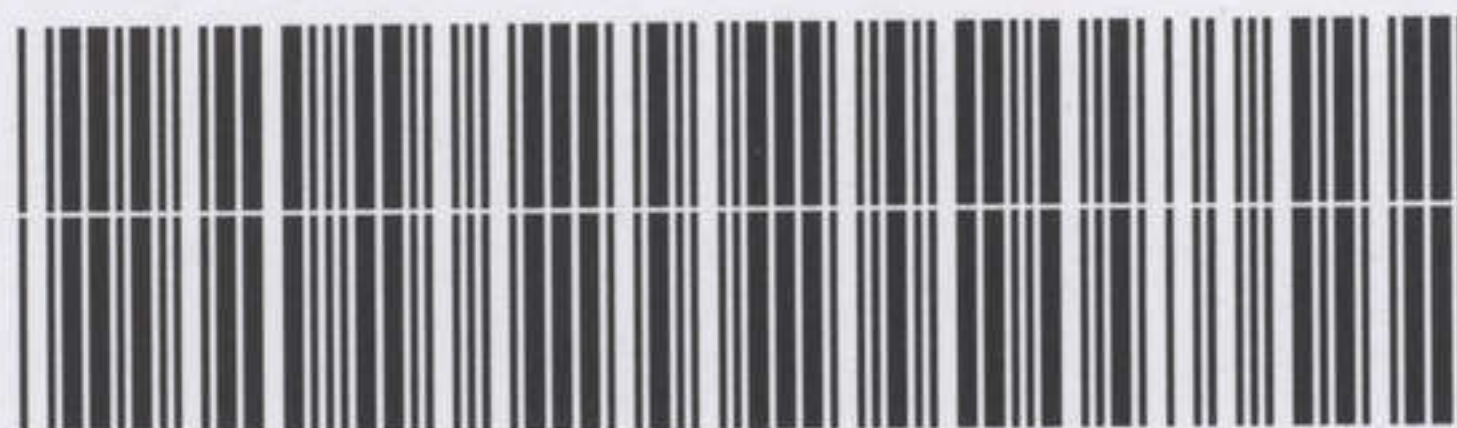


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS DUCHESS**

**Item number: 102/4**

**Title: January-December 1970**



AWM78-102/4



**CONFIDENTIAL**

18-6-1974

DEPARTMENT OF THE NAVY

HMAS DUCHESS Report of Proceedings JAN 1970

AS(NS) 19/3

D of O 18/3

DCNS 1-22/3

1NM 18/3

2NM 12/3

3NM 11/4

4NM 11/4

SECRETARY 11/4

C of S 18/3/4

DPR 27/4

AS(NS) (NS55) 1/4

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

**CONFIDENTIAL**

19/3

12  
24

CONFIDENTIAL

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1924

RECEIVED   
 19 MAR A.M. AR  
 Telephone:  
 35 0444  
 NAVY REGISTRY  
 PMS

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

No. A.F. 1/16/27

17 MAR 1970

The Secretary,  
 Department of the Navy.

HMAS DUCHESS - REPORT OF PROCEEDINGS - JANUARY 1970

Forwarded.

*Neil G. O'Donoghue*

Rear Admiral

Enclosure:

HMAS DUCHESS letter C1/16/3 of 2nd  
 February, 1970.

CONFIDENTIAL

**CONFIDENTIAL**

HMAS DUCHESS,  
At Sea.

Quote in reply C1/16/3

2nd. February, 1970.

The Flag Officer Commanding  
HM AUSTRALIAN FLEET.

Sir,

HMAS DUCHESS REPORT OF PROCEEDINGS JANUARY 1970

1. I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS under my command for the month of January, 1970.
2. The ship's second month on Strategic Reserve service has been even busier than the previous month. The first week was spent in Hong Kong completing a self maintenance period and picking up again after the Christmas/New Year festivities. A further week was spent in Singapore Naval Base preparing for Exercise JANEX; the final 12 days of the month the ship had been participating in Exercise JANEX in the Singapore Practice Areas.
3. At the commencement of January, DUCHESS was secured alongside the South Wall of the Victoria Basin in Hong Kong. The ship remained alongside until 8th. January completing a very valuable maintenance period. The excellent weather which prevailed throughout, coupled with the efforts of Jenny Side Party, enabled the ship to make great progress in maintenance of the upper deck, and the ship's overall appearance was greatly improved. Advantage was also taken of having the machinery spaces and gland compartments chipped and cleaned by contract labour.
4. A higher rank promotion board was conducted on 6th. January which resulted in 22 sailors qualifying.
5. The ship sailed from Hong Kong at 1336H on 8th. January for passage to the Singapore exercise areas. The passage was without incident in typical monsoon conditions, with overcast skies, a persistent north-easterly wind and a stern swell. During the passage a 0.22 rifle competition was completed. 150 sailors had entered for the competition in teams of 4, and the final honours went to the Wardroom team in a close final against the ME's.
6. The ship arrived in the Singapore exercise areas at 0600GH on 12th. January. A gun functioning trial scheduled for 0630GH had to be cancelled due to minor system defects and REW (Window 'C') firings were practised instead. At 0830GH an AA tracking serial was conducted with a Meteor aircraft and on completion the ship carried out assessed mortar firings at the triplane target. In the afternoon a rendezvous was effected with RFA TIDEREACH and re-fuelling was carried out. On completion HMS GALATEA towed DUCHESS achieving a speed of about 7 knots.
7. On completion of the day's practice serials at 1800GH DUCHESS detached for Singapore Naval Base. The ship arrived off Johore Shoal buoy at 2110GH and came to her starboard anchor in 8 fathoms for the night. The anchor was weighed at 0737GH on 13th. January and the ship proceeded to the Explosives anchorage in the Naval Base, and came to her starboard anchor in 6 fathoms off the Royal Naval Armament Depot at 0918GH. Ammunitioning was completed by 1200GH and anchor was weighed at 1307GH and the ship proceeded to the Naval Stores Basin, berthing on HMS ROTHESAY at No. 5 berth at 1340GH.

**CONFIDENTIAL**

/2.. 8. The

**CONFIDENTIAL**

2.

8. The main purpose of the period in harbour from 13th. to 19th. January was the JASS teach-in held in HMS TERROR from 14th. to 16th. January. This was a three day lecture phase which included, in addition to lectures on current tactics and doctrine, a briefing for Exercise JANEX itself. Accompanied by four of my officers, I attended all three days; as well key sailors from the Operations Room and Communications department also attended. Aside from the lectures, harbour exercises and communications checks were carried out during this period.

9. On Wednesday 14th. January I waited on the Flag Officer, Second-in-Command, Far East Fleet (Rear Admiral T.T. LEWIN, MVO DSC), flying his flag in HMS FEARLESS. He returned my call on Friday 16th. January during which he met Heads of Departments and was entertained for a short period in the Wardroom.

10. On 15th. January films of next-of-kin conveying Christmas messages to their men serving in HMAS DUCHESS were received onboard and were screened to the Ship's Company. Although the films were well received and the efforts of the people who made the films is recognised, there was some disappointment that the films did not arrive until 3 weeks after Christmas. The Perth Cup sporting competition between Commonwealth naval units was held on 17th. and 18th. January. DUCHESS and YARRA combined to represent the RAN against teams from the RN, RNZN and RMN. Six sports were played, the RAN winning through to reach four finals. The RAN did particularly well to beat the RN in the Hockey final and in a hard fought game in which the RAN led 3-0 at half time went down to the RNZN in 6-3 in the Rugby. A high standard of sportsmanship was displayed by all RAN teams and the competition attracted much interest. The final result was RN 36 points, RAN 32 points, RMN 24 points and RNZN 23 points; the Royal Navy thus retained the Perth Cup.

11. DUCHESS sailed at 0746GH on Monday 19th. January in company with FEARLESS, ANDROMEDA, GALATEA, ROTHESAY, LYNX, WAIKATO and YARMOUTH under the command of the Flag Officer, Second-in-Command, Far East Fleet (Rear Admiral T.T. LEWIN, MVO DSC), flying his flag in HMS FEARLESS. All ships proceeded to the Singapore practice areas for Phase 1 of Exercise JANEX. Exercise JANEX was divided into three phases and Phase 1, primarily for weapon training, took place from 19th. to 23rd. January. DUCHESS participated in a full week of practices covering AA and surface firings, FPB exercises and CASEX serials. A full list of exercises is shown in Annex B.

12. On completion of Phase 1 weapon training at 1300GH, DUCHESS proceeded in company with ANDROMEDA, WAIKATO and WHITBY for a formation anchorage off Palau Tioman. While en route to the anchorage a helicopter transfer was carried out to transfer NASE OWEN to HMS FEARLESS with suspected Glandular Fever. The sailor was subsequently landed to HMS TERROR Sick Quarters and the diagnosis confirmed. Owing to the infectious nature of this sickness I was concerned that it could easily spread through the Ship's Company, bearing in mind particularly the sub-standard accommodation onboard. Hygiene control was tightened, bedding was aired and in the event only one further probable case was reported.

13. The ship came to her starboard anchor in 17 fathoms at her allotted berth in Telok Tekek anchorage at 1521GH on 23rd. January; at 1800GH a full Operation Awkward exercise was carried out by all ships present. Divers attempted to attack ships at anchor and the exercise lasted until 2230GH. In the bottom search carried out by DUCHESS, no limpet mine dummies were found.

13.. 14. The

**CONFIDENTIAL**

# CONFIDENTIAL

3.

14. The period from 23rd. to 26th. January was spent at anchor with banyan and barbeque parties being landed on Palau Tioman. The weather was hot and sunny and provided an excellent 3 day R & R period. On the morning of 24th. January I attended the Phase 1 wash up held in HMS FEARLESS. In the evening I attended a dinner given by the Flag Officer Second-in-Command, Far East Fleet in HMS FEARLESS for the Captains of ships and RFA Masters and which was attended by the First Sea Lord, Admiral Sir Michael Le Fanu GCB DSC, and the Commander Far East Fleet, Vice Admiral L.D. EMPSON CB.
15. JANEX Phase 2, a continuation weapon training period, was conducted from 26th. to 28th. January in the Singapore practice areas. DUCHESS weighed anchor and sailed in company with other escorts (shown in Annex F) at 0650GH on 26th. January. During Phase 2 more FPB and CASEX serials were carried out and new procedures for dealing with the multi threat situation from modern weapons were exercised.
16. On 27th. and 28th. January DUCHESS completed two re-fuellings astern from RFA ENNERDALE. This proved successful and dead times of about 12 minutes were recorded. It also completed the Annual Daring class bogey figure for astern RAS inside 24 hours.
17. A highlight of the second week of JANEX was a visit to DUCHESS of the First Sea Lord, Admiral Sir Michael Le Fanu GCB DSC, accompanied by his Naval Assistant, Captain M. La T. Wemyss, Royal Navy. Admiral Le Fanu arrived by helicopter at 1400GH on 27th. January and spent an hour and a half onboard walking round the ship and talking to sailors. The Admiral took a standeasy break for a cold drink in the POME's mess during which he questioned them closely on many new RAN developments, for example, group pay and new uniforms. He completed his walk around by visiting 'A' Engine and Boiler Rooms and he told me on departure that he had enjoyed his visit and liked what he saw.
18. The final exercise serial for DUCHESS during JANEX Phase 2 was to board and tow RMNS HANG TAUH (Commander MOHD ZAIN BIN MOHD-SALLEH, Royal Malaysian Navy). The ships boarding party, with two of our Malaysian midshipmen as interpreters, boarded HANG TAUH and quickly passed her towing hawser. A speed of 8 knots was achieved before the tow was slipped at 1430GH 28th. January. On completion of this exercise DUCHESS proceeded independently to her assigned anchor berth off Telok Tekek at Palau Tioman Island. The ship came to her starboard anchor at 1521GH on 28th. January.
19. A second R & R period was taken between 28th. and 31st. January. More banyan and barbeque parties were landed as well as Rugby and Basketball squads for training on the beach. A further wash up was held in HMS FEARLESS on 29th. January to discuss Phase 2 and brief ships on the Phase 3 tactical exercise.
20. The third phase of JANEX commenced on 31st. January and lasted five days. The ships participating are listed in Annex F. This phase was a tactical exercise to provide a trial for new procedures designed to enable surface ships to react realistically in the face of the modern weapon threats now facing the Western Navies. For HMAS DUCHESS it was our first Fleet exercise since her last deployment to the Far East and the challenge to do well was taken up at all levels.
21. HMAS DUCHESS in company with all other escorts, weighed anchor at 0605GH and, with HMS WHITBY under my orders, formed a SAG to search out and patrol an area against FPB's prior to the departure of the main body. The exercise got off to a vigorous start after DUCHESS sighted four FPB's and gave chase. The remainder of the day was spent under persistent air attack with submarines and FPB's continuing to make their presence felt. This provided a very busy start to the exercise and a most active final day of the month.

CONFIDENTIAL

/4.. 22. During

**CONFIDENTIAL**

4.

22. During the month the following officers joined:-

LCDR GLEX N R.G.O. GATACRE, RAN	Executive Officer
LEUT SLEX A.V.R. HORNE, RAN	Signal Communications Officer

and the following officers left:-

LCDR GLEX P.D. McKAY, RAN	HMAS PENGUIN
LEUT SSDN D. PUTNAM, RAN	HMAS YARRA

23. The ship has again kept to her programme unhindered by major defects. The main and auxiliary machinery has performed satisfactorily throughout the month, the only defects of note being the perennial problems of Turbo-Generator governors, 1-9-2 turbines, and the failure of a metal sprayed shaft in 'A' turbo-driven extraction pump. A new shaft for this was machined by HMS FORTH at Palau Tioman in 16 hours, which was a commendable feat. Problems were encountered with 'A' Turret elevation which went unstable but this was rectified by ships staff whilst alongside in Singapore and at Palau Tioman by replacing the oil-servo unit, two pressure feed back units, resetter pinion gear and checking the remainder of components.

24. Health and Morale of the Ship's Company. Apart from the occurrence described in paragraph 12 above, the health of the Ship's Company remains very good. Their conduct is satisfactory and with the challenge of JANEX, and competition from other RN, RAN and RNZN ships to act as a spur, morale is high.

I have the honour to be,

Sir,

Your obedient servant,

*H. J. P. Adams*

(H.J.P. ADAMS)  
COMMANDER, RAN  
CAPTAIN.

For Information:

The Commander, Far East Fleet.  
The Flag Officer, Second-in-Command, Far East Fleet.  
The Commander Second Australian Destroyer Squadron.  
The Commanding Officer HMAS YARRA.

**CONFIDENTIAL**



**CONFIDENTIAL**

ANNEX 'A'

1. Distance steamed during January 4105.5
2. Hours underway during January 284.45
3. Total distance steamed since commissioning 186262.3
4. Total hours underway since commissioning 13267.45
5. Occasions of exceeding economical speed:-

<u>DATE</u>	<u>DURATION</u>	<u>AV. SPEED</u>	<u>TON/HR</u>	<u>FUEL</u> <u>DIST/TON</u>	<u>REMARKS</u>
19-1-70	02.00	20	3.8	5.25	) Exercise
28-1-70	01.20	25	6.0	4.15	) JANEX.

**CONFIDENTIAL**

# CONFIDENTIAL

## ANNEX 'B'

### EXERCISES DURING JANUARY

#### AIO

Blind Pilotage Team	2
EWX 53	1
Windfinding	2
ADX	1

#### GUNNERY

AATX	2	Landing Party Drill	1
GDX	3	Boarding Party (Unopposed)	1
SUTF	1	Radar Alignment (Balloon)	1
NGSF	1	Small Arms Training (8 Ords)	2 days
FPBX	2	.22 Rifle Competition - 150 sailors	
EWX 61	1		

#### TAS

Assessed Mortar Firing	1
Casex A4/5	3
Casex A17	5
Casex B3	2
Operation Awkward	1

#### COMMUNICATIONS

##### EW

RRX	14
EWX 91	2

##### TACTICAL

NAVCOMEX 201	11
NAVCOMEX 202	12
NAVCOMEX 251	3
NAVCOMEX 252	2
NAVCOMEX 501	3

##### RADIO

NAVCOMEX 401	20
NAVCOMEX 402	12
NAVCOMEX 501	2
MTX	6

#### NBCD

Major NBCDX	1
Electrical Repair Party exercise	1

#### MISCELLANEOUS

RAS Abeam (Day)	1	Steering Gear Breakdown	1
RAS Abeam (Night)	2	Formation Anchorage	1
RAS Astern	2	Emergency Stations	1
Man Overboard	1	Helicopter Transfers	5
Tow Forward	1	Tow Aft	1

# CONFIDENTIAL

# CONFIDENTIAL

## ANNEX 'C'

### SPORT

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>GROUND</u>	<u>RESULT</u>
2/1	Rugby	DUCHESS 2nd. XV v ANDROMEDA 2nd. XV	Happy Valley	Won 14-0
2/1	Rugby	DUCHESS 1st. XV v ANDROMEDA/WHITBY	Happy Valley	Won 37-0
2/1	Hockey	DUCHESS v GMCMS	Happy Valley	Won 7-1
2/1	Basketball	DUCHESS v RNHK	TAMAR	Lost 20-16
5/1	Rugby	DUCHESS Colts v HK Club 3rds.	Club Ground	Lost 11-0
5/1	Hockey	DUCHESS 2nd. XI v WHITBY	Happy Valley	Lost 2-1
5/1	Basketball	DUCHESS v WHITBY	TAMAR	Won 28-8
13/1	Basketball	DUCHESS v YARRA	TERROR	Lost 30-22
14/1	Rugby	DUCHESS v YARRA	TERROR	Won 5-0
15/1	Soccer	DUCHESS v YARRA	TERROR	Won 2-1
16/1	Rugby	DUCHESS 2nd. v WAIKATO 2nd.	TERROR	Lost 16-6
18/1	Aust. Rules	DUCHESS v SELETAR	Simbang	Lost 12.12 -- 12.14

### PERTH CUP (DUCHESS AND YARRA COMBINED)

17/1	Rugby	RAN v RMN	TERROR	Walkover
17/1	Hockey	RAN v RMN	TERROR	Won 2-1
17/1	Soccer	RAN v RN	TERROR	Lost 16-0
17/1	Volleyball	RAN v RN	TERROR	Lost 2-0
17/1	Squash	RAN v RNZN	TERROR	Won 2-1
17/1	Basketball	RAN v RNZN	TERROR	Won 58-14
18/1	Rugby	RAN v RNZN	TERROR	Lost 6-3
18/1	Hockey	RAN v RN	TERROR	Won 1-0
18/1	Basketball	RAN v RMN	TERROR	Lost 51-42
18/1	Squash	RAN v RN	TERROR	Lost 3-0

TOTAL NUMBERS REPRESENTING DUCHESS: 144

# CONFIDENTIAL

**CONFIDENTIAL**

ANNEX 'D'

A/S WEAPON FIRINGS

Nil.

ANNEX 'E'

SUMMARY OF SHIPS EMPLOYMENT

1st.-8th. January	Hong Kong	Self Maintenance
8th.-11th. January	Passage to Singapore area	
12th. January	Singapore Practice Areas	
13th.-19th. January	Singapore Naval Base	
19th.-31st. January	Exercise JANEX	Singapore Practice Areas

ANNEX 'F'

UNITS PARTICIPATING IN EXERCISE JANEX

TASK FORCE 319 (BLUE)  
CTF 319 - F02FEF

TASK FORCE 320 (ORANGE)  
CTF 320 - SASO HQ FEAF

a. Ships

FEARLESS	GALATEA
ANDROMEDA	WAIKATO
YARMOUTH	ROTHESAY
WHITBY	LYNX
NUBIAN	YARRA
DUCHESS	FORTH
TIDESPING	PLUMLEAF
TARBATNESS	RESURGENT
ENNERDALE	

b. Aircraft

Shackletons	Lightnings
Mirages	Canberras
Meteors	Orions

a. Ships

FPB PERKASA	FPB GEMPITA
FPB PENDEKAR	FPB HANDALAN
PC PANAH	PC SRI SABAH
PC KELEWANG	PC RENCHONG
PC SR1 PERAK	PC TOMBAK
GOLD RANGER	CACHALOT
FINWHALE	SARGO

b. Aircraft

Lightnings	Mirages
Canberras	Hunters
Meteors	Vulcans

**CONFIDENTIAL**

CONFIDENTIAL

PMS

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

2000

1/16/27

31 MAR 1970

The Secretary,  
Department of the Navy.

HMAS DUCHESS - REPORT OF PROCEEDINGS - FEBRUARY, 1970

Forwarded.

(SGD.) N. E. McDONALD  
Rear Admiral

Enclosure: HMAS DUCHESS letter S1/16/3 of 1st March, 1970.

CONFIDENTIAL

**CONFIDENTIAL**

1.

HMAS DUCHESS,  
At Sea.

Quote in reply S1/16/3

1st. March, 1970.

The Flag Officer Commanding  
HM AUSTRALIAN FLEET.

Sir,

HMAS DUCHESS REPORT OF PROCEEDINGS  
FEBRUARY, 1970

1. I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS under my command for the month of February, 1970.
2. The month of February has been spent entirely in the Singapore and Malacca Straits area. The first week was spent participating in Exercise JANEX '70 followed by a two week Self-Maintenance period in Singapore Naval Base. During the third week of the month the ship paid an operational visit to Port Swettenham and the last week of February was spent in the Singapore exercise areas and escorting HMAS SYDNEY to the Sunda Strait.
3. At the commencement of the month HMAS DUCHESS was engaged in the Final (Tactical) Phase of Exercise JANEX '70. The ships participating are shown in Annex F and throughout the exercise Tactical Command was exercised by the Flag Officer Second-in-Command, Far East Fleet (Rear Admiral T.T. LEWIN, MVO DSC). JANEX '70 was a demanding but interesting exercise, in which the force was open to attack from submarines, aircraft, FPB's and missiles (air, surface and submarine launched). To counter this multitude of threats a new system of command and control was used; this system is described in outline in Annex G. Throughout the period of the exercise the ship was in defence watches (with DC parties stood down) and during this time 22 window shells were fired and the mortar fired once. For HMAS DUCHESS it was a busy period; we were involved in 4 FPB actions, 2 submarine incidents as well as numerous missile and aircraft attacks.
4. On 1st. February at 1000GH, DUCHESS replenished from RFA PLUMLEAF. This was an uncomfortable replenishment in a moderate stern sea with the replenishment point being washed-down from time to time. During the night of 1st./2nd. February DUCHESS was screening in a station astern of the main body when at 0030GH a green grenade was sighted towards the main body. Turning towards the submarine a sonar contact was gained at 1000 yards. The contact proved to be a 'panther' (USS(N) SARGO). A very creditable performance by the SCR's crew enabled DUCHESS to track the submarine moving in from astern under the main body for 50 minutes before contact was finally lost. Loss of gyro stabilisation on 975 radar in the early stages did not make the problem easier.
5. On 2nd. February at 1130GH a helicopter transfer was effected to land LCK G.J. MATTHES, R93241 with suspected appendicitis. This diagnosis was later confirmed.
6. DUCHESS carried out her third astern replenishment within a week with RFA ENNERDALE at 1530GH on 3rd. February. This evolution was now becoming well practised and an expeditious replenishment took place.
7. Exercise JANEX '70 finished on a busy note; in the evening of the 4th. February DUCHESS was formed in a Surface Action Group with HMNZS WAIKATO and engaging an FPB making its attack on the main body when at 2105GH a green grenade was sighted close by. Turning down the bearing DUCHESS gained contact with the submarine (FINWHALE) at 1100 yards and carried out an urgent attack firing a light projectile, at the same time continuing to keep the FPB under fire. Contact with the submarine was maintained for 20 minutes.

**CONFIDENTIAL**

**CONFIDENTIAL**

2.

8. Exercise JANEX '70 was completed at 2200GH on 4th. February. The new command and control arrangements proved highly effective and in my opinion it would appear that this system holds the key to the effective conduct of future maritime operations. Another feature of the exercise was the wide number of tasks undertaken by the Royal Air Force. Not only did they make special arrangements to simulate missile attacks, but their LRMR aircraft undertook a variety of reconnaissance roles. CAP aircraft were provided for the force and Canberras were sent to provide, under the control of the Force Warfare Commander, a strike capability against FPB's.
9. On completion of the exercise participating ships were formed into divisions for the overnight steam to the Singapore Naval Base. All ships reformed off Johore Shoal Buoy at 0730GH on 5th. February, and proceeded up the Johore Strait for a Fleet Entry into the Naval Base. Led by HMS FEARLESS, wearing the flag of the Flag Officer Second-in-Command, Far East Fleet (Rear Admiral T.T. LEWIN, MVO DSC), ships arrived off the Naval Base at 0900GH. DUCHESS secured alongside HMAS YARRA at 0945GH at No. 6 berth in the Stores Basin.
10. During the period from 5th. to 16th. February the ship underwent a Self-Maintenance period. Also during this period the Ship's company were very involved in the Fleet Sports (FEBSPORT). In order to allow maximum participation in the sports, without prejudicing the progress of the maintenance, a modified tropical routine was worked from 0730 to 1245. This worked well and as a result 130 sailors took part in the games. The ship did well in the sports, coming second to YARRA in the small ship's trophy. At the same time considerable progress was made in the upkeep and maintenance of the ship.
11. On 9th. February, accompanied by five of my officers, I attended an Open Day at the Royal Marine Barracks at Simbang. On 10th. and 11th. February I attended Post Exercise Discussions on JANEX '70 held at HMS TERROR, and on Friday 13th. February I called on the Australian Defence Representative Singapore (Captain J.W.L. MERSON, RAN) to discuss the programme for the planned visit to Singapore (town) from 6th. - 9th. March.
12. The ship slipped from alongside YARRA at No. 6 berth at 0926GH on 17th. February and proceeded to 'C' buoy, securing at 0945GH, for a Compass Swing. The need for a Compass Swing to be conducted arose from the removal of the torpedo tubes from the ship in November, 1969. A successful swing was completed at 1150GH and on completion an AA tracking serial was conducted, from 1200 to 1300GH, to check the gunnery systems.
13. The ship slipped from 'C' buoy at Singapore Naval Base at 1313GH on 17th. February, to proceed to Port Swettenham for an operational visit. During the passage of the Malacca Straits the ship's sonar was operated to investigate for the possible presence of a submerged Soviet submarine reported earlier by HMS HYDRA. No contact was gained during the passage. DUCHESS arrived off the entrance to South Klang Strait at 0715GH and transitted the bar recording a minimum depth of 30 feet. The ETA at this point had been made earlier than necessary to give additional water under the keel. The ship arrived off New Wharf, near Port Swettenham, and came to her port anchor in 7 fathoms in the quarantine anchorage at 0845GH, to await the planned berthing time when tidal conditions were most favourable.
14. Anchor was weighed at 0949GH and the ship proceeded to her berth at New Wharf, berthing at 1004GH. The ship was met by Lieutenant-Colonel R.G. GARDINER, from the Australian High Commission, and the Royal Malaysian Navy liaison officer Lieutenant RAMLI BIN HAJI MOHD NOR, Royal Malaysian Navy. The programme arranged for the ship's visit appears in Annex H, attached to this report.

**CONFIDENTIAL**

**CONFIDENTIAL**

3.

15. The berth allocated for the ship was not altogether suitable for a Daring class especially as no catamaran could be provided. The stern half of the ship was secured alongside dolphins which overhung the line of the wharf. In the tidal conditions prevailing there was a danger that at high water the upper deck could have become wedged under the dolphins. Additional fendering temporarily solved the problem while a catamaran was constructed by the shipwrights from locally purchased wood. A very workmanlike catamaran was constructed at a cost of \$A15.00 which prevented further trouble. The catamaran was dismantled prior to sailing and has been retained on board in case of future need.

16. At 1400 on the day of our arrival I called on the Australian High Commissioner (His Excellency, Mr. J.R. ROWLAND) and at 1500 I called on the Chief of Naval Staff, Royal Malaysian Navy (Commodore K. THANABALASINGHAM, RMN). In the evening of the 24th. February the ship entertained 100 guests at a Cocktail Party. Amongst those attending were the High Commissioners for Australia and New Zealand, members of the RMN Naval Staff, members of the Australian High Commission, Australians living in Kuala Lumpur, together with the local civic and harbour authorities. Due to the visit to Kuala Lumpur on the same day of the Crown Prince of Japan, a considerable number of people, such as the RMN Chief of Naval Staff, found they were unable to attend. Notwithstanding this, I believe the occasion was a success. On 25th. February I gave a dinner party for the Australian High Commissioner, The Chief of Staff RMN (Captain J.M. JESSOP, RN), the Director of Operations RMN (Commander RAMACHANDRAN, RMN), the Assistant Australian Services Advisor (Colonel R.G. GARDINER) and their wives.

17. The visit to Port Swettenham was a successful one and the Ship's Company enjoyed their stay. The visit got off to a slow start, mainly because diplomatic clearance for the visit had not been obtained until 2 days before the ship's arrival, and this had apparently prevented liaison at the working level going ahead. Nevertheless, the assistance with transport given by the Malaysian forces was excellent and their officers spared no effort to help make the visit enjoyable. As a result of this, a lot of sports teams were landed, a visit to a brewery arranged, and bus tours laid on. Many sailors made their own way to Kuala Lumpur which proved an attraction, while in Port Swettenham, others made good use of the excellent facilities of the Mariners Club. For one group of sailors the highlight of the visit was a barbeque luncheon given by the Australian High Commissioner and Mrs. Rowland for 20 sailors; I also attended accompanied by two officers.

18. The ship sailed from Port Swettenham at 0959GH on 23rd. February for the Singapore Practice Areas. During passage the ship passed a Soviet floating dock being towed towards the Singapore Straits by a merchant ship, and attended by two tugs. Two hundred feet of film was taken of this group, and the film forwarded to Phoenix Park. Passing through the Singapore Straits on the night of 23rd./24th. February, off the East Malaysian Coast the ship arrived at a rendezvous with RFA TIDESPRING and HMNZS TARANAKI at 0700GH on 24th. February. Under my orders an abeam replenishment of both ships carried out and was completed at 0736GH. On completion, HMNZS TARANAKI was detached and the ship carried out a CASEX B2 with a Shackleton aircraft. In the afternoon, with HMNZS TARANAKI in company, a successful surface shoot was conducted against a firefish target. On completion the ships opened to carry out a night encounter exercise using starshell; this was completed by 2205GH when HMNZS TARANAKI was detached. The ship remained underway for the night.

19. During the starshell firings an accident occurred in 'A' turret when a shell landed heavily on ABWM VIEGEL's foot caused by a double-feed of the shell hoist. Despite the fact the sailor was wearing boots, VIEGEL incurred a compound fracture of the big toe. In view of this it was decided to land the sailor for treatment and a Casevac helicopter was requested for first light on 25th. February.

**CONFIDENTIAL**



**CONFIDENTIAL**

4.

20. The ship closed the Malaysian coast and the helicopter transfer was effected at 0700GH on 25th. February. On completion the ship proceeded to the Naval Gunfire Support Range at Pulau Aur. ~~This~~ This serial commenced one hour late due to the helicopter transfer requirements. Naval Gunfire Support firings were completed at 1027GH. The remainder of the forenoon was spent carrying out AA tracking and conducting an A class firing against a Rushton target. Three runs were carried out 22% TTB's being obtained. In the afternoon close-range surface firings took place using a 'home made' target. These were completed at 1500GH: the ship then proceeded to rendezvous with HMS WHITBY to transfer my retiring gunnery officer by boat for passage to Singapore Naval Base.

21. During the evening of 25th February DUCHESS participated in an F.P.B. exercise with the Flag Officer, Second-in-Command, Far East Fleet, as OTC in HMS FEARLESS. The procedure outlined in Annex G were used during this exercise, the duties of Force Warfare Commander being exercised by HMS ANDROMEDA (Captain D2FE). On completion of the FPBX at 2317GH the remainder of the night was spent in company with HMS ANDROMEDA and HMNZS TARANAKI for night steaming, DUCHESS detaching at 0632GH on 26th February for her next serial at the triplane target.

22. On completion of light mortar firings at the triplane target at 0900GH the ship carried out close range firings and then proceeded to rendezvous with RFA GOLD RANGER at 1300GH for a boarding exercise. This was completed at 1415GH and DUCHESS increased to 28 knots to make a rendezvous with RFA TIDESPRIING at 1730GH. It had been necessary to amend the rendezvous position radically at the last minute, because TIDESPRIING's previous replenishment with HMAS SYDNEY, en route to Vung Tau, had taken her further north than expected.

23. Replenishment with TIDESPRIING commenced at 1736GH and as well as FFO, naval and canteen stores were received that had been transferred earlier from HMAS SYDNEY. Particularly welcome was a stock of Australian beer to replenish our very depleted supplies left onboard. The replenishment was completed at 1849GH and in order to conserve fuel prior to escorting SYDNEY the ship proceeded to an anchorage at Pulau Tioman. The ship came to her starboard anchor in 10 fathoms in Telok Juara Bay at 2238GH on 26th February.

24. During the evening of 26th February PORP GREVELL had been admitted to the Sick Bay suffering from abdominal pains. These pains became more severe after the ship had anchored and a suspected ulcer was diagnosed. In view of GREVELL's deteriorating condition it was decided to get underway at 0400GH on 27th February and arrange a casevac helicopter to take GREVELL to hospital at 0800GH off the Malaysian Coast. The ship weighed anchor at 0408GH and the helicopter transfer was effected as planned. GREVELL was later diagnosed to be suffering from a perforated Duodenal Ulcer and will be flown back to Australia in due course.

25. On completion of the helicopter transfer the ship proceeded to rendezvous with HMA ships SYDNEY and YARRA off the Anamba Islands. This was effected at 0905GH on 28th February. On meeting, a boat transfer was carried out to collect safe hand mail from YARRA and DUCHESS then relieved her as escort for HMAS SYDNEY.

26. A light Jackstay transfer was carried out with HMAS SYDNEY at 1245GH to pass sea mail and collect bread. The remainder of the day was spent on passage towards the Sunda Strait.

27. During the month all main auxiliary machinery has performed very well. During the Self-Maintenance period the opportunity was taken to undertake a full programme of boiler cleans, routine maintenance and machinery inspections. The assistance by technical officers on the staff of the Commander, Far East Fleet in the Engineer Officer's supercession inspections was particularly valuable. 'A' engine room turbo-driven extractor pump still remains useable only in the stand-by condition

**CONFIDENTIAL**

**CONFIDENTIAL**

5.

as spare parts are not as yet available. It is understood that Chief Superintendent of Supply, Sydney, has procurement action in hand. The main defect list for DUCHESS's forthcoming refit was rendered during the month to facilitate early planning: it is felt this is particularly important in view of the fact that it will probably be the ship's last refit in Australia.

28. On the Weapons Electrical side the major effort has been directed to a defect in 'A' turret which gave persistent instability in elevation. Ships staff action together with assistance from the Fleet Maintenance Group have now remedied this defect and stability of the system is now satisfactory. During the firings of all systems in February it has been shown that there are areas requiring local alignment and tuning but no major faults have been exposed. No weapon serials had to be aborted during the month due to system defects.

29. The following officers joined during the month:

LCDR GLEN WE A.L. HUNT, RAN - Weapons Electrical Officer  
LEUT SDEX GLG K.A. WINTLE, RAN - Gunnery Officer

30. The following officers left the ship during the month:

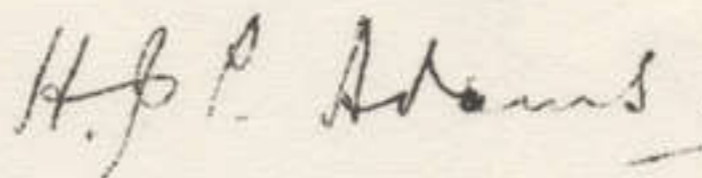
LCDR GLEN WE G. NEKRASOV, RAN - HMAS KUTTABUL  
LEUT SDEX G R.T. NOTT, RAN - HMAS KUTTABUL

31. The morale and conduct of the Ship's Company remains good whilst the health of the Ship's Company is very satisfactory. On the 28th day of this month the ship reached the half way stage in its deployment.

I have the honour to be,

Sir,

Your obedient servant,



(H.J.P. ADAMS)  
COMMANDER, RAN  
CAPTAIN.

For Information:

The Commander, Far East Fleet.  
The Flag Officer Second-in-Command, Far East Fleet.  
The Commanding Officer HMAS SYDNEY.  
The Commanding Officer HMAS YARRA.  
The Commander Second Australian Destroyer Squadron.  
The Commanding Officer HMAS VENDETTA.  
The Commanding Officer HMAS VAMPIRE.

**CONFIDENTIAL**

# CONFIDENTIAL

## ANNEX A

1.	Distance steamed during February	3703.2
2.	Hours underway during February	249.38
3.	Total distance steamed since commissioning	189965.5
4.	Total hours underway since commissioning	13517.23
5.	Occasions of exceeding economical speed:-	

<u>DATE</u>	<u>DURATION</u>	<u>AV. SPEED</u>	<u>TON/HR</u>	<u>FUEL</u> <u>DIST/TON</u>	<u>REMARKS</u>
1/2	01-00	21	4.4	4.8	Exercise JANEX
4/2	01-25	20	4.0	5.0	Exercise JANEX
25/2	01-49	24	6.1	3.9	To meet WPP serial
25/2	02-00	24	6.1	3.9	FPB Exercise
26/2	03-15	28	9.5	3.0	To make amended RAS
26/2	23-30	22	4.7	4.7	HMAS SYDNEY escort

## ANNEX B

### EXERCISES DURING FEBRUARY

#### AIO

Blind Pilotage	2
ADX	1
CASEX B2	1
ORDs Instruction	8 hours

#### GUNNERY

AATFX (Sleeve & Rushton)	2	AATX	2
SUTF (Firefish)	1	SAFA	1
BOARDX	1	NGSFX	1
NEX (Starshell)	1	ROFX	1
Small Arms Firing for		SUCRF	1
Boarding & Landing Parties	1 hr.	FPBX	1
REWX	2		

#### TAS

Assessed Mortar Firings 3 single, 1 salvo.

#### COMMUNICATIONS

<u>EW</u>		<u>TACTICAL</u>		<u>RADIO</u>	
RRX	10	NAVCOMEX	201 10	TTX	28
EW sailors working		NAVCOMEX	202 14	MKX	16
with RANCD Singapore		NAVCOMEX	251 2	NAVCOMEX	501 4
		NAVCOMEX	252 2		
		NAVCOMEX	501 2		

#### MISCELLANEOUS

RAS Astern	1	RAS (S) - Heavy Jackstay	1
RAS (L) (Abeam)	3	Steering Breakdown	1
Helo Transfer	5	Light Jackstay	2

#### MAJOR EXERCISES

Exercise JANEX '70 1st.-5th. February.

CONFIDENTIAL

# CONFIDENTIAL

## ANNEX C

### SPORT

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>VENUE</u>	<u>RESULT</u>
6/2	Sailing	Bosun's Championships	TERROR	Eliminated (Team 1)
6/2	Sailing	Bosun's Championships	TERROR	Team 2: 6th.
8/2	C'Country	RN Championships	SIMBANG	8th.
10/2	Golf	RN Non Handicap, 1 Team	TERROR	2nd.
10/2	Squash	KO Competition, 6 players	TERROR	Eliminated.
10/2	Soccer	5 A Side KO Comp. 2 Teams	TERROR	Eliminated.
10/2	Rugby	7 A Side KO Comp. 4 Teams	TERROR	Eliminated.
10/2	Tennis	KO Competition, 1 Team	TERROR	Eliminated.
10/2	Tug of War	KO Competition, 1 Team	TERROR	Eliminated.
10/2	Aquatics	10 Man Relay. 1 Team	TERROR	1st. Heat
11/2	Aquatics	10 Man Relay Final. 1 Team	TERROR	4th. Final
11/2	Aquatics	Water Polo KO Competition	TERROR	Eliminated.
11/2	Athletics	2 Man Mile. 1 Team	TERROR	5th.
12/2	Hockey	6 A Side League. 3 Teams	TERROR	B&C Eliminated. Team A won pool. A&C Eliminated. Team B won pool. Team B eliminated
12/2	Volleyball	League & KO Competition	TERROR	Eliminated.
12/2	Volleyball	KO Competition	TERROR	Eliminated.
13/2	Hockey	5 A Side KO Comp. 2 Teams	TERROR	Eliminated.
13/2	Basketball	KO Competition. 1 Team	TERROR	Eliminated.
14/2	Soccer	6 A Side League. 2 Teams	TERROR	Eliminated.
14/2	Rugby	DUCHESS 2xv v 42CDO	SIMBANG	Won 13-3
15/2	Aust. Rules	DUCHESS 2xx v YARRA 2xx	TERROR	Lost 80-8
15/2	Aust. Rules	DUCHESS 1xx v YARRA 1xx	TERROR	Lost 96-31
19/2	Soccer	DUCHESS v MV JASON	PORT SWETTENHAM	Won 6-0
19/2	Hockey	DUCHESS v KLANG Club	KLANG	Drew 3 All
20/2	Hockey	DUCHESS v KLANG Club	KLANG	Lost 3 nil
20/2	Rugby	DUCHESS v KLANG Club	KLANG	Won 47-8

1. 190 sailors participated in the sporting fixtures for the month.
2. Physical Training was held daily on the FX for all Ordinary Seamen. Ship's Company PT and weight training was held on completion whilst at sea.
3. FEBSPORT was completed during the month at HMS TERROR; DUCHESS running second in the small ships trophy to HMAS YARRA.

## ANNEX D

### A/S WEAPON FIRINGS

Nil.

## ANNEX E

### SUMMARY OF SHIPS MOVEMENTS AND EMPLOYMENT

<u>DATE</u>	<u>AREA</u>	<u>EMPLOYMENT</u>
-5th.	Singapore Exercise Area	Exercise JANEX '70
-17th.	Singapore Naval Base	SMP and FEBSPORT
13-23rd.	Port Swettenham	Operational Visit
23-27th.	Singapore Practice Area	WPP
28th.	Singapore - Sundra Strait	HMAS SYDNEY escort x

CONFIDENTIAL

**CONFIDENTIAL**

ANNEX F

UNITS PARTICIPATING IN EXERCISE JANEX

TASK FORCE 319 (BLUE)  
CTF 319 - F02FEF

TASK FORCE 320 (ORANGE)  
CTF 320 - SASO HQ FEAF

a. Ships

FEARLESS	GALATEA
ANDROMEDA	WAIKATO
YARMOUTH	ROTHESAY
WHITBY	LYNX
NUBIAN	YARRA
DUCHESS	FORTH
TIDESPRING	PLUMLEAF
TARBATNESS	RESURGENT
ENNERDALE	

b. Aircraft

Shackletons	Lightnings
Mirages	Canberras
Meteors	Orions

a. Ships

FPB PERKASA	FPB GEMPITA
FPB PENDEKAR	FPB HANDALAN
PC PANAH	PC SRI SABAH
PC KELEWANG	PC RENCHONG
PC SR1 PERAK	PC TOMBAK
GOLD RANGER	CACHALOT
FINWHALE	SARGO

b. Aircraft

Lightnings	Mirages
Canberras	Hunters
Meteors	Vulcans

**CONFIDENTIAL**

**CONFIDENTIAL**  
ANNEX H

PROGRAMME FOR THE VISIT OF HMAS DUCHESS  
TO PORT SWETTENHAM

1. TYPE OF VISIT: Operational  
Arrive - 1000 18th. February, 1970.  
Depart - 1000 23rd. February, 1970.
2. TYPE OF VESSEL: Daring Class Destroyer
3. COMMANDING OFFICER: Commander H.J.P. ADAMS, RAN
4. MAIN DETAILS OF SHIP:  
Length - 388 feet  
Beam - 40 feet  
Draught - 18 feet  
Displacement - 3600 tons  
Complement - 22 officers  
303 sailors
5. PORT FACILITIES REQUIRED:
  - a. Alongside Berth - Alongside dolphins at North Klang Strait Wharf.
  - b. Fresh Water - 20 tons on arrival thence 30 tons daily.
  - c. Sullage Disposal - 0900 & 1600 daily.
  - d. Brows - 2 required.
  - e. Telephones - 3 required. Telecoms Department to install.
6. CALL BY COMMANDING OFFICER:
  - A. 1400 18th. February, 1970 on His Excellency the High Commissioner for Australia.  
Dress: Bush Jacket.
  - B. 1500 18th. February, 1970 on Chief of Naval Staff  
Dress: Bush Jacket.
7. RECEPTIONS: Cocktail Party on board HMAS DUCHESS 1830-2000 19th. February, 1970 for 100 guests.
8. SPORTS:
  - A. Hockey 1715 19th. February, 1970 at Klang Padang District HMAS DUCHESS v Klang District
  - B. Rugby 1715 20th. February, 1970 at Klang Padang. HMAS DUCHESS v Klang Tigers.  
Invitation.
9. PRESS RELEASE: To be co-ordinated by the Public Relations Division and the Australian High Commission keeping Naval Staff Division informed.
10. TRANSPORT: Following vehicles will be attached to the ship for duration of visit. Ship is requested to provide meals and light refreshment for the drivers:-
  - A. 1 x Green Staff Car (for CAPT.)
  - B. 1 x Minibus.
  - C. 1 x 36 Seater Bus.
  - D. 1 x 3 tonner, covered & seats.

**CONFIDENTIAL**

**CONFIDENTIAL**

2.

11. SHORE PATROLS: 2 shore patrols required.  
3 sailors per patrol 1800-0030 daily.
- A. PORT SWETTENHAM/KLANG AREAS  
OCPD Klang is requested to provide liaison staff and Land Rover.
- B. KUALA LUMPUR AREA  
1st. Provost Coy. is requested to provide liaison staff and one Land Rover.
12. HONORARY MEMBERSHIP:
- A. For Officers: Selangor Club, Kuala Lumpur, Klang Club, Klang, Mariner Club, Port Swettenham.
- B. For Sailors: Mariners Club, Port Swettenham.
13. FRESH PROVISIONS: Representatives from following Chandlens requested to meet ship on arrival.
- A. Norvic Marine Suppliers.
- B. Wah Hai Marine Suppliers.
14. CURFEW: Imposed from 0300-0400 daily. Leave is to conform.
15. LIAISON OFFICER: Lieutenant Ramli Nor. Telephone KL 87731 Ext. 326 (Office hours only).

**CONFIDENTIAL**

THE BINGO SYSTEM

Introduction

1. Arising from a trial conducted in May, 1969 in UK waters the Royal Navy recognised that there was a requirement to increase the speed by which all weapon systems could be brought into operation in time to be effective against modern missiles and aircraft. To achieve this requirement it became apparent that the existing system of command and control including the control of force weapons and point defence systems was inadequate; a new system of command and control was required which would have a reaction time compatible with the time envelope of modern missiles, aircraft and submarines. The BINGO system is thus a comprehensive command and control system for exercising tactical command of ships, force weapons including electronic counter measures, and point defence systems in a multi-threat environment.

2. Basic Philosophy. To achieve weapon reaction times that will permit a target to be effectively engaged or countered by electronic counter measures, requires tactical solutions to be thought out in advance. Thus when a threat develops (and in a missile threat environment this is an immediate occurrence), identification of the threat can be followed by immediate action in ships in much the same way that torpedo counter measures are automatically taken when a torpedo is detected.

Building up the Bingo System.

3. Taking the case of a KELT missile attack it is possible to break it up into 3 phases, each of which can in ideal circumstances be identified:-

- a. Reconnaissance and target selection - this is identified by the detection of the Badger aircraft, using its SHORT HORN radar.
- b. Missile release - this is identified by the observation of missile separation from the parent aircraft, or the detection of the missile radar.
- c. Missile approach - detection of the missiles approaching the force.

4. Having broken down the missile attack as shown above, appropriate counter measures are then employed to defeat the missile, these counter measures being carried within the time frame of the various phases of the missile attack. At each of the above stages of the attack, ships are required to react in the following manner:-

- a. (i) Multi-ship jam on parent aircraft radar.  
(ii) Fire Window C.  
(iii) Issue Threat Warning Red One.
- b. (i) Multi-ship frequency sweep jam on missile radar.  
(ii) Fire Window C.  
(iii) Main body is turned towards the missile approach bearing (escorts conform).
- c. (i) Spin modulation jam of missile radar.  
(ii) Fire Window D.  
(iii) Turn 45 degrees from missile approach bearing. Open 'A' arcs to engage with point defence AA systems.





# SECRET

5. The counter measures employed in paragraph 4 above depend on a knowledge of the missile system that we are trying to defeat, and on the weapon systems and ECM equipment fitted in the force. In the above instances it is assumed:-

- a. That no force AA weapon is available.
- b. That some ships are fitted with Window Rockets (Window D).

6. Initiating the Counter Measures. For the counter measures to be effective it is obvious that a "triggered" signal must be made if weapons and ECCMS are to be operated in time to disrupt the missile system. This is achieved by making a BINGO signal. Thus, when the Badger aircraft is detected, the BINGO signal is made immediately, and ships automatically react in accordance with paragraph 4a. A selection of BINGO signals used in JANEX '70 is given in Appendix 1 of this Annex.

## Command and Control

7. To implement the various "Bingo" alarms requires a new system of command and control; this includes new communications nets and procedures and new AIO organisations. The principal features of the new organisation is the creation of a Principal Warfare Officer (PWO) in each ship of the Force, each PWO manning a net specially provided to control the Force and its weapons, known as Force Warfare Net.

8. Internal Organisation. In each ship, under the control of the PWO, and manning the FW Net, are Weapon Directors. These directors are in charge of the various sensor and weapon systems and have authority to make Bingo alarms on making a detection, or to operate the ships weapons when a Bingo signal is received. The PWO has authority to NEGAT Bingo signals promulgated by his Directors or to veto the use of weapons.

9. Communications. To supplement the Force Warfare Net, the following nets are established to provide additional flow of information and force control:-

- a. Manoeuvring Net - For tactical signals.
- b. Surface & Sub-surface Picture Compilation.
- c. Air Picture Compilation Net.
- d. EW Co-ordination Net.

## Comment

10. For the above system to work it will be apparent that on numerous occasions weapon systems will be activated on false alarms. This will depend on the environment in which the operation is being conducted, and can be reduced by BINGO alarms being promulgated only when higher confidence levels are reached. The problem of identification however should be considered separately; the BINGO system can be adapted or modified to respond according to different tactical parameters. The BINGO system is designed to ensure the quickest possible reaction to all types of enemy attack. This will be degraded if the process of evaluation is allowed to become an over riding factor.

11. For the system to be effective in achieving the defeat of the particular attack weapons teams must be sufficiently well worked up to fire weapons, and operate jammers without imposing delays in obtaining command approval. This in turn depends on a high degree of training and continuation practices.

SECRET

SECRET

APPENDIX 1.

BINGO SIGNALS

IMMEDIATE REACTIONS

DETECTION OF (1)	INDICATION OF (2)	BINGO ORDER (3)	IMMEDIATE REACTIONS (4)
VULCAN aircraft by radar or EW detection of SPOT No 25A	BADGER or BEAR D recce aircraft using Mushroom/Puffball or BIG BULGE radar	1	Threat Warning Yellow One
Initiation by Exercise Observer through EW office in a participating ship (Spot No 25C)	Impending SSN-3 attack (indicated by the detection of S band video data link in conjunction with BIG BULGE)	2	a. Multi-ship Blanket Jam on BIG BULGE. b. Threat Warning Red One. c. Switch on Masthead Obstruction Lights
LIGHTNING aircraft flying 600 kts, or EW Detection of Spot No 21A	SSN-3 attack (indicated by radar detection of missile or EW detection of missile radar)	2A	a. Multi-ship blanket Jam. b. If detection at 40 nm or more, fire WINDOW C. c. OTC turn main body to missile approach bearing, escorts conform, but be ready to fire WINDOW D when missiles closed to 25 nm. d. Threat Warning Red One. e. Switch on Masthead Obstruction Lights
LIGHTNING aircraft at 25 nm or less or aircraft having closed to 25 nm	SSN-3 attack with missiles at 25 nm	2B	a. Spin modulation jam. b. Manoeuvre as required to fire WINDOW D2 pattern, THEN c. Turn to 45° from missile approach bearing, away from the true wind, in order to open 'A' arcs. d. Adjust speed to stay within protected area as long as possible (see Appendix 6) resowing if necessary. e. Threat warning Red One. f. Switch on Masthead Obstruction Lights

SECRET

# SECRET

DETECTION OF (1)	INDICATION OF (2)	BINGO ORDER (3)	IMMEDIATE REACTIONS (4)
VULCAN aircraft or EW detection of SPOT No. 25B	Impending KELT attack by Badger G using SHORTHORN radar.	3	<ul style="list-style-type: none"> <li>a. Multi-ship blanket jam on VULCAN radar</li> <li>b. Fire Window C.</li> <li>c. Threat Warning Red One.</li> <li>d. Switch on masthead obstruction lights.</li> </ul>
LIGHTNINGS breaking away from VULCAN radar echo or EW detection of SPOT No. 21B	Appreciation of release of KELT missile by radar detection of missiles or EW detection of missile radar	3A	<ul style="list-style-type: none"> <li>a. Multi-ship frequency sweep jam on Lightning radar.</li> <li>b. If detection is at 40 nm or more, fire Window C.</li> <li>c. OTC turn main body to missile approach bearing, escorts conform, but be ready to fire Window D when missiles close to 25 nm.</li> <li>d. Threat Warning Red One.</li> <li>e. Switch on masthead obstruction lights.</li> </ul>
LIGHTNINGS initially detected at or closed to 25 nm.	KELT missile attack with missiles at 25 nm.	3B	<ul style="list-style-type: none"> <li>a. Spin modulation jam on Lightning radar.</li> <li>b. Manoeuvre as required to fire Window D2 pattern, then</li> <li>c. Turn to 45 degrees from missile approach bearing, away from the true wind, in order to open 'A' arcs.</li> <li>d. Adjust speed to stay within protected area as long as possible, resowing as necessary.</li> <li>e. Threat Warning Red One.</li> <li>f. Switch on masthead obstruction lights.</li> </ul>
FPB's or EW detection of SPOT No. 12E	Impending STYX attack by detec- tion of OSA, KOMAR missile-carrying FPB's or EW detection of SQUARE TIE radar (search mode)	4	<ul style="list-style-type: none"> <li>a. Multi-ship blanket jam on FPB radar.</li> <li>b. If FPB's are more than 20 nm from main body, fire Window C.</li> <li>c. If FPB's are less than 20 nm from main body, fire Window D2.</li> <li>d. OTC turn main body away.</li> <li>e. FWO despatch HAG &amp; SAG &amp; FW support.</li> <li>f. Threat Warning Red One and Two.</li> <li>g. Switch on masthead obstruction lights.</li> </ul>

SECRET

SECRET

DETECTION OF (1)	INDICATION OF (2)	BINGO ORDER (3)	IMMEDIATE REACTIONS (4)
Reception of the call DRAGNET - DRAGNET - DRAGNET	STYX missile attack by visual or radar detection or EW detection of SQUARE TIE radar in Combat mode.	4A	a. Multi-ship Frequency Sweep Jam on STYX frequency. b. Fire Window D2. c. Threat Warning Red One d. Switch on Masthead Obstruction Lights
Radar detection of CANBERRA/METEOR/MIRAGE/HUNTER aircraft approaching the force.	Conventional aircraft bomb/rocket attack.	5	a. Fire WINDOW C if aircraft are at greater than 60 nm. b. OTC close the screen. c. FWO allocate targets to Group Weapons d. Ships engage targets with self defence weapons. e. Threat Warning Red One. f. Switch on Masthead Obstruction Lights
Green Grenade BBB on UHF/HF/UWT Detection of Torpedo HE	Consort Torpedoed Torpedo Decoy destroyed Torpedo HE detected	6A	B. Escort increase to maximum sonar speed and turn towards explosion/ship reporting torpedo HE. F. Launch Force Match Helicopter. I(b) Main body alters course to place stern towards contact/explosion and increase to maximum speed. K. Deploy LRMR aircraft. L. Screen Commander orders 52S or other search plan (if appropriate).  Threat Warning Red 3. M. Switch on Masthead Lights.
Certsab, Probsub or Possab Confidence 2, 3 or 4 inside TDZ or within 5 miles of TDZ or Superduff or Submarine HE detection	As in Column 1	6B (Threat Warning Red 3)	A. Ship gaining contact alters course at least 90° C. Carry out urgent short range attack or D. Carry out Stand off Attack E. Nearest escort joins and forms an SAU. F. Launch force Match Helicopter. G. Ikara escort close threat

SECRET

SECRET

-----  
DETECTION OF  
(1)  
-----

INDICATION OF  
(2)  
-----

BINGO  
ORDER  
(3)  
-----

IMMEDIATE REACTIONS  
(4)  
-----

I. Main body alters  
course.

K. Deploy LRMR Aircraft

-----  
Threat Warning Red 3

L. Switch on Masthead  
Obstruction Lights  
-----

NOTE

Switching off Masthead Obstruction Lights will be ordered by  
F.W.C.

SECRET

18.6.2093

**RESTRICTED**

HMAS DUCHESS

Report of Proceedings MAR 70

AS(NS) 1/7

D of O 1/7

DCNS 3/7

1NM 1/7

2NM 1/7

3NM 1/7

4NM 9/7

SECRETARY 10/7

f.c of S 14/7  
DPR BV 17/7

AS(NS) (NS55) 20/7

- 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.

**RESTRICTED**

30/4

37

~~SECRET~~

ROYAL AUSTRALIAN NAVY

NAVY-GARDEN  
18-6-2093

RECEIVED  
Telephone: 350444  
29 JUN A.M.  
NAVY REGISTRY

RESTRICTED

REG. CLK.  
INDEXER  
INDEX ON  
LOG ASST.  
SECT. (150)

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

No. A.F. 1/16/27

22 JUN 1970

The Secretary  
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - MARCH 1970

- References:
- A. Navy Office letter 18/6/1946 of 10th April 1970
  - B. Navy Office letter 18/6/2093 of 11th June 1970

- 1. Forwarded.
- 2. The omission is regretted.

*John G. W. ...*  
Rear Admiral

AS(NS)

Enclosures:

- 1. HMAS DUCHESS letter C1/16/3 of 2nd April 1970
- 2. Annex G to HMAS DUCHESS February Report of Proceedings

*Removed for Feb. ROP file 18/6/1946*

*[Signature]*  
4 ASNS  
30/6/70

RESTRICTED

~~SECRET~~

**RESTRICTED**

RESTRICTED

HMAS DUCHESS,  
At Sea.

Quote in reply C1/16/3

2nd. April, 1970.

The Flag Officer Commanding  
HER MAJESTY'S AUSTRALIAN FLEET.

Sir,

HMAS DUCHESS REPORT OF PROCEEDINGS  
MARCH, 1970

1. I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS, under my command for the month of March, 1970.
2. The month of March has been both busy and varied for DUCHESS. After completing escort duties with HMAS SYDNEY, the ship spent a short period in the Singapore exercise area, followed by a weekend visit to Singapore town. A week was spent in the Singapore Naval Base undergoing essential self maintenance before sailing for a two day visit to Kota Kinabalu en route to Manila for this years SEATO Exercise - Exercise SEA ROVER.
3. At the commencement of the month DUCHESS was in company with HMAS SYDNEY off the Gaspar Strait acting as escort on her return passage to Australia. During the forenoon of 1st. March, a boat transfer was carried out to transfer bread and mail and at 1300H, when HMAS SYDNEY had transited the Sunda Strait, DUCHESS was detached to return to the Singapore area.
4. After an uneventful return passage via the Gaspar Strait, the ship arrived in the Singapore area and rendezvoused with RFA GOLD RANGER at 0800GH on 3rd. March to carry out a replenishment.
5. On completion of fuelling the ship proceeded for light mortar firings at the triplane target, firing three light mortar bombs and recovering by swimmer. During the afternoon of 3rd. March the ship carried out IFF/SIF checks with a Meteor aircraft. These checks were not entirely successful and revealed that the associated test equipment requires recalibration so that the parent IFF equipment can be accurately tuned.
6. At 1430GH the ship proceeded to the Johore Strait to land LEUT GLEX DL B.T. SWAIN, RAN at Changi to act as Liaison Officer for the ships forthcoming visit to Singapore town. The ship stopped off Changi at 1745GH and was able to proceed at 1758GH for an overnight passage back to the practice areas.
7. At 0930GH on 4th. March DUCHESS acted as the enemy for a Surface Action Group exercise against HMAS YARRA and HMS GALATEA. During this serial, which was part of GALATEA's Sea Inspection, a successful surface throw-off shoot was conducted. On completion at 1010GH, the ship detached to proceed to Pulau Tioman and came to her starboard anchor in twelve fathoms in Telok Juara Bay at 1301GH.

RESTRICTED

**RESTRICTED**



**RESTRICTED**

RESTRICTED

2.

8. The period at Pulau Tioman was used to give banyan and barbecue leave and to touch up the ship's appearance prior to the impending visit to Singapore town. During the afternoon of 4th. March, a successful and popular volleyball competition was held on the beach in which over 132 players took part. A barbecue was held on the beach later that evening.
9. The anchor was weighed at 2154GH on 5th. March and the ship proceeded for the overnight passage to Singapore. After winding through the very crowded anchorage, a gap was finally found, and the ship came to her starboard anchor in six fathoms at 0917GH on 6th. March in the Man-of-War Anchorage. Also at anchor was the USS PLATTE (Captain Charles S. Williams, Jr., USN).
10. I called on the Australian High Commissioner, Mr. A.R. Parsons, shortly after anchoring. In the evening the ship held a Cocktail Party. A total of 55 guests attended including the Australian High Commissioner, the American Ambassador, the Indonesian Military Attache, and their wives. The Captain and three officers of the USS PLATTE also attended. Although the long boat journey in a short choppy sea may have deterred some guests from attending, it was a successful party.
11. On Saturday 7th. March, the ship held an Open Day for the Singapore Armed Forces. Two parties of about 60 officers and men came aboard during the forenoon and afternoon; they were given a thorough tour of the ship and entertained to light refreshments before leaving. On Sunday 8th. March I, and four of my officers, were entertained to luncheon by the Australian Services Attache, Captain J.L.W. Merson, RAN. Sports teams and spectators numbering about 60, spent the afternoon at the Selarang Barracks as guests of the 1st. Royal Australian Regiment, and after a series of matches, were entertained in the evening.
12. The visit to Singapore town for the weekend, if somewhat novel, was successful. People who in the normal course of deployment would never have seen the ship were able to do so. Members of the Australian High Commission were given the opportunity to familiarise themselves with the RAN at close quarters, and the sailors saw a different side of Singapore.
13. The ship weighed anchor at 0812GH on 9th. March and proceeded to the Singapore Naval Base securing at number 6 berth in the Stores Basin at 1036GH.
14. DUCHESS underwent a self-maintenance period between 9th. and 16th. March. During this period the opportunity was taken to progress a major spray-painting programme below decks. On the 14th. March the ship was closed down for disinfestation, the second of the deployment. With the gradual re-appearance of the cockroach since the previous disinfestation in December, this was considered a wise precaution, and should ensure no further problems in this area.
15. On Thursday 12th. March I called on the Chief of Staff to The Commander, Far East Fleet, Rear Admiral J.A. Templeton-Cotill.
16. DUCHESS cast off and proceeded from Singapore Naval Base at 0900GH on 16th. March for passage to Kota Kinabalu. The ship's Liaison Officer for the visit, LEUT GLEX DL B.T. SWAIN, RAN had, on the previous day, joined KD RENCHONG to proceed ahead of the ship to assist with the visit arrangements. During the afternoon

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

3.

a successful AA tracking serial was held in the local practice areas. Unfortunately an 'A' class AA firing planned to follow the tracking had to be cancelled at the very last moment when the towing aircraft was recalled to base because of bad weather. Passage to Kota Kinabalu was resumed at 1500GH.

17. After an uneventful passage the ship came to her starboard anchor in Gaya Harbour, Kota Kinabalu, in 10 fathoms at 0859H on 19th. March. An alongside berth was available but was required to be vacated by 0600 the following morning. It was therefore decided to remain at anchor for the duration of the visit.

18. On arrival the District Officer, Enche Thien Than Kiew met the ship, and he accompanied me on my round of calls during which I met:

The Principal Secretary to the Chief Minister -  
Enche Richard Lind.

The Commissioner of Police -  
Commissioner Mohamet Natte.

The Commanding Officer, 6th. Malaysian Infantry Brigade -  
Brigadier General Mahmood Sulaiman.

The First Secretary of the British High Commission called on me at 1130 and I returned his call in the afternoon.

19. The visit to Kota Kinabalu was undoubtedly a success and received considerable press coverage, extracts of which are enclosed in Annex G. The local community clearly value visits of this kind, the first by an Australian warship since 1967. The hospitality and warm welcome the ship received was very heartening. Many sports and fixtures were arranged and there were many offers of private entertainment to follow. The giving of 45 pints of blood to the local Blood Bank received much favourable publicity. I believe the visit would have been substantially more profitable had the local authorities in East Malaysia been given more than five days notice for our visit; had this been so I believe an alongside berth for the duration of our stay could have been made available. This would have enabled the ship to be open to visitors and for hospitality to have been more adequately repaid.

20. Anchor was weighed at 0900H on 21st. March and the ship proceeded for passage to Manila. At 1255H the ship rendezvoused with RFA TIDESPING and replenished. On completion of replenishment TIDESPING was detached and the ship continued her passage via the Palawan Passage to rendezvous off Manila Bay with HMA Ships MELBOURNE and DERWENT.

21. A rendezvous was effected at 0430H on 23rd. March and together with HMAS DERWENT, HMS GALATEA, HMS LYNX and HMNZS TARANAKI, the ship formed column astern of HMAS MELBOURNE, wearing your flag, for a ceremonial entry into Manila Bay. DUCHESS was detached at 0750H and berthed starboard side to on USS SOMERS (Captain Hugh Webster, USN) at number 15 pier at 0835H.

22. I called on you Sir, at 0930H on 23rd. March. At 1030 I addressed my assembled Ship's Company; included in my talk was a general brief on the forthcoming exercise, advice regarding the conduct ashore in Manila and security aspects.

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

4.

23. The period in Manila was devoted to harbour exercises and briefings prior to the start of Exercise Sea Rover. I attended the main exercise briefing held at the Philippine Naval Headquarters on 23rd. March. On 25th. March I was present at the SEA ROVER Opening Ceremony at which the Guest of Honour was the Philippines Secretary for National Defence; he read a speech by President Marcos in which he enjoined member nations to extend the concept of SEATO to other fields of mutual co-operation such as education and economic co-operation.
24. DUCHESS cast off and proceeded at 0830H on 26th. March for the work-up phase conducted in accordance with your Operation Order number 2/70. During this phase the sonar equipment performed creditably in indifferent water conditions, but unfortunately a defect on the director caused both AA and Surface firings to be cancelled, (HMAS DUCHESS message DTG 281412Z FEB). Bombardment firings at Tabones Islet were able to continue but the limitations imposed by safety regulations prevented a fully satisfactory shoot being conducted.
25. The final day of the month, and of the work-up phase, brought a new first for DUCHESS when two fuellings were carried out within the space of four hours; firstly with RFA TIDESPRING at 0300H and later with USS MATTAPONI at 0630H.
26. During the work-up phase TO P.J. DURRAN, R65546 was lent to PS RIZAL to assist with communications and an exchange was made between MECH2 K.R. JACKEL, R56820 and Machinists Mate 1st. Class BATTLE of USS SOMERS.
27. The work-up phase was completed at 1600H on 31st. March and DUCHESS, in company with HMAS YARRA, HMNZS TARANAKI and USS BRINKLEY BASS came to her port anchor in 10 fathoms in Manila Bay at 1732H.
28. The following officers joined during the month:
- |                                   |                |
|-----------------------------------|----------------|
| SBLT GLEX O.S. BARWOOD, RAN       | Under Training |
| LEUT G.W. OLIVERO, SAF            | Under Training |
| OFFICER CADET A.G.L. TAN, SAF     | Under Training |
| OFFICER CADET FOON WAI YIM, SAF   | Under Training |
| OFFICER CADET K. OLGANATHAN, SAF  | Under Training |
| OFFICER CADET THYE HWEE HENG, SAF | Under Training |
| OFFICER CADET SIEW JIN KWEK, SAF  | Under Training |
29. The following officers left the ship during the month:
- |   |                |
|---|----------------|
| SBLT GLEX G.F. McLENNAN, RAN            | HMAS YARRA     |
| MIDN DING MENG YEW, RMN                 | HMAS MELBOURNE |
| MIDN MARZUKI BIN ANDONG, RMN            | HMAS MELBOURNE |
| MIDN MUSA BIN HAJI MUSTAKIM, RMN        | HMAS MELBOURNE |
| MIDN MOHAIDEEN BIN ABD KADIR, RMN       | HMAS MELBOURNE |
| MIDN SELVADURI VIJAYA KUMAR ANDREW, RMN | HMAS MELBOURNE |
30. All main and auxiliary machinery has operated satisfactorily during the month with the exception of N5 Diesel Generator and the motor whaler engine. Both were unserviceable for three days and required extensive overhaul. Spares ordered for 'A' engine room turbo-driven extraction pump as reported in my proceedings for February, have still not been received.

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

5.

31. On the electrical side a reappraisal has been made of requirements for the 1970 refit and a small but comprehensive supplementary defect list is taking shape. Turbo-generator J2 indicated an apparent stator field imbalance but after cleaning and inspection it has given no further electrical problems although suffering several breakdowns at the turbine end. MRS 8 continues to be a highly unreliable fire control system having failed on all occasions it has been tried.

32. The conduct and morale of the Ship's Company remains most satisfactory, and their health has been very good. After nearly 2½ months in Malaysian waters, the prospect of impending visits to Bangkok, Hong Kong and Japan is regarded as a climax to the six month deployment on the Far East Station.

I have the honour to be,

Sir,

Your obedient servant,

*H.J.P. Adams*

(H.J.P. ADAMS)  
COMMANDER, RAN  
CAPTAIN.

For Information:

The Commander, Far East Fleet.  
The Flag Officer Second-in-Command, Far East Fleet.  
The Commanding Officer, HMAS MELBOURNE.  
The Captain, D1 FE (HMS GALATEA)  
The Commanding Officer, HMAS YARRA.  
The Commanding Officer, HMAS DERWENT.  
The Commanding Officer, HMAS VENDETTA.  
The Commanding Officer, HMAS VAMPIRE.  
The Commander, Second Australian Destroyer Squadron (Internal).

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

ANNEX A

1. Distance steamed during March 5029.7
2. Hours underway during March 347.0
3. Total distance steamed since commissioning 194995.2
4. Total hours underway since commissioning 13864.23
5. Occasions of exceeding economical speed:-

<u>DATE</u>	<u>DURATION</u>	<u>AV. SPEED</u>	<u>FUEL</u>		<u>REMARKS</u>
			<u>TON/HR</u>	<u>DIST/TON</u>	
1/3	0900	21	4.4	4.8	HMAS SYDNEY escort
3/3	0220	21	4.4	4.8	WPP Serial
4/3	0320	20	4.0	5.0	WPP Serial
22/3	0030	22	4.7	4.7	Boiler Trial
31/3	0400	20	4.7	4.7	Exercise "Sea Rover"

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

ANNEX B  
EXERCISES DURING MARCH

AIO

IFF/SIF Check	1
CASEX Bravo's	5

GUNNERY

AATX	2
NGSCX	3
NGSFX	1
SUTOF	1
AACRF	1
Saluting Gun Drill	2
Pistol Practice - Boarding and Landing Parties	1 hour

TAS

Light Mortar Firings	1
CASEX A4/5	3
CASEX A17	2
CASEX B3	2
CASEX B10	1

COMMUNICATIONS

EW

RRX	18
EWX1	2
EWX2	2
EWX91	1

TACTICAL

NAVCOMEX 201	17
NAVCOMEX 202	22
NAVCOMEX 205	6
NAVCOMEX 206	9
NAVCOMEX 301	10
NAVCOMEX 405	12
NAVCOMEX 501	5

RADIO

NAVCOMEX 402	1
NAVCOMEX 403	8
NAVCOMEX 404	2
NAVCOMEX 501	2
TTX	23

MISCELLANEOUS

RAS (L) Abeam (Day)	6
RAS (L) Abeam (Night)	1
Helo Transfers	4
Light Jackstays	2
Executive Officer Handling Ship	1
OOW Manoeuvres	1
Midshipmens Ship Handling	1

NBCD

Remarking all NBCD Markings	3 days
-----------------------------	--------

RESTRICTED

**RESTRICTED**

# RESTRICTED

RESTRICTED

## ANNEX C SPORT

Ordinary sailors and voluntary physical training was held daily at 1615 and 1630 respectively whilst at sea.

During our stay at the island Palau Tioman, the ships annual Knockout Volleyball Championships took place, with 22 teams competing for the honours.

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>VENUE</u>	<u>RESULT</u>
4/3	Volleyball	Inter-mess K.O. Championships	Palau Tioman	PO's Mess
5/3	Soccer	DUCHESS v Palau Tioman	Palau Tioman	Draw 1 all
8/3	Rugby	DUCHESS 1st v 1 RAR 1st	Selarang	Won 8-6
8/3	Hockey	DUCHESS v 1 RAR	Selarang	Won 6-1
8/3	Basketball	DUCHESS v 1 RAR	Selarang	Won 52-49
10/3	Rugby	DUCHESS 2nd v 108 Battalion	Selarang	Won 9-3
11/3	Rugby	DUCHESS 1st 8's v HMS TRIUMPH	HMS TERROR	Won 17-3
11/3	Basketball	DUCHESS v 121 Aust. Sig. Corps	Seletar	Won 42-31
12/3	Rugby	DUCHESS 3rd v HMS WHITBY 2nd	HMS TERROR	Won 12-3
12/3	Rugby	DUCHESS 2nd v Singapore Cricket Club	S.C.C.	Won 9-3
13/3	Rugby	DUCHESS 3rd v 1 RAR 2nd	Selarang	Lost 19-0
14/3	Rugby	DUCHESS 1st v HMS FORTH 1st	HMS TERROR	Won 11-6
15/3	Rugby	DUCHESS 3rd v HMS EUPHRALUS	HMS TERROR	Won 9-0
19/3	Volleyball	DUCHESS v Kota Kinabalu	Jesselton	Lost 3-0
19/3	Rugby	DUCHESS 2nd v Jesselton Police	Jesselton	Lost 19-16
19/3	Basketball	DUCHESS v Kota Kinabalu	Jesselton	Lost 85-58
19/3	Hockey	DUCHESS v Kota Kinabalu	Jesselton	Lost 4-1
19/3	Soccer	DUCHESS v RMN Patrol Boats	Jesselton	Won 6-1
20/3	Cricket	DUCHESS v Jesselton Police	Jesselton	Lost 1st. Innings.
20/3	Sailing	DUCHESS v Kota Kinabalu	Jesselton	2nd.
20/3	Rugby	DUCHESS 3rd v Jesselton Police Colts	Jesselton	Lost 24-6
20/3	Hockey	DUCHESS v Kota Kinabalu	Jesselton	Lost 4-1
20/3	Soccer	DUCHESS v Kota Kinabalu	Jesselton	Lost 9-0
25/3	Basketball	DUCHESS v USS SOMERS	Manila	Lost 44-23

Total number participating in sport during the month was 224.

RESTRICTED

# RESTRICTED

**RESTRICTED**

RESTRICTED

ANNEX D

A/S WEAPON FIRINGS

Nil.

RESTRICTED

**RESTRICTED**



**RESTRICTED**

RESTRICTED

ANNEX E.

SUMMARY OF SHIPS MOVEMENTS AND EMPLOYMENT

<u>DATE</u>	<u>AREA</u>	<u>EMPLOYMENT</u>
1st.-3rd.	Sunda Strait to Singapore Practice Areas	Passage
3rd.-5th.	Singapore Practice Areas	W.P.P.
6th.-9th.	Singapore (Man of War Anchorage)	Informal visit
9th.-16th.	Singapore Naval Base	S.M.P.
16th.-19th.	Passage	
19th.-21st.	Kota Kinabalu	Informal visit
21st.-23rd.	Passage	
23rd.-26th.	Manila	Operational visit
26th.-31st.	Subic Practice Areas	Exercise "Sea Rover"

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

ANNEX F

PROGRAMME FOR THE VISIT OF  
HMAS DUCHESS TO KOTA KINABALU.

<u>TIME</u>	<u>EVENTS</u>
<u>19th. March</u>	
0900	ETA Kota Kinabalu of HMAS DUCHESS
0945	Courtesy call on PS/CM at the Secretariat
1015	ETD Secretariat for Police Headquarters
1020	Call on Commissioner of Police
1050	ETD Police Headquarters for Bukit Perwira
1100	Call on Commander 5MIB at Bukit Perwira
1120	ETD Bukit Perwira for Wharf
1130	1st. Secretary British High Commission calls on Captain.
1645	Volleyball - K.K. Team vs. HMAS Navy at Town Padang
1645	Hockey - K.K. Team vs. HMAS Navy, Town Padang
1645	Rugby - K.K. Police vs. HMAS Navy, Police Padang (Transport: Police)
1730	Basketball - K.K. Team vs. HMAS Navy at Community Centre.
<u>20th. March</u>	
0830	Tour of Tuaran
0900	K.K. Blood Bank Team to board the ship
1000	Cricket - K.K.II Team vs. HMAS Navy, Police Padang (Transport: Police)
1530	Boat Race at Yacht Club
1645	Football K.K. vs. HMAS Navy, Turf Club Padang
1645	Hockey - mixed team - Town Padang
1645	Rugby - Police vs. HMAS Navy - Police Padang (Transport: Police, leaving wharf at 1615)
1930	Captain & Executive Officer dine with 1st. Secretary, British High Commission
<u>21st. March</u>	
0900	ETD Kota Kinabalu of HMAS DUCHESS.

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

ANNEX G

PUBLIC RELATIONS - KOTA KINABALU

Attached are photostat copies of press cuttings from the Kinabalu Sabah Times and the Daily Express newspapers covering the visit of HMAS DUCHESS to Kota Kinabalu from 19th. to 21st. March, 1970.

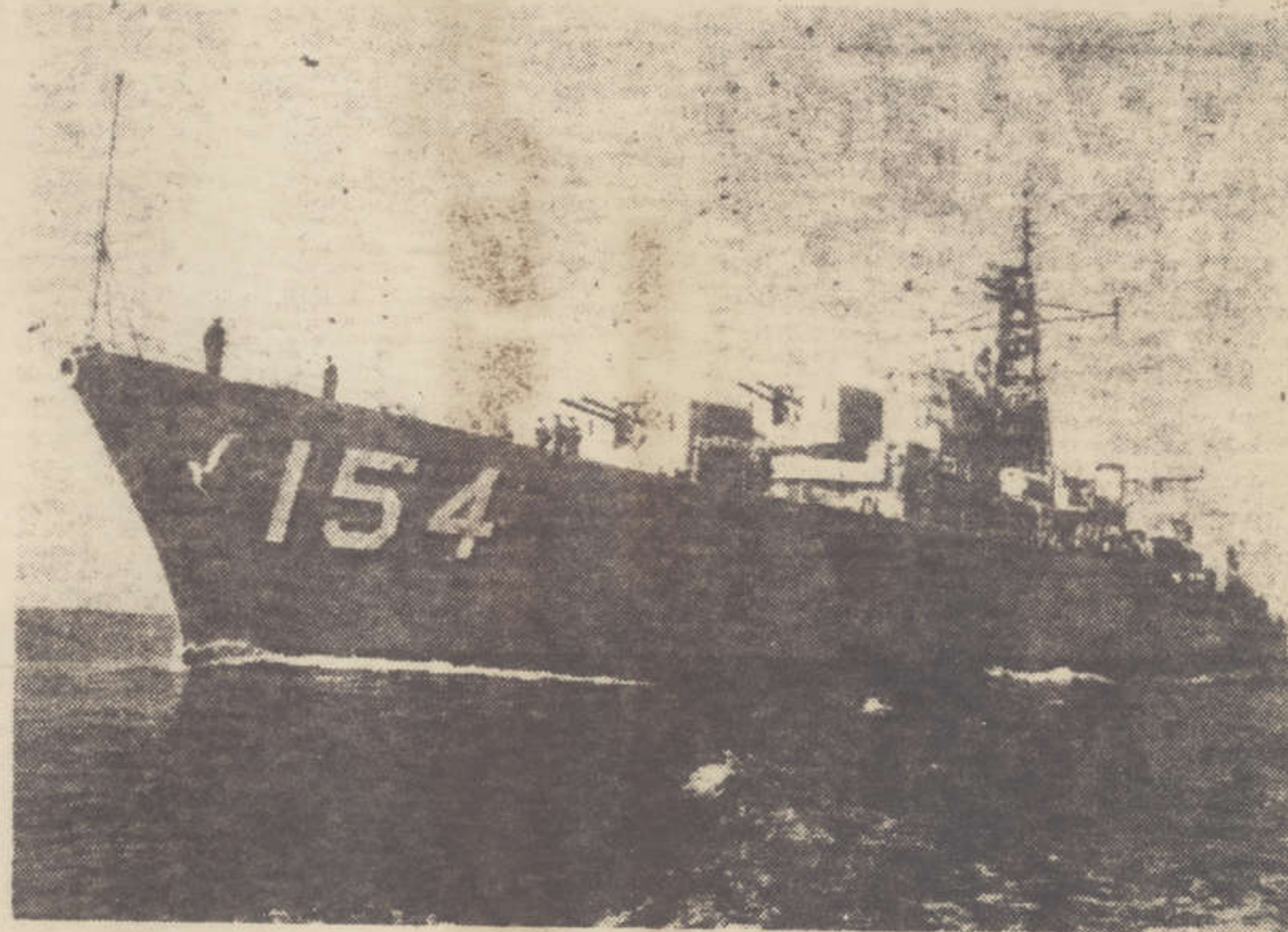
RESTRICTED

**RESTRICTED**

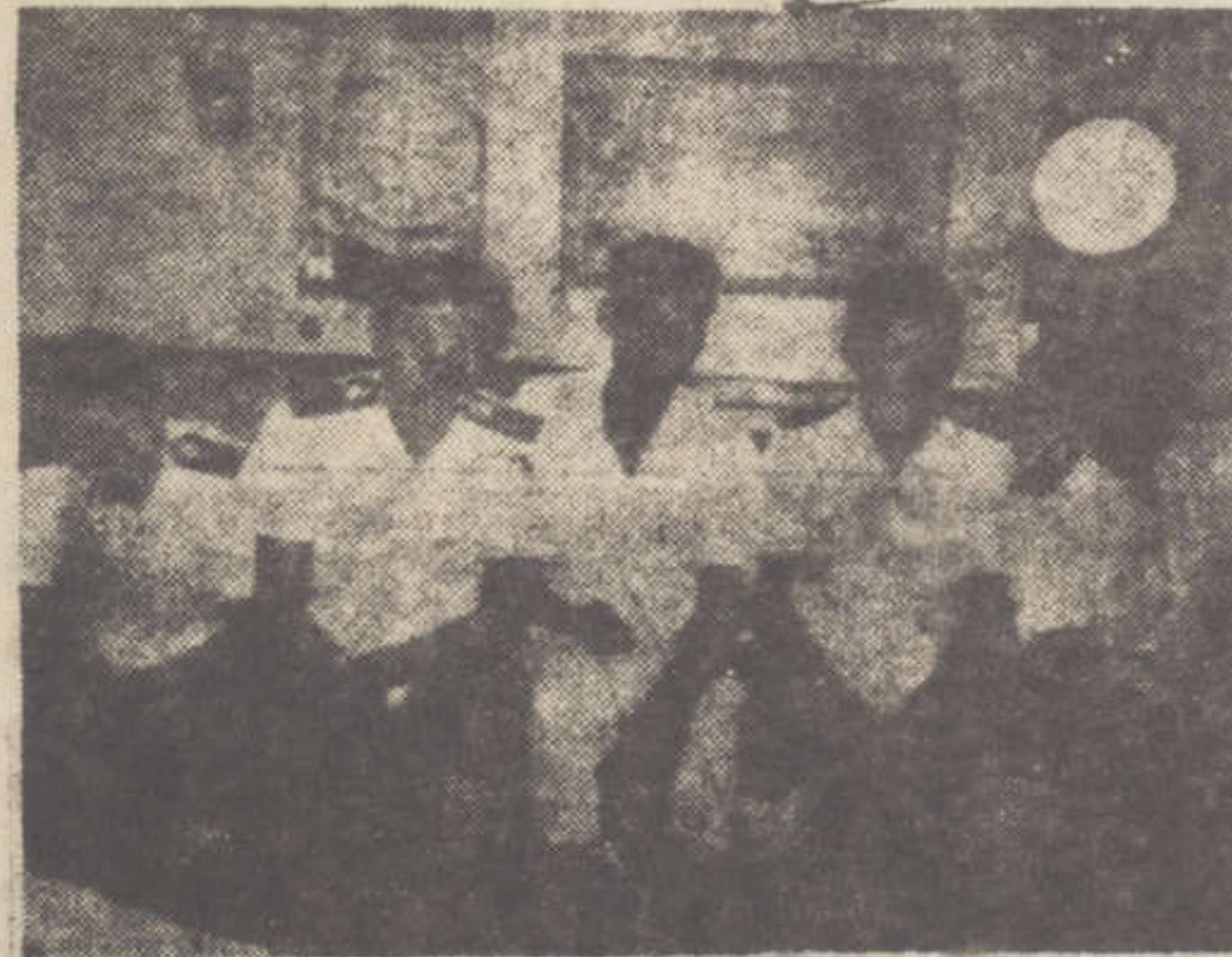
# The 'Duchess' sails into K.K. harbour



Commander Adams



H.M.A.S. DUCHESS



The five Malaysian Midshipmen.

KOTA KINABALU, Thurs. — The Australian destroyer, H.M.A.S. Duchess, under Commanding Officer, Commander H.J.P. Adams arrived here this morning from Singapore for a three-day visit.

H.M.A.S. Duchess which was commissioned in 1952, has a man power of 22 officers and 315 crew-men, and is equipped with six 4.5 inch dual

purpose guns in turrets, two 40mm Bofors anti-aircraft guns, Squid-triple barrelled anti-submarine mortar and five 21 inch torpedo tubes.

On board the H.M.A.S. Duchess, there are five Malaysian Navy Midshipmen, undergoing a one year training course.

They are Musa bin Haji Mustakin, Marzuki bin Andong, Mohaideen bin Abu Ka-

dir, Ging Heng Yew and Andrew Seluadurai.

They have completed their one year training at the Royal Naval College in England, and will be returning there for another short course after completing their training with the Australian Navy.

When they return to Malaysia, they will be assigned as Naval Cadet Training Officers.



The HMAS Duchess which is on a two-day visit to the State Capital. She is under the command of Commander Harold John Parker Adams.

HMAS Duchess is one of three "Daring" Class destroyers currently serving in the Royal Australian Navy. She is on loan for four years from the Royal Navy as an interim replacement

for HMAS Voyager. Duchess is considerably larger than a conventional destroyer and her main gunnery and torpedo armament is comparable to that of a light cruiser. In addition she carries anti-submarine detection equipment and weapons and is extremely manoeuvrable due to her twin rudders. Her top speed is over 30 knots. — RAN photo.

## Duchess sails in

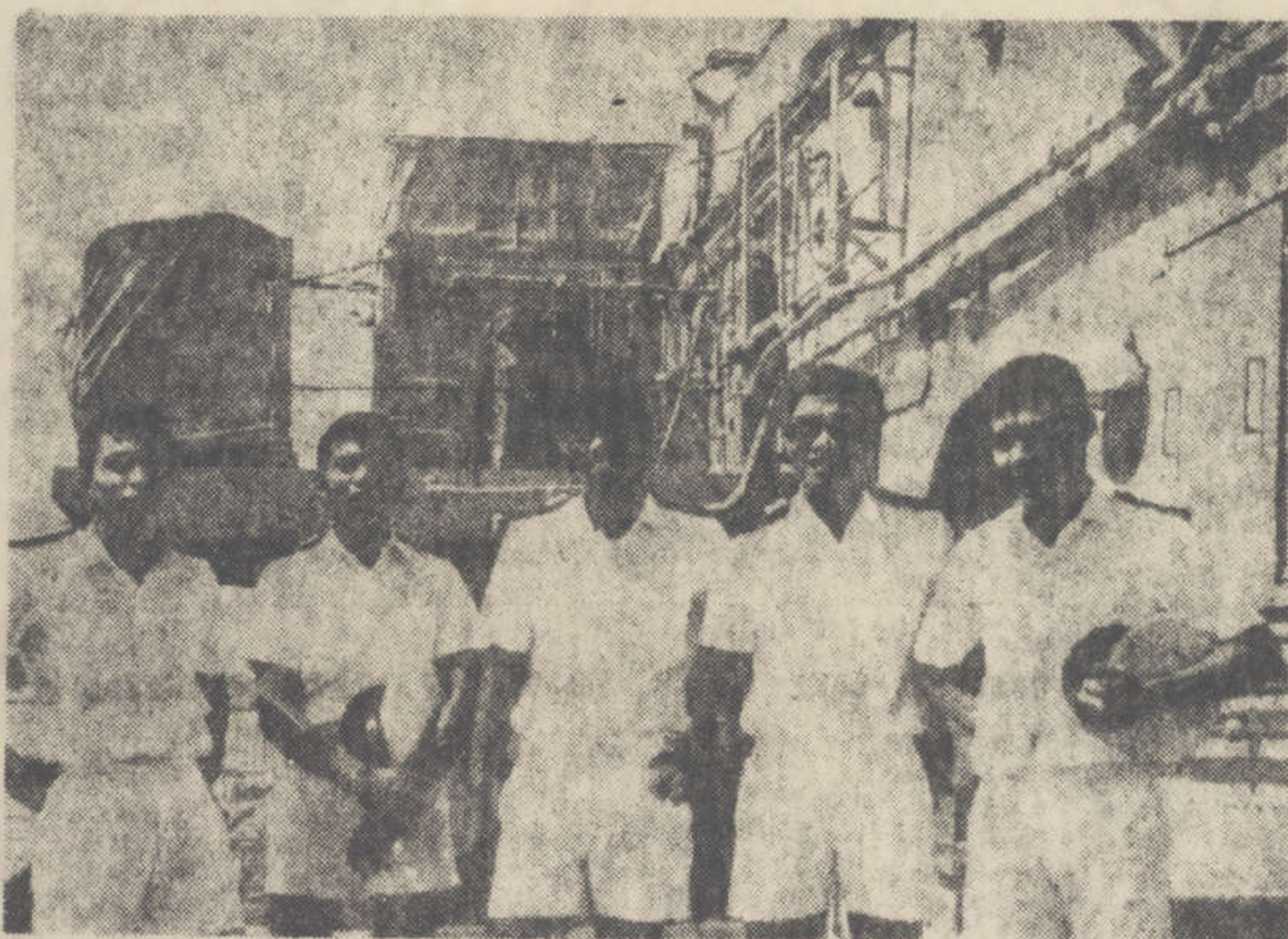
**KOTA KINABALU,**  
Thurs. — An Australian Navy Ship, the HMAS Duchess, sailed into Kota Kinabalu this morning for a two-day visit. The Commanding Officer of the Ship, Commander Adams, was met on arrival by the District Officer of Kota Kinabalu, Enche Thien Thau Kiew.

Following this Commander Adams paid courtesy calls on the Permanent Secretary to the Chief Minister, Enche Richard Lind, the Commissioner of Police Enche Mohd. Natt and the Commander of the Fifth Malaysian Infantry Brigade, Brigadier General Mahmood Sulaiman.

Later, this afternoon, officers and ratings from ship played volley-ball, rugby, and hockey matches with local teams in the State Capital.

Tomorrow the Australian crew will play a cricket match with the Kota Kinabalu Eleven and a football match with a local team. A medical team from the Queen Elizabeth Hospital will also visit the ship tomorrow morning to receive blood that will be donated by several officers and ratings of the HMAS Duchess.

Express"



These are the five Malaysian Navy Midshipmen who are undergoing a one-year training course on board the H.M.A.S. Duchess. They are from left — Musa Haji Mustakin, Mohaideen Abdul Kadir, Andrew Seluadurai Marzuku bin Andong and Ding Meng Yew.

## The 'Duchess' will be boarded for blood donation

**KOTA KINABALU, Wed.** — An Australian Navy destroyer, HMAS Duchess, which will arrive here tomorrow morning on a two-day visit will be open to the public tomorrow at 2 to 5 p.m. only and not from 2 to 4.30 p.m. on Thursday and Friday as previously reported.

A spokesman for the Kota

Kinabalu District Office said, a Blood Bank team will board the ship on Friday to receive blood donation from the crew members.

The HMAS Duchess, under the command of Commander H.P. Adams, has five Malaysian Navy midshipmen on board who are undergoing a one-year training course after

completing their studies at a naval college. This is the first batch of Malaysian Navy midshipmen who undergo training on board an Australian Navy ship.

The destroyer, which has called at Saigon, Port Swettenham and Singapore, will leave for the Philippines for a naval exercise, after the Sabah visit.

/DG

Quote in Reply  
18/6/2093

11 JUN 1970

The Flag Officer Commanding, HM Australian Fleet

HMAS DUCHESS - REPORT OF PROCEEDINGS -  
MARCH 1970

1. No record can be found of the abovementioned report having been received in Navy Office.
2. It is requested that the report be <sup>obtained and/or</sup> forwarded at your earliest convenience.

*[Signature]*  
Secretary

BEFORE DESPATCH

OIC Registry To confirm non receipt of report. *[Signature]*

*11th* June, 1970

*[Signature]*  
AS(NS)

*Confirmed!?!*

**RESTRICTED**

NAVY—CANBERRA		
18	6	2093

REQUEST FOR REGISTRATION PRO-FORMA

O.I.C. REGISTRY

Please register the attached.

paper

signal DTG No.....

on file No.    /    /

as a new file titled ..... **HMAS DUCHESS** .....  
 ..... **Report of Proceedings** ..... **MARCH 1970** .....  
 ..... and

forward to ..... Branch

ring Ext. No. .... **3238** ..... for collection by hand

return to officer awaiting at counter

N.B.: Please tick appropriate box.

10/6/1970

Sgd. .... **Frank Noonan** .....

Branch. .... **AS(NS)** .....

**RESTRICTED**



18.6.2084

**CONFIDENTIAL**

HMAS DUCHESS

Report of Proceedings Apr 70

~~AS(NS)~~

~~D of O~~

~~DCNS~~

~~1NM~~

~~2NM~~

~~3NM~~

~~4NM~~

~~SECRETARY~~

~~C of S~~

~~DPR~~

~~AS(NS) (NS55)~~

- 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.

**CONFIDENTIAL**

29/6

33/17

RECEIVED  
8 JUN A.M. 1970

CONFIDENTIAL

ROYAL AUSTRALIAN NAVY

NAVY - QUEENSLAND		
18	6	2084

Telephone: NAVY REGISTRY  
35 0444

CMD

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

No. A.F. 1/16/27

- 5 JUN 1970

The Secretary,  
Department of the Navy.

HMAS DUCHESS - REPORT OF PROCEEDINGS - APRIL 1970

Forwarded.

*Neil G. W. ...*  
Rear Admiral

Enclosure

HMAS DUCHESS letter C1/16/3 of 1st May, 1970.

CONFIDENTIAL

**CONFIDENTIAL**

HMAS DUCHESS,  
At Sea.

Quote in reply C1/16/3

1st. May, 1970.

The Flag Officer Commanding  
HER MAJESTY'S AUSTRALIAN FLEET.

Sir,

HMAS DUCHESS REPORT OF PROCEEDINGS - APRIL, 1970

1. I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS, under my command for the month of April, 1970.
2. The first week of the month DUCHESS was participating in the SEATO maritime exercise SEA ROVER and on completion, visited Bangkok. The latter half of April was spent undergoing self-maintenance at Hong Kong.
3. For HMAS DUCHESS the month of April began with an early start. The transit phase of Exercise Sea Rover commenced on 1st. April and at 0303H, in company with other units, DUCHESS weighed anchor and proceeded from Manila Bay. The first phase of the exercise involved a transit through a swept channel with HMAS YARRA, HMNZS TARANAKI, and the USS BRINKLEY BASS; these ships then formed an advance screen for the opposed departure phase.
4. The transit phase of the exercise between Manila and Sattahip was busy but generally uneventful for DUCHESS with little contact with Orange forces being encountered. During the period 1st. to 4th. April, DUCHESS was attached to the carrier escort group and acted as rescue destroyer for HMAS MELBOURNE at night and screened astern by day. During the period up to 1800 on 2nd. April the ship was in Defence Watches with gunnery armament in 2 watches. During this time several attacks by Phillipine Air Force F5 aircraft were made on the force, DUCHESS managing to "engage" her quota.
5. During the forenoon of 4th. April a replenishment was conducted with RFA TIDESPING. As well as FFO, Dieso and water were embarked at the same time. This was the first time the ship had embarked dieso during a replenishment at sea during the deployment but no difficulty was experienced. For this, a special rig was used in which 2 independent 3" dieso hoses were connected to a Y piece adaptor which in turn was connected to the 6" dieso fuelling hose. Dieso was embarked direct into the tank-top manholes. This rig was used in preference to the fitted dieso fuelling line in order to increase the fuelling rate; in fact, 7182 gallons (27 tons) of dieso were embarked in 22 minutes. Fresh water was embarked so that essential maintenance could be undertaken on B evaporator.
6. At 1957H on 4th. April a complete gyro failure was experienced. This was caused by the accidental breaking of the low power supplies to both gyro follow ups and prevented the ship from acting as rescue destroyer for the early flying serials that evening. Re-alignment was effected by steering with the stern to the Pole Star; all gyros were serviceable by 2100, when DUCHESS was able to resume her duties as Rescue Destroyer.

**CONFIDENTIAL**



/2.. 7. At

# CONFIDENTIAL

2.

7. At 1000H on 5th. April DUCHESS was detached from the MELBOURNE escort group to reinforce the screen of the convoy group. The ship remained with this group during the period 5th.-7th. April employed screening ahead of the main body.
8. At 2020G on 5th. April the ship detached to conduct a jackstay transfer of two sailors with HMAS YARRA. This was completed at 2114G and after wishing YARRA a safe trip back to Australia the ship rejoined the screen.
9. A stores transfer was carried out with RFA RESURGENT at 0800G on 6th. April during which fresh frozen provisions and some naval stores were embarked. A final top-off with FFO was also carried out with RFA TIDESPING at 1100G on the same day.
10. At 1511G on 6th. April DUCHESS was detached with DERWENT to investigate a disappearing radar contact gained by one of HMAS MELBOURNE's Tracker aircraft. With the aircraft reporting good MAD tracking, together with HE on their sonobuoys the quarry looked very much like an "intruder". At one stage the S2E aircraft reported the contact as making a speed of 24 knots. However by some quirk of fortune which submariners acquire, the submarine managed to take his pursuers into an area of exceptionally bad weather, in which it was quite impossible to track the aircraft either on radar or visually. As a result plotting information was erratic and although the ships closed the contact area at 1930G and HMAS DERWENT obtained a fleeting contact, no firm contact was made and the goblin made his escape. Whether this was a nuclear intruder is hard to determine; no contact was obtained on any of DUCHESS's sensors and the degree of confidence could thus only be determined by de-briefing the aircrew involved. To us in DUCHESS however, it looked the real thing.
11. The final phase of Exercise Sea Rover was the opposed entry to Sattahip on 8th. April. Apart from a short engagement with two Royal Thai Naval patrol boats no other opposition was encountered. For HMAS DUCHESS the exercise completed at 0720G on 8th. April when the ship was detached under the orders of Captain D1 Far East (Captain J.A. COOKE, RN) in HMS GALATEA for passage to Bangkok.
12. DUCHESS, in company with HM Ships GALATEA, LYNX and HMNZS TARANAKI, came to her starboard anchor off the Bangkok Bar vessel at 1432G on 8th. April. All ships remained at anchor for the night.
13. The ship weighed anchor at 0534G on 9th. April and after embarking a pilot, passage of the River Choao Phraya to Bangkok was made without incident. The ship came to her berth between head and stern buoys at Bang Na at 0856G. HMNZS TARANAKI secured between buoys astern of DUCHESS. HM Ships GALATEA and LYNX had proceeded ahead and eventually berthed between buoys further up the river at Sadu Pradit.
14. On 10th. April I attended a luncheon given by the Australian Ambassador (Mr. T.K. Critchly, CBE Esq) and at which you, Sir, were also present. In the evening accompanied by 5 of my officers I was present at a reception given by the Commander-in-Chief, Royal Thai Fleet (Admiral Cherdchai).
15. On 11th. April I attended a lunch given by The Commander, Far East Fleet (Vice Admiral L.D. EMPSON, CB) in HMS FORTH and later I attended a Fleet Reception held onboard HMS FORTH, at which the Captains and officers of all Commonwealth naval units present were hosts.

CONFIDENTIAL

/3.. 16. Although

# CONFIDENTIAL

3.

16. Although the berth at Bang Na was remote and inconvenient, the visit to Bangkok was enjoyed by all hands, even though organised sport and suitable tours were difficult to arrange. Conduct ashore was good, and there were only a few mild cases of "Bangkok Belly". During the visit it was necessary to take on shore water. Although this water was supplied chlorinated, further chlorine was added making it very unpalatable. However by adjusting arrangements internally it was possible to have ships water for drinking, and shore water for all other uses.

17. HMAS DUCHESS, with pilot embarked, slipped from her berth at Bang Na at 0732G on 13th. April and proceeded down river, clearing the Bangkok Bar at 0930G, and disembarking the pilot. After being detached by Captain D1 Far East in GALATEA at 0930G, the ship came to her starboard anchor off the Bangkok Bar light vessel at 0939G to clean and mark the cable. The anchor was weighed at 1003G and the ship proceeded for passage to Hong Kong.

18. The passage to Hong Kong was without incident and the ship arrived at Lie-u-Man Pass at 1330H on 17th. April, berthing on North Wall in Victoria Basin at 1355H. Shortly after berthing I called on you, Sir, in HMAS MELBOURNE.

19. On 18th. April I attended, with 15 of my officers, a Royal Australian Navy Fleet Reception held in HMAS MELBOURNE, and afterwards joined you for supper in your cabin.

20. On Tuesday 21st. April HM the Queen's birthday was celebrated, for which HMAS DUCHESS was required to fire two 21 gun salutes. The ship cast off from her berth at 0835I and proceeded to No. 4 buoy off Queens Pier, securing at 0900I. At 0945I I landed to attend the Queen's Birthday Parade which was held outside the Town Hall in the presence of the Governor of Hong Kong (Sir David Trench) from 1015 to 1100. In the course of the ceremony a co-ordinated 21 gun salute was fired by HMAS DUCHESS in concert with HMS TAMAR. A further 21 gun salute was fired at noon. In addition to her saluting gun duties HMAS DUCHESS also provided 12 men who joined up with HMAS DERWENT to provide one of the two guards paraded by the Royal Australian Navy at the Queen's Birthday Parade. The ship slipped from No. 4 buoy at 1317I and reberthed on North Wall at 1336I.

21. On Anzac Day, Saturday 25th. April, I attended the Dawn Ceremony at the cenotaph. For this occasion, at which HMAS MELBOURNE provided a guard and band, HMAS DUCHESS provided four cenotaph sentries.

22. The main tasks during the visit to Hong Kong were to prepare the ship for your inspection and to carry out Self Maintenance. Much hard work was done by the Ship's Company and with the assistance of Jenny's Side Party, a lot of essential maintenance and cleaning was achieved.

23. Your staff officers conducted their departmental inspection of DUCHESS on Monday 27th. April. On Tuesday 28th. April you were received onboard ceremonially and carried out your inspection of my Ship's Company at divisions. On completion of divisions you did rounds of the upper deck and compartments in the superstructure, and in the afternoon completed your inspection of compartments between decks.

# CONFIDENTIAL

/4.. 24. The

**CONFIDENTIAL**

4.

24. The Ship's Company held a most successful "smoko" on Wednesday 29th. April at the China Fleet Club which was enjoyed by all concerned. Also, the last two days of our stay in Hong Kong saw the inevitable influx of "rabbits", and although it is claimed that the prices in Hong Kong are much higher these days, it is still regarded by Ships Companies as the place to shop. During the period of our visit over A\$51,000 was paid out by the Commonwealth Savings Bank Agency and money changes were also very heavy.

25. The following officer joined during the month of April:

CHAP P.B. BALL, RAN - from HMAS DERWENT

The undermentioned officer left during the month of April:

LEUT SSDN D. PUTNAM, RAN - to HMAS DERWENT

26. Due to operational requirements only four full effective maintenance days were available in Hong Kong for work on steam systems. Although the majority of defects were rectified a negligible amount of planned maintenance was able to be undertaken. On the weapons side, no practices were able to be carried out during the month. However no serious defects have occurred so that gunnery and TAS systems remain fully operational.

27. The health of the ship's company remains very good, with few incidents of sickness and a low venereal disease rate. Morale remains at a high level, and the conduct of the Ship's Company has been generally good. The appearance of the ship has seldom been better both between decks and externally and this has been a source of satisfaction to all onboard. And with the ship's next visit being to Japan for Expo '70, the culminating high point of an interesting six month deployment to the Far East will be reached.

I have the honour to be,

Sir,

Your obedient servant,

*H. J. P. Adams*

(H. J. P. ADAMS)  
COMMANDER, RAN  
CAPTAIN.

For Information:

The Commander Far East Fleet.  
The Flag Officer Second-in-Command Far East Fleet.  
The Commodore Hong Kong.  
The Commanding Officer HMAS MELBOURNE.  
The Commanding Officer HMAS DERWENT.  
The Commander Second Australian Destroyer Squadron.  
The Commanding Officer HMAS VENDETTA.  
The Commanding Officer HMAS VAMPIRE.  
The Captain D1 Far East (HMS GALATEA).

**CONFIDENTIAL**

**CONFIDENTIAL**

ANNEX A.

1. Distance steamed during April 4096.7
2. Hours underway during April 285.56
3. Total distance steamed since commissioning 199091.9
4. Total hours underway since commissioning 14150.9
5. Occasions of exceeding economical speed:

<u>DATE</u>	<u>DURATION</u>	<u>AV. SPEED</u>	<u>FUEL</u> <u>TON/HR</u>	<u>DIST/TON</u>	<u>REMARKS</u>
2/4	04. 00.	20	4.0	5.0	Exercise Sea Rover
5/4	02. 15	22	4.7	4.7	Exercise Sea Rover
6/4	07. 30	21	4.4	4.8	Exercise Sea Rover

**CONFIDENTIAL**

**CONFIDENTIAL**

ANNEX B

EXERCISES DURING APRIL

AIO

Exercise Sea Rover (Defence watches)

GUNNERY

Nil

FAS

Nil

COMMUNICATIONS

TACTICAL

Nil

EW

RRX - 20

RADIO

MMX - 22  
TTX - 10

NBCD

Duty Watch NBCD Evolution - 14

MISCELLANEOUS

RAS(L)	4
RAS(S)	1
Light Jackstay	1

Note: Normal exercise programmes for the ship were curtailed because of participation in Exercise Sea Rover and in preparation work for the Flag Officer Commanding HMA Fleet's Harbour Inspection held at the end of the month.

**CONFIDENTIAL**



# CONFIDENTIAL

## ANNEX C

### SPORT

Sport and Physical Training was limited during the month owing to the ships commitments; firstly for the SEATO exercise, 'SEA ROVER', secondly for Admiral's Inspection which was held at the end of our stay in Hong Kong.

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>VENUE</u>	<u>RESULT</u>
10/4	Hockey	DUCHESS v Bangkok Hockey Club	Bangkok	Lost 4-3
20/4	Rugby	DUCHESS 2nd v HMAS MELBOURNE 2nd	Happy Valley	Lost 24-16
22/4	Hockey	DUCHESS v HMAS MELBOURNE	Happy Valley	Lost 2-1
22/4	Rugby	DUCHESS v HMAS MELBOURNE	Happy Valley	Lost 9-5
25/4	Rugby	DUCHESS v HMAS DERWENT	Happy Valley	Won 9-0

A ten pin bowling competition was conducted during our stay in Hong Kong with twenty teams, of four players to a team.

Total number playing sport for the month was 160.

# CONFIDENTIAL

**CONFIDENTIAL**

ANNEX D.

A/S WEAPONS FIRING

NIL

**CONFIDENTIAL**

**CONFIDENTIAL**

ANNEX E

SUMMARY OF SHIPS MOVEMENTS AND EMPLOYMENT

<u>DATE</u>	<u>AREA</u>	<u>EMPLOYMENT</u>
1st.-8th.	En route Manila - Bangkok	Exercise Sea Rover
9th.-13th.	Bangkok	Informal visit
13th.-17th.	En route Bangkok - Hong Kong	Passage
17th.-30th.	Hong Kong	Self Maintenance

**CONFIDENTIAL**

**RESTRICTED**

HMAS D UCHESS

Report of Proceedings MAY 70

AS(NS)

D of O 21/7

DCNS

1NM

2NM

3NM

4NM

SECRETARY

C of S

DPR

AS(NS)

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

*[Handwritten signature]*

- 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.

**RESTRICTED**

*[Handwritten mark]*

*[Handwritten mark]*

**RESTRICTED**

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	2152

RECEIVED  
 16 JUL P.M. 10  
 A2  
 TELETYPE  
 TELEPHONE

Telephone:  
35 0444

CMD

OFFICE OF THE  
 FLAG OFFICER COMMANDING,  
 H.M. AUSTRALIAN FLEET,  
 FLEET HEADQUARTERS,  
 GARDEN ISLAND, N.S.W. 20000

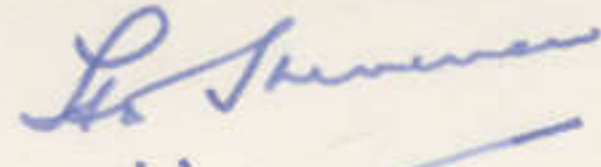
No. A.F. 1/16/27

15 JUL 1970

The Secretary  
 Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - MAY 1970

Forwarded.



Rear Admiral

Enclosure:

HMAS DUCHESS letter C1/16/3 of 2nd June, 1970.

AT

**RESTRICTED**

RESTRICTED

1/16/27

In reply quote C1/16/3

HMAS DUCHESS,  
At Sea.

2nd June, 1970.

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

Sir,

HMAS DUCHESS REPORT OF PROCEEDINGS - MAY, 1970

1. I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS, under my command for the month of May, 1970.
2. The final month of the ships deployment to the Strategic Reserve has been both busy and varied; during the month the ship steamed over 7,000 miles. The first week was spent on passage from Hong Kong to Japan, where, in company with HMA Ships MELBOURNE and DERWENT, the ship paid an official visit in connexion with the 1970 World Exhibition at Osaka. The latter part of the month was spent on passage to Singapore and thence to Darwin.
3. At the commencement of May HMAS DUCHESS was secured to the North Wall in Victoria Basin, Hong Kong, completing a self-maintenance period. The ship cast off and proceeded from North Wall at 0945I on 1st May for passage to Osaka, in company with HMA Ships MELBOURNE, wearing your Flag, and DERWENT.
4. The passage was uneventful to start with, but soon after entering the Formosa Straits on the night of 1st/2nd May the ship encountered numerous and extensive fishing fleets and later thick fog. A rendezvous was effected at 0900I with RFA RESURGENT, on passage from Japan, in order to replenish with 600 rounds 4.5" cartridge. In view of the fog the replenishment was delayed until visibility improved at 1300I. The replenishment commenced at 1315I and was completed at 1411I, when passage was resumed.
5. At 0800I 3rd May a replenishment was carried out with HMAS MELBOURNE off Okinawa. This was completed at 0851I

...../2

RESTRICTED

RESTRICTED

2.

and DUCHESS detached with DERWENT to conduct gunnery exercises in the Okinawa practice areas. These were unfortunately curtailed due to poor weather and low cloud and both ships rejoined MELBOURNE at 1701I to continue the passage to Japan.

6. The ship arrived off the entrance to Osaka Bay at 0700I 5th May, encountering thick fog which reduced visibility to 400 yards. The fog persisted across Osaka Bay and DUCHESS came to her starboard anchor at 0958I to embark a pilot and await the fog to clear. Conditions improved by 1100I when the anchor was weighed and the ship proceeded into Osaka Harbour at 1130I, securing alongside DERWENT at No.5 berth at 1256I.

7. In the evening of 5th May, accompanied by four of my officers, I attended a reception given by Commissioner-General of the Australian Exhibit at Expo 70, (Rear Admiral T.K. Morrison, CB, CBE, DSC) to welcome the RAN ships to Japan.

8. During the forenoon of 6th May I paid calls on the following:

Mr Hideo Onishi - Director of Osaka Port Reclamation Programme, who was representing the Chief, Osaka Harbour Administration.

Mr Kuniichi Susuki - Director of Customs, Osaka.

Mr T. Inori - Deputy Chief, Maritime Safety Agency, Osaka.

Mr Riichi Teshigawara - Head of Immigration, Osaka.

These calls were returned in the afternoon.

In the evening, together with 10 of my officers I attended the RAN Fleet Reception held onboard HMAS MELBOURNE.

9. At 1000I on 7th May JMSDF Ship ONAMI (Commander Uchiyama) with the Senior Officer 11th Destroyer Division embarked (Captain Hisashi Shimizu) berthed alongside. Accompanied by the Captain HMAS DERWENT I called on Captain Shimizu at 1130I; this call was returned onboard HMAS DERWENT. The purpose of this visit was to encourage the exchange of ideas between the Navies: to this end 5 Japanese officers were entertained for lunch onboard and four officers from DUCHESS had lunch onboard the ONAMI. Similar exchanges took place between the Chief Petty Officers and the Petty Officers and overall it was a successful day. The ONAMI slipped from alongside DUCHESS at 1600 to return to the HANSHIN Naval Base. At lunch on this day I entertained 6 Japanese from various government departments in Osaka, including

...../3

RESTRICTED

RESTRICTED

3.

the Director of Harbour Development and Reclamation (Mr H. Onishi), the Chief of Customs (Mr K. Suzuki) and the Chief of the Maritime Safety Agency (Mr. T. Enoori).

10. In the evening I attended a dinner at the Plaza Hotel given by the Governor of Osaka Prefecture in honour of the Prime Minister of Australia and Mrs John Gorton.

11. Friday 8th May was Australia Day at Expo 70 and a strong contingent of officers and sailors from DUCHESS attended. As well as attending the opening ceremony I visited the Australian pavilion and number of other national exhibits. In the evening I also was present at an official reception at the Expo Guest House given by the Prime Minister, Right Honourable John Gorton, Q.C. During the evening I attended the Waltzing Matilda Review staged in the Expo Festival Plaza.

12. DUCHESS slipped, with pilot embarked, from her berth in Osaka harbour at 0742I on 9th May, and in company with HMA Ship's MELBOURNE and DERWENT, proceeded to Kobe. The ship arrived off Kobe at 0945I and berthed alongside DERWENT at No.5 berth at 1011I. During the forenoon I called on the following:

The Chief of Customs, Kobe, - Mr K. Otani.

The Chief of Kobe Water Police - Mr M. Hirono.

The Chief of Ikuta Police Station - Mr T. Morioka.

Representatives of these gentlemen returned my calls at midday and later joined other Japanese guests at a luncheon given jointly with the Captain HMAS DERWENT, in HMAS DUCHESS.

13. In the evening of Saturday 9th May, along with 10 of my officers, I attended a Fleet Reception held onboard HMAS MELBOURNE.

14. On 11th May I joined you at a luncheon given by the Mayor of Kobe, Mr Tatsuo Miyazaki, and on 12th May I attended a luncheon given by the Commander, Hanshin Naval Base, Rear Admiral Kiyohide Seki. At 1530 on the same day Rear Admiral Seki, paid an informal visit to HMAS DUCHESS.

15. Any visit to Japan is always a fascinating experience, and for HMAS DUCHESS it was very much the highlight of our 6 months tour of duty in the Far East. For the sailors, Expo 70 was a unique source of entertainment and fascination : many returned time and again to the site for indeed its vastness alone demanded several visits if the exposition was to be comprehended in depth.

...../4

RESTRICTED



RESTRICTED

4.

The high cost of living, however, was a limiting factor in restricting the activities of many since one needs plenty of cash these days to enjoy what Japan has to offer. The dynamic nature of Japanese development never ceases to impress; the port development schemes alone, (that in Osaka envisages a bridge bigger than the Golden Gate) are enormous undertakings by any standard; the transportation systems of freeways and railways are extraordinarily advanced, while everywhere there are people busily going about their business. On the other side of the coin one feels there is a price to be paid - the little grey houses are unchanged, the atmosphere is thick with smoke, whilst the sea extending from Osaka is covered for miles by a film of oil and is streaked with industrial effluent.

16. In talking with Japanese I noted an extraordinary reticence on their part to discuss matters of international concern, such as the security of international waterways, control of fishing resources, Russian penetration of the Indian Ocean, developments in China etc. Almost to a man, whether industrialists, public servants or service people they voiced no opinions nor sought to continue such discussions.

17. The ship slipped from alongside HMAS DERWENT at No.5 berth in Kobe at 1008I on 13th May. Unfortunately, soon after sailing HMAS DERWENT reported fouling of her condensers by polythene material. Thus DUCHESS proceeded alone with MELBOURNE for passage to the Philippines. During the afternoon a 4 monthly work-up to full power was conducted; however, the trial had to be aborted when full power revolutions could not be achieved. The primary cause of the failure was attributed to partial blockage of the main condensers and this was subsequently confirmed in Subic Bay and Singapore when two buckets of polythene debris were removed from the condenser inlets (DUCHESS message 151020Z)

18. On 14th May, gunnery alignment and AA Gun Direction serials were conducted with MELBOURNE aircraft. The ship replenished from MELBOURNE at 0758H on 15th May.

19. The ship arrived off Subic Bay with HMAS MELBOURNE at 0600H on 17th May, to enable flying operations to be carried out and to conduct gunnery practices. AA close range firings against a sleeve target were completed at 0905H and the ship proceeded to Subic Bay coming to her starboard anchor in 20 fathoms at 1258H. No leave was granted whilst at anchor but mail was landed and received.

20. The ship weighed and proceeded at 2150H and in company with HMAS MELBOURNE resumed passage to Singapore.

...../5

RESTRICTED

**RESTRICTED**

5.

21. HMAS DERWENT rejoined at 0530H on 18th May and re-fuelling was conducted an hour later. DUCHESS commenced replenishing at 0813H, and during this replenishment an FFO spillage occurred in 3P cabin flat. The spillage was due to the inexperience of the fuelling party and a defective tank valve. As a result of the spillage some damage to floor coverings and clothing in the cabins was sustained.

22. The remainder of the passage to Singapore was without incident. A rendezvous was effected at 0600GH on 21st May with HMA Ships SUPPLY, STALWART, STUART, PARRAMATTA, OXLEY, TEAL, IBIS, and GULL for the RAN fleet entry to Singapore Naval Base. DUCHESS secured alongside HMS FIFE (Captain W.D.S. Scott, RN) at No.3 berth at 1114GH.

23. At 1200GH the Ships Company participated in a farewell salute to the departing Commander-in-Chief Far East, Admiral Sir Peter J. Hill-Norton, K.C.B.

24. In the evening of 21st May accompanied by 10 of my officers I attended the RAN fleet reception held in HMAS MELBOURNE. On 23rd May I attended the combined Fleet Cocktail Party given by Commander, Far East Fleet, at HMS TERROR.

25. On the morning of Friday 22nd May I attended a most interesting talk in the conference room at Naval Headquarters given by the Assistant Chief of Naval Staff (Operational Requirements) Rear Admiral J.R. McKaig C.B.E. In his talk he covered a very wide field touching on naval policy, and future plans including new ships and equipment to be introduced into the R.N. in the next decade.

26. After a lastyspree of "rabbit" buying the ship slipped from alongside HMS FIFE at 0735GH on 25th May having been relieved by HMAS STUART in the Strategic Reserve. DUCHESS then proceeded independently for passage to Darwin via Wetar Straits. Operational control was chopped from Commander Far East Fleet to Flag Officer Commanding H.M. Australian Fleet at 0700(HI) on crossing longitude 120 east. On chopping from his control a complimentary farewell signal was received from COMFEF and is enclosed at appendix 1.

27. DUCHESS arrived in Darwin and berthed starboard side to at Fort Hill wharf at 0820IK on 30th May. On completion of fuelling the ship cast off at 1025IK reberthing at Iron Ore wharf at 1035IK for the remainder of the visit. No calls were paid since this was essentially a re-fuelling stop and the authorities ashore wished calls to be considered paid and returned.

28. The following officer joined during the month of May:  
LEUT SLEN ME C.P. SMITH, RAN - from HMAS SYDNEY.

...../6

**RESTRICTED**

RESTRICTED

6.

The undermentioned officers departed during the month of May:

CHAP P. B. BALL, RAN	- to HMAS PARRAMATTA
LEUT G. W. OLIVERO, SAF	- to HMAS SUPPLY
OFF. CADET F. W. YIM, SAF	- to HMAS SUPPLY
OFF. CADET T. H. HENG, SAF	- to HMAS SUPPLY
OFF. CADET K. OLGANATHAN, SAF	- to HMAS MELBOURNE
OFF. CADET A. G. L. TAN, SAF	- to HMAS MELBOURNE
OFF. CADET S. J. KWEK, SAF	- to HMAS MELBOURNE

29. Throughout the month the main machinery performed very well despite the demands made upon it. The heavy pollution in Japanese harbours from polythene material was a cause for concern but in the event the ship was able to overcome this problem. The general appearance of the ship both between decks and externally has been maintained at a high level.

30. The first supplementary defect list for the forthcoming refit was forwarded on 13th May.

31. From the Weapons Electrical side there was considerable disappointment that the ship was directed by the Naval Board on 2nd May not to fire the 4.5" guns for practice owing to the Keyway clearances being outside the accepted tolerances (ACNB message 020450Z May refers). Both red and blue systems were fully serviceable through the month and the tuning of turrets reached a very satisfactory standard: it was therefore a great disappointment not to be able to schedule any practice firings during the month.

32. The conduct of the ships company was very satisfactory and their morale is good. There have been no problems with health and it is pleasing to observe that the VD rate during this deployment has been substantially reduced compared to previous figures (98 cases in 7½ months). It has also been a source of satisfaction to report that during this six months in the Strategic Reserve the ship has satisfactorily met all her commitments, and this in its turn reflects creditably on the ships company who have often worked long hours to achieve this

...../7

RESTRICTED

RESTRICTED

7.

result: we feel there is a lot of "go" in this ship yet.

I have the honour to be,

Sir,

Your obedient servant

*H. J. P. Adams*

(H. J. P. ADAMS)  
COMMANDER, RAN  
CAPTAIN

For Information

The Commander, FAR EAST FLEET.  
The Flag Officer, Second-in-Command, FAR EAST FLEET.  
The Commanding Officer, HMAS MELBOURNE.  
The Commander, Second Australian Destroyer Squadron.  
The Commanding Officer, HMAS DERWENT.  
The Commanding Officer, HMAS VENDETTA.  
The Commanding Officer, HMAS VAMPIRE.

RESTRICTED

**RESTRICTED**

APPENDIX 1.

SIGNALS RECEIVED FROM RN AUTHORITIES  
ON LEAVING THE FAR EAST STATION

ROUTINE 271330Z MAY  
FM COMFEP  
TO DUCHESS

RESTRICTED. RTT FAREWELL AND GOOD LUCK. WE HOPE THAT YOU HAVE ENJOYED YOUR GRAND TOUR ROUND THE FAR EAST STATION AS MUCH AS WE HAVE ENJOYED HAVING YOU IN THE FLEET. YOU HAVE KEPT THE OLD LADY TICKING WELL AND HAVE IMPRESSED US ALL BY YOUR SPIRIT AND YOUR WILLING AND EFFECTIVE CO-OPERATION.

ROUTINE 250003Z MAY  
FM FO2FEP  
TO DUCHESS

UNCIAS. GOOD LUCK AND A SMOOTH TRIP HOME. STILL REMEMBER YOU SEEING OFF THE YANKEE PANTHER DURING JANEX, YOU HAVE SHOWN THAT THERE IS LOTS OF LIFE IN THE OLD GIRL YET.

2. LOOK AFTER COOKS BOOTS.

**RESTRICTED**

**RESTRICTED**

RESTRICTED

ANNEX A TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 2ND. JUNE, 1970

1. Distance steamed during May 7341.9
2. Hours underway during May 411
3. Total distance steamed since commissioning 206433.8
4. Total hours underway since commissioning 14561
5. Occasions of exceeding economical speed:

<u>DATE</u>	<u>DURATION</u>	<u>AV. SPEED</u>	<u>FUEL</u>		<u>REMARKS</u>
			<u>TON/HR</u>	<u>DIST/TON</u>	
2/5	09.00	21.0	4.4	4.8	i/c HMAS MELBOURNE
3/5	05.30	21.0	4.4	4.8	i/c HMAS MELBOURNE
3/5	5.00	20.5	4.2	4.9	i/c HMAS MELBOURNE
13/5	01.30	28.0	9.5	3.0	Full Power Trial
13/5	06.12	21.0	4.4	4.8	i/c HMAS MELBOURNE
14/5	19.20	20.5	4.2	4.9	i/c HMAS MELBOURNE
15/5	22.20	20.0	4.0	5.0	i/c HMAS MELBOURNE
16/5	05.45	20.0	4.0	5.0	i/c HMAS MELBOURNE
17/5	01.30	22.0	4.7	4.7	i/c HMAS MELBOURNE
18/5	05.45	20.0	4.0	5.0	i/c HMAS MELBOURNE
19/5	23.00	20.0	4.0	5.0	i/c HMAS MELBOURNE

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

ANNEX B TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 2ND. JUNE, 1970

EXERCISES DURING MAY

AIO

HDX (2 controllers)	7 hours
Fixed Wing Control	3 hours
COMMANDEX	4
CASEX B1	1
SIF Trial	1
SPX	1
ADEX	1

TAS

IDT Tapes (each watch of UC's)	3 hours
Light Mortar Firings	2

GUNNERY

AATX/AAGDX	1
AAGDX	1
AACRF	1
GRAL	1
Small Arms Pistol Competition	1

COMMUNICATIONS

TACTICAL

NAVCOMEX 201	8
NAVCOMEX 202	4
NAVCOMEX 207	7

EW

RRX	20
EWX 91	4
EWX 92	4

RADIO

NAVCOMEX 401	10
TTX	3
CRYPTO PRACTICAL	1

MISCELLANEOUS

RAS(L)	4
RAS (Ammunition)	1
Full Power Trial (4 monthly trial)	1
Light Jackstay	1
Helo Transfer	2

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

ANNEX C TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 2ND. JUNE, 1970

SPORTS RESULTS FOR MAY

Voluntary Physical Training was held daily whilst at sea. Firsts and Seconds Rugby teams trained daily in preparation for the challenge of the Big Ships Trophy against HMAS MELBOURNE.

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>VENUE</u>	<u>RESULT</u>
9/5	Rugby	DUCHESS v KOBE STEEL CO.	KOBE	Won 23-26
21/5	Hockey	DUCHESS v HMS SIMBANG	SIMBANG	Won 2-0
21/5	Cricket	Inter-ship	TERROR	-
23/5	Cricket	DUCHESS/DERWENT v MELBOURNE	TERROR	Won 1st. Innings.
23/5	Soccer	DUCHESS v HMAS MELBOURNE	TERROR	Won 8-1
23/5	Rugby	DUCHESS 2nd XV v HMAS PARRAMATTA	TERROR	Lost 23-6
24/5	Rugby	DUCHESS v HMAS MELBOURNE (Big Ships Trophy)	TERROR	Lost 6-0
31/5	Cricket	DUCHESS v LARAKIA	DARWIN	Lost 1st. Innings.

Total number playing sport for the month - 170.

RESTRICTED

**RESTRICTED**



**RESTRICTED**

RESTRICTED

ANNEX D TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 2ND. JUNE, 1970

A/S WEAPON FIRINGS

Three patterns live projectiles.

Date: 29th. May, 1970.

Time: 1135IK

Position: 09.00 South, 127 51 East.

Remarks: Approximate depth of water - 1150 fathoms  
2 salvoes set at 50 feet.  
1 salvo set at 400 feet.

RESTRICTED

**RESTRICTED**

**RESTRICTED**

RESTRICTED

ANNEX E TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 2ND. JUNE, 1970

SUMMARY OF SHIPS MOVEMENTS  
AND EMPLOYMENT

<u>DATE</u>	<u>AREA</u>	<u>EMPLOYMENT</u>
1/5 - 5/5	North China Sea	Passage Hong Kong to Osaka
5/5 - 9/5	Visit to Osaka	
9/5 - 13/5	Visit to Kobe	
13/5 - 21/5	China Sea	Passage to Singapore
21/5 - 25/5	Singapore Naval Base	
25/5 - 30/5	Passage to Darwin	Chopped to COMAUSFLT at 272200Z
30/5 - 31/5	Visit to Darwin	

RESTRICTED

**RESTRICTED**

18-6-2204

**RESTRICTED**

HMAS DUCHESS

Report of Proceedings June 70

AS(NS) Ch. 10/8.

D of O W 11/8

DCNS 1-13/8

1NM [Signature]

2NM R. 4/8

3NM [Signature]

4NM ACS 14/8

SECRETARY [Signature]<sup>20</sup>

C of S [Signature]

DPR [Signature]

AS(NS) (NS55) [Signature] 24/8/70

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

**RESTRICTED**

27/8

18  
14.

RECEIVED  
12 7  
6 AUG 1970  
NAVY REGISTRY  
Telephone: 35 0444  
CMD

**RESTRICTED**  
ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	2204

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

No. A.F. 1/16/27

5 AUG 1970

The Secretary  
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - JUNE 1970

1. Forwarded.
2. With reference to paragraph 17 the doubts regarding the future of the MRS 8 (Blue System) and the MRS 3 (red System) and turrets have now been resolved.

*Chris G. N. ...*  
Rear Admiral

Enclosure:

HMAS DUCHESS letter C1/16/3 of 1st July 1970

**RESTRICTED**

**RESTRICTED**

In reply quote C1/16/3.

HMAS DUCHESS,  
At Garden Island.

1st July, 1970.

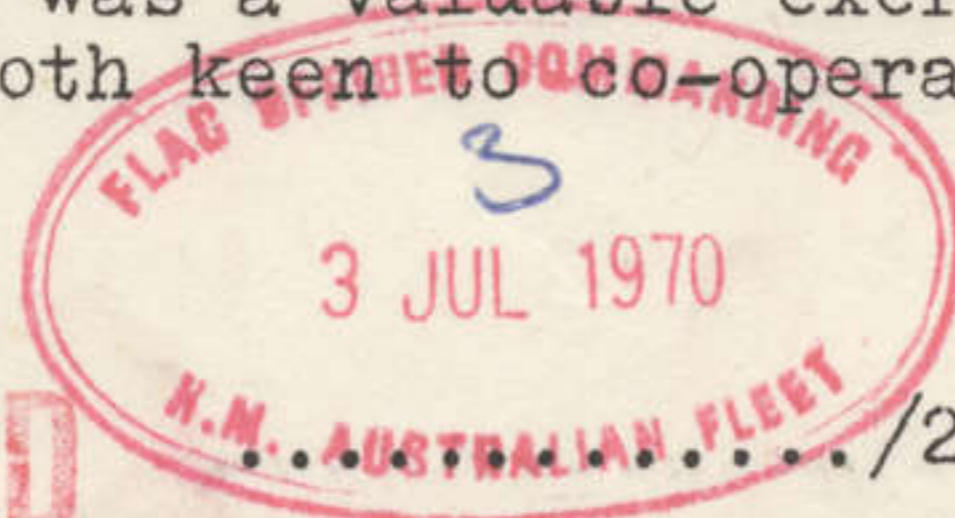
The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

Sir,

HMAS DUCHESS REPORT OF PROCEEDINGS - JUNE, 1970

1. I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS, under my command for the month of June, 1970.
2. This month saw the ship's return to Sydney and the commencement of the long refit and leave period. The first week was spent on passage from Darwin to Sydney, with a 24 hour stop over in Cairns. The ship arrived in Sydney on Monday 8th, the rest of the week being taken up with pre-refit trials and de-ammunitioning. The long refit commenced on Tuesday 16th, at which time the ship assumed out of routine status.
3. At the beginning of June, HMAS DUCHESS was berthed at Fort Hill Wharf, Darwin. The ship cast off and proceeded at 1000IK on 1st June for passage to Cairns, having spent the weekend in Darwin. The 2 day visit to Darwin was essentially a low-key visit with ship visits being restricted to organized groups, and sporting fixtures being minimal.
4. At 1420IK on 1st June, after the ship had cleared Clarence Strait, two Mirage aircraft from R.A.A.F. Base Darwin joined for an anti-aircraft tracking and gun direction exercise. These were relieved at 1450 by two more Mirages, the exercise terminating at 1520. This was a valuable exercise for the ship, the R.A.A.F. being both keen to co-operate and enthusiastic in execution.

**RESTRICTED**



/2

RESTRICTED

2.

5. At 2345IK on 1st June, clocks were advanced 30 minutes to Zone K (-10).

6. The passage across the Gulf of Carpentaria was uneventful, with fine weather and smooth seas. Carpentaria Light Vessel was raised at 1855K on 2nd June, and at 2100 the ship began the passage through Torres Strait.

7. From 0001K on 3rd June, "Modified Special Seadutymen" were closed up for the passage through Torres Strait and the Great Barrier Reef. Very good weather was experienced throughout the transit and the passage was made without incident. The passage inside the reef concluded soon after midnight on 4th June, when the ship cleared Gubbins Reef.

8. The ship entered the channel to Cairns Harbour at 0820K on the 4th, and at 0915 berthed starboard side to No. 10 wharf. During the stay fuel oil, diesel oil and fresh provisions were embarked. No official calls were paid as the purpose of this visit was to refuel and land North Queensland natives.

9. At 0730K on 5th June three officers from the Department of Customs and Excise joined the ship for the passage to Sydney. This was to facilitate the checking of all Customs Declaration Forms prior to the ship's arrival in Sydney.

10. The ship cast off and proceeded at 0805K on 5th June for the passage to Sydney. At 1136K on the same day a full power trial commenced and continued until 1556K. Although full forcing rate was obtained on both boilers, full revolutions could not be achieved. This matter is being reported separately. Nevertheless a speed in excess of 30 knots was achieved and apart from the complete failure of 'A' Boiler auxiliary feed pump all machinery performed well.

11. On Sunday 7th June, three patterns of live mortar bombs were fired between 1351K and 1406K. All nine bombs exploded, and the positions were noted. During the night of 7th - 8th June the weather deteriorated, with visibility occasionally reduced to less than five miles.

12. At 0900K on 8th June, HMAS DUCHESS berthed port side to the north end of the Cruiser Wharf, Garden Island, where a large and excited crowd of more than 1,000 relations and friends had gathered in cool overcast weather to give the ship an enthusiastic welcome. There was also a good turn out

RESTRICTED

...../3

RESTRICTED

3.

from members of the press; a good coverage of the ship's return was shown by three Sydney television stations as well as by a Melbourne station. Clearing of the ship by Customs Officers went smoothly and without incident, in attending to their duties the Customs Officers were most co-operative, helpful and understanding.

13. At 0810K on 11th June the ship was moved by tugs to No.5 buoy for de-ammunitioning. This was carried out with great alacrity, and at 1430 the ship was once again secured alongside the Cruiser Wharf.

14. Generator trials were commenced on 9th June and were successfully completed on 25th June. It now appears that diesel machines can be up-graded 30% to 200 KW. Defuelling took place on 11th and 12th June, and T.C.V. COLAC came alongside on the 16th.

15. On 12th June HMAS ANZAC berthed alongside and remained until 25th.

16. The refit commenced on Tuesday 16th June, the previous day having been a public holiday. The first week saw many jobs commenced, but on Monday 22nd a strike by all dockyard workers brought all except ship's staff work to a standstill. This strike continued until 24th June and has resulted in the refit being extended by one week (GMGID message 240740Z June refers).

17. On Wednesday 10th June a pre-refit conference was held in the Garden Island Dockyard, presided over by the General Manager (Commodore B.W. Mussared, RAN) and attended by representatives from, Navy Office, COMAUSFLT, the dockyard, and ship's officers. A further conference was held on Thursday 25th June and arising from the subsequent review of the ship's defect lists, it is expected that 56% of Marine Engineering, 44% Hull, 93% of Weapons and 62% of Electrical defects will be undertaken. Whilst this is not entirely satisfactory it is expected that a reasonable maintenance state can be achieved by the end of the refit. On the weapons electrical side doubt still exists whether the MRS 8 (Blue System) is to be retained and the extent to which MRS 3 (Red System) and turrets are to be modified to bring them up to date. It is also disappointing to realise that at this stage, that by the end of the refit no improvements will have been made to the unsatisfactory and over-crowded living conditions onboard. (This matter is being raised again in separate correspondence).

RESTRICTED

...../4

RESTRICTED

ANNEX A TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 1ST. JULY, 1970

1. Distance steamed during June 2,464.9
2. Hours underway during June 143.5
3. Total distance steamed since commissioning 208,898.7
4. Total hours underway since commissioning 14,704.5
5. Occasions of exceeding economical speed:

<u>DATE</u>	<u>DURATION</u>	<u>AV. SPEED</u>	<u>FUEL</u>		<u>REMARKS</u>
			<u>TON/HR</u>	<u>DIST/TON</u>	
1/6	12.7	21.0	4.4.	4.8	On passage
2/6	21.9	21.3	4.5	4.7	On passage
3/6	20.75	18.5	3.6	5.1	On passage
5/6	12.85	22.5	5.1	4.4	On passage/FPT
6/6	20.00	19.9	4.0	5.0	On passage

RESTRICTED



RESTRICTED

4.

18. The following officers left the ship during the month of June:-

LCDR SLEX A.V.R. HORNE, RAN - to HMAS KIMBLA  
LEUT GLEX N P.J. FORD, RN - to HMAS WATSON  
LEUT GLEN ME R.H. KEELING, RAN - to HMAS CERBERUS

The following officer joined the ship during the month of June:-

LCDR SDSU S H.C.W. MOREY, RAN - from HMAS KUTTABUL.

19. The general conduct of the Ship's Company throughout the month has been satisfactory, and there have been no health problems. The main leave party proceeded on leave on 15th June and the Ship's Company is now reduced to 26 Chief and Petty Officers and 91 Junior Sailors.

I have the honour to be,

Sir,

Your obedient servant



(R.G.O. GATACRE)  
LIEUTENANT-COMMANDER, RAN  
for CAPTAIN (A.O.L.)

For Information

The Commander, Second Australian Destroyer Squadron.  
The Commanding Officer, HMAS VENDETTA.  
The Commanding Officer, HMAS VAMPIRE.

RESTRICTED

RESTRICTED

ANNEX B TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 1ST JULY, 1970

EXERCISES DURING JUNE

AIO

CASEX B1 (1 controller) 3 hours

TAS

Live Mortar Firings (9 bombs)  $\frac{1}{2}$  hour

GUNNERY

AATX/AAGDX 1 hour

COMMUNICATIONS

NAVCOMEX 201	11
NAVCOMEX 202	10
NAVCOMEX 207	3

MISCELLANEOUS

Full Power Trial  $4\frac{1}{2}$  hours

RESTRICTED

RESTRICTED

ANNEX C TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 1ST JULY, 1970

SPORTS RESULTS FOR JUNE.

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>VENUE</u>	<u>RESULT</u>
10/6	Rugby	Dest/Frig. v ALBATROSS	ALBATROSS	Lost 20 - 11
10/6	Aust.Rls	Dest/Frig v ALBATROSS	ALBATROSS	Won 95 - 85
10/6	Soccer	Dest/Frig v ALBATROSS	ALBATROSS	Won 2 - 1
17/6	Rugby	Dest/Frig v PENGUIN	Balmoral	Lost 20 - 11
24/6	Rugby	Dest/Frig v SYDNEY	Rushcutter	Won 18 - 15
24/6	Rifle Shooting	Dest/Frig v PLATYPUS/ WATERHEN	Long Bay	Lost 387 - 366

RESTRICTED

RESTRICTED

ANNEX D TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 1ST JULY, 1970

A/S WEAPON FIRINGS

Three Patterns of live projectiles.

DATE: 7th June, 1970

Time: (1) 1351  
(2) 1402  
(3) 1406½

Position: (1) 30°35.4 South 153°24.9 East  
(2) 30°37.9 South 153°24.0 East  
(3) 30°38.9 South 153°23.6 East

Remarks: Approximate depth of water - 1000 fathoms  
First salvo set at 60 feet  
Second salvo set at 200 feet  
Third salvo set at 100 feet  
All bombs exploded.

RESTRICTED

RESTRICTED

ANNEX E TO HMAS DUCHESS  
REPORT OF PROCEEDINGS DATED 1ST JULY, 1970

SUMMARY OF SHIP'S MOVEMENTS AND EMPLOYMENT

<u>DATE</u>	<u>AREA</u>	<u>EMPLOYMENT</u>
1/6 - 4/6	Gulf of Carpentaria, Torres Strait, Barrier Reef.	Passage to Cairns
4/6 - 5/6	At Cairns	
5/6 - 8/6	Australia - East Coast	Passage to Sydney
8/6 - 30/6	At Sydney	Refit

RESTRICTED

**RESTRICTED**

18.6.2253

HMAS

DUCHESS

Report of Proceedings

July 70

~~AS(NS) 11/3/9~~

~~D of O 3/9~~

~~DCNS~~

~~1NM 2/9~~

~~2NM (A02) 1/9~~

~~3NM 29/9~~

~~4NM 21/8/9~~  
~~SEAS 1-14/9~~  
SECRETARY

~~C of S 8/9~~

~~DPR 17/9~~

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

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

**RESTRICTED**

3/10/70

16/8

RECEIVED  
2 SEP A.M. 12  
02  
Telephone:  
35 0444 NAVY REGISTRY

RESTRICTED

ROYAL AUSTRALIAN NAVY

RESTRICTED

NAVY—CANBERRA		
18	6	2253

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

No. A.F. 1/16/27

27 AUG 1970

The Secretary  
Department of the Navy

HMAS DUCHESS REPORT OF PROCEEDINGS - JULY 1970

Forwarded.

*John G. ...*  
Rear Admiral

*RT* Enclosure: HMAS DUCHESS letter C1/16/3 of 3rd ~~May~~, 1970. (3 copies)  
AUGUST,

RESTRICTED

RESTRICTED

HMAS DUCHESS,  
At Sydney.

Quote in reply C1/16/3

3rd. August, 1970.

The Flag Officer Commanding  
HM AUSTRALIAN FLEET.

Sir,

HMAS DUCHESS REPORT OF PROCEEDINGS - JULY, 1970

1. I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS, under my command for the month of July, 1970.
2. The ship has remained at Garden Island undergoing refit for the entire month; the ship was moved into the Inner Captain Cook Dock on Friday 17th. July, and docked down on the following Monday.
3. The dockyard has experienced continual industrial unrest throughout July with a rolling strike of one trade each day. This has seriously affected the progress of the refit, so that at this stage it is estimated that the refit is running ever the planned completion date (20th. November) by about three weeks. It is, of course, not possible at this point of time to forecast a completion date as dockyard productivity, being so closely linked with the present unsatisfactory industrial climate, cannot be accurately determined. Because the ship was one week late entering dry dock, it will not be possible to complete the docking defect list within the time available and it will be necessary for the ship to dock again before the completion of the refit.
4. Major refit projects are, however, progressing despite delays. All 4.5" turrets have been opened and guns and cradles removed for rectification of keyway clearance defects. The time lost on this project will result in a contraction of the period available for setting to work later in the year. Work is in hand on the insulation of J2 turbo generator and the rotor of N5 diesel generator. The redesigned Main Wireless Office is nearing structural completion together with associated changes to the air conditioning system.

/2..

5. Since 5 AUG 1970



RESTRICTED



RESTRICTED

2.

5. Since docking, surveys have been conducted of the cathodic protection systems and sonar dome; definitive reports are awaited. A hull survey was continued in accordance with Australian Navy Order 399/66, and an interim report indicates that four sections of hull frames and plating will require REDEF action. Eleven further engineering REDEF's have been raised and have arisen from ships staff hull maintenance, and ship husbandry work. In 'A' Engineroom where the whole of the dockyard workload is being carried out by Cockatoo Dockyard under contract, progress has been very slow owing to industrial trouble involving the Painters and Dockers Union. This could become the critical path in the refit if normal work is not resumed at an early date.

6. During the month all magazines and adjacent compartments were inspected by dockyard Quality Assurance Personnel. Several material shortcomings which are not in accordance with regulations have been noted and action is in hand to complete the necessary rewiring of electrical circuits during the refit. In several instances the non-regulation material state is due to original design and modification, at this stage, would be expensive. The matter is under discussion with the various authorities concerned to ensure magazines are safe optimally for future deployment.

7. The following officers left during the month:-

LCDR GLSU P.C. WATSON, RAN  
LEUT SSSG P.D. ANDERSON, RAN  
SBLT SDEX GLG E.R. CASTLE, RN

8. Throughout the month approximately 60% of the Ship's Company have been on long leave. These personnel are planned to rejoin during the second week of August when the second leave party of fifty sailors will go on leave. Whilst the ship has been in Dry Dock the Ship's Company has been billeted in HMAS KUTTABUL. This has been very successful and has enabled a big effort to be made on major ship staff maintenance work on messdecks, heads, bathrooms and galleys. Internally a high standard of cleanliness onboard has been maintained with the exception of those machinery spaces where the dockyard are involved in major work.

9. Health, conduct and morale of the Ship's Company has been satisfactory throughout the month. The new group of Ordinary Seamen who joined at the end of June have settled in quite well.

I have the honour to be,

Sir,

Your obedient servant,

*H. J. P. Adams*

(H.J.P. ADAMS)  
COMMANDER, RAN  
CAPTAIN.

For Information:

The Commander, Second Australian Destroyer Squadron.  
The Commanding Officer HMAS VENDETTA.

RESTRICTED

RESTRICTED

ANNEX A TO HMAS DUCHESS REPORT OF  
PROCEEDINGS DATED 3RD. AUGUST, 1970.

1. STEAMING FIGURES.

Distance steamed during July	Nil
Distance steamed since commissioning	208,898.7
Hours underway during July	Nil
Hours underway since commissioning	14,704.5

2. MOVEMENTS.

Nil.

3. EXERCISES DURING JULY.

Communications:

NAVCOMEX 201	16
NAVCOMEX 202	17

RESTRICTED

**RESTRICTED**

ANNEX B TO HMAS DUCHESS REPORT OF  
PROCEEDINGS DATED 3RD. AUGUST, 1970

SPORT DURING JULY

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>RESULT</u>
1/7	Rugby Union	Des/Frig v NIRIMBA	Des/Frig won 14-11
8/7	Rugby Union	Des/Frig v PLATYPUS and WATERHEN	Des/Frig won 8-6
15/7	Rugby Union	Des/Frig v DDG's	Draw - 6 all
15/7	Aust. Rules	Des/Frig v NIRIMBA	Des/Frig won 9.18-2.1
15/7	Soccer	Des/Frig v NIRIMBA	Des/Frig lost 1-4
15/7	Golf	Des/Frig v WATSON	Des/Frig lost 213-230
22/7	Rugby	Des/Frig v KUTTABUL	Des/Frig lost 17-0
22/7	Volleyball	DUCHESS v WATSON	Won 4-3
22/7	Volleyball	DUCHESS v QUEENBOROUGH	Lost 2-1
29/7	Rugby	Des/Frig v STALWART	Des/Frig won 28-0
29/7	Soccer	Des/Frig v PENGUIN	Draw - 2 all
29/7	Hockey	DUCHESS ORDS v NIRIMBA	Lost 0-14
29/7	Rifle Shooting	DUCHESS v TORRENS	Lost. Margin 129
29/7	Tennis	DUCHESS ORDS v NIRIMBA	Lost 0 sets 5
29/7	Volleyball	DUCHESS ORDS v SYDNEY	Won 4-0
29/7	Volleyball	DUCHESS ORDS v KUTTABUL	Lost 0-3
31/7	Rugby Union	DUCHESS (ORDS) v SYDNEY (ORDS)	Lost 3-14

With the return of HMAS DUCHESS from Strategic Reserve it has been heartening to see the Destroyer/Frigates Rugby Team achieve some good wins and increase its points tally from -1 to a creditable 8 points.

**RESTRICTED**

18-6-2281

RESTRICTED

HMAS DUCHESS

Report of Proceedings AUG 70

AS(NS)

*Ch. 23/9*

D of O

*28/9*

DCNS

*28/9*

1NM

*20/9*

2NM

*28/9*

3NM

*28/9*

4NM

*2/10*

SECRETARY

*2/10*

C of S

*2/10*

DPR

*6/10*

AS(NS)

(NS55) *2/10*

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.

*[Handwritten mark]*

RESTRICTED

*10/25*

RESTRICTED

NAVY—CANBERRA		
18	6	2281

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

PRS

17 SEP 1970

1/16/27

The Secretary  
Department of the Navy

HMAS DUCHESS REPORT OF PROCEEDINGS - AUGUST, 1970

Forwarded.

*[Handwritten Signature]*

Rear Admiral

Enclosure: (3 copies)

HMAS DUCHESS letter C1/16/3 of 3rd September, 1970

RESTRICTED

RESTRICTED

H.M.A.S. DUCHESS,  
at Sydney.  
3 September, 1970.



In reply  
Quote C1/16/3

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET.

Sir

HMAS DUCHESS REPORT OF PROCEEDINGS - AUGUST, 1970.

1. I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS under my command from 10th to 31st August 1970.
2. The ship remained in the Inner Captain Cook Dock undergoing refit for the entire period. Owing to industrial unrest, un-docking has been deferred from 24th August to 7th September.
3. The industrial state reported last month has stabilized. An additional effect to the delayed undocking is a delay in the reconstruction of the Main Wireless Office of approximately four weeks.
4. With the 4.5" guns dismantled measurements have disclosed excessive clearances in 'A' and 'B' mountings between the gun chase and bearing rings with the guns at normal recoil. The out of tolerance condition is considered partly due to manufacturing ovality and partly caused by abrasion of the exposed chase area over the years. The wear is not exceptional for guns of this age and the recommendation to take no further action in this refit was approved by A.C.N.B. signal 250539Z August. It is considered that the refitting of keyways will satisfactorily decelerate further wear of chase bearing surfaces.
5. Thirteen W.E.E. defects have been raised as "REDEFs" and approved for dockyard rectification. All concern wiring faults exposed in the course of equipment disassembly and the necessary work can be accomplished within the refit schedule.
6. In the engineering department the refit is progressing satisfactorily however the growth of some defects is greater than had been initially anticipated. The total semi-skilled work force continues to be employed in bilge and structure preservation the majority of which should be completed by the revised undocking date of 7th September. Owing to a recent increase in the ship's refit allocation, a considerable amount of additional work is being undertaken by the Dockyard, mainly in the boilermaking trades. Ship's staff work in progressing satisfactorily.

/2.. 7.

RESTRICTED

RESTRICTED

- 2 -

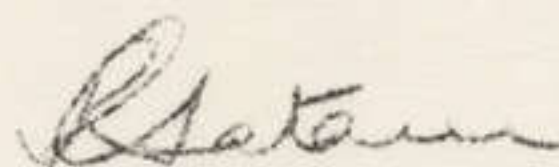
7. Throughout the month approximately 30% of the Ship's Company have been on long leave, and approximately 40% of the complement have yet to join. The present Ship's Company continue to be billeted in H.M.A.S. KUTTABUL.

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

I have the honour to be,

Sir,

Your Obedient Servant.



( R.G.O. Gatacre )  
Lieutenant Commander RAN,  
C A P T A I N.

RESTRICTED

RESTRICTED

ANNEX A TO H.M.A.S. DUCHESS REPORT OF  
PROCEEDINGS DATED 3RD SEPTEMBER 1970

(a) Distance Steamed during August	nil
(b) Distance Steamed since commissioning	208,898.7
(c) Hours underway during August	nil
(d) Hours underway since commissioning	14,704.5

ANNEX B TO H.M.A.S. DUCHESS REPORT OF  
PROCEEDINGS DATED 3RD SEPTEMBER, 1970

SPORT DURING AUGUST.

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>RESULT</u>
4th	Volleyball	DUCHESS v QUEENBOROUGH(ORDS)	Drawn
5th	Rugby Union	DUCHESS ORDS v NIRIMBA	Lost 30-0
	Aust. Rules	Des/Frig v PENGUIN	Lost
	Golf	Des/Frig v PENGUIN	Lost
	Basketball	DUCHESS ORDS v NIRIMBA	Lost 42-30
12th	Soccer	DUCHESS v YARRA/SWAN	Drawn 5-5
	Hockey	DUCHESS v YARRA	Lost 4-0
	Rugby Union	Des/Frig v WATSON	Lost 10-3
	Aust. Rules	DUCHESS v YARRA	Lost 149-22
13th	Rugby Union	DUCHESS v VENDETTA (ORDS)	Lost 9-3
19th	Squash	DUCHESS v QUEENBOROUGH	Drew 2-2
26th	Soccer	DUCHESS v BRISBANE	Lost 3-0
	Rugby Union	Des/Frig v ALBATROSS	Lost 30-11

RESTRICTED



RESTRICTED

ANNEX C TO H.M.A.S. DUCHESS REPORT OF  
PROCEEDINGS DATED 3RD SEPTEMBER, 1970

E X E R C I S E S

Communications:

13 NAVCOMEX 201  
6 NAVCOMEX 202

ANNEX D TO H.M.A.S. DUCHESS REPORT OF  
PROCEEDINGS DATED 3RD SEPTEMBER, 1970

The following Officers left during the month of August:

CMDR GLEX C H.J.P. ADAMS, R.A.N. 10th AUGUST

RESTRICTED

NAVY-ADMIN  
18/6/2349

30 NOV A.M.

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

A.F. 22/7/3

REG. CLK.  
INDEXED  
INDEX ON  
ASST  
SECT.

1/50

25 NOV 1970

EXAMINED  
INIT. *W*  
DATE 15/1/71

2457

ARCA  
5/1/70

The Secretary  
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - SEPTEMBER 1970

Reference: Our 1/16/27 dated 16th October 1970

1. The reasons given by sailors for their dislike for KUTTABUL barracks are not considered to be strong.
2. The ship, from all accounts, made little or no effort to arrange a proper supervision of or control of these junior members of its Ship's Company for the period they were billeted in HMAS KUTTABUL, a responsibility which the Barracks is simply not complemented to undertake.
3. The accommodation provided in HMAS KUTTABUL is of a very high standard indeed and such criticisms of it as are expressed by DUCHESS sailors run counter to the very arguments which have been and are being used to secure proper accommodation for Ships' Companies of ships refitting.

ASNSW 19/12  
2/11/12  
4/11/12

*Robert N. ...*

Rear Admiral

Enclosure:

HMAS DUCHESS letter C1/16/3 dated 3rd November 1970

For Information:

The Flag Officer Commanding East Australia Area  
The Commanding Officer HMAS KUTTABUL  
The Commanding Officer HMAS DUCHESS

(with AF 1/16/27 dated 16th October 1970 and HMAS DUCHESS letter C1/16/3 dated 3rd November 1970)



## ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE C1/16/3

HMAS DUCHESS,  
at Sydney.

3 - NOV 1970

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DUCHESS - REPORT OF PROCEEDINGS - SEPTEMBER,  
1970

Reference: A. HMAS DUCHESS letter C1/16/3 dated 2nd  
October, 1970.

B. AF1/16/27 dated 16th October, 1970.

1. As requested in reference B, the following  
amplification of paragraph 9 in my Report Of Proceedings  
for September, 1970 is submitted.

2. The general complaint about moving to KUTTABUL  
Barracks is one of disturbance to the routine. After  
questioning a cross section of sailors, the following  
points were noted as being the sources of discontent:-

- a. The walk to and from the ship in the morning,  
at lunchtime, and for tea and dinner for the  
duty watch.
- b. The inconvenience of moving gear to and from  
the barracks.
- c. The inconvenience of the duty watch moving to  
and from the barracks, and the necessary splitting  
of the duty watch to ensure a fire party is on  
board at all times.

3. Whilst the points raised above are only petty, my  
statement in paragraph 9 of the report of proceedings was  
intended to forecast that when the ship's company moved back  
on board, I anticipated a rise in morale. This in fact has  
proved to be the case.

4. With respect to the young Ordinary Seamen, I consider  
that the period they spent in the barracks was not beneficial  
because of the easing of the normally tight discipline which is  
found on board a ship. Whilst on board it is reasonably simple,  
even for a ship with a small complement during leave periods, to  
keep a very close watch on these young lads, fresh from LEEUWIN  
or CERBERUS. However, after 1545, whilst they were living in  
KUTTABUL barracks, it was impossible to keep an eye on their  
behaviour. The result was that they were continually in trouble  
ashore. The move back to the ship also appears to have been of  
benefit in this regard.

*R. G. O. Gatacre*  
(R.G.O. GATACRE)  
LIEUTENANT COMMANDER RAN  
COMMANDING OFFICER



HMAS Duchess

Report of Proceedings Sept 20

AS(NS) Ch. 2/10.

D of O 2/10

~~DCNS~~

1NM Bufo

2NM P. 10/10

3NM 27/10.

4NM 28/10

SECRETARY 29/10

DCNS 30/10

f C of S 2/11

DPR 31/10

AS(NS) (NS55) 4/11/10.

- 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.

2/10/10.

24/25

RECEIVED  
EJB  
20 OCT AM  
NAVY REGISTRY

AF 1/16/27

Office of the  
FLAG OFFICER COMMANDING  
H.M. AUSTRALIAN FLEET  
FLEET HEADQUARTERS  
GARDEN ISLAND. NSW 2000

NAVY—CANBERRA  
18 | 6 | 2349

16 OCT 1970

The Secretary  
Department of the Navy

HMAS DUCHESS-REPORT OF PROCEEDINGS-SEPTEMBER, 1970

1. Forwarded.
2. With reference to paragraph 9 the Commanding Officer of HMAS DUCHESS has been requested to amplify his remarks covering the dislike of sailors at being accommodated in HMAS KUTTABUL.

*John G. McQuinn*  
Rear Admiral

Enclosure:

DUCHESS letter C1/16/3 of 2nd October, 1970 (3 copies)

For Information:

The Commanding Officer, HMAS DUCHESS

AS(NS)

C1/16/3

HMAS DUCHESS,  
at Sydney.

2nd October, 1970.

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DUCHESS - REPORT OF PROCEEDINGS FOR THE  
MONTH OF SEPTEMBER, 1970  
(All times Kilo (-10 hours))

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS under my command for the month of September, 1970.

2. The ship has remained at Garden Island undergoing refit for the entire month. The ship was moved from the Inner Captain Cook dock on Monday 7th September and berthed at North End Cruiser Wharf.

3. In general, the refit is progressing satisfactorily, however it is considered that the stated "raise steam" date of 4th November is optimistic since work in the Main Machinery Spaces is approximately 2 weeks behind schedule. If this proves to be the case, a shortening of the planned steam trial period will almost certainly eventuate and thereby cause a "last minute rush".

4. Ships staff work is progressing well with the bilge preservation task having been completed on schedule. Current work includes internal boiler cleaning, stripping of boiler sliding feet and various Dockyard Planned Maintenance Schedules taken on by Ships Staff due to lack of capacity within the dockyard.

5. Elimination of active corrosion continues to be a major problem. Removal of fitted equipment has revealed areas of severe corrosion and REDEFS have been raised to cover the larger items.

6. The WEE aspect of the refit is progressing satisfactorily. Only six REDEFS were raised during the month concerning rewiring compared with ten last month. Welding of 4.5 gun shields and window ports have progressed through the month and X-Rays of completed welds have proved to be satisfactory.

7. The Ship's Company moved back into the ship on Monday 28th September, and although not all domestic services were available, soon settled down to messdeck life.

.../8.

8. Commodore B.W. Mussared, ADC, RAN, General Manager, Garden Island Dockyard, visited the ship on Monday 28th September, and toured the ship to view the general progress of the refit. Special note was taken of various problem areas indicated by ships staff.

9. The health, conduct and morale of the Ship's Company has been satisfactory throughout the month, considering the side-effects of the refit. Now that the Ship's Company has returned onboard, I anticipate an increase in morale and a decrease in punishments. Despite the excellent accommodation at KUTTABUL this is not a popular period with the sailors. In particular the young Ordinary Seamen from LEEUWIN require a much tighter discipline and supervision than is possible while they live at KUTTABUL.

I have the honour to be,

Sir,

Your obedient servant,



(R.G.O. GATACRE)  
LIEUTENANT COMMANDER RAN  
COMMANDING OFFICER

For Information:

The Commanding Officer,  
HMAS VENDETTA.

The Senior Officer,  
HMAS VAMPIRE.

ANNEX A to  
HMAS DUCHESS letter  
C1/16/3 dated  
2nd October, 1970.

a.	Distance steamed during September	NIL
b.	Distance steamed since commissioning	208,898.7
c.	Hours underway during September	NIL
d.	Hours underway since commissioning	14,704.5

ANNEX B to  
HMAS DUCHESS letter  
C1/16/3 dated  
2nd October, 1970.

SPORT DURING SEPTEMBER

<u>Date</u>	<u>Sport</u>	<u>Fixture</u>	<u>Result</u>
Wed 2nd	Soccer	DUCHESS v BRISBANE	Lost 4 - 2
Wed 9th	Rugby	DUCHESS (Ords) v NIRIMBA	Lost 18 - 0
Wed 30th	Soccer	DUCHESS v BRISBANE	Lost 5 - 2

ANNEX C to  
HMAS DUCHESS letter  
C1/16/3 dated  
2nd October, 1970.

EXERCISES

Communications. 8 NAVCOMEX 201.



18/6/2428

DEPT. OF THE NAVY

HMAS DUCHESS

Report of proceedings OCT. 70

AS(NS) *[Signature]*

D of O *[Signature]*

~~DCNS~~

1NM *[Signature]*

2NM *[Signature]*

3NM *[Signature]*

4NM *[Signature]*

Extension to Kuitangan is away, Defence at home  
- formation before cabinet submission

SECRETARY *[Signature]*

N' 4/12

~~Secy~~ *[Signature]*  
Cof S *[Signature]*

DEP *[Signature]*

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

- 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.

BWH  
26/11

□  
AR

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	2428

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

A.F.1/16/27

18 NOV 1970

The Secretary  
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - OCTOBER 1970

1. Forwarded.
2. With reference to paragraphs 7 and 8, it appears that the requirements for accommodation in HMAS KUTTABUL by various ships including HMAS DUCHESS exceeded that available. This emphasizes the need for an additional block at HMAS KUTTABUL.
3. The condition of domestic services in HMAS DUCHESS is expected to improve shortly.

*Robert W. Thomas*  
Rear Admiral

Enclosure:

HMAS DUCHESS' C1/16/3 of 3rd November 1970 (3 copies)

HMAS DUCHESS,  
at Sydney.

C1/16/3.

3rd November, 1970.

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DUCHESS - REPORT OF PROCEEDINGS -  
OCTOBER, 1970  
(All times Kilo (-10 hours))

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESS under my command for the month of October, 1970.

2. The ship has remained alongside the Cruiser Wharf, Garden Island undergoing refit for the entire month.

3. While work progresses on all WEE areas, indications are that completion dates of generators and all weapon systems are encroaching on the time scheduled for setting to work and trials. With the refit ending on 23rd December, a large proportion of Harbour Acceptance Trials will flow over into the post refit period.

4. During the month, RANTAU conducted a preliminary installation inspection of the Main Wireless Office. Apart from minor adjustments to bench layout the installation has been accepted as satisfactory.

5. Ship tests on all 4.5" guns have revealed problems of cartridge ejection. Dockyard Technical Services are investigating several remedial steps and it is considered unlikely that the defects will occur under firing conditions.

6. Refit progress in the Marine Engineering Department is somewhat less than satisfactory - 'A' Engine Room being the major cause for concern. The 'Raise Steam' date has been deferred to the 16th November, a date which could be achieved if Dockyard work continues to schedule. However the current state would indicate that a further period of at least a week will elapse before steam can be admitted to 'A' Engine Room.

7. One aspect of the refit which has proved to be unacceptable is Domestic Services. At this stage of the refit it is regrettable that there is:-

- a. Less than 50% of heads are in operation.
- b. Daily interruption of serviceable systems due to requirements to temporarily shut off firemain, fresh water etc.,
- c. No hot water in the Forward Ship's Company bathrooms.
- d. No forced ventilation supply to 12 in number messdecks.

.../8.



8. The problem does not wholly and solely lie with the Dockyard since, in some instances, important defects have been discovered subsequent to the rendition of the Supplementary Defect List, thereby causing a disruption to the refit plan. However it is felt that the situation could have been alleviated if more Dockyard work had been achieved during the docking period when the Ship's Company were accommodated in HMAS KUTTABUL.

9. On Wednesday 7th October, a minor fire broke out in O1HA Aft, SRE Compartment. Form AS 228 dated 28th October, 1970 refers.

10. During the month there has been a reshuffle of Ordinary Seamen with 65 drafting out of the ship on 23rd October, and 40 drafting into the ship by the 24th October.

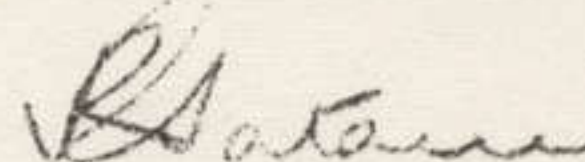
11. The Gunnery PWT commenced on 12th October, at HMAS CERBERUS and is progressing satisfactorily. PWT for RP and TAS sailors has also been carried out at HMAS WATSON. However only half of the TAS syllabus was completed owing to lack of suitable equipment at WATSON and no functional equipment onboard. The remainder of this syllabus will be completed as ship's equipment becomes operational.

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

I have the honour to be,

Sir,

Your obedient servant.



(R.G.O. GATACRE)  
LIEUTENANT COMMANDER RAN  
COMMANDING OFFICER

For Information:

The Commanding Officer,  
HMAS VENDETTA.

The Senior Officer,  
HMAS VAMPIRE.

ANNEX A to  
 HMAS DUCHESS letter  
 C1/16/3 dated  
 3rd November, 1970.

a.	Distance steamed during October	Nil
b.	Distance steamed since commissioning	208,898.7
c.	Hours underway during October	Nil
d.	Hours underway since commissioning	14,704.5

ANNEX B to  
 HMAS DUCHESS letter  
 C1/16/3 dated  
 3rd November, 1970.

SPORT DURING OCTOBER

<u>Date</u>	<u>Sport</u>	<u>Fixture</u>	<u>Result</u>
Wed 14th	Cricket	D & F(4)/ Vs WATSON/KUTTABUL	Lost 1st Innings
Wed 14th	Volleyball	DUCHESS Vs QUEENBOROUGH	Won 3-2
Wed 14th	Golf	Individual Competition (3)	
Wed 21st	Cricket	D & F(4)/ Vs WATERHEN/PLATYPUS	Lost 1st Innings
Thu 22nd	Squash	DUCHESS Vs OLMEDA	Lost 4-1
Fri 23rd	Squash	DUCHESS Vs CHARYBDIS	Lost 5-0
Wed 28th	Cricket	D & F(4)/ Vs DDG's	Won Outright
Wed 28th	Waterpolo	D & F(5)/ Vs PENGUIN	Lost 8-1

1. PT has been held daily for the Ordinary Seamen at 0730.

2. 2 sailors were selected for the Interservice Tennis squad.

18' 6' 2488

DEPT. OF THE NAVY

HMAS Duchess

Report of proceedings NOV, 70

AS(NS) [Signature] 6/1/71.

~~1 D of [Signature]~~ 6/1/71

~~DONS~~

<sup>12/26</sup>  
1NM AFTER 18/1

~~2NM [Signature]~~ 18/1

~~3NM [Signature]~~ 12/1

~~4NM [Signature]~~ 13/1

SECRETARY <sup>14</sup>  
~~DONS~~ 14/1

~~Cof S [Signature]~~ 15/1

~~DPR [Signature]~~ 19/1

AS(NS) (NS55) <sup>NSA</sup> <sub>NSA</sub>

- 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.

611

4 JAN A.M.  
n2

NAVY—CANBERRA  
18 | 6 | 2488

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

CMR

A.F. 1/16/27

30 DEC 1970

The Secretary  
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - NOVEMBER 1970

- 1. Forwarded.
- 2. With regard to paragraph 5 of the attached Report of Proceedings, the alleged poor standard of shop work carried out by Cockatoo Island Dockyard is being investigated by Fleet Staff.

*[Signature]*  
Rear Admiral

RT Enclosure:

HMAS DUCHESS' C1/16/3 of 3rd December 1970 (3 copies)

C1/16/3.

HMAS DUCHESS,  
at Sydney.  
3rd December, 1970.

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DUCHESS - REPORT OF PROCEEDINGS  
NOVEMBER, 1970



Sir,

I have the honour to report the proceeding of Her Majesty's Australian Ship DUCHESS under my command for the month of November, 1970. All times are Kilo (-10) hours.

2. The ship remained alongside the cruiser wharf, Garden Island undergoing refit for the entire month.

3. I assumed command of Her Majesty's Australian Ship DUCHESS on 12th November, 1970 from Lieutenant Commander R.G.O. GATACRE, RAN. I called on your Chief of Staff, Commodore N.E. McDONALD, RAN on the 16th November, and the Flag Officer Commanding, East Australia Area, Rear Admiral G.J.B. CRABB, CBE, DSC, on the 27th November. On the evening of 26th November, I attended a mess dinner at the Chief Petty Officers Mess, HMAS KUTTABUL, at which the guest of honour was Flag Officer Commanding, East Australia Area, Rear Admiral G.J.B. CRABB, CBE, DSC,.

4. Refit progress in the Marine Engineering Department has progressed to the stage where machinery trials have commenced. Two diesel alternators have completed trial but steaming trials are behind schedule due to a series of small problems, none serious individually, but causing a cumulative lag. 'A' Boiler room is currently a week late with only 50% of auxiliaries tested. 'B' Boiler has passed a water pressure test and progress is satisfactory. Work in 'B' Engine room is on schedule and it is anticipated that trials will be completed by the refit completion date.

5. The most serious problem area is work in 'A' Engine room, which has been contracted to Cockatoo Island Dockyard. Work in this engineroom is not due for completion until the latter half of December. However, in view of the poor standard of shop work carried out to date by Cockatoo Island Dockyard on equipments such as turbo auxiliaries which have been removed from the ship, doubt is felt as to whether trials in this engineroom will be completed prior to the completion date of the refit. A more realistic trials completion date for 'A' engineroom is considered to be the 4th January, 1971.

6. Setting to work of weapon systems has continued. Despite defects discovered during this phase all weapon system elements appear likely to meet the planned start date for harbour acceptance trials with the exception of A and B turrets. Hydraulic defects in A turret have placed it approximately three days behind schedule while B turret may not be ready for harbour acceptance trials before the 21st December, 1970. The dynamic tuning of these turrets has not yet begun in earnest and the possibility of further delays occurring cannot be discounted.

.../7.



HMAS DUCHESSE  
at Sydney.  
3rd December, 1970.

01/12/70



The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DUCHESSE - REPORT OF PROCEEDINGS -  
NOVEMBER, 1970

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DUCHESSE under my command for the month of November, 1970. All times are Kilo (-10) hours.

1. The ship remained alongside the cruiser wharf, Garden Island undergoing refit for the entire month.  
2. I assumed command of Her Majesty's Australian Ship DUCHESSE on 12th November, 1970 from Lieutenant Commander R.G.O. GATAGRE, RAN. I called on your Chief of Staff, Commodore H.E. McDonald, RAN on the 16th November, and the Flag Officer Commanding, East Australia Area, Rear Admiral G.J.B. GRAB, CBE, DSC, on the 27th November. On the evening of 26th November, I attended a mess dinner at the Chief Petty Officers Mess, HMAS KUTTABUH, at which the guest of honour was Flag Officer Commanding, East Australia Area, Rear Admiral G.J.B. GRAB, CBE, DSC.

3. Refit progress in the Marine Engineering Department has progressed to the stage where machinery trials have commenced. Two diesel alternators have completed trial but remaining trials are behind schedule due to a series of small problems, none serious individually, but causing a cumulative lag. 'A' boiler room is currently a week late with only 50% of auxiliaries tested. 'B' boiler has passed a water pressure test and progress is satisfactory. Work in 'B' engine room is on schedule and it is anticipated that trials will be completed by the refit completion date.

4. The most serious problem area is work in 'A' engine room, which has been contracted to Cockatoo Island Dockyard. Work in this engine room is not due for completion until the latter half of December. However, in view of the poor standard of shop work carried out to date by Cockatoo Island Dockyard on equipments such as turbo auxiliaries which from the ship, doubt is felt as to whether engine room will be completed prior to the refit. A more realistic trials completion date is considered to be the 4th January.

5. Getting to work of weapon systems. Despite defects discovered during this phase system elements appear likely to meet the requirements for harbour acceptance trials with the exception of hydraulic defects in A turret. Approximately three days behind schedule will not be ready for harbour acceptance trials before the 21st December, 1970. The dynamic tuning of these turrets has not yet begun in earnest and the possibility of further delays occurring cannot be discounted.

para 5.

7. The work schedule for the Main Wireless Office modification has not been maintained. The nine weeks planned for electrical fitting and trials has proved insufficient due to industrial problems and equipment delays from contractors as reported in the General Manager, Garden Island Dockyard message DTG 260702Z November, 1970. Setting to work will now extend well into post refit trials in January, 1971, the completion date being dependent on the date of lifting the overtime ban and the consequent attitude of the men. The mechanical components of the air conditioning plant are due for delivery in early December, and thus the fitting of the air conditioning plant will cease to become the controlling factor of the completion date.

8. The present intention is for the ship to proceed to sea for recovery firings on the 11th January, subject to the completion of turret tuning and machinery trials by that date. The late completion of the multi channel fit in the Main Wireless Office should not affect this sailing date.

9. The domestic problem mentioned in paragraph 7 or my Report of Proceedings for October, 1970 has been considerably alleviated, and 75% of bathrooms and heads are now in operation, although there is still only a limited supply of hot water in the forward ship's company bathroom. Forced ventilation was restored to the forward messdecks on the 30th November, and has made life a little more tolerable in this part of the ship.

10. Gunnery PWT was completed on 13th November and Command Team Training took place at HMAS WATSON from the 12th to 20th November.

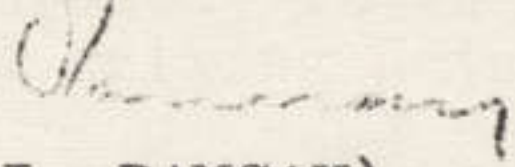
11. Lieutenant Commander G.L. RAMSAY, RAN joined HMAS DUCHESS on 30th November, 1970 to relieve Lieutenant Commander R.G.O. GATACRE, RAN as Executive Officer.

12. The health, conduct and morale of the Ship's Company has been satisfactory throughout the month. There has been a noticeable decline in the number of disciplinary offences compared with previous months, due mainly to the approach of the Christmas leave period and the improvement in morale resulting from the restoration of domestic services onboard.

I have the honour to be,

Sir,

Your obedient servant.

  
(G.L. RAMSAY)  
LIEUTENANT COMMANDER RAN  
COMMANDING OFFICER  
for CAPTAIN AOD.

For Information:

The Commanding Officer, HMAS VENDETTA.  
The Senior Officer, HMAS VAMPIRE.

ANNEX A to  
HMAS DUCHESS C1/16/3  
dated 3rd December, 1970.

STEAMING DETAILS

a. Distance steamed during November, 1970	NIL
b. Distance steamed since commissioning	208,898.7
c. Hours underway during November, 1970	NIL
d. Hours underway since commissioning	14,704.5

ANNEX B to  
HMAS DUCHESS C1/16/3  
dated 3rd December, 1970.

SPORT

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>RESULT</u>
Wed 4 Nov	Water Polo Squash	D & F (3) v DDG's Inter Ship	Won 3 - 2
Wed 11 Nov	Water Polo Squash	D & F (3) v ALBATROSS Inter Ship	Lost 8- 1
Wed 18 Nov	Squash	Inter Ship	
Wed 25 Nov	Water Polo Squash	D & F (3) v NIRIMBA Inter Ship	Lost 4- 1
Daily	ORDS PT.		

ANNEX C to  
HMAS DUCHESS C1/16/3  
dated 3rd December, 1970.

OFFICERS MOVEMENTS

LEFT

LCDR GLEN ME P.G.V. DE CHAINEUX, RAN  
LEUT SDEN OE S.K. WHITE, RAN

DATE

25th November.  
29th November.

JOINED

LEUT GLEX N E.G. STUBBINGTON, RAN  
LCDR GLEN ME T.R. de VOIL, RAN  
LEUT SDEN OE A.M. HUGHES, RAN  
LCDR GLEX TAS G.L. RAMSAY, RAN

9th November.  
16th November.  
25th November.  
30th November.

HMAS Duchess

Report of Proceedings Dec, 70

AS(NS) *Ch. 3/8/71.*

~~D of O~~ *4/2*

~~DCNS~~

~~1NM~~

2NM *10/2* *15/2.*  
*Naval Consultant to Kew Office*

~~3NM~~ *16/2*

~~4NM~~ *24/2*

SECRETARY *28/2*  
*26/2*

~~C of S~~ *3/3*

~~DPR~~ *3/3*

AS(NS) (NS55) *5/3*

- 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.

*242*

29 JAN A.M.  
NAVY REGISTRY

NAVY—CANBERRA		
18	6	2565

CMR

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

27 JAN 1971

A.F. 1/16/27

The Secretary  
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - DECEMBER 1970

1. Forwarded.
2. The refit availability was extended to compensate for industrial disputes, late delivery of multi-channel Fleet broadcast, air-conditioning equipment and general growth of defect work, particularly in the weapons area. Some 500,000 man/hours were expended by the Dockyard and all defect and installation work accepted has now been completed. Outstanding setting-to-work of the COMCEN is scheduled to complete by 29th January but this should not affect the current Post Refit Sea Acceptance Trials programme.
3. The use of a portable D.B. Fan during lighting up reduced the efflux of smoke to acceptable limits.

*John C. N. Anderson*  
Rear Admiral

Enclosure:

HMAS DUCHESS' C1/16/3 of 4th January 1971 (3 copies)

HMAS DUCHESS,  
at Sydney.  
4th January, 1971.



C1/16/3.

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS DUCHESS - REPORT OF PROCEEDINGS - DECEMBER, 1970

Sir,

I have the honour to report the proceedings of HMA Ship DUCHESS under my command for the month of December, 1970. All times are kilo (-10) unless otherwise indicated.

2. The ship remained under refit at Garden Island throughout the month.
3. At 2300 on Wednesday 3rd I proceeded by QANTAS defence charter flight to Singapore for familiarisation training in HMAS VENDETTA (Commander M.W. HUDSON, RAN). VENDETTA proceeded to sea from the Naval Stores Basin at 0830 (-7½) on Monday 7th for exercises in the Singapore area. I transferred from HMAS VENDETTA to HMAS YARRA (Commander R.M. BAIRD, RAN) at 1800 (-7½) on Friday 11th and returned to Singapore in that ship on Saturday 12th. I survived an emergency landing in a Malaysian Airways aircraft at Penang airfield and two uncomfortable days in a RAAF C-130 aircraft before rejoining DUCHESS on Monday 14th.
4. The five days at sea in HMAS VENDETTA proved to be most valuable. Periods of ship handling and R.A.S. approaches had been included in the ship's programme for my benefit. I also had the opportunity to handle the ship for a R.A.S. with the RFA GOLD RANGER, and during close ASW actions. Various gunnery and ASW exercises were carried out during my time on board and all proved useful in brushing away some of the cobwebs which are inherent in a two year posting at Navy Office.
5. I called on you, Sir, at Fleet Headquarters on Wednesday 16th.
6. The ship was moved by tugs into the inner Captain Cook dry dock during the forenoon of Thursday 17th and remained there until the afternoon of Monday 21st when the ship was moved to alongside HMAS HOBART, (Captain R.C. SWAN, RAN) at the Cruiser wharf. During the period in dry dock the 903 radar was collimated, the CRBFD datum bench marks resited and high points tested.
7. The refit completion date of 23rd December, saw many areas of work outstanding. The refit status at this time was reported in my signal DTG 240015Z. In the marine engineering field, ship's staff work has lagged well behind the desired state of progress due to:-

... a.

- a. Insufficient experienced personnel being onboard over the December and Christmas leave periods, brought about by extension of the critical completion phase of the refit into these periods;
- b. An overcommitment by ship's staff early in the refit in accepting work which the dockyard could not undertake. This has resulted in ship's staff having to attempt machinery repair work and trials simultaneously.

8. Machinery trials have thus been very protracted and partly because of this the final basin trial is now programmed to take place only a few days prior to proceeding to sea. Much of the final squaring away, cleaning and carrying out of desirable but not essential work will not be completed by the time the ship proceeds to sea for the first time after refit on 11th January.

9. J2 turbo-generator trials have been delayed due to a series of electrical defects that have proved very hard to locate and rectify. M4 turbo-generator has not yet run, and may not now complete trials by the proposed sailing date of the 11th January, 1971. My message DTG 160800Z refers.

10. The regulations concerning smoke and air pollution are keeping boiler room and upper deck watchkeeping personnel on their toes. Although making every effort to adhere to these regulations, the difficulties associated with preventing the efflux of smoke from Daring class boilers, when personnel are inexperienced and boilers are regularly being flashed up and shut down, needs no elaboration.

11. In the Weapons and Electrical Department, the Main Wireless Office remained the major item outstanding at the refit completion date. All internal office wiring has been completed, but the positioning of the aerial tuning unit for the 23V transmitting aerial and the rewiring of the aerial control cable will infringe into the setting to work programme in January, 1971. The Main Wireless Office installation was inspected by RANTAU and Navy Office authorities on Wednesday 30th, and the status reported in RANTAU message DTG 300520Z December.

12. The ship's staff have progressed weapon system trials with limited assistance from RANTAU. Due to other commitments, the Gunnery and TAS Trials Teams are unable to conduct full harbour and sea trials and these trials have now become a ship's staff liability. This is both disappointing and a cause for concern, as many of the ship's technical and user personnel are not experienced in the various weapon systems installed onboard. The benefits associated with ship's staff working alongside experienced trials personnel will not be enjoyed, whilst the difficulties associated with achieving satisfactory results will be increased. Notwithstanding this, harbour acceptance trials have progressed on all weapon systems. MRS3 appears to be satisfactory and only minor problems have so far been encountered in the 4.5" turrets. MRS8 trials should be completed in the first week of January, 1971. A series of defects have interrupted sonar trials and shortage of sonar equipment spares will extend these trials into the sea trials phase.

... 13.

13. The SOAP of Naval Stores and Engineering and Electrical Spare Gear was completed during the month and all items except a small quantity of spare gear are now re-stowed on board. A large quantity of redundant stores was landed and it is noticeable that the previously overcrowded storerooms now offer comfortable storage space for the ship's outfit, including the many new items supplied for Multi Channel Fleet Broadcast. The Electrical and Engineering Spare Gear was transferred to the custody of the Supply Officer during the SOAP.

14. The Kerr Committee made a brief twenty minute visit to HMAS DUCHESS on Wednesday 9th as part of a tour of Garden Island dockyard. The members of the committee were briefed on the accommodation and habitability problems associated with a ship's refit before being shown around the forward messdecks. One messdeck was fully rigged with hammocks, bunks, stools and stretchers in order to provide a realistic demonstration of the accommodation problems which are unique to this ship. Although the questions asked by the committee members indicated that they are becoming aware of the problems which confront them, the visit was far too short to allow members of the ship's company to discuss matters with the committee. Disappointment was expressed at this by a small number of senior sailors. These sailors have been invited to make direct written representation to the committee.

15. Just prior to Christmas, a small delegation from the ship presented Christmas presents to each of the 19 children of the "Our Children's Home" at Concord, N.S.W. This home for neglected children has for some years been the ship's official charity and presentations and visits by ship's personnel are always genuinely appreciated by the staff and the children.

16. The health and conduct of the ship's company have been good and the morale remains encouragingly high. The meals produced by the Supply Department during the refit have been consistently of a very high standard and this has undoubtedly played a large part in maintaining morale at a satisfactory level, in spite of the physical discomforts experienced by the majority of the ship's company in recent months from sub standard living conditions.

I have the honour to be,

Sir,

Your obedient servant.



(P.R. SINCLAIR)  
CMDR GLEX RAN  
COMMANDING OFFICER

For Information:

The Commanding Officer,  
HMAS VENDETTA.

The Senior Officer,  
HMAS VAMPIRE.



ANNEX 'A' to  
HMAS DUCHESS letter  
C1/16/3 dated 4/1/71

STEAMING DETAILS

a. Distance steamed during December, 1970	NIL
b. Distance steamed since commissioning	208,898.7
c. Hours underway during December, 1970	NIL
d. Hours underway since commissioning	14,704.5

\*\*\*\*\*

ANNEX 'B'

SPORT

<u>Date</u>	<u>Sport</u>	<u>Fixture</u>	<u>Result</u>
Wed 2nd	Water Polo	D & F V's WATSON	Lost
	Cricket	D & F V's KUTT/WATSON	Lost 1st Innings
	Squash	Individual Comp	
Wed 9th	Water Polo	D & F V's KUTTABUL	Won
	Cricket	D & F V's PENG/PLATS/WHEN	Rain-No Play
	Squash	Individual Comp	
Wed 16th	Water Polo	D & F V's STALWART/SUPPLY	Lost
	Cricket	D & F V's DDG's	Won 1st Innings
	Squash	Individual Comp	

ORDS PT was held each morning (35 attended each day)

\*\*\*\*\*

ANNEX 'C'

OFFICER'S MOVEMENTS

<u>JOINED</u>	<u>DATE</u>
LEUT SLEX A.J. SHANNY, RAN	21st Dec, 1970
LEUT GLEX O.S. BARWOOD, RAN	21st Dec, 1970
ASLT SLEX B.D. HUNT, RAN	14th Dec, 1970
ASLT SLEX T.J. SCOTT, RAN	14th Dec, 1970
MIDN L.R. BERRY, RAN	23th Dec, 1970
MIDN G.P. BROWN, RAN	23th Dec, 1970
MIDN R.G. COOK RAN	28th Dec, 1970
MIDN J.R. STAPLETON RAN	30th Dec, 1970

AWM 78