX
12	"	LONGEX 64 JACKSTAY TRANSFER
13	"	LONGEX 64
14	"	LONGEX 64
15	"	LONGEX 64 AATX AAMRF
16	"	CASEX A17
17	"	CASEX RAN 1 (2) MKX MTX
18	"	BKX
22	"	(2) MKX TTX
23	"	Stations Stream VDS MKX
24	"	(2) MKX (4) RRX TTX
25	"	MKX (2) RRX TTX
28	"	Stations (2) MKX MTX TTX
29	"	Seaboat (2) MKX (4) RRX MTX
30	"	MKX (4) RRX TTX BKX

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( Page two of Appendix II )

Notes:

1. Ordinary seaman received 4 hours branch instruction and 1 hour general instruction each week.
  
2. Midshipmen training continued with TAS, ND, AIO, Communications and seamanship instruction.

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HMAS DERWENT - REPORT OF PROCEEDING - NOVEMBER 1966

APPENDIX III

MOVEMENTS AND EMPLOYMENT

Tuesday 1 Nov - Monday 7 Nov	- At Garden Island Self Maintain
Monday 7 Nov - Tuesday 8 Nov	- JUCEX 64 Off Jervis Bay
Tuesday 8 Nov - Thursday 10 Nov	- Jervis Bay Independent Exercises
Thursday 10 Nov	- Pass to Sydney
Thursday 10 Nov - Saturday 12 Nov	- Sydney - Ammunition & Store Ship
Saturday 12 Nov - Monday 14 Nov	- LONGEX 64 Sydney/Jervis Bay Area
Monday 14 Nov - Tuesday 15 Nov	- Jervis Bay
Tuesday 15 Nov	- LONGEX 64 Jervis Bay
Wednesday 16 Nov - Thursday 17 Nov	- Ikara Firings Sydney/Jervis Bay Area
Thursday 17 Nov - Wednesday 23 Nov	- Garden Island Self Maintain
Wednesday 23 Nov - Saturday 26 Nov	- Passage to Adelaide
Saturday 26 Nov - Monday 28 Nov	Adelaide
Monday 28 Nov - Thursday 30 Nov	- Passage to Fremantle

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HMAS DERWENT - REPORT OF PROCEEDINGS - NOVEMBER 1966

APPENDIX IV

SPORT

26 November:-

Water Polo v Ethleton  
Loss 3 - 12.

27 November:-

Basketball v RAAF EDINBURGH  
Loss 41 - 51

Cricket v RAAF EDINBURGH  
Loss 37 - 68

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.876

Dec '66

HMAS

*Derwent.*

Report of proceedings

AS(NS)

D of O

DCNS

1NM

2NM

3NM

4NM

SEC

FAS(EG)

FAS(FM)

CC of S

DPR

AS(NS) (N5)

Registrar

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HPB DCNP DOA DMT DDM DPS DFSD DNR DNES ACDC  
PNA ACMD DMED ACTP DWE MDG DNS AS(NS)(N5) Registrar~~

} Separate  
Report  
Circulating.

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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910/07

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

3 JAN 1967

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1966

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. DERWENT under my Command for the month of December, 1966.

2. The start of the month found DERWENT on passage to Fremantle. After rounding Cape Leeuwin the unpleasant weather conditions improved, and opportunity was taken to exercise man overboard and seaboard.
3. H.M.A.S. DERWENT entered Fremantle Harbour on Friday 2nd December berthing alongside Victoria Quay in H berth at 0900. Many families were present to meet the ship. West Australian natives were despatched on long leave after arrival.
4. At 1030 I called on His Worship the Mayor of Fremantle, Sir Frederick Samson, following which Sir Frederick gave a most pleasant Reception for myself and my officers. I called on the Naval Officer in Charge, West Australia Area, Commodore W.B. Marks, C.B.E., D.S.C.\*, at 1200H. During the afternoon I accompanied Commodore Marks to the running of the McAllister Cup at H.M.A.S. LEEUWIN.
5. In the evening an official cocktail party was held onboard for sixty guests, among them the then Minister for the Navy, The Right Honourable Mr. F.C. Chaney, A.F.C., M.P., and Mrs. Chaney.
6. The five day visit to Fremantle was enjoyed by the Ship's Company, with excellent weather prevailing throughout. The highlight was a dance for 100 sailors given by the Fremantle Town Council.
7. The ship was open for Public inspection during the weekend, but although the weather was good, only twelve hundred visitors looked over the ship. The contrast in this figure to that of five and a half thousand in Adelaide was most likely due to the recent visit of H.M.S. VICTORIOUS.
8. A Section I Promotion Board for Higher Rank was held on Monday 5th December for 26 sailors. This included one sailor from H.M.A.S. DIAMANTINA.
9. H.M.A.S. DERWENT cast off at 0830 Wednesday, 7th December, for passage to Bunbury. Mr. N. McAlister, Manager of the Ford Motor Company, who has been most generous to the Navy in Western Australia, was embarked. I had also invited the Minister of the Navy, together with the Right Honourable Gordon Freeth but due to other commitments they were unable to come. Conditions for the passage were perfect with a total absence of wind and sea. This led to the frightening phenomenon off Rottnest Island of being able to see the sea bed in remarkable detail, despite a depth of water of at least six fathoms below the keel.

...../10

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Page Two

10. The ship berthed alongside Bunbury's new Land Backed wharf at 1530H Wednesday 7th December after having embarked the local Harbour Master and Customs Official off the mole. This new wharf which is not yet shown on the latest charts is of "pile and concrete" construction and provides a good berth with depths alongside of 27 feet. Details of the wharf together with other improvements to the Harbour have been forwarded to the Hydrographer.
11. An official cocktail party was held in the evening of 7th December for approximately 50 guests.
12. At 1000H Thursday 8th December I called on His Worship the Mayor of Bunbury, Dr. E.C. Manea, J.P. The ship was opened to approximately 500 visitors during the afternoon whilst the ships company participated in sporting events ashore. Other entertainment provided was an official Mayoral reception for my Officers, Chief and Petty Officers and an R.S.L. dance for the sailors. As a result of the recent adverse publicity surrounding the standard of "teenage morals" in Bunbury a noticeable lack of partners marred the latter event.
13. After casting off and clearing the harbour at 0900H Friday 9th December passage was made to rendezvous with H.M.A.S. SYDNEY off Port Phillip. Bad weather conditions again prevailed, causing a rough passage across the Bight with beam seas at times up to 30 feet in height.
14. Weather conditions improved after rounding Cape Otway early on Wednesday 14th December and advantage was taken to exercise man overboard and seaboats. A major N.B.C.D. exercise and light mortar firings were also carried out during the forenoon.
15. Rendezvous was made with H.M.A.S. SYDNEY at 1427K on 14th December, ten miles south of Port Lonsdale Light. DERWENT refuelled alongside at 1630K after which course was set for Jervis Bay. During the passage in company with SYDNEY plotting and station keeping exercises were carried out.
16. H.M.A.S. DERWENT was detached at 0001K 16th December, to enter Jervis Bay and embark members of your staff. A rendezvous was again made with SYDNEY off Jervis Bay at 0745K and your Staff Officers transferred by jackstay. During the onward passage to Sydney, DERWENT assisted in SYDNEY's A.I.O. inspection.
17. The ship berthed on H.M.A.S. QUEENBOROUGH alongside Garden Island at 1450 Friday 16th December. Apart from two cold moves to a buoy, DERWENT remained alongside for the remainder of the month carrying out self maintenance and giving leave to the Ship's Company.
18. MARINE ENGINEERING STATE
- (a) All machinery and boilers have operated satisfactorily throughout the month.
- (b) On 13th December, 'L' Turbo Generator became unserviceable due to failure of the circulating pump drive roller and ball bearings. Repairs were effected by ship's staff and 'L' Turbo Generator was again serviceable on 15th December. Whilst repairs were being effected power was supplied by 'K' Turbo Generator and 'K' Diesel Generator.

...../(c)

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Page Three

- (c) The department commenced a Long Self Maintenance and leave period on 16th December, and the following URDEF's are being undertaken by dockyard during this period:-
- (i) Main Air Conditioning plant circulating water pipe.
  - (ii) 'H' Hull and Fire pump, Discharge to Firemain service pipe.
  - (iii) Port and Starboard Boilers, baffle wall superheater access plates, bridge plates to be repaired.
  - (iv) C1 and C2 Diesel Generators exhaust system spray water pipes to be renewed.

19. WEAPONS ELECTRICAL STATE

- (a) Operational availability of Weapons Electrical systems has continued to be satisfactory during the month and due to the less demanding nature of the ship's programme, excellent progress was achieved with planned maintenance, this being reflected in the Quarterly Maintenance Return which was the best recorded for two years.
- (b) The opportunity was taken to operate the Variable Depth Sonar equipment, repairs to the towed body having been completed by Garden Island Dockyard and the body embarked prior to departure for Adelaide. The towed body watertight state was found to be entirely satisfactory and the V.D.S. system fully operational. During the final recovery operations however, in a moderate to rough sea state, the cable fairing parted some twenty feet from the towed body. Since the cable was in a generally deteriorated condition having been streamed in excess of 150 hours, twice the expected cable life, the decision was made to effect a cable change during the ship's L.S.M. period. An URDEF has been raised to this effect.
- (c) During the month, trials were progressed on the Type 667 air conditioning plant by ship's staff, the heat load being simulated by radiators, as the Type 667 units had been landed in Garden Island for overhaul prior to the ships departure from Sydney. These trials were successful in that the lower level temperature of the air conditioning plant was isolated on return to Sydney. It is expected that modification action to the air conditioning will be successfully completed during the L.S.M. period and that providing urgently demanded spares from the U.K. are received in time, the Type 667 should be operational before the ship sails in January.

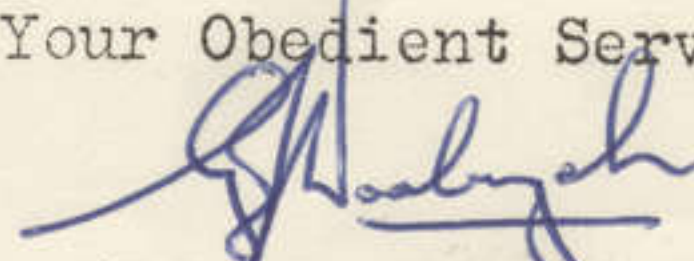
20. The health of the ship's company throughout the month was satisfactory.

21. The morale of the ship's company has remained good.

I have the honour to be,

Sir,

Your Obedient Servant,



(G.J.H. WOOLRYCH)  
COMMANDER, R.A.N.  
CAPTAIN

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H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1966

APPENDIX I

DETAILS OF STEAMING

(a) Miles Steamed	2,982.2
(b) Total miles steamed since commissioning	109,599.8
(c) Hours underway	213 hrs 58 mins.
(d) Total hours underway	7,919 hrs 04 mins
(e) Occasions for exceeding economical speed	

<u>DATE</u>	<u>HOURS</u>	<u>FUEL T/HR</u>	<u>DIST/TON</u>	<u>AV. SPEED</u>	<u>REASON</u>
7th	5	1.7	9.2	16.4	Passage requirement
15th	2	1.65	9.25	16.1	Exercise requirement
16th	6	1.65	9.25	16.2	Passage requirement

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H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1966

APPENDIX II

EXERCISES AND TRAINING

1	December	Seaboat TTX BKX MKX
9	December	Stations MKX TTX BKX RRX FRX
12	December	Man Overboard MKX TTX BKX RRX
13	December	Man Overboard MKX BKX TTX
14	December	NBCD Exercise Man Overboard Seaboats Light Mortar Firings SYPEX RRX Voice Procedure and Logging RAS
15	December	CLAPEX (2) SPX(B)(2) RIX(2) REL VEL Voice Procedure and Logging OOW Manoeuvres
16	December	NAVCOMEX 401, 402, 404, 405, 202, 206 SYPEX (2) CLAPEX (2) Jackstay Transfer

Notes:

1. Midshipmen training continued with ND, AIO, Engineering and Seamanship training.
2. Ordinary Seaman received 4 hours branch instruction and 1 hour general instruction each week until commencement of leave on 16th December.

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H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1966

APPENDIX III

MOVEMENTS AND EMPLOYMENT

Thursday 1st Dec - Friday 2nd Dec	Passage to Fremantle
Friday 2nd Dec - Wednesday 7th Dec	Alongside Fremantle Operational Visit.
Wednesday 7th Dec	Passage to Bunbury
Wednesday 7th Dec - Friday 9th Dec	Alongside Bunbury Operational Visit
Friday 9th Dec - Friday 16th Dec	Passage to Sydney With H.M.A.S. SYDNEY 14th-16th Dec.
Friday 16th Dec - Saturday 31st Dec	Alongside Garden Island. L.S.M. and Leave Period.

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H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1966

APPENDIX IV

SPORT

5th December	Basketball v HMAS LEEUWIN	Lost 16 - 82
	Cricket v HMAS LEEUWIN	Won 111 - 108
6th December	Volleyball v Legacy Club (Perth)	Lost 0 - 15 1 - 15
7th December	Basketball v Bunbury	Lost 24 - 129
	Invitation pistol shoot for 3 sailors with Bunbury Pistol Shooting Club.	
8th December	Cricket v Bunbury	Lost 55 - 89

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NAVY—CANBERRA

18

206

876.

16 JAN 1967

HMAS DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1966

(HMAS DERWENT letter 910/07 dated 3rd January, 1967)

II

A.F. 17/25/2

The Secretary,  
Department of the Navy.

- 1. Forwarded.

*V.A.T. Smith.*  
REAR ADMIRAL

Office of the  
Flag Officer Commanding,  
HM Australian Fleet.

12 JAN 1967

VP

*NS Smith*  
*17/1*  
*17/1*

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