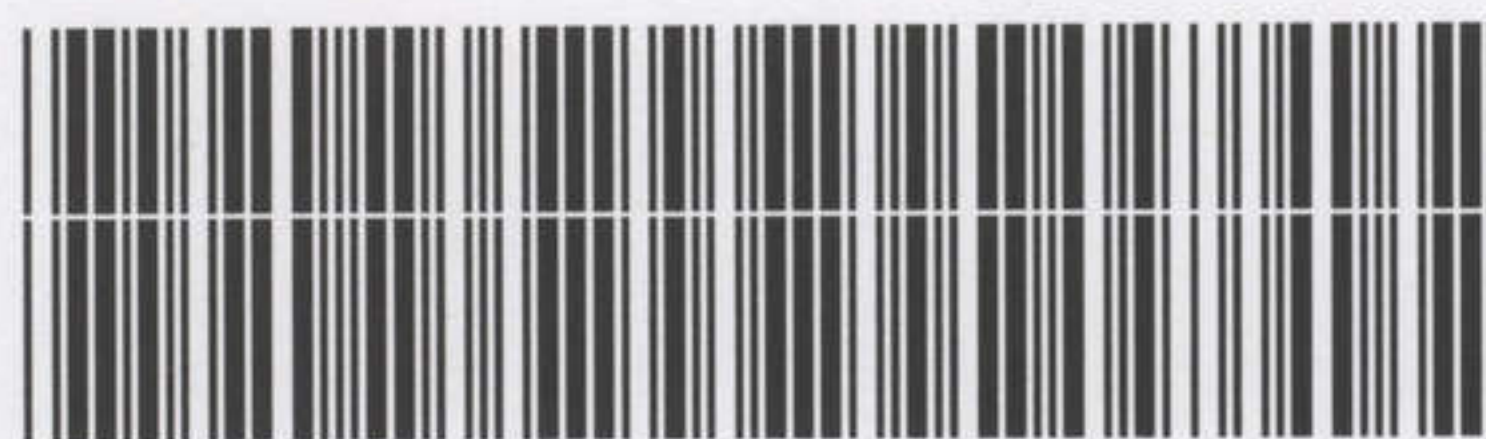


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS DUCHESS

Item number: 102/6

Title: January 1972 - January 1973



AWM78-102/6

[102(6)]

Duchess

R of Ps

1972 - Jan. 73.
August 1990

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

Declassification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 1 Nov 1990
Authority Dig (N) Admin 18-13
Reviewer: LCDR R. L. Smith (RANEM)
Signature: [Signature] Date: 1 Nov 90

13/9/96

[Signature]

RESTRICTED

18/6/3965.

DEPARTMENT OF THE NAVY

HMAS

DUCHESS

Report of Proceedings

JAN '73

AS(NS)

D of O

DCNS

CNS

CNP

CMT

CNSW

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 or reference to another Branch a new file should be raised, a suitable note being made above.

RESTRICTED



Telephone :
350444 CMR

ROYAL AUSTRALIAN NAVY

16 FEB AM

NAVY—CANBERRA

18 6 3965

RESTRICTED

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

A F. 1/16/27

14th February, 1973.

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - JANUARY 1973

Forwarded.

(A.A. Willis)
Commodore
for Flag Officer Commanding

Enclosure:

HMAS DUCHESS Letter 1/16/10 dated 26th January 1973

RESTRICTED

1-16-27
RESTRICTED

1/16/10

HMAS DUCHESS
at Williamstown

26 JAN 1973

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

For information:

The Commander,
Second Australian Destroyer Squadron.

The Commander,
First Australian Training Squadron.

The General Manager,
WILLIAMSTOWN DOCKYARD.

HMAS DUCHESS - REPORT OF PROCEEDINGS -
JANUARY 1973

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of January, 1973. Timesthroughout are local (-11).

2. At the beginning of the month DUCHESS lay alongside HMAS STALWART at Garden Island. The ship sailed from Sydney at 1000 on Wednesday, 3rd January, and after an uneventful passage arrived in Williamstown at 1000 on Friday 5th January.

3. The pre-refit conference was held on Friday 12th January. Planning for the refit/conversion is not yet complete, and the dates agreed at the meeting must therefore be considered as provisional. The cardinal dates are:

Preparation of the Posting Plan - Mid May 1973
Re-commissioning - Mid December 1973
Commence Basin Trials - 8 January 1974
Refit Complete - 16 January 1974
Commanec Sea Acceptance Trials (3 weeks) -
17 January 1974

4. Refit/ conversions work started in the after part of the ship on Monday 15 January, whilst de-storing of the forward part of the ship continued. The pride of the Ship's Company in their ship has continued notwithstanding that they have spent all last month taking her to pieces. Morale has remained remarkably high.

RESTRICTED

...../ 2



RESTRICTED^{2.}

5. The ship de-commissioned and was transferred to the custody of the General Manager, Williamstown Dockyard, at 1500 on Friday, 26 January.

I have the honour to be,

Sir,

Your obedient servant.



(J. St B. More)
Commander, RAN.
COMMANDING OFFICER

RESTRICTED

RESTRICTED

ANNEX 'A'

STEAMING DETAILS

- | | | | |
|----|----|--|---------|
| 1. | A. | Distance steamed during January 1973 | 655.9 |
| | B. | Hours underway during January 1973 | 46 |
| | C. | Total distance steamed since commissioning | 282,268 |
| | D. | Total hours underway since commissioning | 20,724 |
| 2. | | Occasions of exceeding economical speed | Nil |

ANNEX 'B'

EXERCISES

Nil

ANNEX 'C'

OFFICERS MOVEMENTS

	<u>DEPART</u>
LEUT A.J. SHANNY	2JAN73
LEUT G.J. GLANCY	8JAN73
P/ASLT R.T. STEWARD	14JAN73
MIDN G.J. GERAGHTY	14JAN73
MIDN G.D. KENNEDY	14JAN73
MIDN D. NOLAN	14JAN73
MIDN S.L. REARDON	14JAN73
MIDN J.C. STANBURY	14JAN73
MIDN K.B. TAYLOR	14JAN73
LEUT C.P. SMITH	15JAN73
LEUT R.D.T. HOBBS	24JAN73
CMDR J.St B. MORE	26JAN73
LEUT J.R. LANGSFORD	26JAN73
LCDR J.B. WELLS (LONS/DUCHESS)	26JAN73
LCDR H.C.W. MOREY (KUTT/DUCHESS)	26JAN73
LCDR L.J. BICHANAN (LONS/DUCHESS)	26JAN73
LCDR H.G. PAGE (LONS/DUCHESS)	26JAN73
SBLT S.J. DUTTON (LONS/DUCHESS)	26JAN73

RESTRICTED

RESTRICTED

18/6/3338

DEPARTMENT OF THE NAVY

HMAS

Duchess

Report of Proceedings

Jan '42

AS(NS)

D of O

DGOF

DCNS

1NM

2NM

3NM

4NM

SECRETARY

C of S

DPR

AS(NS) (NS55)

HISTORIAN

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

RESTRICTED

RESTRICTED

RECEIVED

187 FEB A.M.

NAVY—CANBERRA

18 | 6 | 3338

HMA FLEET HEADQUARTERS,
GARDEN ISLAND. N.S.W. 2000.

J.G.

15 February, 1972.

A.F. 1/16/27

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - JANUARY, 1972.

Forwarded.

N.E. McDonald

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

Enclosure: HMAS DUCHESS Report of Proceedings dated 1 February,
1972.

RESTRICTED

RESTRICTED

HMAS DUCHESS,
At Sea.

1FEB72

1/16/27

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

(For Information : The Commander,
Second Australian Destroyer Squadron)

HMAS DUCHESS - REPORT OF PROCEEDINGS FOR JANUARY, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of January, 1972. Times throughout are local (-11).

2. At the beginning of the month DUCHESS was secured alongside HMA Ships HOBART and STALWART in Sydney. On Wednesday 5th January, I relieved CMDR P R SINCLAIR, RAN, as Commanding Officer. The ship remained alongside for the next five days, and then spent an all too brief period exercising in the Sydney/Jervis Bay areas before returning to Sydney to make final preparations for departure for the Far East Station. On Thursday 27th January, the ship sailed from Sydney in company with HMA Ships MELBOURNE, STALWART, SUPPLY and HOBART.

3. The exercise period off Sydney commenced on Monday 10th January. The ship cast off from HOBART at 0830 and proceeded to No. 2 buoy to replenish ammunition and to embark explosive stores for dumping. At 1030 DUCHESS slipped the buoy and proceeded to sea.

4. The programme for the next ten days included a number of exercises with HMAS ANZAC, designed to provide shiphandling, seamanship and some fleetwork training, both for myself, and for the benefit of the 11 Midshipmen borne for training. Defects in ANZAC, which prevented her sailing, and extremely unpleasant weather, severely curtailed these plans.

5. The first two days at sea were fully occupied with post-Christmas shake down drills, gunnery tracking and firing exercises, and an internal operation awkward which was carried out in Jervis Bay.

6. At 0815 on Wednesday, 12th January, DUCHESS anchored in Jervis Bay and shortly afterwards HMAS TEAL secured alongside. Both ships were given an informative and well presented demonstration of inflatable liferafts and helicopter winching by personnel from HMAS ALBATROSS. TEAL had suffered a number of electrical defects the previous evening and the opportunity was taken to provide technical assistance and advice. At 1020 TEAL cast off, and DUCHESS weighed anchor to carry out Midshipmens' anchorages within Jervis Bay.



RESTRICTED

...../2

RESTRICTED

- 2 -

7. During the evening of Wednesday, 12th January, DUCHESS commenced a Casex A5 with HMAS OVENS. Shortly after start time the submarine developed a defect and had to return to Sydney. The ship remained at sea that night and encountered a strong southerly change passing through the area. By morning the sea had built up and gale force winds were blowing. As this was unsuitable for any serials that day, DUCHESS anchored in Jervis Bay at 1000 to work on defects in the steering telemotor system and type 975 radar.

8. At 0001 on Friday, 14th January, DUCHESS weighed anchor and proceeded to Sydney in company with TEAL. The strong southerly winds continued and after an uncomfortable night at sea the ship entered Sydney Harbour at 0730 and secured to No. 2 buoy. On completion of refuelling by lighter, and when a berth became available, the ship was moved cold alongside HMA Ships HOBART and STALWART for the weekend.

9. On Monday, 17th January, at 0800 DUCHESS cast off and proceeded to sea. On clearing the Heads the ship laid two sailing markers from the Middle Harbour Yacht Club. This patronage of the Yacht Club aroused some publicity and the ship was accompanied for the first half of the evolution by a Club boat laden with press representatives. On completion of laying the markers an AA Firing exercise was carried out.

10. At 1300 DUCHESS met with two ships of the visiting French Naval Squadron, F S JEANNE D'ARC (Capitaine de Vaisseau DE CASTELBAJAC) and F S VICTOR SCHOELCHER, to carry out surface firings on a target towed by the tug BRONZEWING. Each ship carried out two firing runs. The results achieved by DUCHESS were satisfactory for a work-up firing, but compared poorly with the remarkable accuracy achieved by the French Ships. On completion of the firings the group was joined by HMAS HOBART for manoeuvres and a brief Screenex, in which helicopters from JEANNE D'ARC participated.

11. During the remaining period at sea DUCHESS carried out further AA tracking and firing exercises, OOW manoeuvres, RAS approaches, jackstay transfers and a full power trial as detailed in Annex B. At 0730 on Wednesday, 19th January, DUCHESS entered Sydney Harbour to carry out degaussing trials on the range in Rose Bay. At 1100 the ship secured to No. 2 buoy.

12. On Thursday, 20th January, I was pleased to call upon the Flag Officer Commanding HM Australian Fleet, Rear Admiral W J DOVERS, CBE, DSC, RAN. It came as a complete surprise to learn, the next day, that he was to relinquish command of the Fleet.

RESTRICTED

...../3

RESTRICTED

- 3 -

13. After refuelling and topping up with ammunition, DUCHESS was moved cold alongside HMAS STALWART on Friday, 21st January, to complete preparations for the coming passage to the Far East.

14. On Monday, 24th January, you, Sir, assumed command of HMA Fleet, and on the next day, in company with the Commanding Officers of HMA Ships STALWART, SUPPLY, HOBART and TORRENS, I called on you at the Fleet Headquarters.

15. At 1000 on Thursday, 27th January, after a fond farewell from many of the families of the ship's company, DUCHESS cast off and proceeded to sea in company with HMAS MELBOURNE. After clearing the heads the two ships were joined by HMA Ships STALWART, SUPPLY and HOBART.

16. The exercises being carried out with the Task Group during the passage north from Sydney are doing much to round off a work-up which was carried out with very limited periods in company with other ships. Confidence and competence are increasing as the ship settles in as a fleet unit.

17. During the first watch on Monday, 31st January, the ship passed through the Jomard Entrance.

18. Materially the ship is in a satisfactory condition. A number of minor defects have occurred, and have been overcome. The only serious problems have been concerned with the steering and the communications equipment.

19. The operation of the steering gear was very tight and quite unacceptable for operating in close company. The telemotor receiver glands have now been repacked by Garden Island Dockyard, other work has been carried out by the ship's staff, and the operation of the steering gear is now satisfactory. Some work is still outstanding and will be included in the Defect List for the next refit.

20. There has been an almost continuous stream of defects in the communications equipment since departure from Sydney on 27th January. These are largely attributable to overheating in the equipment rooms, and this appears to be an old and continuing problem whilst the ship operates in tropical areas. The problem is further complicated by the fact that the ANZUK Complan frequencies almost completely preclude the use of 3 of the 8 UHF sets fitted, so that the reliability of the remaining 5 is of the highest importance.

21. An annual full power trial was carried out on Wednesday, 19th January, within the limitations imposed by the defective bearing on the starboard H.P. turbine (your message 030614Z DEC 71 refers). Twenty-nine and one half knots were achieved in spite of this limitation.

...../4

RESTRICTED

RESTRICTED

- 4 -

22. The ship's company has been addressed on Security.
23. The health, morale and conduct of the Ship's Company is most satisfactory, and all onboard are looking forward to a challenging and interesting cruise.

I have the honour to be,

Sir,

Your Obedient Servant



(J StB MORE)
COMMANDER, RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

ANNEX A to
HMAS DUCHESS letter
C1/16/7 dated 1FEB72

1. STEAMING DETAILS

A.	Distance steamed during January, 1972	3265.2
B.	Hours underway during January, 1972	222.4
C.	Total distance steamed since commissioning	244,020.0
D.	Total hours underway since commissioning	17,122.1

2. Occasions of exceeding economical speed.

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
17th	1 hour	18.2 knots	Exercise requirements
19th	2.5 hours	29 (average)	Full Power Trial
27th	2 hours	20 knots	Exercise requirements
29th	1.7 hours	20 knots	Exercise requirements
30th	1.5 hours	20 knots	Exercise requirements
31st	3.8 hours	20 knots	Exercise requirements

RESTRICTED

RESTRICTED

ANNEX B to
HMAS DUCHESS letter
C1/16/7 dated 1FEB72

EXERCISES

GUNNERY

Balloon tracking	10th
AATX	10th, 11th, 27th
SUPAC	10th, 31st
AAMRF/CRF	11th, 17th, 18th, 27th
GDX	11th, 18th
Starshell firing	11th
SUTF	17th
REWF	17th, 31st
SUTOF	31st

NAVIGATION

Steering breakdowns	10th (2), 11th, 12th
Midshipmens' anchorages	
Visual	12th (7), 13th (1)
Blind	12th (7), 13th (1)
Man overboard drill	12th (6)
OOW manoeuvres	17th, 18th, 28th, 29th, 31st
RAS approaches	18th, 27th, 31st
RFX (2)	18th
Degaussing	19th
RESDES	29th

NBCD

Emergency stations	10th, 18th
Action stations	10th, 18th

TAS

Light mortar firings	10th, 31st
----------------------	------------

RESTRICTED

RESTRICTED

Page 2 of
ANNEX B to
HMAS DUCHESS letter
C1/16/7 dated 1FEB72

SEAMANSHIP

Dan buoy	12th (2)
ILR & helicopter winching demonstration	12th
Splash target	28th, 29th
Jackstay	18th, 31st
RAS(L)	28th, 31st

AIO

ASAC training	18th, 29th, 31st
ARRX	28th, 29th
RFX (2)	18th
SPX (B)	28th
SPX	31st
GOPEX	29th, 31st

COMMUNICATIONS

UHF trial	17th
EWX 91	28th
NAVCOMEX 202	11th, 19th

DIVING

Swimmer of the watch	10th
Internal Operation Awkward	11th
Drills and hull check	25th

RESTRICTED

ANNEX C to
HMAS DUCHESS letter
C1/16/7

OFFICERS MOVEMENTS

<u>NAME</u>	<u>JOINED</u>	<u>DEPARTED</u>
LEUT GLEX J A HOLLIDAY, RAN		3rd January
MIDN GLEX P L SOCHON, RAN	3rd January	
MIDN GLEX B G NYE, RAN	3rd January	
MIDN GLEX A J GRAHAM, RAN	3rd January	
MIDN GLEX A R GLANVILLE, RAN	3rd January	
CMDR GLEX J StB MORE, RAN	5th January	
CMDR GLEX P R SINCLAIR, RAN		5th January
MIDN GLEX R D CARTER, RAN	7th January	
MIDN GLEX W A G DOVERS, RAN	7th January	
LEUT GLEX O S BARWOOD, RAN		10th January
SBLT GLEX T J SCOTT, RAN		10th January
SBLT SLEX R D EAMES, RAN	10th January	
MIDN GLEX J A BOASE, RAN	10th January	
MIDN SLEX M J HAINING, RAN		20th January
MIDN SLEX D G NEILD, RAN		20th January
MIDN SLEX P R BLANCH, RAN		20th January
MIDN SLEX C S FERGUSON, RAN		20th January

RESTRICTED

18-6-3396

DEPARTMENT OF THE NAVY

HMAS *Duchess*

Report of Proceedings *FEB 72*

AS(NS) *Ch. 28/3.*

D of O *29/3.*

DGOP *29/3*

DCMS *4/4*

1NM *26/4*

2NM

3NM *2/4*

4NM *2/4*

SECRETARY *2/4*

C of S *2/4*

DPR *2/4*

AS(NS) (NS55) *17/4*

HISTORIAN

- 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.

27/3

RESTRICTED



NAVY—CANBERRA		
18	6	3396

HMA FLEET HEADQUARTERS,
GARDEN ISLAND. N.S.W. 2000.

J.G.

22nd March 1972


A.F. 1/16/27

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - FEBRUARY 1972

1. Forwarded.

2. With reference to paragraph 21 the effect of excessively hot temperatures on the performance and reliability of UHF Radio Type 692 is well known. The ship is being directed to provide further details of these problems and also those caused by the shortage of spares.


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

Enclosure: HMAS DUCHESS letter, unnumbered, dated 3 March, 1972.

RESTRICTED

RESTRICTED

1/14/27
HMAS DUCHESS,
At Hong Kong
3rd March, 1972

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

(For Information: The Commander,
Second Australian Destroyer Squadron)

HMAS DUCHESS - REPORT OF PROCEEDINGS FOR FEBRUARY, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of February, 1972. Times throughout are local with zones as indicated.

2. At the beginning of the month DUCHESS was in company with HMA Ships MELBOURNE, STALWART, SUPPLY and HOBART on passage to Manus Island, and participating in Exercise PIGTAIL. The exercise included OOW Manouvres, AIO Procedures, communications drills and gunnery tracking exercises, and provided final preparation for the SEATO exercise SEA HAWK.

3. The Task Group entered Seeadler Harbour at 0700 (-10) on Thursday, 3rd February, and DUCHESS secured outboard of STALWART at LOMBRUM Wharf. The remaining three ships anchored in the harbour. Whilst at Manus Island the ship was visited by the Second Naval Member's Personnel Liaison team who gave a very informative talk on conditions of service to the majority of the ship's company.

4. At 1400 (-10) Friday, 4th February, DUCHESS cast off and proceeded to Subic Bay in company with MELBOURNE, STALWART, SUPPLY and HOBART. On clearing Seeadler Harbour the Task Group was joined by HMAS TORRENS. During the passage to Subic Bay further exercises were carried out as part of exercise PIGTAIL, and are detailed in Annex B.

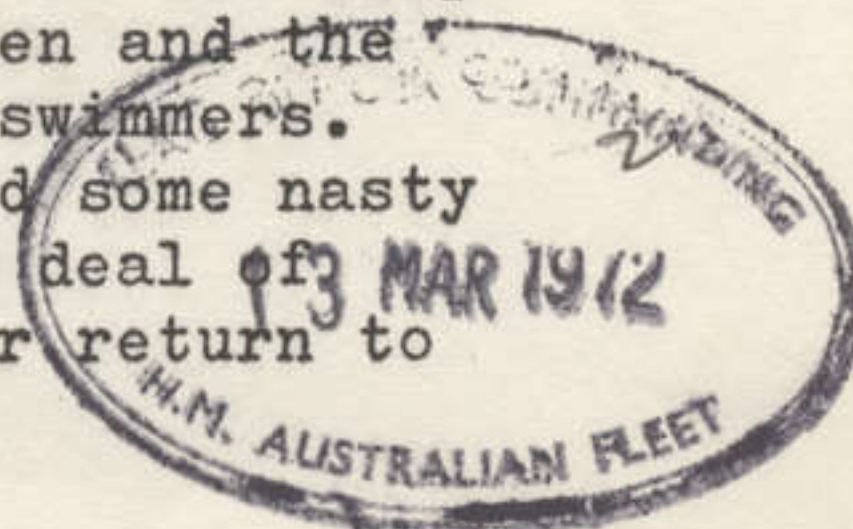
5. On Wednesday, 9th February, the Task Group passed through the picturesque San Bernadino Strait and arrived in Subic Bay the following morning. At 1000 (-8) DUCHESS secured starboard side to on STALWART at ALAVA Pier, and HMA Ships TORRENS and HOBART secured outboard shortly afterwards.

6. At 1000 (-8) Sunday, 13th February, DUCHESS sailed from Subic Bay, and that evening carried out the duty of rescue destroyer during MELBOURNE's night flying exercises.

7. The following morning, whilst crossing Manila Bay, DUCHESS gave rescue to one of the local fishermen. The unfortunate man alone in his boat, fell overboard and in doing so kicked the throttle of his boat so that it proceeded "full ahead". The boat swept in a wide circle towards DUCHESS with the fisherman seemingly hanging on to a line for his dear life. After making two passes at the ship the boat was brought under control by some other fishermen and the exhausted owner was brought inboard by one of DUCHESS's swimmers. He had been literally caught by his own fishing line, and some nasty lacerations were made good in the Sick Bay. With a good deal of sticking plaster he was transferred to the Pilot Boat for return to his own craft.

RESTRICTED

.....2..



RESTRICTED

- 2 -

8. At 0800 (-8) the ship secured starboard side to STALWART at Number 15 Pier South Manila Harbour. Whilst at Manila DUCHESS transferred to SEATO control for exercise SEA HAWK. The exercise contained three phases: A communication work-up held in Manila Bay from the 14th to 16th February, a work-up phase held in the Subic Bay Practice Areas from the 16th - 22nd February, and finally a maritime transit phase in the South China Sea for three days from 22nd February.

9. During the communications work-up the ship experienced a great deal of trouble with UHF radio equipment, due primarily to over-heating. These problems are detailed further in paragraph 21. This forced the ship to withdraw from the majority of NAVCOMMEXS and much valuable training was lost.

10. At 0845 (-8) Wednesday, 16th February DUCHESS sailed from Manila in company with USS JOHN PAUL JONES (LCDR R.A. CHRISTIAN, USN with COMDESRON 9 CAPT W.F. CASPER, USN embarked), HTMS PINKLAO (COMMANDER PHAWEE PUNPOKA), HMNZS WAIKATO (COMMANDER N.R. WINN, RNZN) HTMS TACHIN (COMMANDER PAIRAH CHOOTONGCHAI) who together formed Task Unit 473.4.8. The first two ships, who were joined by HMAS SWAN on Friday 18th February, formed the first Task element and the latter two, with DUCHESS as the commander, formed the second. During the week the complexity of the exercises was slowly increased and much valuable training was gained. The emphasis was placed on ASW and many CASEX's were carried out starting with basic tracking exercises and culminating in a combined exercise with the complete TASK Force. AA and Surface Gunnery and Replenishment rounded off a very satisfactory work-up.

11. The work-up phase ended on Tuesday, 22nd February when all the ships anchored off Corrigadore Island at the entrance to Manila Bay. At 1830 (-8) a short wash-up and a briefing for the final phase were held in MELBOURNE and at 0600 (-8) the following morning DUCHESS weighed anchor and proceeded down the swept channel to her assigned departure screening station.

12. For the transit phase, the force was divided in two groups. The Convoy Group, with a main body of HMA Ships STALWART and SUPPLY, and screened by nine escorts, was under the protection of a carrier group consisting of HMAS MELBOURNE screened by HMS ARETHUSA (CAPT A.L.L. SKINNER, RN), HMAS HOBART, USS WHIPPLE (CMR W.A. ORSIK, USN), HMNZS WAIKATO and DUCHESS. The convoy group passed around a race track course in the South China Sea which gave plenty of opportunity for submarine and air attack.

13. At 1230 (-8) on Thursday, 24th February, DUCHESS was detached with WHIPPLE to act as a decoy representing the carrier group. While transitting to the assigned area WHIPPLE gained contact with a submarine, an action ensued, and the submarine was identified as USS HARDER. A report was signalled to the O.T.C. suggesting that the decoy had been compromised, and the two ships were ordered to join the convoy as screening units against a programmed surface threat.

14. Before leaving the area WHIPPLE was contacted by a merchant ship, S.S. SYLVER OWL, who requested the assistance of a medical officer to attend a heart attack victim. As neither ship carried a doctor WHIPPLE closed the ship to transfer her senior medical sailor and DUCHESS left to join the convoy. WHIPPLE rejoined shortly after and it was learnt that the merchant sailor had died.

RESTRICTED

.....3..

RESTRICTED

- 3 -

15. The surface "threat" had been provided by detaching three escorts from the convoy screen. The main body was protected by USS JOHN PAUL JONES, USS WHIPPLE, USS FRANCIS HAMMAND (CMDR D.E. ELMORE), HMAS SWAN, HTMS TACHIN, RPS QUEZON (LCDR A.N. KAGAOAN) and DUCHESS. Of these ships only JOHN PAUL JONES and DUCHESS could provide any real opposition to a surface threat, and it was therefore a surprise that DUCHESS was stationed in a rear sector. Almost inevitably the first attack came from ahead and although instructed to form a Surface Action Group with SWAN and WHIPPLE, DUCHESS was unable to engage the enemy. Subsequently, and to some degree of "force majeure", DUCHESS was stationed ten miles ahead of the convoy, and in a good position to move on any threat, and justified her existence by engaging the second surface attack long before it came within gun or effective missile range of the convoy. The lesson having thus been learnt, DUCHESS was returned to her station in the rear of the convoy.
16. During the afternoon of Friday, 25th February, the carrier group joined the convoy to replenish, and on completion DUCHESS rejoined MELBOURNE's screen. At 1530 (-8) the next afternoon the exercise was completed and DUCHESS joined JOHN PAUL JONES and WAIKATO for night steaming. At 0630 (-8) on Sunday, 27th February, the three ships entered Manila Bay and DUCHESS anchored off Manila at 0830 (-8). During the afternoon I attended a Post exercise discussion and witnessed the closing ceremony of exercise SEA HAWK.
17. At 1000 (-8) on Monday, 28th February, the ship weighed anchor, after a short delay caused by a minor electrical fire in the Capstan motor, and proceeded to Hong Kong in company with MELBOURNE, STALWART, HOBART, SUPPLY and SWAN.
18. Materially the ship has performed extremely well. Steam has been raised on twenty seven out of twenty nine days, and for a ship of her age, and close to refit, the steam and water systems have remained in a remarkable good state. The failure of one evaporator brine pump, which had to be re-built, imposed stringent fresh water rationing for twenty four hours.
19. Except for the communications, the Weapons and Sensors have been very reliable. A most satisfactory AA firing on Monday, 21st February gave 20% TTB's on a TDU (Delmar) target, and a surface firing on a towed target, carried out on Friday 18th February, was also very satisfactory.
20. The MRS 8 Gunnery System finally gave up the struggle against age and oil when the director tachometric box gyro system developed internal wiring defects quite beyond the ability of the ship's staff to repair. In view of the very considerable effort which would be needed to repair and set the system to work, and the future of the ship, you, Sir, gave your approval for the MRS 8 System to remain inoperable.
21. UHF Communications have again been a constant source of anxiety. The heat generated by these equipments when in operation causes the compartment ambient temperature to rise to quite unacceptable levels. The normal ventilation has been augmented with double bottom fans, but in spite of all efforts continual failures have continued, and this has been exacerbated by shortages of spares.

RESTRICTED

.....4..

RESTRICTED

- 4 -

22. The health, morale and conduct of the Ship's Company is satisfactory. February has been a busy but rewarding month, and the Ship's Company have worked hard and willingly. An overall excellence was unfortunately marred by the mis-behavior of a small number of sailors during the short periods the ship was in harbour.

I have the honour to be,

Sir,

Your Obedient Servant



(J. St. B. MORE)
COMMANDER, RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

Annex A to
HMAS DUCHESS letter
C1/16/7 dated 3rd March, 1972

1. STEAMING DETAILS

A. Distance steamed during February, 1972 8,705.0
B. Hours underway during February, 1972 502.0
C. Total distance steamed since commissioning 252,725.0
D. Total hours underway since commissioning 17,624.1
2. Occasions of exceeding economical speed.

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
1st	1 Hour	19.3 knots	Exercise requirements
5th	2 Hours	19.1 knots	Exercise requirements
6th	2 Hours	19.6 knots	Exercise requirements
7th	1 Hour	20.0 knots	Exercise requirements
18th	1 Hour	20.7 knots	Exercise requirements
19th	1 Hour	22.3 knots	Exercise requirements
22nd	1.5 Hours	19.1 knots	Exercise requirements
23rd	9 Hours	20.5 (average)	Exercise requirements
24th	11 Hours	21.0 (average)	Exercise requirements
25th	7 Hours	21.0 (average)	Exercise requirements
26th	2 Hours	19.5 knots	Exercise requirements

RESTRICTED

RESTRICTED

Annex B to
HMAS DUCHESS letter
C1/16/7 dated 3rd March, 1972

EXERCISES

GUNNERY

AATX	2nd, 21st
GDX	2nd, 21st
REWF	2nd
SUTF	18th
NGSCX	16th
NGSFC	18th
SUTOF	5th
AAFX	21st
Saluting gunfiring	9th
Small Arms firing	1st, 7th

NAVIGATION

O.O.W. Manoeuvres	1st, 2nd, 5th, 7th, 8th, 16th, 18th
RAS Approaches	4th, 7th

TAS

Light mortar firing	5th
ASWEX	7th, 8th
CASEX A4/5	17th
CASEX B3	20th (2)
CASEX C1	19th
CASEX B5	20th (2), 21st
SCREENEX	18th, 19th, 20th
CASEX B6	22nd

COMMUNICATION

NAVCOMEX 405	1st, 7th
EWX 91	1st, 2nd
EWX 23	8th
EWX 1	14th
EWX 2	14th
EWX 3	17th
EWX 7	2nd
EWX 14	6th
EWX 756	29th

RESTRICTED

...../2..

RESTRICTED

Page 2 of
Annex B to
HMAS DUCHESS letter
C1/16/7 dated 3rd March, 1972

AIO

Non Preset SPX	1st, 2nd, 5th, 8th, 16th
ASAC training	1st
ARRX	2nd, 5th, 7th
GOPEX	2nd, 7th
SPX B/RIX	7th
AD Plotting	16th

SEAMANSHIP

Seaboats	1st
TOWEX	2nd
RAS (L)	5th, 7th, 8th, 17th, 21st

DIVING

Necklace search	22nd
-----------------	------

RESTRICTED

RESTRICTED

Annex C to
HMAS DUCHESS letter
C1/16/7 dated 3rd March, 1972

SHIPS MOVEMENTS

<u>DATE</u>	<u>PLACE</u>
1st - 3rd	Passage to Manus Island
3rd - 4th	Manus Island
4th - 10th	Passage to Subic Bay
11th - 12th	Subic Bay
13th - 14th	Passage to Manila
14th - 16th	Manila
16th - 26th	South China Sea (Exercise SEA HAWK)
27th	Manila
28th - 29th	Passage to Hong Kong

RESTRICTED

RESTRICTEDDEPARTMENT OF THE NAVYHMAS DUCHESSReport of Proceedings MAR 72AS(NS) 11/13/4D of O 14/4DGOP 17/4DCNS 18/41NM 19/42NM 19/43NM 20/44NM 24/4SECRETARY 24/4C of S 24/4DPR 3/5/72AS(NS) (NS55) 3/5

HISTORIAN

- 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

RESTRICTED

NAVY—CANBERRA

18

6

3418

CMR

01 APR A.M.

NAVY REGISTRY

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

10th April 1972

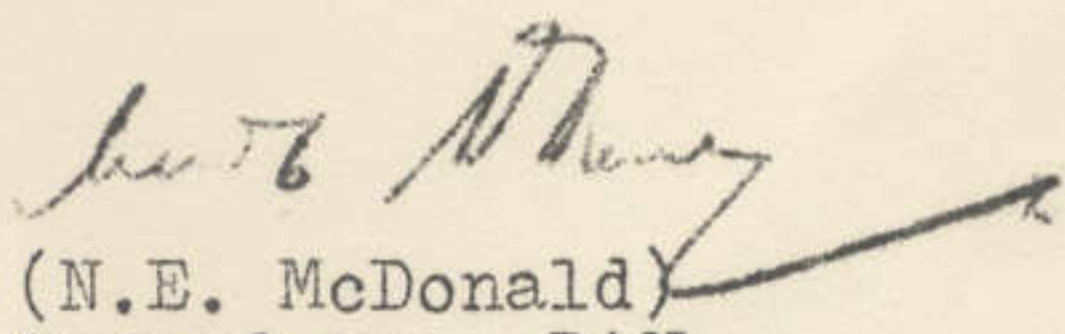
A.F. 1/16/67

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - MARCH 1972

1. Forwarded.

2. Despite the prior visit of a liaison officer the visit by HMA Ships HOBART and DUCHESS 27 - 28th March 1972 to Port Klang was not completely satisfactory, particularly in berthing arrangements. I support the action of the Commanding Officer HMAS HOBART who, after consultation with the Australian High Commissioner and local authorities, terminated the visit twelve hours before the programmed time, and after their official commitments had been met.


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

Enclosure:

HMAS DUCHESS letter dated 1st April 1972

b.

RESTRICTED

RESTRICTED

1/16/27

HMAS DUCHESS,
At Singapore,
1st April, 1972.

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

For Information

The Commanding Officer,
Second Australian
Destroyer Squadron.

HMAS DUCHESS - REPORT OF PROCEEDINGS FOR MARCH, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of March, 1972. Times throughout are local with zones as indicated.

2. At 0800 (-8) Wednesday, 1st March, DUCHESS entered Hong Kong harbour in company with HMA Ships MELBOURNE, STALWART, SUPPLY, HOBART, SWAN and OVENS, and secured starboard side to on HOBART on STALWART at the West Arm, HMS TAMAR. HMAS TORRENS arrived on Friday, 3rd March, to complete what must have been the largest concentration of Australian ships ever to visit Hong Kong.

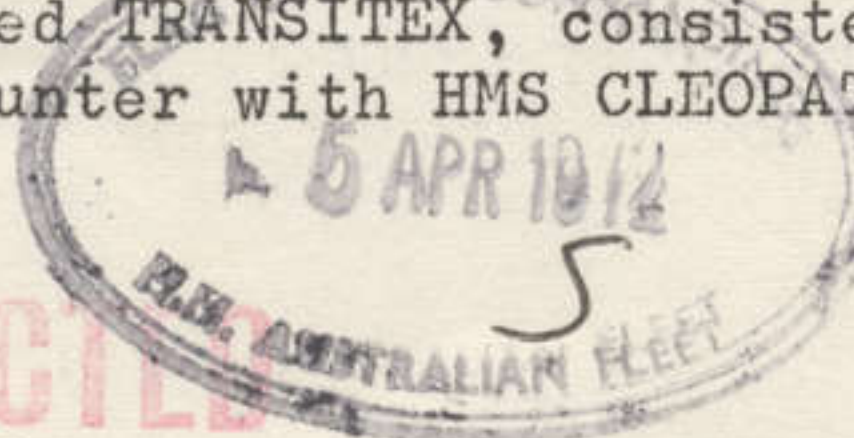
3. The ship remained in Hong Kong for nine days, providing a welcome rest for the ship's company who had been exercising almost continuously since the ship left Sydney at the end of January. During the stay the opportunity was taken to employ contract labour to take approximately half of the ship's side back to bare metal, and to carry out similar work in a number of spaces below decks. The combined efforts of the ship's company, the contractor, and the ever cheerful Suzie and her side party achieved wonders and by the time the ship was ready to sail she looked a picture.

4. Not all the period in Hong Kong was spent working. Sporting teams were active, and the ship's company explored the many facets of life in Hong Kong with evident enjoyment. On Monday, 6th March, 109 pints of blood were donated to the Hong Kong Red Cross.

5. During the evening of Tuesday, 7th March, three Chinese contract workers were overcome by paint fumes whilst working in the starboard gland space. They were eventually removed, with the greatest difficulty, and with the assistance of the Hong Kong Fire Brigade Rescue Squad. They were transferred to hospital, where they were kept under observation for the night. The men were working overtime without the approval of either the ship or their own supervisor, and were not using the double bottom fan which had been provided for them earlier in the day. This incident was reported in my message 071345Z MAR 72.

6. At 0830 (-8) Friday, 10th March, DUCHESS sailed from Hong Kong, and proceeded for Singapore as a part of Task Group 606.1. The other ships of the Task Group were HMA Ships MELBOURNE, SUPPLY, HOBART, TORRENS and SWAN, and HMS FALMOUTH (Commander J.C. DREYER R.N.). The passage exercise, titled TRANSITEX, consisted essentially of four separate incidents, an encounter with HMS CLEOPATRA on

RESTRICTED



...../2

RESTRICTED
- 2 -

passage to Hong Kong, a submarine incident with HMAS OVENS, a Mirage strike, and an encounter with four Fast Patrol Boats of the Singapore Armed Forces. These major incidents were supplemented by a number of drill exercises.

7. HMS CLEOPATRA failed to locate the Task Group, and early in the forenoon of Saturday, 11th March, she was effectively struck by Skyhawks from HMAS MELBOURNE.

8. The submarine incident with OVENS was expected to take place between 0001 - 1200 (-8) on Monday, 13th March. Unfortunately as the Task Group passed through the area OVENS suffered a temporary defect to her main plane which forced her to remain deep and made it impossible for her to carry out an attack. After the surface ships had passed overhead OVENS came to periscope depth and signalled her situation. SUPPLY then continued on the track for Singapore whilst MELBOURNE and the escorts doubled back to pass through the area again. Contact was gained with the submarine and attacks were carried out. At 0900 (-8) DUCHESS was detached from the screen and ordered to ~~close~~ SUPPLY for replenishment.

9. During the afternoon of Tuesday, 14th March, the Task Group was attacked by RAAF Mirage aircraft as it closed the Malaysian coast, and later that evening the ships were engaged by Patrol Boat forces. Unfortunately for this latter attack DUCHESS was employed as Rescue Destroyer, and saw very little of the action.

10. At 0840 (-7½) on Wednesday, 15th March, DUCHESS secured starboard side to No. 5 berth in the Singapore Stores Basin. TORRENS and SWAN berthed outboard shortly afterwards. Whilst in Singapore great emphasis was placed on sport and a most successful four day Olympiad was held in which all ships present participated. DUCHESS completed the series by winning the small ships trophy and sharing second place overall with Woodlands Garrison, only two points behind MELBOURNE. On Sunday, 19th March, DUCHESS defeated SUPPLY in a very wet game of rugby which was played in the middle of a torrential downpour.

11. At 0730 (-7½) on Monday, 20th March, I was pleased to receive you, Sir, to spend the first day of Exercise GENESIS at sea in DUCHESS. Exercise GENESIS was the first major maritime exercise for the ANZUK forces, and was divided into two phases; a three day work up in the Singapore practice areas, followed by a convoy exercise around a laid down course. During phase two DUCHESS was detached with HMS FALMOUTH as a part of the enemy orange forces.

12. At 0850 (-7½) DUCHESS cast off and proceeded out of the Stores Basin in company with HMA Ships MELBOURNE, SUPPLY, HOBART, SWAN, TORRENS and HM Ships FALMOUTH and ROTHESAY (Commander A.A. WAUGH R.N.). These ships were joined at sea by HMNZS WAIKATO (Commander N.R. WINN RNZN). Whilst passing Palau Ubin at 0930 a message was received from RFA TIDESPRIING (Captain G.E.B. HARCOTBE) that one of her boats was missing in that area. The missing boat was sighted shortly afterwards and the ship's motor whaler was lowered to investigate. TIDESPRIING's boat was subsequently taken in tow by the Water Police for return to the Naval Basin.

RESTRICTED

...../3

RESTRICTED

- 3 -

13. The first programmed serial for the work up phase was a naval gunfire support firing exercise with FALMOUTH on the Pulau Aur range. Because of the restrictions on the use of the Beecroft range at Jervis Bay during the Christmas holidays this was the ship's first NGS firing since November, 1971, and was a most welcome exercise. After initial communications difficulties fair results were achieved during the firing.

14. At 1730 DUCHESS proceeded to rendezvous with TORRENS to transfer you, Sir, and the Fleet Operations Officer by jackstay. The ship then returned to the bombardment range and carried out a very successful night bombardment with FALMOUTH. On completion, at 2130, both ships met with TIDESPING to refuel.

15. The next day, Tuesday, 21st March, was completely occupied by Anti-Submarine exercises with OVENS. During the forenoon and afternoon DUCHESS and FALMOUTH worked together, to be joined by MELBOURNE in the dog watches, and by SUPPLY and HOBART later in the evening. During a Casex C3 in the afternoon the ships were assisted by a RAF NIMROD aircraft, which, although it arrived late, put up a most impressive performance.

16. On Wednesday, 22nd March, from 0630 - 1200 (-7½) DUCHESS and FALMOUTH engaged in AA firing exercises against pilotless target aircraft. FALMOUTH was the first firing ship and achieved very good results shooting down a target in each of her first two runs. DUCHESS had a poor day and was quite unable to match FALMOUTH's performance. On completion of the firing both ships replenished from SUPPLY and then detached as a part of the ORANGE forces for phase two of the exercise, with DUCHESS in charge.

17. The ORANGE forces consisted of RAAF Mirages providing an air threat, OVENS providing a submarine threat, and four Singapore Armed Forces Fast Patrol Boats and DUCHESS and FALMOUTH, acting as Russian type SAM KOTLINS, providing a surface threat. DUCHESS and FALMOUTH were intended to carry out three attacks: the first at about 2100 on Thursday, 23rd March, was to follow shortly after an attack by the FPB's; the second at about 2130 on Friday, 24th March, with the ships well clear of the land; and the third from 2200 on Friday, 24th, through to 0200 the next morning. The final attack was intended as a prolonged shadowing and "teasing" operation culminating in a co-ordinated attack with the four FPB's. In all of the attacks the ORANGE force achieved some measure of success, particularly in the second, where FALMOUTH, undetected until the last moment, was able to get in close to the main body while DUCHESS drew off the escorts. The final attack was marred by the non-arrival of the FPB's through engine unserviceability. In all three attacks a great deal of use was made of passive EW and radio intercepts, and these aspects, with their "lessons learnt" have been reported upon separately.

18. Exercise GENESIS was completed at 1400 (-7½) on Sunday, 26th March, and DUCHESS was detached with HOBART to proceed to Port Klang on the west coast of Western Malaysia for a two day visit. The ships passed through the Singapore Straits during the first watch and arrived off the southern entrance to Port Klang at 0830 the next morning, Monday, 27th March. The ships arrived in the southern "new" port at 0950 to find that a most unsatisfactory berth had been provided, and HOBART and DUCHESS therefore anchored.

RESTRICTED

...../4

RESTRICTED

- 4 -

In the company of the Captain of HMAS HOBART I called on the Director of the Port Klang Authority (Inche Mohammad Bin Abdul Rahman) and the Director of Marine (Captain Othman Bin Darus). During these calls arrangements were made for a new alongside berth, and the ships were brought alongside at 1500 by their respective Executive Officers, whilst Captain Robertson and I were calling on the Chief of the Naval Staff, Royal Malaysian Navy, (Commodore Dato' K. Thanabalasingam) in Kuala Lumpur.

19. That evening a combined reception was held on board HOBART which was attended by the Deputy Australian High Commissioner (Mr. G.V. Brady) and Mrs Brady, and members of the staff of the High Commissioner; The Deputy Chief of the Naval Staff, Royal Malaysian Navy (Captain Mohd Zain Bin Mohd Salleh) and Mrs Zain, and Officers of the Royal Malaysian Naval Staff and their ladies; and the Chairman of the Port Klang Authority (Raja Azam Bin Raja Kamarulzaman) and Raja Fatimah, together with a number of members of the Authority and their ladies. A number of the Australian Community of Kuala Lumpur also attended. On completion of the reception I was honoured to entertain Captain and Mrs Zain, and an officer of his staff, Commander Phang Kok Keng, and Mrs Phang, at dinner.

20. Early the next morning the ships were called upon to shift berth approximately 400 feet forward, into the berth originally allocated for the visit. The move was carried out cold with the assistance of one tug, the tide, and two local pilots. The move took nearly two hours and was no sooner completed than we were invited to move back again. Since this was clearly impossible with the state of the tide and without steam, and as the berth was manifestly as unsatisfactory as it had appeared on arrival, it was agreed that both ships would remain in the berth until the completion of all social obligations that evening, and sail for Singapore at approximately 2230 (-7½), instead of remaining in Port Klang until the next day.

21. The tidal conditions in Port Klang are such that, at Springs, which was the state at the time, there is a rise and fall of about 13 feet, with a current of up to 4 knots running at the change of tide. The berth allocated consisted of five large dolphins with flat concrete tops which projected approximately 18" beyond the piles. There were no catamarans available and there was a clear danger that the inboard ship (HOBART) would be caught underneath the tops of the dolphins on a rapidly rising tide. Indeed this very nearly happened later in the day.

22. At 1200 on Tuesday, 28th March, in company with the Captain of HMAS HOBART, I called on the Australian High Commissioner for Malaysia (Mr. J.R. Rowland). Mr. Rowland had very kindly invited fifty Officers and Sailors from each ship to lunch at his residence. For most of the younger sailors this was the first time they had ever been entertained in such a manner under these circumstances. I am happy to report that they all behaved beautifully, thoroughly enjoyed themselves, and greatly appreciated the gesture by the High Commissioner and Mrs Rowland.

23. That evening the Captains and Officers of HOBART and DUCHESS were entertained by the Chief of the Naval Staff and his Officers in the Armed Forces Officers Mess in Kuala Lumpur.

RESTRICTED

...../5

RESTRICTED

- 5 -

24. At 2145 (-7½) Tuesday, 28th March, DUCHESS cast off from HOBART and proceeded down the North Klang Strait with HOBART following astern. On clearing the Angau Bank light vessel DUCHESS took station astern, and the ships continued down the Malacca Straits for Singapore. At 1530 (-7½) Wednesday, 29th March, DUCHESS secured starboard side to No. 5 berth in the Singapore Stores Basin where she remained for the rest of the month.

25. Materially the ship is in a satisfactory condition, although a sustained period of running without an assisted maintenance period is now being reflected in steadily increasing numbers of small defects. The heavily polluted water in the Singapore Stores Basin led to detached marine growth in the firemain system, and an epidemic of cooling water blockages causing the temporary failure of air conditioning units, bilge ejectors and other miscellaneous equipment. Problems such as this have kept the maintainers' noses firmly on the grindstone throughout the month.

26. Difficulties with UHF communications have continued, although the operational requirements have not been so great, and the maintainers have managed to keep abreast of the situation. A full report on UHF communication problems has been forwarded in my letter 16/16/57 dated 30th March, 1972.

27. The health, morale and conduct of the Ship's Company is excellent. Leave breaking incidents have been few, and with the exception of one or two determined Ordinary Seamen, the general standard of behaviour has been high.

I have the honour to be,

Sir,

Your Obedient Servant



(J. St. B. MORE)
COMMANDER, R.A.N.
COMMANDING OFFICER

RESTRICTED

RESTRICTED

Annex A to
HMAS DUCHESS letter
C1/16/7 dated 1st April, 1972

1. STEAMING DETAILS

A.	Distance steamed during March, 1972	4,805.0
B.	Hours underway during March, 1972	311.0
C.	Total distance steamed since commissioning	257,530.0
D.	Total hours underway since commissioning	17,935.1

2. Occasions of exceeding economical speed.

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
10th	2 hours	18.5 knots	Exercise requirement
11th	4 hours	18.7 knots	Exercise requirement
13th	1 hour	19.0 knots	Exercise requirement
14th	8 hours	20.5 knots	Exercise requirement
15th	3 hours	20.8 knots	Exercise requirement
20th	3 hours	21.0 knots	Exercise requirement
23rd	2 hours	20.2 knots	Exercise requirement
23rd	1.75 hours	28.0 knots	Exercise requirement
24th	1.75 hours	24.0 knots	Exercise requirement
25th	6 hours	18.5 knots	Exercise requirement
25th	2 hours	22.5 knots	Exercise requirement
26th	3 hours	22.0 knots	Exercise requirement

RESTRICTED

RESTRICTED

Annex B to
HMAS DUCHESS letter
C1/16/7 dated 1st April, 1972

EXERCISES

GUNNERY

AATX	11th
NGSFX	20th
Night NGSFX	20th
AAMRF	22nd (PTA)

NAVIGATION

O.O.W. Shiphandling (lifebuoy recovery)	23rd (16)
O.O.W. Manoeuvres	11th, 12th, 14th

A.I.O.

Screenex	11th
ARRX	11th, 13th
NEX	23rd, 24th, 25th

TAS

ASWEX	13th
Competitive light mortar firings	14th
Casex C2	21st
Casex C3	21st (3)

SEAMANSHIP

Seaboat	20th
RAS (L)	13th, 14th, 20th, 22nd, 25th
Jackstay	20th (2)

COMMUNICATIONS

Navcommex 756	11th (2)
JAMMEX	11th, 12th
NAVCOMMEX	13th

RESTRICTED

RESTRICTED

Annex C to
HMAS DUCHESS letter
C1/16/7 dated 1st April, 1972

<u>DATE</u>	<u>SHIP'S MOVEMENTS</u> <u>PLACE</u>
1st - 10th	Hong Kong
10th - 15th	Passage to Singapore
15th - 20th	Singapore
20th - 27th	Exercise Genesis
27th - 28th	Port Klang
28th - 29th	Port Klang to Singapore
29th - 31st	Singapore

RESTRICTED

RESTRICTED

Annex D to
HMAS DUCHESS letter
C1/16/7 dated 1st April, 1972

OFFICERS' MOVEMENTS

<u>NAME</u>	<u>JOINED</u>	<u>DEPARTED</u>
CHAP H JAMIESON, RAN	9th March	19th March

RESTRICTED

RESTRICTED

18-6-3493 ~~15~~

DEPARTMENT OF THE NAVY

HMAS

Duchess

Report of Proceedings

APR 72

AS(NS)

Ch. 16/5

D of O

16/5

DGOP

Ch. 17/5

DCNS

1NM

12/5

2NM

14/5

3NM

16/5

4NM

18/5

SECRETARY

19/5

D of O

20/5

DPR

21/6

AS(NS)

(NS55)

21/6

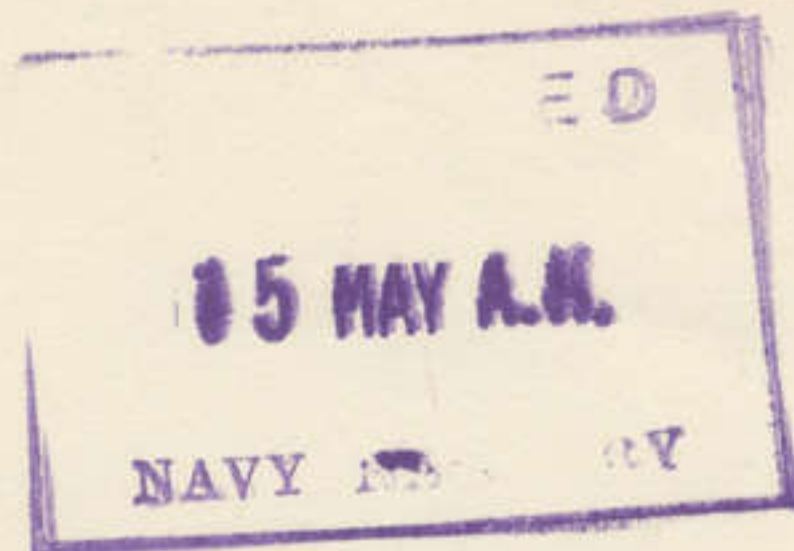
HISTORIAN

- 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

15/5

RESTRICTED



NAVY - GUNNENRA		
18	6	3493

CMR

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

12th May 1972

A.F. 1/16/27

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - APRIL 1972

Forwarded.

Flag Officer Commanding

Enclosure:

HMAS DUCHESS Letter dated 2nd May 1972

x

RESTRICTED

RESTRICTED

HMAS DUCHESS,
At Sydney

2nd May, 1972

1.16.27

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

For Information

The Commanding Officer,
Second Australian
Destroyer Squadron.

HMAS DUCHESS - REPORT OF PROCEEDINGS FOR APRIL, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of April, 1972. Times throughout are local with zones as indicated.

2. At the beginning of the month DUCHESS was at Singapore where she spent the Easter weekend. At 1320 (-7½) on Monday, 3rd April, DUCHESS sailed in company with HMA Ships MELBOURNE and SUPPLY for passage to Indonesia. The passage via GASPAR STRAIT was uneventful, and provided an opportunity for junior officers under training to exercise station changing and RAS approaches with SUPPLY.

3. A Shopwindow Display, for the benefit of senior officers of the Indonesian Armed Forces, had been planned for Wednesday, 5th April, and early that morning MELBOURNE and DUCHESS approached DJAKARTA whilst the VIP's were embarked in the Flagship by Wessex helicopter. The display consisted of a flying demonstration, followed by a gunnery and light mortar firing from DUCHESS, and replenishment from SUPPLY. Unfortunately much of the effect was lost as a particularly heavy rain squall passed over the units while the aircraft were landing on after the flying display, and continued through the subsequent serials. On completion of replenishment DUCHESS detached and proceeded independently for SURABAJA whilst MELBOURNE and SUPPLY entered DJAKARTA.

4. DUCHESS arrived off the entrance buoy at SURABAJA at 1200 (-7) on Thursday, 6th April. An Indonesian Naval minesweeper, RI PALAU RUSA, came alongside to transfer a Pilot, the Naval Liaison Officer, and the Australian Military Attache (COL A. MACDONALD, R.A.A.) and the ship proceeded up the SURABAJA channel, securing alongside the MADURA Jetty at 1445. The ship remained in this berth until departure on the morning of Saturday, 8th April.

5. This brief visit to SURABAJA was very interesting and most enjoyable. There is no doubt that the visit was welcomed by the TNI - AL, and officers of all ranks went to some lengths to be friendly. A reception held on board on Thursday evening was well attended, and a very pleasant reception was given in our honour on the second evening.

6. During the forenoon of Friday, 7th April, attended by Colonel MACDONALD, and accompanied by a motor cycle escort, I called on the Fleet Commander (VADM SJAMSUL BACHRI TJIPTOSUHARJO), the Commander, 4 Naval Area (RADM SUBEKTI), the Base Commander (COLONEL SOEKAMTO), and the Deputy Governor for East Java (MOHOMMED NUR). All of these calls were considered returned except for that of the Base Commander.

RESTRICTED

.... / 2



RESTRICTED

7. During the visit the Officers played tennis with TNI - AL officers, and the Ship's company played soccer and volleyball. All of the ship's teams were soundly defeated by teams of high quality. The TNI - AL sailors were friendly but appear to have no clubs or recreational facilities apart from sporting facilities.
8. A detailed report on the ships of the TNI - AL, dockyard facilities, and allied matters, was forwarded in my letter S7/4/22 dated 15th April, 1972.
9. At 0830 (-7) on Saturday, 8th April, the ship sailed from SURABAJA and after clearing the channel proceeded to make rendezvous with MELBOURNE and SUPPLY. DUCHESS passed through the RAAS and LOMBOK Straits later that evening. Sunday, 9th April, was the 21st anniversary of the launching of HMS DUCHESS by Lady Edwina Mountbatten, and fitting celebrations were held onboard to honour the occasion. These included a crossing the line ceremony, a race meeting and other sporting events, a buffet luncheon on the upper deck, and the cutting and consumption of a very large cake.
10. DUCHESS met with MELBOURNE and SUPPLY at 1200 (-8) on Monday, 10th April, and the three ships headed south for Fremantle. During the passage the ship replenished, and carried out RAS approaches with SUPPLY, and on Wednesday 12th April, detached for a few hours to conduct a major NBCD exercise and 4.5" gunnery firings. HMAS BRISBANE (CAPT R.G. LOOSLI, RAN) joined the force during the morning of Thursday, 13th April, and SUPPLY detached and proceeded independently to Fremantle. During the late forenoon MELBOURNE, BRISBANE and DUCHESS carried out a rehearsal for the Shopwindow scheduled for the following day off Fremantle.
11. At 0730 (-8) on Friday, 14th April, DUCHESS and BRISBANE entered GAGE ROADS to embark VIP's and pressmen for the display. After the guests were embarked the ships proceeded to re-join MELBOURNE who was embarking her guests by helicopter. The Shopwindow was held in near perfect conditions, and was most impressive. The programme was similar to that held off DJAKARTA, with the added attractions of a DDG and a live mortar firing. The guests embarked in DUCHESS were most favourably impressed and I believe that a great deal of good public relations and education was achieved. The ships entered harbour at 1430 (-8) and DUCHESS berthed outboard of BRISBANE at the Fremantle Passenger Terminal at 1530.
12. After an enjoyable weekend in Fremantle DUCHESS cast off at 0900 on Monday, 17th April, and proceeded in company with MELBOURNE, SUPPLY and BRISBANE. On passage COW manoeuvres, station changing, communications exercises and a surface plotting exercise were carried out as detailed in Annex B. On Wednesday, 19th April, DUCHESS refuelled from SUPPLY and at 1515 (-9) detached to proceed independently to Adelaide.
13. At 0630 (-9½) on Friday 21st April the ship arrived off the approaches to the Outer Harbour, and proceeded up river to berth at the Mobil Oil Wharf at 0800 for fuel. At 0915 the ship cast off and continued up river to berth at No. 2 McLaren's Wharf at 0945. HMNZS TARANAKI (CMDR L. TEMPERO, RNZN) berthed astern at 1000 and HMAS STUART (CAPT I.H. RICHARDS, RAN) berthed ahead at 1200.

RESTRICTED

.... / 3

RESTRICTED

14. I called on the Naval Officer-in-Charge, South Australia (CMDR P.R. GOLDRICK, RAN) at 1030 and at midday, with my Officers, and the Captains and Officers of STUART and TARANAKI, I attended a reception given by his Worship, the Mayor of Port Adelaide (H.C.R. MARTEN, Esq.). This function was most enjoyable in spite of the 17 speeches which were presented.

15. STUART and TARANAKI departed from Adelaide the next morning, leaving DUCHESS to contend with the extensive and strenuous hospitality which is always provided by the citizens of Adelaide. At 0630 on Tuesday, 25th April, with some members of the Ship's company, I attended the Dawn Service at the Port Adelaide War Memorial, and layed a wreath, and at 0900 DUCHESS cast off and proceeded for Sydney.

16. The passage to Sydney was entirely uneventful. The ship passed through Sydney Heads at 0630 (-10) on Friday, 28th April, and anchored in Watson's Bay for customs clearance, which was carried out quickly and efficiently. At 0940 the ship weighed anchor and proceeded to Garden Island, and at 1000 secured at the North end of the Cruiser Wharf amidst an enthusiastic welcome home from the Ship's Company's families and friends. The ship remained at Garden Island for the remainder of the month.

17. I addressed the Ship's Company on security on Wednesday, 5th April, before arriving at SURABAJA.

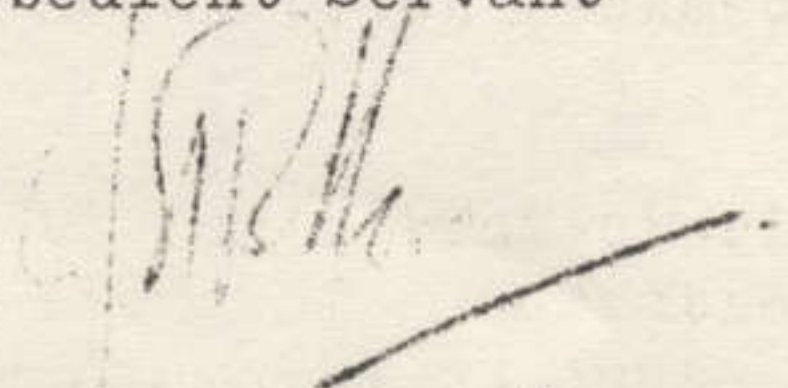
18. Materially the ship has continued to run satisfactorily although auxiliary machinery has shown some signs of deterioration and lack of reliability, indicating the need for a really adequate maintenance period. A number of defects requiring dockyard assistance have become apparent and have been raised as INDEFs, and it is hoped that these will all be completed during the current period of long self maintenance.

19. The health, morale and conduct of the Ship's Company is excellent. The three month period in South East Asia was DUCHESS's last tour as an operational unit of H.M.A. Fleet, and the ship completes that part of her life with her head held high. The tour was interesting and varied, and afforded a good balance between work and play. The Ship's Company worked well as a team, and an excellent ship spirit developed which manifested itself not only operationally but on the sporting field as well.

I have the honour to be,

Sir

Your obedient Servant


(J. St. B. MORE)
COMMANDER, RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

Annex A to
HMAS DUCHESS letter
C1/16/10 dated 2nd May, 1972

1. STEAMING DETAILS
- A. Distance steamed during April, 1972 5,672.7
B. Hours underway during April, 1972 370.7
C. Total distance steamed since commissioning 263,202.7
D. Total hours underway since commissioning 18,305.8

2. Occasions of exceeding economical speed.

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
17th	1 hour	19.2 knots	Exercise requirement
18th	2 hours	20.3 knots	Exercise requirement

RESTRICTED

RESTRICTED

Annex B to
HMAS DUCHESS letter
C1/16/10 dated 2nd May, 1972

EXERCISES

GUNNERY

Shopwindow display	5th, 14th
SUPAC	12th
REWF	12th
AATX	10th
Small arms firings	10th, 11th

NAVIGATION

O.O.W. Manoeuvres	13th, 17th
Station changing manoeuvres	4th, 18th, 19th
RAS Approaches	4th, 11th, 13th, 18th

A.I.O.

SPX (B)	18th
---------	------

NBCD

Major NBCDX	12th, 20th
-------------	------------

TAS

Light Mortar	5th
Live Mortar	13th, 14th

SEAMANSHIP

RAS (L)	5th, 10th, 17th, 19th
Jackstay	13th, 14th
Seaboats	9th

COMMUNICATIONS

NAVCOMMEX	18th (3)
NAVCOMMEX 401	19th
NAVCOMMEX 251	19th
NAVCOMMEX 405/409	19th

RESTRICTED

RESTRICTED

Annex C to
HMAS DUCHESS letter
C1/16/10 dated 2nd May, 1972

SHIP'S MOVEMENTS

<u>DATE</u>	<u>PLACE</u>
1st - 3rd	Singapore
3rd - 6th	Singapore to Surabaya
6th - 8th	Surabaya
8th - 14th	Surabaya to Fremantle
14th - 17th	Fremantle
17th - 21st	Fremantle to Adelaide
21st - 25th	Adelaide
25th - 28th	Adelaide to Sydney
28th - 30th	Sydney

Annex C to
HMAS DUCHESS letter
C1/16/10 dated 2nd May, 1972

SHIP'S MOVEMENTS

<u>DATE</u>	<u>PLACE</u>
1st - 3rd	Singapore
3rd - 6th	Singapore to Surabaya
6th - 8th	Surabaya
8th - 14th	Surabaya to Fremantle
14th - 17th	Fremantle
17th - 21st	Fremantle to Adelaide
21st - 25th	Adelaide
25th - 28th	Adelaide to Sydney
28th - 30th	Sydney

RESTRICTED

Annex C to
HMAS DUCHESS letter
C1/16/10 dated 2nd May, 1972

RESTRICTED

Annex D to
HMAS DUCHESS letter
C1/16/10 dated 2nd May, 1972

OFFICER'S MOVEMENTS

<u>NAME</u>	<u>JOINED</u>	<u>DEPARTED</u>
LCDR T. MATHEWS, RAN	18th April, 1972	21st April, 1972
SBLT J. HAZELGROVE, RANR	21st April, 1972	25th April, 1972
SBLT J. HOWARD, RANR	21st April, 1972	23rd April, 1972
LCDR G. ARNFIELD, RANR	24th April, 1972	
MIDN J. BOASE, RAN		28th April, 1972
MIDN R. CARTER, RAN		28th April, 1972
MIDN R. GLANVILL, RAN		28th April, 1972
MIDN A. GRAHAM, RAN		28th April, 1972
MIDN B. NYE, RAN		28th April, 1972
MIDN P. SOCHON, RAN		28th April, 1972

RESTRICTED

RESTRICTED

18/6/35507

DEPARTMENT OF THE NAVY

HMAS

DUCHESS

Report of Proceedings

MAY 1972

AS(NS)

D of O

DGOP

DCNS

1NM

2NM

3NM

4NM

SECRETARY

O of S

DPR

AS(NS)

(NS55)

HISTORIAN

- 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



Telephone: J.G.
350444

RESTRICTED

ROYAL AUSTRALIAN NAVY



NAVY—CANBERRA		
18	6	3550

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

A.F.

1/16/27

20th June, 1972.

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - MAY 1972.

1. Forwarded.
2. Significant assistance has been provided by the Fleet Maintenance Party and all urgent defects have been undertaken by the Dockyard.
3. No difficulties are foreseen in the Ship's planned commitments being met.

Flag Officer Commanding.

Enclosure: HMAS DUCHESS 1/16/10 dated 2 June, 1972.

RESTRICTED

1.16.27
RESTRICTED

HMAS DUCHESS,
At Sydney.
2nd June, 1972

1/16/10

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

For Information :

The Commanding Officer,
2ND AUSTRALIAN DESTROYER SQUADRON.

HMAS DUCHESS - REPORT OF PROCEEDINGS FOR MAY, 1972

Sir,

I have the honour to report the proceedings of
HMA Ship under my command for the month of May, 1972.

2. DUCHESS remained alongside the Cruiser Wharf at Garden Island throughout the month except for 23rd May when a cold move was made to and from No. 3 Buoy to disembark the mortar projectile outfit.

3. Although the ship has been in a leave period a good deal of constructive ship's husbandry has been carried out on the ship's side and upper deck. This encouraging progress was made possible by the posting in of 33 Ordinary Seamen who redressed the usual paucity in the number of hands available over a leave period. Fortunately the weather did not hinder work as much as expected.

4. Temporary arrangements are being made so that the ship will be better equipped to carry out the role of training Cadet Midshipmen for the latter half of 1972. From henceforth DUCHESS will have a reduced operational capability as "X" turret will be inhibited, the mortar mounting will be removed and the sonar and associated gear will be placed in a state of preservation. This change in role will involve some reductions in complement in certain categories which are expected to take place in the near future. Ship's staff have made progress by removing the four action lookout sights from the bridge and stripping the mortar projectile magazine. A chart table will be placed on the after end of the bridge and the mortar projectile room will be converted to a temporary charthouse for Cadets.

...../2

RESTRICTED



RESTRICTED

- 2 -

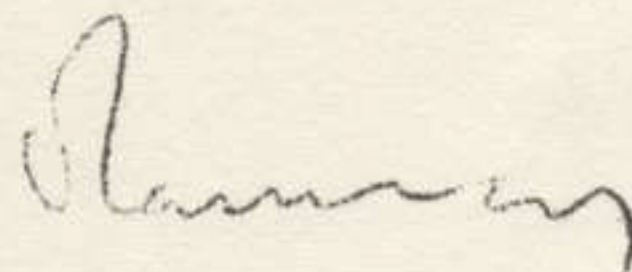
5. The Marine and Electrical Engineering departments have undergone a relatively quiet period as the absence of 50% of the maintenance staff on seasonal leave has prevented all but essential maintenance from being undertaken. The low priority of the ship for dockyard and FMU assistance and the lack of available finance for defect repair has caused some concern in view of the necessity to keep the ship running until the end of the year. There are however, no major problems in this area at the present time.

6. The health of the ship's company has been good, morale has remained high and conduct has been satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant



(G L RAMSAY)
LCDR GLEX
COMMANDING OFFICER

RESTRICTED

RESTRICTED

Annex A to
HMAS DUCHESS letter
C1/16/10 dated 1JUN72

1. STEAMING DETAILS

A.	Distance steamed during MAY, 1972	Nil
B.	Hours underway during MAY, 1972	Nil
C.	Total distance steamed since commissioning	263,202.7
D.	Total hours under way since commissioning	18,305.8

2. Occasions of exceeding economical speed. Nil

RESTRICTED

RESTRICTED

Annex B to
HMAS DUCHESS letter
C1/16/10 dated 1JUN72

OFFICERS' MOVEMENTS

	<u>NAME</u>	<u>JOINED</u>	<u>DEPARTED</u>
LCDR	V J DALY, RAN		8MAY72
LEUT R D T	HOBBS, RN EXCH.	10MAY72	
MIDN	G BANYER, RAN	22MAY72	
MIDN	K F RYAN, RAN	22MAY72	
MIDN	M J BUSS, RAN	22MAY72	
MIDN	P R BLANCH, RAN	22MAY72	
SBLT	T N PARKER, RAN	26MAY72	

RESTRICTED

RESTRICTED

18/6/3592

DEPARTMENT OF THE NAVY

HMAS Duchess Report of Proceedings June '72

AS(NS) 17/7

D of O 17/7

DCNS 18/7

1NM 18/7

2NM 18/7

3NM 24/7

4NM 24/7

SECRETARY 24/7

C of S 24/7

DPR 31/7

AS(NS) (NS55) 11.9.72

Historian

- 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



Telephone :
380444 J.G.

RESTRICTED
ROYAL AUSTRALIAN NAVY

13 JUL AM
REGISTRY

NAVY—CANBERRA

18 6 3592

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

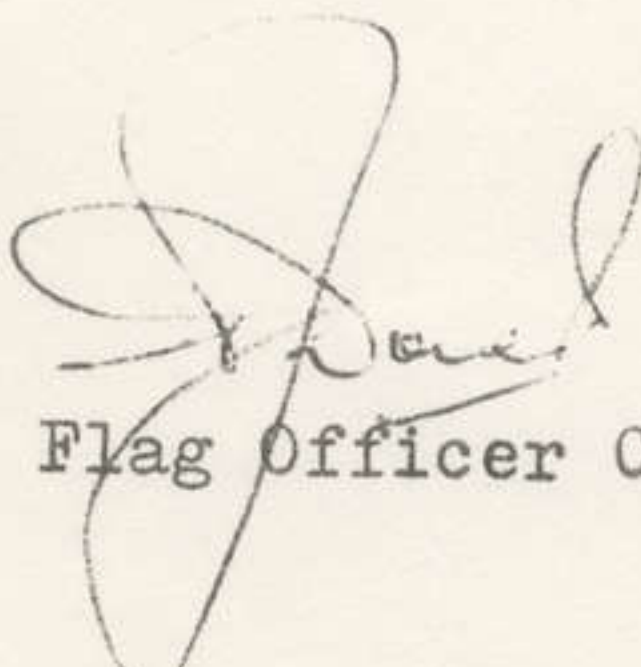
A.F. 1/16/27

12th July, 1972.

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - JUNE, 1972

Forwarded.


Flag Officer Commanding.

Enclosure: HMAS DUCHESS 1/16/10 dated 1st July, 1972.

RESTRICTED

1/16/10

1.16.27

RESTRICTED

HMAS DUCHESS,
At Sydney
1st July, 1972

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

For Information

The Commanding Officer,
Second Australian
Destroyer Squadron.

The Commanding Officer,
First Australian
Training Squadron.

HMAS DUCHESS - REPORT OF PROCEEDINGS FOR JUNE, 1972

Sir,

I have the honour to report the proceedings of HMA Ship
under my command for the month of June, 1972.

2. DUCHESS remained alongside Garden Island Dockyard throughout the month. Limited Dockyard and Fleet Maintenance Unit assistance have been provided, and this has allowed a large amount of essential maintenance work to be completed. The ship is now adequately prepared for her interim period as a Cadet Training Ship.

3. To provide space for Cadets, and commensurate with the ship's reduced operational capability, approval has been given to some reductions in complement as proposed in COMAUSFLT message 250558Z MAY 72.

4. The Anti-Submarine Mortar was lifted off during the period and this has removed the ship's ASW capability. The Sonar equipment remains servicable but the reduced complement will not allow the equipment to be maintained in an operational state. Sonar type 162 and the Underwater Telephone type 185 are operational.

5. The health of the Ships' Company has been good, morale has remained high, and conduct has been satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant



RESTRICTED

(J. St. B. MORE)
COMMANDER, R.A.N.
COMMANDING OFFICER

RESTRICTED

Annex A to
HMAS DUCHESS letter
1/16/10 dated 30JUN72

1. STEAMING DETAILS

A.	Distance steamed during JUNE, 1972	Nil
B.	Hours underway during JUNE, 1972	Nil
C.	Total distance steamed since commissioning	263,202.7
D.	Total hours under way since commissioning	18,305.8

2. Occasions of exceeding economical speed. Nil

RESTRICTED

RESTRICTED

Annex B to
HMAS DUCHESS letter
1/16/10 dated 30JUN72

OFFICERS' MOVEMENTS

<u>NAME</u>	<u>JOINED</u>	<u>DEPARTED</u>
MIDN L.J. STRAUSS, USN (EXCH)	9JUN72	
LEUT J.R. DELANEY, RAN	13JUN72	
LEUT K.A. WINTLE, RAN		14JUN72
SBLT J.R. LANGSFORD, RAN	13JUN72	

RESTRICTED

RESTRICTED

18.6.3690.

DEPARTMENT OF THE NAVY

HMAS DUCHESS.

Report of Proceedings July 72

AS(NS) *11/2/9*

D of O *12/8/9*

DCMS *11/9/9*

1NM *12/2/9*

2NM *12/3/9*

3NM *14/9*

4NM *15/9*

SECRETARY *15/9*

C of S *18/9*

DPR *20/10*

AS(NS) *20/10*

(NS55) *6/10/72*

- 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



Telephone:
380444

CMR

RESTRICTED
ROYAL AUSTRALIAN NAVY



NAVY—CANBERRA		
18	6	3690

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

A F.

1/16/27

30th August, 1972

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - JULY 1972

1. Forwarded.
2. With reference to paragraph 12 the report of the Board of Inquiry to investigate the damage to "A" Gun Barrel is currently being examined by Fleet Staff.
3. The MRS 3 defect investigation mentioned in paragraph 14 will be continued by Garden Island Dockyard at the first available opportunity.

(A.A. Willis)
Commodore
for Flag Officer Commanding

Enclosure:

HMAS DUCHESS 1/16/10 dated 3rd August 1972

RESTRICTED

RESTRICTED

1-16-27

1/16/10

HMAS DUCHESS,
At Sea.

3rd August, 1972

The Flag Officer Commanding
H M AUSTRALIAN FLEET.

For Information : The Commanding Officer,
Second Australian Destroyer Squadron.
The Commanding Officer,
First Australian Training Squadron.

HMAS DUCHESS - REPORT OF PROCEEDINGS FOR JULY, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of July, 1972. Times throughout are local. (-10).

2. HMAS DUCHESS sailed for shake-down and work-up in the Jervis Bay exercise area on Monday 3rd July, after nine weeks alongside Garden Island. During that period there were appreciable reductions and changes in Officers and Sailors borne, and interim arrangements were made to allow the ship to meet her new role as a semi-operational training ship. With two weeks only in which to shake-down, work-up, and make final preparations for embarking Cadets, the period promised to be a busy one.

3. During the first week DUCHESS exercised at various times with HMA Ships MELBOURNE, PERTH, BRISBANE and HMNZS WAIKATO (CMDR N R WINN, RNZN). Details of the exercises carried out are contained in Annex B. During the night of Wednesday 5th July, DUCHESS took part in the search for a fishing boat which had been reported missing. The boat was eventually located by a tracker aircraft the next day, and the **three** men onboard were brought onboard HMAS MELBOURNE. DUCHESS returned to Sydney on Friday 7th July.

4. The ship sailed from Sydney at 1000 on Monday 10th July, and continued exercises with HMA Ships MELBOURNE, PERTH, BRISBANE, SWAN and DERWENT, and HMNZS WAIKATO. DUCHESS fuelled from SUPPLY on Wednesday 12th July.

5. In the afternoon of Wednesday 12th July, a leak developed in the port main engine lubrication system, due to a cracked pipe weld. The ship anchored in Jervis Bay, and the defect was repaired by Ship's Staff working overnight.

RESTRICTED



RESTRICTED

- 2 -

6. During the afternoon of Thursday 13th July, DUCHESS joined MELBOURNE, BRISBANE, SWAN and WAIKATO for Officer of the Watch manoeuvres which were witnessed by His Excellency the Administrator, Major-General Sir Rohan DELACOMBE, KCMG, KBE, CB, DSO, embarked in MELBOURNE. On completion of the manoeuvres DUCHESS entered Jervis Bay to embark your Chief of Staff, CDRE A A WILLIS, OBE, RAN who was to take passage while the ship rendezvoused with HMAS PARRAMATTA returning from a visit to New Zealand. This meeting had been arranged to provide a consort to give Cadet Midshipmen embarked in PARRAMATTA some practical experience in evolutions and manoeuvres. Throughout Thursday night the wind, which had been blowing steadily from the south east for some days, increased, and by Friday midday it was quite clear that the weather in mid-Tasman would not be suitable for the planned exercises. To the evident pleasure of the Ship's Company DUCHESS reversed course and returned to Sydney, arriving at 0900 on Saturday, 15th July.

7. The ship sailed again from Sydney on Monday, 17th July, with four members of a class of Anti-Submarine Air Controllers embarked for practical training. For the first two days a PIAGGIO aircraft was used in the role of a TRACKER, and this experiment proved most satisfactory. Unfortunately, due to the fuel shortage brought about by labour troubles in the Oil Industry, ASAC training had to be curtailed before the class had completed their training.

8. At 0730 on Tuesday, 18th July, the new chairman of the Committee of Enquiry into Financial terms and Conditions of Service, Mr. Justice WOODWARD, embarked by boat from HMAS MELBOURNE. Mr. WOODWARD spent the forenoon looking around the ship and talking to Officers and Sailors, before being transferred by light jackstay to HMAS PERTH. All of those who talked with Mr. WOODWARD were impressed by his interest and his grasp of a most complicated task. It is gratifying to report that his visit has aroused a great deal of confidence in the work being done by the Committee.

9. During the dog watches on Tuesday, 18th July, the ship entered Jervis Bay to embark 27 Cadet Midshipmen from HMAS CRESWELL. To my astonishment the young gentlemen joined in most casual civilian clothing, and with vast quantities of luggage which took a great deal of time to unload from their boat.

10. During the morning of Thursday, 20th July, DUCHESS joined MELBOURNE, PERTH and SWAN for the early phase of PERTH's Final Battle Problem. During the departure phase, at 0650, a very firm sonar contact was gained in position 109° Point Perpendicular 7.6 miles. It was classified by the sonar controller as "submarine" since the initial detection was made by H.E. The contact was later held by a Wessex which classified it as "non-submarine", and at 0710 the contact was broken to rejoin the screen. The contact obtained was so firm that the position was re-checked that evening. Having first located a known "non-submarine" nearby, the morning contact was regained with ease. A report on this new "non-submarine" is being forwarded separately to the Hydrographer, RAN.

RESTRICTED

...../3.

RESTRICTED

- 3 -

11. Although complicated by these other activities, the ship continued work-up exercises during the week. Efforts to carry out AA and Surface Firings and tracking were spoiled by an intermittent defect in the radar type 903 which effected blind tracking. ASAC training having been terminated the ship returned to Sydney on Friday 21st July, to allow for dockyard investigation of this problem.

12. DUCHESS sailed from Sydney on Tuesday 25th July, with the intention of carrying out Surface and AA Firings before joining MELBOURNE for res-des duties. At 1235, during the second run of the surface firing, a round from B turret hit the right barrel of A turret which had "run away" in elevation. This incident, which has been investigated by a Board of Enquiry, was reported in my letter 068/2/3 dated 25th July, 1972. DUCHESS completed her res-des commitment and commenced passage back to Sydney for a new barrel to be fitted. Having warned the Ship's Company that the incident would result in a formal Board of Enquiry, and was not therefore to be discussed, I was somewhat surprised to hear over the radio early the next morning that "the DUCHESS has shot herself". Correlation of reports from a number of radio stations showed sufficient similarity to indicate that an official release had been issued, and on arrival in harbour at 0800 on Wednesday 26th July, a number of media representatives came onboard to photograph the damaged barrel. The barrel was changed during the day; the cause of the "run-away", a broken lead, repaired, the system was tested in auto, and the ship sailed for Brisbane at 2000 that evening.

13. After an uneventful passage DUCHESS arrived in Brisbane, and berthed alongside HMAS MORETON, at 1230 on Friday 28th July. A great deal of interest was shown in the gun barrel incident, and the damaged section of the barrel was put on display whilst the ship was open to the public on Sunday 30th July, when 1250 persons visited the ship. DUCHESS sailed for Cairns at 1000 on Monday 31st July.

14. Materially the ship has operated satisfactorily during the month. A number of defects have occurred, but with one exception, repairs have been within the capacity of the Ship's staff. The exception is the quite inexplicable intermittent defect in the MRS3/radar 903 blind tracking loop. Extensive efforts by both Ship's staff and Dockyard weapons section to locate and rectify the fault have so far proved unsuccessful.

15. In her role as a Training Ship it has become apparent that there will be long periods of extensive manoeuvring for anchorages, ship handling, and sea-boat exercises. This has not affected the propulsive machinery and associated auxiliaries so far, but it is possible that in the future this treatment will cause a good deal of extra wear and tear, with the consequent maintenance problems.

...../4

RESTRICTED

RESTRICTED

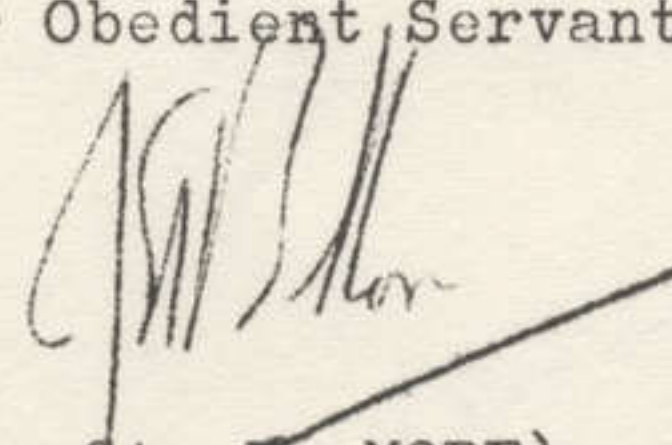
.4.

16. The health of the Ship's Company has been good, and morale in a busy month has been high. A number of sailors have applied for elective discharges, but, with a few exceptions, those concerned have not been "career" sailors, and their loss will not be felt greatly. Conduct during the month has been satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant



(J. St. B. MORE)
COMMANDER RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

ANNEX A

STEAMING DETAILS

1. A. Distance steamed during July, 1972 3896.6
- B. Hours underway during July, 1972 305
- C. Total distance steamed since commissioning 267011.8
- D. Total hours underway since commissioning 19670.0

2. Occasions of exceeding economical speed.

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
3 July	2 hrs 45 mins	21	Exercise requirement
4 July	30 mins	18	Exercise requirement
5 July	1 hr	19	Exercise requirement
5 July	2 hrs	24	Joining MELBOURNE for SAR
12 July	2 hrs 20 mins	23	Exercise requirement
13 July	6 hrs	18	Fast Routeing Speed to R/V PARRAMATTA
14 July	8 hrs	18	Fast Routeing Speed to R/V PARRAMATTA
25 July	1 hr 40 mins	19	Exercise requirement

RESTRICTED

RESTRICTED

ANNEX B

EXERCISES

NBCD

Minor NBCDX	4,5,6
Major NBCDX	11

Gunnery

PAC	3
AATX	4,10,11
AAROFX	4
CRROFX	4
NGSCX	5
NGSFX	5
AATFX(Sleeve)	11
CRAATFX(Sleeve)	12
SUTFX	25
Landing Party Muster	7,17
Midshipmen's Close Range Drill	13

TAS

Synthetic Casex	10
-----------------	----

NAVIGATION

Ras Approaches	6
NGS Navex	5
RAS(L)	12,19
Jackstay Transfers	18,25
Precise Navigation(Minefield)	12,13
OOW Manoeuvres	6,10,13
Steering gear breakdown	5,10,13,18
Man Overboard exercise	5,6,20

Miscellaneous

Emergency Stations	17
Action Stations	25

RESTRICTED

RESTRICTED

Annex C

SHIPS MOVEMENTS

3rd - 26th Sydney/Jervis Bay area.

28th - 30th Brisbane

RESTRICTED

RESTRICTED

18.6.3714.

DEPARTMENT OF THE NAVY

HMAS *DUCHESS*

Report of Proceedings *Aug '72*

AS(NS) *27/9*

D of O *28/9*

DONS *29/9*

1NM *23/10*

2NM *24/10*

3NM *27/10*

4NM *29/10*

SECRETARY *30/10*

C of S *31/10*

DPR *19/10*

AS(NS) *24/10/72*

(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.

RESTRICTED

22/9



RESTRICTED
ROYAL AUSTRALIAN NAVY

20 SEP A.M.

...BENTRY

NAVY—CANBERRA

18

6

3714

Telephone :
380444

CMR

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

A.F.

1/16/27

19th September, 1972.

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - AUGUST 1972

1. Forwarded.
2. The MRS 3/903 defect investigation mentioned in paragraph 19 will be continued when the ship is next at Garden Island.

(A.A. Willis)
Commodore
for Flag Officer Commanding

Enclosure:

HMAS DUCHESS Report dated 1st September 1972

RESTRICTED

RESTRICTED

FOCAF

1-16-27
8/25

HMAS DUCHESS,
At Sea.

1st September, 1972.

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

For Information: The Commander,
Second Australian Destroyer Squadron.

The Commander,
First Australian Training Squadron.

HMAS DUCHESS - REPORT OF PROCEEDINGS - AUGUST, 1972.

1. I have the honour to report the proceedings of HMA Ship under my command for August, 1972. Times throughout are local (-10).
2. On Tuesday, 1st August, DUCHESS was in Hervey Bay area, on passage to Cairns. During the day a large number of seaboat exercises were carried out for the benefit of the Cadet Midshipmen, and on the next day more seaboat exercises, and anchorages were carried out in the Whitsunday area. The ship spent the night of Wednesday, 2nd August, at anchor in Cid Harbour, and more anchorages were carried out in that area on Thursday, 3rd August.
3. DUCHESS entered Cairns Harbour, and secured alongside the oil wharf at 1000 on Friday, 4th August, shifting berth to No.3 wharf at 1200. During the afternoon, accompanied by the Officer-in-Charge, Patrol Boat Facility, LCDR G.W. BURRELL, RAN. I called on the Mayor of Cairns (Mr. D.T. DEJARLAIS) and the Chairman of the Cairns Harbour Board (Alderman M. BORZI). That evening, with my officers, I entertained a number of the citizens of Cairns at a cocktail party on the forecastle.
4. It was very apparent that the RAN is held in high regard in Cairns, and the hospitality offered to Officers and Sailors was staggering. It was somewhat of a relief to sail at 1000 on Monday 7th August.
5. During the passage to Sydney a period of six hours was spent in the area of the Percy Islands exercising Cadets in ship handling. On Tuesday, 8th August, and again on the following day, strikes were carried out on the ship by Phantom aircraft from RAAF 82 WING, based at Amberley. Regretably as the ship worked up to speed after streaming the target on the Tuesday, the tow parted and the target sank. so that the live strikes were carried out on smoke flares. Perhaps because of the satisfactory liaison established during the visit to Brisbane this was accepted quite cheerfully by the RAAF aircrew.

RESTRICTED



RESTRICTED

- 2 -

6. DUCHESS entered Sydney Harbour at 0945 on Friday, 11th August, and berthed starboard side to on HMAS YARRA at the south end of the Cruiser Wharf, Garden Island. The tug BRONZEWING failed to get a line on to the bows sufficiently early, and this movement, which involved coming alongside stern first with a 25 knot wind from the west, provided an excellent opportunity to show the Cadets the use of an anchor whilst berthing.
7. The 27 Cadet Midshipmen from HMAS CRESWELL disembarked on Friday, 11th August, to be replaced on Monday, 14th August, by 14 MIDN SLEX RAN, 4 MIDN SLEX PNG and 2 Junior Officers of the South Vietnamese Navy, a total of 20. The ship remained alongside Garden Island for the next week, carrying out self maintenance, whilst the officers under training learnt the ship and her equipment.
8. DUCHESS sailed from Sydney at 1000 on Monday, 21st August. A Casex E1 and some underwater photography were carried out with HMAS OVENS off the Heads, followed by AA Tracking and a Close Range AA Firing Exercise. The ship then commenced passage north to Port Moresby.
9. During the evening of Tuesday, 22nd August, an unsuccessful search was made for a large floating metal cylinder which had been reported east of Fraser Island.
10. Eight RAAF Phantom aircraft carried out live practise bombing and strafing runs on a splash target during the forenoon of Wednesday, 23rd August, and joining procedures, and other exercises were conducted with SP2H Neptune aircraft on the Wednesday and Thursday. The ship passed through the Palm Passage to leave the Barrier Reef during Thursday afternoon.
11. After an uneventful passage across the Coral Sea, DUCHESS arrived at Port Moresby, and berthed port side to on the Main Wharf, at 0800 on Saturday, 26th August. HMA Ships TEAL, SNIPE and CURLEW were secured alongside the PNG Transport Squadron Jetty. A number of citizens were entertained at a cocktail party on the forecastle that evening, the guests including the Chief Minister (Mr. Michael SOMARE) and two of his Ministers.
12. At 0800 on Sunday, 27th August, HMNZS WAIKATO (CMDR. N.R. WINN, RNZN) secured alongside. WAIKATO, on passage from New Zealand to Singapore, had been diverted to Samarai, which was reported to be desperately short of fresh water after the island's only large storage tank had become contaminated. The ship arrived in Port Moresby with 20% of fuel remaining, and very little water, and the list as she turned 180° to come alongside DUCHESS was really quite alarming.
13. During the forenoon of Monday, 28th August, in company with the Commanding Officer of WAIKATO, I called on His Honour the Administrator (Mr. L.W. JOHNSON) and the Commander, Joint Force Papua New Guinea (Brigadier J.W. NORRIE, OBE).
14. HMAS STALWART entered harbour at 1330, and DUCHESS sailed at 1400 on Monday for passage to Samarai. The ship berthed alongside the Main Wharf at Samarai at 0815 on Tuesday, 29th August, and after transferring 37 tons of water, sailed at 1130.

RESTRICTED

...../3.

RESTRICTED

- 3 -

After transiting the China Straits, course was set to the eastwards for a surveillance task in the Pocklington Reef area, the results of which were reported in my message 301140Z/August, 1972.

15. On the last day of the month DUCHESS was steaming in the middle of the Coral Sea en route to Townsville.

16. Materially the ship has continued to operate satisfactorily, although hull maintenance is suffering both from the length of time since the last refit, and a shortage of working hands. Deterioration of some internal decks, superstructure decks and screens is becoming more evident; the worst instance is the deck of the refrigeration and air conditioning compartment which is directly above B1 magazine. This was reported in my message 010545Z/August, 1972.

17. In the ships' training role the complement of Seamen has been reduced by 6 Leading Ranks, 15 Able Ranks and 20 Ordinary Seamen. However the ship is underborne by 3 Leading Ranks and 16 Ordinary Seamen. so that overall the number of junior sailors borne has dropped by 60, to be compensated in part by the 20 Midshipmen borne for training.

18. Main engines, boilers and auxiliaries have operated satisfactorily during the month. The ships training programme has reduced the frequency of fuelling, so that progress has been made in fuel tank surveys, and pipework and valve maintenance.

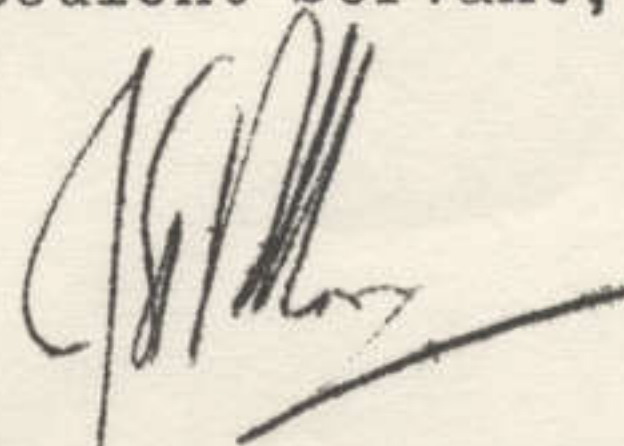
19. The elusive fault on the MRS3/903 system was again investigated by the dockyard during the period in Sydney, without revealing the cause of the problem. Some progress has been made in the survey of A Turret, but approximately three weeks of further survey work remains outstanding, and the turret continues non-operational.

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

I have the honour to be,

Sir,

Your Obedient Servant,



(J. St B. More.)
Commander, R.A.N.
COMMANDING OFFICER.

RESTRICTED

RESTRICTED

ANNEX A.

STEAMING DETAILS.

1. A. Distance steamed during August, 1972 4704.57
 B. Hours underway during August, 1972 345½ hrs.
 C. Total distance steamed since commissioning 271716.4
 D. Total hours underway since commissioning 20015½ hrs.

2. Occasions of exceeding economical speed.

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
8 August	30 minutes	18 knots	Towing Splash Target
21 August	3 hours	18 knots	Exercise requirements
23 August	1½ hours	20 knots	Towing Splash Target

---oOo---

RESTRICTED

RESTRICTED

ANNEX B

EXERCISES.

GUNNERY:

AAGDX	8, 9, 23.
CRFX	21.
CRAATX	21.
PAC	25.
Balloon Tracking	8, 25.
Starshell	9, , , , ,
CRROFX	9.
Small Arms Firing	7, 8, 9, 10, 22, 25.
AATX	21.

SEAMANSHIP:

CMID's Seaboats	2, 8.
OOW Shiphandling	2, 8.
Anchorage	2, 28.
Action Stations	23.
CMID's Shiphandling	25.
Steering Gear Breakdown	7.
Emergency & Leaving Ship Stations	21.

AIO:

ASWAC Control procedure with SP2H	23, 24.
--------------------------------------	---------

NBCD:

Minor	23.
-------	-----

TAS:

E1	21.
----	-----

RESTRICTED

RESTRICTED

ANNEX C.

OFFICER'S MOVEMENTS.

<u>NAME</u>	<u>JOINED</u>	<u>DEPARTED.</u>
MIDN G.D. BANYER, RAN		11AUG72
MIDN P.R. BLANCH, RAN		11AUG72
MIDN M.J. BUSS, RAN		11AUG72
MIDN S.P. RAEPA, PNG		11AUG72
LEUT H.J. MURDOCH, RAN		11AUG72
SBLT T.N. PARKER, RAN		14AUG72
LEUT T.E. LEWIS, RAN	14AUG72	
MIDN B.L. DAVIS, RAN	14AUG72	
MIDN P.G. MORROW, RAN	14AUG72	16AUG72
SBLT M.G. GEE, RAN		21AUG72
SBLT J.M. HODGES, RAN		21AUG72
MIDN G.J. WILLIAMSON, RAN	16AUG72	

---oOo---

RESTRICTED

RESTRICTED

18-6-3776
3776

DEPARTMENT OF THE NAVY

HMAS DUCHESSE

Report of Proceedings SEPTEMBER 1972

AS(NS) *6/11*

D of O *2/11*

DCNS *2/11*

1NM *22/11*

2NM *2/11*

3NM *4/11*

4NM *7/11*

SECRETARY *29/11*

C of S *30/11*

DFR *1/12*

AS(NS) *4/12*

(NS55) *4/12*

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

RESTRICTED

3/11/72



RESTRICTED
ROYAL AUSTRALIAN NAVY

Telephone: 350444 J.G.



NAVY—CANBERRA		
18	6	3776

A.F. 1/16/27

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

30th October, 1972

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - SEPTEMBER 1972

Forwarded.

(A.A. Willis)
Commodore
for Flag Officer Commanding.

Enclosure: HMAS DUCHESS report dated 2 October, 1972.

Handwritten mark

RESTRICTED

RESTRICTED

HMAS DUCHESS,
At Sea

2nd October, 1972.

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

For Information: The Commander,
Second Australian Destroyer Squadron.

The Commander,
First Australian Training Squadron.



HMAS DUCHESS - REPORT OF PROCEEDINGS - SEPTEMBER, 1972.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of September, 1972. Times throughout are local (-10).

2. On Friday, 1st September, HMAS DUCHESS was in the Coral Sea on passage from the Pocklington Reef to Townsville. The ship passed through the Grafton passage that afternoon, and met with HMAS VAMPIRE and HMAS OVENS off Townsville early the next morning. It had originally been intended that the three ships should enter harbour together, but with a 25 knot wind from the south-east it was thought wiser for DUCHESS to remain outside the harbour until the other ships had berthed. DUCHESS secured alongside VAMPIRE at No.5 berth at 0930, and shortly afterwards I had the pleasure of receiving the Minister of the Navy, the Honourable Malcolm MACKAY, M.P. onboard.

3. That evening a reception was held onboard VAMPIRE and DUCHESS, and a number of the residents of Townsville were entertained. On the following day, Sunday, 3rd September, the ships were open to visitors and 580 people toured DUCHESS. A very full sporting programme involving teams from the ship, the local residents, and Army and RAAF units, ensured a busy week-end.

4. DUCHESS sailed from Townsville at 0900 on Monday, 4th September. During that afternoon a number of sea-boat and ship handling exercises were carried out for the benefit of Midshipmen under training, and the next day was spent amongst the Percy Islands giving Midshipmen experience in conning and keeping the ship on track.

5. On Wednesday, 6th September, on passage to Sydney, a major NBCD Exercise was carried out, followed by a successful quarterly full power trial. DUCHESS arrived in Sydney, and berthed alongside the Oil Wharf, Garden Island, at 1000 on Friday, 8th September.

RESTRICTED

...../2.

RESTRICTED

- 2 -

6. DUCHESS sailed from Sydney at 0845 on Tuesday, 12th September, and joined HMA Ships SWAN and TORRENS for exercises in the Jervis Bay area. These exercises, towing, transfers and OOW manoeuvres for the benefit of Midshipmen, and AA and NGS gunnery exercises for the ship, were marred by poor weather and a defect in the gunnery radar. At midday on Wednesday, 13th September, with the weather steadily deteriorating, approval was requested and given for the ship to continue passage to Williamstown. The weather in the area of Gabo Island was thoroughly uncomfortable, with winds gusting to force 10, but the early departure from Jervis Bay allowed the ship to maintain her planned arrival at Williamstown, and DUCHESS berthed at the Dockyard at 1000 on Friday, 13th September.

7. The week at Williamstown had been planned to allow self-maintenance, and also to give the Dockyard Officers an opportunity to see the ship before her arrival for the refit and conversion due to begin in January of next year. It proved to be a most successful period; the dockyard provided advice and assistance with a number of persistent weapon, radio and gyro defects, and a great many Dockyard Officers were able to find answers to the inevitable queries which had arisen from the transfer of the refit-conversion from Garden Island to Williamstown Dockyard.

8. The ship sailed from Williamstown at 1000 on Monday, 25th September, and set course for Jervis Bay to act as consort for HMAS TORRENS Final Battle Problem. This was a change from the ship's original programme, and curtailed some planned Midshipmen's training, but it proved to be good value for the Officers, and the Communications and Operations Room personnel. On completion of the Final Battle Problem, at 1300 on Thursday, 28th September, DUCHESS was detached for passage to Hobart.

9. The ship arrived in Hobart, and berthed at Self's Point Fuel Jetty, at 0700 on Saturday, 30th September. I found that there is currently a shortage of FFO in the port, and fuel which is normally supplied at 100 tons per hour could only be provided at 60 tons per hour. On completion of an extremely slow fuelling the ship was moved to Princes Wharf, where she secured at 1145. Later I had the pleasure of entertaining the Naval Officer-in-Charge, Tasmania (CMDR. F.G. MORRELL, R.A.N.), the Army Officer Commanding, Tasmania Command (COL. P.H.G. OXLEY) and a number of other local dignitaries at luncheon. Because the ship arrived a day later than originally planned, that evening my officers and I attended a reception given by the Navy League from 1730 to 1900, held a reception onboard from 1830 to 2030, and attended a buffet dinner given by the Victoria League from 1930. The Midshipmen under training contributed a great deal to the success of this formidable programme.

10. The main engines and boilers have operated satisfactorily up to full power. However the effects of long periods at sea with little availability for maintenance are becoming apparent. Many leaks in steam and water systems are evident, distilling plant and FFO pumps are showing signs of wear with a deterioration in output and reliability, and much planned maintenance is overdue.

...../3.

RESTRICTED

RESTRICTED

- 3 -

11. Structurally the superstructure continues to deteriorate with cracking of aluminium plating continually being discovered. The after funnel has been temporarily repaired after severe corrosion was discovered. The appropriate defect reporting procedures have been carried out.

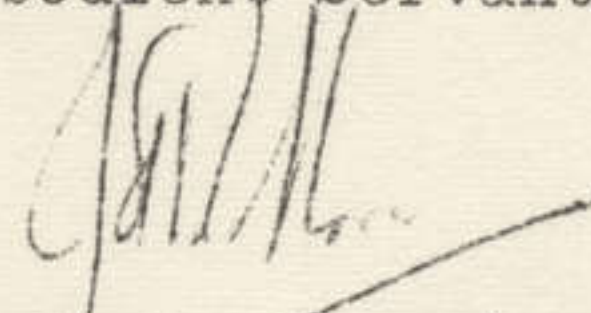
12. Four sailors on loan from the Fleet Maintenance Party have commenced the removal of parts from X turret, for return to store as spare parts. Progress of this work, which began on 25th September, has been pleasing.

13. The health of the Ship's Company has been good. Morale and conduct have been satisfactory, although long and generally rather dull periods at sea with no ships in company have not created a great deal of enthusiasm. Midshipmen's training has proceeded very satisfactorily.

I have the honour to be,

Sir,

Your Obedient Servant,



(J. St B. More.)
Commander, R.A.N.
COMMANDING OFFICER.

RESTRICTED

RESTRICTED

ANNEX A.

STEAMING DETAILS.

1. A. Distance steamed during September, 1972 50043.5
 B. Hours underway during September, 1972 299.5
 C. Total distance steamed since commissioning 276759.9
 D. Total hours underway since commissioning 20315.0

2. Occasions of exceeding economical speed.

Date	Duration	Speed	Remarks
7th Sep	34 mins	31	Quarterly full power Workup
28th Sep	13 hours	18	Exercise Requirements.

RESTRICTED

RESTRICTED

ANNEX B.

EXERCISES.

GUNNERY:

CRFX	7.
CRAATFX	12.
NGS NAV EX	28.
NGC COMMS EX	27.
BALLOON TRACKING	6, 27.
SMALL ARMS FIRING	14.
AATX	12, 28.
AATFX (Sleeve)	12, 28.
LANDING PARTY TRAINING (CERBERUS)	18, 19, 20.

SEAMANSHIP/NAVIGATION:

Phase I Midshipmens' seaboats	4 (4), 6 (2).
Phase I Midshipmens' shiphandling	4 (2), 5(10), 6(2), 27(7).
Phase I Midshipmens' dummy anchorages	27(6).
OW Shiphandling	4(2), 6(1), 12(1), 27(2).
Anchorages	26(1), 27(1).
Steering Gear Breakdown	4(2), 6(2).
Tow aft	12(1).
Heaving Line Transfer	26(1).

TAS:

CASEX A2S	27(1), 28(1).
-----------	---------------

NBCD:

Major	7.
-------	----

RESTRICTED

RESTRICTED

ANNEX C.

OFFICER'S MOVEMENTS.

		<u>JOINED</u>	<u>DEPARTED</u>
MIDN	J.C. STANBURY, RAN	18SEP72	
MIDN	G.J. GERAGHTY, RAN	18SEP72	
MIDN	G.D. KENNEDY, RAN	18SEP72	
MIDN	B.L. DAVIS, RAN		22SEP72
MIDN	G.J. WILLIAMSON, RAN		22SEP72
MIDN	R.T. STEWARD, RAN	24SEP72	
ASLT	G.A. WELLHAM, RAN	24SEP72	

--oOo--

RESTRICTED

RESTRICTED

18/6/3811

DEPARTMENT OF THE NAVY

HMAS

DUCHESSE

Report of Proceedings

OCT 72

AS(NS)

D of O

DCNS

CNS

CMP

CNTS

CNVS

SECRETARY

C of S

DPR

AS(NS)

(NS55)

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

RESTRICTED



RESTRICTED
ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 3811

Telephone :
380444

CMR

A.F.

1/16/27

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

17th November, 1972

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - OCTOBER 1972

Forwarded.

(A.A. Willis)
Commodore
for Flag Officer Commanding

Enclosure:

HMAS DUCHESS Report dated 2nd November 1972

RESTRICTED

RESTRICTED

HMAS DUCHESS,
At Sea.

2nd November, 1972.

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

For Information: The Commander,
Second Australian Destroyer Squadron.

The Commander,
First Australian Training Squadron.



HMAS DUCHESS - REPORT OF PROCEEDINGS - OCTOBER, 1972.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of October, 1972. Times throughout are local (-10) up until 29th October, and (-11) thereafter.

2. The beginning of the month saw HMAS DUCHESS alongside the Princes Wharf, Hobart. During the afternoon of Sunday, 1st October, the ship was open to public inspection and 917 visitors came onboard.

3. DUCHESS sailed from Hobart at 1000 on Monday, 2nd October, and spent the day exercising Midshipmen's anchorages in the Derwent Estuary. The night was spent at anchor in North West Bay and the next day, after weighing partly by deck tackle, the ship returned to the estuary for more anchorages. At 1600 the ship proceeded for Port Arthur, and the entry into Carnarvon Bay was executed as a blind pilotage exercise.

4. Wednesday, 4th October, was spent at Port Arthur where the Midshipmen carried out seamanship evolutions, boat-work and visited the ruins ashore. The ship sailed at 0300 on Thursday, 5th October, and returned to Hobart for fuel, berthing at Self's Point Jetty at 0700. Once again fuelling proved to be a long and tedious process, and it was not until 1100 that the ship was ready to proceed, having embarked 86 tons of FFO. During fuelling the Army Officer Commanding, Tasmania Command, (COL. P.H.G. OXLEY) and 20 of his officers and other ranks embarked to spend the day on board. A series of anchorages were carried out in the Derwent Estuary and the ship returned to Hobart to secure alongside Princes Wharf, at 1600.

5. During the forenoon of Friday, 6th October, accompanied by the Naval Officer-in-Charge, (CMDR F.G. MORRELL) I called on the Master Warden of the Port (Mr. H.H. SMART), the Lord Mayor of Hobart (Alderman R. SOUNDY), and the Army Officer Commanding, Tasmania Command, with whom I later had lunch.

RESTRICTED

RESTRICTED

...2...

6. During the forenoon of Saturday, 7th October, a number of groups of school children and sea cadets visited the ship, and that evening I attended the Navy Ball at HMAS HUON, as a part of the official party which included His Excellency The Governor of Tasmania, Lieut-General Sir Edric Bastyan, KCMG, KCVO, KBE, CB. A number of my officers also attended this most successful function.

7. The next morning I attended a Navy Week wreath laying ceremony at the Cenotaph. A Guard and an unarmed detachment from DUCHESS, augmented groups from the RANR Port Division and the Sea Cadets. Later I attended a Mariner's Service at St. George's Church, Battery Point. During the afternoon the ship was open to the public and 998 visitors came onboard.

8. At 1000 on Monday, 9th October, DUCHESS sailed from Hobart. That day and the following forenoon, were spent completing Midshipmen's anchorages, the ship anchoring overnight in North West Bay. At 1200 on Tuesday, 10th October, the ship took departure from Storm Bay for passage to Sydney. The weather deteriorated steadily as the ship proceeded up the east coast of Tasmania, and whilst crossing Bass Strait westerly winds of up to force 9 were recorded. It was a relief to come into the lee of the mainland in the evening of Wednesday, 11th October. During the crossing the opportunity was taken to record information on the currents which has been passed to the Hydrographer, RAN.

9. On Thursday, 12th October, in the Jervis Bay area, the ship carried out an NGS navigation exercise, and during the afternoon, on passage to Sydney, an AA tracking exercise was carried out. A 4.5" AA firing exercise was abandoned because of poor turret follow, which has now been traced to a faulty precession pre-amplifier. The ship entered Sydney Harbour, to secure to No. 3 buoy, at 1600. This evolution was carried out in strong winds and it was a little over two hours later that the ship was finally secured by passing a bight of the cable through the ring of the buoy and back inboard to a slip. An investigation the next day showed that one reducing link is over-size, and the other an extremely neat fit for a destroyer's buoy shackle, so that it is difficult to secure in anything but ideal weather conditions. The Captain of the Port has now arranged for a large buoy shackle to be placed on one reducing link to prevent a recurrence of this embarrassing situation.

10. All ammunition was removed from X1 and X2 magazines on Friday, 13th October, in order to allow the stripping of the fixed structure hoists, and on completion the ship was moved cold alongside Garden Island to begin a sorely needed period of self maintenance. Discounting week-ends the ship has spent only two one week periods alongsidesince her reversion to the training role on 3rd July, and as a consequence much planned maintenance had been overdue and many temporary defect repairs were in need of permanent repair. The two week maintenance period was therefore most timely.

...../3

RESTRICTED

RESTRICTED

...3...

11. The Midshipmen's training class left the ship on Friday, 20th October, leaving the ship poorer by 20 willing workers. Although many facilities have had to be improvised, and the last class in particular have suffered from a shortage of consorts, it is considered that the ship's "try-out" in the training role has been successful.

12. DUCHESS sailed from Sydney in company with HMAS STUART on Monday, 30th October. AA tracking, and a gun functioning trial were carried out, and the ship re-entered Sydney at 1600 to land three advertising agency executives who are preparing a new adult recruit advertising campaign. That night the ship steamed in company with STUART and the next day carried out two periods of OOW manoeuvres, and further AA tracking. Planned AA firings were cancelled because of low cloud and an NGS firing was cancelled through range closure. At 1700 Tuesday, 31st October, the ship departed from Jervis Bay for passage to Melbourne.

13. During the period of self maintenance in Sydney a great deal of planned maintenance and defect correction was completed. Although the weather was not kind some progress was made on the upper deck.

14. Leaks were detected in two fuel tanks, Nos 1 and 9, and a temporary repair was effected to the former. The No 9 fuel tank leak is inaccessible and has presented problems in sullage disposal. As a result, approval has been given to leave No 9, and the compensating tank, No 10, empty.

15. During the period the left barrel of A turret was exchanged to match the right barrel fitted at the end of July, and work required to finish the survey of the mounting was almost completed as reported in the GMGID's message DTG 310020Z OCT 72. A defect in the recoil run-out system of the right gun is being investigated by Ship's staff, and it is hoped that this can be made good, and gun functioning completed within the next four days.

16. The ships company was addressed on Security during the month.

17. The health of the ships company has been good. Three cases of measles reported in three days caused some alarm but the "epidemic" then collapsed.

18. Morale and conduct have been satisfactory, although the long period of absence from Sydney in September and the first part of October resulted in a rash of minor leave breaking and other offences of punctuality. The period of self maintenance has had a marked effect on morale, and a Ship's Company Ball held on Saturday, 28th October was well supported, well behaved and altogether enjoyable.

I have the honour to be

Sir,

Your Obedient Servant,

RESTRICTED

(I S T B MARY)

RESTRICTED

ANNEX A.

STEAMING DETAILS

- | | | | |
|----|----|--|----------|
| 1. | A. | Distance steamed during October, 1972 | 1439.5 |
| | B. | Hours underway during October, 1972 | 117 |
| | C. | Total distance steamed since commissioning | 278199.4 |
| | D. | Total hours underway since commissioning | 20432.0 |

2. Occassions of exceeding economical speed.

NIL

RESTRICTED

RESTRICTED

ANNEX B.

EXERCISES.

GUNNERY:

AATX	12, 30, 31
AATFX	12
CRAATFX (Sleeve)	12, 31
SMALL ARMS SHOOT	4, 9
NGS NAVEX/COMEX	12
SYSTEM CHECK FIRING	30

SEAMANSHIP/NAVIGATION:

Blind Pilotage (Ships Team)	5(1), 6(1)
Phase 1 Midns seaboats	2(1), 3(2)
Phase 1 Midns dummy anchorages	2(8), 3(8), 5(8), 9(8), 10(6)
Anchorages	2(1), 3(1), 5(1)
OOW Shiphandling	30(1), 31(2), 10(2)
Anchorwork Evolutions	3(1)
Danbuoy laying and recovering	10(2)
NGS Navex	12(1)
Man Overboard Exercises	31(1)
RAS Approaches	31(7)
Steering Gear Breakdown	30(2), 31(3)
Evasive Steering / Zig Zag	30(2), 31(2)
Seaboats	31(2)

MISCELLANEOUS:

Emergency Stations	30(1)
Leaving Ship Stations	30(1)
Ships Divers	1, 24

AIO:

Rainbow Reporting Exercises	31
Seaguard Plotting Exercises	30
Surface Plotting	30

COMMUNICATIONS:

202	2, 4, 5, 9, 10, 12, 13, 17, 25, 27
201	2, 4, 5, 10, 12, 13, 17, 27
ASTT	23, 25, 27
405	31
MMX	17(5), 18(2), 19(2), 20(5), 23(2), 24(6), 26(5), 27(6)
TTX	9(5), 10(5), 11(5), 12(5), 17(1), 18(5), 19(4), 20(5), 24(2), 25(1), 26(5), 27(4), 31(4)

RESTRICTED

ANNEX C.

OFFICER'S MOVEMENTS.

	<u>JOINED</u>	<u>DEPARTED</u>
LEUT T.E. LEWIS, RAN		21OCT72
MIDN D. NOLAN, RAN	29OCT72	
MIDN S.L. REARDON, RAN	29OCT72	
MIDN K.B. TAYLOR, RAN	29OCT72	
LEUT A.M. HUGHES, RAN		31OCT72

--oOo--

RESTRICTED

18/6/3872

DEPARTMENT OF THE NAVY

HMAS DUCHESS

Report of Proceedings Nov 72

AS(NS)

D of O

DCNS

CNS

CNE

CNTS

CNWS

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 or reference to another Branch a new file should be raised, a suitable note being made above.

RESTRICTED

3/1/73



ROYAL AUSTRALIAN NAVY

RESTRICTED

NAVY—CANBERRA

18 6 3872

Telephone:
350444

CMR

2 JAN P.M.
NAVY REGISTER

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

A.F.

1/16/27

DEC 29 1972

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - NOVEMBER 1972

Forwarded.

(A.A. Willis)
Commodore
for Flag Officer Commanding

Enclosure:

HMAS DUCHESS Report dated 1st December 1972

RESTRICTED

RESTRICTED

1.16.27

HMAS DUCHESS,
At Sydney.

1st December, 1972.

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

For Information: The Commander,
Second Australian Destroyer Squadron.
The Commander,
First Australian Training Squadron.

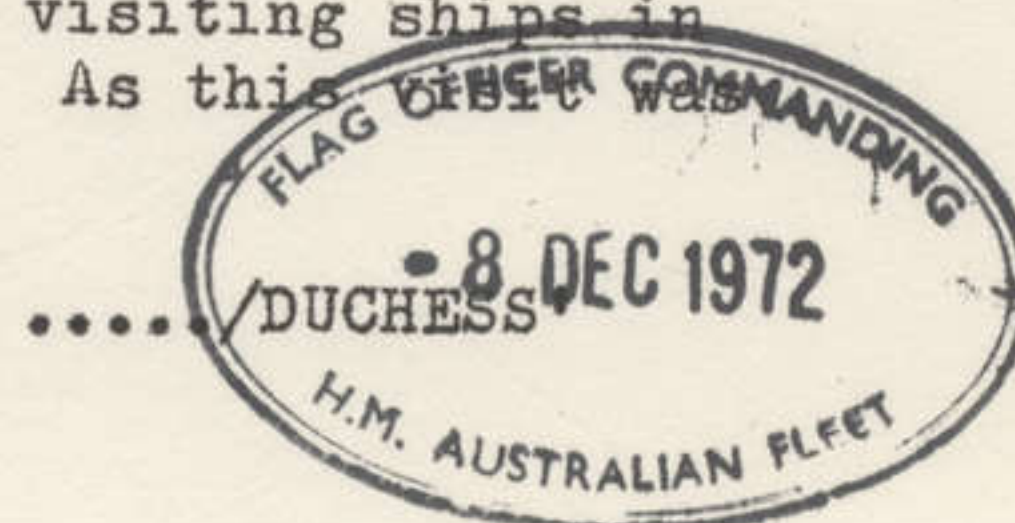
HMAS DUCHESS - REPORT OF PROCEEDINGS - NOVEMBER, 1972.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of November, 1972. Times throughout are local with zones as indicated.

2. At the beginning of the month DUCHESS was on passage from Sydney to Melbourne. After an uneventful passage the ship berthed alongside Station Pier at 1000 (-11) on Thursday, 2nd November. HMCS PROVIDER (CAPT F. CRICKARD C.A.F.) was berthed on the other side of the pier. That evening my officers and I were amongst the guests at an official reception held on board PROVIDER.
3. On Thursday, 2nd November, I called on the Naval Officer-in-Charge, Victoria, and on Friday, 3rd November, I called on the Lord Mayor of Melbourne, Councillor A.H. WHALLEY. Both calls were returned informally during the visit. Other calls were considered paid and returned.
4. As is usual in Melbourne at this time Cup fever ran high, and whilst in monetary terms the visit cannot be regarded as a success, it certainly was in all other respects. Hospitality was extended generously to Officers and Sailors, and 1897 visitors came on board whilst the ship was open to public inspection on Sunday, 5th November.
5. DUCHESS sailed from Melbourne on Wednesday, 8th November, and proceeded for Adelaide. During the passage on Thursday, 9th November, a successful gun functioning trial was carried out with Alfa Turret, which is now fully operational.
6. The ship entered the Port Adelaide River in the morning of Friday, 10th November, and secured alongside the Mobil Oil Wharf at 0830 (-10½). Whilst the ship was fuelling I called on the Naval Officer-in-Charge, South Australia, and on His Excellency the Governor of South Australia, Sir Mark Oliphant, KBE. On completion of fuelling the ship shifted berth to McLaren Wharf, where she secured at 1045 (-10½).
7. For many years it has been the custom of the Mayor of Port Adelaide to entertain the Captains and Officers of visiting ships in the Council Chambers on the day of their arrival. As this

RESTRICTED



RESTRICTED

DUCHESS' second in 1972 I asked that the roles should be reversed, and I had the privilege of entertaining the Mayor of Port Adelaide (Councillor H.C.R. MARTEN) at lunch. There were no speeches made,

8. That evening, with my officers, I entertained 60 citizens of Adelaide at a reception onboard. A very comprehensive social and sporting programme was laid on for the visit and was greatly appreciated by the ship's company. The ship was open to public inspection on Sunday, 12th November, and 3500 visitors came onboard.

9. DUCHESS sailed from Port Adelaide at 1000 (-10½) on Monday 13th November, and set course for Sydney, where she secured to No. 2 buoy at 0600 (-11) on Thursday, 16th November. The time on passage was spent making final preparations for the Annual Inspection. The weather throughout the passage was most unfavourable but most tasks were achieved satisfactorily.

10. Officers of the Fleet Staff carried out Departmental Inspections throughout the Thursday, and at 0900 on Friday, 17th November, your Chief of Staff, CDRE A.A. WILLIS, OBE, RAN, arrived onboard for the formal inspection of the ship. A great deal of hard work had been carried out by DUCHESS' reduced ship's company in preparation for the inspection, and to a man they were proud of their efforts. I believe that the standard achieved fully justified their pride.

11. DUCHESS spent the week-end alongside Garden Island and at 1000 (-11) on Monday, 20th November, cast off and proceeded for Brisbane. On Tuesday, 21st November, the ship towed a splash target for the benefit of aircraft operating from RAAF Amberley. 8 Phantom and 8 Mirage aircraft carried out practice bombing attacks on the target, followed by simulated attacks on the ship. Some comments on these attacks are being forwarded separately.

12. At 0740 (-10) on Wednesday, 22nd November, DUCHESS met with HMAS MELBOURNE, and steamed in company during flying operations throughout the forenoon. At 1200 (-10) both ships anchored off Caloundra Head and 80 South Queensland liberymen were transferred by boat from MELBOURNE to DUCHESS. At 1330 (-10) DUCHESS weighed and proceeded for Brisbane, berthing starboard side to at HMAS MORETON at 1820 (-10).

13. During Thursday and Friday a large number of organised groups of school children visited the ship, and in the evening of Thursday, my officers and I entertained a number of guests at a reception on board. The ship was opened to the public during the afternoon of Sunday, 26th November, but extremely heavy rain kept all but 60 enthusiasts away.

14. After four enjoyable days in Brisbane, the ship sailed at 1000 (-10) on Monday, 27th November, and proceeded southwards for Sydney. Heavy head seas were encountered very shortly after clearing Moreton Bay, and by 1630 (-10) the wind was gusty to 40 knots. These winds were completely unforecast. The passage was not very pleasant and it was a relief to enter Sydney Harbour, and secure to No. 4 buoy, at 0700 (-11) on Wednesday, 29th November.

15. The ship was de-ammunitioned during the forenoon, and at 1300 (-11) was moved cold alongside HMAS STALWART, to commence de-fuelling and de-storing prior to de-commissioning.

RESTRICTED

...../16

RESTRICTED

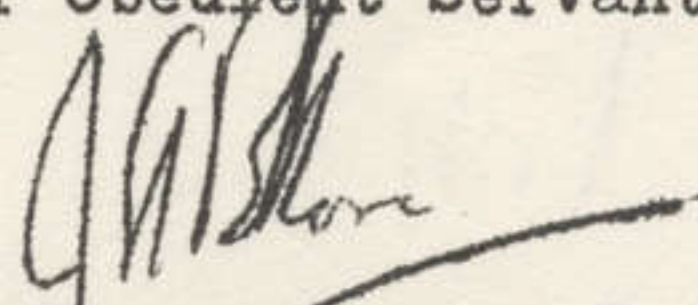
16. Materially the ship has operated satisfactorily during the month. There have been, though, a number of minor defects, both mechanical and electrical, which have underlined the need for the forthcoming refit.

17. The health, morale and conduct of the ship's company have been most satisfactory.

I have the honour to be

Sir,

Your Obedient Servant,



(J St B MORE)
COMMANDER RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

ANNEX B.

EXERCISES

Seamanship:-

Steering Gear Breakdowns 8(2) 9(2)

Gunnery:-

AATX 21

Gun Functioning 9

Guard to drill/ Parade 2, 17

RESTRICTED

RESTRICTED

ANNEX C.

OFFICERS MOVEMENTS

	<u>Joined</u>	<u>Departed</u>
LCDR H.G. PAGE	8NOV72	
LEUT J.R. DELANEY		19NOV72
LCDR T.R. DE VOIL		19NOV72

RESTRICTED

RESTRICTED

18-6-3917

DEPARTMENT OF THE NAVY

HMAS

DUCHESS

Report of Proceedings *DEC '72.*

AS(NS)

D of C

DCNS

CNS

CNP

CNTS

CNSW

SECRETARY

C of S

DEP

AS(NS)

(NS55)

13/2/73

Leave and preparations for de-commissioning.

- 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 or reference to another Branch a new file should be raised, a suitable note being made above.

RESTRICTED

17/1/73



Telephone:
350444 CMR

RESTRICTED
ROYAL AUSTRALIAN NAVY

19 JAN A.M.

NAVY CANBERRA

NAVY—CANBERRA		
18	6	3917

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

A.F. 1/16/27

17th January, 1973

The Secretary
Department of the Navy

HMAS DUCHESS - REPORT OF PROCEEDINGS - DECEMBER 1972

Forwarded.

(A.A. Willis)
Commodore
for Flag Officer Commanding

Enclosure:

HMAS DUCHESS Report dated 1st January 1973

RESTRICTED

RESTRICTED



HMAS DUCHESS,
At Sydney.

1st January, 1973.

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

For Information: The Commander,
Second Australian Destroyer Squadron.

The Commander,
First Australian Training Squadron.

HMAS DUCHESS - REPORT OF PROCEEDINGS - DECEMBER, 1972.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of December 1972. Times throughout are local (-11).

2. DUCHESS remained alongside HMAS STALWART at Garden Island throughout the month while long leave was given. De-storing commenced on 7th December and by the end of the month all items of Naval Stores, Engineering and Electrical Spare Gear, Weapons Equipment, Armament Stores and Victualling Stores, except items which may be required on passage to Williamstown, were removed from the ship.
3. During the month the ship was de-fuelled of F.F.O., fuel and water tanks were cleaned, an external boiler clean was conducted, and diesel embarked for the passage to Williamstown. Routine upper deck maintenance was also progressed.
4. On Wednesday, 13th December a party of 24 Sea Cadets joined the ship for 10 days training.
5. On Thursday, and Friday, 14th and 15th December, I attended the Naval Symposium at HMAS PENGUIN.
6. ABC T.V. televised some of the traditional customs conducted onboard on Christmas Day which was celebrated with some families of the duty personnel onboard.
7. Materially the ship has remained in a satisfactory condition, the major exception being the failure of the main refrigeration machinery necessitating destoring perishable items.

RESTRICTED

...../2

RESTRICTED

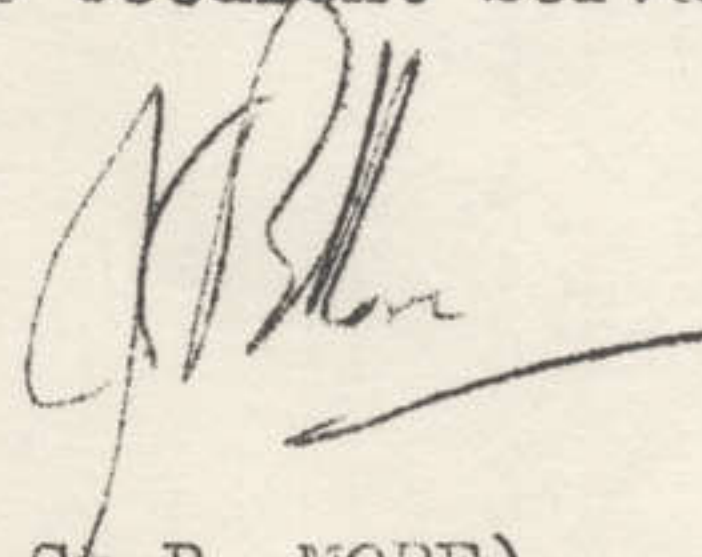
.....2.....

8. The health of the ships company has been good. Morale and conduct have been most satisfactory despite the impending de-commissioning which is in most cases regretted by the ships company.

I have the honour to be,

Sir,

Your Obedient Servant



(J St B MORE)
Commander RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

ANNEX A

STEAMING DETAILS

- | | | | |
|----|----|--|-----------|
| 1. | A. | Distance steamed during December 1972 | NIL MILES |
| | B. | Hours underway during December 1972 | NIL HOURS |
| | C. | Total distance steamed since commissioning | 281,612.1 |
| | D. | Total hours underway since commissioning | 20,678 |
| 2. | | Occasions of exceeding economical speed. | |
| | | NIL | |

ANNEX B.

EXERCISES

NIL

ANNEX C

OFFICERS MOVEMENTS

	<u>Joined</u>	<u>Departed</u>
ASLT G.A. WELLHAM		1DEC72
LEUT B.N. LISTER		11DEC72
LEUT N.B. HITCHINGS		18DEC72
SBLT S.J. DUTTON	19DEC72	

RESTRICTED

AWM 78.