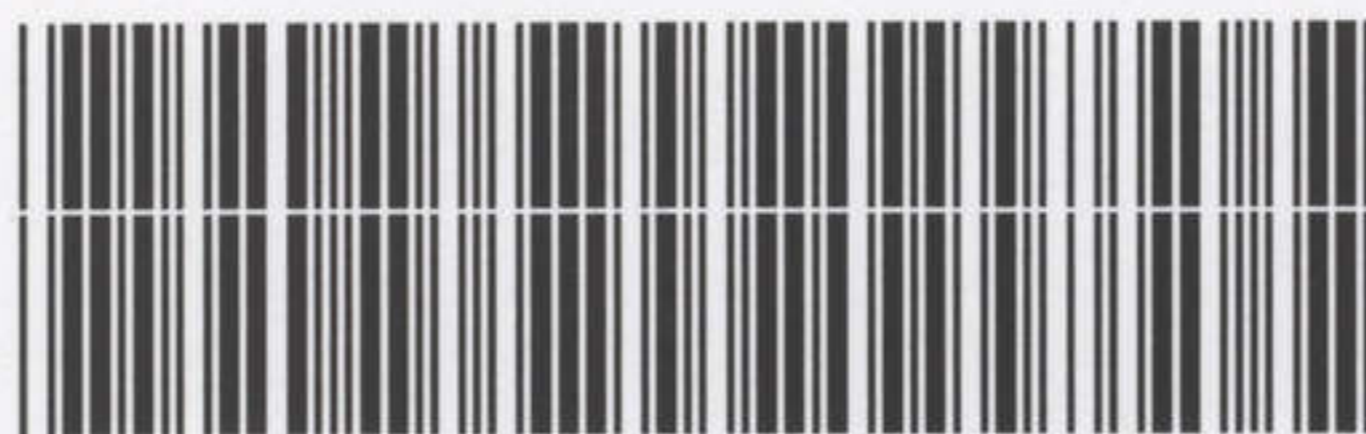


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS DERWENT

Item number: 98/3

Title: December 1965 - March 1967



AWM78-98/3

C.R. 13
Revised 1962

FILE No. _____/_____/_____

[98/3]

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DEPARTMENT OF THE NAVY

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ORIGINALS

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DEPARTMENT OF THE NAVY

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MINUTE PAPER

March 1967

HMAS

Report of proceedings

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ACMD	DMED	ACTP	DWE	MDG	DNS	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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NAVY—CANBERRA		
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REPORT OF PROCEEDINGS - HMAS DERWENT - MARCH, 1967

(HMAS DERWENT's 910/007 of 3rd April, 1967.)

II

A.F. 17/25/3

The Secretary,
Department of the Navy.

1. Forwarded.
2. The defect mentioned in paragraph 23(b) is a known difficulty, but is the first recorded occasion on which both boilers have suffered simultaneously. The attention of Type 12 Frigates is being directed to the possibility and the desirability of more frequent inspections being instituted.

[Handwritten Signature]
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

14 APR 1967

PW.

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4581 244

ROYAL AUSTRALIAN NAVY

17/25/3

TELEPHONE:

IN REPLY
QUOTE No. 910/007**SECRET**

14

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.)

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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.

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,



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

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REPORT OF PROCEEDINGS - HMAS DERWENT - MARCH 1967

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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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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	(3) MKX NACOMEX 401	WILLRANEL TARGET TOWING
2nd March			Voice Procedure	TTY MKX NAVCOMEX 402		
3rd March			Voice Procedure	EWX 91		
6th March	SUTP				(4) MKX NACOMEX 401	Seaboat
7th March	MEPRATEST	IKARA firing			(4) MKX NAVCOMEX 401	Seaboat WILLRANEL TARGET TOWING
8th March	NGSCX	Gasex B3 Gasex A4/5 Light Mortar firing Demolition Practice		(2) MKX (2) RRX		
9th March	MEPRATEST				(3) MKX (1) BKX NAVCOMEX 401	
10th March					(9) MKX (5) BKX NAVCOMEX 401 NAVCOMEX 417	
13th March	AATX	Gasex A4/5	LW02 calibration	(2) MKX	(2) MKX	Action Stations
14th March	AATX AAMRF MAX MEPRATEST	Gasex A14 Gasex A4/5 Gasex B3 Gasex A17	CLAPEX	(2) MKX (2) RRX		Action Stations Helicopter Transfer
15th March	AATX	Entry Screenex • Gasex B1				Man overboard Seaboat Helicopter Transfer

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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 Seaboard
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 BXX NAVCOMEX 401	Helicopter Transfer
29th March	(2) Casex B3 Casex A4/5 Casex C1		Casex B1	EWX 45 (2) MKX TXX		Helicopter Transfer Man overboard
30th March	(2) Casex B3 Casex A4/5 Casex C1		(2) Casex B1	(2) MKX RRX WXX		Seaboard
31st March	AATY 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 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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(46)

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

18-206-835

HMAS *Derwent*

Report of proceedings *Oct '66*

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HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR		DNES
DMED	ACTP	DWE	MDG	DNAS	AS(NS)	(N5)	Registrar		

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HMAS DERWENT - REPORT OF PROCEEDINGS - OCTOBER, 1966

(HMAS DERWENT letter 901/07 dated 2nd November, 1966.)

II

A.F. 17/25/2

The Secretary,
Department of the Navy.

1. Forwarded.

2. With reference to Paragraph 9 - AN/SQS 504. The Dockyard has as yet been unable to repair a slow leak in the towed body. At present, metallurgical tests and other aspects of the design of sealing arrangements are being conducted.

- Type 667. The dockyard will investigate the airconditioning system during the next availability. In the meantime, DERWENT has been instructed not to operate Type 667. A large number of modifications are outstanding and effective maintenance is considered to be beyond the capacity of the maintenance effort available. This subject is being discussed on other papers.

3. With reference to paragraph 5, the reference to Point Perpendicular should read Beecroft Head Range.

V. A. T. Smith
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

15 NOV 1966

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VP

17/25/2.

TELEPHONE:

SECRETIN REPLY
QUOTE No. 901/07H.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.

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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

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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

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- 4 -

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

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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	" "
21	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	" "

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

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	AAFX	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.				

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

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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.

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SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-725

HMAS Derwent

Report of June 60 Proceedings

~~D OF P 10/8~~

~~D/D OF P (A) 10/8~~

~~DGFE 12/8~~

~~DTWP 18/8~~

~~D OF C 18/8~~

~~DNAP 19/8~~

~~CONS 21/8~~

~~DNI 22/8~~

~~HPE 23/8~~

~~DCNP~~

~~DOA 14/9~~

~~DMT~~

~~DEM 14/9~~

~~DPS 25/9~~

~~DFSD 22/8~~

~~DNI 23 Sept~~

~~DNES 23/9~~

~~ACDC 27/9~~

~~ACMD 26/9~~

~~DMED 17/10~~

~~DMED 17/10~~

~~DWE 26/10~~

~~JMDG 21/11~~

~~DNAS 21/11~~

~~AS (NS) (N5) 21/11~~

REGISTRAR

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

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

18. 206. 725

MINUTE PAPER

HMAS

Derwent

Report of Proceedings

AS (NS) *20/8/66*

D OF O

DCNS

11/8

1ST NM

2ND NM

17/8

3RD NM

4TH NM

19/8

SEC

Focap's comp 23/8/66

FAS (EG)

8/8

FAS (FM)

24/8

DPR

22/8

AS (NS) (N5)

Ballin 30/8

REGISTRAR

D OF P

D/D OF P(A)

DTWP

D OF C

DNAP

CONS

DNI

HPB

DGFE

DCNP

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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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[Signature]

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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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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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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 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 - 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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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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AUG A.M.
NAVY REGISTRY

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NAVY-CANBERRA
18 206 725

REPORT OF PROCEEDINGS - JUNE, 1966.

(HMAS DERWENT letter 910/007 dated 5th July, 1966).

II

A.F. 17/25/2.

The Secretary,
Department of the Navy.

1. Forwarded.
2. I have been informed that the IKARA demonstrations given in Singapore were most successful and that senior RN officers were impressed with the operation, engineering, and cleanliness of the IKARA installation.
3. HMAS DERWENT has been instructed to forward an Appendix in accordance with ABR 5016 Appendix 29A clause 7, "Report of A/S Weapon Firings."

J.A.T. Smith
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

29 JUL 1966

jd.

*Minister informed
Galwe
23/8/66*

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-701

27/7

May '66

Report of Proceedings

HMAS *Demigant*

D OF P *19/7*

D/D OF P (A) *19/7*

DGEE *18/7*

DTWP *22/7*

D OF C *25/7*

DNAP *26/7*

CONS *27/7*

DNI *1/8*

HPB *8/8*

DCNF *3/8*

DOA *4/8*

DMI

DDM

DES

DFSD *17/8*

DNR *18/8*

DNES *19/8*

ACDC *22/8* - see VDS.

ACMD *23/8*

DMED *24/8*

~~DMED~~ *25/8*

DWE *26/8*

f MDG *29/8*

DNAS *19/9*

AS (NS) (N5) *19/9*

REGISTRAR

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

18-201-701

REPORT FORM

1/11

Report of Proceedings

[Handwritten notes and signatures, including names like 'J. H. ...' and 'W. ...']



[Handwritten note:] - See 4.252

18 SEP 1970

[Handwritten notes and signatures]

TO: ADMIRAL ...
 FROM: ...
 SUBJECT: ...

- NOTE: (a) This report should be dealt with and passed on promptly.
- (b) On this life comments should be made. If any matter requires a separate report, reference to another report should be made at a point where the matter is discussed.

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18. 206. 701

DEPARTMENT OF THE NAVY

MINUTE PAPER

Report of ^{May 66} Proceedings

HMAS *Denwent*

AS (NS) *21/7*

~~D OF O~~

~~DCNS~~

1ST NM *21/7*

~~2ND NM~~ *29/11/7*

~~3RD NM~~

~~4TH NM~~ *(NS) 21/7*

~~SEC~~

~~FAS (EG)~~ *21/7*

~~FAS (FM)~~ *21/7*

~~DFR~~

AS (NS) (N5) *21/7*

REGISTRAR

~~D OF P~~

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~~DTWP~~

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~~DNAP~~

~~CONS~~

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~~HPB~~

~~DGFE~~

~~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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HMAS DERWENT - REPORT OF PROCEEDINGS - MAY, 1966

(DERWENT letter 910/007 dated 5th June, 1966)

II

AFA 30/10

The Secretary,
Department of the Navy.

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

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

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

28th June, 1966.

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C 12 JUL 1966
NAVY DEPT

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DEPT OF NAVY
CANBERRA
18 206 701

HMAS DERWENT - REPORT OF PROCEEDINGS - MAY, 1966

(DERWENT letter 910/007 dated 5th June, 1966)

II

AFA 30/10



The Secretary,
Department of the Navy.

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

- 1. Forwarded.

V. A. T. Smith.
REAR ADMIRAL

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

28th June, 1966.

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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.

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 A17'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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- 3 -

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

SECRET

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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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- 2 -

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 II

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

SECRET

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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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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-660

April 66

HMAS

Denwent.

Report of Proceedings

~~D OF P~~

~~D/D OF P (14) 13/5~~

~~DGEE~~ 8/1

~~DTWP~~ 2/1

~~D OF C~~ 15/6

~~DNAP~~ 16/6

~~CONS~~ 7/6

~~DNT~~ 13/6

~~HPB~~ 2/6

~~DCNP~~ 28/6

~~DOA~~ 28/6

~~DMN~~ 1/7

~~DDM~~ 1/7

~~DES~~

~~DESE~~ 13/7

~~DNR~~ A.S/L

~~DNES~~ 14/7

~~ACDC~~

~~ACMD~~ 19/7

~~DMED~~

~~FMA~~ 21/7

~~DWE~~ 18/7

~~MDG~~ 4/8

~~DNAS~~ 1/8

~~AS (NS) (N5)~~ 1/6/6

REGISTRAR

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

- 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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13/28

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DEPARTMENT OF THE NAVY

MINUTE BOOK

Report of Proceedings

[Faint handwritten notes and signatures, including names like "J. B. ...", "W. B. ...", and "C. B. ..."]

27 AUG 1958
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DEPARTMENT OF THE NAVY

18-206-660.

MINUTE PAPER

April '66
Report of Proceedings

HMAS

Derwent.

~~AS (NS)~~

~~D OF O~~

~~DCNS~~

~~1ST NM~~

~~2ND NM~~

~~3RD NM~~

~~4TH NM~~

~~SEC~~

~~FAS (EG)~~

~~FAS (FM)~~

~~DPR~~

~~AS (NS) (N5)~~

~~REGISTRAR~~

27/6
17/6
16/6
20/6

Allegations to see

21/6/66

23/6/66

~~D OF P~~

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

~~DTWP~~

~~D OF C~~

~~DNAP~~

~~CONS~~

~~DNI~~

~~HPB~~

~~DGFE~~

~~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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12/9

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RECEIVED
27 MAY A.M.
NAVY REGISTRY

HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL, 1966

(DERWENT letter 910/001 dated 2nd May, 1966)

DEPT. OF THE NAVY
CANBERRA
18 206 660

II

AFA 30/10

The Secretary,
Department of the Navy.

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

1. Forwarded.
2. I walked around DERWENT on 10th May, 1966, and the ship appeared to be generally in very good shape.

V.A.T. Smith.
REAR ADMIRAL

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

12th May, 1966.

*As (ms) 25
27/5
NS 27/5*

SECRET

SECRET

HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL, 1966

(DERWENT letter 910/001 dated 2nd May, 1966)

II

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The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
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1. Forwarded.
2. I walked around DERWENT on 10th May, 1966, and the ship appeared to be generally in very good shape.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

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

12th May, 1966.

SECRET

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. CAVE, 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.

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 and 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

SECRET

SECRET

- S E C R E T -

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

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...../Monday 25 April

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SECRET

- S E C R E T -

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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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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- S E C R E T -

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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- S E C R E T -

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DEPARTMENT OF THE NAVY

18-206-639

MINUTE PAPER

March 66

HMAS

Derwent

Report of Proceedings

~~AS (NS)~~ *Boyle*

~~D OF O~~

~~DCNS~~ *in judens Aug. 16/5*

~~1ST NM~~ *March 17/5*

~~2ND NM~~ *17/5*

~~3RD NM~~ *19/5*

~~4TH NM~~ *19/5*

~~SEC~~ *para 22 is disturbing. Assume this matter is receiving attention as a result of other reports mentioned. PL 24/5/66*

~~FAS (EG)~~ *20/5*

~~FAS (FM)~~

~~DR~~

~~AS (NS) (N5)~~
~~FAS (FM)~~ *63/5*
REGISTRAR

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

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

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DEPARTMENT OF THE NAVY

18-206-632

MINUTE PAPER

March 66

HMAS

Perwent

Report of Proceedings

- ~~D OF P 12/5~~
- ~~D/D OF P (A) 11/2/5~~
- ~~DGFE 15/6~~
- ~~DTWP 19/5~~
- * ~~D OF C 24/5~~
- ~~DNAP 20/5~~
- ~~CONS 28/6~~
- ~~DNI 21/6~~
- ~~HPB 8/6~~
- ~~DCNP 23/6~~
- ~~DOA 20/6~~
- ~~DMT 21/6~~
- ~~DDM 23/6~~
- ~~DEB 21/6~~
- ~~DESD 28/6~~
- ~~DNR 21/6~~
- ~~DNES 27/6~~
- ~~ACDC 20/6~~
- ~~ACMD 11/7~~
- ~~DMED 4/7~~
- ~~DAOCTP~~
- * ~~DWE 28/6/66~~
- ~~FMDG 31/2/7~~
- ~~DNAS 1/7~~
- ~~AS (NS) (N5) 21/7~~

C.N.A.S.
 13 JUL 1966
 [Signature]

REGISTRAR

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

* Please note para 21. [Signature]

SECRET

12/12/5

MINUTE PAPER

✓ FAS (FM) to 30/5

DWP } 11/10/66
 re Secretary's memo 24-5-66
 20/6 DWP } cover DWS 22/6
 DWS } The various matters are being followed up.

RP 24/6

AS (NS) 29/6

Regulation

committed to see to
 4/7
 26
 4/7/66

D. C. N. T. S.
 31 MAY 1966

4/6

MINUTE PAPER

By D.W.E.

To produce technically competent answers to the problems arising in the ships requires time to collate information and understand the system. With the present priority task of PERTH followed closely by YARRA, the DWE staff cannot allocate the time these problems justly deserve.

2. The Weapon Radio Officer's Quarterly letter and the receipt of AS2061Z^s do not support the gloomy view of Para.22. In fact, accepting the pressure the ship fitting time schedule has caused on all aspects of introducing this NEW equipment into service, the equipment has performed remarkably well.

3. The problem of the CSTE and its association with "apparently" defective missiles is rightly in the court of the design authority who have as yet not come up with any answers.

4. All other points listed are known and action is in hand to alleviate the situation. A quick and ready solution is not possible in many cases and I doubt if any change will be possible before the end of 1966.

5. Para 22 and 23.

Fin test equipment supplied to RANAD Kingswood was ex R&D refurbished. DERWENT's is pre production.

Difficulties were experienced in both areas and the lack of complete and correct supporting documents (test schedules, handbooks, diagrams) added to the difficulties.

Department of Supply have been made well aware of these shortcomings.

The opinion expressed by Mr Heath in para 23 is concurred in.

10th June, 1966.

D.W.E.
D.W.E.

SECRET

CANBERRA

18 206 632

HMAS DERWENT - REPORT OF PROCEEDINGS - MARCH, 1966

(DERWENT letter 910/001 DATED 5TH APRIL, 1966)

RECEIVED

C 10 MAY A.M.

NAVY REGISTRY

II

AFA 30/10

The Secretary,
Department of the Navy.

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

1. Forwarded.
2. With reference to paragraph 21, experienced personnel are available at Singapore Naval Base who can assist DERWENT when her programme permits.

V.A.T. Smith.
REAR ADMIRAL

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

15th April, 1966.

ASCS

9/11/5

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HMAS DERWENT - REPORT OF PROCEEDINGS - MARCH, 1966

(DERWENT letter 910/001 DATED 5TH APRIL, 1966)

II

AFA 30/10

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
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2. With reference to paragraph 21, experienced personnel are available at Singapore Naval Base who can assist DERWENT when her programme permits.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

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

15th April, 1966.

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SECRET

910/001

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

5 ~~March~~^{April} 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.)

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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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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

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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	ent
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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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 ¹ 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.

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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.

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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.

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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.

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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.

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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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FS:SML

NAVY-GANBERRA
18/206/612

C 00104 12 JAN 67

The Secretary,
Department of Supply,
Box 2288U, GPO,
MELBOURNE. VIC.

Derwent
Feb 66

REPORT ON THE IKARA SYSTEM FITTED IN
HMAS DERWENT FOR PERIOD FEBRUARY TO
AUGUST, 1966.

Forwarded for information is a copy of the
abovequoted report.

2. This department notes with appreciation the visit to Singapore by the Department of Supply representative, mentioned in paragraph 3, who made a significant contribution to the solution of problems encountered.
3. The inadequacy of the system spares mentioned in paragraph 8 has received considerable attention by the IKARA Committee and, it is understood that the position is now improving slowly. The continued co-operation of your department in overcoming this difficulty would be appreciated.

SPC

*Despatch
1/12/66 - phase attach*

MS

Acting Secretary.

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HMAS DERWENT,
at Williamstown.

25th August, 1966.

REPORT ON THE IKARA SYSTEM FITTED IN HMAS DERWENT
FOR PERIOD FEBRUARY TO AUGUST 1966

Forwarded a report on the Ikara system fitted in HMAS DERWENT, for the period February to August 1966, while the ship was serving in the Strategic Reserve.

2. All relevant reports, by signal, letter or defect return have been included in the Appendix for reference.

3. The events and problems which were encountered during this first period of operational service of the Ikara Weapons system can be summarised as follows. HMAS DERWENT sailed in February 1966 for service in the Strategic Reserve with ten operational missiles embarked having completed HATs and SATs on the Ikara system. The system at the time of sailing was not fully operational due to computer faults and numerous minor problems, which there had been insufficient time to resolve. As only a very small percentage of allowed spares had been provided before departure from Australia, problems of logistics were expected and did eventuate. While in transit from Sydney to Singapore, the opportunity was taken to commence routine testing of missiles and MSVUs and it became apparent that certain incompatibilities existed between the test equipment installed in the ship and the units under test. These problems became the subject of high density signal traffic, but were not finally resolved until a Department of Supply representative flew to Singapore to confer with Ship's officers. The opportunity was taken during this initial period in Singapore and subsequent visits to give Ikara demonstration for Royal Navy officers. These were well received and were considered very worth while. Shortly after entering the tropics it became apparent that the increased ambient temperature of the Ikara Magazine and the MAR was causing malfunction of the handling equipment PE cell circuits. This was reported, but before modification action could be taken, an incident occurred during routine loading drills which resulted in the test missile and an operational missile colliding. This was reported and precautions taken thereafter to prevent a re-occurrence of the failure until the modification was embodied. During this same period a number of design defects effecting other aspects of the handling and guidance equipments were investigated and reported by design defect report procedures. Difficulty in tuning the command transmitter on replacement of the local oscillator valve was particularly evident, this and many other problems at this time being attributable to Maintainer inexperience, which was in no way helped by inadequate and inaccurate documentation. This period, which coincided with a long period of patrol duty in a remote area, was however of great value as it presented an opportunity for the maintenance team to acquire a greater depth

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of knowledge and experience than had hitherto been possible and was the basis of later improved standards of equipment availability. It became necessary at this time to post the Petty Officer Electrician who had been trained on the attack console and computer, which resulted in some loss of availability during the time necessary to train his relief. At the end of April it could be stated with fair approximation, that the Ikara system as a whole had achieved an availability record of 30%. The reasons for the 70% unavailability could fairly be ascribed almost equally to unfamiliarity with equipments and lack of spares. The latter was a particularly vexing problem, as frequently the delay resulting from the enforced air freight supply of a particular item, would overlap into the time scale of a new failure, resulting in consecutive delays. This problem of logistics was in fact never resolved during the period away from Australia and during the latter part of this period, was almost entirely responsible for any significant periods of equipment non-availability. A considerable number of design weaknesses had been recognised and reported by the end of May and following a self maintenance period the ship entered Exercise Sea Imp with an operational system. During the period of the Exercise, an equipment availability of approximately 70% was reached and this order was maintained and steadily improved upon, reaching approximately 80% for the remainder of the period in the Strategic Reserve. The system was fully operational on departure from Singapore and on arrival in Sydney in August 1966. It is considered that with growing equipment familiarity, improved documentation and above all, the provision of adequate system spares; the Ikara system will be a completely reliable weapons system in service in the Fleet. On arrival in Sydney, all "War Shot" missiles and MSVUs were landed for examination by INO. It is of interest to note that the removal of the ten missiles from the ship and the packing of these missiles in the special containers in the barges, was completed in a period of two hours, this notable reduction in time being almost entirely due to the familiarity of the de-ammunitioning party with this form of evolution.

4. Specific material problems encountered during the period under review are covered fully in the correspondence listed under sub headings in the Appendix. General comments on these particular points are as follows.

5. HATs/SATs DEFICIENCIES

All necessary action has been taken to cover specific points raised in the reports and these actions have been fully reported.

6. IKARA MISSILE AND MSVU FAILURES

All MSVU and missile failures were resolved during the visit to Singapore by the representative of the Department of Supply. The apparent failure of MSVUs batch 1 - 50 was caused by incompatibility between the batch and test equipment. When fitted to missiles they were found to function correctly. Missile failures were in the main attributable to test equipment faults. All failures were however logged and subsequently reported by AS 2022 (GW/AW) reports.

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7. IKARA SYSTEM DESIGN FAULTS

Some twenty in number design defects, or defects of material, have been reported during the period, these being shown in tabular form in the Appendix. AS 2061Z decedat reports have not been included, as these are adequately cross referenced on the Forms AS 2022.

8. IKARA SYSTEM SPARES

The importance of the supply of adequate spares for a Weapons system such as Ikara, cannot be overstated. The supply of spares to HMAS DERWENT was quite inadequate for the task and directly resulted in periods of un-serviceability and made the overall task of fault location on an unfamiliar equipment, infinitely more difficult. In all some thirty four demands for items for supply by air freight were made in a period of four months. In accordance with directives, the 1,000 odd items of R and D spares carried in HMAS DERWENT were landed on deposit in Singapore for collection by HMAS STUART on arrival. This transfer of spares has weakened the availability of HMAS DERWENT's Ikara system.

9. IKARA MAINTENANCE PERSONNEL - POSTING

The training of Ikara maintenance personnel and in particular proposals covering the posting of members of the Ikara maintenance team, have been forwarded separately. It is considered of singular importance, that the posting of Ikara maintainers from a ship should be spread over a specific period of time, in order to retain intrinsic equipment knowledge within the maintenance team. It is postulated that this trickle posting of personnel is important in any Weapons system, but is particularly important if we are to retain the hard-won practical experience on a new Weapons system, while such system knowledge is not widely known.

10. IKARA SYSTEM - ACTION OPERATORS

It has been found in practice that with the exception of missile wing assembly functions by junior sailors in the MAR, that the Ikara system is best operated by the Weapons Electrical maintenance team. This system has been worked in HMAS DERWENT, including a series of Ikara system Morning Quarters, with great success. This allocation of purely user function duties to Weapons Electrical maintainers has much to commend it in ships with accommodation problems.

11. MAGAZINE AND MAR AMBIENT TEMPERATURE

The excessive ambient temperatures recorded in the Ikara magazine and MAR during service in the tropics have been separately reported and recorded in individual log books. The average temperature in these compartments has been of the order of 95°F and has exceeded 105°F on occasions. The resultant penalties on Marawa motor life are considered significant and worthy of special report by INO's staff. The use of Quarterdeck awnings almost permanently rigged, produced some improvement, until these awnings disintegrated, but the only economic solution would appear to be the adequate lagging and air conditioning of these compartments and the Seacat magazines. All missiles were landed on arrival in Sydney for inspection.

../4.

SECRET

- 4 -

12. OPERATIONAL EVALUATION

It is unfortunate that during the period under review, little opportunity arose to fully evaluate the system. On the occasions that HMAS DERWENT did operate with Fleet units and Submarines the Ikara system proved to be revolutionary in that Submarines could be engaged from "safe" distances. Using attack information from the ship's own and other ships sonar and radar successful "kills" were made. With increased maintenance experience and availability of spares the Ikara weapons system will be a great addition to the ASW capability of the Fleet.

13. CONCLUSION

It is considered that when adequate logistic support for the Ikara weapons system becomes available and when documentation in the form of technical handbooks, corrected "as fitted" drawings, planned maintenance cards, etc., are supplied, that the system will not be difficult to maintain or operate in ships of the Fleet. The results achieved thus far are most encouraging, particularly in view of the most adverse conditions under which these availability results were achieved. Royal Navy authorities in the Far East were favourably impressed by the Ikara weapons system.

14. The delay in forwarding this report is regretted.

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

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COMMONWEALTH OF AUSTRALIA

MINUTE PAPER

18/206/612

REPORT ON THE IKARA SYSTEM FITTED IN HMAS DERWENT
FOR PERIOD FEBRUARY TO AUGUST 1966

~~AS(NS)~~ - for draft letter to Supply

~~DTWP)~~ *13/1/67*
~~DGFE)~~ - before despatch
(on leave).

~~DWE~~ - after despatch *17/1*

By DTWP

AS(NS) is requested to prepare a letter to the Secretary Department of Supply, enclosing a copy of DERWENT's report to Supply for information.

20 December, 1966.

[Signature]
DTWP.

NS

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NAVY-CANBERRA
18/206/612

C 05428 -5DEC66

The Flag Officer Commanding,
Her Majesty's Australian Fleet,
Fleet Headquarters,
GARDEN ISLAND. NSW.

REPORT ON THE IKARA SYSTEM FITTED IN HMAS DERWENT FOR
PERIOD FEBRUARY TO AUGUST, 1966.

Reference: HMAS DERWENT's memorandum 448/001 of
25th August, 1966.

HMAS DERWENT is considered to have done well
in achieving satisfactory system availability under
difficult conditions, during her period in Strategic
Reserve.

RR 11/11

[Signature]
Secretary.

BEFORE DESPATCH:

~~DTWP~~ *Fully concurred*
~~DGFE~~ *Concurred* *[Signature]* 29/11

AFTER DESPATCH:

DCNS. *RP 6/12*
DTWP — re para 7 of DRSP minute of 6 Sep. + copy of Derwent letter to Sully
[Signature] 20/12

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18/206/612

The Flag Officer Commanding,
Her Majesty's Australian Fleet,
Fleet Headquarters,
GARDEN ISLAND. NSW.

REPORT ON THE IKARA SYSTEM FITTED IN HMAS DERWENT FOR
PERIOD FEBRUARY TO AUGUST, 1966.

Reference: HMAS DERWENT's memorandum 448/001 of
25th August, 1966.

HMAS DERWENT is considered to have done well
in achieving satisfactory system availability under
difficult conditions, during her period in Strategic
Reserve.

OK 11/11

[Handwritten signature]
Secretary.
1/12

BEFORE DESPATCH:

DTWP

DGFE

AFTER DESPATCH:

DCNS.

Ns

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MINUTE PAPER 18/206/612

HMAS DERWENT - GWSF 1

REPORT FOR PERIOD FEBRUARY TO AUGUST 1966

Reference: DCNS minute dated 14th October, 1966.

AS (NS) for despatch of letter.

By DTWP

In the reference DCNS suggested that a "well done" to DERWENT might be appropriate at this stage.

2. AS (NS) is requested to draft a letter to FOCAF referring to DERWENT's report and commenting to the effect that DERWENT is considered to have done well in achieving satisfactory system availability under difficult conditions during her period in Strategic Reserve. It is also requested that the letter be marked to DTWP, DGFE - Before Despatch, and DCNS - After Despatch.

8th November, 1966.

Stewart
for DTWP

N5
/

SECRET

COMMONWEALTH OF AUSTRALIA

MINUTE PAPER

18/206/612

HMAS DERWENT - GWSF1
REPORT FOR PERIOD FEBRUARY TO AUGUST 1966

Reference: DERWENT's memorandum 448/001 dated 25th August, 1966.

~~DWE~~ Inadequate documentation, provision of spare gear and investigation of #82022's are being progressed and situation is improving. Radical improvement can only be achieved at the expense of F2 and F3 production. ~~23/9~~
Noted. Action vide para 9 will be taken
24/10

~~DGFE~~ noted J.M.
15/10

~~DCNS~~ Concur para 7. I suggest however that a 'Well done' to Derwent might be appropriate at this stage.

~~ANM~~ Noted concur DCNS - the spare problem was of course, mainly the result of inability of Dept of Supply to produce the spares even to indicate basic spare usage. But the problem has received considerable attention by the IKARA Committee and relevant NO. Directorate and basis is, I believe, improving slowly
14/10

① ~~DTWP~~ 23/11

② Controller of Supply

By DTWP

The reference discusses DERWENT's experiences with the IKARA GWSF1 system during her period in Strategic Reserve.

2. It is noted that the availability of the system was 30% in April, 70% during Exercise Sea Imp in May and thereafter remained at about 80%. The system was fully operational from the time of departing Strategic Reserve until arrival in Sydney, where all missiles were landed for inspection.

3. The major problems which were encountered, not necessarily in order of importance, were:-

- (a) User and maintainer unfamiliarity with the system.
- (b) Inadequate documentation.
- (c) Inadequate provision and supply of spares.

4. The excessive magazine temperatures mentioned in paragraph 11 of the reference give some cause for concern.

5. In conclusion DERWENT seems to be encouraged by the performance of the system, despite the many difficulties encountered.

6. DTWP is aware that there are many deficiencies yet to be overcome, particularly in the matter of logistic support and training, but nevertheless the initial deployment of the IKARA system in the Strategic Reserve is considered to have been a successful one. DERWENT is to be congratulated upon the obvious effort expended in achieving this system availability under difficult circumstances.

7. DTWP suggests that an examination in detail of the report should await comments by FOCAF.

6 September, 1966.

SECRET

DTWP

REPORT ON THE PROGRESS OF WORK

1944

The Committee has considered the report of the sub-committee on the progress of work during the year 1944.

1944

1944

The Committee has considered the report of the sub-committee on the progress of work during the year 1944.

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ROYAL AUSTRALIAN NAVY
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NAVY REGISTRY

YEAR
1976

NAVY-CAMBERRA
18-206-612

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Registrar 7/66

Telephone: 35 0444

P.W.

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

No. A.F. 740/52/53

10 OCT 1966

The Secretary,
Department of the Navy.

REPORT OF THE IKARA SYSTEM FITTED IN HMAS DERWENT FOR
PERIOD FEBRUARY TO AUGUST, 1966.

Reference: HMAS DERWENT letter 448/001 dated 25th August, 1966.

1. The following remarks are forwarded on the reference.
2. The inadequacies of spares backing, documentation, maintainer expertise and design clearly delayed the achievement of acceptable system availability. I consider that the ship did exceedingly well in finally achieving an availability of 70% to 80% in the face of these shortcomings. These problems are well known to all authorities concerned and are adequately covered on other papers.
3. DERWENT's experience with IKARA has been most rewarding, not only in highlighting the above maintenance difficulties, but in demonstrating that IKARA could be made to work in conditions which were far from ideal.
4. The comment in paragraph 6 is noted with interest.
5. Copies of this report have been forwarded to HMA Ships PERTH, HOBART and YARRA.

AS(AS) 12/10

DWE Derwent's report has been circulated separately 18/11

[Signature]
REAR ADMIRAL.

DTWP

DGPE (The reference is not on this file) 22/11

P.A.
DWE
28-11-66
LPHW

30/11

memo request dated 18-10-66

Request - Please attach this letter to file 18/206/612 and resubmit to DTWP. 23/11

[Signature]
REGISTRAR

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RA

SECRET

24 OCT 1966



[Faint handwritten notes and signatures]

1. The following items are referred to in the reference.

2. The investigation of above person's communication.

3. The investigation of above person's communication.

4. The investigation of above person's communication.

5. The investigation of above person's communication.

Reference: HNS DEPARTMENT LETTER 100/847 dated 22nd August 1966.

PERIOD REFERRED TO VISIT 1966.

REPORT OF THE IKVU SYSTEM LIAISON IN HNS DEPARTMENT FOR

development of the work.

The secretariat.

NO. 11 140/25/23

10 OCT 1966

CHIEF OF STAFF
 HNS DEPARTMENT
 HNS OFFICER COMMANDING
 OFFICE OF THE



ROYAL AUSTRALIAN NAVY

SECRET



RECEIVED
29 AUG 1966
NAVY DEPARTMENT

SECRET

NAVY-PORTER
18-206-612
448/001 Registrar

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

25 AUG 1966

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

(Copy to: The Secretary,
Department of the Navy.
The Captain,
H.M.A.S. STUART.)

18
206
612

REPORT ON THE IKARA SYSTEM FITTED IN HMAS DERWENT FOR
PERIOD FEBRUARY TO AUGUST 1966

Reference: AF 17/25/2 dated 23 March 1966.

Enclosure: Appendix of relevant reports.

Forwarded a report on the Ikara system fitted in HMAS DERWENT, for the period February to August 1966, while the ship was serving in the Strategic Reserve.

2. All relevant reports, by signal, letter or defect return have been included in the Appendix for reference.

3. The events and problems which were encountered during this first period of operational service of the Ikara Weapons system can be summarised as follows. HMAS DERWENT sailed in February 1966 for service in the Strategic Reserve with ten operational missiles embarked having completed HATs and SATs on the Ikara system. The system at the time of sailing was not fully operational due to computer faults and numerous minor problems, which there had been insufficient time to resolve. As only a very small percentage of allowed spares had been provided before departure from Australia, problems of logistics were expected and did eventuate. While in transit from Sydney to Singapore, the opportunity was taken to commence routine testing of missiles and MSVUs and it became apparent that certain incompatibilities existed between the test equipment installed in the ship and the units under test. These problems became the subject of high density signal traffic, but were not finally resolved until a Department of Supply representative flew to Singapore to confer with Ship's officers. The opportunity was taken during this initial period in Singapore and subsequent visits to give Ikara demonstration for Royal Navy officers. These were well received and were considered very worth while. Shortly after entering the tropics it became apparent that the increased ambient temperature of the Ikara Magazine and the MAR was causing malfunction of the handling equipment PE cell circuits. This was reported, but before modification action could be taken, an incident occurred during routine loading drills which resulted in the test missile and an operational missile colliding. This was reported

AS(NS) 30/8

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...../ and precautions

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- 2 -

and precautions taken thereafter to prevent a re-occurrence of the failure until the modification was embodied. During this same period a number of design defects effecting other aspects of the handling and guidance equipments were investigated and reported by design defect report procedures. Difficulty in tuning the command transmitter on replacement of the local oscillator valve was particularly evident, this and many other problems at this time being attributable to Maintainer inexperience, which was in no way helped by inadequate and inaccurate documentation. This period, which coincided with a long period of patrol duty in a remote area, was however of great value as it presented an opportunity for the maintenance team to acquire a greater depth of knowledge and experience than had hitherto been possible and was the basis of later improved standards of equipment availability. It became necessary at this time to post the Petty Officer Electrician who had been trained on the attack console and computer, which resulted in some loss of availability during the time necessary to train his relief. At the end of April it could be stated with fair approximation, that the Ikara system as a whole had achieved an availability record of 30%. The reasons for the 70% unavailability could fairly be ascribed almost equally to unfamiliarity with equipments and lack of spares. The latter was a particularly vexing problem, as frequently the delay resulting from the enforced air freight supply of a particular item, would overlap into the time scale of a new failure, resulting in consecutive delays. This problem of logistics was in fact never resolved during the period away from Australia and during the latter part of this period, was almost entirely responsible for any significant periods of equipment non-availability. A considerable number of design weaknesses had been recognised and reported by the end of May and following a self maintenance period the ship entered Exercise Sea Imp with an operational system. During the period of the Exercise, an equipment availability of approximately 70% was reached and this order was maintained and steadily improved upon, reaching approximately 80% for the remainder of the period in the Strategic Reserve. The system was fully operational on departure from Singapore and on arrival in Sydney in August 1966. It is considered that with growing equipment familiarity, improved documentation and above all, the provision of adequate system spares; the Ikara system will be a completely reliable weapons system in service in the Fleet. On arrival in Sydney, all "War Shot" missiles and MSVUs were landed for examination by INO. It is of interest to note that the removal of the ten missiles from the ship and the packing of these missiles in the special containers in the barges, was completed in a period of two hours, this notable reduction in time being almost entirely due to the familiarity of the de-ammunitioning party with this form of evolution.

4. Specific material problems encountered during the period under review are covered fully in the correspondence listed under sub headings in the Appendix. General comments on these particular points are as follows.

5. HATs/SATs DEFICIENCIES

All necessary action has been taken to cover specific points raised in the reports and these actions have been fully reported.

...../ 6.

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- 3 -

6. IKARA MISSILE AND MSVU FAILURES

All MSVU and missile failures were resolved during the visit to Singapore by the representative of the Department of Supply. The apparent failure of MSVUs batch 1 - 50 was caused by incompatibility between the batch and test equipment. When fitted to missiles they were found to function correctly. Missile failures were in the main attributable to test equipment faults. All failures were however logged and subsequently reported by AS 2022 (GW/AW) reports.

7. IKARA SYSTEM DESIGN FAULTS

Some twenty in number design defects, or defects of material, have been reported during the period, these being shown in tabular form in the Appendix. AS 20612 defect reports have not been included, as these are adequately cross referenced on the Forms AS 2022.

8. IKARA SYSTEM SPARES

The importance of the supply of adequate spares for a Weapons system such as Ikara, cannot be overstated. The supply of spares to HMAS DERWENT was quite inadequate for the task and directly resulted in periods of un-serviceability and made the overall task of fault location on an unfamiliar equipment, infinitely more difficult. In all some thirty four demands for items for supply by air freight were made in a period of four months. In accordance with directives, the 1,000 odd items of R and D spares carried in HMAS DERWENT were landed on deposit in Singapore for collection by HMAS STUART on arrival. This transfer of spares has weakened the availability of HMAS DERWENT's Ikara system.

9. IKARA MAINTENANCE PERSONNEL - POSTING DMT

The training of Ikara maintenance personnel and in particular proposals covering the posting of members of the Ikara maintenance team, have been forwarded separately. It is considered of singular importance, that the posting of Ikara maintainers from a ship should be spread over a specific period of time, in order to retain intrinsic equipment knowledge within the maintenance team. It is postulated that this trickle posting of personnel is important in any Weapons system, but is particularly important if we are to retain the hard-won practical experience on a new Weapons system, while such system knowledge is not widely known.

10. IKARA SYSTEM - ACTION OPERATORS DMT

It has been found in practice that with the exception of missile wing assembly functions by junior sailors in the MAR, that the Ikara system is best operated by the Weapons Electrical maintenance team. This system has been worked in HMAS DERWENT, including a series of Ikara system Morning Quarters, with great success. This allocation of purely user function duties to Weapons Electrical maintainers has much to commend it in ships with accommodation problems.

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.... / temperature in

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- 4 -

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13. CONCLUSION

It is considered that when adequate logistic support for the Ikara weapons system becomes available and when documentation in the form of technical handbooks, corrected "as fitted" drawings, planned maintenance cards, etc., are supplied, that the system will not be difficult to maintain or operate in ships of the Fleet. The results achieved thus far are most encouraging, particularly in view of the most adverse conditions under which these availability results were achieved. Royal Navy authorities in the Far East were favourably impressed by the Ikara weapons system.

14. The delay in forwarding this report is regretted.



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

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APPENDIX TO HMAS DERWENT LETTER 448/001 DATED 25 AUGUST 1966

SUPPORTING DOCUMENTATION

IKARA TRIALS REPORTS

EETU letter 0166/114/02 dated 22 February 1966 - Ikara HATs/SATs.
Navy Office letter 740/252/725 dated 5 July 1966 - Ikara Trials.
HMAS DERWENT letter 402/0012 dated 27 July 1966 - Ikara Trials.

IKARA DEFECTS - MISSILES AND MVSU

HMAS DERWENT letter 448/004 dated 27 July 1966 - Ikara Missile Failures. (Containing copies of all signal references)
HMAS DERWENT letter 448/004 dated 27 July 1966 - Ikara MSVU Failures. (Containing copies of all signal references)
HMAS DERWENT AS2022(GW/AW) Serials GW3/66 to 11/66 dated 10 July 1966 - Failure reports.

IKARA SYSTEM DESIGN REPORTS

AS2022 Serial No.	WR 11/65	dated 18 December 1965.
"	"	WR 14/65 " 22 " "
"	"	WE 11/66 " 4 March 1966.
"	"	WE 15/66 " 22 " "
"	"	WE 16/66 " " " "
"	"	WE 17/66 " " " "
"	"	WE 18/66 " " " "
"	"	WE 20/66 " 12 " "
"	"	WE 21/66 " 23 March 1966.
"	"	WE 27/66 " 3 April 1966.
"	"	WE 28/66 " 14 " "
"	"	WE 32/66 " 10 April 1966.
"	"	WE 33/66 " 24 May 1966.
"	"	WE 34/66 " 25 " "
"	"	WE 35/66 " " " "
"	"	WE 36/66 " 25 May 1966.
"	"	WE 42/66 " 11 August 1966.
"	"	WE 43/66 " " " "
"	"	WE 44/66 " " " "
"	"	WE 45/66 " " " "
AS2022 Serial No.	WE 46/66	dated 11 August 1966.

IKARA SITUATION REPORT

FOCAF message DTG 251046Z April 1966 - Report on Ikara System
DERWENT message DTG 271520Z April 1966 - Situation Report on Ikara System.

IKARA SPARES

DERWENT message DTG 271520Z April 1966 - Ikara Spares.
C of P Sydney message DTG 180340Z May 1966 - Ikara Spares.
" " letter NS18/8/72 dated 20 May 1966 - Ikara Spares.
AF 740/52/27 dated 1 June 1966 - Ikara Spares.
DERWENT message DTG 070430Z June 1966 - Transfer of Spares.
FOCAF message DTG 132340Z June 1966 - Ikara Spares.
" " DTG 210005Z June 1966 - Transfer of Spares.
HMAS DERWENT letter 412/007 dated 26 July 1966 - Transfer of Spares.
HMAS DERWENT letter 412/007 dated 27 July 1966 - Transfer of Spares.

...../ IKARA -

SECRET

Handling Syst. Fore & Aft Buffers
Handling Syst. M.A.R. Door actuator.

Photo Electric Receiver Assy.

MAR. Folding Reels

MAR. Tralley

MAR. Fore & Aft Buffers.

MAR. Tralley.

Launches. 6" Army Squibs Transformer

Launches. Folding Reel Hooks.

Computes Predictor Unit No 02.

Computes Target/Traces comparator

Mag. Fore & aft transfer mech.

M.P.R. Reservoir Assy Hydraulic.

Guidance Shorter mudget Lamps.

Guidance Power Supply Cabinet A7.

Aerial Housing Bucket/Dome seal.

System Panel ASE. N.S.W. Buttons

Depth Set Indication

System Operators console unit A3C.

Aerial Tracking Mount - Radome

Computes Target Traces ASD-2

SECRET

PAGE 2 OF APPENDIX TO HMAS DERWENT LETTER 448/001 DATED

25 AUGUST 1966

IKARA - POSTING OF PERSONNEL

HMAS DERWENT letter 1119/008 dated 9 May 1966 - Posting and Training of Personnel.

IKARA TACTICS REPORTS

AF 1611/83 dated 15 October 1965 - Ikara Tactics.

HMAS DERWENT letter 78/001/24 dated 15 November 1965 - Ikara Tactics - Comments.

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DEPARTMENT OF THE NAVY

18-206-612

MINUTE PAPER

Feb '66
Report of Proceedings

HMAS

Derwent

~~AS (NS)~~

~~D OF O~~

~~DCNS~~

~~1ST NM~~

~~2ND NM~~

~~3RD NM~~

~~4TH NM~~

~~SEC~~

~~FAS (EG)~~

~~FAS (FM)~~

~~DER~~

~~AS (NS) (N5)~~

REGISTRAR

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~~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.

SECRET

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SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-612

Feb '66

HMAS Derwent

Report of Proceedings

- ~~D/ D OF P 31/3~~
- ~~D/D OF P (A) 31/3~~
- ~~DGEE 31/3~~
- ~~DTWP 31/3~~
- ~~D OF C 24/6~~
- ~~DNAP 7/5~~
- ~~CONS 6/7~~
- ~~DNI 13/7~~
- ~~HPB 4/7~~
- ~~DCNP 15/7~~
- ~~DOA 18/7~~
- ~~DMT 2/7~~
- ~~DDM 22~~
- ~~DPS 35~~
- ~~DFSE 24/7~~
- ~~DNR AOSL~~
- ~~DNES 27/7~~
- ~~ACDC 29/7~~
- ~~ACMI 10/8~~
- ~~DMED 2/8~~
- ~~AUTP 4/8~~
- ~~MDGB 15/8~~
- ~~DNAS 19/8~~
- ~~AS (NS) (N5) 10/9~~

DWE re minute " para 3 (as)
 Dept. of Supply has provided technical assistance and the
 situation regarding ~~Derwent~~ was not as well known. If the ship
 had not been fitted when she was there would not have been
 another opportunity until about early - mid 1968

lt 24/6

C.N.A.S.
 8 AUG 1966

REGISTRAR

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

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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13/5

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DEPT OF NAVY
CANBERRA

18 206 6/2

RECEIVED
28 MAR A.M.

REPORT OF PROCEEDINGS - FEBRUARY, 1966

(HMAS DERWENT letter 129/002/2 dated 1st March, 1966.)

II

INDEX
28/3/66

A.F.17/25/2

The Secretary,
Department of the Navy.

1. Forwarded.

2. With reference to paragraph 8, despite extensive efforts by the General Manager, Williamstown Dockyard and the General Manager, Garden Island Dockyard, this mounting proved extremely difficult to tune in the time available. Elevation motion was successfully tuned but the unsatisfactory training performance could not be corrected and was finally attributed to a defective resetter box. This was later confirmed by ship's staff and a replacement was despatched for fitting in Singapore. HMAS DERWENT will report on the results achieved.

DCHG

Any action needed

on para 3(a) of FOCAF

letter of 23/3 ?

Seely

15/4

*I do not think so. Supply an
cooperating well and meeting all our
requests for assistance and I think
we should await 3(b)*

RP, 15/4

difficulties with testing
due to the paucity of
inexperience with the
g troubles are to be
action of IKARA into
that the above short-
the inadequacy of
proven nature of
present a maintenance
at beyond ship's staff

ears that the Depart-
vide a degree of tech-
until design weaknesses
e maintenance task
level. This is under-
requirement of a design
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of IKARA in the Far
due course.

0, details of the minor
ass system have not yet
Planned Maintenance
the refit. The Dockyard
AGMC6 compass. DERWENT
the defects which

V.A.T. Smith.
REAR ADMIRAL.

SECRET

DEPT OF NAVY
CANBERRA

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REPORT OF PROCEEDINGS - FEBRUARY, 1966

(HMAS DERWENT letter 129/002/2 dated 1st March, 1966.)

II

INDEX
28/3/66

A.F.17/25/2

The Secretary,
Department of the Navy.

1. Forwarded.

2. With reference to paragraph 8, despite extensive efforts by the General Manager, Williamstown Dockyard and the General Manager, Garden Island Dockyard, this mounting proved extremely difficult to tune in the time available. Elevation motion was successfully tuned but the unsatisfactory training performance could not be corrected and was finally attributed to a defective resetter box. This was later confirmed by ship's staff and a replacement was despatched for fitting in Singapore. HMAS DERWENT will report on the results achieved.

3. Concerning paragraph 9:-

(a) It seems that DERWENT's difficulties with testing IKARA fins were primarily due to the paucity of documentation and general inexperience with the system. Although teething troubles are to be expected with the introduction of IKARA into the Fleet, it is believed that the above shortcomings, accentuated by the inadequacy of onboard spares and the unproven nature of DERWENT's installation, present a maintenance task which is to an extent beyond ship's staff capacity.

For these reasons, it appears that the Department of Supply should provide a degree of technical assistance onboard until design weaknesses have been overcome and the maintenance task reduced to a reasonable level. This is understood to be the normal requirement of a design authority when a new naval weapon system is introduced into the Fleet.

(b) A full report on DERWENT's difficulties with the maintenance and operation of IKARA in the Far East will be forwarded in due course.

4. With reference to paragraph 10, details of the minor defects occurring in the Type 5005 compass system have not yet been received in this office. Dockyard Planned Maintenance Routine No. DY A1 was completed during the refit. The Dockyard also stripped, checked, and tested the AGMC6 compass. DERWENT has been requested to report details of the defects which subsequently occurred in these systems.

AS (NS) 28/3
NS 29/3

23 MAR 1966

Office of the
Flag Officer Commanding,
HM Australian Fleet.

SECRET

V.O.T. Smith.
REAR ADMIRAL.

SECRET

REPORT OF PROCEEDINGS - FEBRUARY, 1966

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23 MAR 1966

SECRET

(Sgd) V. A. T. SMITH

Office of the
Flag Officer Commanding,
The Australian Fleet

REAR ADMIRAL.

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.

.../13

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/RIX, 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:- 5,4,896.0 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

DEPARTMENT OF THE NAVY
MINUTE PAPER

18 206 572

HMAS

Permen +

Report of Proceedings. *Jan 66*

~~D OF P~~

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

~~DTWP~~

~~D OF C~~

~~D/DTWP (AIR)~~

~~CONS~~

~~DNI~~

~~HPB~~

~~DCNP~~

~~DOA~~

~~DMT~~

~~DDM~~

~~DPS~~

~~DFSD~~

~~DNR~~

~~DNES~~

~~ACDS~~

~~ACMD~~

~~DMED~~

~~FSA~~

~~DWE~~

~~JMDG~~

~~DNAS~~

~~AS (NS)(N5)~~

REGISTRAR

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

- 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.

C.N.A.B.
29 APR 1966
[Signature]

SECRET

D.C.N.T.B.
- 1 APR 1966

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NAVY SECRETARIAT
H.M.S. GARDNER
MILITARY SECRETARIAT

Report of Investigation

[Faint handwritten notes and signatures on the right side of the page]

[Faint circular stamp and signature]

NAVY OFFICE
27 APR 1966
BRANCH

(a) This report should be dealt with as usual.
(b) On this file comments should be made if any.
Required copy should be sent to the appropriate
branch of the Royal Navy, and the file should
be returned to the originator.

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18 · 206 · 572

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS

Derwent

Report of Proceedings

Jan '60

AS (NS) *25/2*
 D OF O *25/2*
 DCNS *21/3*
 1st NM *21/3*
 2nd NM *23/2*
 3rd NM *4/3*
 4th NM *24/3*
 SEC *8/3*
 EAS (EG) *8/3*
 FAS (FM) *10/3*
 DPR *11/3*
 AS (NS)(NS) *17/3*
 REGISTRAR

Clipboard to see per 26
SH 27/3/1966

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

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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C 2² FEB A.M.

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NAVY HMAS DERWENT - REPORT OF PROCEEDINGS - JANUARY, 1966

(HMAS DERWENT letter 129/002/2 dated 8th February, 1966)

II

INDEXED
INIT. ✓
DATE 22/2/65

A.F. 35/26.

The Secretary,
Department of the Navy.

1. Forwarded for information.
2. DERWENT has had a particularly busy month and has done well to achieve as much as she has.
3. This Report of Proceedings has been upgraded to SECRET because of the operational results quoted in paragraphs 21 and 22.

Ans (NS) 2
203/22
24/2/66

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18 FEB 1966

V.A.T. Smith.
REAR ADMIRAL

SECRET

SECRET

HMAS DERWENT - REPORT OF PROCEEDINGS - JANUARY, 1966

(HMAS DERWENT letter 129/002/2 dated 8th February, 1966)

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(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18 FEB 1966

SECRET

~~CONFIDENTIAL~~

129/002/2

SECRET

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

- 8 FEB 1966

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

REPORT OF PROCEEDINGS

The delay in forwarding this Report is regretted.

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

SECRET

~~CONFIDENTIAL~~

ROYAL AUSTRALIAN NAVY

35/26.

TELEPHONE.

~~CONFIDENTIAL~~
SECRET

REF. No. 129/002/2

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

8 FEB 1966

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

REPORT OF PROCEEDINGS

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



~~CONFIDENTIAL~~

SECRET

~~CONFIDENTIAL~~**SECRET**H.M.A.S. DERWENT,
at Sydney.

- 8 FEB 1966

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.

~~CONFIDENTIAL~~**SECRET**

~~SECRET~~
~~CONFIDENTIAL~~

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 LW02 performance check using a RAAF Canberra aircraft, were carried out. The results of the latter were surprisingly poor compared with LW02 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 SUTOF, 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.

~~CONFIDENTIAL~~
~~SECRET~~

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

~~CONFIDENTIAL~~

SECRET

~~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

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~~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 (3hours)

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

LW02 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

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~~SECRET CONFIDENTIAL~~

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

Nil

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SECRET

~~CONFIDENTIAL~~

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

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

FILE TITLE..... HMAS "Derwent".....

..... Report of Proceedings
 Jan 1966.....

MARK TO..... AS (NS)..... BRANCH

OTHER DIRECTIONS.....

Log

INDEXING HISTORY SUBJECT INDEX SYMBOLS NAME INDEX SYMBOLS

.....

 A2

SUBSEQUENT INDEXING DATE

CLASSIFIER..... J..... DATE..... 22-2-66.....

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

8 REGISTER ON CARD..... 18/206/612.....

FILE TITLE..... HMAS "Lament".....

Report of Proceedings
February 1966

MARK TO..... AS (NS)..... BRANCH

OTHER DIRECTIONS.....

Log

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL		AZ
INDEXING		
SUBSEQUENT		D
INDEXING		A
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		E

CLASSIFIER..... J..... DATE..... 28/3/66.....

~~CONFIDENTIAL~~ SECRET

DEPARTMENT OF THE NAVY
MINUTE PAPER

18.206.556

HMAS

Perment

Report of Proceedings

Dec 65

AS (NS) 25/1
D OF O 22/1
DCNS 27/1
1st NM 29/1
2nd NM 2/2
3rd NM
4th NM 2/2
SEC 8/2
FAS (EG) 2/3
FAS (FM) 6-2/3
DPR 3/3
AS (NS)(N5) 5/4

** Disputer*

8/2/66

REGISTRAR

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

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.

AS (NS)

** Note frequent references to Ikhara equipment in this report. E.g. Para 17. Is "Confidential" a high enough classification for this?*

ASNS

~~SECRET~~ ~~CONFIDENTIAL~~

Aug. POLONIUS
Classification should be upgraded to SECRET and
Inform FI & FCAF accordingly 15/2/66
would you comment on this
query please

R Ryan
+ ASNS
15.2.66.

SECRET

COMMONWEALTH OF AUSTRALIA

MINUTE PAPER

18/206/556

REGISTRAR
29/3/66

INFORMATION ON IKARA
IN HMAS DERWENT'S REPORT OF PROCEEDINGS

MINISTER. *Seen 26*
29/3/66

In a comment on the Report of Proceedings of HMAS DERWENT for December, you asked whether, in view of the information it contained on IKARA, it was classified high enough.

2. This information has been examined, and it is considered that it is a borderline case between Confidential and Secret. To be on the safe side, the originator, (HMAS DERWENT), has been requested to upgrade the report to Secret and inform all holders of the action taken.

25th March, 1966.

[Signature]
SECRETARY.

ASINS 29/3
REGISTRAR (MEB)
Please attach

SECRET

SECRET

18/206/556

INFORMATION ON IKARA
IN HMAS DERWENT'S REPORT OF PROCEEDINGS

MINISTER.

In a comment on the Report of Proceedings of HMAS DERWENT for December, you asked whether, in view of the information it contained on IKARA, it was classified high enough.

2. This information has been examined, and it is considered that it is a borderline case between Confidential and Secret. To be on the safe side, the originator, (HMAS DERWENT), has been requested to upgrade the report to Secret and inform all holders of the action taken.

18/3

75

March, 1966.

2 *43*

SECRETARY.

1/3

SECRET

AF/MJG

CONFIDENTIAL



The Flag Officer Commanding,
HMA Fleet,
Fleet Headquarters,
GARDEN ISLAND. N.S.W.

C 00926 -2MAR66

(Copies to: The Captain (F)
FIRST FRIGATE SQUADRON.

The Commanding Officer,
HMAS DERWENT.)

HMAS DERWENT REPORT OF PROCEEDINGS - DECEMBER

Reference: HMAS DERWENT memorandum 129/002/2
dated 5th January, 1966.

It is considered that the information in paragraph
17 of HMAS DERWENT's Report of Proceedings for December
warrants a higher classification. It is requested that
copies of the report be upgraded to SECRET.

[Signature]
Secretary.

After Dispatch
→ AS(NS) 4/3

CONFIDENTIAL

For signature of minute to Minister hereunder.

[Signature]
CA 301

~~CONFIDENTIAL~~

DEPT OF NAVY CANBERRA		
965.18	206.	556

~~SECRET~~

RECEIVED
 24 JAN PM
 NAVY REGISTRY

REPORT OF PROCEEDINGS - DECEMBER, 1965.
 (HMAS DERWENT letter 129/002/2 dated 5th January, 1966).

II

INDEXED
 INIT. *df*
 DATE 24/1/66

AF 35/26.

The Secretary,
 Department of the Navy.

1. Forwarded for information.
2. Largely as a result of hard work on the part of all concerned, HMAS DERWENT has continued to progress her work-up in spite of the many setbacks associated with the acceptance and operation of new equipment.

Stallanson

REAR ADMIRAL

Office of the
 Flag Officer Commanding,
 HM Australian Fleet.

20 JAN 1966

*AS(MS) 24/1
 25/1*

~~CONFIDENTIAL~~ SECRET

~~CONFIDENTIAL~~

REF. No 129/002/2

SECRET

H.M.A.S. DERWENT,
at Sea.
5 JAN 1966REPORT OF PROCEEDINGS - DECEMBER, 1965

(All times local)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT for the month of December, 1965.

2. On Wednesday 1 December, HMAS DERWENT was secured alongside Dockyard Pier, Williamstown. At 1000, families of Victorian natives were embarked and at 1030 the ship cast off and proceeded to the Port Phillip Bay Area for a Families Day demonstration. All visitors appeared to have an enjoyable time and showed great interest in the limited demonstrations the ship was able to provide. The Melbourne weather on this the first day of summer was exceptionally good and conditions were ideal. There were approximately one hundred visitors in all. Unfortunately the forecastle was out of bounds as MRS3 tuning continued with an aircraft throughout the day. The ship made a sternboard to the outer east side of Nelson Pier at 1430 in preparation for an Ikara trial scheduled for the 4th December.
3. I attended a work up programme meeting at Fleet Headquarters, Sydney on Thursday 2nd December, 1965.
4. On Friday 3rd December it became apparent that setting to work of the Ikara guidance equipment was so far behind schedule that there would be insufficient time to carry out harbour acceptance trials before starting sea acceptance trials on 6th December. Sea trials were provisionally postponed until the 13th and later, as a result of a meeting at Fleet Headquarters on 6th December, until 5th January, 1966.
5. It was hoped to complete the Ikara absolute range check on Saturday 4th December before DERWENT sailed from Melbourne, but this could not be carried out because a defective unit had to be returned to the Weapons Research Establishment, Salisbury, for repairs.
6. DERWENT cast off from Nelson Pier, Williamstown, at 1704 on Saturday 4th December and set course for Sydney. After 7 months in Williamstown the general reaction on board was that this was a departure of some significance and in some ways marked the return of DERWENT to the Fleet. There were about 100 cars on the pier at the time of departure, most of them containing relatives and friends of the ship's company.

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

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



.../2

SECRET

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7. During the passage up the coast of New South Wales, opportunity was taken to carry out steaming trials at 3/5 and 4/5 full power and one hour at full power. Results of these trials were most gratifying, and it is believed that this was the first occasion full power steaming has been achieved.
8. In heavy rain DERWENT secured alongside the Cruiser Wharf, Garden Island Dockyard at 0715 on Monday 6th December.
9. At 0730 on Tuesday 7th December the ship cast off and proceeded to Jervis Bay, anchoring off Captain Point at 1415. At 1515 you, and other officers attending the Senior Officers Study Period at the Australian Joint Anti-Submarine School, arrived on board and inspected the Ikara mounting and associated equipment, the Sonar Control Room and the Operations room. Your boat left the ship at 1720. DERWENT weighed anchor at 1800 and proceeded to join HMA Ships YARRA and PARRAMATTA in the Sydney area.
10. At 0400 on Wednesday 8th December, rendezvous was made with YARRA and PARRAMATTA east of Sydney, and the next two hours were spent carrying out a 3 ship lock-on method of A/S attack with HM Submarine TACITURN. On completion of the casex all 3 ships carried out manoeuvres, including a replenishment run, until entering Sydney Heads at 0730. DERWENT secured port side to Rose Bay Dolphins at 0800.
11. During the next two days the ship was at Rose Bay Dolphins carrying out mortar calibration firings, returning alongside Garden Island on the night of Wednesday 8th and to Number 2 Buoy on Thursday 9th. The Ikara absolute range check was also carried out during this period.
12. At 0830 on Friday 10th December, DERWENT slipped from Number 2 Buoy and proceeded to a position 10 miles off HMAS WATSON for UA 8/9 bearing calibration. Electronic Warfare Evaluation trials were to have commenced at 1830 using a P2E aircraft, but because of a fault in the UA 8/9 this serial was cancelled. DERWENT returned to harbour and lay off Number 2 Buoy at 0045 on Saturday 11th December, when 2 spare travelling wave tubes were collected by boat from Garden Island Dockyard. At 0800 the second of the P2E serials commenced and results obtained indicate that for range acquisition UA 8/9 is working satisfactorily. Bearing results were disappointing and unacceptable, but a fault since discovered and made good is expected to bring the bearing capability to within acceptable limits. Unfortunately the aircraft was unable to photograph the effect of 667 jamming against both X and S bands. This made it difficult to assess the overall performance of the jammer although in all cases target range was denied to the aircraft. DERWENT returned to Number 2 Buoy, Sydney, at 1600.
13. From Monday 13th to Wednesday 15th December, sonar assessments were carried out by the Royal Australian Naval Experimental Laboratory. On Tuesday 14th the ship embarked her complete outfit of ammunition with the exception of Ikara missiles.
14. DERWENT slipped from Number 2 Buoy at 1130 on Thursday 16th December and proceeded to area NNC1 to carry out an AATX using a mustang aircraft from the Illawarra Flying School. On completion of the AATX, DERWENT was to stand by HM Submarine TABARD during her sonar sea acceptance trials, but this had to be cancelled when a sailor caught his foot in the gun bay shell hoist and it appeared that he had suffered a fracture.

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- 3 -

SECRET

The ship proceeded to Chowder Bay to land the sailor to hospital. On returning to sea at 1800, DERWENT rendezvoused with TACITURN and at 2030 commenced 170/177/504 sea acceptance trials. These trials were satisfactorily concluded at 0200 the following morning. Throughout the remainder of the night and again the following night, the initial stages of evaluation trials of UA 8/9 against a submarine were carried out with TACITURN. Bearing information was unsatisfactory, but ranges beyond expectations were achieved. Improved bearing performance is expected during later trials.

15. The aircraft tracking serials scheduled to take place on Friday 17th December were cancelled when the mustang aircraft became unseviceable at Bankstown.

16. Weather conditions on Saturday 18th December delayed the commencement of the AATX/AAMRF programmed to commence at 0830. However, by adjusting clearance times the ship was able to obtain the full time required to complete MRS3, sea acceptance trials. Complete analysis of records by the Gunnery Trials Team is awaited, but it is expected that the system now performs within acceptable limits. DERWENT returned to harbour securing at Chowder Bay at 1535, and moved on completion of fuelling to the South End of Cruiser Wharf at 1745.

17. At 0745 on Sunday 19th December complete radio silence was assumed on board while an instrumented dummy Ikara missile was embarked. This was completed at 0940 and at 0950 DERWENT sailed for a position 12 miles east of Sydney Heads. An Ikara Radio Hazard trial was conducted, most of it with the ship stopped, stern to seaward, with the type 667 jammer aimed astern and transmitting through the full range of frequencies. DERWENT returned to berth on VAMPIRE at Fitting Out Wharf, Garden Island Dockyard, at 1920.

18. At 1025 on Monday 20th December, DERWENT cast off from Fitting Out Wharf. With mourners and pressmen embarked, the ship escorted VAMPIRE to sea for the burial of the late Vice Admiral Sir Hastings Harrington, KBE, CB, DSO. DERWENT returned to harbour and secured at Fitting Out Wharf at 1417 to disembark mourners and pressmen. Berth was then moved to the South End of the Cruiser Wharf, securing alongside at 1446.

19. The ship remained alongside Garden Island for the remainder of the month while stores were embarked, setting to work and harbour acceptance trials of Ikara continued and the final main leave party left the ship on 20th December. DERWENT assumed duties of duty escort from 1615 on Thursday 23rd December until 0900 on Thursday 30th December, 1965. On Xmas day the duty watch consisted of out of state personnel only and passed without incident except for a visit by Channel 7 Television, who made a short film of sailors at Xmas dinner. The film was shown that evening.

~~CONFIDENTIAL~~

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SECRET

~~CONFIDENTIAL~~

20. The health morale and conduct 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

~~CONFIDENTIAL~~

SECRET

CONFIDENTIAL

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1965.

APPENDIX I

DETAILS OF STEAMING

- (a) Miles Steamed: 1,658.0
- (b) Total distance steamed since Commissioning: 53,292.9
- (c) Hours underway: 153 hours 43 minutes
- (d) Total hours underway: 4062 hours 26 minutes
- (e) Occasion 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 Dec.	1			16.5	Family day demonstration
5 Dec.	7			26.5	Power trials
16 Dec.	1			20.0	Return injured sailor to Chowder Bay.
18 Dec.	1			16.1	Trials requirements
20 Dec.	2			17.8	Burial at sea of the late Vice Admiral Sir Hastings Harrington, KBE, CB, DSO.

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H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1965.

APPENDIX II

EXERCISES AND TRAINING

- (a) Seamanship and General
Exercised seaboat (5)
Steering gear breakdown (1)
OOW manoeuvres (1½ hours)
Replenishment (Gear not passed) (1)
Full power Trial (Including steaming at 3/5, 4/5 and at full power) (7 hours)
- (b) Gunnery
AATX (4 hours)
MRS3 AA Firing (1½ hours)
- (c) T.A.S.
177, 170, 504 SAT's (8 hours)
Divers exercised (2 hours)
Casex A4/5 (2 hours)
Ikara Radhaz trial (6 hours)
Mortar calibration (3 days)
Sonar assesment (3 days)
- (d) NAV and A.I.O.
HSPX (4)
Rel Vel Instructions
Voice procedure instruction (1 hour)

~~CONFIDENTIAL~~

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CONFIDENTIAL

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1965.

APPENDIX III

OFFICERS JOINING AND LEAVING

Joining

Sub. Lieutenant P.S. BODDINGTON, R.A.N. from H.M.A.S. PENGUIN

Sub. Lieutenant J.H. HAZELL, R.A.N. from H.M.A.S. ANZAC

Lieutenant J.K. MARKHAM, R.A.N. from H.M.A.S. NIRIMBA

Leaving

Lieutenant W.J. BIRCH, R.A.N. to H.M.A.S. NIRIMBA

Lieutenant M. FREW, R.A.N. to H.M.A.S. WATSON

CONFIDENTIAL

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD... 18/206/-556

FILE TITLE... HMAS DERWENT

Report of Proceedings Dec. 1965

MARK TO... AS(NS) BRANCH

OTHER DIRECTIONS

INDEXING HISTORY SUBJECT INDEX SYMBOLS NAME INDEX SYMBOLS

INITIAL

INDEXING

SUBSEQUENT INDEXING

42

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CLASSIFIER

DATE... 24. 1. 66