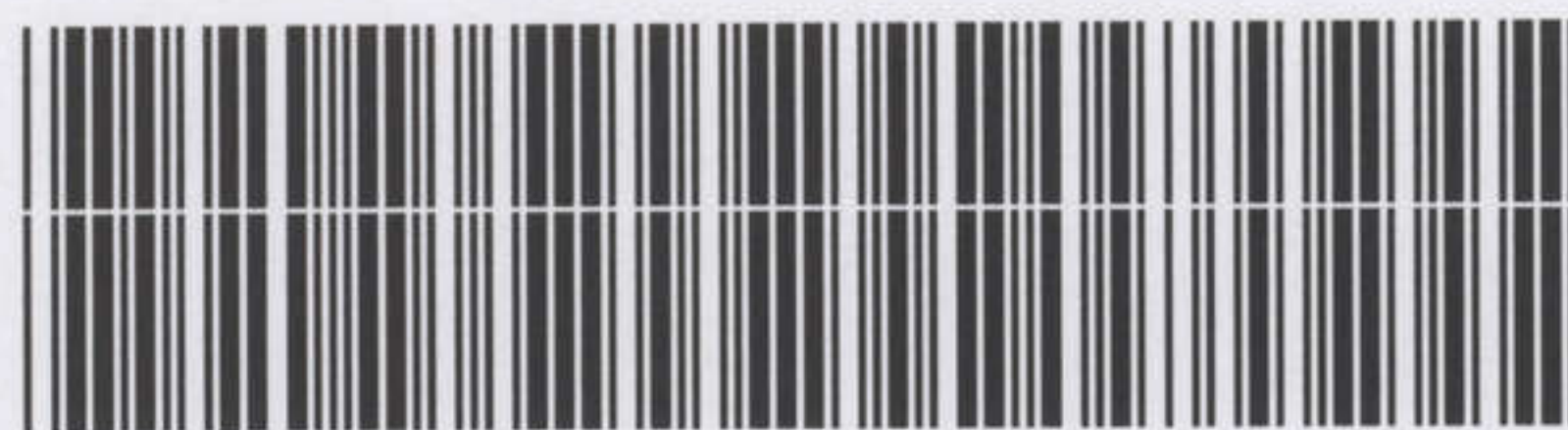


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS DUCHESS

Item number: 102/11

Title: September 1965 - February 1970



AWM78-102/11

EXCEPTIONS
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DEPARTMENT OF THE NAVY

DUCHESS

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DEPARTMENT OF THE NAVY

18/6/1946

HMAS

DUCHESS

Report of Proceedings FEB '70

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ANNEX 'C' "The Bingo System" is circulated for information. A copy has been circulated to Naval Staff directorates and other branches. This annex was not circulated with the Report of Proceedings though non-availability.

- 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.

DEPARTMENT OF THE NAVY

ANNEX G "THE BINGO SYSTEM"

TO

HMAS

DUCHESS

Report of Proceedings FOR FEB 1970

AS(NS)

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THE BINGO SYSTEM

Introduction

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

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

Building up the Bingo System.

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

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

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

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

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

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

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

Command and Control

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

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

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

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

Comment

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

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

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APPENDIX 1.

BINGO SIGNALS

IMMEDIATE REACTIONS

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

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

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

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DETECTION OF	INDICATION OF	BINGO ORDER	IMMEDIATE REACTIONS
(1)	(2)	(3)	(4)

			I. Main body alters course.
			K. Deploy LRMR Aircraft
			Threat Warning Red 3
			L. Switch on Masthead Obstruction Lights

NOTE

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

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18.6.1946.

DEPARTMENT OF THE NAVY

HMAS

DUCHESS

Report of Proceedings FEB 1970

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D of O

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para 17. DIPCLEAR sought by COMFEE through Aust Hicom in adequate time but delayed by E.A here in Canberra.

X DCNS Re 1970. Perhaps the facts should be reported to EA with a request for an explanation. 4-13/4

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Re X, keep up our sleeve in case needed in future. 13/4

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/LA

17 JUN 1970

18/6/1946

The Flag Officer Commanding, HM Australian Fleet

HMAS DUCHESS REPORT OF PROCEEDINGS
FEBRUARY 1970

References: A. Your AF 1/16/27 of 31st March 1970
B. Our 18/6/1946 (C00956) of 10th April 1970

Advice is requested as to when a reply to
reference B can be expected.

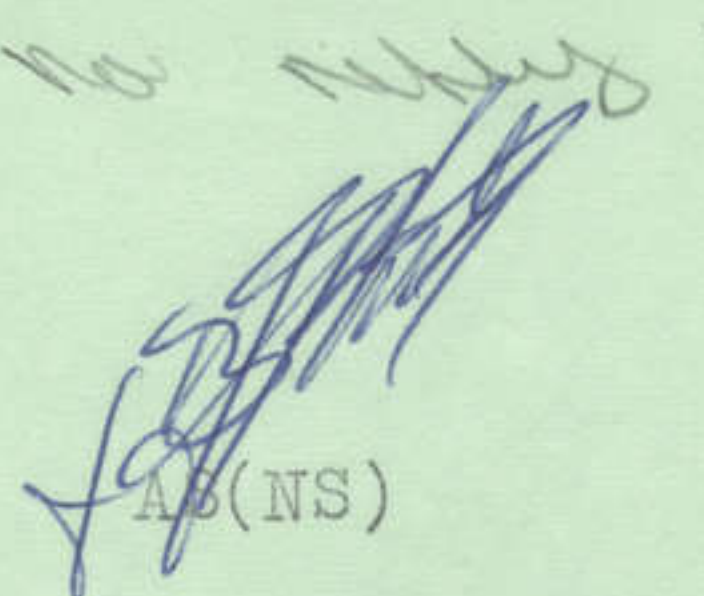

Secretary

BEFORE DESPATCH

OIC Registry

To confirm non receipt of reference.

16 June 1970


AB(NS)

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18/6/1946

C 00956 10APR70

The Flag Officer Commanding, HM Australian Fleet.

HMAS DUCHESS REPORT OF PROCEEDINGS FEBRUARY 1970

Reference: Your AF 1/16/27 of 31st March, 1970

It is requested that Annex G of HMAS DUCHESS
Report of Proceedings February 1970 be forwarded to Navy
Office.


Secretary

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 1946

Telephone:
35 0444

PMS

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

No. A.F. 1/16/27

31 MAR 1970

The Secretary,
Department of the Navy.

HMAS DUCHESS - REPORT OF PROCEEDINGS - FEBRUARY, 1970

Forwarded.

John G. A. ...

Rear Admiral

Enclosure:

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

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1.
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HMAS DUCHESS,
At Sea.

Quote in reply S1/16/3

1st. March, 1970.

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

Sir,

HMAS DUCHESS REPORT OF PROCEEDINGS
FEBRUARY, 1970

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

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8. Exercise JANEX '70 was completed at 2200GH on 4th. February. The new command and control arrangements proved highly effective and in my opinion it would appear that this system holds the key to the effective conduct of future maritime operations. Another feature of the exercise was the wide number of tasks undertaken by the Royal Air Force. Not only did they make special arrangements to simulate missile attacks, but their LRMR aircraft undertook a variety of reconnaissance roles. CAP aircraft were provided for the force and Canberras were sent to provide, under the control of the Force Warfare Commander, a strike capability against FPB's.

9. On completion of the exercise participating ships were formed into divisions for the overnight steam to the Singapore Naval Base. All ships reformed off Johore Shoal Buoy at 0730GH on 5th. February, and proceeded up the Johore Strait for a Fleet Entry into the Naval Base. Led by HMS FEARLESS, wearing the flag of the Flag Officer Second-in-Command, Far East Fleet (Rear Admiral T.T. LEWIN, MVO DSC), ships arrived off the Naval Base at 0900GH. DUCHESS secured alongside HMAS YARRA at 0945GH at No. 6 berth in the Stores Basin.

10. During the period from 5th. to 16th. February the ship underwent a Self-Maintenance period. Also during this period the Ship's Company were very involved in the Fleet Sports (FEBSPORT). In order to allow maximum participation in the sports, without prejudicing the progress of the maintenance, a modified tropical routine was worked from 0730 to 1245. This worked well and as a result 130 sailors took part in the games. The ship did well in the sports, coming second to YARRA in the small ship's trophy. At the same time considerable progress was made in the upkeep and maintenance of the ship.

11. On 9th. February, accompanied by five of my officers, I attended an Open Day at the Royal Marine Barracks at Simbang. On 10th. and 11th. February I attended Post Exercise Discussions on JANEX '70 held at HMS TERROR, and on Friday 13th. February I called on the Australian Defence Representative Singapore (Captain J.W.L. MERSON, RAN) to discuss the programme for the planned visit to Singapore (town) from 6th. - 9th. March.

12. The ship slipped from alongside YARRA at No. 6 berth at 0926GH on 17th. February and proceeded to 'C' buoy, securing at 0945GH, for a Compass Swing. The need for a Compass Swing to be conducted arose from the removal of the torpedo tubes from the ship in November, 1969. A successful swing was completed at 1150GH and on completion an AA tracking serial was conducted, from 1200 to 1300GH, to check the gunnery systems.

13. The ship slipped from 'C' buoy at Singapore Naval Base at 1313GH on 17th. February, to proceed to Port Swettenham for an operational visit. During the passage of the Malacca Straits the ship's sonar was operated to investigate for the possible presence of a submerged Soviet submarine reported earlier by HMS HYDRA. No contact was gained during the passage. DUCHESS arrived off the entrance to South Klang Strait at 0715GH and transitted the bar recording a minimum depth of 30 feet. The ETA at this point had been made earlier than necessary to give additional water under the keel. The ship arrived off New Wharf, near Port Swettenham, and came to her port anchor in 7 fathoms in the quarantine anchorage at 0845GH, to await the planned berthing time when tidal conditions were most favourable.

14. Anchor was weighed at 0949GH and the ship proceeded to her berth at New Wharf, berthing at 1004GH. The ship was met by Lieutenant-Colonel R.G. GARDINER, from the Australian High Commission, and the Royal Malaysian Navy liaison officer Lieutenant RAMLI BIN HAJI MOHD NOR, Royal Malaysian Navy. The programme arranged for the ship's visit appears in Annex H, attached to this report.

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

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

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

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

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

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4.

20. The ship closed the Malaysian coast and the helicopter transfer was effected at 0700GH on 25th. February. On completion the ship proceeded to the Naval Gunfire Support Range at Pulau Aur. ~~This~~ This serial commenced one hour late due to the helicopter transfer requirements. Naval Gunfire Support firings were completed at 1027GH. The remainder of the forenoon was spent carrying out AA tracking and conducting an A class firing against a Rushton target. Three runs were carried out 22% TTB's being obtained. In the afternoon close-range surface firings took place using a 'home made' target. These were completed at 1500GH: the ship then proceeded to rendezvous with HMS WHITBY to transfer my retiring gunnery officer by boat for passage to Singapore Naval Base.
21. During the evening of 25th February DUCHESS participated in an F.P.B. exercise with the Flag Officer, Second-in-Command, Far East Fleet, as OTC in HMS FEARLESS. The procedure outlined in Annex G were used during this exercise, the duties of Force Warfare Commander being exercised by HMS ANDROMEDA (Captain D2FE). On completion of the FPBX at 2317GH the remainder of the night was spent in company with HMS ANDROMEDA and HMNZS TARANAKI for night steaming, DUCHESS detaching at 0632GH on 26th February for her next serial at the triplane target.
22. On completion of light mortar firings at the triplane target at 0900GH the ship carried out close range firings and then proceeded to rendezvous with RFA GOLD RANGER at 1300GH for a boarding exercise. This was completed at 1415GH and DUCHESS increased to 28 knots to make a rendezvous with RFA TIDESPRIING at 1730GH. It had been necessary to amend the rendezvous position radically at the last minute, because TIDESPRIING's previous replenishment with HMAS SYDNEY, en route to Vung Tau, had taken her further north than expected.
23. Replenishment with TIDESPRIING commenced at 1736GH and as well as FFO, naval and canteen stores were received that had been transferred earlier from HMAS SYDNEY. Particularly welcome was a stock of Australian beer to replenish our very depleted supplies left onboard. The replenishment was completed at 1849GH and in order to conserve fuel prior to escorting SYDNEY the ship proceeded to an anchorage at Pulau Tioman. The ship came to her starboard anchor in 10 fathoms in Telok Juara Bay at 2238GH on 26th February.
24. During the evening of 26th February PORP GREVELL had been admitted to the Sick Bay suffering from abdominal pains. These pains became more severe after the ship had anchored and a suspected ulcer was diagnosed. In view of GREVELL's deteriorating condition it was decided to get underway at 0400GH on 27th February and arrange a casevac helicopter to take GREVELL to hospital at 0800GH off the Malaysian Coast. The ship weighed anchor at 0408GH and the helicopter transfer was effected as planned. GREVELL was later diagnosed to be suffering from a perforated Duodenal Ulcer and will be flown back to Australia in due course.
25. On completion of the helicopter transfer the ship proceeded to rendezvous with HMA ships SYDNEY and YARRA off the Anamba Islands. This was effected at 0905GH on 28th February. On meeting, a boat transfer was carried out to collect safe hand mail from YARRA and DUCHESS then relieved her as escort for HMAS SYDNEY.
26. A light Jackstay transfer was carried out with HMAS SYDNEY at 1245GH to pass sea mail and collect bread. The remainder of the day was spent on passage towards the Sunda Strait.
27. During the month all main auxiliary machinery has performed very well. During the Self-Maintenance period the opportunity was taken to undertake a full programme of boiler cleans, routine maintenance and machinery inspections. The assistance by technical officers on the staff of the Commander, Far East Fleet in the Engineer Officer's supersession inspections was particularly valuable. 'A' engine room turbo-driven extractor pump still remains useable only in the stand-by condition

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5.

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

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

29. The following officers joined during the month:

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

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

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

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

I have the honour to be,

Sir,

Your obedient servant,

H. J. P. Adams

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

For Information:

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

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ANNEX A

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

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

ANNEX B

EXERCISES DURING FEBRUARY

AIO

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

GUNNERY

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

TAS

Assessed Mortar Firings	3 single, 1 salvo.
-------------------------	--------------------

COMMUNICATIONS

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

MISCELLANEOUS

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

MAJOR EXERCISES

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

SPORT

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

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

ANNEX D

A/S WEAPON FIRINGS

Nil.

ANNEX E

SUMMARY OF SHIPS MOVEMENTS AND EMPLOYMENT

DATE	AREA	EMPLOYMENT
1-5th.	Singapore Exercise Area	Exercise JANEX '70
6-17th.	Singapore Naval Base	SMP and FEBSPORT
13-23rd.	Port Swettenham	Operational Visit
23-27th.	Singapore Practice Area	WPP
28th.	Singapore - Sundra Strait	HMAS SYDNEY escort

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ANNEX F

UNITS PARTICIPATING IN EXERCISE JANEX

TASK FORCE 319 (BLUE)
CTF 319 - F02FEF

a. Ships

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

b. Aircraft

Shackletons	Lightnings
Mirages	Canberras
Meteors	Orions

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

a. Ships

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

b. Aircraft

Lightnings	Mirages
Canberras	Hunters
Meteors	Vulcans

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ANNEX H

PROGRAMME FOR THE VISIT OF HMAS DUCHESS
TO PORT SWETTENHAM

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

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2.

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

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18/6/1167

CIRCULATION LIST NO. 1

DEPARTMENT OF THE NAVY
MINUTE

HMAS DUCHESS

Report of Proceedings Nov '68

AS (NS)

D OF O

DCNS

1NM

2NM

3NM

4NM

SEC

FAS (EG)

FAS (FM)

C OF S

DPR

AS (NS)(NS5)

ARCHIVES BRANCH

- 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.

Seen by Minister
11/12/68

Minister
to see Mr. [signature]
14/2

12/6/2

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18	6	1167
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RECEIVED

C 3 FEB P.M.

Telephone:

NAVY 850444

PMS

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

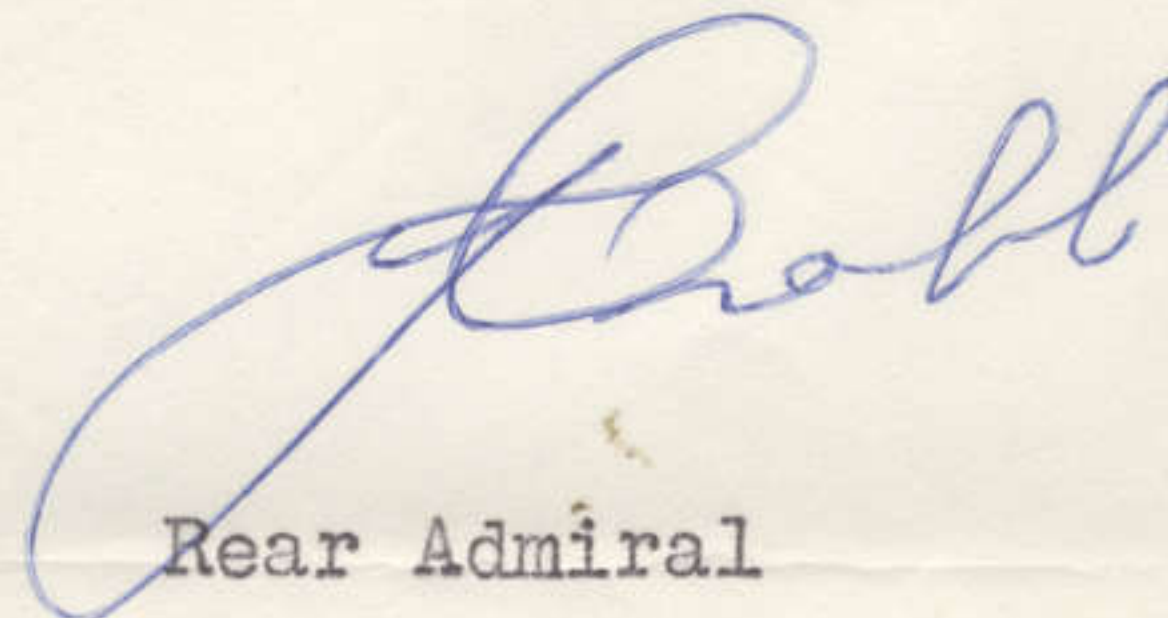
No. A.F. 17/27/3

22 JAN 1969

The Secretary,
Department of the Navy.

HMAS DUCHESS - REPORT OF PROCEEDINGS - NOVEMBER, 1968

Forwarded. With reference to paragraph 9, I
intend to communicate shortly with the Board on the subject
of Officers' morale.



Rear Admiral

Enclosure: HMAS DUCHESS letter of 7th December, 1968.

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131/4/010 17/27/3

PAGE / OF ENCLOSURE NO. / TO A.F. 17/27/3 OF 22 JAN 1969

HMAS DUCHESS,
At Sea.

31

7th December, 1968

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

H.M.AS DUCHESS - REPORT OF PROCEEDINGS - NOVEMBER, 1968

Sir,

I have the honour to submit the report of proceedings for the month of November 1968 for Her Majesty's Australian Ship under my command. All times quoted are local.

2. On 1st November DUCHESS was anchored off Terendak army camp with HMAS DERWENT (COMMANDER I.K. WILSON, RAN) in company. Both ships weighed and proceeded on the 2nd for a weeks exercises in the Singapore Practice Areas before returning to the Naval Base on 8th November. DUCHESS spent the next 10 days in harbour, sailing on 18th to rendezvous with HMAS SYDNEY (CAPTAIN D.A.H. CLARKE M.V.O., D.S.C., RAN) for TRUDGE ONE. I was detached by SYDNEY in the Singapore Straits on 22nd November and after refuelling from RFA GOLD RANGER (CAPTAIN R.M. MILLER) set course for Hong Kong where I arrived on 26th November. The main purpose of this visit was to enable the ships company to meet and question the Group Pay liason team. This was accomplished on 26th and DUCHESS remained in Hong Kong until sailing for Korean ports on 28th November.

3. The last of the visits to units with whom DUCHESS may have to co-operate during her period with the Strategic Reserve was to 8 R.A.R. at Terendak Army Camp. The RAN ships fielded a combined sports team in the annual 1st November intra-R.A.R. sports day which proved an excellent opportunity to meet and make friends with the army. A fitting climax to a keenly competitive day was the cricket final where a dropped catch off the last ball cost the Navy the match by 1 run made off that ball and as a result we were second overall. It is recommended that in future every effort should be made for RAN teams to compete in this annual sports day, together possibly with the RAAF, thus making a tri-service Strategic Reserve competition. Both ships were due to sail the following morning on completion of embarking sports teams, but a machinery defect delayed DUCHESS, so DERWENT was sailed independently at 0830 for Singapore Naval Base to make good Gun.ery defects over the weekend. DUCHESS weighed and proceeded at 0959 for PULAU TIOMAN. On passage I entered Johore Straits as far as Loyang for mail at 1700, and anchored in TELOK TEKEK at 2340 that evening.

4. Sunday 3rd November was scheduled as a banyan day, but rain fell for most of the day so the banyan was cancelled. The ship weighed at 0656 on 4th November for 4 days weapon training in the Singapore areas, being joined by DERWENT at 1530 that afternoon and HMNZS OTAGO (CAPTAIN R.T. HALE O.B.E, RNZN) at 0630 on 6th November. Both RAN ships participated in HMS FORTH's sea inspection on 7th November, and although lack of a qualified spotting team precluded any indirect NGSEFX and a defect in HM S/M ONSLAUGHT (LIEUTENANT COMMANDER V. HOGGARTH RN) cut short the casex time, a very useful series of exercises took place. I spent the night of 7th November at anchor off Johore Shoal Buoy and next morning both ships entered harbour in procedure Alfa. At 0830 8th November, DUCHESS fired a salute to the Commander, Far East Fleet (VICE ADMIRAL W.D. O'BRIEN C.B., D.S.C.) which was returned. Both ships berthed in the Stores Basin and on Saturday 9th held an official Cocktail Party onboard.



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5. DUCHESS had been due to sail on Monday 11th but as she was not required until the following week I requested permission to remain in harbour for maintenance. In the course of this week, of the 450 minor Engineering defects, 175 and 3 ships staff opdefs were made good and 19 recorded Weapons and Electrical defects and 2 ships staff opdefs were completed. In addition the dockyard completed major repairs to aerial trunkings, 'A' Gyro and J2 Turbo Alternator. It is the first time this commission J2 has produced satisfactory results for any length of time. Although the large repair trial is still outstanding from the last refit, I feel that the ship is much better equipped to meet her operational commitments after this unexpected maintenance period. During the week an inter-departmental sports competition was held and some valuable harbour training was progressed. In company with Commander Wilson I attended the annual 'Poppy Day' Remembrance Service at Kranji War Cemetery on 10th November.

6. DUCHESS sailed from Singapore at 1330 on 18th November. The sailing was delayed at the request of the dockyard so that J2 Alternator trials could be progressed during the forenoon. After a very successful AA shoot when 'X' turret on MRS 8 shot down the sleeve with the third round, I made a rendezvous with HMAS SYDNEY at 2225 that evening for the operation described in Appendix F. The operations concluded when I was detached by SYDNEY off Johore Shoal Buoy at 1430 on 22nd November at which time I was alongside GOLD RANGER fuelling. On completion of fuelling DUCHESS sailed at 1612 for Hong Kong. The passage appeared to be threatened by typhoons Mamie and Nina but I was able to skirt around behind Mamie and ahead of Nina and avoid the worst of the weather.

7. The ship had originally been programmed to join units of the Far East Fleet exercising off Subic Bay, but political difficulties precluded this and instead DUCHESS was due to take part in exercise BRISK BOUNCE off Hong Kong, from 26th to 28th November. However the only opportunity for the Group Pay liason team to talk to the Ships Company was in Hong Kong on 26th November. Accordingly I requested permission to withdraw from the exercise and as, in the event, both submarines scheduled to take part were withdrawn, little was lost. After replenishing victualling stores from RFA REGENT (CAPTAIN A.S. McWILLIAM) at about sunset on 25th November, I anchored in Junk Bay overnight and entered Hong Kong securing alongside North Wall at 0855 on 26th November. A most informative discussion with the Group Pay team has answered most of the immediate queries about the scheme; it is apparant that many sailors are still dissatisfied with some of the details and their queries will form the subject of separate correspondence.

8. After a most useful and enjoyable 2 days in Hong Kong DUCHESS sailed at 1555 on 28th November for the visit to Japanese and Korean Ports. I understand DUCHESS is the first RAN ship to sail at its scheduled time from Hong Kong in 1968. The weather in the Taiwan Straits and southern approaches was as poor as expected, but thereafter improved considerably. The ship is due to rendezvous with DERBENT on 1st December before entering Inchon on 2nd December.

9. DUCHESS has performed well throughout the month. The weapons systems generally have achieved good results and apart from a small delay at Terendak there have been no major technical problems. The ships company now understand the reasons for the introduction of the Group Pay system and their health, conduct and morale have remained satisfactory throughout the month. I am, however, concerned about officers' morale generally. They remain loyal and apparently cheerful, but the years of trying to produce first class results with inferior equipment have begun to tell and the more senior officers have seen the decline of the Navy's position in its allocations in successive

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..../defence....

22 JAN 1969

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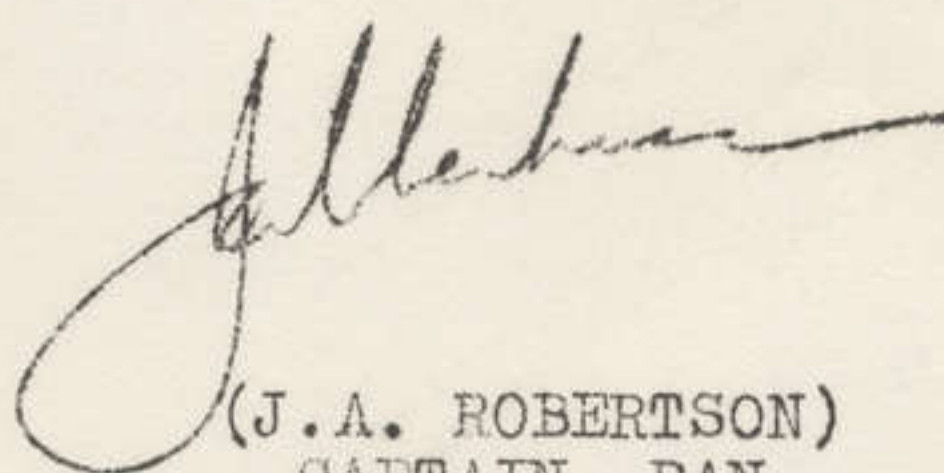
- 3 -

defence budgets; they are led to the conclusion that the nation has a negative attitude to their service. Intangible qualities such as trust, honour and belief are of vital importance to sustain a military service and it is tragic to see the tinge of cynicism which now infects the officer corps.

I have the honour to be

Sir,

Your obedient servant.



(J.A. ROBERTSON)
CAPTAIN, RAN

For Information:

The Commander,
FAR EAST FLEET.

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

The Captain (D 10),
HMAS VAMPIRE.

The Commanding Officer,
HMAS SYDNEY.

The Commanding Officer,
HMAS DERWENT.

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APPENDIX A

Distance Steamed during November	5,062.6
Distance Steamed since Commissioning	248,339.9
Time underway in November	324.9
Time underway since Commissioning	10,247.3

APPENDIX B

EXERCISE	NO.	PERSONNEL INVOLVED
Sea Boat	5	
OOW Manoeuvres	4 hours	
OOW RAS Approaches	5	
Jackstay	3	
RAS	2	
M.L.T.	1	
Steering Gear Breakdowns	2	
Measured Mile	1	
Balloon Tracking	2	
AATX	3	
AAMRF	3	
Direct	NGSFX	
SUTP	1	
CLAPEX	1	
RFX2	1	
Sonar pingex at Triplane target	3 hours	
ORO Light ASWF at triplane	3 patterns	
Competitive Light mortar firing	1	
Casex B3	3 hours	
Casex A4/5 (3 ship)	7 hours	
DTFX	1	
Departure Screen	2	
Screenex (2 helos)	4½ hours	
RIX/SFX	1	
IFT/SIF/Range Advantage check	1	
Defence watch NGS drills	4 hours	
Defence watch steaming	2 days	
Clap ship	2 days	
Awkward State 2	6 hours	
Defence Watch shake up including:		
Night NGSFX (Illuminants)		
2 ship A/S action at triplane target		
Sea boats		
Lay out gear for towing/RAS		
DTFX		
SAGEX		4 hours each watch
Man Overboard		
D.C. Exercises		
HPX	5	15
Squid Loading Drill	2 hours	9
ATH	6 hours	10
Semaphore	5	17
NAVCOMEX 202	2	7
Voice Procedure	1	3
Flag Hoisting	1	4
Crypto	1	3
NAVCOMEX 201	1	4
NAVCOMEX 205	1	4
77X	2	8
MX	1	7
RRX	37	118
MSX	10	43
Diving Exercises	7 hours 3 mins	13
Bottom Searches (3)	12 hours 17 mins	23

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SPORTS RESULTS FOR NOVEMBER, 1968

DATE	SPORT	FIXTURE	GROUND	RESULT
1 NOV 68	A. Rules	Navy V 8 RAR	Tarendak	Lost 2/4 to 12/4
	A. Rules	Navy V 110 Bty	Tarendak	Won 4/3 to 0/1
	A. Rules (Final)	Navy V 8 RAR	Tarendak	Lost 0/1 to 5/3
	B. Ball	Navy V 8 RAR	Tarendak	Won 50 to 29
	B. Ball (Final)	Navy V 110 Bty	Tarendak	Lost 21 to 40
	Tug of War	Navy V Mugs	Tarendak	Won on Forfeit
	Tug of War (S. Final)	Navy V 110 Bty	Tarendak	Lost 0 - 2
	Tennis - Singles	Navy V 107 Bty	Tarendak	Lost 1 - 3
	Doubles	Navy V 107 Bty	Tarendak	Lost 0 - 2
	V. Ball	Navy V Mugs	Tarendak	Won 2 - 1
	V. Ball	Navy V 2 FOTP	Tarendak	Won 2 - 0
	V. Ball	Navy V 8 RAR(B)	Tarendak	Won 2 - 0
	V. Ball (Final)	Navy V 8 RAR(A)	Tarendak	Won 2 - 0
	Cricket (20 Overs)	Navy V 107 Bty	Tarendak	Won 6/95 to A.C
	Cricket (Final)	Navy V 8 RAR	Tarendak	Lost 9/59 to 5/7
	Golf	All teams (8)	Tarendak	Navy 2nd
	Rugby (7 a side)	Navy V 2 FOTP RAE	Tarendak	Won 14 - 11
	Rugby	Navy V Mugs	Tarendak	Won 11 - 0
	Rugby (S. Final)	Navy V 8 RAR	Tarendak	Lost 0 - 16
	Hockey (6 a side)	Navy V 8 RAR	Tarendak	Lost 0 - 2
	Hockey	Navy V 107 FD BTY	Tarendak	Won 2 - 0
	Hockey	Navy V Mugs	Tarendak	Won 2 - 0
	Hockey	Navy V 2 FOTP RAE	Tarendak	Won 2 - 1
	Hockey	Navy V 8 RAR	Tarendak	Lost 2 - 1
	Squash	Navy V Mugs	Tarendak	Won 4 - 0
	Squash (S. Final)	Navy V 107 Bty	Tarendak	Lost 2 - 1
8 NOV 68	Rugby	DUCHESS V DERWENT	HMS TERROR	Won 8 - 6
9 NOV 68	Rugby	DUCHESS V OTAGO (ME's)	HMS TERROR	Won 14 - 10
		(ME's)		
10 NOV 68	Soccer	DUCHESS V DERWENT	HMS TERROR	Won 4 - 1
	W. Polo	DUCHESS V DERWENT	HMS TERROR	Lost 8 - 1
	Hockey	DUCHESS V DERWENT	HMS TERROR	Lost 1 - 4
	A. Rules	DUCHESS V DERWENT	HMS TERROR	Lost 7/8 to 11/3
11 NOV 68	W. Polo	DUCHESS V Inshore	HMS TERROR	Won 6 - 2
		Mine Sweepers		
	Soccer	Seamen V Ords	HMS TERROR	Seamen 4 - 1
	Soccer	Offs, CPO's and PO's V ELEC	HMS TERROR	Elec 2 - 1
	Hockey	Offs, CPO's and PO's V ORDS	HMS TERROR	Offs, CPO's and PO's 3 - 1
	Hockey	Seamen V ELEC	HMS TERROR	Seamen on forfeit
	V. Ball	Offs, CPO's and PO's V S&S	DOCKYARD	S&S 2 - 1
	V. Ball	ORDS V ME	DOCKYARD	ME 2 - 0
	Soccer	ME V S&S	HMS TERROR	ME 3 - 0
	Soccer	Seamen V ELEC	HMS TERROR	Seamen 4 - 1
	B. Ball	Seamen V ORDS	HMS TERROR	ORDS 12 - 10
	B. Ball	ME V S&S	HMS TERROR	ME 24 - 16
12 NOV 68	Rugby	Offs, CPO's and PO's V ORDS	HMS TERROR	Offs, CPO's and PO's 8 - 3
	Rugby	ME V S&S	HMS TERROR	ME 12 - 6
	V. Ball	S&S V ME	DOCKYARD	S&S 2 - 0

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22 JAN 1969

DATE	SPORT	FIXTURE	GROUND	RESULT
12 NOV 68	V. Ball	Offs, CPO's and PO's V ORDS	DOCKYARD	Offs, CPO's and PO's 2 - 0
13 NOV 68	Rugby	Offs, CPO's and PO's V ME	HMS TERROR	ME 10-6
	Rugby	Seamen V ELEC	HMS TERROR	ELEC 12 - 8
	B. Ball	S&S V ORDS	HMS TERROR	ORDS 20 - 16
	B. Ball	ME V ELEC	HMS TERROR	ME on forfeit
	Hockey	Seamen V Offs	HMS TERROR	Offs, CPO's & PO's 4 - 2
		CPO's & PO's		
	Hockey	ME V S&S	HMS TERROR	forfeit
	V. Ball	S&S V Offs, CPO's & PO's	DOCKYARD	Offs, CPO's & PO's 2 - 1
14 NOV 68	V. Ball	Seamen V Comm	DOCKYARD	Seamen 4 - 1
	Soccer (Final)	Seamen V ME	HMS TERROR	Seamen 4 - 1
	Hockey (Final)	Offs, CPO's and PO's V Seamen	HMS TERROR	Offs, CPO's & PO's 4 - 2
	B. Ball (Final)	ORDS V ME	HMS TERROR	ME 18 - 14
	V. Ball	Seamen V Offs, CPO's & PO's	DOCKYARD	Offs, CPO's & PO's 2 - 1
16 NOV 68	A. Rules	DUCHESS V SELETAR	HMS TERROR	Won 2/10 to 1/14
17 NOV 68	Soccer	DUCHESS V Army		
		Signal	SELETAR	Lost 2 - 4
27 NOV 68	Hockey	DUCHESS V Army	Hong Kong	Lost 2 - 3
	No. of sailors represented combined	DUCHESS/DERWENT		43
	No. of sailors represented DUCHESS			81
	No. of sailors played interpart			204

APPENDIX D

Summary of Underwater Explosions

Nil

APPENDIX E

Summary of Employment

Employed in Strategic Reserve all November
 Chopped to ACNB 181000Z for operations with HMAS SYDNEY
 Chopped to COMFEF 220630Z
 Chopped to COM HONG KONG 251200Z
 Chopped to COMFEF 281200Z

SECRET

22 JAN 1969

SECRETAPPENDIX F

1. I made a rendezvous with HMAS SYDNEY (CAPTAIN D.A.H. CLARKE M.V.O., D.S.C. RAN) at 2225 on 18th November for escort duties to VUNG TAU. After a quiet night, 2 jackstay transfers were carried out on 19th during which the chinese tailor and a large quantity of merchandise was transferred to SYDNEY. Both ships went to action stations at 1600 that afternoon, breaking down to defence watches when all systems had been tested through. A fire power demonstration for the embarked battalion had to be cancelled because of the bad weather.

2. After an uneventful passage wxcept that HMAS PERTH (CAPTAIN D.W. LEACH RAN) was contacted briefly on C.I.P. during the middle watch, DUCHESS was detached at 0530 on 20th and proceeded up harbour to the anchorage ahead of SYDNEY. An interesting briefing for ships officers on the current state of the war took place whilst at anchor which reaffirmed my views that RAN Darings have a very real role in the Vietnam war and would be welcomed by both Australian and American personnel there.

3. Ships divers searched the bottom twice during slack water and at other times scare charges were dropped, but no unusual activity was observed. SYDNEY's unloading proceeded very smoothly and I weighed and proceeded for the departure screen at 1118 that forer being joined by SYDNEY off the harbour at 1235. After an uneventful passage south during which several valuable exercises were programmed, I was detached at 1700 on 21st November. The following morning after a particularly successful A.A. shoot, I rejoined SYDNEY at anchor off Johore Shoal Buoy at 1224 on 22nd November.

SECRET

~~RESTRICTED~~
~~SECRET~~

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.623

HMAS

Duchess

Report of Proceedings *Mar '66*

~~D OF P 27/4~~

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

~~DGEE~~

~~DTWP~~

~~D OF C~~

~~DNAP~~

~~CONS~~

~~DNI~~

~~HFB~~

~~DCNP~~

~~JA~~

~~DMT~~

~~DDM~~

~~DEA~~

~~DFSD~~

~~DNR~~

~~DNES~~

~~ACDC~~

~~ACMD~~

~~TED~~

~~ENA~~

~~DWE~~

~~MDG~~

~~DNAS~~

~~AS (NS)~~

REGISTRAR

~~AS (NS)~~

~~DCNS~~

~~2NM~~

~~4NM~~

~~DPR~~

~~REGISTRAR~~

~~D OF O~~

~~1NM~~

~~3NM~~

~~SEC~~

~~FAS (EG)~~

~~FAS (FM)~~

~~AS (NS)~~

~~(N5)~~

} Separate
Report
circulating

NOTES: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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~~RESTRICTED~~

RECEIVED

23 APR 1966

NAVY REGISTRY

RESTRICTED



HMAS DUCHESS - REPORT OF PROCEEDINGS - 1-21 MARCH, 1966

(DUCHESS letter 129/202/2 dated 29th March, 1966)

II

AFA 30/4

The Secretary,
Department of the Navy.

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

1. Forwarded.

V.A.T. Smith.
REAR ADMIRAL

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

14th April, 1966

N.S. Ballin 20/4

8/6/4

RESTRICTED

ROYAL AUSTRALIAN NAVY

2

REF. No. 129/202/2

RESTRICTED

H.M.A.S. DUCHESS,
At Sydney.

29 MAR 1966

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET(FLAG)

(Copy to: The Flag Officer Commanding, H.M. AUSTRALIAN FLEET(STAFF))

H.M.A.S. DUCHESS REPORT OF PROCEEDINGS - 1st to 21st MARCH, 1966.

Sir,

I have the honour to submit the proceedings of HMAS DUCHESS for the period 1st March, to 21st March, 1966.

2. At the start of the month HMAS DUCHESS was passing through OSBORN PASSAGE into the ARAFURA SEA while on passage from SINGAPORE to DARWIN.

HMAS VENDETTA(Commander D.W. LEACH, R.A.N.) was in company.

3. At dawn on Wednesday 2nd March, H.M.A. Ships DUCHESS and VENDETTA entered DARWIN harbour and at 0715IK HMAS DUCHESS berthed port side to at No.1 berth STOKES HILL WHARF. HMAS VENDETTA berthed on HMAS DUCHESS at 0740IK.

4. During the forenoon of the 2nd March, in company with the Captain of HMAS VENDETTA, I called on the Naval Officer-in-Charge, North Australia Area, Acting Captain K.D. GRAY, D.F.C., R.A.N., the Administrator of the Northern Territory, The Honorable R.L. DEAN, and the Mayor, Alderman N.H. COOPER, O.B.E.

5. On the evening of the 2nd March, an official cocktail party was given by the ship for the local dignitaries and residents on the forecastle of HMAS DUCHESS.

6. Throughout the two day visit tours and sporting events were arranged for both ships. Altogether the visit to DARWIN proved a most successful and happy introduction to the ship's return to Australia and appeared to be appreciated by all concerned.

7. At 0900IK on Friday 4th March, HMAS VENDETTA cast off and proceeded followed closely by HMAS DUCHESS. When clear of the restricted waters of the harbour both ships proceeded past EMERY POINT at 23 knots at the request of the Naval Officer-in-Charge, North Australia Area. Judging by the spectators on shore this appeared to have good publicity value.

8. On clearing DARWIN harbour an uneventful passage in company with HMAS VENDETTA was made through CLARENCE STRAIT and TORRES STRAIT until an anchorage was made off LOW ISLETS, north of CAIRNS at 1530K on Monday 7th March. Both ships remained at anchor overnight and got underway again at 0630K on Tuesday 8th March.

9. At 0900K on Tuesday 8th March, HMAS DUCHESS entered CAIRNS harbour and berthed port side to No.10 berth at 1000K. HMAS VENDETTA followed and berthed on HMAS DUCHESS at 1015K. The Naval Agent, Mr. J. WYER proved most helpful and co-operative and the fuelling of both ships proceeded without any delay.

RESTRICTED

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RESTRICTED

10. At 1530K HMAS DUCHESS ~~east off~~ and followed HMAS VENDETTA out of CAIRNS for passage to SYDNEY.

11. After an uneventful passage HMAS DUCHESS in company with HMAS VENDETTA entered PORT JACKSON at 0930K on Saturday 12th March. HMAS DUCHESS berthed port side to North End Cruiser Wharf, Garden Island at 1000K and HMAS VENDETTA berthed on HMAS DUCHESS at 1015K.

12. Very good arrangements had been made for relatives and friends to gain access to Garden Island to welcome the ships back and after an absence of 7 months these were appreciated by all concerned.

13. The following week proved a busy one with preparations for the coming refit before the start of long leave. At 0815K on Monday 14th March, the ship was moved by tugs to the No. 5 bouy and after de-ammunitioning was completed at 1330K was moved by tugs to North End Cruiser Wharf.

14. The Pre-Refit conference was held A.M. on Tuesday 15th March, and A.M. on Wednesday 16th March, HMAS TOBRUK was secured alongside as refit accomodation ship.

15. On Thursday 17th and Friday 18th March, I attended the Fleet Tactical Period at H.M.A.S. WATSON(CAPTAIN A.A. WILLIS, R.A.N.) with the ship's command team.

16. At the close of what might be termed the ship's first commission in the R.A.N. HMAS DUCHESS, in the 16 months running between refits, and outside the mid-cycle docking period, had steamed over 82,000 miles. Of this, over 68,000 miles were steamed on passage to and from the Australian Mainland and on the Far East Station.

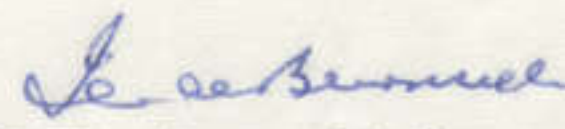
17. On Monday 21st March, I handed over command of HMAS DUCHESS to Commander H.K. DUNCAN, RAN.

18. The condition of the ship is good and conditions on board are as good as can be expected with the coming of the refit. The morale of the ship's company is high and their health and conduct is good.

I have the honour to be

Sir,

Your obedient servant


(I.M. Burnside)
Commander, RAN.
CAPTAIN.



RESTRICTED

H.M.A.S. DUCHESS REPORT OF PROCEEDINGS FOR THE PERIOD 1st to 21st MARCH, 1966

APPENDIX A

RESTRICTED

Distance steamed during the month	3004.3 miles
Hours underway during the month	203.5 hours
Total distance steamed since commissioning	82411.0 miles
Total hours underway since commissioning	5638.64 hours.
Occasions for exceeding economical speed	Nil

APPENDIX B

TASKS COMPLETED

NIL

APPENDIX C

SPORT

March 2nd	VENDETTA/DUCHESS	vs.	NAVY/ARMY	won 32 - 6	RUGBY
3rd	VENDETTA/Duchess	vs.	NAVY/ARMY	won 9.15 - 4.7	Aust Rules.

APPENDIX D

LIVE MORTAR FIRINGS

N IL

RESTRICTED

SECRET

18-206-623

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS

Duchess

Report of Proceedings

Mar 66

AS (NS) *28/4*

D OF O

DCNS *29/4*

1ST NM *29/4*

2ND NM *23/5*

3RD NM *4/5*

4TH NM *4/5*

SEC *4/5*

FAS (EG) *5*

FAS (FM)

DPR *seen*

AS (NS) (N5) *with 13/6*

REGISTRAR

para 6 - EDP plays an important role in this activity

D OF P

D/D OF P(A)

DTWP

D OF C

DNAP

CONS

DNI

HPB

DGFE

DCNP

DOA

DMT

DDM

DPS

DFSD

DNR

DNES

ACDC

ACMD

DMED

PNA

DWE

MDG

AS (NS) (N5)

REGISTRAR

Separate
Report
Circulating

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

SECRET

10/3

RECEIVED

26 APR *A.A.*

RESTRICTED

DEPT OF NAVY
CANBERRA

18

206

623

HMAS DUCHESS - REPORT OF PROCEEDINGS - 22-31 MARCH, 1966

(DUCHESS letter 129/202/2 dated 5th April, 1966)

II

AFA 30/4

The Secretary,
Department of the Navy.

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

1. Forwarded.

V.A.T. Smith.

REAR ADMIRAL

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

14th April, 1966.

RESTRICTED

ROYAL AUSTRALIAN NAVY

RESTRICTED

REF. No. 129/202/2

H.M.A.S. DUCHESS,
At Sydney.

- 5 APR 1966

The Flag Officer Commanding,
Her Majesty's Australian Fleet,
H.M.A.S. MELBOURNE.

(Copy to: The Flag Officer Commanding, Her Majesty's Australian Fleet,
Fleet Headquarters, GARDEN ISLAND, N.S.W.)

H.M.A.S. DUCHESS REPORT OF PROCEEDINGS - 22nd - 31st MARCH, 1966

Sir,

I have the honour to report the proceedings of HMAS DUCHESS under my command for the period 22nd to 31st March, 1966.

2. At 0001K on Tuesday 22nd March, 1966, I assumed Command of HMAS DUCHESS.

3. At 0930K on Wednesday 23rd March, 1966, I called officially on the Flag Officer Commanding, Her Majesty's Australian Fleet, (Rear Admiral V.A.T. SMITH C.B.E., D.S.C.,) and at 1100K on Thursday 24th March, 1966, I called officially on the Flag Officer-in-Charge, East Australia Area (Rear Admiral T.K. MORRISON C.B.E., D.S.C.,).

4. At 0900K on Monday 27th March, HMAS DUCHESS reverted to extended notice for steam.

5. REFIT.

Throughout the period the Ship has been refitting whilst alongside at North End Cruiser Wharf, accommodation and office spaces are in TOBRUK berthed alongside and work is progressing satisfactorily.

6. HMAS DUCHESS is the first ship in which a refit completely planned on the critical path method is being attempted, and initial impressions are that very few items on the defect list will not be undertaken. It remains to be seen if the high acceptance of work by the dockyard can be maintained as the refit progresses.

7. 'A' Boiler superheater tubes due for replacement as recommended at the last wear and waste test in 1964. Replacement tubes are not due to arrive in Sydney until 15th May, and dependent on the time taken for delivery of the tubes thereafter to the dockyard, renewal of the superheater may result in the completion of 'A' Boiler being delayed for approximately one week after the refit completion date. Definite times cannot be forecast at this stage, but all efforts will be made to reduce, or eliminate, any delay period. Similarly, additional work required in HMAS VENDETTA may result in other work in HMAS DUCHESS being delayed for up to a week past the completion date, but it is hoped, at this stage, that dockyard manning later in the refit will avoid any delay.

8. The condition of the ship and conditions onboard appear satisfactory in view of the dockyard work in progress.

9. The majority of the Ship's Company is on leave at present. The morale of those onboard is high and their health and conduct good.

I have the honour to be,

Sir,

Your obedient servant

H. K. Duncan
(H. K. DUNCAN)
COMMANDER, RAN.
CAPTAIN.



RESTRICTED

RESTRICTED

H.M.A.S. DUCHESS REPORT OF PROCEEDINGS FOR PERIOD 22nd to 31st MARCH, 1966.

APPENDIX A

STEAMING FIGURES.

Distance steamed during period	Nil
Hours under way during period.	Nil
Total distance steamed since commissioning	82411.0 miles
Total hours underway since commissioning	5638.64 hours
Occasions for exceeding economical speed.	Nil

RESTRICTED

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD... 18/206/ 479

FILE TITLE... HMAS Duckers
Report of proceedings September 1965

MARK TO... AS (NS) BRANCH

OTHER DIRECTIONS


INDEXING HISTORY

SUBJECT INDEX SYMBOLS

NAME INDEX SYMBOLS

SUBSEQUENT
INDEXING

D
A
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CLASSIFIER... 

DATE... 2/10/65

SECRET

DEPARTMENT OF THE NAVY
MINUTE PAPER

18-206.479

HMAS

Ruchess

Report of Proceedings *Sept 65*

D OF P

D/D OF P (A)

DTWP

D OF C

D/DTWP (AIR)

CONS

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DFSD

DNR

DNES

ACDC

ACMD

DMED

DWE

MIG

AS (NS)(N5)

REGISTRAR

AS (NS)

DCNS

2NM

4NM

DPR

REGISTRAR

D OF O

1NM

3NM

SEC

FAS (EG)

FAS (FM)

AS (NS)(N5)

} Separate
Report
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DEPARTMENT OF THE NAVY
MINUTE PAPER

18.206.479

HMAS

Duchess

Report of Proceedings *Sept 66*

AS (NS) *22*

D OF O *29/10*

DCNS *21/10*

1st NM *AMM 27/10*

2nd NM *2/11*

3rd NM *3/11*

4th NM *8/11*

SEC *8/11*

FAS (EG) *4/11*

FAS (FM) *4/11*

DPR *10/11*

AS (NS) (N5) *10/11*

REGISTRAR

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

Separate
Report
Circulating

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

14/29

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SECRET

DEPT. OF NAVY
CANBERRA

HMAS DUCHESS - REPORT OF PROCEEDINGS - SEPTEMBER, 1965

(HMAS DUCHESS letter dated 5th October, 1965)

C 21 OCT A.M.

NAVY SECRET

II

INDEXED
INIT. *P*
DATE 21/10/65

A.F. 35/19.

The Secretary,
Department of the Navy.

Forwarded for information.

M. J. L.
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

20 OCT 1965

ASG 21/10
25/10

N. B. Mills 22/10

SECRET

SECRET

HMAS DUCHESS - REPORT OF PROCEEDINGS - SEPTEMBER, 1965

(HMAS DUCHESS letter dated 5th October, 1965)

II

A.F. 35/19.

The Secretary,
Department of the Navy.

Forwarded for information.

(Sgd.) P.H. DOYLE

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

20 OCT 1965

SECRET

SECRET

H.M.A.S. DUCHESS
at Hong Kong.

5th October, 1965

The Flag Officer Commanding,
H.M. Australian Fleet,
Fleet Headquarters,
GARDEN ISLAND, N.S.W.

Copies to: The Commander, Far East Fleet.

The Flag Officer Second in Command, Far East Fleet.

The Captain, H.M.A.S. VENDETTA.

H.M.A.S. DUCHESS - REPORT OF PROCEEDINGS -
SEPTEMBER, 1965

Sir,

I have the honour to report the proceedings of H.M.A.S. DUCHESS for the month of September, 1965.

2. At the beginning of the month H.M.A.S. DUCHESS was in Malacca Strait off Cape Rachado as O.T.C. of a patrol group which included H.M.A.S. IBIS (Lieutenant Commander P.D. CAMPBELL, R.A.N.) and K.D. LEDANG.
3. At 1400GH on Wednesday, 1st September a rendezvous was made with H.M.A.S. TEAL (Lieutenant K. MURRAY, D.S.C., R.A.N.) and two Midshipmen were embarked.
4. On the night of 1st/2nd September the ship continued patrolling with the same group as the previous night and at 0740GH, 2nd September, anchored to the south east of Cape Rachado. At 1230GH H.M.A.S. DUCHESS weighed and proceeded for day patrol.
5. On the night of 2nd/3rd September patrol was continued with H.M.A.S. IBIS and K.D. MELAKA. At 0900GH, Friday, 3rd September H.M.A.S. DUCHESS rendezvoused with R.F.A. WAVE SOVEREIGN and replenished with F.F.O. On completion day patrol was resumed until the ship anchored in the vicinity of Pulau Undan at 1200GH.
6. At 1627GH, Friday 3rd September H.M.A.S. DUCHESS weighed and patrolled once again off Cape Rachado in company with H.M.S. HUBBERSTON and K.D. MELAKA for the night of 3rd/4th September.
7. At 0900GH, Saturday, 4th September H.M.A.S. DUCHESS left the Cape Rachado patrol area and proceeded to a new area to the north west of One Fathom Bank to patrol independently. This patrol continued until 2100GH on Monday, 6th September, interrupted only by a replenishment from R.F.A. TIDEREACH to the south east of One Fathom Bank at 0915GH on Sunday, 5th September.

SECRET

SECRET

-2-

8. On completion of this patrol H.M.A.S. DUCHESS proceeded through Malacca Strait to Singapore Naval Base and berthed port side to No.2 Stores Basin alongside H.M.A.S. VENDETTA (Commander D.W. LEACH, R.A.N.) at 1515GH on Tuesday, 7th September.
9. At 1215GH, Thursday, 9th September I called on the Flag Officer, Second-in-Command, Far East Fleet, Vice-Admiral P.J. HILL-NORTON, C.B., flying his flag in H.M.S. ARK ROYAL (Captain A.T.F.G. GRIFFIN, R.N.).
10. Apart from the storing and self maintenance carried out during the short stay in Singapore this period was distinguished by a hard fought and exciting game of rugby against H.M.S. ARK ROYAL who won 14-13.
11. At 0805GH on Friday, 10th September H.M.A.S. DUCHESS in company with H.M.A.S. VENDETTA cast off and proceeded to Manus Island.
On clearing Johore Shoal Buoy an A.A. tracking exercise was carried out but the A.A. firings scheduled for 1100GH had to be cancelled due to a combination of bad weather and foul range from shipping.
12. Passage was made across the South China Sea north of Subi Island and along the west coast of Borneo. A quarterly full power trial, which has been reported separately, was carried out during the forenoon of Sunday, 12th September and that afternoon the north coast of Borneo was rounded and passage made through the Malawali Channel.
13. At 0845GH on Monday, 13th September a rendezvous was made with R.F.A. GOLD RANGER to the south of Sibutu Passage and H.M.A. Ships DUCHESS and VENDETTA replenished. On completion R.F.A. GOLD RANGER returned to Tawau and passage was continued to Manus Island.
14. On Wednesday, 15th September a sailor was provisionally diagnosed as suffering from appendicitis and while he was still ambulatory the opportunity was taken to transfer him, with the Medical Officer and Leading Sick Berth Attendant, by boat to H.M.A.S. VENDETTA. It was considered that if an operation was necessary it would be safer in H.M.A.S. VENDETTA where facilities are better. Assisted by the Medical Officer of H.M.A.S. VENDETTA, the Medical Officer operated successfully at 1530H. The sailor was subsequently discharged to H.M.A.S. TARANGAU (Acting Commander C.J. SCHEITZER, R.A.N.) for convalescence.
15. At 1130I on Thursday, 16th September trouble was experienced with a faulty plumber block bearing on the starboard shaft.
This necessitated steaming on the port shaft from 2050I on 16th September until 1350I on Friday 17th September when repairs were completed successfully. This has been reported separately in my letter 137/206/2 dated 19th September.
16. H.M.A.S. DUCHESS entered Seeadler Harbour at 1720K on Saturday, 18th September and berthed starboard side to Lombrum Wharf at 1800K. H.M.A.S. VENDETTA berthed on H.M.A.S. DUCHESS at 1820K.

SECRET

SECRET

-3-

17. At 1200K on Sunday, 19th September H.M.A.S. SYDNEY (CTG327.2) (Captain G.J.B. CRABB, D.S.C., R.A.N.) and H.M.A.S. ANZAC (Commander I.H. NICHOLSON, R.A.N.) entered Lombrum Bay.

At 1900K, in company with the Captain of H.M.A.S. VENDETTA, I called on Captain G.J.B. CRABB, D.S.C., R.A.N.

18. During the short period at Manus Island the maximum amount of recreational leave was given to offset the amount of sea time in the past and anticipated in the future.

19. At 0615K on Monday, 20th September H.M.A.S. DUCHESS, in company with H.M.A.S. VENDETTA, cast off and proceeded to sea to form a departure screen. At 0800K, as H.M.A.S. SYDNEY left Seeadler Harbour, H.M.A. Ships DUCHESS and VENDETTA took up sector screening stations for the passage to Subic Bay.

20. At 1340I on Wednesday, 22nd September an underway replenishment was carried out from H.M.A.S. SYDNEY.

21. At 0330H on Friday, 24th September a landfall was made on Batag Island Light in the Phillipine Islands and during the day passage was made through San Bernadino Strait and Verde Island Passage.

22. At 0645H on Saturday, 25th September H.M.A. Ships DUCHESS and VENDETTA were detached from H.M.A.S. SYDNEY and entered Subic Bay. At 0800H H.M.A.S. DUCHESS berthed port side to No.11 Riviera Wharf and H.M.A.S. VENDETTA berthed on H.M.A.S. DUCHESS at 0810H.

23. During the day the Australian Services Attache, Wing Commander P.J. McMAHON, D.F.C., A.F.C., R.A.A.F. called and details of the pending visit to Tacloban in Leyte on 19th and 20th October, 1965 were discussed.

24. It was intended to fuel at Subic Bay however delays in fuelling H.M.A. Ships SYDNEY and VENDETTA in succession by one lighter did not leave enough time for fuel to be embarked by H.M.A.S. DUCHESS before the scheduled time for departure.

25. At 1715H H.M.A.S. VENDETTA cast off and H.M.A.S. DUCHESS followed. Both ships proceeded out of Subic Bay at 1730H in order to be in a position to screen H.M.A.S. SYDNEY on weighing and departing at 1800H. Passage was then made to Cap St. Jacques, South Vietnam.

26. At 0700H on Sunday, 26th September H.M.A.S. DUCHESS carried out an underway replenishment from H.M.A.S. SYDNEY.

27. At 0600H on Tuesday, 28th September H.M.A.S. DUCHESS was detached and proceeded to the anchorage in the Baie de Ganh-Rai, carrying out a Sonar Sweep en route, and anchored in position 305 Point Gahn-Rai Light 1.6 miles at 0715H. H.M.A.S. SYDNEY then entered harbour and anchored nearby to start unloading troops and equipment.

28. During the period in the anchorage continuous boat patrols were run and the ship remained in Operation Awkwa. 1 State 2 at 1 hours notice for steam.

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29. H.M.A.S. SYDNEY completed unloading ahead of schedule and at 0615 on Thursday, 30th September, H.M.A. Ships DUCHESS and VENDETTA weighed and proceeded from Cap St. Jacques to carry out a departure screen for H.M.A.S. SYDNEY. When H.M.A.S. SYDNEY finally cleared the mouth of the Saigon River at 0715H H.M.A.S. DUCHESS in company with H.M.A.S. VENDETTA formed a sector screen.

30. At 1545H the same day an underway replenishment was carried out from H.M.A.S. SYDNEY.

31. At 1700H on completion of fuelling H.M.A. Ships DUCHESS and VENDETTA were detached and at the end of the month were on passage to Hong Kong.

32. The condition of the ship and conditions on board remain satisfactory. The health of the Ship's Company generally remains good and morale high and all look forward to the opportunities for leave in Hong Kong.

I have the honour to be

Sir,

Your obedient Servant

I.M. Burnside

(I.M. Burnside)
Commander, R.A.N.
CAPTAIN.

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H.M.A.S. DUCHESS - REPORT OF PROCEEDINGS - SEPTEMBER, 1965

APPENDIX 'A'

Distance steamed during the month	8485.0 miles
Hours underway during the month	554.5 hours
Total distance steamed since commissioning	47160.09 miles
Total hours underway since commissioning	3577.99 hours

OCCASIONS OF EXCEEDING ECONOMICAL SPEED

<u>DATE</u> <u>SEPTEMBER</u>	<u>DURATION</u> <u>HOURS</u>	<u>AVERAGE</u> <u>SPEED</u>	<u>MILES/</u> <u>TON</u>	<u>TONS/</u> <u>HOURL</u>	<u>REASON/</u> <u>AUTHORITY</u>
3rd	1.0	17.5	5.25	3.6	To make good RAS R/V from patrol area.
5th	3.0	19.5	4.5	4.3	Patrol.
6th	3.0	17.5	5.25	3.6	"
7th	2.0	18.0	5.1	3.8	"
10th	1.0	23.0	4.15	5.5	Exercise programme
12th	2.0	26.0	3.9	7.2	Quarterly full power trial.
16th	1.0	18.5	4.51	4.0	Exercise programme
20th	17.0	18.0	5.1	3.8	Passage speed TG 327.2
21st	24.0	19.5	4.5	4.3	" "
22nd	24.0	19.5	4.5	4.3	" "
23rd	24.0	19.5	4.5	4.3	" "
24th	7.0	19.5	4.5	4.3	" "
25th	4.0	18.0	5.1	3.8	" "
26th	15.0	17.5	5.25	3.6	" "
27th	20.0	17.5	5.25	3.6	" "
28th	4.0	17.5	5.25	3.6	" "
30th	1.0	18.5	4.51	4.0	As requisite for patrol duties and RAS prior to being detached from H.M.A.S. SYDNEY.

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H.M.A.S. DUCHESS - REPORT OF PROCEEDINGS - SEPTEMBER, 1965

APPENDIX 'B'

TASKS COMPLETED - SEPTEMBER, 1965

Fuel abeam	6
AATX	1
FARSEX	1
Light Mortar Firings	1
TFX	1
Tow Forward	1
Tow Aft (not supplying gear)	1
EWX	1
Jackstay Transfer	1
OOW RAS approaches	3

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H.M.A.S. DUCHESS - REPORT OF PROCEEDINGS - SEPTEMBER, 1965

APPENDIX 'C'

SPORT

<u>DATE</u>	<u>SPORT</u>	<u>FIXTURE</u>	<u>RESULT</u>	<u>PLACE</u>
9th	Rugby	DUCHESS v ARK ROYAL	Lost 13-14	Singapore
9th	Basketball	DUCHESS v ARK ROYAL	Won 50-18	Singapore
19th	Cricket	DUCHESS 'A' v DUCHESS 'B'	'A' 98 runs 'B' 77 runs	Manus
19th	Hockey	DUCHESS v VENDETTA	Lost 0-4	Manus
19th	Basketball	DUCHESS v VENDETTA	Lost 19-32	Manus

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