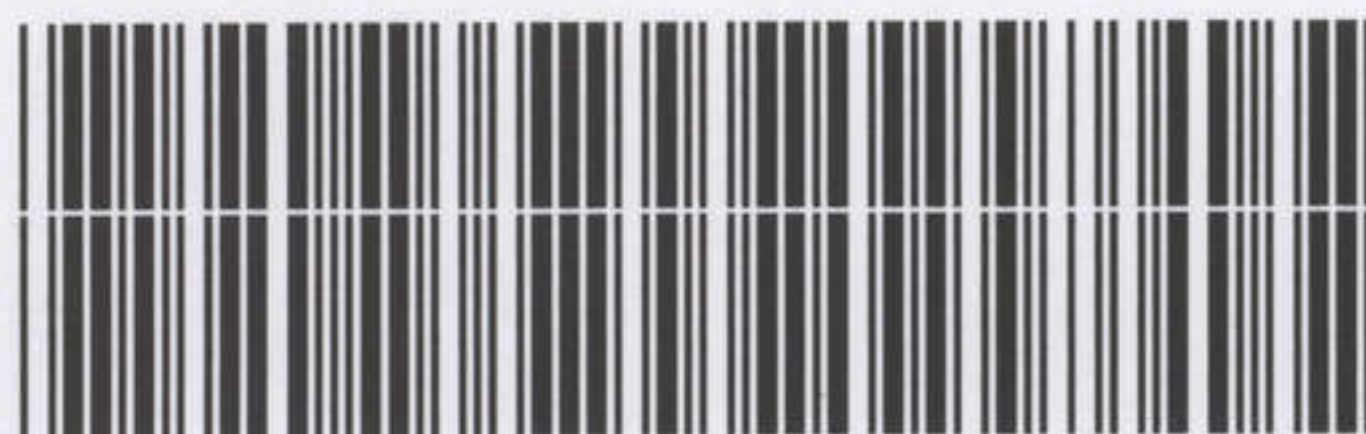


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS DERWENT**

**Item number: 98/6**

**Title: January-December 1971**



AWM78-98/6



[9816]

HMAS DERWENT R of Ps 1971.

AUSTRALIAN WAR MEMORIAL  
ACCESS STATUS

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DEPT. OF THE NAVY

HMAS DERWENT

Report of proceedings JAN '71

AS(NS) Ch. 5/3.

D of O WS/3

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SECRETARY 29

~~DCNS~~ 30/3

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~~DPR~~  
AS(NS) (NS55) 22/4

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9/4/71

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NAVY—CANBERRA		
18	6	2624

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 3 MAR A.M. 82  
 NAVY REGISTRY

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

**25 FEB 1971**

A.F. 1/16/25

The Secretary  
 Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - JANUARY 1971

1. Forwarded.
2. The ship has had a good refit but for reasons beyond the Dockyard's control, some setting to work and generator trials remained outstanding. The Dockyard undertook to complete this work as opportunities presented during the sea acceptance period.

*[Handwritten Signature]*  
 Rear Admiral

Enclosure:

HMAS DERWENT C1/16/7 dated 1st February 1971

ASNS

**RESTRICTED**



**RESTRICTED**

HMAS DERWENT,  
At Williamstown.

1st February, 1971.

C1/16/7

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

HMAS DERWENT

REPORT OF PROCEEDINGS - JANUARY 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of January 1971. All times are Zone K(-10).

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

SBLT SLEX J.S. O'HARA, RAN

3. On 6th January the ship was moved from the Alfred Graving Dock to East Dockyard Pier, remaining there for the rest of the month. The ship was fumigated on 6th January by the RAAF Hygiene Team.

4. On 12th January the after high point failed on test, buckling when 13.6 tons load was applied from a tug. The high point was removed and repaired and passed a re-test on 23rd January.

5. On 27th January the post refit conference was held in the dockyard. From the ship's point of view the refit, although very lengthy, appears to have been generally satisfactory. All essential items agreed to be undertaken have been completed.

6. Basin trials were conducted on 28th January and on 30th January the ship fuelled from a lighter.

7. Setting to work is proceeding satisfactorily although concern is felt at the rate of progress on the gunnery system (my message DTG 282250Z January refers). Unless the problems are quickly resolved, an extension of the post refit trials period may be required, as the programme is already extremely tight. All on board are looking forward to the ship becoming mobile again on 2nd February, the first day of sea trials.

**RESTRICTED**

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**RESTRICTED**

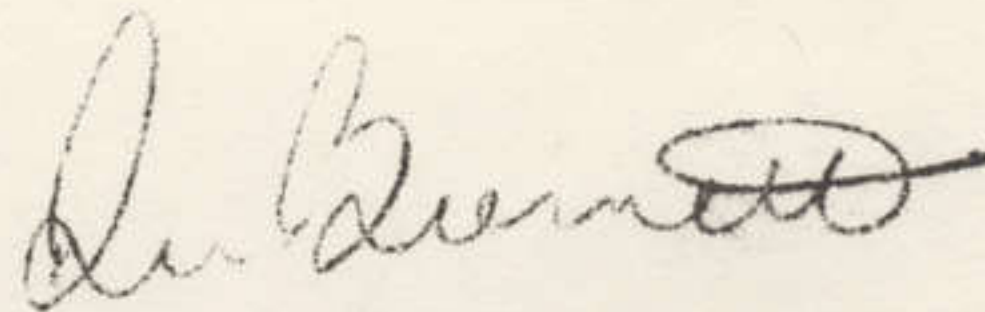
-2-

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

I have the honour to be,

Sir,

Your obedient servant



(R.W. BURNETT)  
COMMANDER RAN  
COMMANDING OFFICER

**RESTRICTED**



# RESTRICTED

APPENDICES TO HMAS DERWENT LETTER  
C1/16/7 DATED 1st February, 1971.

## 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

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>
13 January	Williamstown	Underwater oxy-hydrogen cutting- directional signals and CABA suit - ability - 463 minutes.
19 January	Williamstown	Night diving - nut and bolt jigsaw - 116 minutes.

## APPENDIX C - SPORT

13 January	Cricket	DERWENT 33 defeated STUART 24
20 January	Cricket	"OLDIES" 69 defeated ORDINARY SEAMEN 53
27 January	Cricket	DERWENT 95 defeated STUART 83

RESTRICTED



18/4/2666.

DEPARTMENT OF THE NAVY

**RESTRICTED**

HMAS DERWENT

Report of Proceedings

FEB. 71

AS(NS)

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D of

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DCNS

*[Handwritten signature]* 31/3

1NM

*[Handwritten signature]* 2/4

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*[Handwritten signature]*

3NM

*[Handwritten signature]* 4

4NM

*[Handwritten signature]* 1/4

SECRETARY

*[Handwritten signature]* 13

C of S

*[Handwritten signature]* 19/9/71

DPR

*[Handwritten signature]* 14/4

AS(NS) (NS55)

*[Handwritten signature]* 15/4

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BDH  
24/3



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NAVY—CANB A		
18	6	2666

CMR

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

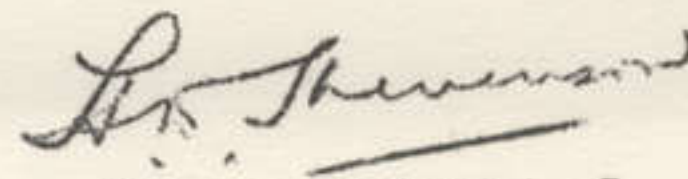
A.F. 1/16/25

**17 MAR 1971**

The Secretary  
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - FEBRUARY 1971

1. Forwarded.
2. It is agreed that the failure of one or more condenser tube sealing arrangements caused the feed system contamination. The cause of the condenser failure is being investigated.

  
Rear Admiral

Enclosure:

HMAS DERWENT letter C1-16-7 dated 1st March 1971 (3 copies)

**RESTRICTED**



**RESTRICTED**

HMAS DERWENT,  
At Sea.

1st March, 1971.

C1/16/7

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET,  
Fleet Headquarters,  
Garden Island. NSW 2001

HMAS DERWENT

REPORT OF PROCEEDINGS - FEBRUARY 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of February 1971. Times throughout are Zone(-10).

2. The following officers joined DERWENT during the month:-  
LEUT SLEX J.H. GAULT RAN  
LEUT GLEX S.D. BROWN RAN
3. Tuesday 2nd February was the long awaited day when DERWENT sailed for trials. It was the ship's first movement under her own power since 25th July 1970, a period of over six months. DERWENT cast off and proceeded at 0800 for radar system checks, and shakedown drills in Port Phillip Bay. At 1000 the ship anchored off Black Rock while Leaving Ship and Emergency Stations were exercised. At 1530 DERWENT berthed at Nelson Pier to embark ammunition required for Gunnery and TAS trials.
4. DERWENT remained alongside on 3rd February while the Dockyard rectified defects to both turbo-driven extraction pumps. Various harbour acceptance trials were progressed and a further quantity of ammunition embarked. At 1020 on 4th February the ship proceeded for Bass Strait and EW system checks were conducted off West Head. DERWENT remained underway in Bass Strait overnight and on 5th February EW system checks were completed, while sonar checks, alignment and tuning were also carried out. At 1930 the ship berthed at Dockyard Pier and remained alongside for the weekend.
5. DERWENT sailed at 0800 on 8th February. Trials were conducted in Port Phillip Bay on sonars 170, 177 and 185 and GDS5 tuning was carried out, using an Aero Commander aircraft provided by Executive Air Services. The sonar trials continued on 9th February, but no GDS5 tuning was possible owing to heavy rain and low visibility which kept the aircraft grounded. DERWENT returned to Dockyard Pier at 1900.
6. On 10th February DERWENT sailed at 0800 for 170 and 177 tuning in Port Phillip Bay. The weather had improved enabling GDS5 tuning to be completed satisfactorily. During the day the transponder SQQ-46A was laid, and recovered after satisfactory responses were obtained on sonar 177. Gun functioning and recovery firings planned for 10th February were re-scheduled for 15th February as setting-to-work of the turret had not been completed. Shortly before DERWENT berthed at Dockyard Pier the closed feed system became contaminated and the port boiler was shut down to restrict any increase in salinity to one boiler. The starboard boiler was shut down after arrival alongside.
7. The ship remained alongside on 11th February. The water was changed in both boilers and dockyard assistance obtained

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...../to test

FLAG OFFICER COMMANDING  
8 MAR 1971  
H.M. AUSTRALIAN FLEET



**RESTRICTED**

-2-

to test the boiler room drain cooler which was suspected as the cause of the contamination. However, tests failed to find any leakage.

8. DERWENT sailed on 12th February at 0730 for Port Phillip Bay. Sonar tuning was continued and MRS3 tuning was started with a QANTAS HS125 aircraft. At 1115 the contamination of the closed feed system recurred and the ship returned alongside. A stern-board was made into the berth at Dockyard Pier as it was necessary for the ship to be berthed bows north so that a distant object test could be carried out.

9. During the weekend of 13th - 14th February both main condensers were opened up and it was discovered that 43 tubes in the starboard condenser and 97 tubes in the port condenser had "walked back". Dockyard assistance was requested to repack the displaced tubes.

10. The Chief Petty Officers held a cocktail party on-board on the evening of Saturday 13th February.

11. On 15th February the Dockyard started work to repair the condenser tubes. This task occupied the entire week. Although this delay to the trials programme was frustrating, the time alongside enabled valuable maintenance to be done and so the week was not a complete "write-off".

12. The Dockyard work on the condensers was completed by 0800 Sunday 21st February when a successful basin trial was carried out. On 22nd February DERWENT resumed her trials programme. Unfortunately no aircraft were available from HMAS ALBATROSS during this week so MRS3 tracking could not be progressed.

13. Gun functioning and recovery firings were conducted successfully in Bass Strait on 22nd February. On 23rd February man overboard drills were carried out, Officers of the Watch being exercised coming alongside a lifebuoy. A dan buoy was laid and recovered, steering breakdown was exercised and a damage control familiarization exercise carried out in the forward section of the ship. A similar exercise for the after section was held on 24th February. On 25th February Action and Shelter Stations were exercised and the ship closed down to Condition ZULU ALPHA.

14. On each day from 22nd to 25th February sonar trials were continued, making use of passing shipping when targets were required. The sonars passed all electronic tests but contact holding on merchant ships was disappointing. A bathythermograph reading indicated that poor water conditions may have affected contact holding with surface vessels.

15. At 1915 on 25th February, having completed all post refit trials except MRS3 tuning, DERWENT berthed at the outer East end of Nelson Pier, the only berth from which the forward high point test could be completed. This test was conducted successfully during the forenoon of 26th February, and at 1330 the ship was moved by tugs to Dockyard Pier. Fuel was embarked from a lighter on completion of the move, and the ship remained alongside for the weekend.

16. The month has been a mixture of satisfaction at the ship becoming mobile and completing the majority of trials, and disappointment because of the delays that have occurred. However the general feeling at the end of the month is optimistic, with only three more days of trials scheduled in the Williamstown Area before the ship sails for Sydney and the work-up period.

...../17.

**RESTRICTED**



**RESTRICTED**

-3-

17. The health of the ship's company is good apart from a rather large number of colds, probably caused by the air conditioning which is operating again after the refit and has surprised some members of the Ship's company by its efficiency. Conduct and morale are satisfactory and improving now that the end of the Williamstown period is in sight.

I have the honour to be,

Sir,

Your obedient servant



(R.W. BURNETT)  
COMMANDER RAN  
COMMANDING OFFICER

**RESTRICTED**



**RESTRICTED**

APPENDIX A - STEAMING FIGURES

A. Total distance steamed during February 1971 - 948.1 miles  
B. Total hours underway during February 1971 - 116 29  
C. Total distance steamed since commissioning - 260,296.1  
D. Total hours underway since commissioning - 17,258 12  
E. Periods when exceeding fast routeing speed - Nil

APPENDIX B - DIVING

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>
17 FEB	Williamstown	Screw clean - 252 minutes Night underwater woodwork construction - 174 minutes
19 FEB	Williamstown	Half necklace ship's bottom search - 240 minutes

APPENDIX C - SPORT

18 FEB Cricket(20 over) DERWENT 101 defeated ANZAC 67

APPENDIX D - AS WEAPONS FIRINGS

4 FEB AS Mortar Mk 10 Functioning tests 3 light incendiary  
3 heavy incendiary

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**RESTRICTED**

HMAS DERWENT

Report of Proceedings MAR. 71.

AS(NS) *Ch. 28/4.*

D of O *29/4*

DCNS

*Present indications are that repairs will be complete on 7 May 29/4*

1NM *20/5*

2NM *21/5*

3NM *21/5*

4NM *for 12/5*

SECRETARY *13/5*

C of S *14/5*  
*17/5*

DPR *20/5*

AS(NS) (~~NS55~~) *BDW 2VS*

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*BDW 28/4*



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NAVY—CANBERRA		
18	6	2731

B2

CMR

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

A.F. 1/16/25

**22 APR 1971**

The Secretary  
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - MARCH 1971

1. Forwarded.
2. The failure of the port main turbine is the subject of a Board of Enquiry.

*John G. McDonald*  
Rear Admiral

Enclosure:

HMAS DERWENT C1/16/7 dated 5th April 1971

**RESTRICTED**



**RESTRICTED**

G1/16/7

HMAS DERWENT,  
at Cockatoo Island.

**5 APR 1971**

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DERWENT  
REPORT OF PROCEEDINGS - MARCH 1971



Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of March, 1971. Times throughout are Zone (-10).

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

LEUT MMSG M.S. GARVAN RAN  
MIDN GLSU D.A. FRANCIS RAN  
MIDN GLSU R.S. PEARSON RAN  
MIDN GLEX A.R. ROBBINS RAN  
MIDN GLEX B.W.A. REEVES RAN (loaned to HMAS ONSLOW  
29th March, 1971)

3. At the beginning of the month DERWENT was completing post refit trials in the Williamstown area. The ship sailed at 1150 on 1st March for MRS3 tracking with Macchi aircraft in Port Phillip, returning alongside at 1550. Dockyard officials were entertained in the Wardroom after the ship secured alongside.

4. DERWENT sailed at 0745 on 2nd March for a full day of MRS3 tracking with the Macchi. One pattern of light mortar projectiles was fired and recovered. The ship returned alongside at 1545. Mr. Allan Burrows, a member of the Navy League Executive, was onboard for the day.

5. The ship again sailed at 0745 on 3rd March. MRS3 tracking with the Macchi was completed by 1400. Three patterns of light mortar projectiles were fired and recovered during a break in Macchi sorties. Dockyard personnel were disembarked near Fawkner Beacon at 1405, when DERWENT proceeded for Jervis Bay, thus ending a stay of 7 months and 6 days at Williamstown.

6. The passage to Jervis Bay was uneventful. Identities were exchanged with HMAS HOBART, bound for Melbourne, at 0945 on 4th March. Simple Damage Control exercises were conducted, and steering breakdown exercised. At 1340 a Japanese trawler was sighted off Gabo Island and a FISHREP report made (my signal DTG 040450Z).

.....2/

**RESTRICTED**



**RESTRICTED**

7. At 0530 on 5th March DERWENT stopped in Jervis Bay and embarked Williamstown Dockyard personnel concerned with the MRS3 acceptance firing. The ship then proceeded to the firing area and carried out AA tracking exercises with a Venom aircraft throughout the forenoon. The MRS3 system functioned very well during the tracking runs and a firing run was scheduled at 1205. Some difficulty was experienced in establishing communications and suitable approaches by this aircraft and during the second run after firing commenced, a misfire occurred in the right gun. This was cleared, a defect in the rammer of the right gun rectified, and at 1420 a new firing serial commenced. This resulted in an apparently satisfactory acceptance firing as far as the MRS3 system was concerned, although after the first salvo the left gun only fired due to a recurrence of the rammer defect in the right gun. The system was provisionally accepted as reported in my signal DTG 050606Z.

8. DERWENT then proceeded to Jervis Bay. Dockyard personnel were landed off Captain Point after which the ship anchored at 1700 in Montagu Road, where the organisation for Operation Awkward was exercised. At 2200 DERWENT weighed and proceeded for Sydney.

9. DERWENT secured alongside the Oil Wharf at 0830 on Saturday 6th March. Quite a number of families were on the wharf to meet the ship, which remained at this berth for the weekend.

10. At 0805 on 8th March DERWENT was moved cold to Number 5 Buoy, where the ship ammunitioned and fuelled. RANTAU personnel were embarked to conduct a sonar assessment, which was completed by 0200 on 9th March.

11. DERWENT slipped at 0850 on 9th March and proceeded to the Degaussing Range. Some difficulty was encountered establishing communication with the range, but once this was overcome, ranging proceeded satisfactorily. The requirement to pass very close to the southern dolphin and the constant manoeuvring of merchant ships close to the north of the range ensured an interesting forenoon. On completion of ranging DERWENT secured to Number 4 Buoy at 1220 for compass swinging.

12. I called on you, Sir, at Fleet Headquarters at 1500, while the compass swing was in progress. At 1600 the swing was completed except for a swing with degaussing on, which could not be carried out as a fault in the compensating coil circuits prevented the degaussing circuitry being set up in time. At 1605 DERWENT slipped from Number 4 Buoy and secured at the south end of Cruiser Wharf.

13. DERWENT remained alongside on 10th and 11th March, storing ship. At 1030 on 10th March you, Sir, returned my call and walked round the ship, afterwards meeting officers

.....3/

**RESTRICTED**



**RESTRICTED**

-3-

in the Wardroom. At 1550 HMAS SWAN berthed alongside.

14. Over the period 10th - 11th March all members of the ship's company had their anti-gas respirators tested at HMAS PENGUIN, and all NBC and DC parties were exercised there.

15. At 0810 on 12th March SWAN cast off and at 0820 DERWENT was moved cold to Rose Bay dolphins for mortar calibration and Ikara alignment. These were completed by 1400, and at 1430 the ship commenced a cold move back to Garden Island, securing alongside SWAN at the south end of Cruiser Wharf at 1500.

16. Throughout the week ended 12th March, Training Readiness Evaluations were conducted for all departments by Fleet Staff officers. The ship remained alongside for the weekend 13th - 14th March.

17. DERWENT sailed at 0900 on 15th March with the Fleet Navigating Officer, Fleet TAS Assistant and trials personnel embarked. HMAS TORRENS followed DERWENT out of harbour, and radar calibrations and index error checks were carried out until 1050, when TORRENS proceeded for separate exercises while DERWENT manoeuvred as necessary for UHF polar diagram trials with HMAS WATSON. These trials were completed by 1600. Electronic Warfare and Naval Communication exercises were conducted with TORRENS during the afternoon. At 1630 a CASEX E1 was conducted with HMAS OXLEY. OXLEY gave a very effective demonstration of her periscopes and masts and these were pointed out to all seamen and other interested members of the ship's company, assembled on the upper deck for the purpose. At 1800 DERWENT entered Watson's Bay to disembark Fleet Staff and trials personnel and embark further RANTAU personnel for self-noise trials. The ship then proceeded to an area off Sydney outside the 100 fathom line. Self-noise trials commenced at 2115 and continued until 0100. DERWENT remained at sea for the rest of the night and entered Sydney Harbour on the morning of 16th March, securing to Number 2 Buoy at 0800. A demolition exercise conducted by the Fleet Training Group commenced at 0830 and completed at 1200.

18. At 1215 your Chief of Staff, Commodore N.E. McDONALD, RAN, members of the Fleet Training Group and other observers embarked for the Training Battle Problem, and DERWENT slipped at 1230 to carry out this exercise. On completion of the Problem the ship returned to Sydney Harbour and secured to Number 2 Buoy at 1700. On completion of the "hot wash-up", Training Battle Problem observers disembarked and DERWENT remained at the buoy overnight.

.....4/

**RESTRICTED**



**RESTRICTED**

-4-

19. DERWENT slipped at 0800 on 17th March and proceeded out of harbour for exercises, with the Officer-in-Charge, Fleet Training Group, and members of his staff embarked. During the forenoon an Air Raid Reporting exercise was conducted with RAAF Brookvale, joining procedure was exercised with Tracker aircraft of VS816 and AA tracking with an Aero Commander from Executive Air Services. Steering gear breakdown was also exercised during the forenoon.

20. The ship proceeded south to rendezvous with HMAS TORRENS and at 1515 a heaving line transfer was conducted with TORRENS to pass a spare SQQ-46A transponder battery required for her forthcoming Ikara firing. Two practice approaches were made after the actual transfer was completed.

21. At 1615 DERWENT took station two miles from TORRENS for TORRENS' Ikara sea acceptance trials. This required DERWENT to stop, lower the SQQ-46A transponder and switch on the portable fin embarked for the purpose. This trial was satisfactorily completed by 1900 and course was shaped to rendezvous with HMAS ONSLOW and helicopters of HS817 for a CASEX A1/5. Some difficulty was encountered gaining contact with the submarine during the first part of the exercise (A5) and the helicopters also had little success in the prevailing adverse sonar conditions. In the CASEX A1, from 2100 onwards, better value was obtained, although contact holding was intermittent outside 1500 yards.

22. At approximately 2150, shortly before the submarine was due to come to periscope depth, the safety course was steered and orders given for one shaft to be trailed while proceeding at revolutions for 15 knots on the other shaft. Shortly after 2200, when the submarine had come to periscope depth and was ready to start the next serial, both engines were ordered ahead at revolutions for 15 knots. Vibration occurred and engines were stopped for investigation. It was found that the port engine had overheated but the extent of the damage, if any, was not apparent. The next serial, in which DERWENT acted as consort for UA4 and Sonar 197 calibrations in HMAS ONSLOW, was carried out at slow speed and completed at 0140 on 18th March. Night steaming was carried out at slow speeds while the port engine continued to cool, and at 0600 rendezvous was made with HMAS TORRENS for her Ikara firing. DERWENT acted as flank marking vessel and recovered the torpedo on completion of the firing at 0900.

23. DERWENT proceeded towards Jervis Bay and speed was gradually increased to 12 knots when vibration reappeared. My signal DTG 180040Z was sent and the ship anchored in Jervis Bay at 1130.

24. In accordance with your signal DTG 180400Z, DERWENT weighed at 1900 and proceeded for Sydney with the brake on the port shaft. The passage was without incident and the

.....5/

**RESTRICTED**



**RESTRICTED**

-5-

ship stopped off Garden Island at 0915 on 19th March where the pilot was embarked and the ship berthed with the aid of tugs at Outer West Captain Cook Dock..

25. At 1330 the ship was moved cold to Bolt Shop Wharf, Cockatoo Island Dockyard for repairs to the port engine, having embarked members of the Board of Inquiry to investigate the damage to the engine.

26. DERWENT was shifted by tugs and naval pilot at 1000 on Tuesday 30th March to Destroyer Wharf, Cockatoo Island Dockyard, to allow HMAS OXLEY to berth for refit. The ship remained there for the remainder of the month. It is intended that the present period alongside will largely replace the self maintenance period previously planned for the latter part of April. Accordingly an internal boiler clean has been carried out together with many other items of planned maintenance. The full employment of this period alongside as a self maintenance period has however been hampered by the lack of availability of the Fleet Maintenance Party fully to assist ship's staff the supply of only 300 amps shore power (of uncertain frequency) and the need to maintain the ship's own supply of steam and firemain.

27. A good deal of training has been carried out during the period alongside. Command teams have been trained at WATSON and daily drill in all weapon systems carried out onboard. In addition the Fleet NBCD Officer Lieutenant Commander J.E. ASKER, RAN has greatly assisted ship's officers and carried out a programme of lectures and practical training for all members of DERWENT's DC and NBC teams. The newly joined Medical Officer has also lectured to the entire Ship's Company on First Aid and Self Aid.

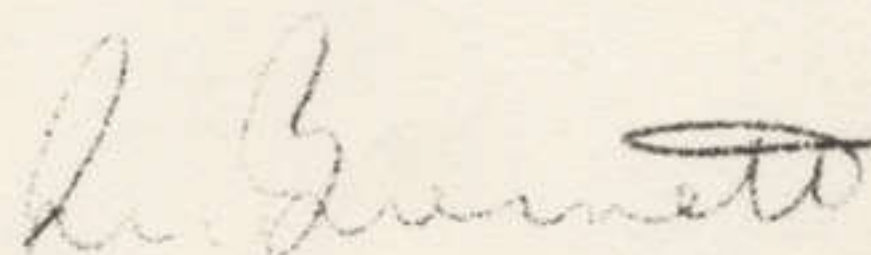
28. Work on the repair of the engine is at present progressing satisfactorily although a strike by crane drivers caused a slight delay.

29. The health of the Ship's Company remains good, and I have been pleased with their conduct. Morale is satisfactory despite the damage to the engine and I believe it will remain so unless the ship's stay at Cockatoo is unduly prolonged.

I have the honour to be

Sir,

Your obedient servant



(R.W. BURNETT)  
COMMANDER RAN  
COMMANDING OFFICER

**RESTRICTED**



APPENDIX A - STEAMING FIGURES

**RESTRICTED**

- A. Total distance steamed during March, 1971 - 1,600.8 miles
- B. Total hours underway during March, 1971 - 163 14/60 hours
- C. Total distance steamed since commissioning - 261,896.9 miles
- D. Total hours underway since commissioning - 17,411 33/60 hours
- E. Periods when exceeding fast routeing speed -

<u>DATE</u>	<u>HOURS</u>	<u>SPEED</u>	<u>FUEL EXPENDED TONS/HOUR</u>	<u>MILES/ TON</u>	<u>REMARKS</u>
16MAR	1100	23	4.0	5.7	TO MAKE ETA AFTER TRAINING BATTLE PROBLEM

APPENDIX B - DIVING

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>
11MAR	GARDEN ISLAND	DOME CLEAN - 41 MINUTES
12MAR	ROSE BAY DOLPHINS	HALF NECKLACE SHIP'S BOTTOM SEARCH - 196 MINUTES
29MAR	MIDDLE HARBOUR	COMPASS SWIM IN PAIRS - 409 MINUTES
30MAR	GARDEN ISLAND	HALF NECKLACE SHIP'S BOTTOM SEARCH HMAS HOBART - DAY 913 MINUTES - NIGHT - 310 MINUTES
31MAR	COCKATOO ISLAND	DIRECTIONAL SIGNALS - 160 MINUTES

APPENDIX C - SPORT

23MAR	RUGBY - DERWENT v SUPPLY	LOST 3 - 9
23MAR	GOLF - SMALL SHIPS v KUTTABUL (4 REPS)	WON BY 31 STABLEFORD POINTS
30MAR	GOLF - SMALL SHIPS v NIRIMBA (5 REPS)	LOST BY 50 STABLEFORD POINTS

APPENDIX D - AS WEAPONS FIRINGS

2MAR	AS LIGHT MORTAR FIRING AND RECOVERY - 1 PATTERN
2MAR	AS LIGHT MORTAR FIRING AND RECOVERY - 3 PATTERNS
12MAR	AS LIGHT FIRING - ROSE BAY PRE CALIBRATION FIRING
12MAR	AS CALIBRATION FIRING - ROSE BAY

**RESTRICTED**



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18/6/2781

DEPARTMENT OF THE NAVY

HMAS

*Derwent*

Report of Proceedings

*April 71*

AS(NS)

*2/2/5*

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(NS55) *2/2/5*

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□  
20 MAY A.M.  
NAVY REGISTRY

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NAVY—CANBERRA		
18	6	2781

CMR

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

A.F. 1/16/25

**18 MAY 1971**

The Secretary  
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - APRIL 1971

1. Forwarded.
2. It is considered that the misalignment of the turbine casing to the gearing resulted from the severe vibration caused by the rotor distortion. Vertical and lateral misalignments were measured during repairs and could only be accurately assessed after closing up on completion of repairs.
3. The ship successfully completed basin trials on 10th May.

*[Signature]*  
Rear Admiral

Rx Enclosure:

HMAS DERWENT letter C1/16/7 dated 5th May 1971

**RESTRICTED**



RESTRICTED

C1-16-7

HMAS DERWENT,  
At Cockatoo Island.

- 5 MAY 1971

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DERWENT  
REPORT OF PROCEEDINGS - APRIL 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of April 1971. Times throughout are Zone (-10).

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

LEUT SLEX D.G. McNAUGHT RAN

3. The month was spent at Cockatoo Dockyard. At the beginning of the month the ship was alongside Destroyer Wharf. During the month the ship shifted berth twice by cold move, to Plate Shop Wharf on 16th April and to Bolt Shop Wharf on 28th April.

4. On 6th and 7th April, Annual Range Course training was carried out at Long Bay rifle range, and Landing and Boarding Parties were exercised there. Training for RP sailors was also conducted on these two days at the N.D. School at HMAS WATSON.

5. On 14th April an Operation Awkward demonstration and exercise was conducted. The pre-exercise demonstration and attack were carried out by Clearance Diving Team One. DERWENT's defensive measures were observed on board by the Fleet Training Group, who conducted a "hot wash-up" after the exercise. It is considered that the effectiveness of the demonstration in the afternoon contributed greatly to the enthusiasm with which DERWENT's Ship's Company tackled the exercise in the evening.

6. On 14th April I attended a ceremony on board HMAS STALWART in which Rear Admiral W.J. DOVERS CBE, DSC, relieved Rear Admiral H.D. STEVENSON CBE, as Flag Officer Commanding HM Australian Fleet.

7. On 14th and 15th April DERWENT was visited by representatives of the Admiralty Underwater Weapons Establishment, Portland, U.K., the Weapons Research Establishment, Salisbury, South Australia, and Navy Office, to discuss the modernised A/S Mortar Mark 10 fitted in the ship.



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- 2 -

8. On 20th April DERWENT topped up with furnace fuel oil and dieso from a lighter.

9. At 1130 on 23rd April I called on you, Sir, on board HMAS MELBOURNE. You returned my call at 1400 on 29th April and walked round DERWENT, meeting all Officers and Chief Petty Officers.

10. Throughout the month work has continued on the port turbine. The rate of progress has been very frustrating because of a series of unforeseen complications which have lengthened the time needed to complete the job. On Friday 2nd April crane drivers went on strike, resuming work on 5th April. This cost two days work as the re-finned diaphragms could not be returned to the ship until the crane drivers resumed.

11. On 6th April it was found that the re-finned diaphragms were not concentric with the dummy rotor. The effect of this discovery was to put back the completion date to 27th April, as the diaphragms had to be re-finned a second time.

12. No work took place over the Easter holiday from 9th to 13th April. On 15th April a new setback occurred when it was found that the turbine was misaligned laterally with respect to the main gearing. The extra work involved caused revision of the completion date to 5th May.

13. On 21st April the replacement rotor was lowered into position and the turbine "boxed up". A further set of alignment readings was taken and it was established that in addition to the lateral displacement of the turbine, a vertical misalignment also existed. The fact that the turbine now required to be lowered as well as shifted sideways caused a further re-assessment of completion to 14th May. Since that assessment was made, progress has slightly exceeded expectations and it is hoped that an earlier completion date may be achieved.

14. As much use as possible has been made of the period to carry out maintenance, with the result that all four-monthly planned maintenance routines will be completed by the time the ship leaves Cockatoo. A considerable amount of sport has been played with much enthusiasm but little success in winning matches. However teams are still being moulded in this early stage of the commission.

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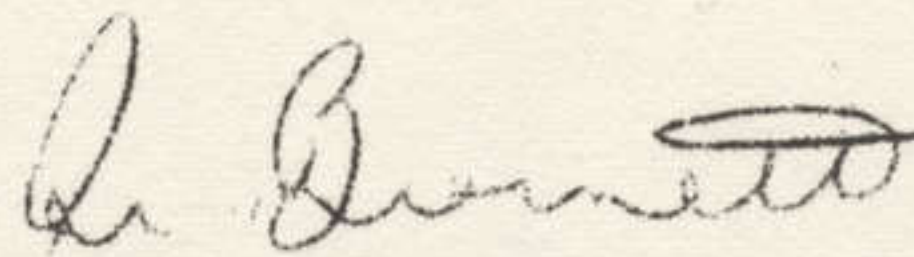
- 3 -

15. The health and conduct of the Ship's Company have been satisfactory. Morale has held up well in frustrating circumstances but the Ship's Company are now eager to resume the work-up and proceed for Strategic Reserve service.

I have the honour to be,

Sir,

Your obedient servant



(R.W. BURNETT)  
COMMANDER RAN  
COMMANDING OFFICER

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**RESTRICTED**

APPENDIX A -- STEAMING FIGURES

- A. Total distance steamed during April, 1971 - Nil
- B. Total hours underway during April, 1971 - Nil
- C. Total distance steamed since commissioning - 261,896.9 miles
- D. Total hours underway since commissioning - 17,411 33/60 hours
- E. Periods when exceeding fast routeing speed. - Nil

APPENDIX B -- DIVING

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>
1APR	GARDEN ISLAND	HALF NECKLACE SEARCH HMAS HOBART - 790 MINUTES
1APR	GARDEN ISLAND	HALF NECKLACE SEARCH HMAS HOBART NIGHT - 510 MINUTES
2APR	CHINAMANS BEACH	FREE ASCENTS & DITCHING DRILLS - 39 MINUTES
13APR	COCKATOO DOCKYARD	RECOVERY OF BEER KEG FOR SUBMARINE FACILITY - 10 MINUTES
14APR	COCKATOO DOCKYARD	OPERATION AWKWARD - NIGHT - 296 MINUTES
15APR	COCKATOO DOCKYARD	RECOVERY OF STAGE & SEARCH FREE AREA - 28 MINUTES
20APR	COCKATOO DOCKYARD	SUITABILITY TEST FOR CABA CANDIDATES - 80 MINUTES
20APR	COCKATOO DOCKYARD	NIGHT HALF NECKLACE SEARCH - 300 MINUTES

APPENDIX C -- SPORT

7APR	RUGBY	LIONS TROPHY DERWENT v WATERHEN/PLATYPUS : LOST 0-8 DERWENT v QUEENBOROUGH : LOST 5-19
7APR	GOLF	SUPPLY/ DESTROYER/FRIGATES v. ALBATROSS - LOST BY 35 STABLEFORD PTS.
7APR	SOCCER	KNOCKOUT COMPETITION DERWENT/HOBART v MELBOURNE WON 9-0 -"- v ALBATROSS A LOST 0-3 -"- v ALBATROSS B LOST 0-2
21APR	RUGBY	DERWENT v MELBOURNE LOST 6-16
	SOCCER	DDG/DERWENT v NIRIMBA LOST 0-9
	AUST RULES	DDG/DERWENT v NIRIMBA LOST 1-6 - 7-10
	GOLF	SUPPLY/DERWENT v MELBOURNE LOST BY 9 STABLEFORD PTS.

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APPENDIX C - SPORT (continued)

28APR	SOCCER	DESTROYER/FRIGATES v ALBATROSS	LOST 4-5
28APR	AUST RULES	DESTROYER/FRIGATES v ALBATROSS	LOST 3-6 - 14-16
28APR	GOLF	DESTROYER/FRIGATES/ SUPPLY v PENGUIN/ PLATYPUS	LOST BY 3 STABLEFORD PTS.

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18/6/2852

DEPARTMENT OF THE NAVY

HMAS DERWENT

Report of Proceedings MAY 71

AS(NS) Ch. 29/6.

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1NM R.17

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4NM Ch. 17

SECRETARY 14/7/71

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~~DEFO~~  
AS(NS) (NS55) 6/8

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NAVY—CANBERRA



18	6	2852
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OFFICE OF THE  
FLAG OFFICER COMMANDING  
HM AUSTRALIAN FLEET  
FLEET HEADQUARTERS  
GARDEN ISLAND NSW 2000

AF 1/16/71

**22 JUN 1971**

The Secretary  
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - MAY 1971

Reference: AF letter 1/16/67 dated 17th June 1971

1. Forwarded.
2. All sonar defects were made good by ship's staff assisted by the FMU before the ship left Sydney for the Far East. It is expected that as the sailors responsible for sonar maintenance gain the experience they currently lack, the serviceability of this equipment will improve.
3. The comments concerning the unsatisfactory abbreviated work up for HMAS DERWENT are agreed. My views on the subject were stated in the reference.

  
Rear Admiral

RT Enclosure:

HMAS DERWENT C1/16/6 dated 1st June 1971

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**CONFIDENTIAL**

HMAS DERWENT,  
at Sydney.

C1/16/6

1 JUN 1971

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DERWENT

REPORT OF PROCEEDINGS - MAY, 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of May, 1971. Times throughout are Zone (-10).

2. The following officer left DERWENT during the month:  
LEUT SDEX GLG J.D.R. KNIGHT RAN

3. The ship started the month at Cockatoo Dockyard where repairs were being completed to the port engine. On 4th May I attended a Command Team plotting exercise in the Solartron Trainer at HMAS WATSON, with my TAS and Operations Room Officers and all available RP sailors.

4. At 1400 on 10th May DERWENT moved under her own power from Cockatoo Dockyard to Number 4 Buoy, turbine repairs and re-alignment having been completed. On the following day eight action and two practice Ikara missiles were embarked and a compass swing was carried out.

5. A major repair trial was conducted off Sydney on 12th May. Full power was attained for a short time and revolutions close to full power maintained for two hours. The trial and subsequent inspection of the flexible coupling showed that the port turbine is now satisfactory. A speed of 28.2 knots through the water was achieved during the trial.

6. It had been hoped that on successful completion of the major repair trial, the ship would be able to participate in JUC 80. However a persistent defect in the training of the turret was becoming increasingly worrying and it was decided that DERWENT should remain alongside and obtain Dockyard assistance until the defect was rectified. This was achieved on the afternoon of 15th May.

7. On 17th May DERWENT sailed for two weeks of work-up exercises. The exercises carried out are listed in Appendix E. At the end of the first week the ship fuelled at Chowder Bay on the afternoon of 21st May and then secured at Oil Wharf for the weekend, sailing for the second week's exercises at 0900, in company with HMA Ships PERTH and TORRENS.

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8. Because of the delays which had affected DERWENT's programme, and the need for her to relieve HMAS DUCHESS in Strategic Reserve as early as possible, a two-week work-up was all that could be arranged. However such short concentrated work-ups are considered undesirable. There is insufficient time for basic exercises to ensure all equipment is working well and operators have settled down before the ship is involved in the more advanced exercises. An example of this was that only one surface shoot and one bombardment could be fitted in before the Final Battle Problem. DERWENT was fortunate in that several other ships were available for the period, and this proved very beneficial. On the other hand the fact that no large ship was operational in the area meant that no liquid underway replenishments could be exercised.

9. The work-up was a mixture of some successful exercises and some in which equipment malfunction or other problems aborted the exercise. Three major exercises came into the latter category, namely the Ikara and Seacat firings and the Mortar Sea Check Firing.

10. The Seacat firing was scheduled for 18th May, but the four available PTA's all crashed before the PTA control team could control them for firing runs. Three came down in the sea and were recovered alongside, which proved quite a good exercise in itself, although no substitute for a Seacat firing. The Seacat firing was re-scheduled for the afternoon of 25th May, conditional on the Mortar Sea Check Firing being completed quickly. In the event, this did not occur and finally a Seacat firing on rocket flares fired by the ship, was squeezed in between other serials on 26th May. One missile was fired by each of the two Seacat aimers but in neither case was a satisfactory miss distance achieved. Subsequent investigation by Garden Island Dockyard showed that a fault existed in the joystick earth return line although such a defect would not be evident in pre-firing checks. The fault has been rectified by the Dockyard and it is intended to propose an amendment to the pre-firing test schedule to cover the joystick function.

11. The Ikara firing was set down for 20th May. The start of the serial was slightly delayed while HMAS ONSLOW completed the E5 trial with HMA Ships PERTH and TORRENS. However after a successful dummy run and one firing run which was aborted due to navigational difficulties when a merchant ship entered the area, a final firing run started. It was most disappointing when, after a smooth countdown, the missile failed to leave the launcher due to a failure of the timer cards in the firing sequence equipment, which did not re-set after the dummy run.

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Such a failure has not occurred before or since during system checks, but can occur without warning. A modification will be proposed which it is hoped may prevent firings being aborted for this reason. The failure to get a "bird" away must have been frustrating for HMAS QUEENBOROUGH, which had sailed from Sydney at midnight to act as flank marking vessel for the exercise. Owing to the tightness of the work-up programme, no spare day was scheduled for the Ikara firing and an opportunity must now be found to achieve a firing on the Far East Station.

12. The third uncompleted serial was the Mortar Sea Check Firing which took place on 25th May in Jervis Bay. Most of the forenoon was occupied in sonar calibration, after which mortar firings started. After seven inert projectiles were fired, the computer solution became invalid due to unsatisfactory operation of the 170 sonar range recorder ranging switch, and it was not possible to carry out further valid firings. Make-shift repairs were subsequently made but the trouble persisted intermittently and affected sonar performance in subsequent serials, including the Final Battle Problem. A replacement switch is being obtained from HMAS WATSON before DERWENT's departure for the Far East. The failure to complete the Sea Check Firing was offset to some extent by a generally successful mortar "Opeval" the next day. During this exercise 21 inert and 9 action projectiles were fired. The results were reported in my message DTG 260656Z May.

13. Except as mentioned above, the serials in Appendix E were successfully completed. The last two days of the work-up were occupied by the Final Battle Problem, which took the form of a two-day Miniwar.

14. The Miniwar began at 0730 on 27th May when you, Sir, embarked in DERWENT in Watsons Bay, with many other observers. DERWENT then sailed with HMAS TORRENS in company. Later in the day HMA Ships QUEENBOROUGH and PERTH joined the force. HMA Ships OVENS and BOMBARD provided the opposition, together with QANTAS, RAAF and Executive Air Services aircraft.

15. DERWENT, PERTH, and TORRENS anchored in Jervis Bay on completion of the first day of the Miniwar while QUEENBOROUGH returned to Sydney. You, Sir, disembarked to spend the second day of the exercise in TORRENS and your Chief of Staff, Commodore N.E. McDonald RAN, embarked in DERWENT. At this stage TORRENS assumed tactical command of the force from DERWENT.

16. Ships weighed and proceeded after re-embarking observers from HMAS CRESWELL at 0500 on 28th May. PERTH detached shortly after departure from Jervis Bay, leaving DERWENT and TORRENS in company for the various evolutions ordered for the second day of the Miniwar. The exercise

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completed in the early afternoon after a nuclear defence exercise in which pre-wetting was operated. DERWENT and TORRENS proceeded to Sydney where DERWENT secured at Oil Wharf at 1530. "Hot wash-ups" were held by Fleet Staff before arrival for senior sailors and after arrival for officers.

17. The Miniwar concept appeared to be a good method of conducting a Final Battle Problem, especially when two ships were being evaluated. The forces available seemed adequate and there was a good balance between set-piece exercises such as sleeve shoots, unscheduled air and submarine attack, NBCD exercises and other manoeuvres. A good level of interest and incident was maintained throughout.

18. DERWENT remained at Oil Wharf over the weekend of 29-30th May. At 0815 on 31st May the ship was moved by tugs and naval pilot to Number 5 Buoy to top up with ammunition. At 1415 on the same day the ship was moved cold alongside HMAS STALWART, where the rest of the week will be spent maintaining and storing before the ship sails for the Far East on 5th June.

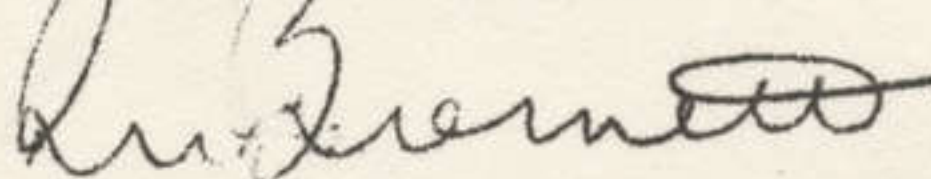
19. The ship is leaving for the Far East with less exercise experience than is desirable, but this is inevitable in the circumstances. It is intended that the maximum use will be made of the passage north to improve the ship's operational capability as far as is practicable without a consort for the passage.

20. The conduct and health of the ship's company are satisfactory, apart from a rather large incidence of influenza. Morale is also satisfactory and a good spirit is developing in the ship which I am confident will be further fostered during the coming months in Strategic Reserve.

I have the honour to be,

Sir,

Your obedient servant.



(R.W. BURNETT)  
COMMANDER RAN  
COMMANDING OFFICER

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APPENDIX A - STEAMING FIGURES

A. Total distance steamed during May 1971 - 2321.1 miles  
B. Total hours underway during May 1971 - 192 59/60 hours  
C. Total distance steamed since commissioning - 264217.2 miles  
D. Total hours underway since commissioning - 17504 32/60 hours  
E. Periods when exceeding fast routeing speed - Nil

APPENDIX B - DIVING

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>
4MAY	Cockatoo Island	Screw clean - 290 minutes
7MAY	Cockatoo Island	Dome Clean - 115 minutes
11MAY	No. 4 Buoy	Half Necklace Search at night - 360 minutes.

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APPENDIX C - SPORT

5MAY	Rugby	DERWENT v QUEENBOROUGH	DREW 3-3
5MAY	Soccer	DESTROYERS/FRIGATES v KUTTABUL/WATSON/WATERHEN	LOST 8-2
5MAY	Australian Rules	DESTROYERS/FRIGATES v KUTTABUL/WATSON	WON 70-32
5MAY	Golf	DERWENT v SUPPLY	WON BY 3 STABLEFORD PA
9MAY	Soccer	DERWENT v TORRENS	LOST 4-1

APPENDIX D - LIVE MORTAR FIRINGS

<u>DATE</u>	<u>TIME</u>	<u>POSITION</u>	<u>REMARKS</u>
26MAY	1032	34 <sup>0</sup> 12.4S 151 <sup>0</sup> 31.0E	6 Projectiles
26MAY	1541	34 <sup>0</sup> 14.0S 151 <sup>0</sup> 27.0E	3 Projectiles

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APPENDIX E - WORKUP EXERCISES

The following exercises were carried out during the period 17 - 28 May, 1971 :-

<u>EXERCISE</u>	<u>NUMBER CARRIED OUT</u>
Screenex	2
RAS Approach Exercise	2
Jackstay Transfers	4
Towex (DERWENT towed QUEENBOROUGH)	1
Helo Winching Demonstration	1
OOW Manoeuvres	2
Formation Anchorage	1
AATX	4
AAMRF	4
SUCRF	1
SUTF	1
NGSCX	1
NGSFX	1
Stream Splash Target - RAAF strikes	1
Seacat Firing (2 missiles)	1
ISEX	1
Casex A1	1
Casex A2	1
Casex A5	2
Casex A6	3
Casex C4	2
Mortar Opeval	1
Mortar Sea Check Firing (uncompleted)	1
ARRX	3
Aircraft Joining Procedures	1
Helo Controlex	1
NBCDX	2
NCX 251	3
NCX 350(U)	4
NCX 401	3
NCX 405	1
NCX 451	1
NCX 453	1
EWX 91	2
EWX 92	1
MINIWAR	2 days

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→ ~~ERRS~~

From: D.C.N.S.

C85 Px44 may  
like to read paras  
6 to 13 before his  
Phil. visit

see p. 2011

→ CNS.



18.6.2912.

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY

HMAS DERWENT.

Report of Proceedings JUNE, 1971

AS(NS) 21/7.

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~~2NM~~ 21/8

~~3NM~~ 10/8

~~4NM~~ 11/8

~~SECRETARY~~ 11/8/71

~~C of S~~ 17/8

~~DPR~~ 19/8

~~AS(NS) (NS55)~~ 19/8

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NAVY—CANBERRA		
18	6	2918

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22 JUL A.M. <i>R</i>
NAVY REGISTRY
CMR

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

A.F. 1/16/25

**15 JUL 1971**

The Secretary  
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - JUNE 1971

Forwarded.

*Robert G. N. Donnell*  
Rear Admiral

Enclosure:

HMAS DERWENT letter C1/16/7 dated 2nd July 1971

*ASNS*

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C1/16/7

HMAS DERWENT,  
At Kagoshima.

**2 JUL 1971**

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DERWENT

REPORT OF PROCEEDINGS - JUNE 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of June, 1971.

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

LEUT SSDN H.G. BURKITT RAN  
MIDN SLEX D.C. HOLLIDAY RAN  
MIDN SLEX S.J. LUMSDEN RAN  
MIDN SLEX A.F.G. DEACON RAN  
MIDN SLEX E.P.D. HYTTEN RAN

The following officers left DERWENT during the month:-

MIDN GLSU D.A. FRANCIS RAN  
MIDN GLSU R.S. PEARSON RAN  
MIDN GLEX A.R. ROBBINS RAN  
MIDN GLEX B.W.A. REEVES RAN

Lieutenant J.H.S. McANALLY RN joined DERWENT for the period 5th - 14th June while the Navigating Officer, Lieutenant G.W. SCOWN RAN, was in hospital.

3. At the beginning of the month DERWENT was alongside HMAS STALWART at Garden Island, for a brief period of maintenance and storing before sailing for the Far East Station. On the evening of 2nd June my officers and I gave a farewell reception onboard, which you, Sir, and Mrs Dovers attended. On the following evening my Chief Petty Officers gave a farewell reception onboard. On 4th June the ship's company attended an intelligence lecture at the Gunnery Instructional Centre, Woolloomooloo, given by LCDR R.A. PLOCH RAN, which covered in an interesting way the general situation in the countries DERWENT is expected to visit in the Far East.

4. At 1000(-10) on 5th June, DERWENT cast off from HMAS STALWART and proceeded for service in the Commonwealth Strategic Reserve. You, Sir, and your Chief of Staff, Commodore N.E. McDONALD RAN, called on me before the ship sailed. Your signal wishing the ship good luck was much appreciated.

5. On leaving Sydney Harbour, fairly strong southerly winds and heavy seas were encountered, but these gradually moderated and the latter half of the passage to Manus was

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**CONFIDENTIAL**





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-2-

completed in pleasant weather. A programme of internal drills and exercises for all departments, including a major NBCD exercise, was conducted during the passage, and bathythermograph readings were taken each watch. An inter-departmental quiz programme conducted by the Medical Officer during the dog watches, proved extremely popular. The ship passed through Jomard Entrance at 1730(-10) on 9th June.

6. On 10th June it was discovered that there was a small hole in a seal weld inside the economiser inlet header on the starboard boiler, rendering the boiler inoperable. This was reported in my signal DTG 100052Z. Your signal DTG 101020Z gave instructions that the weld should be re-sealed by ship's staff, and this was done on arrival at Manus after which the boiler was successfully tested to working pressure.

7. Arrangements had been made for a Night Encounter Exercise to be carried out with patrol boats of the Papua New Guinea Patrol Boat Squadron in the area between Long Island and Alim Island on 11th June. HMAS LADAVA carried out a solo "attack" during the afternoon and then retired to the south. HMA Ships AITAPE, LAE and SAMARAI carried out attacks shortly after 2000(-10). The absence of land in the area meant that the patrol boats were unable to take advantage of radar shadow and could not achieve surprise. It was interesting that two of the patrol boats were first detected by passive sonar at a range in excess of 10 miles.

8. On completion of the Night Encounter Exercise, brief screening exercises were conducted. These were completed by 2200(-10) when AITAPE, LAE and SAMARAI were stationed in column astern of DERWENT for the rest of the night. The patrol boats were detached at 0740(-10) on 12th June to proceed independently ahead of DERWENT into harbour, and at 0900(-10) DERWENT secured alongside Lombrum Wharf.

9. The twenty-four hours spent at Manus were well occupied. My officers and I held a luncheon reception onboard, and in the evening attended a most enjoyable "South Seas Night" in the wardroom at HMAS TARANGAU. During the afternoon the majority of DERWENT's ship's company took part in sporting and swimming events, including a rugby match played from start to finish in a tropical deluge.

10. Having replenished, DERWENT sailed at 0900(-10) on 13th June for Guam. At 1100(-10) on 14th June DERWENT "chopped" to the operational control of the Commander, Far East Fleet, and at 1500(-10) on that day, rendezvous was made with HMAS DUCHESS in position 04°30'N 146°48'E. An hour-long jackstay transfer was carried out, a number of personnel and stores being transferred, including the Unofficial Chinese laundry firm. The Commanding Officer of DUCHESS transferred to DERWENT to pass on the latest information about Guam and the Far East Station

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generally, and other officers transferred for short briefings. After the jackstay transfer, DUCHESS made a high-speed "pass" close alongside DERWENT, after which ships stopped engines while officers were returned by boat. Both ships resumed passage at 1647(-10), DERWENT to Guam and DUCHESS to Manus. At 2330(-10) on 14th June, clocks were advanced one hour to Zone(-11), the time zone used in Guam.

11. DERWENT arrived at the breakwater at Apra Harbour, Guam, at 0835(-11) on 16th June, and embarked a pilot. A Russian PIC vessel was positioned about 5 miles from the harbour entrance, where it is apparently a permanent feature of the landscape.

12. DERWENT secured alongside in berth S4 at 0900(-11). A USN band greeted the ship, setting the stage for a pleasant two day visit. After arrival I made the calls shown in Appendix D. A lunchtime reception was held onboard, attended by Commander Naval Forces Marianas (Rear Admiral P.E. PUGH) and fifty USN officers. Golf, tennis, basketball, soccer and softball matches were played and facilities were made available for swimming and water-skiing. During the evening of 17th June my officers and I attended a reception at the Officer's Club "Top of the Mar", situated on a hill commanding a fine view of the Pacific.

13. I formed the impression that Guam is continuing to develop both as a tourist centre and as a military complex. Several USN officers expressed the view that its importance would increase as the US pulled back from some of its bases further West. Few naval ships were in harbour during DERWENT's visit although two SSBN's were seen.

14. DERWENT cast off and proceeded for Kagoshima at 0900(-11) on 18th June. On clearing the harbour, a Vertical Coverage Diagram trial for LW02 radar was conducted using an A3 Skywarrior aircraft. This trial was useful and successful within the limitations of the aircraft's time on task.

15. There was ample time in hand for the passage to Kagoshima and advantage was taken of this to carry out plenty of Officer of the Watch man overboard drills, steering gear breakdowns and balloon tracking runs for the MRS 3 system. Clocks were retarded to Zone (-10) on 19th June and to Zone (-9) on 22nd June.

16. On Sunday 20th June Divisions were held in Number 6 uniform, followed by prayers. In the afternoon an inter-part tug of war was held. Afterwards, in hot and almost flat calm conditions, the ship was stopped for half an hour and hands piped to bathe. A large proportion of the ship's company took advantage of this opportunity.

17. At 0630(-9) on 23rd June, the island of Yaku Shima was detected on LW02 radar at a range of about 100 miles. This was

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the first contact with land since departure from Guam five days earlier. Course was shaped eastward of the island of Tanega Shima and then westward through the strait of Osumi Kaikyo. By 0330(-9) on 24th June DERWENT was off the entrance to Kagoshima Kaiwan, but owing to torrential rain which degraded radar effectiveness and reduced visibility to less than half a mile, and the considerable amount of shipping in the narrow waters, the bay was not entered until about an hour later, when visibility was very slowly improving. The long passage up the bay was completed on schedule at 0800(-9) when DERWENT stopped in the Quarantine Anchorage to embark a pilot for entrance into the New Port basin. During this time the rain gradually eased and was light and intermittent by the time DERWENT completed berthing at Shinkoo Number One berth at 0930(-9). There is little turning room and much shipping movement in this basin, and the berthing procedure was somewhat laborious, involving letting go an anchor and turning the ship through 180 degrees. DERWENT stayed at this berth until 28th June, when owing to merchant ship berthing requirements the ship moved under her own power to an anchorage in Kagoshima Ko in position 31°35'29"N 130°34'20"E, remaining there until the end of the month. This anchorage, the only one available, was not entirely suitable for DERWENT with 7 shackles of cable on each anchor, the depth of water being 16½ fathoms. However conditions of wind and tidal stream are not severe and no difficulty has been met riding to one anchor with 6½ shackles on the waterline.

18. After arrival on 24th June I carried out the programme of calls shown in Appendix D. My officers and I gave a reception onboard at 1830(-9) on 24th June for 70 official guests. On 25th June I attended a welcoming luncheon given by the Prefectural Government, City Office and Chamber of Commerce. On 30th June I gave a dinner party for official guests including Group Captain Trebilco, the Australian Defence and Air Attache Tokyo, who had arrived in Kagoshima earlier that day.

19. Kagoshima has proved to be a very worthwhile port to visit. The city, known as the "Naples of the East", stands on a beautiful bay dominated by the volcano Sakurajima. DERWENT has been lucky with the weather, because although this is the rainy season, no rain has fallen since the day the ship arrived. The interest of the people of Kagoshima in the ship has been most marked. 3490 people visited the ship during the weekend 26th - 27th June, and the officers and sailors have received very hospitable treatment. Probably because of this, the sailors' conduct has been exemplary and no offence of any kind has been committed since the ship's arrival. Bus tours to the remarkable resort hotel at nearby Ibusuki have been popular, good games of rugby and soccer have been played and the ship has been

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visited by groups of orphans and sea scouts. Since being at anchor, the lack of a proper accommodation ladder, sacrificed to the need for weight reduction, has been keenly felt.

20. On 29th June two Japanese M.S.D.F. Ships, LST 4001 and DE 4201 entered harbour and anchored near DERWENT. No contact has been made with these ships except that I received a present of a box of biscuits from the Captain of the L.S.T., to which I responded with the gift of a ship's pendant. L.S.T. 4001 sailed on 30th June.

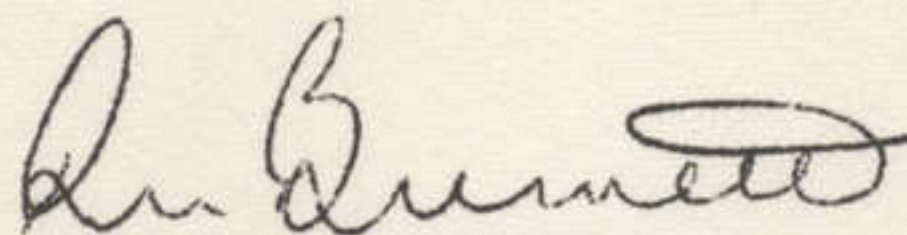
21. During the month mechanical, electrical and weapon equipment have generally functioned well. All equipment is serviceable except that the type 667 S and X band bearing displays and the spin modulation unit are still awaiting spares from the United Kingdom (ACNB signal DTG 210210Z April 1971 not to COMAUSFLT refers) and the helicopter JUA display awaits the spares demanded in my signal DTG 130058Z June 1971.

22. Morale is at a satisfactory level, and the health and conduct of the ship's company have been very good.

I have the honour to be,

Sir,

Your obedient servant.



(R.W. BURNETT)  
COMMANDER RAN  
COMMANDING OFFICER

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 Commanding Officer,  
HMAS PARRAMATTA.

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APPENDIX A - STEAMING FIGURES

A. Total distance steamed during June 1971 - 4,531.9 miles  
B. Total hours underway during June 1971 - 374 58/60 hours  
C. Total distance steamed since commissioning - 268,749.1 miles  
D. Total hours underway since commissioning - 17,879 30/60 hours  
E. Periods when exceeding fast routeing speed - NIL

APPENDIX B - DIVING

<u>DATE</u>	<u>PLACE</u>	<u>TASK</u>
17 JUNE	GUAM	Sonar dome clean - 80 minutes
25 JUNE	KAGOSHIMA	Placing strainers on inlets - 78 minutes
29 JUNE	KAGOSHIMA	Directional signals, buddy breathing and free ascents - 559 minutes.

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APPENDIX C - SPORT

2 JUNE	Destroyers and Frigates v Big Ships (4 representatives)	Soccer Won 4-1
2 JUNE	Destroyers and Frigates v Big Ships (6 representatives)	Australian Rules Won
2 JUNE	Destroyers and Frigates v Big Ships (3 representatives)	Rugby Lost 9-3
12 JUNE	DERWENT v TARANGAU	Soccer Lost 4-2
12 JUNE	DERWENT v TARANGAU	Australian Lost rules 106-20
12 JUNE	DERWENT v TARANGAU	Rugby Lost 22-3
17 JUNE	DERWENT v Royal Thai Navy (Guam)	Soccer Won 3-0
17 JUNE	DERWENT v US Navy	Golf Lost 2-1
17 JUNE	DERWENT v US Navy	Softball Draw
26 JUNE	DERWENT v Kagoshima Club	Soccer Lost 9-1
27 JUNE	DERWENT v Kagoshima Teachers	Soccer Lost 8-1
27 JUNE	DERWENT v Kagoshima University	Rugby Lost 22-19

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APPENDIX D - OFFICIAL CALLS

GUAM - Calls by Commanding Officer

16 June Commander Naval Forces Marianas,  
RADM P.E. PUGH.  
Commanding Officer U.S. Naval Station Guam,  
Captain L.E. FIELD USN

The call on Captain FIELD was returned.

KAGOSHIMA - Calls by Commanding Officer

24 June His Excellency the Governor of Kagoshima Prefecture,  
Mr SABURO KANAHARU.  
His Worship the Mayor of Kagoshima,  
Mr TOSHIO SUEHOSHI.  
President Chamber of Commerce and Industry,  
Mr YAHACHIRO IWASAKI.  
Chief of Police,  
Mr SAEJI NAKAMURA.  
Chief of Maritime Safety Agency,  
Mr KINAU SHIMODA.  
Maritime Self Defence Force Liaison Officer,  
Captain S. KUKIDA MSDF.

All the above calls were returned, except that of the Chief of Police. Commanding Officer laid wreath at Memorial to Admiral TOGO in Kagoshima Cemetery.

Calls by Executive Officer

24 June Chief of Police,  
Mr SAEJI NAKAMURA  
Chief of Kagoshima Customs Office,  
Mr TSUSECHI KUSANO.

These calls were not returned.

APPENDIX E - STRATEGIC RESERVE EMPLOYMENT

(RANOP 0136 and 0137)

1.	1-5 June	Sydney
2.	5-12 June	Passage to Manus
3.	12-13 June	Manus
4.	13-16 June	Passage to Guam
5.	16-18 June	Guam
6.	18-24 June	Passage to Kagoshima
7.	24-30 June	Kagoshima

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18/6/3013

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DEPARTMENT OF THE NAVY

HMAS DERWENT Report of Proceedings JULY 71

AS(NS) 20/9.

D. of 23/9.

~~DCNS~~

1NM 21/10

2NM 22/10

3NM 24/10

4NM AOD.

SECRETARY 27/10

DENS 11/10

C of S. 12/10.

ANM 12/10.

DPR 15/10

AS(NS) (NS55) 19/10.

- 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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21/9.



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NAVY—CANBERRA		
18	6	3013

REC  
21 SEP A.M.  
NAVY REGISTRY

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

10th September 1971

A.F. 1.16.25

The Secretary  
Department of the Navy.

HMAS DERWENT - REPORT OF PROCEEDINGS - JULY 1971.

1. Forwarded.

*Henry N. ...*  
Rear Admiral.

*P*

Enclosure: HMAS DERWENT C1/16/7 of 5 August 1971.

*Asds*

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C O N F I D E N T I A L

C1/16/7

HMAS DERWENT,  
At sea.

05 AUG 1971

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DERWENT - REPORT OF PROCEEDINGS - JULY 1971

Sir,

I have the honour to report the proceedings of  
HMA Ship under my command for the month of July, 1971.

2. The following officer joined DERWENT during the  
month:

LCDR SDSU N. HENDERSON RAN

The following officers left DERWENT during the  
month:

LCDR GLSU R.G. HEFFERAN RAN

LEUT SSDN H.G. BURKITT RAN.

3. At the beginning of July DERWENT was completing  
an interesting visit to Kagoshima in Southern Japan. On  
1st July the Japanese MSDF DE4201 sailed and DD183  
arrived, anchoring near DERWENT. It was noticed that all  
three Japanese MSDF ships which have anchored near DERWENT  
took the way completely off before letting go, and laid  
out cable going astern.

4. DERWENT sailed from Kagoshima at 1030(-9) on 3rd  
July, and was farewelled by a girls' brass band playing on  
a launch close to the ship. One junior sailor was absent  
on sailing but as DERWENT proceeded down the Bay a message  
was received that he had been discovered asleep in a park,  
so the ship returned to the anchorage where the absentee  
was embarked by boat. This was slightly embarrassing but  
preferable to having the sailor flown to Okinawa, DERWENT's  
next port of call.

5. On Sunday 4th July DERWENT continued the passage  
to the exercise areas east of Okinawa. Bathythermograph  
readings were taken each watch as has been the practice  
whenever passage speed and exercise requirements permit.  
At 0900(-9) on 5th July rendezvous was made with HMAS  
PARRAMATTA, which had sailed earlier that morning from  
Buckner Bay, Okinawa. It was a pleasure to get together  
with the other ship of the "RAN Division", and a valuable

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two day exercise period began immediately with an AA tracking and firing exercise on a sleeve target towed by a USN Tracker aircraft. The pilot was rash enough to announce that he would buy beer for the gun crew which hit the sleeve, which DERWENT managed to do on her second run. The beer was subsequently provided, but the shoot had to be terminated, as despite strenuous efforts the aircraft was unable to stream another sleeve successfully. After the shoot a jackstay transfer was carried out during which the Commanding Officer of PARRAMATTA transferred to DERWENT for discussions. The full list of exercises carried out with PARRAMATTA on 5th and 6th July is given in Annex B. The opportunity to exercise Officers of the Watch in manoeuvres and changing station was especially welcome.

6. DERWENT and PARRAMATTA entered Buckner Bay, Okinawa, in company on the morning of 7th July, and at 0900(-9) DERWENT secured alongside at the inner berth west side of Navy Pier, with PARRAMATTA securing astern shortly afterwards. All necessary facilities were provided by the local authorities but there was nothing like the warm welcome and interest which had been shown during DERWENT's visit to Guam. The reasons for this were probably that Buckner Bay is somewhat remote from the main port and facilities at Naha, and because the authorities had many problems on their minds, such as the disturbances occasioned by the recently signed treaty returning certain responsibilities to Japan, and a severe water shortage. The visit was spent quite pleasantly in spite of this lack of interest, sporting fixtures being held against PARRAMATTA and bus tours of the island being arranged.

7. With PARRAMATTA in company, DERWENT sailed from Buckner Bay at 0900(-9) on 10th July for Hong Kong. The passage was made over a weekend and twenty knots was needed to make good the ETA at Hong Kong. For these reasons and because of the need to work the sailors on ship husbandry tasks for the forthcoming annual inspections of both ships exercises on the passage were limited to Communications and AIO exercises. The passage through Taiwan Strait was uneventful although the large number of junks and fishing boats kept it from becoming boring. Two Nationalist Chinese destroyers were sighted on patrol and an attempt, only partially successful, was made to exchange identities with them.

8. On the morning of 12th July DERWENT and PARRAMATTA proceeded into Hong Kong harbour via the East Lamma and Sulphur Channels and the southern fairway. This "west-about" route was considered preferable to the normal route via Lei Yue Mun because of the extensive cross-harbour tunnelling

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operations across the fairway on the eastern side of the harbour. Subsequent experience showed that there is little to choose between the two approaches as regards volume of harbour traffic and ease of navigation. At 0900(-9), DERWENT berthed at North Arm, Victoria Basin, in gusty wind and rain, the aftermath of typhoon Kim. PARRAMATTA found conditions unsuitable to berth at South Wall and berthed on DERWENT at North Arm, being shifted cold to South Wall later in the day.

9. During the forenoon I called on Commodore Hong Kong, Commodore R.E.S. Wykes-Sneyd RN and the Senior Australian Trade Commissioner, Mr. R.J. Barcham. Commodore Wykes-Sneyd later returned my call and met all officers in the Wardroom. At 1630(-9) on 13th July the Flag Officer Second-in-Command, Far East Fleet, Rear Admiral D. Williams, accompanied by his Staff Officer Operations, visited the ship informally and met the officers.

10. The first week in Hong Kong was spent busily preparing for the annual inspection, due to be carried out on 21st and 22nd July by Captain (D), First Destroyer Squadron, Far East (Captain M.A. Higgs, RN). I had feared that Hong Kong would not be a good place to prepare for an inspection, especially in July when the heat and humidity are very oppressive. In the event however I was pleasantly surprised. The sailors worked well and the opportunity to relax ashore after work was appreciated and not abused. The availability of HMS TAMAR's swimming pool was a great asset, and the assistance of Jenny's side party was invaluable.

11. HM Ships SCYLLA (Captain DIFE) and ARGONAUT entered harbour on 16th July, and ARGONAUT berthed on DERWENT for the weekend, sailing on 19th July. Also on 19th July a US Naval force arrived in Hong Kong, led by USS OKLAHOMA CITY, wearing the Flag of the Commander Seventh Fleet (Vice Admiral W.P. MACK). During this weekend, concern was beginning to be felt about typhoon Lucy, approaching Hong Kong from the east south east. By midday on 20th July, it was clear that if the typhoon continued on its course, it would be necessary for ships to sail on the morning of 21st July to get clear. As DERWENT's inspection was to be carried out on 21st and 22nd July, some decisions had to be made quickly. Captain Higgs decided that Upper Deck Rounds would be held on the afternoon of 20th July, and Divisions at 0700(-9) on 21st July. These were accordingly carried out, and at 0900(-9) on 21st July DERWENT sailed in company with SCYLLA and PARRAMATTA to avoid typhoon Lucy which was expected to reach Hong Kong the next day. After clearing Hong Kong

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a south westerly course was steered at 20 knots to put distance between the ships and the predicted track of Lucy.

12. At 1400(-9) on 21st July a jackstay transfer was conducted with SCYLLA to embark two of Captain (D)'s staff officers, who carried out departmental inspections of DERWENT. Other departmental inspections had been conducted before leaving harbour. These officers returned to SCYLLA by Wasp helicopter on completion of their inspections. On the forenoon of 22nd July, Captain (D) embarked by Wasp and carried out Below Deck Rounds, during which he inspected every compartment in the ship which had not been covered by his Upper Deck Rounds. At 1200(-9) his rounds, and DERWENT's Annual Inspection, were complete and he returned to SCYLLA, again by helicopter. Later that day the "hot washup" inspection signal was received and it is attached as Annex E.

13. During the night of 21-22 July course was altered to the south and then east, as typhoon Lucy passed to the north. In the afternoon of 22nd July course was set for Hong Kong and ships arrived there on the forenoon of 23rd July. DERWENT berthed at North Arm at 1100(-9) and PARRAMATTA berthed on DERWENT shortly afterwards. No really heavy weather had been encountered although for some hours on 22nd July winds were Force 6 with a moderate sea and swell from the same direction. In fact although the centre of Lucy crossed the coast a few miles north of Hong Kong, minor damage only occurred in the Colony, although a number of merchant ships broke their moorings. One casualty of the typhoon was the official cocktail party which DERWENT and PARRAMATTA had planned to hold on 22nd July, and which had to be cancelled when the ships went to sea.

14. The weekend was spent in Hong Kong, enabling all onboard to catch up on the lost shopping and recreational time. On 23rd July the new Supply Officer joined, together with a representative of the Weapons Research Establishment, Salisbury, South Australia, flown from Australia to examine design problems in the range valves of the modernised mortar. On 24th July C2 diesel generator fuel pump control arm jammed in an almost fully open position and the diesel oversped (my letter C53/5/2 dated 29th July refers). Damage to the diesel generator appears to be fairly light. At 1300(-9) on 26th July DERWENT sailed in company with PARRAMATTA for the Subic Bay exercise areas. The westerly route out of harbour was taken and the former Queen Elizabeth, now Seawise University, could be seen at anchor to the west of the main merchant ship anchorage. She looks

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badly corroded and generally in poor shape but the lengthy refit planned for her may restore her to some extent.

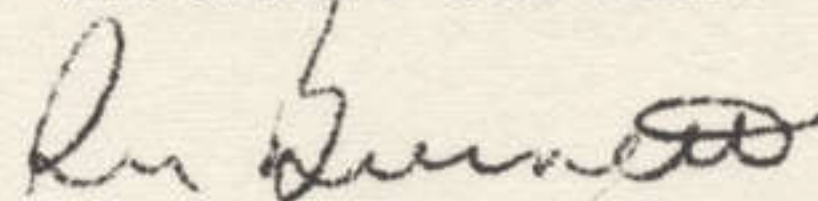
15. Another typhoon, Nadine, was passing some 250 miles to the northward of the ship's track to Subic, and the first day and night of the passage were decidedly uncomfortable with strong south-westerly winds and rough seas. Officer of the Watch manoeuvres and RAS approaches were cancelled because of the unsuitable weather, and only communication exercises were carried out. Clocks were retarded one hour to Zone (-8) at 1830(-9) on 26th July. During the forenoon of 27th July advantage was taken of the rough conditions to carry out the "bad-weather" mortar firings required to complete the Opeval of DERWENT's modernised mortar. These firings were successful although a minor loading problem came to light (my signal DTG 291250Z July refers).

16. By the time the Subic exercise areas were reached on the morning of 28th July the weather had moderated and seas were slight. A full programme of exercises was carried out, including a mortar sea check firing on the portable triplane target (which gave excellent echoes), Tow Forward and Tow Aft with PARRAMATTA, DERWENT providing gear on both occasions and an AA firing at a sleeve towed by a USN Tracker aircraft. The full list of exercises carried out on 28th and 29th July is given in Annex B. On the morning of 30th July DERWENT and PARRAMATTA entered Subic Bay. At 0900(-8) DERWENT secured to Alava Wharf, close astern of HMAS BRISBANE. PARRAMATTA berthed on DERWENT as soon as DERWENT had secured alongside. On 31st July DERWENT and PARRAMATTA were moved cold alongside BRISBANE, to make way for several large USN ships which needed the original berths. The good recreational facilities at Subic Bay were soon in use, and an enjoyable weekend visit began.

17. The health of the ship's company is good. Conduct and morale are satisfactory and the ship is in a good material condition as a result of the work done in preparation for the annual inspection.

I have the honour to be,  
Sir,

Your obedient servant



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

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For information:	The Flag Officer Commanding, HM AUSTRALIAN FLEET, HMAS MELBOURNE.	(1)
	The Commander, FAR EAST FLEET.	(2)
	The Flag Officer Second-in-Command, FAR EAST FLEET.	(1)
	The Commodore, HONG KONG.	(1)
	The Commanding Officer, HMAS PARRAMATTA.	(1)

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX A - STEAMING FIGURES

- A. Total distance steamed during July 4042.6 miles  
 B. Total hours underway during July 285 14/60 hours  
 C. Total distance steamed since commissioning 272791.7 miles  
 D. Total hours underway since commissioning 18164 44/60 hours  
 E. Periods when exceeding fast routeing speed:

<u>DATE</u>	<u>HOURS</u>	<u>SPEED</u>	<u>REMARKS</u>
10JUL	14½	20 knots	To make ETA Hong Kong
11JUL	20	20 knots	To make ETA Hong Kong
12JUL	3	20 knots	To make ETA Hong Kong
21JUL	2	20 knots	To avoid typhoon Lucy
23JUL	2	20 knots	To make ETA Hong Kong

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX B - DETAILS OF EXERCISES

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
	<u>TAS</u>	
3JUL	En route Kagoshima-Okinawa	SCR Watch on Deck IDCT SST
5JUL	Okinawa Exercise Area	Port Watch Defence Station (Breakdown Drills)
6JUL	Okinawa Exercise Area	Demolition Team - Priming Grenades - Making Up Scare Charges
10JUL	En route Okinawa-Hong Kong	SCR Watch on Deck - Switching on Procedures - IDCT SST
27JUL	En route Hong Kong-Subic Bay	Triplane Target Trial SCR Holding Drill
	Subic Bay Exercise Area	Mortar Opeval
29JUL	Subic Bay Exercise Area	Mortar Sea Check Firing
	<u>SEAMANSHIP</u>	
5JUL	Okinawa Exercise Area	Jackstay Transfer with PARRAMATTA - DERWENT gear.
	Okinawa Exercise Area	OOW Manoeuvres
6JUL	Okinawa Exercise Area	RAS Approaches
	Okinawa Exercise Area	Jackstay Transfer with PARRAMATTA - PARRAMATTA gear RAS Approaches
21JUL	South China Sea	Jackstay Transfer with SCYLLA - SCYLLA gear
	South China Sea	Helo Transfer - SCYLLA Wasp
22JUL	South China Sea	Helo Transfer - SCYLLA Wasp
28JUL	Subic Bay Exercise Area	Tow Forward with PARRAMATTA - DERWENT gear

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<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
28JUL(CONT)	Subic Bay Exercise Area	Dan Operations with Triplane Target
	Subic Bay Exercise Area	OOW Manoeuvres with PARRAMATTA
	Subic Bay Exercise Area	RAS Approaches
29JUL	Subic Bay Exercise Area	Man Overboard Exercise
	Subic Bay Exercise Area	Steering Gear Breakdown Exercise
	Subic Bay Exercise Area	Towex DERWENT Tow PARRAMATTA - DERWENT gear
	Subic Bay Exercise Area	OOW Manoeuvres
	Subic Bay Exercise Area	Jackstay Transfer with PARRAMATTA - DERWENT gear
	Subic Bay Exercise Area	RAS Approaches

GUNNERY

5JUL	Okinawa Exercise Area	AATX
	Okinawa Exercise Area	AATFX
6JUL	Okinawa Exercise Area	RIX
28JUL	Subic Bay Exercise Area	AATX
	Subic Bay Exercise Area	AATFX
	Subic Bay Exercise Area	RIX
29JUL	Subic Bay Exercise Area	RIX

AIO

5JUL	Okinawa Exercise Area	LW02 VCD 2 USAF A4's
	Okinawa Exercise Area	SPX (Non Pre-set)
7JUL	Okinawa Exercise Area	SPX
26JUL	Subic Bay Exercise Area	SPX
28JUL	Subic Bay Exercise Area	SPX
29JUL	Subic Bay Exercise Area	ECR Exercise

C O N F I D E N T I A L



C O N F I D E N T I A L

-3-

COMMUNICATIONS

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
5JUL	Okinawa Exercise Area	MSX(1) RRX(1) NCX401(2) NCX501(2) NCX350
6JUL	Okinawa Exercise Area	EWX91 MSX(1) RRX(1) NCX350 NCX207 NCX252
7JUL	Okinawa Exercise Area	NCX350
8JUL	Okinawa Exercise Area	NCX501(1)
10JUL	En route Okinawa-Hong Kong	MTX NCX501 NCX350
26JUL	En route Hong Kong-Subic Bay	MSX(1) RRX(1) NCX350 NCX202/FRX
27JUL	Subic Bay Exercise Area	MSX(1) RRX(1) MMX(5) NCX207 MCX202/FRX
28JUL	Subic Bay Exercise Area	MSX(1) RRX(1) TTX(5) NCX401(2) NCX202/FRX
29JUL	Subic Bay Exercise Area	MSX(1) RRX(1) NCX207 NCX202/FRX

DIVING

3JUL	Kagoshima	Remove Main Circulating Inlet Grates - 14 minutes.
8JUL	Okinawa	Directional Signals, Ditching Drills and Free Ascents - 622 minutes
	Okinawa	Night Half Necklance Search - 300 minutes
13JUL	Hong Kong	180' RCC Dip for CD's 37 minutes
20JUL	Hong Kong	Fit Main Circulating Inlet Grates - 50 minutes
21JUL	Hong Kong	Remove Main Circulating Inlet Grates - 15 minutes.

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX C -- A/S MORTAR FIRINGS

<u>DATE</u>	<u>TIME</u>	<u>POSITION</u>	<u>REMARKS</u>
27JUL	1100	18°30'N 117°37'E	Mortar Opeval - 6 heavy inert projectiles.
29JUL	0900-1200	Subic Bay Exercise Area Hotel	Mortar Seacheck Firing. 10 heavy inert projectiles and 3 light inert projectiles.

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX D - SHIP MOVEMENTS - STRATEGIC RESERVE EMPLOYMENT  
(RANOP 0136 AND 0137)

<u>DATE</u>	<u>LOCATION</u>
1st - 2nd	Kagoshima
3rd - 6th	Okinawa Exercise Area
7th - 9th	Buckner Bay
10th - 11th	Passage to Hong Kong
12th - 20th	Hong Kong
21st - 22nd	South China Sea - typhoon Lucy
23rd - 25th	Hong Kong
26th - 27th	Passage to Subic Bay
28th - 29th	Subic Bay Exercise Area
30th - 31st	Subic Bay

C O N F I D E N T I A L



ANNEX E - "HOT WASHUP" SIGNAL REGARDING ANNUAL INSPECTION

220720Z JUL 71

FM: D'FE  
TO: FMAS DERWENT  
INFO: COMAUSFLT  
COMFEE  
FO2FEE

RESTRICTED

1. HARBOUR INSPECTION HOT WASHUP. EXTERNAL AND UPPER DECK AREAS VERY GOOD INDEED. BETWEEN DECKS COMPARTMENTS INVARIABLY OF A HIGH STANDARD PARTICULARLY FLATS, PASSAGEWAYS AND ALMOST ALL STORES. MACHINERY SPACES WERE CLEAN AND WELL CARED FOR THOUGH THROUGHOUT THE SHIP A NUMBER OF BILGE AREAS REQUIRE FURTHER ATTENTION.

2. SHIP'S COMPANY WELL TURNED OUT FOR DIVISIONS AND DRILL WAS ABOVE AVERAGE. BOOKS WERE WELL KEPT.

3. WITHOUT REGARD TO ALTERATIONS CAUSED BY TYPHOON LUCY IT WAS A GOOD INSPECTION AT ALL LEVELS. TO HAVE ACHIEVED CURRENT STANDARDS BETWEEN DECKS AND UNDERGO A HARBOUR TYPE INSPECTION AT SEA IN DIFFICULT CIRCUMSTANCES REFLECTS CONSIDERABLE CREDIT TO ALL CONCERNED. YOU HAVE JUST CAUSE TO BE PLEASED WITH YOURSELVES. VERY WELL DONE.

DTG 220720Z JUL 71

C O N F I D E N T I A L



18/6/3045

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY

HMAS DERWENT Report of Proceedings AUG 71

AS(NS) *Ch. 11/10*

D of O *12/10*

~~DCNS~~

1NM *12/10* Para 4 - Is it not possible to check the firing sequence  
~~DCFE~~ Remarks attached *unit before firing?*

2NM *11/10*

3NM *6/10*

4NM *8/11*

SECRETARY *15/11*

*12/6/11*  
~~CNS~~ - re DCFE remarks.

~~C of S~~ *19/11*

~~CNS~~  
DPR *18/11*

AS(NS) (NS55) *12/11*

- NOTES:
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*12/10*



## MINUTE PAPER

By DGFE

1. In this particular instance the Firing Sequence failed 3 seconds after push fire. The problem was subsequently traced to a wiring fault which caused a sporadic fault which did not show up during Firing Sequence Equipments Checks conducted with the test missile.

2. There have been several instances of Firing Sequence equipment failures during the past 6 months during practice firings due to intermittent faults in the FSE timers. A recent modification has been installed in the BARSTUR ships to eradicate this problem.

1 November 1971

  
DGFE



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NAVY—CANBERRA		
18	6	3045

RECEIVED  
6 OCT P.M.  
D. M.  
CMR

H.M.A. FLEET HEADQUARTERS  
GARDEN ISLAND, N.S.W. 2000

1st October, 1971

A.F. 1/16/25

The Secretary  
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - AUGUST 1971

Forwarded.

*N.E. McDonald*

(N.E. McDONALD)  
Commodore, RAN  
for Flag Officer Commanding

Enclosure:

HMAS DERWENT C1/16/7 of 3rd September 1971

**CONFIDENTIAL**



CONFIDENTIAL

C1/16/7

HMAS DERWENT,  
At Sea.

3 SEP 1971

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DERWENT - REPORT OF PROCEEDINGS - AUGUST 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of August 1971.

2. The following officer joined DERWENT during the month:-  
CHAPLAIN The Reverend W.T. WHEELDON, RAN.

3. At the beginning of the month DERWENT was in Subic Bay in company with HMAS BRISBANE and HMAS PARRAMATTA. After shutting down, a significant drop in the alkalinity of the Starboard boiler was observed and two defects were discovered. Another small hole had appeared in the seal weld of economiser tube A1 Number 3 with its inlet header, and a split was discovered in generator tube BB47. Thanks to the efficient work of the Ship Repair Facility during the weekend, the defects were rectified by the morning of Monday 2nd August, and DERWENT sailed as scheduled at 0900(-8) in company with PARRAMATTA. On clearing harbour, speed was increased to 21 knots, the speed required to make the rendezvous with HM Submarine ORPHEUS to start Exercise RIVER TRIBE. During the passage to the rendezvous position (6°25'N 109°55'E), NBCD and communications exercises were conducted, and on 3rd August both ships exercised Defence Watch pre-action calibration gunnery firings.

4. The rendezvous was effected on the morning of 4th August and after the usual checks, dummy runs, and delays when merchant shipping fouled the range, everything appeared set for DERWENT's Ikara firing. It was therefore extremely frustrating when the firing sequence failed and the missile remained on the launcher. This was the more embarrassing as the venue for Exercise RIVER TRIBE had been specially altered to allow sufficient depth of water for Ikara firings, and an aircraft specially obtained from Far East Air Force for photography. Originally PARRAMATTA was to fire two missiles but this had to be cancelled when it was found the missiles' motor life had expired. Now with the failure of DERWENT's missile to leave the launcher, no Ikara firings were achieved during Exercise RIVER TRIBE. The cause of the failure was subsequently established by ship's staff as a wiring fault in the firing

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sequence unit and rectified. However it does not now appear that DERWENT will achieve an Ikara firing on the Far East Station.

5. In all other respects, Exercise RIVER TRIBE proved to be of excellent value. There were many opportunities for multi-ship A/S actions with HMS ZULU and HMAS PARRAMATTA and other exercises included vectacs with ZULU's Wasp helicopter, air strikes by Hunter aircraft of the Royal Malaysian Air Force, simulated tactical and screening exercises, an interesting night encounter exercise and a night replenishment with RFA GOLD RANGER. Strangely enough, this was the first liquid replenishment at sea DERWENT has had the opportunity to carry out since her refit. The complete list of exercises conducted during RIVER TRIBE is shown in Annex B. On completion of the exercise a fast passage was made to Singapore in company with ZULU and PARRAMATTA. As this was DERWENT's first visit to Singapore since arriving on the Far East Station, the ship entered harbour in Procedure Alfa, berthing on ZULU on the West Wall of the Stores Basin at 1630(-7½) on 6th August.

6. A "long weekend" followed immediately after DERWENT's arrival, as Monday 9th August was a holiday to mark Singapore National Day. On 10th August the ship was moved cold alongside PARRAMATTA on the East Wall of the Stores Basin. On 10th and 11th August I made the calls shown in Annex E. and my officers called on Fleet Staff officers. The Commander Far East Fleet, Rear Admiral J.A.R. Troup DSC\* returned my call on 13th August, walking round the ship and meeting Officers and Chief Petty Officers, to whom he explained the basis of the new ANZUK Command structure soon to be implemented in the area.

7. On 14th August it gave me pleasure to give the bride away at the wedding of one of my officers, Lieutenant S.D. BROWN, RAN. The wedding was held at St. Peters Church in the Naval Base, a reception being held onboard DERWENT afterwards. Chaplain WHEELDON, who joined DERWENT on 12th August conducted services onboard on Sunday 15th August and on the subsequent Sundays during the month.

8. Naval activity was at a fairly low level during this period in Singapore, due to a large number of R.N. ships being in Australian waters. Technical support and recreational facilities remain good in Singapore despite the beginning of the Royal Navy "run-down" in the area. Unfortunately the weather was extremely wet during DERWENT's visit, and grounds were unfit for any kind of football.

9. At 0830(-7½) on 16th August DERWENT cast off from PARRAMATTA and secured to C Buoy for a compass swing, before proceeding to the Singapore exercise areas in the afternoon. An AA tracking exercise was conducted with a Royal Air Force Meteor aircraft, which made some spectacular low level passes

.....3/

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-3-

after completing the usual "racetrack" runs. During the early morning hours of 17th August DERWENT proceeded to the position of the wreck of HMS REPULSE. This wreck and that of HMS PRINCE OF WALES nearby, are recognised as war graves. It was believed that unauthorised diving operations were being conducted on the wreck and DERWENT was to mark it with a dan buoy so that clearance divers could investigate it. It was found however that several buoys were already marking the wreck and a small vessel was stopped in the vicinity. This vessel, a medium-sized trawler, was identified at first light, and details reported to Commander, Far East Fleet.

10. Exercises conducted on 17th August were an LW02 vertical coverage diagram check with a Meteor aircraft, and a period as target ship for the sea inspection torpedo firings of HM Submarine ORPHEUS. In the afternoon, off Pulau Aur, DERWENT's two clearance divers returned by Gemini dinghy from RFA GOLD RANGER, from which they had been participating in deep dives with the Fleet Clearance Diving Team. DERWENT then returned to the wreck of HMS REPULSE, again locating the wreck on sonar and establishing that one of several dan buoys in the area marked the wreck DERWENT remained there until the arrival of GOLD RANGER with the Fleet Clearance Diving team who were to investigate the state of the wreck the following day. After passing the position of the wreck to GOLD RANGER, DERWENT set course for Bangkok.

11. Passage to Bangkok was uneventful apart from evading the numerous fishing boats and markers which abound on the western side of the Gulf of Thailand. An NBCD exercise was conducted during the passage. Before picking up the pilot, the ship was stopped while divers placed gratings over all underwater inlets, a prudent precaution because of the large numbers of polythene bags and other objects which have been known to clog the inlets of ships in Bangkok. With the pilot embarked, DERWENT proceeded up river on the morning of 20th August and secured alongside Number 9 Berth, Klong Toey, at 0740(-7). Shortly afterwards, HM Submarine FINWHALE secured outboard of DERWENT, where she remained until sailing on 24th August.

12.. On 20th August I made the calls shown in Annex E, and on 21st August had the pleasure of entertaining to dinner Miss Australia (Miss June Wright), her chaperone and other guests. On 24th August together with three of my officers, I was a luncheon guest of the Australian Ambassador, Mr T.K. Critchley CBE, and in the evening my officers and I were hosts at a cocktail party onboard.

13. After a generally enjoyable visit, DERWENT sailed from Bangkok on 26th August. After disembarking the pilot and removing gratings from underwater inlets, the ship proceeded at 20 knots to rendezvous with Royal Thai Navy ships in the

.....4/

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-4-

Gulf of Thailand. This rendezvous was made on the morning of 27th August and a Casex phase began with Royal Thai Navy Ships PRASAE, PINKLAO, TACHIN, TONGPLIU and SARASIN, and HM Submarine FINWHALE. This phase continued until 2200(-7) and at 0300(-7) on 28th August rendezvous was made with a five ship amphibious group. The exercise then developed into three attempted submarine screen penetrations. DERWENT, the only ship with medium range sonar, was stationed in the centre sector ahead of the main body, and it was pleasing that in two of the three runs, DERWENT gained contact with the submarine at about 8000 yards and was able to hold contact continuously while the main body evaded and a consort was brought in to co-operate in the attacks. Multi-ship actions presented some difficulty as the Royal Thai Navy ships employ the Circular Attack method, passing over the submarine, and some ships manned only one voice circuit which added to the communications difficulties caused by the language problem. Nevertheless within the limitations of their equipment the Royal Thai Navy ships appeared quite efficient, and they displayed considerable enthusiasm. Officers were exchanged between DERWENT and Royal Thai Navy ships during the exercise..

14. At the end of the exercise ships anchored west of the attractive island of KO SAMUI on the afternoon of 28th August. A brief post exercise discussion followed by a party attended by four Royal Thai Navy Admirals was held onboard PRASAE in the evening during which an excellent buffet dinner was served. DERWENT somewhat reluctantly sailed at midnight in company with FINWHALE for further Casexes on 29th August before making a fast passage to the Singapore exercise areas. The last two days of August saw DERWENT carrying out Weekly Practice Programme serials, including Mortar firings at the triplane, jackstay transfer and boarding exercises with HMNZS OTAGO, AA tracking and surface plotting exercises.

15. The health of the ship's company is good. Conduct has been generally satisfactory and morale is at a satisfactory level. The ship's company were lectured on security during the month.

I have the honour to be,

Sir,

Your obedient servant.



(R.W. BURNETT)  
COMMANDER RAN  
COMMANDING OFFICER

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For Information: The Flag Officer Commanding,  
HM AUSTRALIAN FLEET,  
HMAS MELBOURNE. (1)

The Commander,  
FAR EAST FLEET. (2)

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

The Commanding Officer,  
HMAS PARRAMATTA. (1)

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ANNEX A - STEAMING FIGURES

A. Total distance steamed during August	4577.5 miles
B. Total hours underway during August	312 23/60 hours
C. Total distance steamed since commissioning	277369.2 miles
D. Total hours underway since commissioning	18477 17/60 hours
E. Periods when exceeding fast routeing speed:	

<u>DATE</u>	<u>HOURS</u>	<u>SPEED</u>	<u>REMARKS</u>
2AUG	14	21 knots	Passage speed to make ETA
3AUG	18	21 knots	Passage speed to make ETA
5AUG	10	19 knots	Exercise requirements to R/V for RAS
5AUG	2	20 knots	Exercise requirements NEX
6AUG	2	24 knots	Exercise requirements NEX
6AUG	1	20 knots	Exercise requirements NEX
6AUG	6	21 knots	To make ETA
17AUG	2	22 knots	Exercise requirements
26AUG	4	20 knots	To make R/V for THAIEX
27AUG	4	20 knots	THAIEX
27AUG	1	22 knots	Exercise THAIEX
29AUG	14	21 knots	To make WPP commitment
30AUG	7	21 knots	To make WPP commitment

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C O N F I D E N T I A L

ANNEX B - DETAILS OF EXERCISES

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
	<u>TAS</u>	
4AUG	SOUTH CHINA SEA	CASEX E1/E2
	SOUTH CHINA SEA	CASEX A2
	SOUTH CHINA SEA	CASEX E2
	SOUTH CHINA SEA	CASEX A5
	SOUTH CHINA SEA	CASEX A2
5AUG	SOUTH CHINA SEA	CASEX A6
17AUG	SINGAPORE EXERCISE AREAS	BOTTOM SEARCH ON WRECK OF REPULSE
	SINGAPORE EXERCISE AREAS	CASEX A6
27AUG 28	GULF OF THAILAND	'EXERCISE THAIEX' Demonstration Mortar Firing
29AUG	ON PASSAGE TO SINGAPORE EXERCISE AREA	CASEX A2/A5
30AUG	SINGAPORE EXERCISE AREA	CASEX A5
	SINGAPORE EXERCISE AREA	TRIPLANE TARGET LIGHT MORTAR FIRING

...../GUNNERY

C O N F I D E N T I A L



C O N F I D E N T I A L

GUNNERY

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
3AUG	ENROUTE SUBIC TO SINGAPORE	SUPAC
6AUG	ENROUTE SUBIC TO SINGAPORE	NEX
16AUG	SINGAPORE EXERCISE AREA	AATX
20-30AUG	BANGKOK AND ENROUTE BANGKOK TO SINGAPORE	SEACAT AIMERS DRILLS INTERNAL USING HRL RADAR TEACHER
30AUG	SINGAPORE EXERCISE AREA	AATX
31AUG	SINGAPORE EXERCISE AREA	NGSFX
31AUG	SINGAPORE EXERCISE AREA	BOARDEX

AIO

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
6AUG	ENROUTE TO SINGAPORE	SIMTEX
9-13AUG	SINGAPORE NAVAL BASE	A.I.O. VOICE PROCEDURE EXERCISE 1 HR DAILY
17AUG	SINGAPORE EXERCISE AREAS	LW02 VCD
31AUG	SINGAPORE EXERCISE AREAS	SPX/RIX

COMMUNICATIONS

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
2AUG	ENROUTE SUBIC TO SINGAPORE	RADHAZ RELAY
	ENROUTE SUBIC TO SINGAPORE	EWX91
3AUG	ENROUTE SUBIC TO SINGAPORE	EWX 91
4AUG	ENROUTE SUBIC TO SINGAPORE	EWX 91
5AUG	ENROUTE SUBIC TO SINGAPORE	EWX 97

...../6AUG



C O N F I D E N T I A L

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
6AUG	ENROUTE SUBIC TO SINGAPORE	EWX 92
12AUG	SINGAPORE NAVAL BASE	NCX 453
13AUG	SINGAPORE NAVAL BASE	NCX 251

SEAMANSHIP

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
4AUG	ENROUTE TO SINGAPORE	HELO TRANSFER
5AUG	ENROUTE TO SINGAPORE	NIGHT RAS
30AUG	SINGAPORE EXERCISE AREA	RECOVERY OF MORTAR BOMBS
30AUG	SINGAPORE EXERCISE AREA	LIGHT JACKSTAY TRANSFER
31AUG	SINGAPORE EXERCISE AREA	HEAVING LINE TRANSFER
31AUG	SINGAPORE EXERCISE AREA	BOARDEX UNOPPOSED

NBCD

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
3AUG	ENROUTE TO SINGAPORE	MINOR NBCDX INTERNAL
12AUG	SINGAPORE NAVAL BASE	HELO FIRE FIGHTING PARTY TO TERROR AND SIMBANG FOR 1 DAY COURSE IN HELO RESCUE (9 sailors)
18AUG	ENROUTE TO BANGKOK	MINOR NBCDX INTERNAL

...../DIVING

C O N F I D E N T I A L



C O N F I D E N T I A L

DIVING

<u>DATE</u>	<u>LOCATION</u>	<u>TASK</u>	<u>TOTAL TIME</u>
1AUG	SUBIC BAY	TOWED SEARCH	199 minutes
13AUG	SINGAPORE	RECOMPRESSION CHAMBER	64 minutes
16AUG	PULAU AUR	CD'S WORK UP TO 180' DIVE WITH FCL O EMBARKED IN GOLD RANGER	50 minutes
17AUG	PULAU AUR	180' DIVE	18½ minutes
19AUG	GULF OF THAILAND	FITTING GRATES ON INLETS	38 minutes
23AUG	BANGKOK	CLEARING INLETS	68 minutes
24AUG	BANGKOK	CLEARING INLETS	30 minutes
25AUG	BANGKOK	CLEARING INLETS	18 minutes
26AUG	BANGKOK	CLEARING INLETS	31 minutes
26AUG	GULF OF THAILAND	REMOVE GRATES	30 minutes
28AUG	KO SAMUI	CHECK ANODES; CATHODIC PROTECTION PLATES, SONAR DOMES, DIRECTIONAL SIGNALS, FREE ASCENTS.	188 minutes
28AUG	KO SAMUI	NIGHT DIVE - SCREW CLEAN	254 minutes

...../ ANNEX C

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX C - A/S MORTAR FIRINGS

<u>DATE</u>	<u>TIME</u>	<u>POSITION</u>	<u>REMARKS</u>
27AUG	1300	09° 55' N 101° 05' E	ONE LIGHT SINGLE BARREL FIRING
30AUG	1700	02° 09' N 104° 32' E	3 SALVO'S - 9 PROJECTILES

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX D - SHIP MOVEMENT - STRATEGIC RESERVE EMPLOYMENT

(RANOP 0136 and 0137)

<u>DATE</u>	<u>LOCATION</u>
1st	SUBIC BAY
2nd - 5th	PASSAGE TO SINGAPORE
6th - 15th	SINGAPORE
16th - 19th	PASSAGE TO BANGKOK
20th - 25th	BANGKOK
26th - 29th	PASSAGE TO SINGAPORE EXERCISE AREAS
30th - 31st	SINGAPORE EXERCISE AREA

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX E - OFFICIAL CALLS

SINGAPORE - Calls by Commanding Officer

10 August Called on Chief of Staff, Commodore  
D.W. Napper MBE.

11 August Called on Commander Far East Fleet,  
Rear Admiral J.A.R. Troup DSC\*. Call  
returned on 13th August.

BANGKOK - Calls by Commanding Officer

20 August Called on His Excellency the Australian  
Ambassador, Mr T.K. Critchley CBE.

Called on Chief of Staff, Royal Thai  
Fleet, Vice Admiral Ching Chullasukhum.

C O N F I D E N T I A L



CONFIDENTIAL

18/6/3099

DEPARTMENT OF THE NAVY

HMAS DERWENT Report of Proceedings SEPT 71'

AS(NS) *1/28/10*

D. of O *29/10.*

~~DCNS~~

~~1NM~~

2NM *1/11*

3NM *2/11*

4NM *3/11*

SECRETARY *3/11/71*

C of S *3/11*

DPR *10/11*

~~CNS~~ *1/12*

AS(NS) (NS55) *1/12*

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*1/27/10*



**CONFIDENTIAL**

26 OCT P.M.

REGISTRY

NAVY—CANBERRA

18 | 6 | 3099

CMR

H.M.A. FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

22 OCT 1971

A.F. 1/16/25

The Secretary  
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - SEPTEMBER 1971

1. Forwarded.
2. The Report of the Board of Inquiry convened to investigate the circumstances leading to the boiler failure has now been received from COMFEE and is being studied by the Fleet Staff.

*N.E. McDonald*  
(N.E. McDonald)  
Commodore, RAN  
for Flag Officer Commanding

Enclosure:

HMAS DERWENT C1/16/7 of 4th October 1971

**CONFIDENTIAL**



C O N F I D E N T I A L

C1/16/7

HMAS DERWENT,  
At Singapore.

- 4 OCT 1971

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DERWENT - REPORT OF PROCEEDINGS - SEPTEMBER 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of September, 1971. Times throughout are Zone (-7½).

2. The following officer joined DERWENT during the month:

LEUT SDEN ME R. WARING RAN

The following officer left DERWENT during the month:

LCDR GLEN ME J.K. PERRETT RAN.

3. On 1st September DERWENT was carrying out Weekly Practice Programme serials in the exercise areas off Singapore. DERWENT made a rendezvous with RFA TYPHOON at 0700 and embarked the PTA control team. Shortly afterwards a Seacat firing was carried out. It was intended to fire two missiles but one failed to leave the launcher, as reported in my singal DTG 010211Z September. The other missile appeared to perform satisfactorily.

4. An NBCD exercise occupied the rest of the forenoon and was followed by a small arms firing exercise. Later in the afternoon a surface firing was conducted against a Firefish target controlled from TYPHOON. This realistic exercise, with a closing rate of 40 knots between the ship and the target was valuable and successful - too successful in that a direct hit was scored on the target which brought the exercise to an end and prevented HMNZS OTAGO from carrying out a firing.

5. After night steaming in the practice areas, exercises were continued on 2nd September. They included a liquid replenishment with RFA TIDESURGE, and Officer of the Watch manoeuvres and two towing exercises with OTAGO, in which each ship towed the other. The complete schedule of exercises is contained in Annex B.

C O N F I D E N T I A L





C O N F I D E N T I A L

-2-

6. Shortly after 1700 on 2nd September, while proceeding towards Singapore Naval Base in company with OTAGO, an apparent explosion occurred in the port boiler and the boiler room filled with smoke. Pressure was lost in both boilers, which were shut down. DERWENT remained stopped, with OTAGO standing by until just after 2200, by which time the ship was able to proceed using the starboard boiler. The planned time of arrival at the Naval Base had been 2200 on 2nd September, but because of the delay caused by the boiler damage, DERWENT berthed at 0800 the following morning, securing at number one berth north in the Stores Basin. OTAGO secured alongside shortly afterwards. This incident was subsequently investigated, first by ship's officers and later by a Board of Inquiry.

7. DERWENT was scheduled for a two-week maintenance period but the extent of boiler damage, necessitating partial re-tubing in both boilers, resulted in the ship remaining in Singapore Naval Base for the remainder of the month. This prolonged period in Singapore was thought likely to cause morale problems and considerable efforts were made to keep the ship's company fully occupied. The co-operation of 6th Royal Australian Regiment was readily obtained to enable appropriate sections of the ship's company to be given instruction in jungle training and Army demolition techniques and to hold an interpart shooting competition. 6RAR also provided valuable training for the ship's landing and boarding parties. Sailing instruction was conducted using the Bosun dinghies and Piccolos kindly provided by HMS TERROR. A number of Petty Officers went to sea for navigation training in minesweepers of the Royal Malaysian Navy, and an expedition to Mersing on the east coast of Malaysia was organised for the ship's diving team. A comprehensive programme of sporting events was organised, and the opportunity for practice and training resulted in very good performances by the Ship's football teams, the rugby team being undefeated throughout the month.

8. On 7th September I attended the Disbandment Parade of 205 Squadron at RAF Changi. Although the disbandment of a Squadron with such a long and distinguished record is sad, the Squadron made a brave show, climaxed by a formation fly past of Shackleton aircraft.

9. On 13th September a court-martial assembled at HMS TERROR, at which LSWM M.I. HAMMOND R63242, of HMAS DERWENT was acquitted on a charge of striking a superior officer.

10. Captain J. DAVIDSON RAN, and Mr R. MARTIN from Navy Office lectured the ship's company on 14th September on the new pay structure being introduced as a result of the report of the Kerr Committee. Their visit was very beneficial and cleared up points which had been concerning a number of sailors. In the evening of 14th September I

.....3/

C O N F I D E N T I A L



C O N F I D E N T I A L

-3-

had the pleasure of dining with the Commander, Far East Fleet (Rear Admiral J.A.R. TROUP DSC\*) and meeting the Chief of Naval Staff, Royal New Zealand Navy (Rear Admiral L.G. CARR CB DSC).

11. A number of RAN ships visited Singapore during the month. HMAS BRISBANE arrived on 10th September and sailed on 16th September, on her homeward journey after providing the last RAN presence on the gunline in the Vietnam war. HMAS PARRAMATTA entered harbour on 25th September and sailed for Australia on 30th September after completing her Strategic Reserve service. HMAS SWAN arrived on 29th September to begin service on the Strategic Reserve and later to be the RAN contribution to the ANZUK force. HMAS SYDNEY entered harbour on 30th September to unload equipment for the ANZUK force. ACNB signal DTG 270713Z September announced that after 30th September DERWENT's status on the Far East Station will be that of a visiting ship.

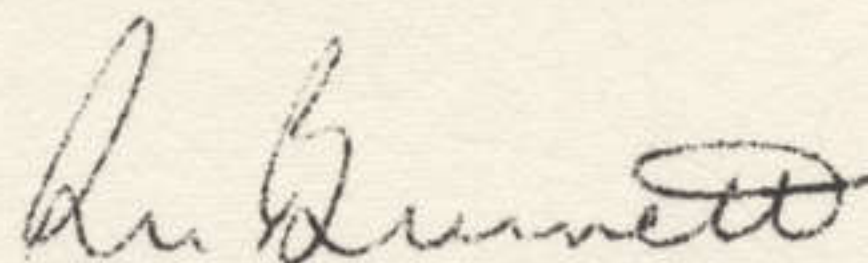
12. After several shifts of berth during the month, DERWENT found herself on 30th September at number five berth with HMS ACHILLES berthed outboard. Boiler repairs are almost completed and it is hoped that the ship will be able to take her place in an exercise off Subic Bay scheduled to begin early next month.

13. The health and conduct of the ship's company are satisfactory, and they have responded well to the efforts made to maintain high morale in the trying circumstances of this month.

I have the honour to be

Sir,

Your obedient servant



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



C O N F I D E N T I A L

-4-

For Information:

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET,  
HMAS MELBOURNE. (1)

The Commander,  
FAR EAST FLEET. (2)

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

The Commanding Officer,  
HMAS PARRAMATTA. (1)

The Commanding Officer,  
HMAS SWAN. (1)

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX A - STEAMING FIGURES

A. Total distance steamed during September	538.7 miles
B. Total hours underway during September	56 08/60 hours
C. Total distance steamed since commissioning	277907.9 miles
D. Total hours underway since commissioning	18533 25/60 hours
E. Periods when exceeding fast routeing speed	Nil

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX B - DETAILS OF EXERCISES

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
<u>GUNNERY</u>		
1SEP71	Singapore Exercise Area	Seacat firing on PTA SUTF (FIREFISH) Small ARMSEX.
2SEP71	Singapore	NGFSCX
<u>AIO</u>		
1SEP71	Singapore Exercise Area	LW02 VCD

COMMUNICATIONS

1SEP71	Singapore Exercise Area	EWX 41
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SEAMANSHIP

2SEP71	Singapore Exercise Area	RAS 'L' OOW Manoeuvres TOWEX
--------	-------------------------	------------------------------------

NBCD

1SEP71	Singapore Exercise Area	Minor NBCD Exercises.
--------	-------------------------	-----------------------

DIVING

<u>DATE</u>	<u>LOCALITY</u>	<u>TASK</u>	<u>TOTAL TIME</u>
8SEP71	HMS TRIUMPH Singapore	Recompression Chamber	120 minutes
14SEP71	Singapore Naval Base	Locating lost PSIABA	29minutes
30SEP71	Mersing	Directional Signals. Buddy breathing. Free ascents.	510 minutes

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX C - A/S MORTAR FIRINGS

NIL

C O N F I D E N T I A L



C O N F I D E N T I A L

ANNEX D - SHIP MOVEMENTS - STRATEGIC RESERVE EMPLOYMENT  
(RANOP 0136 and 0137)

DATE

LOCATION

1st - 2nd

SINGAPORE EXERCISE AREA

3rd - 30th

SINGAPORE

C O N F I D E N T I A L



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18/6/3143

DEPARTMENT OF THE NAVY

HMAS DERWENT Report of Proceedings

OCT. 71

AS(NS)

*20/11*

Para 3.

D of S

*20/11*

*Tho' much is taken, much abides and tho'  
We are not now that strength which in  
old days*

DCNS

*[Signature]*

*moved earth and heaven; That which  
we are, we are;*

1NM

*2/12*

*One equal temper of heroic hearts,  
Made weak by time and fate, but  
strong in will*

2NM

*2/12*

3NM

*[Signature]*

*To strive, to seek, to find, and  
not to yield.*

4NM

*21/12*

Para 12 held. *20/11*

SECRETARY

*[Signature]*

C of S

*21/12*

DPR

*21/12*

AS(NS)

*21/12*  
*(NS55)*  
*[Signature]*

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*20/11*



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19 NOV A.M.  
REGISTRY

NAVY—CANBERRA		
18	6	3143

CMR

H.M.A. FLEET HEADQUARTERS  
GARDEN ISLAND, N.S.W. 2000

**18 NOV 1971**

The Secretary  
Department of the Navy

HMAS DERWENT - REPORT OF PROCEEDINGS - OCTOBER 1971

Forwarded.



(N.E. McDonald)  
Commodore, RAN  
for Flag Officer Commanding

Enclosure:

HMAS DERWENT unregistered dated 4th November 1971

**RESTRICTED**



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C1/16/7

HMAS DERWENT,  
At Singapore.

- 4 NOV 1971

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DERWENT - REPORT OF PROCEEDINGS - OCTOBER 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of October 1971.

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

Chaplain the Reverend W.T. WHEELDON RAN  
MIDN A.F. DEACON RAN  
MIDN D.C. HOLLIDAY RAN  
MIDN E.P.D. HYTTEN RAN  
MIDN E.J. LUMSDEN RAN.

3. At the beginning of October DERWENT was alongside in the Stores Basin at Singapore, undergoing substantial re-tubing of boilers. On 2nd October I attended an impressive ceremony and reception at HMS TERROR on the occasion of the transfer of the Queen's Colour of the Far East Fleet from HMS TERROR to HMS EAGLE, and to mark the closure of HMS TERROR. On 4th October I attended a farewell dinner given by the Commander, Far East Fleet, Rear Admiral J.A.R. TROUP, DSC\*, for Flag and Commanding Officers of ships of the Far East Fleet. I felt honoured to represent the Royal Australian Navy on this rather sad but memorable occasion. In a short informal after dinner speech, Rear Admiral TROUP quoted, most appropriately, the last six lines of Tennyson's poem "Ulysses".

4. The following morning, 5th October, DERWENT sailed from Singapore Naval Base in company with HMS SCYLLA and ARGONAUT, and HMNZS OTAGO, to join another group of ships (HMS EAGLE wearing the flag of Flag Officer Carriers and Amphibious Ships, Rear Admiral J.D. TREACHER, HMS ARETHUSA, and RFA's RESOURCE, RELIANT, OLNA and TIDEPool) for exercises off Subic Bay. On passage through Johore Strait, HMAS DIAMANTINA was passed on her way into Singapore Naval Base for a visit.

5. The exercise period, from 5th to 12th October, was badly affected by almost continuous rough weather caused by a south west monsoon and typhoons Elaine, Faye and Gloria. Nevertheless considerable value was obtained and the principle "the worse the weather, the better the exercise" applied to a number of the serials, particularly replenishments. Other notable parts of the exercise for DERWENT were two CASEXes with the US nuclear submarine SARGO and a period as rescue destroyer for EAGLE, requiring a sustained period of steaming at 27 knots which proved a good test of the recent boiler repairs. The exercises carried out in this period are shown in Annex B.

6. At 0500(-8) on 12th October, in the area north of Palawan Passage DERWENT was detached from the group together with HMAS SWAN, who had joined the exercise on 9th October.



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The two ships were scheduled to arrive in Manila for a visit on 13th October. Progress was made to the north east to approach Manila, but by 1430(-8) on 12th October the sea, swell and wind had risen considerably. Typhoons Faye and Gloria had merged and contrary to the rules, were moving eastwards just south of Manila Bay. It was considered imprudent to approach any closer to Manila in these circumstances, and a signal from the Australian Embassy confirmed that conditions in Manila Bay would make berthing impractical. Accordingly DERWENT and SWAN withdrew to the south-west to await improvement in the weather. This occurred next day when the seas abated considerably, and the ships berthed in Manila at 1000(-8) on 14th October. The aftermath of the typhoons was evident from the amount of debris on the waters of Manila Bay, and a ship had run aground on Corregidor during the storm.

7. DERWENT's berth in Manila was at Number 15 Pier with SWAN secured outboard. On arrival I was met by the Australian Services Attache, Lieutenant Colonel R.J. MOYLE, whose hard work and enthusiasm played a large part in making the visit to Manila a success and good value for all onboard. During the forenoon of 14th October, the Commanding Officer of SWAN and I called on Commodore PAPA, Flag Officer Commanding Philippine Navy, and lunched with him. In the evening a combined cocktail party hosted by the Captains and Officers of DERWENT and SWAN was held onboard DERWENT.

8. At 0800(-8) on 15th October, the Commanding Officer of SWAN and I laid wreaths on the Rizal Monument in Manila. This is a focal point of the city and during the next two days I saw many people admiring the large wreaths, which were clearly displayed as having been presented by the two ships. At 0900(-8) we called on the Australian Ambassador to the Republic of the Philippines, Mr James Ingram, and at 1100(-8) the Ambassador returned our calls onboard DERWENT and SWAN. We then had the pleasure of lunching with the Ambassador at his residence. In the evening a reception was held at the Army and Navy Club, hosted by the Australian Services Attache.

9. At 0800(-8) on 16th October, SWAN cast off and proceeded for Singapore. DERWENT remained in Manila a further two days and the visit was thoroughly enjoyed by the ship's company. A good rugby match and barbecue was organised with the Nomads, a local side, and bus tours and a visit to the San Miguel brewery were also arranged. Contrary to popular belief, Manila is not an expensive port, and especially if an alongside berth is available, // a visit is well worth while.

10. At 0900(-8) on 18th October, DERWENT sailed for Tacloban with the Australian Ambassador and Mrs Ingram, and the Australian Services Attache and Second Secretary onboard. The passage, made at 20 knots, was an interesting one through the Verde Island Passage and San Bernadino Strait. The ship arrived off the approaches to Tacloban at 1400(-8) on 19th October, embarked a pilot and proceeded at slow speed for the remaining ten miles through very shallow water (least charted depth 20 feet).

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It was intended to berth alongside, although no Royal Australian Navy ship of destroyer size has done so in Tacloban. The best advice, confirmed by soundings taken by my Liaison Officer, was that a least depth of 20 feet existed at the wharf. However in the event a merchant ship loading copra occupied the berth and the only other berth was alongside USS FREDERICK, where a least depth of 18 feet was reputed to exist. I decided to anchor in the Quarantine Anchorage about half a mile offshore.

11. The visit to Tacloban on the 27th anniversary of General MacArthur's landing was marked by a busy, if somewhat chaotic, series of functions. On arrival the Australian Ambassador disembarked, inspected a guard of honour and proceeded to the Divine Word University where he presented some books. I accompanied him on this occasion, and in the evening, with my officers and some members of the ship's company attended a dinner dance organised by the Tacloban Lions Club. On 20th October I attended a testimonial banquet at the City Hall and in the afternoon took my place on the dais during a civic-military parade. One hundred sailors from DERWENT marched in this parade, in which a surprising number of people took part, including many school boys and school girls in colourful costumes. By this time tropical storm Hester was making its presence felt in the area and it was fortunate that a short break between torrential downpours enabled the parade to take place roughly on time. By evening seas were very rough in the Bay and a cocktail party to be held onboard had to be cancelled. That evening with the Australian Ambassador I presented some medical supplies to representatives of local hospitals, to help assist in the treatment of people in the area whose health has been affected by the large number of typhoons which have caused considerable havoc in the Philippines recently.

12. At 0800(-8) on 21st October, DERWENT sailed from Tacloban. The visit was no doubt worth while in the interests of Australian - Philippine relations, but there is little to occupy officers or sailors apart from the official functions, and it is considered that this annual Royal Australian Navy visit should be kept short, preferably two days as on this occasion.

13. DERWENT now retraced her way through San Bernadino Strait and Verde Island Passage at 22 knots, the speed required for the passage to Hong Kong. Hester, now upgraded to typhoon status, fortunately kept far enough to the west not to present a serious problem. However during the crossing of the South China Sea on 22nd and 23rd October, a fresh north-east monsoon made the high speed passage unpleasant. DERWENT secured alongside North Wall in Victoria Basin at 1545(-8) on 23rd October.

14. DERWENT remained in Hong Kong for four days, which were fully occupied with shopping for most of the ship's company. On 26th October the ship dressed overall to honour Her Royal Highness Princess Anne, who arrived in the Colony on that day for a week's visit.

15. DERWENT sailed from Hong Kong at 0930(-8) on 27th October and proceeded towards Singapore. At 1200(-8) rendezvous was effected with RFA's RESOURCE and OLNA, and DERWENT took charge of these ships until 0530(-8) on 28th October, when HMS EAGLE,



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wearing the flag of Flag Officer Second-in-Command, Far East Fleet (Rear Admiral D. WILLIAMS) joined and took command of the force. A strong north-east monsoon again caused rough seas, but in spite of the weather Rear Admiral WILLIAMS accompanied by his Staff Officer Operations, transferred to DERWENT at 0845(-8) by helicopter to witness a replenishment with RFA OLNA and to walk round the ship. He returned to EAGLE at 1100(-8) and shortly afterwards the signal attached as Annex E was received.

16. At 1800(-8) HMS GLAMORGAN joined and after firing a salute to the Flag Officer Second-in-Command, took charge of the force while EAGLE detached for independent exercises. The force continued towards the Singapore exercise areas on 29th October and a number of exercises were carried out, as shown in Annex B. Among other exercises, DERWENT carried out a token solid replenishment with RFA RESOURCE, passing the one ton test weight several times.

17. At 1200(-7½) on 30th October the force made rendezvous with HMS SCYLLA, ARGONAUT, ARETHUSA, DANAE, HMAS SWAN and RFA's TIDEPOOL and TIDEFLOW. A rehearsal was then conducted for the final steampast of the Far East Fleet, to be held the next day. In the rehearsal, EAGLE represented RFA STROMNESS in which the Commander-in-Chief Far East (Air Chief Marshal Sir Brian Burnett, GCB, DFC, AFC, ADC, BA) was to take the salute in the actual ceremony the following day. After the rehearsal, DERWENT replenished with RFA TIDEPOOL and then carried out a jackstay transfer with SWAN to effect a posting exchange and transfer a number of stores.

18. At 1000(-7½) on 31st October, the force, now augmented by HMS ALBION, TRIUMPH, GURKHA, HMNZS OTAGO and RFA's RELIANT and GOLD RANGER, began to form up for the steampast to the east of Singapore Roads. DERWENT commanded the Commonwealth subdivision comprising DERWENT, SWAN and OTAGO, and manoeuvred the subdivision into station for the steampast at 1040(-7½). At 1200(-7½) the force, with ships' companies manning ship, steamed past RFA's STROMNESS and FORT SANDUSKY, in which the Commander-in-Chief and other distinguished persons were embarked. It was a fitting ceremony with which to end the formal existence of the Far East Fleet.

19. On completion of the steampast, ships proceeded in accordance with previous orders. DERWENT set course for Singapore Naval Base and secured alongside HMS JAGUAR at Number 3 Berth in the Stores Basin at 1830(-7½).

20. The conduct and health of the ship's company have been good during the month. Morale is high and all onboard are now looking forward to the ship's return to Australia next month and the leave period which will follow.

.....5/

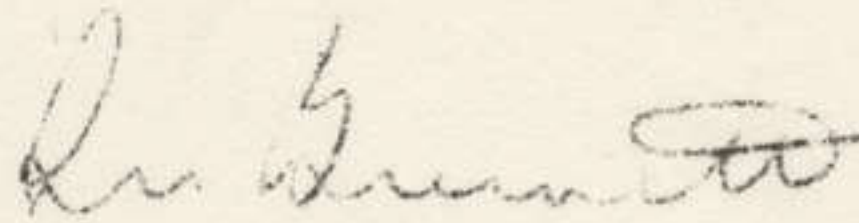
**RESTRICTED**



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



(R.W. BURNETT)  
COMMANDER RAN  
COMMANDING OFFICER

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

The Commodore,  
HONG KONG.

The Commanding Officer,  
HMAS SWAN.

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ANNEX A - STEAMING FIGURES

A. Total distance steamed during October, 1971 6,585.8 miles  
B. Total hours underway during October, 1971 415 16/60 hours  
C. Total distance steamed since commissioning 284,493.7 miles  
D. Total hours underway since commissioning 18,948 41/60 hours  
E. Periods when exceeding fast routeing speed:-

<u>DATE</u>	<u>HOURS</u>	<u>SPEED</u>	<u>REMARKS</u>
5OCT	11	20 knots	Passage speed as ordered by OTC
6OCT	8	20 knots	Passage speed as ordered by OTC
	4	22 knots	Exercise requirements
	5	19 knots	Exercise requirements
8OCT	12	22 knots	Exercise requirements
9OCT	3	22 knots	Plane guard with HMS EAGLE
	2	25 knots	Place guard with HMS EAGLE
	1/2	27 knots	Plane guard with HMS EAGLE
10OCT	11	20 knots	Passage speed
18OCT	14	20 knots	Passage speed
19OCT	2	20 knots	Passage speed
	10	21 knots	Passage speed
21OCT	14	22 knots	Passage speed
22OCT	17	22 knots	Passage speed
	7	20 knots	Passage speed
23OCT	8	22 knots	Passage speed
28OCT	3	22 knots	Passage requirements
	3	20 knots	Passage requirements
29OCT	12	20 knots	Passage requirements

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ANNEX B - DETAILS OF EXERCISES

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
<u>GUNNERY</u>		
3 4 OCT	Mersing Malaysia	Landing party exercise with 6 RAR.
5 OCT	Singapore Exercise Area	G.D.X. R.O.F.X. G.D.X.
8 OCT	Subic Areas	AATX AATFX
29 OCT	Passage Hong Kong to Singapore	R.I.X.
<u>TAS</u>		
5 OCT	Singapore (Triplane Target)	Light Mortar firing.
9 OCT	Subic Areas	Casex A1 Casex A2
<u>AIO</u>		
5 OCT	Singapore Exercise Areas	LW02 V.C.D.
9 OCT	Subic Areas	ADEX (Command and Control)
11 OCT	Subic Areas	P.W.O. Exercise
29 OCT	Passage Hong Kong to Singapore	Helo Controllex.
<u>SEAMANSHIP</u>		
6 OCT	Passage Singapore to Subic	RAS(L) OLNA
8 OCT	Subic Areas	RAS(L) TIDEPOOL
8 OCT	Subic Areas	Helo Transfer
9 OCT	Subic Areas	Helo Transfer
10 OCT	Subic Areas	RAS(L) TIDEPOOL
11 OCT	Subic Areas	Helo Transfer
28 OCT	Passage Hong Kong to Singapore	RAS(L) OLNA
28 OCT	Passage Hong Kong to Singapore	Helo Transfer

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<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
29 OCT	Passage Hong Kong to Singapore	RAS(S) Heavy Jackstay RESOURCE
30 OCT	Passage Hong Kong to Singapore	RAS(L) TIDEPOOL
30 OCT	Passage Hong Kong to Singapore	Light Jackstay transfer DERWENT gear with SWAN.
30 OCT	Passage Hong Kong to Singapore	Helo Transfer.

COMMUNICATIONS

5 OCT	Passage Singapore to Subic Areas	EWX 91, EWX 92
6 OCT	Passage Singapore to Subic Areas	EWX 53
13 OCT	Subic Areas	NCX 657 NCX 251
15 OCT	Subic Areas	NCS 657
28 OCT	Passage Hong Kong to Singapore	EWX 42
29 OCT	Passage Hong Kong to Singapore	NCX 401 NCX 402

DIVING

<u>DATE</u>	<u>LOCATION</u>	<u>TASK</u>	<u>TOTAL TIME</u>
1 OCT	Mersing	Float swim in pairs Free ascents. Directional signals Buddy breathing	986 minutes
15 OCT	Manila	Screw clean HMAS SWAN	60 minutes

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ANNEX C - A/S MORTAR FIRINGS

NIL

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ANNEX D - SHIP MOVEMENTS  
(RANOP 0136 AND 0137)

<u>DATE</u>	<u>LOCATION</u>
1st - 4th	Singapore
5th - 13th	South China Sea
14th - 17th	Manila
18th	Passage to Tacloban
19th - 20th	Tacloban
21st - 22nd	Passage to Hong Kong
23rd - 27th	Hong Kong
28th - 29th	Passage to Singapore
29th - 30th	Singapore Area
31st	Singapore

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ANNEX D

R 280413Z OCT 71

FM FO2FEF  
TO HMAS DERWENT

RESTRICTED

DERWENT HAS DONE VERY WELL UP HERE AND I AM ONLY SORRY NOT TO HAVE  
SEEN MORE OF YOU AND YOUR PEOPLE. THANK YOU FOR MY ENJOYABLE  
VISIT. I WISH YOU A HAPPY RETURN DOWN UNDER.

280413Z OCT 71

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18/6/3190

DEPARTMENT OF THE NAVY

HMAS DERWENT Report of Proceedings NOV 71

AS(NS) *Ch. 20/12.*  
D of O *20*

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1NM *23/11*

2NM *23/11*

3NM *23/11*

4NM *23/11*

SECRETARY *23/11*  
*23/11*  
C of S *23/11*

DPR *23/11*

AS(NS) (NS55) *23/12.*  
D of O *23*

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17 DEC P.M.

NAVY REGISTER

HMA FLEET HEADQUARTERS  
GARDEN ISLAND NSW 2000

AF 1/16/25

6 DEC 1971

The Secretary  
DEPARTMENT OF THE NAVY

HMAS DERWENT REPORT OF PROCEEDINGS - NOVEMBER, 1971

1. Forwarded

*N.E. McDonald*

(N.E. McDONALD)  
COMMODORE, RAN  
for FLAG OFFICER COMMANDING

Enclosure: HMAS DERWENT letter C1/16/7 of  
3rd December, 1971

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C1/16/7

HMAS DERWENT,  
At Williamstown.

**- 3 DEC 1971**

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DERWENT - REPORT OF PROCEEDINGS - NOVEMBER 1971

Sir,

I have the honour to report the proceedings of  
HMA Ship under my command for the month of November, 1971.

2. The following officers joined DERWENT during the  
month:

LEUT SDEN ME J.D. DONNELLY RAN  
SBLT SDEX C D.J. MATHEWSON RAN  
ASLT GLEX I.M. MURRAY RAN

The following officers left DERWENT during the  
month:

LEUT SDEN ME R. WARING RAN  
LEUT SDEX C B.P. BECKWITH RAN  
LEUT GLEX P.H. McCLOSKEY RAN  
LEUT SSSG M.S.L. GARVAN RAN.

3. At the beginning of November, DERWENT was alongside  
in the Stores Basin, Singapore Naval Base. On 2nd November  
the Commander ANZUK Force, Rear Admiral D.C. WELLS CBE,  
walked round the ship and talked to Officers and Chief Petty  
Officers. This visit was much appreciated as Rear Admiral  
WELLS had only assumed his complex command on the previous  
day, and DERWENT's status was that of a visiting ship and  
not part of the ANZUK force.

4. On 4th November DERWENT sailed from the Naval Base  
to escort HMAS SYDNEY for that ship's second last trooping  
run of the year to Vung Tau. Rendezvous was made with SYDNEY  
at 0945(-8) on 5th November and at 1100(-8) a jackstay  
transfer was conducted with SYDNEY to transfer stores and  
personnel. In the afternoon DERWENT held an NBCD exercise  
and at 1500(-8) Officer of the Watch manoeuvres were carried  
out with SYDNEY.

5. After patrolling ahead of SYDNEY during the night,  
DERWENT was detached at 0400(-8) on 6th November to sweep  
ahead of SYDNEY into the anchorage at Vung Tau. Having  
completed a mine detection sonar sweep up the channel and  
through SYDNEY's anchor berth, DERWENT anchored at 0645(-8).

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Defence watches remained closed up throughout the day, Awkward State Two was assumed and continuous boat patrols were carried out. Scare charges were thrown over the side at random intervals and DERWENT's divers carried out several searches during the day. A small number of Australian Army personnel from ANZUKFOR in Singapore, who were embarked in DERWENT as a reciprocal gesture for jungle training given to DERWENT's sailors, were permitted to land briefly to visit Army installations on shore, and DERWENT's Medical Officer visited the hospital. Otherwise no one landed from the ship.

6. DERWENT weighed at 2300(-8) and proceeded out of Vung Tau harbour, followed by SYDNEY. At 1030(-8) on 7th November a jackstay transfer was carried out with SYDNEY, after which ships proceeded in accordance with previous orders, SYDNEY returning to Australia and DERWENT setting course for Singapore to refuel.

7. DERWENT berthed in the Stores Basin at 0800(-7½) on 8th November, and sailed the following day at 0900(-7½). This final departure from Singapore was rather an anti-climax as the RN ships and authorities with and for whom DERWENT had worked during her deployment had already departed from the scene. Course was set for Fremantle via Gaspar and Sunda Straits.

8. After clearing Sunda Strait on the night of 10th November the weather deteriorated and cold southerly winds with fairly rough seas were experienced for the remainder of the passage to Fremantle. During the passage BTT examinations were conducted and a live mortar firing carried out. Two minutes' silence were observed at 1100(-7½) on 11th November. A communications exercise was conducted with RAAF Neptune aircraft returning to Australia from Exercise Curtain Call.

9. At 0915(-8) DERWENT secured at H Berth, Victoria Quay, Fremantle. I called on the Naval Officer Commanding, West Australia Area (Commodore J.M. RAMSAY, CBE, DSC, RAN) and, with Commodore RAMSAY and three officers from DERWENT, called on the Deputy Mayor of Fremantle (Councillor Mrs. E.R. FLETCHER) who entertained us with light refreshments and made a short speech of welcome, to which I responded. Later in the forenoon my officers and I were entertained at HMAS LEEUWIN, and in the evening an official cocktail party was held onboard DERWENT. The unseasonably cold weather made it necessary to move guests from the upper deck to the wardroom and my cabin but this did not seem to detract from the success of the party.

.....3/

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10. On each of the two days of the ship's stay a class of Junior Recruits was conducted round the ship. West Australian natives were landed to start their long leave and three civilian engineers (two from the Weapons Research Establishment, Salisbury, SA, and one from Navy Office) embarked for discussions on DERWENT's modernised Mortar Mk 10 during the passage to Adelaide.
11. DERWENT sailed for Adelaide at 0900(-8) on 18th November. Once again the weather for the passage was cold and uncomfortable, with a heavy south-westerly swell in the Bight. The weather was still cold when the ship arrived in Adelaide on 22nd November and secured at Mobil Wharf at 0900(-10 $\frac{1}{2}$ ). I called on the Naval Officer-in-Charge, South Australia, (Commander P. GOLDRICK RAN) at 0930(-10 $\frac{1}{2}$ ) and at 1125(-10 $\frac{1}{2}$ ) on completion of fuelling, cast off and proceeded to No. 1 Berth, Port Adelaide.
12. A considerable number of functions and meetings were held while the ship was in Adelaide, making the stay a busy though enjoyable one. . . During the afternoon of 22nd November a number of scientists from the Weapons Research Establishment, Salisbury, visited the ship and this was reciprocated by a visit to WRE by seven officers from DERWENT the following day. It is felt that both these visits were valuable in promoting understanding between sea-going naval officers and WRE personnel. Meetings related to DERWENT's Ikara system and modernised Mortar were held onboard and at HMAS ENCOUNTER, and a film of the Mortar was made by a WRE team. An official cocktail party was held onboard and visits to the Barossa Valley and to the West End Brewery were arranged for sailors.
13. One function of interest was the launching and presentation of the book "The Bells of Sunda Strait" by David Burchell, which I had agreed could be held onboard when the matter was raised by the Naval Officer-in-Charge. Survivors from HMAS PERTH were presented by the publishers (Rigby Limited) with copies of the book, which deals with diving operations conducted by the author on the sunken ship in Sunda Strait.
14. DERWENT sailed from Adelaide at 0900(-10 $\frac{1}{2}$ ) on 24th November, having disembarked South Australians for long leave and embarked Mr. G.A. COOPMAN, Engineer Class 1, for a familiarisation cruise, and Sergeant R. LITTLE of the ACT Police for road safety lectures. The weather was better for this leg of the passage and on 26th November the opportunity

.....4/

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was taken to carry out a quarterly work up to full power. At 0600(-11) on 27th November, DERWENT anchored in Watson's Bay for preliminary customs clearance. This was completed expeditiously and at 1000(-11) DERWENT secured at Fitting Out Wharf, where a large number of relatives and friends met the ship.

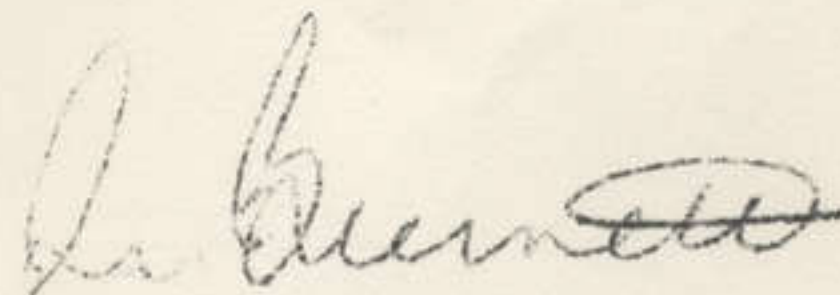
15. DERWENT remained at Fitting Out Wharf for the rest of the month. Your Chief of Staff, Commodore N.E. McDONALD, RAN, walked round the ship informally on 29th November. On 30th November I attended a meeting of the Training Committee at the Gunnery Instructional Centre, Woolloomooloo.

16. The material condition of the ship is satisfactory but it is hoped that a high proportion of the ship's approved INDEF's can be undertaken at the forthcoming Intermediate Docking at Williamstown. The health and conduct of the ship's company have been good during the month and morale continues to be satisfactory.

I have the honour to be,

Sir,

Your obedient servant.



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

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

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ANNEX A - STEAMING FIGURES

A. Total distance steamed during November, 1971 6,175.7 miles  
B. Total hours underway during November, 1971 432 3/60 hours  
C. Total distance steamed since commissioning 290,669.4 miles  
D. Total hours underway since commissioning 19,380 47/60 hours  
E. Periods when exceeding fast routing speed:

<u>DATE</u>	<u>HOURS</u>	<u>SPEED</u>	<u>REMARKS</u>
5NOV	12	20 knots	Escorting HMAS SYDNEY
6NOV	6	20 knots	Escorting HMAS SYDNEY
7NOV	11	20 knots	Escorting HMAS SYDNEY
	10	21 knots	Escorting HMAS SYDNEY

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ANNEX B - DETAILS OF EXERCISES

<u>DATE</u>	<u>AREA</u>	<u>EXERCISE</u>
	<u>SEAMANSHIP</u>	
5NOV	Enroute Singapore to Vung Tau	Light Jackstay Transfer
7NOV	Enroute Vung Tau to Singapore	Light Jackstay Transfer

NBCD

5NOV	Enroute Singapore to Vung Tau	Minor NBCD Exercise
------	-------------------------------	---------------------

TAS

17NOV	Enroute Singapore to Fremantle	Live Mortar Firing
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DIVING

<u>DATE</u>	<u>LOCATION</u>	<u>TASK</u>	<u>TOTAL TIME</u>
6NOV	Vung Tau	Cable and Bottom Searches	60 minutes
17NOV	Fremantle	CABA Suitability Dives	195 minutes

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ANNEX C - A/S MORTAR FIRINGS

<u>DATE</u>	<u>TIME</u>	<u>POSITION</u>	<u>REMARKS</u>
17NOV	1045	07 <sup>0</sup> 39.5S 105 <sup>0</sup> 09'E	Two salvos - six projectiles - in 1400 fathoms.

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18/6/3268

DEPARTMENT OF THE NAVY

HMAS DERWENT Report of Proceedings DEC 71

AS(NS) *Ch. 24/1.*

D of O *24/1*

DCNS

1NM *24/1*

2NM *24/1*

3NM *24/1*

4NM *24/1*

SECRETARY *24/1*

C of S *24/1*

DPB *24/1*

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

- 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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*24/1/2.*



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NAVY - CANBERRA		
18	6	3268

HMA FLEET HEADQUARTERS  
GARDEN ISLAND NSW 2000

19 JAN 1972

AF 1/16/25

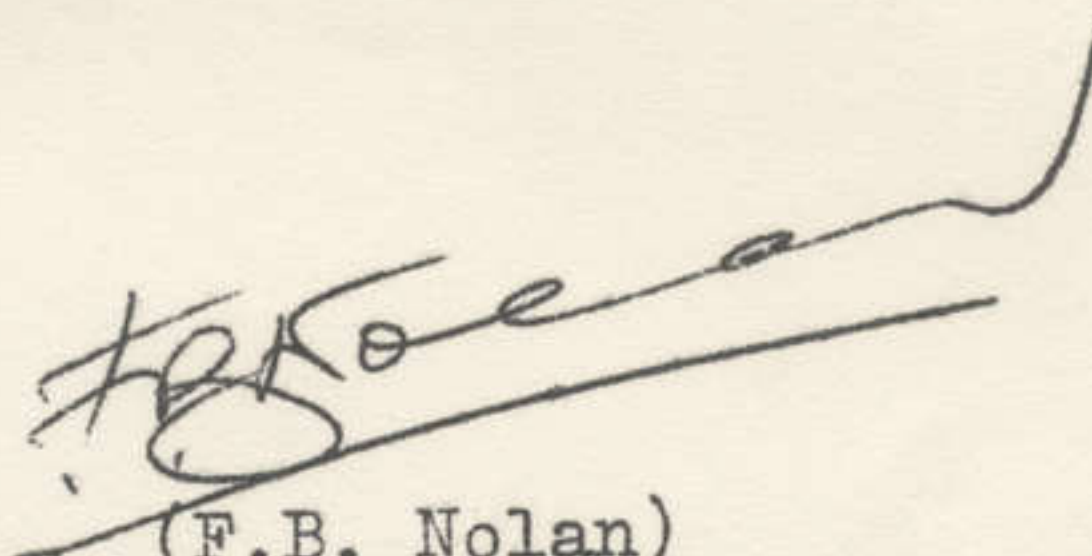
21 JAN A.M.

The Secretary  
Department of the Navy

NAVY REGISTRY

HMAS DERWENT - REPORT OF PROCEEDINGS - DECEMBER 1971

Forwarded.



(F.B. Nolan)  
Captain, RAN  
for Flag Officer Commanding

Enclosure: HMAS DERWENT - Report of Proceedings 5th January, 1972.

2.

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HMAS DERWENT,  
At Williamstown.

- 5 JAN 1972

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

HMAS DERWENT - REPORT OF PROCEEDINGS - DECEMBER, 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of December, 1971.

2. The following Officers joined DERWENT during the month:

LEUT GLEX TAS J.S. CHESTNUTT R.N.

The following Officers left DERWENT during the month:

LEUT SDEN TAS W.H.J. CRIDDLE R.A.N.

3. At 0800 on Wednesday 1st December, DERWENT was cold moved from alongside Garden Island to No 3 buoy; to deammunition prior to her intermediate docking period in Williamstown Dockyard.

The deammunitioning went well and was completed early in the afternoon without incident.

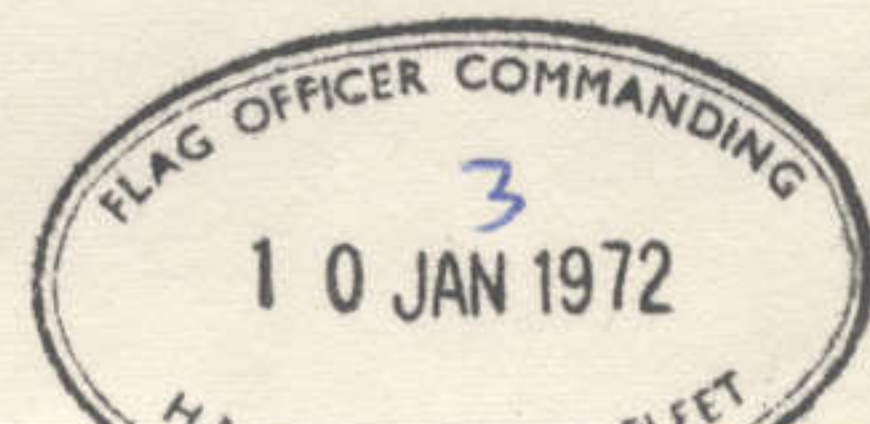
4. At 1645 DERWENT sailed for Williamstown - the weather was good and the passage uneventful - indeed a welcome break.

DERWENT secured alongside Nelson Pier at 1000 on Friday the 3rd December.

5. A meeting was arranged with the dockyard Estimate and planning section and took place on Thursday 9th December. The Ship's defect list was discussed at length and the order of priority established for each Department.

6. On the 6th December the majority of the ship's company proceeded on long leave. The remainder of the ship's company being employed on watchkeeping duties and in preparing the ship for the coming dockyard period.

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Page 2 of HMAS DERWENT  
letter 1.16.7 of 5th  
January, 1972.

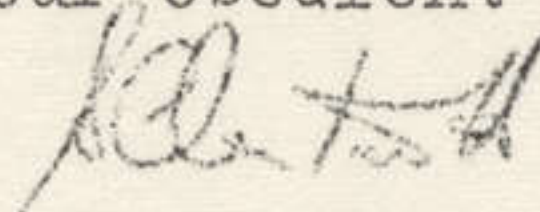
7. Christmas Day onboard was quiet but enjoyable with an excellent Dinner provided by the duty cook, assisted by a non duty volunteer.

8. The health and morale of the Ship's Company is good and the conduct on the whole is satisfactory.

I have the honour to be

Sir,

Your obedient servant



( J. CHESTNUTT )  
Lieutenant RN.  
Commanding officer

For Information: The Flag Officer Commanding,  
H.M. Australian Fleet,  
HMAS MELBOURNE.  
Commander, 3rd Destroyer Squadron.

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Annex A to HMAS DERWENT  
letter 1.16.7 of 5th  
January, 1972.

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ANNEX A - STEAMING FIGURES

- A. Total distance steamed during December - 612.3
- B. Total hours underway during December - 41.03 hrs
- C. Total distance steamed since commissioning - 291,281.7
- D. Total hours underway since commissioning - 19421 50/60
- E. Periods when exceeding fast routing speed NIL

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