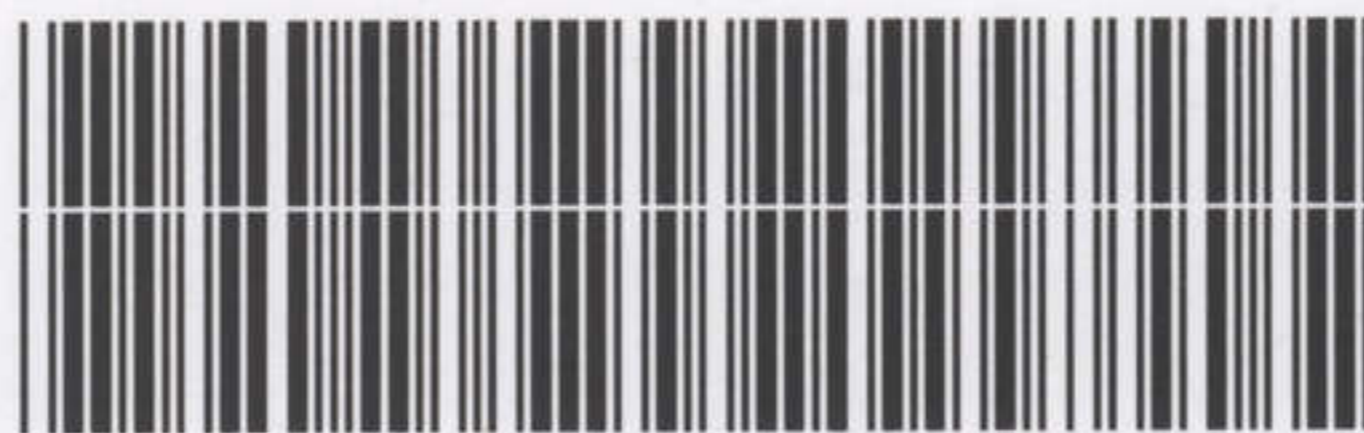


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS DERWENT

Item number: 98/5

Title: January-December 1970



AWM78-98/5

[9815]
[5186]

HMAS DERWENT.

R of P's

1970 ~~1970~~

AUSTRALIAN WAR MEMORIAL
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HMAS DERWENT

Report of Proceedings JAN 70.

AS(NS) 3/3

D of O 11/8/3

DCNS 5/3

1-NM Esp

2NM 12/9/3

for 3NM see 11/10/3

4NM 11/3

SECRETARY 8/3

for C of S 12/3

DPR 7/11/3

AS(NS) (NS55) 17/3

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

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Telephone: 35 0444

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PB

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

No. A.F. 1/16/25

26 FEB 1970

The Secretary,
Department of the Navy

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - JANUARY, 1970

Forwarded.

John G. O'Donoghue
Rear Admiral

Enclosure: HMAS DERWENT letter C1/16/5 undated

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ANNEX A TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED.

EXERCISES

1A

NAVIGATION:- Nil.

A.I.O.:- 20th January, 1970 Air defence exercise
with MELBOURNE.
22nd January, 1970 Air defence exercise
with MELBOURNE,

COMMUNICATIONS:- As per COMAUSFLT training
programme.

DIVING:- 23rd January, 1970 Preliminary dips for
8 diving course volunteers.
28th January, 1970 Dive off Clark Island
with HMAS PERTH's Diving
Team.

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(NF)

1/16/25

ROYAL AUSTRALIAN NAVY

TELEPHONE:

HMAS DERWENT,
At Garden Island.

IN REPLY QUOTE

C1/16/5.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
Fleet Headquarters,
GARDEN ISLAND, NSW. 2001



HMAS DERWENT

REPORT OF PROCEEDINGS - JANUARY 1970

Sir,

I have the honour to report the proceedings of HMA Ship under my Command, for the month of January, 1970.

2. The following Officer left HMAS DERWENT during the month:-

LEUT GLSU P.A. NEWCOMB, RAN.

The following Officers joined HMAS DERWENT during the month:-

LCDR GLSU R.G. HEFFERAN, RAN.

LEUT SDEX TAS W.H.J. CRIDDLE, RAN.

3. The ship remained alongside HMAS STALWART until Thursday 29th January, when she was moved by tugs to No. 5 Buoy to de-ammunition and subsequently to her present berth, port side to on the Oil Wharf.

4. The material condition of the ship is satisfactory; progress on all mechanical and electrical defects is good and all work should be completed on time.

5. The Ship's Company are in good health. Conduct, both ashore and on board, has been generally good throughout the Month. Owing to the leave period, the Welfare Committee has not met.

I have the honour to be,

Sir,

Your obedient servant,

(Robin A.G. HERRON)
LIEUTENANT-COMMANDER, RAN
for CAPTAIN (AOL)



For information: The Commander,
Third Australian Destroyer Squadron.

Enclosure: Annex A.

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18.6.1948

DEPARTMENT OF THE NAVY

HMAS DERWENT

Report of Proceedings FEB 1970

AS(NS) 21/4/70

D of O 21/4

DCNS 21/4

1NM 21/4

2NM 21/4

3NM 21/4

4NM 21/4

SECRETARY 21/4

Q of S 21/4

DPR 21/4

AS(NS) (NS55) 23/4

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

No. A.F. 1/16/25

31 MAR 1970

The Secretary,
Department of the Navy.

HMAS DERWENT - REPORT OF PROCEEDINGS - FEBRUARY, 1970

1. Forwarded.
2. The incorrect decision referred to in paragraph 7 was that feed water was discharging to bilge through holes in the closed drain system. That the open drain system was holed is correct but this was not appreciated by ship's staff.

John G. Donnan

Rear Admiral

Enclosure: HMAS DERWENT letter C1/16/7 of 3rd March, 1970.

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HMAS DERWENT,
At Sydney.

3 MAR 1970

In reply Quote: C1/16/7.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
Fleet Headquarters,
GARDEN ISLAND, NSW. 2000

HMAS DERWENT

REPORT OF PROCEEDINGS - FEBRUARY, 1970

Sir,

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

2. The following officers joined HMAS DERWENT during the month:-

MIDN SLEX T.J.D. BREUKEL, RAN
MIDN SLEX V.R. JUSTICE, RAN
MIDN SLEX W.J.A. YATES, RAN

3. At the beginning of the month, DERWENT lay alongside the Oil Wharf at Garden Island. During the afternoon of the 1st February the ship was opened to visitors. A total of 130 persons visited the ship.

4. At 0835 on Friday the 6th February DERWENT was moved by tugs to No. 5 buoy. The ship commenced to embark ammunition at 0915, completing the operation at 1145. At 1300 a further cold move commenced when the ship was moved by tugs to a berth outboard of HMAS VAMPIRE at South East Cruiser Wharf. The ship secured port side to on VAMPIRE bows south at 1325.

5. At 0934 on Monday the 9th February DERWENT cast off from VAMPIRE and proceeded out of Sydney to join HMAS STUART and HMAS OTWAY in a series of CASEX's which were intended to afford members of the Group Pay Sub Committee, embarked in OTWAY, an opportunity to inspect senior UC sailors in an operational environment. At 1430, DERWENT joined HMAS HOBART to commence the CASEX phase of JUC 76. STUART, meanwhile, closed OTWAY and embarked the members of the Group Pay Sub Committee before rejoining HOBART and DERWENT for further exercises.

...../2

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PAGE 2 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 3 MAR 1979

6. Shortly after the ship's departure from Sydney, some engineering defects became evident. One of these, the feed regulator on the starboard boiler failed to function correctly. The defect was reported in DERWENT signal 100255Z, and as a result the ship was directed to proceed to Jervis Bay to effect repairs. COMAUSFLT 100840Z refers. Accordingly, on completion of serial J20 DERWENT set course for Jervis Bay where she came to the port anchor at 2115 on the 10th February.

7. At 1456 on Wednesday the 11th February, DERWENT weighed and proceeded out of Jervis Bay to rejoin STUART for further CASEX's. At the time No. 2 evaporator was unserviceable because of a defective combined freshwater and aqua/air pump. At 1725 STUART closed DERWENT for a heaving line transfer of stores, on completion of which, both ships took up station to commence the designated serial. Shortly afterwards it became evident that feed water consumption in DERWENT was at an unacceptably high level. The reserve of feed water available at the time was less than normal because only the No. 1 evaporator was operative. An energetic attempt to trace the source of the loss began at once. At 1825 the Port Boiler was shut down. At this stage it was decided, incorrectly as later events were to prove, that feed water was discharging to bilge from three holes in the corroded open drain system. The loss from two of the accessible holes was partially arrested by the use of packing and clamps, but this measure did not serve any real purpose, and consequently, at 1955, the Starboard Boiler was shut down and preparations were made to be taken in tow by HMAS QUEENBOROUGH. STUART, who had remained in the vicinity during the period, was detached to proceed in accordance with her programme requirements. QUEENBOROUGH took DERWENT in tow at 2143 and proceeded for Sydney. In favourable conditions of sea and swell, a speed made good over the ground of 6 knots was maintained throughout the night.

8. At 0845 on Thursday the 12th February, when in the vicinity of the entrance to Port Jackson, the tow was recovered and QUEENBOROUGH proceeded. The tug CASTLE COVE then closed DERWENT and passed a most inadequate tow line at 0850. The latter parted at 0911 but by 0925 DERWENT's towing hawser had been passed to the tug and the tow proceeded. At 1155, with the aid of the tugs PROLIFIC and PROCURE, DERWENT secured port side to the North end of Cruiser Wharf.

...../3

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9. At 0900 on Friday 13th February, a Board of Inquiry, of which Captain H.E. BAILEY, DSC, RAN was the President, assembled onboard DERWENT to investigate the circumstances attending the loss of feed water on the 11th February. A brief report of the Board's findings was contained in DERWENT'S Signal 140210Z. While the Board was assembled, and as a first step in preparing for repairs to the defective drain line to be carried out, DERWENT was moved by tugs to a berth outboard of HMAS STALWART at the Oil Wharf in order that the boiler room bilges could be cleaned. This task was completed by 1440 and at 1455 DERWENT was moved to her former berth port side to the North end of Cruiser Wharf.
10. During the forenoon of Saturday the 14th February, after taking certain corrective measures recommended by the Board, steam was raised in the starboard boiler and the ship steamed in auxiliary condition. Feed water consumption was found to be satisfactory.
11. DERWENT remained alongside the Cruiser Wharf until Monday the 15th February. During the period, additional defects which had become evident since the ship's departure from Sydney on the 9th February were attended to. The most notable of these, a defective MRS 3 Director Gyro Unit, was replaced.
12. At 1152 on Monday the 15th February, DERWENT cast off from the Cruiser Wharf and proceeded to sea for Gun Functioning and Recovery Trials. On completion, course was set for Jervis Bay. Various internal exercises were held during the passage. DERWENT came to the port anchor in C1 berth Jervis Bay at 1905. MELBOURNE HOBART and STUART were already at anchor in the Bay.
13. At 0655 on Thursday the 17th February, DERWENT weighed and proceeded to sea for AA tracking and firing serials. At an early stage of the tracking runs a defect developed in the MRS 3 Director Gyro Unit, and as a consequence no benefit was obtained from the exercise. During the afternoon of the 17th February, the ship was engaged as a unit involved in MELBOURNE'S Training Battle Problem No. 1. However it was not possible to carry out a bombardment of the Beecroft Range because of the Director defect. DERWENT remained in company with MELBOURNE exercising RAS approaches and acting as rescue destroyer until detached to proceed to Sydney at 2245. It had been originally intended that DERWENT would proceed to sea for Seacat trial firings on Wednesday the 18th February, but after securing to No.2 Buoy at 0830 on that day, the ship was directed to shift to an alongside berth to enable dockyard staff to rectify the Director defect. At 1000 DERWENT slipped from No.2 Buoy and proceeded to a berth port side to on STUART at North East Cruiser Wharf, securing at 1020.

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PAGE 4 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 3 MAR 1955

14. At 0811 on Thursday the 19th February DERWENT cast off from alongside STUART and proceeded to sea for Seacat trial firings. The latter were completed by 1500. Later, DERWENT entered harbour and secured port side to on STUART at North East Cruiser Wharf at 1736.
15. At 0806 on Friday the 20th February DERWENT again cast off from alongside STUART and proceeded to sea for AA tracking exercises and firings. On this occasion it was again not possible to fire because of a fault in the 903 Radar Transmitter. DERWENT entered harbour at 1220 and at 1240 secured starboard side to at Chowder Bay for fuel. Fuelling was completed by 1330 and at 1334 DERWENT cast off and proceeded to her berth port side to on STUART at North East Cruiser Wharf. The ship remained alongside at Garden Island for the weekend of the 21st and 22nd February.
16. At 0810 on Monday the 23rd February, DERWENT cast off from alongside STUART and proceeded to No.3 Buoy where she secured at 0838. After embarking ammunition DERWENT slipped at 1010 and proceeded out of harbour astern of MELBOURNE. At 1134 the Chief of the Naval Staff (Vice Admiral Sir Victor SMITH, KBE, CB, DSC) transferred from MELBOURNE to DERWENT by helicopter. The Chief of the Naval Staff remained onboard until, at 1353, he transferred to STUART by jackstay. DERWENT's firing serials had been aborted by a combination of a defective MRS3 Director and poor visibility. STUART was able to carry out one firing run against the surface target, but it is understood that further firings were cancelled because of poor visibility. At 1615 STUART detached to proceed to the southward in order to rendezvous with a helicopter from MELBOURNE which was scheduled to return Admiral SMITH to the Flagship. DERWENT met QUEENBOROUGH later in the day and the two ships remained in company for the night.
17. QUEENBOROUGH was detached temporarily at 0630 on Tuesday the 24th February, but rejoined at 0930 when the two ships carried out a period of OOW manoeuvres. During that day and night DERWENT carried out a NGSFX and NESFX on the Beecroft Range. The ship remained at sea overnight.

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PAGE 5 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 3 MAR 1952

18. DERWENT entered Jervis Bay at 0715 on Wednesday the 25th February and anchored for a brief period in C1 berth. After embarking the FGA, PTA controller, and 6 aircrew officers from HMAS ALBATROSS DERWENT weighed anchor at 0805 and proceeded to the exercise area. Between 0900 and 1000 an AATX was successfully completed. The Seacat firing serial was delayed because the PTA controller was initially unable to produce the first PTA in the exercise area. It was not until the serial time had almost elapsed that it was possible to complete the first firing. Before the second firing, the flares on the PTA were ignited, but for some reason the parachute also operated and in time caught fire. Time did not permit a second PTA to be launched. A further defect in the MRS3 Director caused a planned shoot against a Delmar target to be cancelled later in the afternoon. At 1700 DERWENT anchored in C1 berth to disembark the PTA controller and team, FGA and the visiting aircrew officers. DERWENT weighed and proceeded at 1730, and between 1930 and 2300 was engaged in a NEX with four patrol boats led by HMAS BARBETTE.

19. At 0630 on Thursday the 26th February DERWENT closed MELBOURNE in Jervis Bay to effect the boat transfer of a Mr. TRIST and Commander T.J. HOLDER, RAN. Shortly afterwards DERWENT departed Jervis Bay and proceeded for exercise area NV(S) where a SUTF was conducted between 1330 and 1410. At 1625 DERWENT came to No.5 Buoy at Sydney.

20. At 0900 on Friday the 27th February the ship commenced to embark ammunition. The evolution was completed by 1300 and at 1305 DERWENT cast off and was moved by tugs into the outer end of Captain Cook Dock. The ship remained in dock until the end of the month.

21. The material state of the ship is satisfactory. The unfortunate incident involving the loss of feed water was, to say the least, regrettable. However the period of long self maintenance and subsequent seagoing three weeks has been put to good use by the Engineering Department, and at present there are no major defects to report in that department. There has been a succession of defects in the MRS3 Director system and these caused several valuable training serials to be cancelled. The system is now fully operational. The defective UWT (185 sonar) is about to be repaired.

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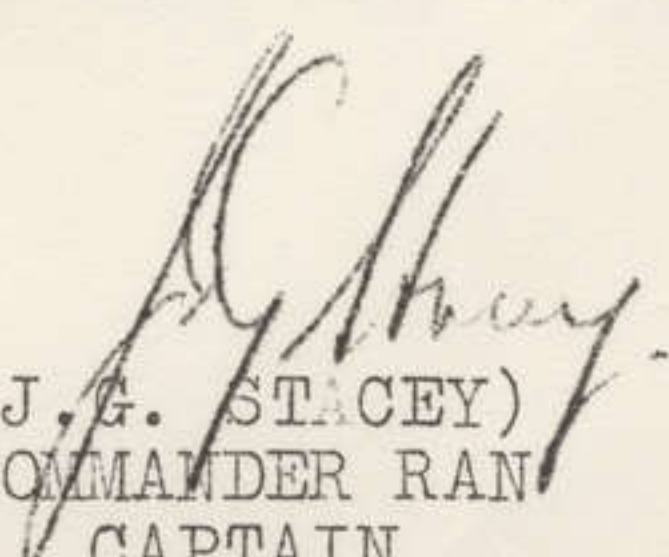
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PAGE 6 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 8 MAR 1949

22. The health, conduct and morale of the ship's company is satisfactory. On Thursday the 26th February, Commander T.J. HOLDEN, RAN spoke to senior sailors about various aspects of the Group Pay scheme. His address was lucid and sincere and was well received. There appears to be no doubt in the minds of thinking personnel that the most vigorous action is being taken by competent authority in their interests. However, the majority of those senior sailors whose specialisations cannot be readily or satisfactorily equated with those in the civilian structure, remain sceptical as to their chances of achieving a satisfactory wage status according to their value to the RAN.

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


(J.G. STACEY)
COMMANDER RAN
CAPTAIN

For information: The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
HMAS MELBOURNE.
The Commander,
Third Australian Destroyer Squadron,
HMAS YARRA.
The Commander,
First Australian Patrol Boat Squadron,
HMAS WATERHEN.
The Commanding Officers:
HMAS MELBOURNE,
STUART,
QUEENBOROUGH

Enclosures: Annex A.
Annex B.

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ANNEX A TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 3 MAR 1970

STEAMING FIGURES

A. Total distance steamed during February 1958.5 miles
B. Total hours underway during February 180.15/60
C. Total distance steamed since commissioning 232,816.1 miles
D. Total hours underway since commissioning 16,047 50/60
E. Periods when exceeding fast routing speed:-

DATE	HOURS	AVERAGE SPEED	FUEL EXPENDED	DISTANCE RUN PER TON OF FUEL
9FEB	1	19.8	3 tons	6 miles/ton
23FEB	45mins	22.0	4.2 tons	5.5 miles/ton
25FEB	1.3hrs	22.0	5.1 tons	5.5 miles/ton.

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ANNEX B TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 3 MAR 1970

EXERCISES

AIO

3FEB Voice procedure exercises
5FEB Multi incident game at HMAS WATSON
9FEB CASEX Phase of JUC 76
17FEB AATX/NGSFX
20FEB AATX
23FEB SUTF, SPX(B)
26FEB SUTF

COMMUNICATIONS

1 - 28FEB Continuation training.

DIVING

5FEB Removal of D.C. Plug from evaporator discharge -
F.M.C.D.O.
10FEB Light mortar recovery
11FEB Clean ship's side. Location of suspected oil leak.
16FEB Night dive. Hull clean.

SPORT

Nil.

TAS

10FEB Light mortar firings - 1 salvo.

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18.6.2018

DEPARTMENT OF THE NAVY

HMAS DERWENT Report of Proceedings MAR 70

AS(NS) Ch. 6/5

D of O 7/5

DCNS Passage to Marnala + paragraph 16 diving accident 2/5

1NM 5/5

2NM 12/5

3NM 13/5

4NM 13/5

SECRETARY 5

C of S 13/5

DPR 7/5

AS(NS) (NS55) 18/5

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

No. A.F. 1/16/25

30 APR 1970

The Secretary,
 Department of the Navy.

HMAS DERWENT - REPORT OF PROCEEDINGS - MARCH, 1970

Forwarded.

Chris G. Thomas
 Rear Admiral

R

Enclosure: HMAS DERWENT letter C1/16/7 of 8th April, 1970.

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HMAS DERWENT,
At sea.

In reply Quote: C1/16/7.

8 APR 1970

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
Fleet Headquarters,
GARDEN ISLAND, NSW. 2001.

HMAS DERWENT

REPORT OF PROCEEDINGS - MARCH, 1970.

Sir,

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

2. The following officers joined HMAS DERWENT during the month:-

LEUT SSSG S. MERZLIAKOV, RAN
SBLT GLEX P.H. STEHN, RAN
SBLT GLEX B.A. GRIFFIN, RAN

3. At the beginning of the month, DERWENT was docked down in the Captain Cook Drydock while the sonar 185 transducer (Underwater Telephone) was replaced and the bottom scraped.

4. On Monday the 2nd March, I attended a Fleet Presentation Ceremony onboard the flagship HMAS MELBOURNE, during the course of which, DERWENT was presented with the Otranto Shield as a result of having achieved the best overall results for 1969 in Surface and A/A gunnery.

5. At 1400 on Tuesday the 3rd March flooding of the dry dock commenced, and at 0825 on the 4th of March DERWENT was moved by tugs to a berth outboard of PARRAMATTA at the North End of Cruiser Wharf bows north. DERWENT was held off for a brief period during the early forenoon of the 6th March while PARRAMATTA was moved by tugs to a buoy. DERWENT secured starboard side to alongside the North End of Cruiser Wharf at 0841 and remained in that berth until the 9th March. After several days of preparation a team led by Mr. A. LAWSON on the staff of D.S.D. conducted displacement checks between 0600 and 0700 on Sunday the 8th March.

6. DERWENT cast off from the Cruiser Wharf at 1000 on Monday the 9th of March and proceeded out of harbour before setting course for the first of a number of stations to be occupied during the passage to Manus in accordance with a trials programme drawn up by RANEL. Later in the afternoon MELBOURNE was detected to the Westward, and after fulfilling the requirement of the trial at the second station DERWENT closed MELBOURNE and the two ships proceeded to the northward in company for the remainder of the night.

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PAGE 2 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 8 APR 1970

7. Both ships continued their passage to Manus during the period 10th to the 15th March. DERWENT was detached as necessary to occupy various stations in the Coral and Bismark Sea. MELBOURNE replenished DERWENT with FFO on the 10th, 11th and 13th March and was otherwise occupied with her flying programme. On Friday the 13th March it had been planned to conduct an Entry Screen Exercise as a prelude to transiting Jomard Passage. However a combination of stormy conditions and poor visibility caused the exercise to be cancelled.
8. MELBOURNE, with DERWENT in company entered Seeadler Harbour at 0550 on Sunday the 15th March. MELBOURNE came to her starboard anchor and DERWENT secured starboard side to alongside Lombrum Wharf at 0630. At 0900 the Flag Officer Commanding HMA Fleet landed and commenced his inspection of HMAS TARANGAU. On Monday the 16th March a number of sporting fixtures between the two ships and HMAS TARANGAU were decided. The results of all contests were very much in TARANGAU's favour. A major factor in the success of the home side seemed to be the superior fitness of members of the PNG Division.
9. DERWENT cast off and proceeded clear of Lombrum Wharf at 1550 on Monday the 16th March. MELBOURNE weighed anchor at 1600 and with DERWENT in company both ships proceeded out of Seeadler Harbour before altering course for the passage to San Bernardino Strait.
10. During the period 16th to the 20th March while on passage MELBOURNE carried out day flying only. DERWENT was replenished with FFO on the 18th and 20th March. Clocks were retarded to Zone H in steps of 1 hour on the 17th and 19th of March.
11. During the afternoon of the 20th of March, both ships completed their passage through the San Bernardino Strait and then proceeded via the Sibuyan Sea and Verde Island North Passage to Subic Bay.
12. Shortly after 0800H on the 21st March MELBOURNE and DERWENT arrived off Grande Island, Subic Bay. After embarking pilots, both ships proceeded to their berths, DERWENT to 14/15 berth Rivera Wharf bows south and MELBOURNE to Leyte Wharf bows south east. DERWENT secured alongside at 0845.
13. DERWENT cast off and proceeded clear of Rivera Wharf at 1830 on Sunday the 22nd March. At 1910 DERWENT was stationed in Formation 1 on MELBOURNE and both ships then proceeded out of Subic Bay in Company.

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PAGE 3 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 8 APR 1970

14. Between 0400 and 0430 on Monday the 23rd March a rendezvous with HM Ships GALATEA (Captain A.J. COOKE, RN), LYNX (Commander B. PRIDEAUX, RN), HMNZS TARANAKI (Commander R.E. WILLIAMS, RNZN) and DUCHESS was effected. Thereafter ships proceeded in company towards Manila. DERWENT came to her starboard anchor in berth S.1 Manila Harbour at 0847.

15. During the period 23rd to the 25th of March all participating ships were engaged in harbour exercises in preparation for the Work Up Phase of Exercise SEA ROVER (PX-41). In addition, various ceremonies and receptions were held. Those that required the attendance of DERWENT included:

- a. Dinner party given ^{by} H.E. The Australian Ambassador (Mr. Francis STUART) on Monday the 23rd March.
- b. A reception given by the Flag Officer in Command, Philippine Navy on Tuesday the 24th March.
- c. The Opening Ceremony of SEATO MARITIME EXERCISE "SEA ROVER" at 1000 on Wednesday the 25th March.

16. At about 1900 on Wednesday the 25th March ABQMG2 D.B. McKEE, R104498 died while engaged in night diving exercises from HMAS DERWENT. DERWENT signal 251313Z refers. The Flag Officer Commanding HMA Fleet (Afloat) directed that a Board of Inquiry convene aboard DERWENT at 0830H on Thursday the 26th March to investigate the circumstances surrounding the death of Able Seaman McKEE. COMAUSFLT AFLOAT 251557Z refers. During the night of 25th/26th of March ships officers were engaged in conducting an internal investigation into the tragedy.

17. At 0830H on the 26th March the Board of Inquiry consisting of:-

CMDR GLEX D. NICHOLLS, OBE RAN
A/SURG CMDR D.C. WHYTE, RN
LEUT GLEX MCD M.A. LYNCH, RAN

all from HMAS MELBOURNE assembled onboard. DERWENT had previously been directed to delay departure for Exercise SEA ROVER until completion of the Board of Inquiry. Between 0800 and 0930 all other ships got underway and proceeded for the exercise areas.

18. At 1700 on Friday the 27th March, the fourth member of the Board of Inquiry, LCDR SSSG C.V.A. EDMONDS, RAN arrived in Manila.

19. DERWENT remained at anchor in Manila Harbour until 0755 on Saturday the 28th March when she weighed and proceeded alongside RFA GOLD RANGER which was at anchor in an adjacent berth. After embarking FFO DERWENT cast off and proceeded to anchor in S.1 berth at 0930.

...../4.

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PAGE 4 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 8 APR 1970

20. DERWENT's signal 291059Z advised COMAUSTFLT AFLOAT that the Board of Inquiry no longer required the presence of DERWENT in Manila. This signal was not received in MELBOURNE and accordingly tracer action was initiated and instructions requested in DERWENT's 292315Z. COMAUSTFLT AFLOAT signal 300321Z directing DERWENT to proceed to join the Task Group was not received until 302010H. After embarking members of the Board of Inquiry, less LCDR SSSG EDMONDS, in addition to the Fleet Public Relations Officer, DERWENT weighed and proceeded out of Manila Harbour at 2218H.

21. At 0600H on Tuesday the 31st March DERWENT met with ships of Task Group 471.4 in the exercise area to the westward of Subic Bay. During the forenoon DERWENT replenished with FFO from the USS MATTAPONI. Later in the afternoon all ships proceeded in formation into Manila Bay. DERWENT came to her starboard anchor in a position 270° HMS GALATEA 5 cables at 1745.

22. The material condition of the ship is satisfactory. There are at present no defects which seem likely to interfere with the efficient performance of the ship. The services of Mr. R. MACDONALD from GAF in rectifying the GWSF1 CSTE defect were appreciated. DERWENT Message 250535Z refers.

23. The morale of the ships company is satisfactory. The tragic death of Able Seaman MCKEE was felt very keenly onboard. The majority of personnel were very glad to get underway on Monday the 30th March. The health of the ship's company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant


(J.G. STACEY)
COMMANDER RAN
CAPTAIN

For information: Commander Australian Fleet,
HMAS MELBOURNE
The Commander,
Third Australian Destroyer Squadron,
HMAS YARRA.

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ANNEX A TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 8 APR 1970

STEAMING FIGURES

A. Total distance Steamed during March 5,044.9 miles
B. Total hours underway during March 290 hours
C. Total distance steamed since commissioning 237,861 miles
D. Total hours underway since commissioning 16,337 50/60 hours
E. Periods when exceeding economical speed:-

DATE	HOURS	SPEED	FUEL EXPENDED (TONS/HOUR)	MILES/TON	REMARKS
9MAR70- 14MAR70.	117	19.5	3.3	5.96	1. To act as RESDES 2. To make good E.T.A. Manus.
16MAR70- 20MAR70	84	19.3	2.8	6.85	1. To act as RESDES 2. To make good E.T.A. Subic.
20MAR70	13	19.0	2.7	7.06	To make good E.T.A. Subic.
31MAR70	6	20.0	2.1	7.14	To make good Rendezvous with Fleet.
31MAR70	4	20.4	3.0	6.80	To make E.T.A. Manila

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ANNEX B OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 8 APR 1970

DIVING

<u>DATE</u>	<u>LOCALITY</u>	<u>TASK</u>
3rd March		ASLT V. JUSTICE, RAN assumed duties of Diving Officer.
6th March	NECW, Garden Island.	1. Inspect and clean main circular outlet valves. 2. Hull familiarity dives.
15th March	Main Wharf, HMAS TARANGAU, Manus Island.	Bottom inspection.
	Manus Harbour.	Diving Practice.
23rd March	Manila Bay.	Search for Medditeranean ladder.
25th March	Manila Bay.	1. Snagline search along bottom for medditeranean ladder. 2. Night dive on free area aft. Search for dummy limpet. At 1900 ABQMG McKEE surfaced in difficulties and died several minutes later.
27th March	Manila Bay.	Dive to recover limpet on forward top of port rudder.
28th March	Manila Bay.	Familiarization and testing of ABQMG McKEE's equipment by SURG LCDR EDMONDS.

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ANNEX C TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 8 APR 1970

SPORT

<u>DATE</u>	<u>SPORT</u>	<u>TEAMS</u>	<u>VENUE</u>	<u>RESULTS</u>
2MAR	RUGBY	DERWENT vs QUEENBOROUGH	RUSHCUTTER	LOST 11-6
4MAR	W/POLO	DEST & FRIG. vs STALWART	PENGUIN	LOST 6-3
16MAR	RUGBY	DERWENT vs TARANGAU B	TARANGAU	LOST 23-6
16MAR	HOCKEY	DERWENT vs TARANGAU	TARANGAU	LOST 7-2
16MAR	SOCCER	DERWENT vs TARANGAU	TARANGAU	LOST 6-3
16MAR	BASKETBALL	DERWENT vs TARANGAU	TARANGAU	LOST 48-22
16MAR	V'BALL	DERWENT vs TARANGAU	TARANGAU	LOST 3-2
16MAR	V'BALL	DERWENT vs MELBOURNE	TARANGAU	LOST 3-2
16MAR	W/POLO	DERWENT vs MELBOURNE/ TARANGAU	TARANGAU	LOST 7-2
23MAR	SOCCER	DERWENT/ MELBOURNE vs NOMAD SPORTS CLUB, MANILA	MANILA	DRAWN 2-2
24MAR	RUGBY	DERWENT/ MELBOURNE vs NOMAD SPORTS CLUB, MANILA	MANILA	LOST 5-3
25MAR	CRICKET	DERWENT/ MELBOURNE vs NOMAD SPORTS CLUB, MANILA	MANILA	LOST 145
27MAR	SOCCER	DERWENT vs NOMAD SPORTS CLUB MANILA	MANILA	WON 4-1
27MAR	SOCCER	DERWENT vs NOMAD SPORTS CLUB, MANILA	MANILA	WON 3-0
27MAR	HOCKEY	DERWENT vs NOMAD SPORTS CLUB, MANILA	MANILA	LOST 2-0

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ANNEX D TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 8 APR 1970

EXERCISES

AIO:-

1st March	Continued LSRP's BTT Training for ABRP's.
9th March	Sonar calibrations.
10th March	Voice procedure EX with MELBOURNE. AAW Plotex with 3 S2E's from MELBOURNE. SPX(B) DERWENT 64% MELBOURNE 53%.
11th March	Helo controlling EX. AAW EX. LOP GOP Plottex. Day and night flying. SPX (B) DERWENT 51% MELBOURNE 63%.
12th March	Sonar trials Voicex. LOP Plottex.
13th March	Sonar trials. Voicex. LOP GOP Plottex.
14th March	Voicex. LOP Plottex.
18th March	Voicex. LOP Plottex. ARRX. AATX. Rocket firings. Night flying.
19th March	AATX. AAW EX. Voicex. Commenced SEA ROVER harbour work up phase.
23rd March	ADEX.
24th March	SPX.
25th March	ADEX.

COMMUNICATIONS:-

9th - 15th March	VS and NAV COMEX 417, 501 exercises with HMAS MELBOURNE.
16th March	NAVCOMEX 207.
17th March	NAVCOMEX 207. NAVCOMEX 417 with HMAS MELBOURNE.
23rd - 26th March	In harbour work-up phase Exercise SEA ROVER.
30th - 31st March	Sea work-up phase Exercise SEA ROVER.

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18.6.2103.

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HMAS DERWENT Report of Proceedings Apr 2

AS(NS) Ch. 18/6

D of O 19/6

DCNS 20/6

1NM 21/6

2NM 22/6

3NM 23/6

4NM 24/6

SECRETARY 25/6

C of S 26/6

DPR 27/6

AS(NS) (NS55) 28/6

- NOTES:
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ROYAL AUSTRALIAN NAVY

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NAVY—CANBERRA
18 | 6 | 2103

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

No. A.F. 1/16/25

12 JUN 1970

The Secretary,
Department of the Navy.

HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL 1970

Forwarded.

Heri G. W. ...
Rear Admiral

Enclosure:

HMAS DERWENT letter C1/16/7 of 4th May, 1970, with enclosures.

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HMAS DERWENT,
At sea.

4 MAY 1970

In reply Quote : C1/16/7.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
Fleet Headquarters,
GARDEN ISLAND, NSW. 2001

HMAS DERWENT
REPORT OF PROCEEDINGS - APRIL 1970

Sir,

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

2. The following officers joined HMAS DERWENT during the month:-

CHAP P.B. BALL, RAN
LEUT GLEN WEL A.T.H. MILLER, RAN
MIDN SLEX A.G. BORWICK, RAN
MIDN SLEX T.L. BROOKING, RAN
MIDN SLEX G.R. CALDOW, RAN
MIDN SLEX C.W. HARTCHER, RAN

The following officers left HMAS DERWENT during the month:-

LCDR GLEN WE D.C. TENNENT, RAN
CHAP P.B. BALL, RAN

3. At the beginning of the month, DERWENT lay at anchor in Manila Bay in company with other ships of Task Group 471.2. At 0550 on the 1st of April, DERWENT weighed and proceeded out of Manila Bay in company with HMS GALATEA (Captain A.J. COOKE, RN) C.T.U. 471.2.4, and the remaining ships of T.U. 471.2.4 viz HMS LYNX, HTMS PRASAE, HTMS PINKLLO, RPS DATU KALENTIAW and RPS RIZAL. At 0915, ships of T.U. 471.2.4 and T.U. 471.2.5 combined to form a departure screen for HMAS MELBOURNE. The latter ship, together with her escort USS SOMERS, passed point X-ray at 1200 and shortly afterwards the remaining ships of T.U. 471.2.5 viz HMA Ships YARRA and DUCHESS, HMNZS TARANAKI and USS BRINKLEY BASS formed up on MELBOURNE and proceeded to the Southwest. At 1400, the USS MATTAPONI and RFA TIDESPING cleared Manila Bay and were joined by ships of T.U. 471.2.4 to commence the Transit Phase of Exercise SEA ROVER (PX-41).

...../2.



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PAGE 2 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 4 MAY 1970

4. The Transit Phase of SEA ROVER occupied that period between the 1st and the 9th April, when at SATTAHIP, the official closing ceremony was held. Clocks were retarded by one hour to Zone G on the 5th April. DERWENT replenished with FFO on the 4th and 7th of April from the USS MATTAPONI and on the 2nd of April from RFA TIDESPRING. A jackstay transfer with RFA RESURGENT was carried out on the 6th of April. Apart from occasional rain squalls, weather conditions throughout the transit phase were good. Sonar conditions ranged from fair to poor. The integrity of the screen was weakened from time to time by the absence of RPS RIZAL and the unserviceable state of PRASAE's sonar. At 1145 on the 5th of April DUCHESS joined T.U. 471.2.4. Between 1500 and 2000 on the 6th April DERWENT and DUCHESS were detached to form a SAU to investigate MAD contacts obtained by S2E aircraft operating ahead of the convoy. Initially, aircraft position reports indicated that the contact could well be a fast submarine, but later, it became reasonably apparent that the possibility of a submarine using such high speeds and radical changes of course in that area of the Gulf of Thailand was so remote, that a classification of "Non Sub" was, in the circumstances, realistic. During that period when the ships concerned were endeavouring to close the contact, DERWENT's rudder jammed with some fifteen degrees of starboard wheel on. After stripping the telemotor transmitter the fault appeared to have been rectified but two further steering incidents on the 7th April caused an additional investigation to be initiated which resulted in the defect being located and temporary measures being taken to prevent a recurrence until proper repairs could be carried out. DUCHESS and DERWENT rejoined the convoy screen at 2359 on the 6th April.

5. At 2300 on the 7th April, DERWENT with DUCHESS, TARANAKI and USS BRINKLEY BASS in company proceeded ahead of the convoy to a position off SATTAHIP with instructions to form an Entry Screen prior to the arrival of ships of the main body. At 0135 a rather innocuous night encounter with patrol boats of the Thai Navy commenced. The action was short lived and by 0530 ships of the force, having swept through the area, were engaged in patrolling their individual sectors off SATTAHIP. At 0630, shortly before the arrival of the main body, PRASAE, PINKLAO, RIZAL and DATU DALENTIAW joined. Shortly afterwards, PRASAE was detached to lead USS MATTAPONI up the swept channel. MELBOURNE entered the swept channel at 0730 after which GALATEA, LYNX, TARANAKI, SOMERS and DUCHESS were detached to proceed to Bangkok. At 0815, DERWENT led the remaining escorts up the swept channel and finally came to her port anchor in berth T2, Deep Water anchorage at SATTAHIP at 0845.

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PAGE 3 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 4 MAY 1970

6. The final phase of Exercise SEA ROVER, the Closing Ceremony, was conducted in a Cargo handling shed abreast HMAS MELBOURNE's berth at 1100 on the 9th April. Addresses were given by:-

Mr. Robert HYSLOP	-	Deputy Secretary General of S.E.A.T.O.
Air Chief Marshal DAWEE CHULASAPYA	-	C.O.S. Supreme Command of the Armed Forces.
Rear Admiral W.T. RAPP, USN	-	Exercise Director
H.E. Field Marshal THANOM KITTIKACHORN	-	Prime Minister of Thailand.

On completion, a very pleasant buffet luncheon was provided on the quarterdeck of HMAS MELBOURNE. At 1630 DERWENT weighed and proceeded out of SATTAHIP in company with MELBOURNE. Shortly after departing SATTAHIP, DERWENT successfully completed a series of steering gear trials. A quarterly full power trial was carried out on Friday the 10th April.

7. Between 0830 and 0900 on Saturday the 11th April DERWENT replenished with FFO from MELBOURNE. On completion MELBOURNE carried out day flying operations. Clocks were advanced one hour to Zone H at 2330G on the 11th April.

8. MELBOURNE and DERWENT continued their passage to Hong Kong throughout the 11th and 12th of April and were in the vicinity of LEI YUE MUN passage at 1045 on the 13th April. At 1047 DERWENT was detached to proceed ahead of MELBOURNE into Victoria Basin where she secured alongside, starboard side to the South Wall, at 1145.

9. DERWENT remained alongside at Hong Kong for the remainder of the month. Events of note involving DERWENT during her visit to Hong Kong were as follows:-

- (a) Call on the Commodore Hong Kong (Commodore P.R.C. HIGHAM) on the 14th April.
- (b) Dinner at the home of Commodore and Mrs. Higham on the 14th April.
- (c) Commodore Hong Kong returned DERWENT's call on the 17th April.
- (d) Fleet Reception given by visiting R.A.N. Ships onboard HMAS MELBOURNE on the 18th April.
- (e) Attendance at a Parade on the occasion of the Birthday of Her Majesty the Queen at Edinburgh Place on the 21st April. Personnel from all three RAN Ships present in Hong Kong participated in the Parade.
- (f) Attendance at a Garden Party given by H.E. the Governor of Hong Kong and Lady TRENCH on the occasion of the Birthday of Her Majesty the Queen.
- (g) Luncheon at the home of Mr. and Mrs. Philip SEARCY (Australian Trade Commissioner).

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PAGE 4 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 4 MAY 1970

10. On Thursday the 23rd of April, your staff officers completed their departmental inspections of DERWENT and on Friday the 24th you, Sir, carried out your formal inspection of the ship. R.A.N. personnel participated in a brief wreath laying ceremony at the War Memorial on Anzac Day the 25th April. In the circumstances the poor attendance from ships generally was most disappointing, a fact that can hardly fail to have been noticed by the most casual of observers. On Tuesday the 23th of April officers on the staff of COMFEE who were visiting Hong Kong gave a lucid and interesting introductory talk on new Command and Control procedures to be followed during the forthcoming exercise, BERSATU PADU.

11. The material condition^g of the ship at the end of the month is satisfactory. Shortly after arriving in Hong Kong and during a routine inspection of the Main Feed Pump one set of thrust pads on the pump and thrust collar were found wiped. After stripping had been completed several components in the pump were observed to be badly corroded requiring to be either built up, machined or replaced. After the necessary approval had been obtained, the Taikoo Dockyard was requested to undertake the necessary repairs. As an insurance against the possibility that repairs would not be completed in time, the necessary spares were demanded from Australia. In the event the repairs were successfully completed in time to carry out a basin trial on the 27th April. The Taikoo Dockyard also rewired No.1 Evaporator Combined Brine and Circulating Water Pump within 48 hours of being requested to carry out the work.

12. The morale of the ships company is satisfactory. The behaviour of DERWENT personnel in Hong Kong was generally pleasing and a warm complement was paid to the ship by the Naval Provost Marshal concerning the standard of Leading Hands seconded to his staff from this ship during our visit. The spirit with which the ship's company tackled the task of bringing DERWENT to a reasonable state for your inspection, Sir, left nothing to be desired. Their health is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,


(J.G. STACEY)
COMMANDER RAN
CAPTAIN

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PAGE 5 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 4 MAY 1970

For information:-

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
HMAS MELBOURNE.

The Commander,
FAR EAST FLEET.

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

The Commodore,
HONG KONG.

The Commander,
Third Australian Destroyer Squadron,
HMAS YARRA.

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ANNEX A TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 4 MAY 1970

STEAMING FIGURES

A. Total distance Steamed during April 4393.7 miles
B. Total hours underway during April 260
C. Total distance Steamed since commissioning 242,254.7 miles
D. Total hours underway since commissioning 16,597 50/60
E. Periods when exceeding economical speed:-

DATE	HOURS	SPEED	FUEL EXPENDED (TONS/HOUR)	MILES/TON	REMARKS
2 APR	3	19.2	2.7	6.75	Exercise Sea Rover
4 APR	1	22.4	3.6	5.9	" " "
6 APR	8	20.6	3.4	6.3	" " "
7 APR	1	19.9	2.8	6.7	" " "
8 APR	1	21.3	3.4	6.3	" " "
9 APR	6	20.1	3.0	6.4	To make good ETA Hong Kong and 4 monthly full power trials.
10 APR	24	20.3	3.2	6.2	"
11 APR	8	20.1	3.0	6.4	"
11 APR	13	19.9	2.7	6.75	"
12 APR	8	20.5	3.0	6.4	"
12 APR	9	20.3	2.9	6.5	"

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ANNEX B TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 4 MAY 1970

DIVING

18/19 APR	Repulse Bay	6hr 15min. Directional Signals, Cox Bolt Gun, Float swims.
29APR	TAMAR Basin	3hr 40min Clean and Inspect Hull inlets
29APR	TAMAR Basin	7hr 30min Surface Swims
30APR	TAMAR Basin	45min Preliminary Dips, Free Ascents.

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ANNEX C TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 4 MAY 1970

SPORT

14APR	Hockey	vs	LEOPARD	Happy Valley	Lost 3-1
15APR	Rugby	vs	Combined RN	"	Won 11-0
16APR	Soccer	vs	Mariners Club	Kowloon	Lost 3-2
18APR	Rugby	vs	Bulwark/ 40 Commando	Happy Valley	Won 5-3
23APR	Waterpolo	vs	MELBOURNE	TAMAR	Drew 5-5
25APR	Rugby	vs	DUCHESS	Happy Valley	Lost 9-0
27APR	Waterpolo	vs	LEOPARD	TAMAR	Drew 5-5
27APR	Soccer	vs	Stonecutters	S/C Island	Lost 5-1
28APR	Basketball	vs	TAMAR	TAMAR	Won 44-20
28APR	Hockey	vs	MELBOURNE	Happy Valley	lost 3-1

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ANNEX D TO HMAS DERVENT'S
REPORT OF PROCEEDINGS
DATED 4 MAY 1970

EXERCISES

AIO

1st-8th April

Exercise SEA ROVER

TAS

1st-8th April

Exercise SEA ROVER
No weapon firings

COMMUNICATIONS

1st-8th April

Exercise SEA ROVER.

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HMAS

DERWENT

Report of Proceedings MAY 7

AS(NS) *[Signature]* 24/7

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[Signature] 24/7

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SECRETARY

[Signature] 3/8

FC of S *[Signature]* 10/8

DPR seen 12/8

AS(NS) (NS55) *[Signature]* 12/8

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ROYAL AUSTRALIAN NAVY

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

No. A.F. 1/16/25

21 JUL 1970

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - MAY 1970

Forwarded.



Rear Admiral

Enclosures:

HMAS DERWENT letter C1/16/7 of 5th June 1970

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1/14/25

HMAS DERWENT,
At Sea.

Quote in reply: C1/16/7.

- 5 JUN 1970

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
Fleet Headquarters,
GARDEN ISLAND, NSW. 2001

HMAS DERWENT

REPORT OF PROCEEDINGS - MAY 1970.

Sir,

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

2. LEUT SSDN D. PUTNAM joined HMAS DERWENT on the 1st May and left on the 22nd May.

3. At 0927 on Friday the 1st May DERWENT cast off from her berth alongside the South Wall and with the aid of tugs manoeuvred to reach a position where she was able to make a sternboard out of Victoria Basin. The ship then proceeded out of Hong Kong harbour, followed some distance astern by DUCHESS. At 1130 DUCHESS joined and the two ships then proceeded to a position 090° WANG LAN LT 10'0 to await the arrival of MELBOURNE. At 1205 DERWENT and DUCHESS joined MELBOURNE, after which the three ships proceeded in company towards the Taiwan Strait. Progress northwards during the night of the 1st May was hampered by a combination of numerous fishing craft and poor visibility. Conditions of limited visibility prevailed for the greater part of Saturday the 2nd May. DUCHESS was detached for a brief period during the forenoon of Saturday to replenish with ammunition from RFA RESURGENT which was, at the time, making a passage to the southward.

4. DERWENT replenished with FFO from MELBOURNE between 0705 and 0745 on Sunday the 3rd May. At 0905 DERWENT and DUCHESS were detached to proceed to the eastward towards Okinawa to carry out an AATFX. In the event, it was only possible to complete tracking runs as the pilot of the target towing aircraft was unwilling to stream the drogue because of the low cloud base. At 1840 both ships rejoined MELBOURNE and the passage northward was resumed.

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PAGE 2 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 5 JUN 1970

5. Gloomy overcast conditions again prevailed throughout Monday the 4th May until by 0500 on Tuesday the 5th, visibility was down to about 5 cables and less. At 0615 the JMSDF destroyer MURASAME joined the formation, and by 0740 all ships had passed through YURA SETO. At 0800 MELBOURNE fired a 21 gun National Salute. Shortly after 0950 all ships anchored in a position off the Osaka breakwater to await some improvement in conditions of visibility. At 1105 a pilot was embarked, after which DERWENT weighed and proceeded into harbour, where she secured starboard side to alongside No.30 Berth, Pier 3, Osaka Ko at 1227. DUCHESS subsequently secured outboard. During the afternoon DERWENT and DUCHESS were open for inspection by the public and a total of 2285 persons visited the two ships. At 1800 I attended a Reception at the Plaza Hotel, Osaka, given by the Commissioner General for Australia at EXPO'70 (Rear Admiral T.K. MORRISON, CB CBE, DSC).

6. At 0930 on the 6th May I departed DERWENT to call on the following:-

The Deputy Chief of the Expo Protocol Section (Mr. OKUDA).

The Deputy Chief of the Osaka Prefectural Police (Mr. S. KAWAI).

The Chief of Personnel Section, Osaka Fire Department (Mr. M. HIROSE.)

The only constructive piece of information gained during this uncommunicative venture was to learn that there are as many policemen in the Osaka Prefecture as there are men in the Royal Australian Navy. During the afternoon I received the return call of Mr. HIROSE. At 1830 that evening a Fleet Reception was held in HMAS MELBOURNE.

7. At 0930 on Thursday the 7th of May the JMSDF destroyer ONAMI (Commander UCHIYAMA) secured alongside outboard of DUCHESS. At 1130 accompanied by the Captain HMAS DUCHESS I paid a courtesy call on Captain SHIMIZU of the Kure Naval District who was embarked in ONAMI for the visit to Osaka. Afterwards, Captain SHIMIZU and Commander UCHIYAMA lunched with me onboard DERWENT. We were joined at lunch by Mr. HIROSE and the Deputy Chief of Personnel, Osaka Fire Department. Personnel from both DERWENT and DUCHESS exchanged visits with their contemporaries from ONAMI during the day. At 1600 ONAMI cast off alongside DUCHESS and proceeded back to Kure. At 1830 I attended a Reception at the Plaza Hotel given by the Prefectural Governor, Mayor and Chamber of Commerce of Osaka in Honour of Australian National Day. The Prime Minister of Australia (The Right Honorable J.G. GORTON) and Mrs Gorton were present at the reception and at the dinner which followed.

...../3.

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8. Friday the 8th May was set aside as Australian National Day at EXPO'70. Officers and men from the visiting Australian ships were well represented at the celebration ceremony held at the Expo Festival Plaza, and the majority then spent the remainder of the day viewing with interest the many and varied expositions. That evening I attended a Buffet Dinner given by the Prime Minister of Australia at the Expo Guest House. Afterwards, along with many other officers and men, I attended the Waltzing Matilda Review at the Festival Plaza. Serving personnel were generally delighted with the performance of the RAN Band on this occasion.

9. At 0753 on Saturday the 9th May, DERWENT cast off from alongside No.3 Pier and followed DUCHESS and MELBOURNE out of Osaka Ko into Osaka Wan. After clearing the breakwater, DUCHESS took station on DERWENT, and the two ships proceeded ahead of MELBOURNE into Kobe Ko where DERWENT secured starboard side to alongside 'T' berth No.5 Pier at 0957. DUCHESS secured outboard at 1010. MELBOURNE berthed astern of the two ships at 1030. After completing the formalities of the welcoming ceremony I called on the Deputy Commandant 5th District Maritime Safety Agency (Mr. K. KOBAYASHI) and the Deputy Chief of the Maritime Safety Agency (Mr. K. TARUYA). Later the Captain of DUCHESS and I combined to provide refreshments in DERWENT and luncheon in DUCHESS for Messrs KOBAYASHI and TARUYA as well as 3 officers from the Kobe Water Police and Ikuto Police Force. That evening, a Fleet Reception was held in HMAS MELBOURNE.

10. On Sunday the 10th May, DERWENT and DUCHESS were open for public inspection. A total of 2600 people visited the two ships.

11. On the 11th and 12th May I attended the following functions:-

- (a) A luncheon given by the Hyogo Prefectural Governor and the Mayor of Kobe City. (The Prefectural Governor was not able to be present.)
- (b) A reception for visiting RAN Officers given by the Commander HANSHIN, Local Base (Rear Admiral K. SEKI) and his Officers.
- (c) A luncheon at the HANSHIN, Local Base given by Rear Admiral K. SEKI.

At 1500 on the 12th May, Rear Admiral SEKI accompanied by his staff officers visited DERWENT for an informal walk round. Afterwards he visited DUCHESS. During the afternoon ship's divers endeavoured to inspect circulator inlets and outlets along the ships side with the object of clearing away any debris which may have accumulated during the ships stay in harbour. Their efforts were not successful as DERWENT was hard up against the stone pier with DUCHESS close by on her port side.

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PAGE 4 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 5 JUN 1970

12. DERWENT's departure from alongside on Wednesday the 13th May at 1028 was, regrettably, rather prosaic. A number of factors contributed to this example of an unseamanlike evolution viz:- a strong minded pilot who would not mind his own business, a tug which did only what the pilot told him to do, and a fickle port engine. In addition, revolutions were limited due to the unserviceable state of the Main Feed Pump, which at the time had a blocked gland well drain. There was, however, no question about remaining alongside, as the ship which was to occupy our berth had already entered harbour. At 1051, DERWENT cleared the breakwater and after disembarking the pilot, endeavoured to close MELBOURNE. By 1110 it became evident that the vacuum in the Port Main Engine could not be maintained above 84 revolutions. At this stage it was suspected that the cause of the trouble was probably due to a blocked inlet tube plate. DERWENT's 130325Z informed COMAUSFLT AFLOAT of the situation and of the intention to anchor while the matter was investigated. At 1237 DERWENT came to her starboard anchor in 18 fathoms in Osaka Wan. MELBOURNE and DUCHESS remained in the vicinity for the time being, but then continued their passage southward. At 1257 ship's divers entered the water to inspect both main circulator inlets and outlets. They succeeded in removing a substantial amount of polythene debris from the gratings and also cleared inlet strainers to T.G.'s Hull and Fire Pumps and Air Conditioning Machinery. Attempts to close fully the port main condenser discharge valve were not successful nor was it possible to seal off the discharge opening by the use of templates held in position by divers. Accordingly no attempt was made to remove the end cover of the condenser. At this stage it was decided that the position in which the ship was anchored was rapidly becoming untenable owing to a combination of heavy harbour traffic and very poor visibility. Acting on the advice of the Hanshin Base, DERWENT weighed and proceeded to a new anchorage off OZATA KAWA. The ship anchored at 1823 in a position 335° OZATO KAWA 2 miles. By 2030 it was possible to close the port discharge valve and the condenser was opened up. The tube plate was found to be almost entirely sealed off by a mass of polythene debris. By 2354 the starboard condenser had also been cleared of rubbish.

...../5.

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PAGE 5 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 5 JUN 1970

13. At 0810 on the 14th May a Japanese Liaison Officer complete with a relatively up to date chart joined. At 0833 DERWENT weighed, and in a near fog proceeded to an anchorage off NISINOMIYO KO. Arrangements for the fuelling of the ship had been made through the Hanshin Base, but it was not until 1340 that afternoon that the lighter arrived from Kobe. At 1535 DERWENT weighed and proceeded out of Osaka Wan. At 1730 the ship cleared YURA SETO when course was set for Subic Bay.

14. The passage southward from Osaka Wan to the rendezvous position with MELBOURNE and DUCHESS was made without incident during the period 15th to the 17th of May. At 1830(I) on the 16th of May, clocks were retarded 1 hour to Zone H.

15. At 0530 on Monday the 18th of May DERWENT took up her station astern of MELBOURNE. At 0700, the ship was replenished with FFO and embarked mail and fresh bread from MELBOURNE. During the period the 18th to the 20th of May, MELBOURNE conducted day and night flying operations. DERWENT provided a splash target and acted as Rescue Destroyer when required.

16. At 0600 on Thursday the 21st May, HMA Ships SUPPLY, SEALWART, PARRAMATTA, STUART, OXLEY, TEAL, CURLEW and IBIS joined the southward force and commenced forming up in column astern of MELBOURNE in preparation for the Fleet Entry into Singapore. MELBOURNE saluted the flag of COMFEP (Vice Admiral L.D. EMPSON, CB) as she passed the BEAULIEU Shoal Buoy at 1030, and shortly afterwards ships acted independently to proceed to their assigned berths. At 1125, DERWENT secured port side to alongside PARRAMATTA at No.2 Berth Stores Basin. STUART secured port side to alongside DERWENT at 1140. Personnel from ships secured in the Basin gathered in the outboard ships, where applicable, at 1230, to farewell the Commander in Chief, Far East (Admiral Sir Peter HILL-NORTON, KCB) who was passing in his barge on a farewell tour of the dockyard before leaving to take up his new posting as Chief of the Naval Staff and First Sea Lord. At 1830 that evening a Fleet Reception was held in HMAS MELBOURNE.

...../6.

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REPORT OF PROCEEDINGS
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17. DERWENT remained alongside in the Stores Basin during the period 21st to the 24th May. Ships engaged in Exercise CRACKSHOT (Bersatu Padu Maritime Work-Up Exercises) began to leave their berths from first light on Monday the 25th May. At 0835 DERWENT cast off, and after making a sternboard clear of the Stores Basin took up station astern of MELBOURNE. Shortly afterwards, PARRAMATTA joined and the three ships proceeded in company until, when in the vicinity of Horsborough Light at 1125, PARRAMATTA was directed to proceed with DERWENT in company for their initial practice serial.
18. With the exception of the SUTF (Firefish) set down for Tuesday afternoon, all commitments during the period 25th to the 29th of May were met. In the case of the Firefish Firing, which had been awaited with interest, a rash of last minute defects in the system caused the firing to be cancelled. A pleasing feature of the week's exercises was the apparent success of the serial involving the firing of four Sea Cat missiles. During this serial the competence and professionalism of the PTA Team and of that "General Factotum" of the RFA's the TYPHOON, was obvious. In company with PARRAMATTA, STUART, HMS CHICHESTER and HMNZS TARANAKI, DERWENT anchored in Pulau Tioman at 1759 on Friday the 28th May in 16 fathoms. Other ships engaged in Exercise Crackshot were already at anchor in the bay. A large scale "Operation Awkward" exercise was conducted between 1830 and 2200 that evening. The ship remained in Pulau Tioman until the end of the month.
19. The material condition of the ship is satisfactory considering that it is now 2 years 2 months since completion of the last refit. Every item of machinery is running and on automatic control where fitted, but some pipework is much the worse for wear, and in particular, leaks developing in the FFO heaters' drains system have caused concern on occasions.
20. DERWENT experienced erratic UHF communications during May. Two user positions were subsequently found to have faults that caused the associated transmitters to key intermittently. The ship has experienced difficulty with aerial runs shorting out, but by dint of taking frequent measurements and the provision of emergency co-axial cable runs it is hoped that the problem has been resolved.

...../7.

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PAGE 7 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 5 JUN 1970

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

I have the honour to be,

Sir,

Your obedient servant


(J.G. STACEY)
COMMANDER RAN
CAPTAIN

For information:- The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
HMAS MELBOURNE.

The Commander,
FAR EAST FLEET.

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

The Commander,
Third Australian Destroyer Squadron,
HMAS YARRA.

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ANNEX A TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 5 JUN 1970

STEAMING FIGURES

- A. Total distance Steamed during May 5731.4 miles
B. Total hours underway during May 368 hours
C. Total distance Steamed since commissioning 247,986.1 miles
D. Total hours underway since commissioning 16,705 50/60 hours
E. Periods when exceeding economical speed:-

DATE	HOURS	SPEED	FUEL EXPENDED (TONS/HOUR)	MILES/TON	REMARKS
1MAY70	5	19.3	2.6	6.95	Make ETA Osaka
2MAY70	10	21.0	3.0	6.4	Make ETA Osaka
3MAY70	12	20.5	2.8	6.7	Make ETA Firings
4MAY70	14	19.2	2.6	6.95	Make ETA Osaka
14MAY70	6	20.8	2.9	6.5	Make ETA Subic
15 to 17) MAY70)	57	20.0	2.8	6.7	Make ETA Subic
18MAY70	8	21.7	3.8	5.8	Make ETA Singapore
19MAY70	24	20.1	2.8	6.7	Make ETA Singapore
26MAY70	1	20.5	3.0	6.4	Make rendezvous.

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ANNEX B TO HMAS DERWENT'S
REPORT OF PROCEEDING
DATED - 5 JUN 1970

DIVING

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>
1MAY70	South East Wall TAMAR Basin	(1) Inspection of hull inlets prior to sailing from Hong Kong. 122 minutes. (2) Ditching Drill and Free Ascents. 31 minutes.
12MAY70	No.5 Pier Kobe.	(1) Underwater exercises including hacksaw cutting splicing of manila. (2) Directional signals (3) Surface swims plus PT 37:7 minutes.
14MAY70	Osaka Wan	(1) Clearing Hull inlets of plastic bags. (2) Place splinter Boxes over Main Circular Inlets and Outlets whilst internal clearing of Circular tubing was done. (3) In 14 hours divers were below for a total of 1,001 minutes i.e. 16 hours 41 minutes. (4) Hookah "60" compressors proved their worth, as the air supply held on board in cylinders would not have lasted this long.
15MAY70	Osaka Wan	Pre sailing inspection of hull inlet 150 minutes.
24MAY70	Stores Basin Singapore	(1) Free Ascents (2) Check Hull Inlet - plastic bags (3) Scrub dome 260 minutes.
30MAY70	Pulau Tioman	(1) Fleet Operation Awkward searched ship's hull and cable. (2) One diver loaned to RAN/RNZN mobile team. (3) A possible fleet record? A complete hull search from go to whoa in eleven minutes. (using U/W illumination). A bottom line was used to separate the Free Area Aft. (4) 202 minutes. (5) The "record" search lasted 19 minutes.

Total time for MAY: 35 hours 43 minutes.

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ANNEX C TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 5 JUN 1970

SPORT

7MAY70	RUGBY	DERWENT vs Osaka Police	Lost 6-0
21MAY70	RUGBY	DERWENT vs TRIUMPH	Lost 9-5
22MAY70	WATERPOLO	Comb.RAN vs 1st RNZ Batt.	Lost 25-2
23MAY70	CRICKET	DERWENT/ DUCHESS vs MELBOURNE	D/D 9 for 170 M AO for 65
23MAY70	HOCKEY	DERWENT vs Sembawang	Lost 5-1

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ANNEX D TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - **5 JUN 1970**

EXERCISES

AIO

18MAY70	Command and Control En (FOM 4201)	1030 - 1200
	ADEX	1330 - 1430
	SPX 'B'	1600 - 1700
	FLYEX	1100 - 2200
	CASEX B1	1300 - 1600
19MAY70	Command and Control En (FOM 4201)	1030 - 1200
	ADEX	1330 - 1430
25MAY70	CASEX A3/2	1500 - 1900
26MAY70	CASEX A3/2	2300 - 0215/27TH
	ADEX	0800 - 0200
27MAY70	AATX and AATFX	0830 - 1030
	ADEX	0800 - 1200
	RIX	1530 - 1630
28MAY70	NGSFX	0700 - 1000
	ADEX	0800 - 1200
	CASEX A3/2	1300 - 1600
29MAY70	CASEX C3/FPBX, ADEX	0800 - 1200
29MAY70	Operation Awkward	1800 - 2200

COMMUNICATIONS

2MAY70	Command and Control Exercise MELBOURNE and DUCHESS. NAVCOMEX 402, 405 EWX 91.
3MAY70	NAVCOMEX 202 401/402 EWX 91 with MELBOURNE and DUCHESS.
4MAY70	NAVCOMEX 202 401 and Command and Control EX with MELBOURNE AND DUCHESS
18MAY70)	Command and Control EX NAVCOMEX 202 207 301 401 402
19MAY70)	EWX 91 and 92 With MELBOURNE and DUCHESS.
20MAY70)	
25MAY70 to 31MAY70	Exercise CRACKSHOT

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ANNEX E TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 5 JUN 1970

AS WEAPONS FIRING

3MAY70

1 Light AS Mortar Firing

1 Hour.

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HMAS DERWENT

Report of Proceedings June 70

AS(NS) [Signature] 20/8.

D of O [Signature] 20/8

DCNS [Signature] 24/8
Good mail service Bersato Pado

1NM [Signature]

2NM [Signature]

3NM [Signature] 28/8

4NM [Signature] 3/8

SECRETARY [Signature]

C of S [Signature] 4/9

DPR [Signature] 9/9

AS(NS) (NS55) [Signature] 11/9/70

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
 - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
 - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
 - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

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[Signature] 19/8/70

[Signature]

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CMD

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


No. A.F. 1/16/25

14 AUG 1970

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - JUNE 1970

1. Forwarded.
2. The Commanding Officer, HMAS DERWENT has been requested to elaborate on the remarks in paragraph 19 of the enclosure and in particular the reasons for the decline in Officer's participation in sport.


Rear Admiral

Enclosure:

RT HMAS DERWENT letter C1/16/7 dated 10th July 1970

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HMAS DERWENT,
At Sea.

Quote in reply: C1/16/7

10 JUL 1970

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
Fleet Headquarters,
GARDEN ISLAND, NSW. 2001

HMAS DERWENT
REPORT OF PROCEEDINGS - JUNE, 1970

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of June, 1970.

2. At 0001 on the 1st June DERWENT lay at anchor at PULAU TIOMAN. At 0543 DERWENT, in company with ships of Task Force 900, weighed and proceeded to comply with orders for the second week of Exercise CRACKSHOT. Serials of particular interest during the week were the SAGEX throw-off firing on the 3rd June (FIFE, PARRAMATTA and STUART as Blue forces with DERWENT and CHICHESTER as Orange forces) and the Rhine Firefish firing (PLYMOUTH, DERWENT and STUART) on the 4th June. In both serials the overall gunnery performance seemed to be satisfactory. Six live mortar projectiles were fired on the 1st June.

3. DERWENT was refuelled by SUPPLY on the 1st and 4th June.

4. On the 5th June the Fleet made a ceremonial entry into Singapore and at 1025 DERWENT secured starboard side to on STALWART at 'F' moorings in the Singapore Naval Base.

5. At 0827 on the 12th June DERWENT cast off from alongside STALWART and proceeded in company with PARRAMATTA and STUART in Formation 1 out of the Singapore Naval Base. At 2300 Defence Watches were closed up and at 2359 Serial 2 of Exercise MATLOCK commenced. (CTF - COMAUSFLT (Rear Admiral H.D. STEVENSON)).

...../2.



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PAGE 2 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED

10 JUL 1970

6. At 1138 on the 15th June MELBOURNE reported a Tracker aircraft overdue. DERWENT, STUART, LEOPARD and PARRAMATTA were ordered to proceed with dispatch along diverging courses to a depth of 120 miles to search for the Tracker. At 1230 RAF CHANGI reported that the aircraft had landed safely; the search was cancelled and the ships involved in the search proceeded to rendezvous with MELBOURNE and SUPPLY.
7. Serial 2 of Exercise MATLOCK was completed at 1200 on the 15th June.
8. Serial 4 of Exercise MATLOCK commenced at 2359 on the 16th June and completed at 0100 on the 19th June. At 0811 on that day DERWENT came to her starboard anchor in 17 fathoms of water in position 307° TANJON MESCH 1.4 miles PULAU TIOMAN. DERWENT proceeded beyond her assigned anchorage as OLMEDA had previously anchored out of position.
9. During Serial 4 DERWENT replenished from SUPPLY on the 13th, 15th and 18th June.
10. Serial 7 of Exercise MATLOCK commenced at 0001 on the 21st June (CTF - Rear Admiral T.T. LEWIN MVO, DSC).
11. On flashing up on the 21st a large feed water loss was observed in the starboard boiler. This was later found to have been caused by a burst economiser tube.
12. At 0420 on the 21st June DERWENT weighed and proceeded, on the port boiler only, in company with CHICHESTER in an anti-FPB role. At 0640 both ships rejoined the Main Body for screening duties.
13. Repairs were effected and the starboard boiler was connected at 0210 on the 23rd June. Modified plugs were manufactured by ship's staff after some initial difficulty in sealing the tube ends, due to weld undercutting, had been experienced. DERWENT's 202015Z (NOTAL), 202200Z (NOTAL), 210210Z, 220845Z and 230025Z and COMAUSFLT 210610Z refer.

...../3.

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PAGE 3 OF HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 10 JUL 1970

14. Serial 7 of Exercise MATLOCK completed at 1430 in the 25th June.
15. DERWENT replenished from OLMEDA on the 22nd June and from SUPPLY on the 25th June.
16. On the 26th June DERWENT in company with EURYALUS, LYNX, CHICHESTER, PLYMOUTH and STUART entered Singapore Naval Base. At 1145 DERWENT secured starboard side to on PARRAMATTA at No.6 Berth, Stores Basin.
17. On the 30th June I attended the Post Exercise Discussion on Exercise MATLOCK in HMS TERROR.
18. At 1830 on the 30th June HMA Ships PARRAMATTA, DERWENT and STUART combined to give an official Cocktail Party. The principal guests were, COMFEE (Vice Admiral L.D. EMPSON, CB) FO2FEE (Rear Admiral T.T. LEWIN, MVO, DSC) and COMAUSFLT (Rear Admiral H.D. STEVENSON).
19. The health, welfare and morale of the ship's company is satisfactory. Doubtless the impending return to Australia has something to do with the generally cheerful atmosphere prevailing on board at the end of the month. The mail facilities throughout Exercises CRACKSHOT and MATLOCK were first class. It was not unusual to receive a letter at PULAU TIOMAN date stamped in Sydney two days earlier. The liberal supply and quality of the films received from the RN Film Society has been appreciated. The high standard of the sporting facilities at HMS TERROR and the assistance which is always given to ships by the physical training staff of that establishment are features of Singapore which will be sorely missed in the future. In common with other RAN ships the number of active participants from DERWENT in the various sporting activities represented a very small proportion of the total ship's company. In particular it is noticeable how very few officers seem to play sport these days.

I have the honour to be,

Sir,

Your obedient servant,


(J.G. STACEY)
COMMANDER RAN
CAPTAIN

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Distribution:-

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
HMAS MELBOURNE.

The Commander,
FAR EAST FLEET.

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

The Commander,
Third Australian Destroyer Squadron,
HMAS YARRA.

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ANNEX A TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 10 JUL 1970

STEAMING FIGURES

- A. Total distance steamed during June 6,027.0 mls
B. Total hours underway during June 396 hrs
C. Total distance steamed since commissioning 254,013.1 mls
D. Total hours underway since commissioning 16,801 50/60 hrs.
E. Periods when exceeding higher routing speed:-

DATE	HOURS	SPEED	FUEL EXPENDED (TONS/HOUR)	MILES/TON	REMARKS
1JUN70	2	18.8	2.45	7.1	Screen Main Body
2JUN70	5	19.4	2.6	6.95	" " "
4JUN70	4	18.9	2.45	7.1	" " "
12JUN70	1	19.4	2.6	6.95	Take New Sector
13JUN70	2	19.3	2.6	6.95	" " "
14JUN70	2	19.3	2.6	6.95	" " "
15JUN70	10	20.3	2.8	6.6	Screen Main Body
16JUN70	12	19.5	2.7	6.8	Screen MELBOURNE
17JUN70	14	20.2	2.8	6.6	" "
18JUN70	5	19.9	2.7	6.8	" "
21JUN70	1	19.5	2.6	6.95	Search out FPB
22JUN70	7	19.4	2.6	6.95	Screen Main Body
23JUN70	11	20.4	2.8	6.6	" " "
24JUN70	4	19.8	2.7	6.8	" " "

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ANNEX B TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 10 JUL 1970

EXERCISES

COMMUNICATIONS

1 - 5JUN70 Exercise Bersatu Padu
8 - 9JUN70 PADUCOMEX in harbour communications exercise
12-26JUN70 Exercise Bersatu Padu

AIO

2JUN70 CRACKSHOT
CASEX C3/ADX/FPBX/AATX(RUSHTON)/NEX
(Command and Control in accordance with FOTI
4201.
3JUN70 CASEX C3/ADX/SUTF/SAGEX (Command and Control
in accordance with FOTI 4201
MATLOCK
16-19JUN70 Serial 4 (ASW)
Serial 7 (ASW, AIR, SU)

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ANNEX C TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 10 JUL 1970

DIVING

1. Despite the time spent at sea during Exercise BERSATU PADU, all divers were exercised for the mandatory 90 minutes.

2. Divers were exercised on three occasions on June, 11th, 19th, and 26th. Free ascents were made in Singapore on June 11th and a Half Necklace search was made in Pulau Tioman on June 19th.

3. An estimated two knot current through the Pulau Tioman anchorage made diving difficult.

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>	<u>TIME</u>
11JUNE70	'F' Berth Singapore	(1) Scrub sonar domes (2) Inspect inlets (3) Free ascents (4) Inspect STALWART's stern gland reponis	3hrs 46 mins
19JUN70	Pulua Tioman	(1) Half Necklace search (2) Inspect anchor cable (3) Inspect sonar domes (4) Search for suspected oil leak.	7hrs 22mins
5JUN70	Singapore Naval Base	Surface swims	8hrs 15mins

TOTAL TIME 19hrs 23 mins

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ANNEX D TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED - 10 JUL 1970

SPORT

5,6,7JUN70 Hockey RAN - Third (2 players)
Cricket RAN - Second (3 players)
Basketball RAN - Second (3 players)
Swimming RAN - First (2 Swimmers)

Overall 1st - RAN, RN 30points
3rd - RMN 26points
4th - RNZN 12 points

5JUN70 Rugby RAN vs RNZN(6 DERWENT
players) Lost 6-0
6JUN70 Volleyball DERWENT vs BULWARK Won 2-0
7JUN70 Volleyball DERWENT vs LEOPARD Won 2-0
7JUN70 Volleyball DERWENT vs MELBOURNE Lost 2-0
7JUN70 Soccer DERWENT vs OLMEDA Lost 5-0
7JUN70 Aust. Rules RAN (6 vs Singapcre
DERWENT league Lost 9/6-
players) 6/5
9JUN70 Basketball DERWENT vs PARRAMATTA Won 44-26
9JUN70 Soccer DERWENT vs BULWARK Won 3-2
10JUN70 Commonwealth RAN, RN, RMN, RNZN 1st RN
Athletics 140 point
2nd RAN
126 point
11JUN70 Hockey DERWENT vs ORPHEUS Won 5-2
26JUN70 Rugby DERWENT vs LYNX Lost 9-0
26JUN70 Basketball DERWENT vs TABARTNESS Won by
forfeit
26JUN70 Tennis DERWENT vs LEOPARD Won 2-0
27JUN70 Basketball DERWENT vs K.D. MALAYA Won 24-23
27JUN70 Basketball DERWENT vs TRIUMPH Won 21-6
28JUN70 Basketball DERWENT vs TERROR Lost 30-24
29JUN70 Waterpolo DERWENT vs K.D. MALAYA Lost 3-1
29JUN70 Tennis DERWENT vs MELBOURNE Lost 2-0

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ANNEX E TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 10 JUL 1970

AS WEAPONS FIRING

1JUN70

Live mortar firing - 6 projectiles

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RESTRICTED

HMAS DERWENT

Report of Proceedings July 70

AS(NS) 1/3/9

~~D of 4/9~~ Signals referred to by COMAUSSET attached.

~~DCNS~~

1NM 5/9

2NM (A02) 8/9

3NM 16/9

4NM 21/9
SCNS 2-14/9

SECRETARY 8/5

C of S 15/9

DEP 14/9

AS(NS) (NS55) 18/9/70

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3/9/70

18/8

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ROYAL AUSTRALIAN NAVY

NAVY - CANBERRA

18 | 6 | 2255

Telephone:
35 0444

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3, SEP A.M. 12

NAVY REGISTRY

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

No. A.F. 1/16/25

2 SEP 1970

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - JULY 1970

1. Forwarded.
2. HMAS DERWENT's message 300515Z July described the living conditions on board during refit and proposed that the ship investigate possible solutions to her accommodation problems. ACNB message 170241Z August is relevant.

John G. Donahue
Rear Admiral

Enclosure: (3 copies)

HMAS DERWENT letter 1/16/7 of 4th August 1970

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HMAS DERWENT,
At Williamstown.

4th August, 1970.

Quote in reply: 1/16/7.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
Fleet Headquarters,
GARDEN ISLAND, NSW. 2001

HMAS DERWENT
REPORT OF PROCEEDINGS - JULY 1970

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of July 1970.

2. The following officer joined DERWENT during the month:-

LCDR GLEX K.J. BALE, RAN.

The following officers left to take up other postings:-

LCDR GLEX R.A.G. HERRON, RAN
LEUT GLEX S. DRAKE-WILKES, RN
LEUT SSSG S. MERZLIAKOV, RAN
MIDN SLEX A.G. BORWICK, RAN
MIDN SLEX G.R. CALDOW, RAN
MIDN SLEX C.W. HARTCHER, RAN



3. At the beginning of the month DERWENT lay alongside PARRAMATTA at No.6 Berth in the Stores Basin, Singapore. STUART was secured outboard of DERWENT. Commencing at 0745, the three RAN ships were moved by tugs to a berth alongside STALWART at 'C' Buoy. DERWENT secured port side to on STALWART at 0825 and STUART and PARRAMATTA subsequently secured outboard of DERWENT.

4. At 1600 on Thursday the 2nd July PARRAMATTA and STUART cast off and proceeded to sea.

5. At 0845 on Friday the 3rd of July, DERWENT cast off from alongside STALWART and proceeded independently to the eastward of Johore Shoal Buoy. At 1115 DERWENT joined MELBOURNE and the two ships continued in company towards CARIMATA STRAIT. Meanwhile, STALWART continued her passage some distance astern to be joined sometime later by SUPPLY whose departure from Singapore had been temporarily delayed.

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6. At 0001 on the 4th of July clocks were advanced 30 minutes to Zone (H). MELBOURNE and DERWENT proceeded through CARIMATA STRAIT during the morning watch of the 4th. At 1225 MELBOURNE detached and proceeded to close the STALWART with the intention of transferring that ship's medical officer to assist in an operation onboard the flagship. DERWENT continued her passage ahead of the other ships during the night of the 4th/5th of July until 0755 on the 5th by which time MELBOURNE had made up ground lost and the two ships resumed their passage in company.

7. MELBOURNE replenished DERWENT with FFO during the forenoon of the 6th July. A period of OOW manouvres was conducted later in the day. At 2030, DERWENT closed MELBOURNE for a jackstay transfer of mail and two Northern Territory libertymen. On completion of the transfer, DERWENT was instructed to proceed independently to Darwin to land the libertymen together with the mail and embark mail for SUPPLY, STALWART and TEAL. MELBOURNE turned about to the westward to close SUPPLY with the intention of replenishing before continuing her passage direct to Jervis Bay. At 2330 clocks were advanced 1 hour to Zone (I).

8. DERWENT cleared Wetar Strait by midday on the 7th of July and continued her passage southward into the Arafura Sea and towards her landfall of Cape Fourcroy.

9. At 0001 on the 8th July clocks were advanced 30 minutes to Zone (IK). At 0650 DERWENT reached a position off Emery Point, Port Darwin, where a transfer of mail and personnel with MELVILLE'S workboat was effected. On completion, passage to the rendezvous position with SUPPLY, STALWART and TEAL was resumed via Clarence and Dundas Straits. DERWENT was in position to the north of New Year Island and in contact with SUPPLY and STALWART at the appointed time but was then directed to proceed to the westward to locate and conduct a mail transfer with TEAL whose progress had been impeded by the moderate prevailing conditions of sea and wind. A heaving line transfer of mail was carried out with TEAL between 2110 and 2140 after which DERWENT commenced to close SUPPLY and STALWART who were, by this time, some 30 miles to the eastward.

10. At 0700 on the 9th July DERWENT closed STALWART to transfer Brisbane Libertymen and their effects by jackstay. On completion, DERWENT replenished with FFO from SUPPLY's starboard rig while, concurrently, STALWART embarked SUPPLY's libertymen from the latter's port side. STALWART was detached to proceed ahead on completion of this latter evolution. SUPPLY and DERWENT remained in company but not in formation.

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11. At 0001 on the 10th July clocks were advanced 30 minutes to Zone (K). The ship passed through Gannet Passage at 0615 and in the latter part of the morning watch negotiated the Prince of Wales Channel before continuing her passage south via the Barrier Reef Inner Route.

12. At 1700 on the 11th July, DERWENT in company with SUPPLY, stopped off the entrance to the channel into Cairns. North Queensland libertymen were disembarked and 3 EMI representatives (Messrs RENDALL, MITTICK and PERRY) and 1 Customs Officer (Mr. P. WRIGHT) embarked. At 1800 both ships continued their passage to the southward.

13. At 1500 on the 12th July DERWENT replenished with FFO from SUPPLY. Both ships stopped briefly over the Gardner Banks of the Great Sandy Cape on the afternoon of the 13th July, while the ships companies endeavoured, with only moderate success to confirm tales of fishing bonanzas of the past. STALWART rejoined from Moreton Bay during the early part of the night and all three ships continued southward in formation.

14. On Tuesday the 14th July, DERWENT closed STALWART for a heaving line transfer of mail and then proceeded alongside SUPPLY to pass mail to that ship.

15. SUPPLY, STALWART and DERWENT met with MELBOURNE to the east of Port Jackson at 0815 on Wednesday the 15th July. The force then proceeded to enter Sydney in company. DERWENT secured port side to alongside PERTH at South End Cruiser Wharf at 1005. Because of a tug strike the remaining ships were obliged to secure to buoys in the harbour. On completion of the shutting down of both boilers, steam was observed to be escaping from the funnel after which an investigation revealed that two top row economiser tubes on the port boiler were holed. In addition, it was found that one of the plugs which had previously been fitted in the starboard boiler was no longer holding. DERWENT's 160415Z refers. Approval for dockyard to effect remedial repairs to both boilers was authorised at an early stage but industrial disputes involving Boilermakers and Boilermaker Welders prevented any worthwhile work commencing before the 21st July.

16. Commencing at 0830 on Thursday the 16th July DERWENT was moved by tugs to No.4 Buoy where de-ammunitioning commenced shortly after securing. On completion of this evolution the ship was moved back to her berth at SECW port side to on BRISBANE where she remained until Wednesday the 22nd when a further cold move was made to a berth port side to on SWAN at NECW.

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-4-

17. During the late evening of the 22nd July the Fleet Technical Staff pronounced DERWENT to be in a fit state to make the passage to Williamstown at reduced power.

18. At 0801 on Thursday the 23rd July, DERWENT cast off from alongside SWAN and proceeded out of harbour. The passage to Williamstown was uneventful, although strong North Westerly winds were encountered after passing through the Rip on Saturday the 25th July.

19. In windy conditions the ship berthed starboard side to on the Eastern side of Dockyard Pier at 1000 on Saturday the 25th July. No tug could be obtained to assist in berthing as tugmen refused to undertake work at Williamstown out of "sympathy" for the Painters and Dockers who were currently on strike. Personnel from YARRA assisted with line handling and volunteer dockyard personnel provided essential services. Shortly after the ships arrival, DERWENT was "declared Black" apparently because a dockyard employee assisted in manoeuvring the brow into position. On this unpromising note the ship settled down to await the outcome of the next five months.

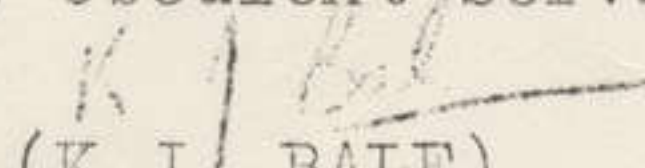
20. Apart from the unsatisfactory state of both boilers the material condition of the ship is satisfactory. It is to be hoped, however, that with the ship committed in the future to a three year cycle she will be given the benefit of a thorough overhaul.

21. The morale of the ships company is satisfactory. Several officers have suffered from the effects of heavy colds and flu but to their credit they have not allowed these afflictions to interfere with their duties. The prospect of living onboard DERWENT during the forthcoming refit is not viewed with relish by anyone, although at this stage it is not appropriate to criticise living conditions. The early receipt of Taxation Group Certificates was appreciated by those who know about these things. The smart appearance and bearing of the recently arrived Ordinary Seamen's class from CERBERUS did that establishment credit. Regrettably there have already been two cases of attempted smuggling of cigarettes. Steps have been taken to deter would be, future, offenders.

I have the honour to be,

Sir,

Your obedient servant


(K.J. BALE)

LIEUTENANT-COMMANDER, RAN
for CAPTAIN (AOL)

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ANNEX A TO HMAS DERWENT'S
REPORT OF PROCEEDINGS
DATED 4th August, 1970.

STEAMING FIGURES

A. Total distance steamed during July 5334.9 miles
B. Total hours underway during July 340.0 hours
C. Total distance steamed since commissioning 259,348.0 miles
D. Total hours underway since commissioning 17,141.50/60 hours
E. Periods when exceeding economical speed

DATE	HOURS	SPEED	FUEL EXPENDED TONS/HOUR	MILES/TONS	REMARKS
3JUL70	10	20	2.8	6.8	in company with MELBOURNE
4JUL70	13	20	2.8	6.0	ETA Sydney
5JUL70	8	20	2.8	6.8	" "
6JUL70	24	19	2.5	7.0	" "
7JUL70	11	20	2.8	6.8	" "
9JUL70	5	20	2.8	6.8	" "

ANNEX B

DIVING

No diving took place in July.

ANNEX C

SPORT

No organised sport took place in July.

ANNEX D

EXERCISES

6JUL70 OOW Manoeuvres 1600-1800
14JUL70 OOW Manoeuvres 1330-1500

ANNEX C

AS WEAPONS FIRINGS

No firings took place in July.

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X92/17

WAC/IS

046/17

A C NO UNCLASSIFIED REPLY OR REFERENCE

FROM ACNB

TO DERWENT

INFO COMAUSFLT GMWD NOIC VIC

COMAUSDESRON THREE

DTG 170241Z AUG 70

ROUTINE

R E S T R I C T E D

YOUR 120900Z AUG 70. LIVING CONDITIONS DERWENT. THE QUESTION OF A MORE ADEQUATE ALLOWANCE FOR OFFICERS AND SAILORS HAS ALREADY BEEN RAISED WITH TREASURY. NO DECISION IS YET AVAILABLE NOR CAN DECISION BE FORECAST.

2. WITH THE ABOVE IN MIND YOUR PARA 6 IS APPROVED.

2NDNM

DNA

FAS(EG)

AS(NS)

HPB(O)

DGM

DGPS

DFSD

RECS

(X092/17)

RESTRICTED

3/9

14/8

170326/8

X090/14

TP/MOB

174/14

RESTRICTED

TOR 140339Z

AC: NO UNCLASSIFIED REPLY OR REFERENCE

PRIORITY

FROM HMAS DERWENT

TO ACNB

INFO COMUSFLT GMMNS NOICVIC DTG 300515Z JUL 70

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COMUSDESRON 3 PRIORITY

DERWENT REFIT. LIVING CONDITIONS FOR PERSONNEL
 AT REFIT MEETING HELD 29 JUL IT QUICKLY BECAME APPARENT THAT SOON
 AFTER DOCKING ON 5 AUG LIVING CONDITIONS ONBOARD WILL DETERIORATE TO
 A DEGREE WHERE LIFE FOR THOSE OFFICERS AND SAILORS WHO CANNOT GET TO
 THEIR HOMES OVERNIGHT WILL BECOME THOROUGHLY MISERABLE

2. IT IS APPRECIATED THAT THE DISCOMFORT ATTENDANT ON LIVING ON A
 SHIP BEING REFITTED IS WELL KNOWN TO COMPETENT AUTHORITY. HOWEVER
 IT IS CONSIDERED APPROPRIATE TO REFER AGAIN TO THE INEVITABLE FALLING
 OFF IN MORALE THAT WILL RESULT FROM

(A) CONSTANT INTERRUPTIONS TO THE MOST BASIC AND
 ESSENTIAL SERVICES I.E. HEADS AND BATHROOMS
 (B) THE NOMADIC NATURE OF THE LIFE WHEREIN PERSONNEL ARE MOVED FROM
 MESS TO MESS KEEPING A STEP AHEAD OF WORKMEN
 (C) LACK OF PRIVACY
 (D) CONSTANT NOISE PLUS THE LINGERING AROMA OF WELDING MATERIALS,
 PAINT AND ADHESIVE MIXURES COUPLED WITH REDUCED VENTILATION
 (E) INADEQUATE AND AT STAGES SUBSTANDARD COOKING FACILITIES
 (F) THE HAZARDS INVOLVED WHEN LIBERTYMEN RETURNING AT NIGHT ARE
 OBLIGED TO NEGOTIATE A ROUTE TO WHEREVER THEY ARE QUARTERED VIA
 HOLES IN THE DECKS AND TEMPORARY LADDERS

3. IT IS OBVIOUSLY HIGHLY DESIRABLE THAT OFFICERS AND SAILORS
 SHOULD BE ABLE TO LIVE OUT UNTIL A REASONABLE STATE OF HABITABILITY
 ONBOARD IS RESTORED. IT IS SUBMITTED THAT THE CURRENT APPROVED RATE
 OF ACCOMMODATION ALLOWANCE FALLS WELL SHORT OF AN AMOUNT WHICH COULD
 MAKE THE ABOVE AIM A REALITY. IN ANY EVENT THE REGULATIONS DO NOT
 APPEAR TO GAIR FOR OFFICERS

4. IT IS NOT INTENDED TO SEEK APPROVAL FOR AN ACCOMMODATION ALLOW-
 ANCE WHICH IS UNNECESSARILY EXTRAVAGANT. NOR ARE LUXURIOUS
 SURROUNDINGS CONTEMPLATED. RATHER OFFICERS AND SAILORS REQUIRE A
 VENUE WHICH CAN PROVIDE REASONABLE LIVING IN A DECENT ENVIRONMENT

1NM	2NM	3NM	4NM	COFS	AS(NS)	DCNS	MDG
DGOP	DOFO	DOFP	DAPO	HPB	DSP	DEM	
DGND	DGNP	DGDM	PEO(NIS)	NS5	DGPS(A)	DWSD	DNA
						RECS	(X090/14)

2/.....

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PRIORITY

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2/.....DTG 300515Z JUL 70

P R I O R I T Y

AND WHERE THEY CAN BE PROVIDED WITH A MORNING AND EVENING MEAL. IN ORDER THAT A PROPER SERVICE SPIRIT AND CODE OF BEHAVIOUR CAN BE MAINTAINED IT WOULD BE AN ADVANTAGE IF PRACTICABLE, THAT OFFICERS, SENIOR SAILORS AND SAILORS ALTHOUGH LIVING SEPARATELY, COULD BE QUARTERED UNDER THE ONE ROOF. IN DERWENT'S CASE ACCOMMODATION WOULD BE REQUIRED FOR THE FOLLOWING APPROXIMATE NUMBERS. READ IN FOUR COLUMNS

MONTH	OFFICERS	SENIOR SAILORS	JUNIOR SAILORS
AUG	3 TO 6	16	30 TO 60
SEP	4 TO 9	16	65 TO 70
OCT	9	18	80 TO 90

THESE FIGURES DO NOT INCLUDE PERSONNEL WHO COULD BE EXPECTED TO LIVE AT HOME, OR ORDINARY SEAMAN WHO IT IS CONSIDERED SHOULD LIVE IN A SERVICE ESTABLISHMENT, NOR DO THEY CATER FOR POSTING CHANGES. FROM THE ABOVE NUMBERS IT WOULD BE NECESSARY TO DEDUCT THOSE REQUIRED TO LIVE ONBOARD GASCOYNE NIGHTLY TO PROVIDE SECURITY FOR DERWENT. NO ATTEMPT HAS BEEN MADE TO FORECAST THE

NUMBERS FOR NOVEMBER AS PWT WILL COMMENCE ABOUT THAT TIME. DURING DECEMBER IT SHOULD BE POSSIBLE, WITH ADEQUATE COOPERATION TO REOCCUPY DERWENT

5. A PROPOSAL FOR OFFICERS AND SAILORS TO LIVE OUT OF THEIR SHIP WILL UNDOUBTEDLY POSE MANY ADMINISTRATIVE AND SOME DISCIPLINARY PROBLEMS. IT IS CONSIDERED THAT THESE CAN BE OVERCOME AND THAT THERE ARE COMPELLING REASONS FOR INSTITUTING THIS SORT OF ARRANGEMENT

6. IT IS RECOMMENDED THAT DERWENT BE AUTHORISED TO INVESTIGATE VARIOUS POSSIBLE SOLUTIONS TO HER ACCOMMODATION PROBLEMS WITH A VIEW TO SUBMITTING A FIRM PROPOSAL TO THE NAVAL BOARD AND THAT IN DISCUSSIONS WITH HOTEL/GUEST HOUSE MANAGEMENT OFFICERS BE PERMITTED TO NEGOTIATE IN TERMS OF REALISTIC AMOUNTS

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(NOT PREVIOUSLY REC'D SUPPLIED ON REQUEST)

HMAS DERWENT

Report of Proceedings AUG 20

AS(NS)

Ch. 8/10.

D of O

Ug 9/10

DCNS

Para 3 sounds like an early Victorian workhouse described by Dickens
12/10

1NM

After 20/10/10
Bo 10

2NM

R 13/10

3NM

14/10.

4NM

*The living conditions under tight only re-inform the com fr Shm
Barracks which have been frustrated for far too long by far too many
different authorities - currently the Victorian Offr of Dept of Interior
11/15/10*

SECRETARY

C of S

19/10

DPR

BV 20/10

AS(NS) (NS55)

21/10/10

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11/7/10/10

- 6 OCT A.M. 0
AR
NAVY REGISTRY

NAVY—CANBERRA
18 | 6 | 2312

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

AF 1/16/25

29 SEP 1970

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - AUGUST 1970

Forwarded.

Lt. Th...
Rear Admiral

Enclosure (3 copies)

HMAS DERWENT letter 1/16/7 of 1st September 1970

HMAS DERWENT,
At Williamstown.

1st September, 1970.

Quote in reply: 1/16/7



The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
Fleet Headquarters,
GARDEN ISLAND, NSW. 2001

HMAS DERWENT

REPORT OF PROCEEDINGS - AUGUST, 1970

Sir,

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

2. At the beginning of the month, DERWENT'S main refit period had just commenced and the ship lay alongside East Dock Pier, Williamstown Naval Dockyard. The ship was shifted into Dry Dock by tugs and civilian pilot at 0930 on Wednesday 5th August. By the forenoon of the 6th August the dock had been pumped out and DERWENT was bedded down on the blocks. Here the ship remained for the month.

3. During the month the living conditions of all onboard have been reduced to an almost unacceptable level. The shore facilities provided on the dockside are inadequate for the large numbers of non Victorian natives living onboard. Although one bathroom has been retained onboard, a large number of the Ship's Company must walk ashore to take showers and all to use the toilet facilities. The decision to allow the Ship's Company to take their midday meal in the dockyard cafeteria was most welcome, but breakfast and supper must still be obtained from the shore galley and carried onboard. With temperatures frequently in the low 40°F range and the inclement weather of this winter, the use of these shore facilities constitutes an unsatisfactory situation. To assist dockyard work in the mess-decks area all sailors have been moved into the two large after messes. This has meant living in extremely cramped conditions. The industrial situation in Victoria has not assisted the conditions onboard. During recent power strikes, the ban on heating and restrictions on lighting and ventilation have made the ship completely uninhabitable. To date these strikes have only inconvenienced the ship for limited periods of 28 hours, but this may alter at any time. The dockyard programme of removing deck tiles has now reached the stage where work must take place in all messdecks and even the sole remaining bathroom is threatened, thus further reducing living conditions. This situation was forecast in DERWENT'S signal DTG 300515Z JUL 70 and amplified in DTG 120900Z AUG 70. Increased accommodation allowance was requested to allow the Ship's Company to economically live ashore but a decision is still awaited on this matter

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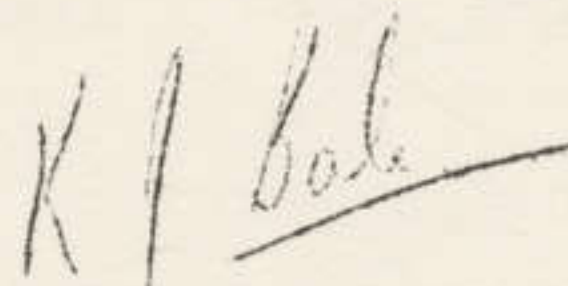
4. In spite of an uneven industrial situation and the initial restrictions on man hours, dockyard progress on the main defect list has been most pleasing. It is hoped that cuts made in the initial defect list will now be reconsidered in view of the decision to increase the expenditure on this refit. The approval given for this additional expenditure should greatly assist dockyard and ship planning. With the prospect of Pre Work Up training in November and Settling to Work/H.A.T.S. in December, the time available for Christmas leave prior to commencement of sea trials is already extremely short and careful planning will be required to ensure that the minimum number of sailors must defer leave into the next leave year.

5. The health of the Ship's Company has been generally good. The normal incidence of winter influenza and chills has been observed and five sailors posted in from HMAS CERBERUS had contracted Rubella prior to joining. The conduct and morale of the Ship's Company have been highly satisfactory in extremely difficult circumstances. The recent pay increases have been well received by those concerned. The explanations given to Electrical Branch sailors on the progress of submissions on their behalf have also assisted in maintaining the hopes of these sailors.

I have the honour to be,

Sir,

Your obedient servant



(K.J. BALE)

LIEUTENANT-COMMANDER RAN
for CAPTAIN (AOL)

For information:-

The Commander,
Third Australian Destroyer Squadron,
HMAS YARRA.

RESTRICTED

APPENDICES TO HMAS DERWENT LETTER 1/16/7 DATED 1st OCTOBER, 1970

APPENDIX A - STEAMING FIGURES

A.	Total distance steamed during September --	Nil
B.	Total hours underway during September -	Nil
C.	Total distance steamed since commissioning	259,348.0 miles
D.	Total hours underway since commissioning	17,141.50/60 hours.

APPENDIX B - DIVING

Diving was carried out for Ships Team at HMAS CERBERUS on 24th September, 1970 - Total time - 120 minutes

APPENDIX C - SPORTS

15 SEP	DERWENT DARTS KNOCKOUT COMPETITION (30 ATTENDED)
16 SEP	DARTS V. HMAS LONSDALE LOST 6 - 3
"	AUSTRALIAN RULES (INTRA SHIP) (36 ATTENDED)
25 SEP	VOLLEYBALL KNOCKOUT COMPETITION (LUNCHHOUR)
28 SEP	" " " "
29 SEP	" " " "
"	GAMES NIGHT V. RAAF. LONSDALE LOST 28 - 18
30 SEP	VOLLEYBALL KNOCKOUT COMPETITION (LUNCHHOUR)
	BASKET BALL V. WILLIAMSTOWN TECHNICAL COLLEGE LOST 40 - 20
	VOLLEYBALL V. " " " " 3 - 0
	TENNIS V. " " " " 4 - 0
	BASEBALL V. " " " DREW 4 - 4

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RESTRICTED

18/6/2356.

DEPT. OF THE NAVY

HMAS DERWENT

Report of proceedings

SEPT. ~~18~~.70

AS(NS) ~~Ch.~~ 23/10.

D of O ~~U~~ 26/10

~~DCNS~~

1NM ~~50/10~~

2NM ~~22/10~~

3NM ~~17/10~~

4NM ~~21/11~~

SECRETARY ~~8/11~~

Cof S ~~3/11~~

~~DCNS~~ 4/11

DPR ~~5/11~~

AS(NS) (NS55) ~~6/11~~

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23/10/70

9/28

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NAVY—CANBERRA

18 6 2356

RECEIVED
21 OCT A.M.
NAVY REGISTRY

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

20th October, 1970

A.F. 1/16/25

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - ^{SEPT.}~~AUGUST~~ 1970

Forwarded.

John G. ...

Rear Admiral

D

Enclosure: HMAS DERWENT's 1/16/7 of 1st October 1970
(3 copies)

AS(AS)

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RESTRICTED

HMAS DERWENT
At Williamstown

Quote in reply:
1/16/7

1st October, 1970.

The Flag Officer, Commanding,
HM AUSTRALIAN FLEET
Fleet Headquarters,
GARDEN ISLAND. N.S.W. 2001



HMAS DERWENT

REPORT OF PROCEEDINGS - ~~AUGUST~~ SEPT., 1970

Sir,

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

2. The following Officers joined DERWENT during the month:-
SBLT SDEX C B.P. BECKWITH, R.A.N.
LCDR J.G. WEEKS, R.A.N.R.

The following Officers left to take up other postings:-
LEUT GLEX P.H. STEHN, R.A.N.
LEUT SLEX R.J. WHITE, R.A.N.

3. DERWENT remained in the Dry Dock throughout the period under report.

4. Generally, the refit appears to be progressing in a satisfactory manner. There are some critical areas in which it seems to Ships Officer's that, for a variety of reasons, delays in completion dates are possible. This however, is purely a matter of opinion and it is not considered at this stage to be worthwhile, or indeed, proper, to comment further. Ship's personnel are doing everything possible to ensure that satisfactory progress is maintained.

5. The health welfare and morale of the ships company is satisfactory. These comments may appear to be at variance with the rather depressed forecast at the end of the month of August but nevertheless they are regarded as being honest and accurate. The matter of an adequate Accommodation Allowance was handled with tolerance by competent authority and it is considered that a good deal of forbearance was exercised in favour of DERWENT, even though the end result was not entirely satisfactory. On receipt of a firm decision regarding the amount of Accommodation Allowance to which eligible personnel would be entitled, they were given the option to live out. At present, some six senior and forty eight, junior sailors have taken advantage of this concession, Ordinary Ranks have been accommodated in LONGDALE.

6. Conditions onboard continue to be rather primitive but reductions in the number onboard at night has permitted some improvement in habitability to be made. Ships staff have co-operated with the dockyard to bring the shore amenities block

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- 2 -

to a more acceptable standard. The Dockyard have arranged for the midday meals for those living onboard to be prepared at the Dockyard Canteen. Interdepartmental sport and recreational competitions have been fostered and a social liaison has been established with RAAF Laverton. Leave breaking has been minimal and behaviour generally, has been most satisfactory.

I have the honour to be,

Sir,

Your obedient servant


(J.G. STACEY)
COMMANDER R.A.N.
CAPTAIN.

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PA ?

NAVY-CANBERRA
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ROYAL AUSTRALIAN NAVY

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NAVY REGISTRY

CMR

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

No. A.F. 16/11/4

4 MAR 1971

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - OCTOBER 1970

Reference: A.F. 16/11/4 dated 8th February 1971

Forwarded.

John G. W. Donohue
Rear Admiral

Enclosure:

NOIC VIC 1/16/3 dated 10th February 1971

R.O.P. files are kept in Melbourne.
1. Registry - please ascertain as to whereabouts of file.
2. ASNSW on historian?

D of 26/3.
ASNSW 26/3.
ASNSW 7/4.
Archives

COMMONWEALTH OF AUSTRALIA

1/16/25



REF. NO. 1/16/3

TELEPHONE: 69-0440

DEPARTMENT OF THE NAVY

NAVAL STAFF OFFICE,
VICTORIA BARRACKS,
MELBOURNE, S.C. 3004.

(Handwritten initials and circled number 7)

10 FEB 1971

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

H.M.A.S. DERWENT - REPORT OF PROCEEDINGS - OCTOBER, 1970.

FLAG OFFICER COMMANDING
1
15 FEB 1971
H.M. AUSTRALIAN FLEET

Ref: A.F.1-16-25 dated 1st December, 1970. - *(20)*

It is considered that up to 3 small tugs would be required for a cold move in Williamstown Dockyard, and it is doubtful if there is sufficient work available to justify the capital expenditure involved, plus the expense of providing crews for these tugs. This applies whether the tugs are to be naval or civilian manned.

2. Paragraph 4 of H.M.A.S. DERWENT Report of Proceedings, October, 1970, is a vague condemnation of the Melbourne tugs in general.

3. I am unaware of any reports from officers commanding other H.M.A. Ships which indicate that the tugs of Melbourne cause them apprehension during a cold move.

4. The statement that the Melbourne tugs are too large and too unmanoeuvrable is not valid.

5. The statement that the Melbourne tugs are "generally unsuited to the task of moving these tender hulled ships" - "is not borne out in practice. H.M.Y. BRITANNIA used these tugs and simply requested that tugs did not push unless asked, so as to preserve the high gloss paintwork of the Royal Yacht side.

6. The Captain of DERWENT states,

"... The rather rippled hulls of all Type 12's bear mute testimony ... to the unwelcome attentions of careless tugs..."

Even if this allegation is correct I have not received any reports that Melbourne tugs have ever been unwelcome or careless.

(Handwritten signature)

Commodore, R.A.N.
Naval Officer in Charge,
VICTORIA.

For Information.

The Commanding Officer,
H.M.A.S. DERWENT.

The General Manager,
H.M.A. Naval Dockyard,
WILLIAMSTOWN.

DEPT. OF THE NAVY

HMAS Derwent Report of proceedings Oct, 70

AS(NS) *[Signature]* 20/12

D of O *[Signature]* 30/12

DCNS *[Signature]* 4/1

1NM (after 10/1) *[Signature]* 18/1

2NM (AOL) *[Signature]* 5/1

3NM *[Signature]* 7/1

4NM *[Signature]* 8/1

SECRETARY *[Signature]*

Cof S *[Signature]* 11/1

DPR *[Signature]* 13/1

AS(NS) (NS55) *[Signature]* 19/1

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024
22/12

21 DEC A.M.
JAZ

NAVY—CANBERRA
18 6 2474

CMR

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

2nd December, 1970

A.F. 1/16/25

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - OCTOBER 1970

1. Forwarded.
2. The remarks of the Naval Officer-in-Charge, Victoria, and the General Manager, Williamstown Dockyard, have been sought on paragraph 4 of the enclosure.

Ben G. ...
Rear Admiral

Enclosure:

AT HMAS DERWENT's letter 1/16/7 of 16th November 1970 (3 copies)

HMAS DERWENT
At Williamstown

Quote in reply:

16 NOV 1970

1/16/7

The Flag Officer Commanding,
HM AUSTRALIAN FLEET
Fleet Headquarters,
GARDEN ISLAND. NSW 2001



HMAS DERWENT

REPORT OF PROCEEDINGS - OCTOBER, 1970

Sir,

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

2. The following Officer joined DERWENT during the month:-

LEUT GLEN WE N.R. GIBBS, R.A.N.

The following Officers left to take up other postings:-

LEUT GLEN WE N.P.J. SPURLING, R.A.N.
LCDR J.G. WEEKS R.A.N.R.

3. At the beginning of the month DERWENT was docked down in the Dry Dock while a dispute involving Dockyard Shipwrights continued its protracted course. Plans to undock the ship on Sunday the 11th October were cancelled when Dockyard Shipwrights refused to fulfil their 'flooding up' commitments on Saturday the 10th October,

4. DERWENT was finally undocked on Monday 12th October at 1530 after which she was moved by tugs to a berth starboard side to on the Western side of Dockyard Pier. VAMPIRE was, concurrently, towed into the Dry Dock. The rather rippled hulls of all Type 12's bear mute testimony, it is considered, to the unwelcome attentions of careless tugs. A cold move, which in Sydney is regarded as commonplace, is, instead, viewed with a good deal of apprehension by at least one Commanding Officer of an HMA Ship in this port. The available tugs in Melbourne are too large, too unmanoeuvrable and generally unsuited to the task of moving these tender hulled ships. The most effective unit amongst the 'craft' attending VAMPIRE and DERWENT on the 12th October was the Dockyard Work Boat. Admittedly conditions of wind and sea were calm, permitting this craft to play a more important role in the operation than would normally be the case.

...../2

5. On Wednesday the 14th October, eight students from the Australian Administrative Staff College were shown around DERWENT during the course of a visit to the Williamstown Naval Dockyard.

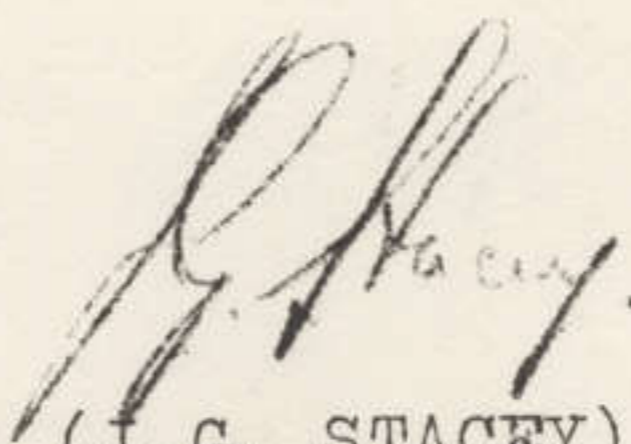
6. Generally, the refit appears to be progressing satisfactorily, although ship's staff continue to have some reservations about the 'Flash Up' date of the 12th January, 1971.

7. The health, welfare and morale of the ship's company is satisfactory. DERWENT lost a fine Chief Petty Officer when CME N.D. LEE R38440 died suddenly on the 30th October.

I have the honour to be,

Sir,

Your obedient servant


(J.G. STACEY)
COMMANDER R.A.N.
CAPTAIN.

For Information: The Flag Officer Commanding,
HM AUSTRALIAN FLEET
HMAS MELBOURNE

The Commander,
Third Australian Destroyer Squadron
HMAS YARRA

16 NOV 1970

APPENDICES TO HMAS DERWENT LETTER 1/16/7 DATED

APPENDIX A - STEAMING FIGURES

A.	Total distance steamed during October	- Nil
B.	Total hours underway during October	- Nil
C.	Total distance steamed since commissioning	259,348.0 miles
D.	Total hours underway since commissioning	17,141.50/60 hours

APPENDIX B - DIVING

Diving was carried out for the Ship's Team at HMAS CERBERUS on the 30th October, 1970 - Total time 120 minutes.

APPENDIX C - SPORT

7 OCT	CRICKET 20 A SIDE	CPO's & WARDROOM DEFEATED SHIP'S CO (58 - 56)
12 OCT	COMMENCED SQUASH LADDER (12 COMPETING)	
14 OCT	FIVE TEAM SOFT BALL KNOCK-OUT COMPETITION	
	DARTS NIGHT - DERWENT DEFEATED LONSDALE	(6 - 3)
16 OCT	FINAL OF SHIP'S VOLLEY-BALL KNOCKOUT COMPETITION	WON BY PO'S MESS
22 OCT	CRICKET 20 A SIDE	
28 OCT	CRICKET PARRAMATTA DEFEATED DERWENT	(85 - 84)
	SOFTBALL DERWENT DEFEATED PARRAMATTA	(27 - 9)

APPENDICES TO HMAS DERWENT LETTER
1/16/7 DATED 1st September, 1970.

APPENDIX A - STEAMING FIGURES

A.	Total distance steamed during August	-	Nil
B.	Total hours underway during August	-	Nil
C.	Total distance steamed since commissioning		259,348.0 miles
D.	Total hours underway since commissioning		17,141.50/60 hours.

APPENDIX B

DIVING

Diving was carried out for Ships Team and personnel under going adaptability tests on 17 Aug 70 and 26 Aug 70. CDT2 (Lieutenant A.A. DAVIS, SDEX MCD RAN) assisted the ship on both occasions.

APPENDIX C

SPORT

<u>DATE</u>	<u>SPORT</u>	<u>VERSUS</u>	<u>RESULT</u>	<u>NUMBERS PLAYING</u>
19 Aug	Aust. Rules	LONSDALE	LOST 6.10 to 7.11	20.

In addition to the above Ordinary Seamen under training have been taken for Physical Training daily.

RESTRICTED

18/6/2490

DEPT. OF THE NAVY

HMAS DERWENT

Report of proceedings NOV. 1970.

AS(NS) *[Signature]* 7/1/71.

✓ D of *[Signature]* 7/1. DERWENT'S report now programmed to complete on 22 February 71.

~~DCNS~~

1NM *[Signature]* AFTER 18/1

2NM (A02) *[Signature]*

3NM Current situation regarding Derwent's report shown in DCNS memo 15/1, attached *[Signature]* 20/1

4NM *[Signature]*
SECRETARY *[Signature]*

DCNS 2/2
Cof S 4/2

✓ DPR *[Signature]*

AS(NS) (NS55) *[Signature]*

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RESTRICTED

ROW
6/1

RESTRICTED

NAVY—CANBERRA

18 | 6 | 2490

CMR

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


A.P. 1/16/25

30 DEC 1970

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - NOVEMBER 1970

Forwarded.


Rear Admiral

Enclosure:

HMAS DERWENT's Ct/16/7 of 7th December 1970 (3 copies)

RESTRICTED



RESTRICTED

ROYAL AUSTRALIAN NAVY



TELEPHONE:

IN REPLY QUOTE C1/16/7

HMAS DERWENT,
At Williamstown.

7 DEC 1970

The Flag Officer Commanding,
HM AUSTRALIAN FLEET
Fleet Headquarters,
GARDEN ISLAND, NSW.

HMAS DERWENT
REPORT OF PROCEEDINGS - NOVEMBER, 1970

Sir,

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

2. The following officers joined DERWENT during the month:-

LEUT GLEX G.W. SCOWN, RAN.
LEUT RLEN N. MEADEN, RANR.

The following officer left DERWENT during the month:-

LEUT GLEX DL R.A. CHRISTIE, RAN.

3. DERWENT remained alongside at West Dockyard Pier throughout the period under report. Pressure testing of the newly installed Economiser and SuperHeater Tubes in both boilers was carried out during the month. As a result of the successful completion of this major refit item, it now seems likely that boiler room work should have reached a stage where it will be possible to raise steam on or about the due date in January. Satisfactory progress has been maintained in other areas. Some doubt still exists as to the ready availability of some essential spare gear for both dockyard and ship's staff work. The Dockyard have confirmed the completion date for DERWENT's refit as the 8th January, 1971, but that the following items will be outstanding at that date namely:-

- X | 4.5" MK6 Turret Conversion to Mod 3.
- | Mortar MK10 Prototype Installation.
- | Setting to Work - Communication Centre.
- | Main Steam Piping.
- | Machinery Units affected by delivery of spares.

4. The following HMA Ships arrived in Melbourne during the period:-

- (a) HMAS STUART on the 26th November.
- (b) HMAS MORSEBY on the 16th November.

RESTRICTED

.....2/ (c)..

RESTRICTED

- 2 -

- (c) HMAS STALWART on the 24th November.
- (d) HMAS BRISBANE on the 25th November.
- (e) HMAS OTWAY on the 27th November.


5. The health, welfare and morale of the ship's company is satisfactory. Apart from two serious offences of stealing, the behaviour has generally been pleasing. There are, however, four sailors who are currently checked to extended absence. There is no apparent reason for their irresponsible actions. The efficient and willing assistance rendered to this ship by the D.N.M.O. Williamstown (Surgeon Lieutenant J.H. SILVER RANR) during the refit has been greatly appreciated.

6. The Ship's Company was addressed on Security during the month.

I have the honour to be,

Sir,

Your obedient servant


(J.G. STACEY)
COMMANDER RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

APPENDICES TO HMAS DERWENT LETTER 1/16/7 DATED

APPENDIX A - STEAMING FIGURES

- A. Total distance steamed during November - Nil
- B. Total hours underway during November - Nil
- C. Total distance steamed since commissioning - 259.348.0 miles
- D. Total hours underway since commissioning - 17,141.50/60 hours

APPENDIX B - DIVING

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>
9NOV	HMAS PENGUIN	REC Dive - 90 mins.
9NOV	HMAS PENGUIN	Endurance Swims - 272 mins.
10NOV	HMAS PENGUIN	Half Necklace Searches Day and Night - 308 mins.
10NOV	HMAS PENGUIN	Buddy Breathing - 172 mins.
11NOV	HMAS PENGUIN	Circular Searches - 334 mins.
12NOV	HMAS PENGUIN	Reconnaissance U/W Maintenance - day - 247 mins.
12NOV	HMAS PENGUIN	Half Necklace - night - 301 mins.
13NOV	HMAS PENGUIN	Exercise Free Ascent - 83 mins.

APPENDIX C - SPORT

- 10 NOV DARTS - PARRAMATTA 9 Defeated DERWENT 5.
- 11 NOV SQUASH - 2 six aside teams from ship played.
- 18 NOV CRICKET - PARRAMATTA 86 Defeated DERWENT 46.
- 18 NOV SQUASH - DERWENT 5 Defeated PARRAMATTA 1.
- 18 NOV GOLF - 5 Players played off.
- 19 NOV DARTS - PARRAMATTA 7 Defeated DERWENT 5.

RESTRICTED

MINUTE PAPER

18/6/2490

HMAS DERWENTREPORT OF PROCEEDINGS - NOVEMBER 1970By DGDM

- References:
- A. 3NM Minute of 12th January 1971.
 - B. GMWD's message 020630Z Oct 70.


1. The present situation regarding the completion of items outstanding on the nominal completion of DERWENT's refit, namely 8th January 1971 is as follows:

- a. 4.5" Mk 6 Turret Conversion to Mod 3. - Work completed and turret now being tuned.
- b. Mortar Mk 10. - Work completed now being set to work by Dockyard and WRE.
- c. COMCENTRE work complete. Dockyard set to work.
- d. Main Steam Piping. - Work completed, boilers being tested.
- e. Machinery Items K2 Turbo Alternator was held up but is now ready for trials.

2. Reference B. (Copy attached) sets out ~~the~~ revised plan for the completion of DERWENT's refit. All work is being completed in accordance with this plan and ship is still expected to go to sea on 2nd February 1971 completing trials on 22nd February 1971.

(excepts machinery trials)

15^K January 1971


DGDM

X280/02

VA/VA

324/02

TOR 020838Z

RESTRICTED

AC NO UNCLASSIFIED REPLY OR REFERENCE

FROM GMWD

TO COMAUSFLT

INFO ACNB HMAS DERWENT

DTG 020630Z OCT 70

ROUTINE

R E S T R I C T E D

REF A. GMWD 100700Z AUG

B. DERWENT 300455Z SEP REDEF 12/69 NOTAL

C. DERWENT 010410Z OCT REDEF 13/69 NOTAL

LOSS OF ELEVEN DAYS DUE TO INDUSTRIAL DISPUTES HAS ADVERSELY AFFECTED SUPERHEATER RETUBING IN DERWENT AND COMPLETION OF BOILER WORK NOT NOW POSSIBLE BEFORE 8 JAN

2. ADDITIONAL COMMITMENTS ON TURBO GENERATORS ARISING FROM REF B AND C WILL REQUIRE MINIMUM PERIOD OF 16 DAYS FOR MACHINERY TRIALS

3. DETAIL PROGRAMME FOR HATS AND SATS PERIOD BEING COMPILED BUT DO NOT ANTICIPATE DERWENT RAISING STEAM BEFORE 11 JAN AND COMPLETING MACHINERY TRIALS BEFORE END JAN

4. ASSUMING NO FURTHER LOSS DUE TO INDUSTRIAL ACTION OR BREAKDOWNS

ETD WILLIAMSTOWN 22 FEB 71.

1NM	D OF O	DNS
3NM	D OF P	DMS
4NM	DGND	
C OF S	DGDM	
AS(NS)	DGNP	
DCNS	PEC(NTS)	
ASCE	DUR	
DGOP	NS5	
DGFE	RECS	(AS X280/02)

RESTRICTED

15' 6' 2525

DEPT. OF THE NAVY

HMAS Perwent

Report of proceedings 1-17th Dec, 70.

AS(NS) Ch. 20/11.

D of 21/11

~~DCNS~~

1NM 22/11

2NM 28/11

3NM 28/11

4NM 16/12
after 15/2

SECRETARY 23

~~DCNS~~ 4/12
Cof S 5/2

~~DPR~~ 4/12

AS(NS) (NS55) HAB
2/11

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20/11

4/12

NAVY—CARDENIA		
18	6	2525

V.
18 JAN A.M.
NAVY REGISTRY

CMR

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

14 JAN 1971

A.F. 1/16/25

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - 1ST - 17TH DECEMBER 1970

Forwarded.

[Signature]
Rear Admiral

Enclosure:

RT

HMAS DERWENT's C1/16/1 of 18th December 1970 (3 Copies)

1.16.25

C1/16/7

HMAS DERWENT,
at Williamstown.
17th December, 1970

18 DEC 1970

30

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS DERWENT - REPORT OF PROCEEDINGS - 1ST TO 17TH DECEMBER 1970

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the period 1st to the 17th December, 1970. All times are Zone K (-10).

2. The following officers joined DERWENT:

CMR GLEX TAS R.W. BURNETT RAN
ASLT GLEX M.J. PETCH RAN.

3. DERWENT remained alongside at West Dockyard Pier throughout the period under report. A Refit Progress Meeting was held on the 15th December. It was made apparent at the meeting that, although certain refit items were lagging, it was unlikely that the completion date would be affected. Faults in certain elements in the 177 Transducer would, however, necessitate additional docking time.

4. A planned move into the dry dock on Thursday the 17th December was cancelled because of strong Northerly winds.

5. The health and morale of the ship's company is satisfactory. The conduct of personnel has been generally pleasing.

21 DEC 1970
H.M. AUSTRALIAN FLEET

I have the honour to be,

Sir,

Your obedient servant,

(J.G. STACEY)
COMMANDER RAN
COMMANDING OFFICER

APPENDICES TO HMAS DERWENT LETTER C1/16/7 DATED THE 17th
DECEMBER 1970

APPENDIX A - STEAMING FIGURES

A.	Total distance steamed during period	- Nil
B.	Total hours underway during period	- Nil
C.	Total distance steamed since commissioning	- 259,348.0 mil
D.	Total hours underway since commissioning	- 17,141 50/60 hours

APPENDIX B - DIVING

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>
1 DEC	Williamstown	Bottom Search - 55 minutes
3 DEC	Williamstown	Bottom Survey - 225 minutes
8 DEC	Williamstown	Recovery Lost Stores Survey Hull Outfit 20 Preliminary Dips - 313 minutes

APPENDIX C - SPORT

3 DEC	CRICKET	DERWENT/STUART/PARRAMATTA versus Williamstown High School	WON 155 - 11
	SQUASH	DERWENT versus PARRAMATTA	WON 10 - 9
	GOLF	DERWENT versus PARRAMATTA	LOST 2 - 0
9 DEC	CRICKET	DERWENT versus PARRAMATTA	WON 76 - 74
16 DEC	CRICKET	DERWENT versus PARRAMATTA/STUART	WON 79 - 78

HMAS Derwent

Report of Proceedings Dec, 70

AS(NS) *3/18/71*

1 D of *4/12*

~~DCNS~~

~~1NM~~ *What is the matter with the paint?*

~~2NM~~ *2/10/71*

~~3NM~~ *Remark re env. query attached 2/13*
env. 2/13

~~4NM~~ *2/11/71*

~~SECRETARY~~ *10/3*

~~DCNS~~ *9/13*

~~C of S~~ *12/13*

~~DPR~~ *13/15/71*

AS(NS) (~~NS55~~) *8204 17/3*

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8204 3/1

28/10

MINUTE PAPER

18/6/2574

HMAS DERWENT - REPORT OF PROCEEDINGS DECEMBER, 1970

By 3NM

1. HMAS DERWENT docking in October 1970 was the normal planned 8 weeks docking. During this period the rudder was removed for repairs.
2. The undocking in October was delayed for 12 days as a result of a Shipwrights' strike. As the anti-fouling paint had been applied ready for undocking, during this delay ship's staff hosed the ship's bottom down daily.
3. The breakdown of anti-fouling coating was to be expected considering the time elapsed between painting and immersion. Normally the ship is undocked within 24 hours of application.
4. The docking in December was specifically for the replacement of the rudder. After cleaning the hull the underwater areas were painted with one (1) coat of brown tie-coat and two (2) coats of anti-fouling and should be quite satisfactory.
5. The paint was not at fault.

Raymond Harte
3NM

3 March 71



NAVY—CANBERRA		
18	6	2574

CMR

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

28 JAN 1971

A.F. 1/16/25

The Secretary
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - DECEMBER 1970

Forwarded.

Keith A. ...
Rear Admiral

Enclosure:

HMAS DERWENT's C1/16/7 of 4th January 1971 (3 copies)

ASNS

C1/16/7

HMAS DERWENT,
at Williamstown.

4 JAN 1971

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS DERWENT - REPORT OF PROCEEDINGS - 18TH TO 31ST
DECEMBER 1970

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the period 18th to 31st December 1970. All times are Zone K (-10).

2. I assumed command of HMAS DERWENT on 18th December, 1970.
3. The following officer joined during the period:
LEUT SLEX P.H. McCLOSKEY RAN
4. During the forenoon of 18th December the ship was moved by tugs from West Dockyard Pier into the Alfred Graving Dock, and remained there for the rest of the month. This is the final docking of the refit and undocking is planned for 6th January, 1971.
5. On 19th December the starboard rudder, which had been removed for repairs during the ship's previous docking, was replaced. The anti-fouling paint on the ship's bottom, applied during the docking in October, was observed to have blistered and become powdery. It was therefore removed by hydroblast machines and the underwater surface has now been coated with anti-corrosive paint. It is intended that two anti-fouling coats will be applied before flooding up on 5th January.
6. Christmas Day onboard was quiet, the majority of the ship's company being on long or short leave. However an excellent Christmas dinner was provided by the duty Cooks for those onboard, including one or two visiting families, in the Cafeteria, suitably decorated for the occasion.

.....2/

7. At 1600 on 30th December, in company with the Commanding Officer of HMAS PARRAMATTA and my First Lieutenant, I called on the Mayor of Williamstown, Councillor J.M. BYRON, JP. Mr. BYRON, who is Superintending Naval Architect at Williamstown Dockyard, is very interested, in his capacity as Mayor, in fostering relations between the City of Williamstown and the Royal Australian Navy.

8. Some concern is felt at the slowing down of progress in the final stages of the refit, partly because of the holiday period. The re-bricking of the starboard boiler is a critical area. It is intended to conduct water pressure tests on both main boilers on 4th January, 1971.

9. The health of the ship's company is good. Conduct and morale are satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) R. W. BURNETT

(R.W. BURNETT)
COMMANDER, RAN
COMMANDING OFFICER

APPENDIX A - STEAMING FIGURES

A. Total distance steamed during period	- Nil
B. Total hours underway during period	- Nil
C. Total distance steamed since commissioning	- 259,348.0 miles
D. Total hours underway since commissioning	- 17,141 50/60 hours

APPENDIX B - DIVING

NIL

APPENDIX C - SPORT

NIL