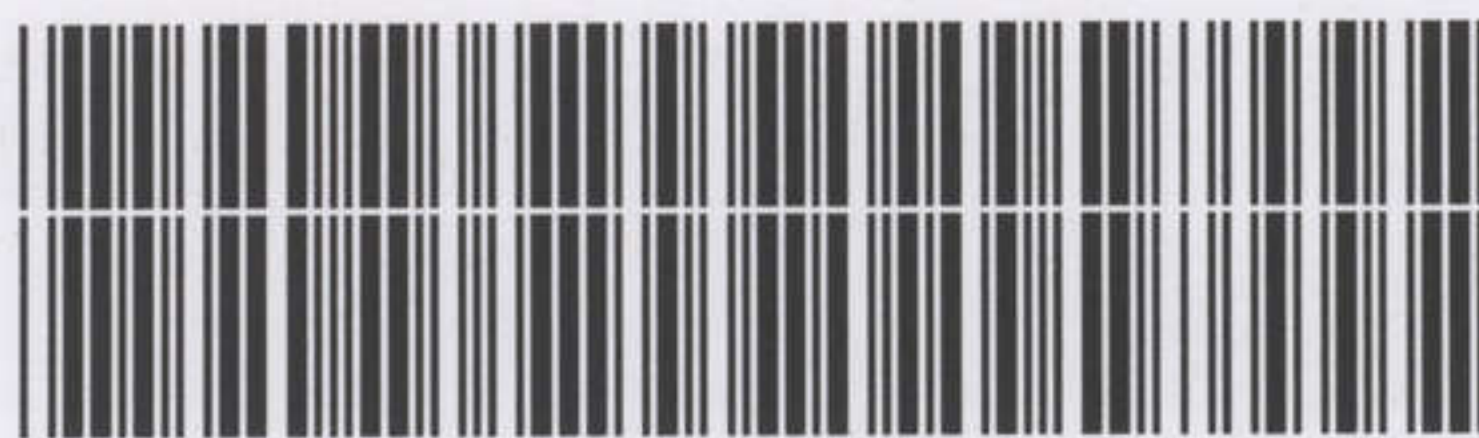


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS PARRAMATTA

Item number: 290/8

Title: January-December 1971



AWM78-290/8

[290/8]

PARAMATTA Ref P5 1971

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DEPARTMENT OF THE NAVY

CONFIDENTIAL

161612604

HMAS ~~Parramatta~~ ^{Parramatta}

Report of Proceedings

Jan, 71.

AS(NS) *L.R. 2/2*

D of O *11/26/2*

~~DCMS~~

1NM *2/2/3*

2NM *2/4/3*

3NM *2/8/3*

4NM *2/8/3*

SECRETARY *2/8/3*

C of S *2/9/3*

DPR *10/3/2*

AS(NS) (NS55) *2/12/3*

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

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2/9/2

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23 FEB P.M. *AA*
NAVY REGISTRY

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18	6	2604

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

A.F. 1/16/43

17 FEB 1971

The Secretary
Department of the Navy

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - JANUARY 1971

Forwarded.

L. A. Stevenson
Rear Admiral

Enclosure:

HMAS PARRAMATTA C1/16/5 dated 5th February 1971 (3 copies)

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HMAS PARRAMATTA (DE46)
AT SYDNEY.

5th February, 1971.

C1.16.5

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS PARRAMATTA - REPORT OF PROCEEDINGS-- JANUARY, 1971

Sir,

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

2. At the commencement of the Month (and Year), PARRAMATTA was berthed at West Dock Pier, Williamstown, in the final stages of her intermediate Docking Period (IDP). The end of the Month found her at Mereweather Wharf (Newcastle) participating in Australia Day ceremonies organized by the Australia Day Council of Australia (Newcastle).
3. Monday 4th January brought to an end the ship's second leave period. I and my officers and sailors began a week of Command Team Training at HMAS Watson on the same day.
4. The ship cast off and proceeded to Jervis Bay at 1130 on Monday 11th January farewelled by approximately one hundred relatives and friends. For Melbourne and Victorian natives it was undoubtedly a sad moment but for a majority of the Ship's Company, it was obviously a pleasure to be at sea and running once again. Eleven weeks at Williamstown and a particularly wet Christmas/New Year period were quite enough.
5. 58 defects were completed during the I.D.P. and at the time of departure, I was confident that PARRAMATTA was in good condition to undertake her forthcoming deployment to the Strategic Reserve.
6. After a 22knot passage PARRAMATTA anchored in Jervis Bay at 1140 Tuesday 12th January. Twenty six Summer Assembly Schoolboys were embarked from CRESWELL and given as comprehensive a tour of the ship and demonstration of the weapons systems as time and other circumstances permitted. After disembarking the schoolboys, the ship departed Jervis Bay at 1800 and proceeded to Sydney.

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7. At 0600 13th January, the ship berthed at Chowder Bay to fuel. Berth was shifted to the Fitting Out Wharf at 0800 to embark the Ikara alignment aerial and at 0830 I called on you, Sir. Immediately afterwards I attended preliminary discussions at Fleet Headquarters with the Complements Committee charged with the responsibility for examination of the ship's Scheme of Complement and other bills and to determine whether savings in manpower could be achieved. Later, at 0930, the ship proceeded under own power to number 5 bouy to ammunition. Later still at 1535 on completion of ammunitioning the ship moved to Rose Bay Dolphins, again under own power, to prepare for Ikara adjustment the following day. Concurrent with these activities my Heads of Departments were involved in discussions with the Compliments Committee at Fleet Headquarters whilst onboard, Officers of the Fleet Training Group carried out Training Readiness Evaluations of a majority of PARRAMATTA's departments and sub-departments. All in all, Wednesday 13th January was a busy day for the whole crew!

8. Ikara alignment on Thursday 14th January was abruptly terminated with the arrival in harbour of a PIC. PARRAMATTA was moved, by tugs, to number 4 bouy at 1300 and remained overnight.

9. At 0930 on Friday 15th January, CMDR P.R. Sinclair, RAN, the Commanding Officer of HMAS DUCHESS called on me. Also, during the forenoon, two Ikara practice missiles were embarked and a compass swing was completed. Later, at 1308, the ship was moved by tugs to the Fitting Out Wharf where she remained over the weekend 16th and 17th January.

10. A major "Store Ship" was carried out during the forenoon of Monday 18th January and at 1315 with Commodore N.E. McDonald, your Chief of Staff and 19 other Fleet Training Group observers embarked, PARRAMATTA slipped and proceeded to sea in company with BRISBANE for her Training Battle Problem.

11. The primary aim of the Training Battle Problem was served, in that numerous mistakes, discrepancies and organisational shortcomings were detected and most useful constructive criticism offered at the subsequent "washup". On completion of the Training Battle Problem, PARRAMATTA re-berthed at the Fitting Out Wharf at 1745.

12. The ship spent Tuesday 19th and Wednesday 20th at sea carrying out a variety of CASEX's and other workup serials listed at Appendix B. During this period a stationary depression off the NSW coast caused gale force winds, frequent thunderstorms and very heavy seas. This weather and very heavy rolling led to the discovery on Wednesday 20th, that there was a 3/16th inch lateral movement in the Trunnion bearings of the 4.5 inch turret. This defect, reported in my 202215Z caused cancellation of Gunnery serials scheduled for Thursday 21st January. In lieu the ship carried out internal drills and exercised divers whilst at anchor in Jervis Bay.

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13. PARRAMATTA weighed and proceeded from Jervis Bay at 0600 Friday 22nd January and after a CASEX with HMAS OXLEY, entered Sydney Harbour at 1300. Fuel was embarked at Chowder Bay and at 1425, PARRAMATTA made a sternboard to and secured outboard of TORRENS at the E.M.S. mooring. The ship remained in this berth over the weekend 23rd/24th January.

14. On Monday Morning 25th January, a class of 10 UC's from WATSON embarked and at 0900 PARRAMATTA cast off and proceeded to sea. Throughout the day CASEX's and other serials were carried out, the ship remaining at sea overnight.

15. PARRAMATTA entered Jervis Bay at 0640 Tuesday, 26th January and embarked thirty five new entry senior course cadets from CRESWELL. These cadets were in the process of selection for tertiary education and specialization in the General List. Every effort was made to give them an informative and instructive tour of the ship and at its conclusion, shortly before re-entering Jervis Bay, I, my Heads of Departments, and specialist officers conducted a question - answer forum for their benefit.

16. The CRESWELL cadets were disembarked at 1500 on 26th January and PARRAMATTA proceeded to sea for further workup serials and to night steam in company with BRISBANE.

17. Due largely to training class requirements the ship had had very little opportunity up to this point, to conduct those drills and exercises which required a consort. The first real opportunity occurred at 1300 Thursday 28th when PARRAMATTA and HMNZS OTAGO carried out OOW manoeuvres, followed by a TOWEX with PARRAMATTA providing gear for'ward. These serials were of great benefit and proceeded straightforwardly. PARRAMATTA had just recovered her gear moments before, when at 1545 SMASHEX ONE was received. This led to the abandoning of a RAS approach serial.

18. PARRAMATTA and HMNZS OTAGO were only twelve minutes steaming from the datum at the time of SMASHEX ONE so course was immediately set and PARRAMATTA passed through the datum and assumed duties of Senior Officer Search Force at 1557. Subsequent action has been reported separately. In short, PARRAMATTA sighted a submarine smoke candle at 1725, one and one half miles to port of her search leg, given in response to a grenade signal. The position was closed and ONSLOW detected by sonar and identified by underwater telephone at 1729. A large share of the credit for such a relatively quick detection must be given to HMNZS OTAGO whose HF/DF equipment reduced the search area considerably. After receiving your approval, Sir, (COMAUSFLT 280832Z), ONSLOW was surfaced at 1956. Weather conditions precluded ONSLOW from recovering her own indicator buoy so this was taken onboard PARRAMATTA at 2058. PARRAMATTA then proceeded at 22 knots to the eastward to commence a CASEX with OXLEY at 2244. On completion of this serial, the ship joined BRISBANE and OTAGO to night steam in company.

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19. After a CASEX on Friday morning, 29th January, PARRAMATTA entered Sydney Harbour at 1130 to disembark the Training Class in Watson's Bay. The ship then set course for Newcastle at 24 knots to achieve an E.T.A. of 1600.

20. PARRAMATTA berthed at Mereweather Wharf at 1600 on 29th January. On arrival, Brigadier J.A. James, E.D., the President and other representatives of the Australia Day Council boarded the ship to bid us welcome. Soon afterwards at 1630 in company with Brigadier James, I called officially on the Lord Mayor of Newcastle, Alderman D.G. McDougall C.B.E. at the City Hall.

21. During the next two and a half days PARRAMATTA participated in a large number of official, semi-official and spontaneous functions both ashore and onboard. Noteworthy were the official cocktail party onboard on Saturday 30th January and a Highland Gathering in the International Sports Centre on Sunday 31st January. At the end of the month and after two days in Newcastle, I, my officers and Ship's Company were totally convinced of the warm hospitality of Novocastrians. It was also most pleasing to receive the following signal addressed to you, Sir, by the Flag Officer Commanding East Australia Area and subsequently passed to PARRAMATTA:

"My Chief of Staff attended as the Guest of Honour at the Australia Day Celebrations in Newcastle 27/28JAN.

2. He has reported that the presence of HMAS PARRAMATTA added significantly to the occasion. Her presence was greatly appreciated by the citizens of Newcastle, and the bearing and behaviour of her Ship's Company was exemplary. This latter point was remarked upon very favourably on a number of occasions by officials and private citizens."

22. At the end of the month with two and a half weeks of workup completed, I was reasonably satisfied with PARRAMATTA's progress towards operational efficiency. Notable shortcomings, however remain in that no gunnery firings have yet been carried out and also that TAS training and a generally very tight programme have afforded minimal opportunity to date for RAS approaches, OOW manoeuvres and other similar seamanship and NBCD drills.

MARINE ENGINEERING

23. Due to the conflicting requirements of leave, docking and maintenance, the ship sailed from Williamstown Naval Dockyard with some work outstanding, these are mainly planned maintenance items which will be undertaken during forthcoming periods in Sydney.

24. On 29th January, the Marine Engineer Officer, LCDR D. York, RAN, completed handing over his department to LEUT F.O. Archer, RAN. He left a well trained and efficient department with all machinery functioning correctly.

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WEAPONS ELECTRICAL

25. PARRAMATTA completed the Intermediate Docking Period having been given far greater assistance from the Naval Dockyard Williamstown than was originally estimated.

26. With the exception of the 4.5 inch turret, in which lateral movement of the trunnion pin and cradle was detected during heavy rolling, all equipments have functioned satisfactorily.

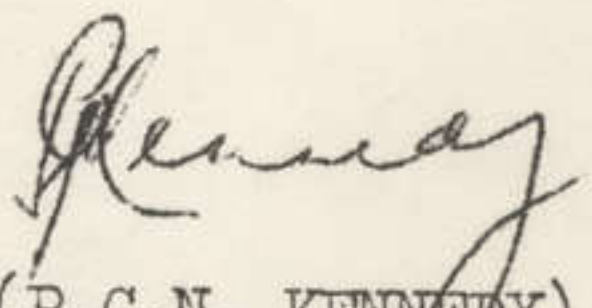
HEALTH, WELFARE AND CONDUCT

27. The health of the Ship's Company has been normal. The conduct and moral of the Ship's Company has been very satisfactory.

I have the honour to be,

Sir,

Your obedient servant


(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Return.
B. Exercises and Evolutions.
C. Sports.

For Information:

The General Manager,
Williamstown Dockyard.

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ANNEX A

STEAMING RETURN

Distance Steamed During the Month	2,389.7 miles
Distance Steamed Since Commissioning	310,611.0 miles
Hours Underway During the Month	195 35/60 hours
Hours Underway Since Commissioning	22,900 15/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>DATE</u>	<u>AV. SPEED</u>	<u>No. HOURS</u>	<u>TOTAL FUEL CONSUMED (TONS)</u>	<u>MILES/TON</u>	<u>AUTHORITY</u>
11/12	22	20 1/4	76.95	5.8	Required Passage Speed
26th	23	1 1/2	6.45	5.3	} Work - Up
28th	20	1 27/60	4.3	6.7	
29th	24	2 1/3	10.96	4.9	Required Passage Speed

ANNEX B

EXERCISES AND EVOLUTIONS

GENERAL

Emergency Stations	11th; 18th; 27th
Action Stations	11th; 18th; 27th
Shelter Stations	27th
Steering Gear Breakdown	11th; 12th; 18th; 19th; 27th
ILR Demonstration	12th
OOW Shiphandling	12th; 26th
NBCDX Minor	11th; 27th
NBCDX Major	18th; 29th
Engine Room Drills	19th
RIX/SPX	20th
Air Raid Reporting Exercise	25th; 26th
Man Overboard	26th
Towex	28th

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TAS

CASEX A1	19th, 20th, 25th, 26th, 27th, 28th, 29th.
CASEX A2	27th
CASEX C1	22nd
CASEX C2	20th
Light Mortar Firings	12th 20 th 25 th 26 th 27 th
SMA SHEX	28th

GUNNERY

AATX	25th, 26th, 27th.
NGS COMMS X	26th
NGS NAV X	26th
NAVCOMEX 251	19th, 20th, 21st.
NAVCOMEX 402	20th
NAVCOMEX 252	20th, 21st, 27th
NAVCOMEX 501	25th
TO's Book Familiarisation	21st, 28th
NAVCOMEX 417	19th
NAVCOMEX 256	25th, 26th, 28th
EWX 51	20th
EWX 91	20th, 25th, 26th
EWX 92	27th

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ANNEX C

SPORT

<u>DATE</u>	<u>SPORT</u>	<u>RESULT</u>	<u>REPRESENTATION</u>
29th	Golf - Mereweather Golf Club, Newcastle.		3
30th	Cricket - PARRAMATTA VS Carrington Bowling Club	Washed Out	15
30th	Golf - Mereweather Golf Club Newcastle		3
31st	Swimming Lambton Park Carnival		6
	Tug-O-War - Highland Games Newcastle	Washed Out	9

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18/6/2689. ~~A~~

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HMAS PARRAMATTA

Report of Proceedings Feb. 7,

AS(NS) *19/4*

D of *2/4*

~~DCNS~~

~~1NM~~ *2/5*

~~2NM~~ *4/5*

~~3NM~~ *5/5*

~~4NM~~ *7/5*

~~SECRETARY~~ *7/5*

~~DCNS~~ *17/5*

~~C of S~~ *14/5*

~~DRR~~ *14/5*

AS(NS) (NS55) *24/5*

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BDM
10/22

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18 | 6 | 2689

CMR

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

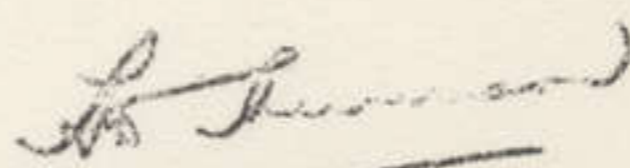
24 MAR 1971

A.F. 1/16/43

The Secretary
Department of the Navy

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - FEBRUARY 1971

1. Forwarded.
2. With reference to paragraph 4, the other ships involved in JUC79 unfortunately had commitments which were considered to be of higher priority over the period 2nd - 5th February 1971.


Rear Admiral

Enclosure:

HMAS PARRAMATTA letter unnumbered dated 5th March 1971 (3 copies)

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HMAS PARRAMATTA (DE46)
AT SYDNEY.

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

- 5 MAR 1971

HMAS PARRAMATTA - REPORT OF PROCEEDINGS -
FEBRUARY, 1971



Sir,

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

2. At the beginning of the month PARRAMATTA was berthed at the Mereweather Wharf (Newcastle) for Australia Day ceremonies. The end of the month found her at Garden Island in availability prior to departure for the Far East Station.
3. Monday 1st February brought to an end the ship's Australia Day weekend visit to Newcastle. I reported fully on the activities and events of this visit in my last report. However the climax of the weekend was a march through the main streets of Newcastle at 1000 on Monday 1st February, 1971. A contingent of fifteen officers and one hundred men from PARRAMATTA led the march which also included Army and RAAF elements as well as groups and floats from a wide range of civic/social organisations from Newcastle. On completion of the march, PARRAMATTA's contingent returned onboard immediately and at 1300 the ship cast off and proceeded to Sydney, berthing on Duchess at the N.E. Cruiser Wharf at 1650. All in all the visit to Newcastle had been an unqualified success both from the viewpoint of the Australia Day Council (Newcastle) and of my ship's company.
4. Together with my officers and senior sailors of the Command Team, I attended the No. 79 Joint Unit Course Lecture Period at AJASS between Tuesday 2nd and Friday 5th February. PARRAMATTA was the only ship represented at this lecture period which included LRMP aircraft crews from Canadian Armed Forces Base COMOX and an RNZAF P3B crew as well as two RAAF crews. I consider this lecture period to have been very well conducted and of good value to our Command Team.

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5. During the period 2nd to 5th February alignment of Ikara was completed and the ship's diving team was exercised on these consecutive days. It is noteworthy that these were the only days in the busy workup period when it proved practicable to exercise the divers.

6. PARRAMATTA slipped and proceeded for workup serials at Jervis Bay at 0845, Saturday 6th February. The greater portion of the passage was made in torrential rain and virtually zero visibility. This weather caused such flooding in the Jervis Bay/Nowra area that an Internal Security Exercise scheduled for Saturday afternoon involving PARRAMATTA, BRISBANE and OTAGO was cancelled.

7. After Operation Awkward rehearsals at anchor in Montague Roads in the forenoon of Sunday 7th February, BRISBANE, OTAGO and PARRAMATTA shifted to anchor berth in Darling Roads at 1730 for Operation Awkward that evening. Results of this exercise have been reported elsewhere. In retrospect, it is considered that to attempt an exercise Operation Awkward on three ships in the same serial was too ambitious and contributed to a certain degree of unrealism, e.g. after successive attacks on OTAGO then BRISBANE, PARRAMATTA was well and truly alerted to the moment when her turn to be attacked had arrived. The five limpet mines placed on PARRAMATTA were all located and removed. It is appreciated that programming difficulties forced the 3 - ship Operation Awkward.

8. PARRAMATTA weighed and proceeded at 0015, Monday 8th February in company with BRISBANE and OTAGO to Sydney to fuel prior to the commencement of JUCEX 79. The ship berthed port side to at the Oil Wharf at 0915. Fuelling was completed by 1100 but sailing was delayed from 1200 until 1400 to effect removal of the defective "Charlie" antenna of the SLR2 equipment. This caused PARRAMATTA to miss the first JUCEX serial, a basic CASEX.

...../9

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9. From 1800, Monday 8th February until 2359, Thursday 11th February, PARRAMATTA participated in JUCEX serial listed at Annex B. Following a fortnight of basic CASEXs (including one week with a WATSON UC class) this third week was largely consolidation. It was noteworthy for very poor sonar conditions. Opportunity was also taken to squeeze in some RAS approaches (with BRISBANE) and one jackstay transfer (with SWAN) between JUCEX serials.

10 At 0215, Friday 12th February, RANTAU and INO (Sydney) personnel were embarked in Jervis Bay for an Ikara Firing serial between 0500 to 0900 that morning. Regrettably this serial was aborted (my 120128 and 100742Z refer). Practice missile AN228 had failed pre-firing test No. 8 two days earlier and practice missile No. AN18 did not leave the launcher after a straightforward count-down due to a defective thermal battery circuit. Subsequent tests showed PARRAMATTA's system to be correct. The failure to complete a successful Ikara firing, through no fault of the ship, was a most frustrating experience.

11. PARRAMATTA returned to Sydney after abandoning the Ikara firing berthing at the Oil Wharf at 1155, Friday 12th February. Shortly afterwards, SWAN, which had acted as flank-marking vessel for the attempted Ikara firing, berthed on PARRAMATTA. Fuelling commenced at 1315.

12. At 1654, Friday 12th February, PARRAMATTA cast off and with SWAN in company, proceeded to the Jervis Bay Opareas for JUC 79 LONGEX Phases I and II. A re-organised two-watch defence system was assumed at 2000 that night and remained in force until completion of the LONGEX at 0600 on Tuesday 16th February. This organisation stood the test of a large number of air, surface and submarine attacks very well and by the end of the exercise, I considered that the ship had attained a very acceptable standard of operational efficiency.

...../13

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13. During Phase II of the LONGEX at 1000 Monday, 15th February, whilst raising steam in the starboard boiler, a steam leak developed in the Auxiliary Superheated Stop Valve. The leak proved to be a hole blown in the body of the valve doubtless due to an impurity/imperfection in the original casing. Fortuitously, pressure in the boiler at the time was only 200 pounds/s.i.. This defect (URDEF 48/72) rendered the boiler non-operational for the remainder of the week. Also, during that forenoon, a defect in the directing gear of Sonar Type 177 caused that equipment to become unserviceable (URDEF 49/72).

14. PARRAMATTA anchored in Jervis Bay at 0620 Tuesday, 16th February to land LONGEX records and to embark personnel to conduct an Infra-red Trial. The ship weighed and proceeded at 0800 for these trials anchoring once again in Jervis Bay at 1800. The ship remained at anchor overnight.

15. PARRAMATTA weighed anchor at 0415 the following morning, 17th February and proceeded to sea to complete the Infra-red trial with a "run" in the coldest possible state i.e. without benefit of sunshine and after cooling-off overnight. This trial was completed by 0730 and at 0830 the Infra-red trials party were transferred by boat to BRISBANE in Jervis Bay. The remainder of the forenoon was devoted to independent exercises including a Major NBCDX.

16. At 1300, 17th February, a seacat firing was carried out with three missiles being fired at 2" rocket flare targets in lieu of non-available PTA. These firings were most successful. On completion, PARRAMATTA returned to Jervis Bay to anchor at 1510.

17. At 0600, 18th February a large team of observers embarked by boat from CRESWELL to conduct PARRAMATTA's Final Battle Problem. A similar team led by Commodore N.E. McDonald embarked in OTAGO at the same time. Both ships got underway at 0620 and after passage through the "minefield" were "put through the hoops" in a wide variety of drills, injected casualties, etc.. Commodore McDonald was transferred to PARRAMATTA from OTAGO by helicopter at 1055. The Battle Problem completed at 1420 and PARRAMATTA proceeded to Sydney berthing port side to on STALWART at 1759.

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17 (Contd.) It had been a long and busy day since "Call the Hands" at 0415. It was apparent that PARRAMATTA had improved markedly since her Training Battle Problem a month earlier although by no means perfect. The most encouraging aspect was the obvious enthusiasm of the ship's company who gave their very best. Indeed a number of the mistakes made that day could be attributed to "examination-itis" and trying too hard!

18. PARRAMATTA remained alongside STALWART until Tuesday 23rd February. During this period the auxiliary superheated stop valve referred to in paragraph 13 above was replaced and investigation made of the Type 177 directing gear defect.

19. PARRAMATTA slipped from alongside at 1250 Tuesday 23rd February and proceeded to sea to join other units participating in the Command and Control Exercise which had commenced two days earlier. Rendezvous was made at 2000 that night at the commencement of Phase III.

20. The Command and Control Exercise continued until 1700 Thursday 25th February. Phase III was the free-play segment of the exercise and comprised a large number of air and missile attacks on the force as well as sporadic attacks by patrol boats and submarines. On completion of the exercise the force proceeded to Sydney.

21. PARRAMATTA berthed at the South East Cruiser Wharf at 0815, Friday 26th February. After embarkation of the Ikara derrick, berth was shifted to No. 3 buoy at 0845 to embark the Ikara missile outfit, land the defective practise missile and embark Seacat and other ammunition. Later at 1315 the ship was moved by tugs to berth outboard of Torrens at the Cruiser Wharf to commence her pre-deployment self-maintenance period.

22. It is intended to forward separately detailed comments on PARRAMATTA's workup which has occupied the majority of the month.

...../23

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WEAPONS ELECTRICAL

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23. With the exception of the 4.5" turret defect (Previous report), and the unacceptable interference on the 177M Sonar Displays due to a defect in the Hull outfit 20, all equipments have functioned satisfactorily.

MARINE ENGINEERING

24. The main machinery in general continued to function well. For one week PARRAMATTA was restricted to one boiler operation due to a holed Auxilliary Superheated Stop Valve. This somewhat restricted exercises, and the final Battle Problem. The boiler repairs were completed by the dockyard on the 20th February.

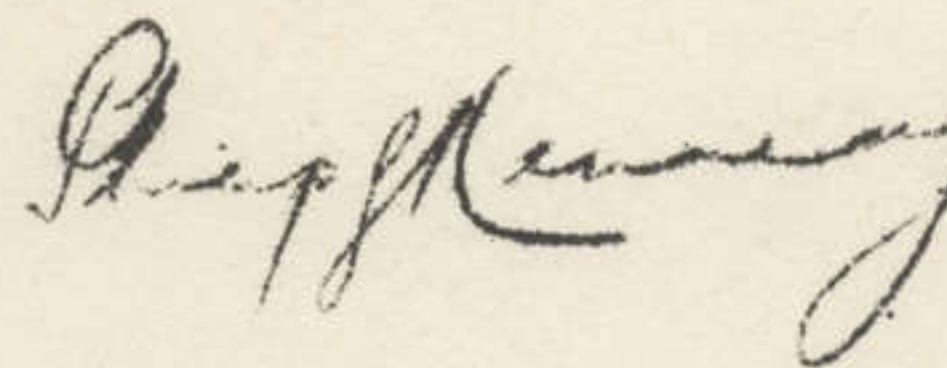
HEALTH, WELFARE AND CONDUCT

25. The health of the Ship's Company remains normal. The conduct of the Ship's Company has been satisfactory and morale continues to be good.

I have the honour to be,

Sir,

Your obedient servant



(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Return.
B. Exercises and Evolutions.

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ANNEX A

STEAMING RETURN

Distance Steamed During the Month 4,356.5 miles
Distance Steamed Since Commissioning 314,967.5 miles
Hours Underway During the Month 352 10/60 hours
Hours Underway Since Commissioning 33,252 25/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>DATE</u>	<u>AV. SPEED</u>	<u>No. HOURS</u>	<u>TOTAL FUEL CONSUMED (TONS)</u>	<u>MILES/TON</u>	<u>AUTHORITY</u>
1st	20	3	9	6.66	} Passage Speed Required
2nd	23	3	12.6	5.47	

Continually throughout JUCEX 79 and AAWEX.

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ANNEX B

EXERCISES AND EVOLUTIONS

GENERAL

Action Stations	10th, 11th, 12th, 17th, 18th.
Leaving Ship Stations	6th, 11th.
Emergency Stations	6th, 7th, 11th, 18th.
Major NBCDX	12th, 17th, 18th.
Minor NBCDX	11th.
Divers	2nd, 4th, 7th.
Formation Anchorage	7th.
RAS Approaches	9th.
Jackstay	10th.
OOW Shiphandling/Man Overboard	16th(1) 17th(2)

GUNNERY

Seacat Tracking	17th.
Seacat Firing (3 Missiles)	17th.
Small Arms Firing	7th.
Grenade Throwing Inst/PRACTICE	7th.
NGS NAVEX/COMMSX	9th.

TAS

Internal Awkward/Awkward Demonstration	7th.
Operation Awkward	7th.
CASEX A2	8th, 9th, 10th, 11th.
CASEX C1	8th, 9th(2) 10th(2) 11th(2).
CASEX C2	8th, 9th(3) 10th(3) 11th(3).
IKARA Firing run	12th (Missile Failed)
Light Mortar Firings	14th, 15th, 18th.

NOTE

Ship operating in Defence Watches throughout Phase II and III of JUCEX 79 and Phase III of AAWEX.

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RESTRICTED

HMAS PARRAMATTA

Report of Proceedings MAR., 71

AS(NS) *Ch. 28/4*

D of O *U 28/4*

~~DCNS~~

1NM *R 2/5*

2NM *L 6/5*

3NM *E 5*

4NM *Ch 14/5*

SECRETARY *14/5*

C of S *14/5*

DPR *Q 14/5*

AS(NS) (NS55) *14/5*

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NAVY—CANBERRA		
18	6	2722

CMR
27 APR P.M. A2
NAVY REGISTRY

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

A.F. 1/16/43

22 APR 1971

The Secretary
Department of the Navy

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - MARCH 1971

Forwarded.

Neil S. Anderson
Rear Admiral

Enclosure:

RT HMAS PARRAMATTA 1/16/7 dated 2nd April 1971

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1.16.7

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HMAS PARRAMATTA (DE46)
At Singapore.

2nd April, 1971.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - MARCH, 1971

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of March, 1971.
2. At the beginning of the month, PARRAMATTA was undergoing a self-maintenance period at Garden Island prior to deployment to the Commonwealth Strategic Reserve. At the end of the month she was berthed in the Stores Basin, Singapore Naval Base under the operational command of Commander, Far East Fleet.
3. From Monday, 1st March to Monday 15th March, PARRAMATTA continued her self-maintenance period alongside HMAS STALWART. During this period a limited number of defects were taken in hand by GMGID and the Fleet Maintenance Party in STALWART and the ship was stored to 100% of capacity. The opportunity was also taken to give seven days leave to members of the crew who had officially deferred outstanding leave balances from the previous leave year. By Monday, 15th March, the storing was all but completed and the ship had no operational defects.
4. On Monday, 15th March, the entire ship's company attended a security lecture delivered by LCDR R.A. PIOCH (DNI staff) in the G.I.C. Cinema.
5. PARRAMATTA slipped from alongside STALWART at 0900(-10) Tuesday 16th and after topping up ammunition and missiles at No 5 buoy, proceeded to sea for gun-functioning trials. These were completed successfully by 1215 (-10) and PARRAMATTA returned to harbour, making a sternboard to West Dock Wall where she secured at 1430 (-10).
6. Final storing and ship husbandry preparations for passage to the Far East Station were completed by noon 17th March and a make-and-mend was granted to mark the eve of departure. At this point I was most satisfied that the ship was in all respects, ready for deployment and grateful that the final two weeks of self-maintenance and storing had passed so smoothly.
7. At 0915 (-10), 18th March, you boarded PARRAMATTA, Sir, to bid farewell to myself and the Ship's Company and at 1000 (-10) PARRAMATTA slipped and proceeded for passage to Singapore. HMAS DUCHESS, which was to have taken departure in company, was delayed three hours in Sydney with a steering gear defect and did not join up until 0600 (-10), Friday 19th March.

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8. The passage to Townsville was devoted to a large number of exercises with DUCHESS, tabulated at Appendix A. I regretted, however, that one of the two gunnery firings scheduled was not permitted by the Department of Civil Aviation (Brisbane).

9. PARRAMATTA and DUCHESS entered Townsville in Procedure ALFA, PARRAMATTA berthing alongside at No. 6 berth at 0900 (-10), Sunday 21st March. Fuelling commenced immediately and was completed by 1100. Sailing was delayed one hour until 1300 (-10) to await the arrival of the relieving Chief Radio Supervisor in the first aircraft from Sydney. However, due to an administrative error by HMAS HARMAN, Chief RS Schoer was not in the aircraft and PARRAMATTA slipped and proceeded at 1300 (-10) without him. HMAS DUCHESS remained at Townsville to participate in a round of sporting/social fixtures.

10. Passage through the Barrier Reef and to Darwin was enlivened by internal ship's exercises and a Tug-of-War. In the latter competition, the Wardroom gave the Chiefs and Petty Officers a great fright before "going under" in the final.

11. PARRAMATTA berthed at Stokes Hill Wharf, Port Darwin, at 1700 (IK), Wednesday 24th March. Almost immediately, Australian Rules and Rugby teams were landed to play against local service teams. Later at 1930, the Wardroom Officers entertained forty Darwin officials and service officers and their wives to cocktails and buffet supper in the Wardroom. At the same time, I had the pleasure of the company of His Honour, The Administrator of the Northern Territory, Mr F.C. Chaney, C.B.E., A.F.C., Mrs Chaney and eight other guests for buffet supper.

12. HMAS DUCHESS berthed at Stokes Hill Wharf at 1030 (IK) Thursday 25th March. During this forenoon, one hundred and fifty schoolchildren in groups of thirty were conducted around PARRAMATTA. In the afternoon, both ships were opened to the public and one hundred and ninety visitors walked round the ship.

13. At 1400 (IK), 25th March, together with CMDR P.R. Sinclair of DUCHESS, I paid successive calls on Captain A.H. McIntosh, RAN, the Naval Officer Commanding North Australia Area, His Honour, The Administrator, Mr F.C. Chaney and the Mayor of Darwin, Alderman L.L.D. Richardson, M.B.E.. These calls were all returned between 1530 (IK) and 1630 (IK) the same afternoon. In the evening Mr Chaney entertained CMDR Sinclair and myself at dinner at Government House.

14. PARRAMATTA cast off and proceeded from Darwin with DUCHESS in company at 0900 (IK), Friday 26th March. The visit to Darwin had been a most pleasant break in the long passage, both in the social sense and in sport where PARRAMATTA had made a clean sweep against the local teams.

15. The last leg of the passage to Singapore was again full of activity both professional and recreational; noteworthy dog-watch activity included an inter-ship quiz, obstacle race, kite-flying competition and the traditional crossing-the-line ceremony.

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16. PARRAMATTA and DUCHESS entered the Singapore exercise areas at 2000 (GH), Tuesday 30th March. A night encounter exercise was scheduled for 2100 with HMS ESKIMO, the fleet tug TYPHOON and opposition from seven RMN Patrol Craft. However at 2005 (GH), a signal was received from Commander Far East Fleet reporting that a seaman in the Indian merchant ship, RATNA JYOTI in the eastern approaches to Singapore Strait, had suffered a heart attack and directing PARRAMATTA to investigate. Due to an error of twenty miles in the RATNA JYOTI's reported position and a large amount of shipping in the area, PARRAMATTA did not locate her until 2205 (GH). Regrettably the patient had died some little time before.

17. PARRAMATTA rejoined DUCHESS at 0400 (GH), Wednesday 31st March and both ships proceeded to Area M.S.D. 8 for DUCHESS to carry out a throw-off shoot on PARRAMATTA at 0600 (GH). On completion of the shoot at 0720 (GH), course was set for Singapore Naval Base.

18. At 1000 (GH), Wednesday 31st March, PARRAMATTA arrived at Singapore Naval Base in Procedure ALFA and after saluting the flag of Commander Far East Fleet, berthed in the Stores Basin. Soon afterwards DUCHESS berthed on PARRAMATTA. The day was devoted to taking the turnover from VENDETTA and YARRA who were to sail for Australia the following day. In the afternoon YARRA gave PARRAMATTA an object lesson in rugby in the tropics and DUCHESS received the same from VENDETTA. It was apparent that the tearaway enthusiasm of the newcomers from the south was difficult to sustain in the very humid heavy atmosphere of Singapore in the monsoon season.

19. In the evening of 31st March, I and my officers were guests at the most excellent farewell cocktail party given jointly by the officers of VENDETTA and YARRA. Afterwards I was entertained at dinner by the Commanding Officers of VENDETTA and YARRA.

20. WEAPONS ELECTRICAL

The leave and self maintenance period during the first half of the month saw all outstanding URDEF's and INDEF's completed by G.I.D.. A successful Gun Functioning trial was carried out on the 16th March on completion of the long outstanding turret defect. Ship's staff maintenance component progressed well during this period and the ship sailed for the Far East with only a small number of minor objects outstanding.

21. MARINE ENGINEERING

During the month PARRAMATTA completed an Assisted Self Maintenance Period, hampered slightly by lack of labour available on STALWART, and a combined storing and maintenance period. A Basin Trial was completed successfully PM on the 11th March. The Dockyard finally completed a defect on the Port Blower PM 17th March (URDEF 51/72 refers) and on sailing, the only work outstanding was an installed but non-running Ice-0-Tube machine and a water cooler and 1 deck awning which were not completed.

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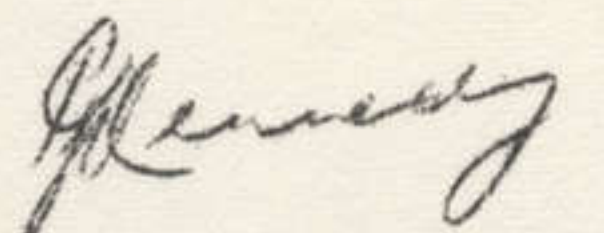
RESTRICTED

22. The Ice-0-Tube machine has now been set to work by Ship's staff.

23. Major engineering defects which have occurred since leaving Sydney are a seized Sulzer feed pump which has been corrected and damage to the turbo driven Fire and Bilge pump which is at present being rebuilt.

24. HEALTH, WELFARE AND CONDUCT

The health of the ship's company is good and a high percentage have participated in some form of physical activity both underway and in harbour. Morale continues to be good and conduct satisfactory.



(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Data
B. Exercises
C. Sport
D. Live A.S.W. Firings
E. Strategic Reserve Employment

For Information:

The Commander
FAR EAST FLEET

The Flag Officer Second-in-Command
FAR EAST FLEET

The Commanding Officer
HMAS DUCHESS

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C1.16.7
ANNEX A

STEAMING

Distance Steamed during the month	4,636.7 miles
Distance Steamed since commissioning	319,604.2 miles
Hours underway during month	275 22/60 hours
Hours underway since commissioning	33,527 47/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>DATE</u>	<u>AV. SPEED</u>	<u>No HOURS</u>	<u>TOTAL FUEL CONSUMED (TONS)</u>	<u>MILES/ TON</u>	<u>AUTHORITY</u>
21/22	20	28	84	6.66	Passage speed Required.
26/27	19	17	45.9	7.04	Passage speed Required.
29/30	18.5	13½	34.4	7.82	Passage speed Required.
30	19	9½	25.7	7.02	Passage speed Required.
30	25	1½	8.1	4.57	Proceeding with medical assistance to Indian Merch- ant ship.
31	22	2	7.6	7.1	Passage speed Required.

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C1.16.7
ANNEX B

EXERCISES AND EVOLUTIONS

1. General

Action Stations	30th
Emergency Stations	30th
Leaving Ship Stations	30th
NBCDX	30th
OOW Manoeuvres	19th, 20th, 26th, 27th, 30th.
RAS Approaches	19th, 26th, 29th.
Jackstay Transfers	19th, 26th, 29th.
SCREENEX/REL. VEL. EX (JUNIOR OFFICERS)	19th, 27th.
Steering Gear Breakdown	26th.
OPTEX	30th.
SPX/RIX	19th.

2. TAS

Light Mortar Firing (OOW Recover)	19th, 23rd.
Live Mortar Firing	27th (See Annex D)

3. GUNNERY

Small Arms Shoot	20th.
PAC Firings	16th, 19th.
NGS Communications Exercise	23rd, 29th, 30th.

4. COMMUNICATIONS

NAV COMEX 202	1st, 3rd, 4th, 18th, 19th, 22nd, 23rd, 26th, 29th, 30th.
NAV COMEX 402	19th.
NAV COMEX 201	22nd, 23rd, 26th, 29th, 30th.
NAV COMEX 251	19th, 26th, 29th, 30th.
NAV COMEX 207	29th, 30th.
NAV COMEX 417	30th.
EWX 91	19th, 30th.
EWX 81	19th.
EWX 82	29th.
EWX 92	19th.
RADHAZ RELAY	18th, 29th.

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RESTRICTED C1.16.7
ANNEX C

SPORTS

<u>DATE</u>	<u>SPORT</u>	<u>RESULT</u>	<u>REPRESENT- ATION</u>
1st	Cricket PARRAMATTA V OTAGO	DRAW 53- 53	15
18th	Ordinary Seamen PT and Circuit Training		20
19th	Ordinary Seamen PT and Circuit Training		33
20th	Ordinary Seamen PT and Circuit Training		28
21st	Ordinary Seaman PT and Circuit Training		18
	Tug-O-War competition won by Chiefs and Petty Officers)) 88
	3-mile Australian Rules and Rugby Training Run		
22nd	Ordinary Seamen PT, Circuit and Weight Training		34
23rd	Ordinary Seamen PT, Circuit and Weight Training		34
24th	Australian Rules V COONAWARRA	WIN (5/9- 3/4)	30
25th	Rugby V COONAWARRA	WIN (43-3)	25
	Golf V N.T. Command	WIN	6
26th	Ordinary Seamen PT, Circuit and Weight Training		34
27th	Ordinary Seamen PT, Circuit and Weight Training		27
28th	Eight ship's teams competed in Obstacle Race - Won by Seamen.		
29th	Ordinary Seamen PT, Circuit and Weight Training		27
31st	Rugby V YARRA	LOSS (17 - 3)	30
	Soccer V DUCHESS	LOSS (7 - 1)	20

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ANNEX D

LIVE A.S.W. FIRINGS

- A. 27th March, 1971.
- B. 0105Z
- C. 11 Degrees, 15 minutes South - 123 Degrees 13 Minutes East.

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C1.16.7
ANNEX E

STRATEGIC RESERVE EMPLOYMENT
(RANOP 0136 and 0137)

1. 28 0001 Z Chop to COMFEEF Operational Control.
2. PM 30th Singapore Exercise Areas.
3. AM 31st Singapore Naval Base.

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18/6/2800

DEPARTMENT OF THE NAVY

HMAS Parramatta Report of Proceedings April 71

AS(NS) 22/5

D of 22/5

DCNS 21/6

1NM 21/7

2NM 21/7

3NM 21/7

4NM 21/7

SECRETARY [Signature]

C of S 21/7

DPR 28/7

AS(NS) (NS55) 29/7

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BDM
2/7/5

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NAVY—CANDERRA		
18	6	2800

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

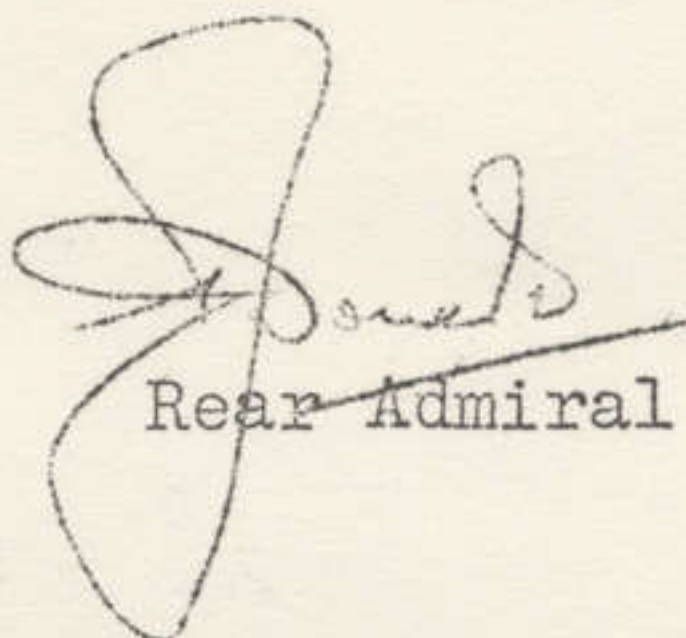
AF 1/16/43

The Secretary
Department of the Navy

24 MAY 1971

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - APRIL 1971

Forwarded.


Rear Admiral

Enclosure:

HMAS PARRAMATTA 1/16/7 dated 4th May 1971

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HMAS PARRAMATTA (DE46)
at Singapore

4th. May, 1971.

C1.16.7

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - APRIL, 1971

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of April, 1971. Times throughout are Zone (-7½).
2. At the beginning of the month, PARRAMATTA was berthed at the Stores Basin, Singapore Naval Base (SNB) after arriving from Australia the previous day. At the end of the month she was again at Singapore Naval Base undergoing a 7 day self-maintenance period.
3. At 1000, Thursday 1st. April, HMA Ships VENDETTA and YARRA cast off and proceeded for return passage to Australia. Their departure was tangible evidence, if that were needed, that PARRAMATTA and DUCHESS had the "weight". The 24 hour overlap with our predecessors had been of excellent value in the professional, social and sporting spheres and worth the 'pounds of paper' involved in a sight-unseen turnover, particularly in the current changing circumstances of the Far East Station.
4. On Friday, 2nd. April, I paid calls on Commander Far East Fleet Vice Admiral L.D. Empson, Flag Officer Second-In-Charge, Far East Fleet, Rear Admiral D. Williams and the Commodore Superintendent Singapore, Commodore M.H. Griffin.
5. PARRAMATTA remained alongside at SNB until Monday, 5th. April, carrying out self-maintenance. At 0830, she cast off and proceeded to sea for a week's exercises in the Singapore exercise areas and these serials are listed at Appendix BRAVO.
6. At 0910 Tuesday, 6th. April, the Chief of Naval Operations of the Vietnamese Navy Rear Admiral TRAN VAN CHON, his Flag Secretary, Captain THAI and Flag Lieutenant, Lieutenant DUC joined PARRAMATTA by helicopter from Singapore where Rear Admiral CHON was spending a week as the guest of the Fleet Commander Vice Admiral L.D. Empson, R.N. PARRAMATTA conducted gunnery and mortar firings and a Casex whilst the party were embarked and Admiral CHON appeared to enjoy thoroughly the whole day. He also spoke warmly of his recent visit to Australia and of his pleasure that some Vietnamese junior officers were being trained at HMAS WATSON (?). He was transferred by boat to HMS ORPHEUS at 1500 and witnessed a one hour Casex with PARRAMATTA before returning to Singapore by helicopter.

10 APR 1971
H.M. AUSTRALIAN FLEET

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Page 2 of HMAS PARRAMATTA's letter C1.16.7 dated 4th. May, 1971.

7. Other noteworthy aspects of this week at sea were the successful completion of four gunnery firings and removal by the ship's diving team of a wire from the screw of the tug TYPHOON.
8. PARRAMATTA was abreast Changi, returning to SNB for the Easter Weekend when at 1457, Thursday 8th. April, a signal was received from COMFEF directing PARRAMATTA to proceed to search for two missing Singapore Armed Forces Hunter jets. Course was reversed immediately and PARRAMATTA proceeded at 28 knots through the Singapore Strait to the search centre in the central Malacca Strait. During the high speed passage a further signal was received designating PARRAMATTA as Senior Officer, Surface Search Force.
9. PARRAMATTA arrived in the search area at 1700 with the aircraft then $4\frac{3}{4}$ hours overdue and with one and a half hours of daylight remaining to commence the search. Other units subsequently involved were the tug TYPHOON, five RMN and 3 SAF patrol craft as well as relays of Shackletons from RAF Changi. The aircraft searches were directed by the Singapore Rescue Co-ordination Centre, a civil authority. With this diverse array of forces and a wider variety still of communication equipment, the level of activity in PARRAMATTA's Comcentre and Operations Room was reminiscent of a major fleet exercise.
10. During the succeeding 25 hours, intensive efforts to locate the pilots and/or any wreckage were made with the patrol craft searching inshore on both sides of the Malacca Strait and TYPHOON and PARRAMATTA combing the central search area in deeper water. A remarkable amount of flotsam was investigated and numbers of fishermen interrogated through ERA2 S.I.E. COPP, R42662 a student of Malay! Regretfully no trace of either aircrew or wreckage was found then and, so far as is known, has been found since. The loss of these two aircraft remains a mystery, but as they were engaged in aerobatics, I assume that a mid-air collision was the cause.
11. COMFEF recalled PARRAMATTA and TYPHOON to SNB by signal at 091840GH. PARRAMATTA entered harbour on Saturday morning, 10th April securing port side to on HMS ESKIMO in the Stores Basin at 1000. Subsequently a letter was received from the Singapore Ministry of Defence expressing appreciation for our efforts and also the following signal DTG 100230Z from COMFEF:

"Search for missing Hunters. Your speedy reaction and the professional way in which you took charge of surface forces was impressive.
2. Well done. Enjoy the rest of the Easter Weekend."
12. PARRAMATTA remained alongside at SNB during the period 10th to 12th April.
13. At 0800 Tuesday 13th April, PARRAMATTA cast off and proceeded to the Singapore exercise areas for further serials involving RFA Green Rover, HMNZS OTAGO and RAF Shackletons. A wide variety of exercises were conducted and are tabulated at Appendix BRAVO.

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14. At 1907 Friday 16th. April, PARRAMATTA anchored off Changi adjacent to HMS INTREPID. I reported aboard INTREPID soon afterwards to be briefed on a radar-echoing trial that PARRAMATTA was to conduct with INTREPID over the weekend. After embarking two scientists from the Admiralty Signal and Wireless Establishment (who had arrived from England only an hour earlier) PARRAMATTA weighed anchor at 2200 and proceeded in company with INTREPID to Pulau Tioman.

15. INTREPID and PARRAMATTA anchored in formation off Pulau Tioman at 0800 Saturday 17th. April. The day was devoted to setting up PARRAMATTA's Type 903 radar and other test equipment for the trial to take place the following day. The opportunity was also taken to land a swimming party in the afternoon. Older hands discovered that the cost-of-living index had risen on Pulau Tioman since last year and that coconuts were now only two for a \$1.00! In the evening my officers and I entertained the Commanding Officer of INTREPID, Captain W.D.M. Staveley, R.N. and 12 officers to drinks and buffet supper.

16. After exchanging four midshipmen by boat at 0545, PARRAMATTA and INTREPID weighed anchor at 0600 Sunday 18th. April, for the radar-echoing trial. This trial continued until 1800 when, on completion, the four midshipmen were returned to their respective ships by boat. Course was then set for Singapore Naval Base.

17. PARRAMATTA and INTREPID entered harbour at 0745 Monday 19th. April, PARRAMATTA securing starboard side to at No.5 berth, Stores Basin.

18. At 1100 Tuesday 20th. April, I called on Captain K. Vause, R.N. (Captain D2F.E.) in HMS JUNO.

19. After a two day self-maintenance period at SNB PARRAMATTA cast off at 1800 Wednesday 21st. April, and proceeded to Port Swettenham berthing at No.7 berth New Wharf at 1015 the following morning 22nd. April. During the day I paid successive calls on the General Manager, Port Swettenham Authority, INCHE ZAIN bin AHMED, the Australian High Commissioner at Kuala Lumpur, Mr. J.R. Rowland and the Deputy Chief of the Malaysian Naval Staff, Captain MOHAMMED ZAIN bin MOHAMMED LALLEH, R.M.N. also at Kuala Lumpur (MINDEF). Later, at 1800 my officers and I entertained fifty guests to cocktails onboard PARRAMATTA. The guests included Commodore DATO THANABALASINGHAM the Chief of the Malaysian Naval Staff and also Mr. and Mrs. J.R. Rowland. On completion of this function I entertained Mr. A.D. Campbell, the Deputy High Commissioner, Mrs. Campbell and four other guests to buffet supper in my cabin.

20. PARRAMATTA remained alongside at Port Swettenham until Monday 26th. April. During the period, my officers, ship's company and myself engaged in a variety of social and sporting functions with the Royal Malaysian Navy, received 2000 visitors on the two days of "open ship", conducted hundreds of school children around the ship and in general, thoroughly enjoyed the visit. On Sunday morning, 25th. April, a party of officers, sailors and I left the ship at 0445 to attend an ANZAC Day Dawn Service at the home of the New Zealand High Commissioner, Mr. R.L. Hutchins in Kuala Lumpur, 45 miles away.

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Page 4 of HMAS PARRAMATTA's letter C1.16.7 dated 4th. May, 1971.

Although attendance was "voluntary", the bus could not accomodate the numbers who appeared at 0445 ready for the journey. I believe those who were able to attend the service and breakfast which followed considered it all well worthwhile.

21. PARRAMATTA cast off and proceeded from Port Swettenham at 0900 Monday 26th. April. The visit to Port Swettenham/Kuala Lumpur had been an unqualified success from all points of view and the conduct of the ship's company exemplary.

22. Later the same afternoon, as the ship steamed down the Malacca Strait, a case of suspected meningitis was reported onboard. (ABUW2 M. PATTERSON, R105389). I requested MEDEVAC by helicopter by IMMEDIATE signal at 1736. Our patient was safely in the RAF helicopter by 1845. I later discovered that 40 minutes of this seemingly swift reaction was dead time in message handling. The performance of the RAF SAR helicopter therefore was incredible. ABUW2 Patterson's ailment later proved to be an acute respiratory infection.

23. At 0915 Tuesday 27th. April, PARRAMATTA met RFA OLWEN (Rear Admiral D. Williams FO2FEF embarked) and carried out a RAS (Liquid). On completion RADM Williams transferred to PARRAMATTA by boat to witness a TOWEX (PARRAMATTA boarded and towed OLWEN) and other exercises during the day. He departed by helicopter to Singapore at 1600. PARRAMATTA then proceeded to Pulau Aur to anchor at 1720 for a live Operation Awkward that evening with the Fleet Clearance Diving Team. This most realistic serial completed at 2230.

24. The following morning 28th. April, PARRAMATTA weighed anchor at 0745 to conduct a Major NBCDX underway. Unfortunately PTA and Firefish firings which had also been scheduled for the forenoon were cancelled when TYPHOON became unserviceable. The ship anchored in Jason's Bay at 1150 on completion of the NBCDX.

25. At 0900 Thursday 29th. April, PARRAMATTA met HMS NAIAD in the eastern approaches to Singapore Strait to act as consort for NAIAD's Operational Readiness Inspection being conducted by Captain D2 F.E. A very busy day ensued with seamanship, gunnery and ASW serials and was of good value to both ships. At 1445 NAIAD returned to harbour and PARRAMATTA commenced a Casex with ESKIMO and OBERON which lasted till 2200. PARRAMATTA then broke off and set course for Singapore Naval Base, securing outboard of SCYLLA berthed on TRIUMPH at 1030 Friday 30th. April.

26. At the end of PARRAMATTA's first month in the C.S.R. I am reasonably satisfied with the ship's operational efficiency but exercises to come later in May should tauten the ship's organization and efficiency further. The ship is being kept very clean but hull maintenance is becoming an increasing problem and it is intended to render a separate submission on the subject.

...../WEAPONS

RESTRICTED

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Page 5 of HMAS PARRAMATTA's letter C1.16.7 dated 4th. May, 1971.

27. WEAPONS ELECTRICAL

With the exception of the Gyro Compasses, the operation of the Weapon Electrical equipment has been very satisfactory. The MK19 MOD3C Gyro Compass has an intermittent fault suspected to be in the accelerometer and levelling loop circuit. A bearing failure on Monday 26th. April rendered the Gyro unit of the AGMC6 unserviceable. A locally acquired gyro unit is at present being fitted.

28. MARINE ENGINEERING


Main and auxiliary machinery has continued to perform well with only minor exceptions. Maintenance time through the month has been at a minimum, however the present period alongside Triumph should alleviate some of the effects of this.

29. The first refuelling at sea for this year was unfortunately marred by receiving approximately 10 tons of water-contaminated fuel from RFA GREEN ROVER. It is hoped that our fuss about this will ensure only fuel in the future!

30. Sailing for Port Swettenham was delayed two hours due to a badly leaking Neumann Milliker FFO isolating valve. This was due to the packing baking hard, and was rectified by removing the valve complete, cleaning, repacking and replacing.

31. HEALTH, WELFARE AND CONDUCT

The health of the ship's company is good and the level of active participation in sport remains high. Morale continues to be good and conduct most pleasing. A total of 11 offences accrued in the first month on station.


(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Data
B. Exercises
C. Sport
D. Movements

For Information:

The Commander
FAR EAST FLEET

The Flag Officer Second-in-Command
FAR EAST FLEET

The Commanding Officer
HMAS DUCHESS

The Commanding Officer
HMAS DERWENT

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ANNEX A

STEAMING

Distance Steamed during the month 3548.4 miles
Distance Steamed since commissioning 323,152.6 miles
Hours underway during month 265 7/60 hours
Hours underway since commissioning 33,792 54/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>DATE</u>	<u>NO. HOURS</u>	<u>AV. SPEED</u>	<u>TOTAL FUEL CONSUMED (TONS)</u>	<u>MILES/ TON</u>	<u>AUTHORITY</u>
6	1½	19	4.05	7.04	WPP - Speed Required.
8	3½	19	9.45	7.04	Passage Speed Required.
8	1 5/6	26	10.5	4.53) COMFEEF) Search) for Missing) S.A.F. Air- craft
9	2½	20	7.5	6.67	
9	1¼	22	4.75	5.79	
9	1 1/12	20	3.25	6.67	
13	1¼	21	4.37	6.00	
13	3	22	11.4	5.79	WPP - Speed Required
26	1⅔	24	7.97	5.03	Required MEDEVAC
29	1½	23	6.3	5.47) Consort for) HMS NAIAD's) Inspection
29	1⅔	24	7.97	5.03	

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ANNEX B

EXERCISES AND EVOLUTIONS

1. General
 - Lay and Recover Dan Buoy 5th.
 - Helicopter Transfer 6th, 26th, 27th, 29th.
 - RAS (L) Night 6th.
 - RAS (L) Day 13th, 27th.
 - OOW Manoeuvres 13th, 29th.
 - RAS Approaches 14th.
 - Jackstay Transfer 14th.
 - TOWEX (PARRAMATTA's Gear) 14th. (2), 27th.
 - Major NBCDX 8th, 28th.
 - Actions Stations 8th, 28th.
 - Emergency Stations 8th.
 - Steering Gear Breakdown 8th, 28th.
 - Shelter Stations 28th.
 - Executive Officer Shiphandling (berthing/unberthing) 10th, 13th, 19th.
2. TAS
 - Sonar Drills (Triplane TGT) 5th, 6th.
 - Light Mortar Firings 6th. (2 Salvos) 15th.
 - CASEX C2 27th. (2 Salvos).
 - CASEX A6 6th, 8th, 14th, 15th.
 - CASEX A3 6th, 29th. (2).
 - CASEX A2 13th. (2 runs).
 - Torpedo Firing Exercise (PARRAMATTA Target) 14th, 15th, 29th.
 - Operation Awkward 7th.
 - Divers 27th.
 - 7th, 16th, 22nd, 26th.
 - 28th.
3. GUNNERY
 - P.A.C. Firings 5th.
 - SUTOF 6th, 13th.
 - NGS CX 6th, 7th.
 - NGS FX 6th, 8th.
 - AATX 15th, 27th, 28th, 29th.
 - SAGEX 29th.
4. AIO
 - S.R.R.X. 14th, 15th.
 - Harbour Plotting & Voice Procedure 1st, 2nd, 3rd, 4th, 11th, 12th.
 - Radar Echo Trial 18th.
5. COMMUNICATIONS
 - NCX 202 7th, 12th, 19th, 20th, 21st, 26th, 28th.
 - NCX 451 29th.
 - Dress Ship 21st.

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ANNEX C

SPORTS

<u>DATE</u>	<u>SPORT</u>	<u>RESULT</u>	<u>REPRESENT- ATION</u>
1st	Aust Rules V DUCHESS	WON 11.9/6.7	33
	Basketball V DUCHESS	WON 25/24	10
2nd	Hockey V DUCHESS	LOST 2/0	15
3rd	Volleyball V DUCHESS	LOST 3/0	10
4th	Soccer V SEMBEWANG	LOST 7/4	18
5th	Ordinary Seamen PT & Weight Training		26
6th	Ordinary Seamen PT & Weight Training & Boxing		20
7th	Ordinary Seamen PT & Weight Training & Boxing		21
8th	Ordinary Seamen PT & Weight Training & Boxing		22
10th.	Waterpolo V ESKIMO	Won 7-4	8
10th.	Golf V ESKIMO	Won Forfeit	-
11th	Golf V ESKIMO	Won Forfeit	-
11th	Rugby V ESKIMO	Won Forfeit	-
11th	Tennis V ESKIMO	Won 6-4	8
12th	Hockey V TRIUMPH	Lost 1-0	25
13th	Ordinary Seamen PT & Boxing & Circuit Training		25
14th	Ordinary Seamen PT & Boxing & Circuit Training		20
15th	Ordinary Seamen PT & Boxing & Circuit Training		25
16th	Ordinary Seamen PT & Boxing & Circuit Training		20
17th	Ordinary Seamen PT & Boxing & Circuit Training		28
18th	Ordinary Seamen PT & Boxing & Circuit Training		30
19th	Cricket V ESKIMO	Won 65-64	15
	Basketball V JUNO	Won 30-22	12
	Tennis V JUNO	Draw 1-1	10
	Rugby V TRIUMPH	Won 8-5	25
	Soccer V TRIUMPH	Won 1-0	12
20th	Golf V JUNO	Won	6
	Golf V OTAGO	Lost	6
	Rugby V OTAGO	Lost 27-3	30
21st	Ordinary Seamen PT & Circuit Training		30
22nd	Ordinary Seamen PT & Circuit Training		26

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<u>DATE</u>	<u>SPORT</u>	<u>RESULTS</u>	<u>REPRESENT- ATION</u>
23rd	Soccer V Malay Naval Cadets	Lost 5-3	17
24th	Rugby V Batu Garrison	Won 8-0	35
	Hockey V Malaysian Ministry of Defence Staff	Draw 1-1	18
25th	Soccer V Blue Funnel Line	Lost 7-4	15
26th	Ordinary Seamen PT & Circuit Training		26
27th	Ordinary Seamen PT & Circuit Training		24
28th	Ordinary Seamen PT & Circuit Training		24
29th	Ordinary Seamen PT & Circuit Training		20
30th	Soccer V INTREPID	Lost 10-1	17
	Basketball V INTREPID	Lost 10-5	10

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ANNEX d

SHIP MOVEMENTS

<u>DATE</u>	<u>DATE</u>	<u>LOCATION</u>
	1st - 4th	Singapore Naval Base
	5th - 8th	Singapore Exercise Area
	9th	Malacca Strait
	10th - 12th	Singapore Naval Base
	13th - 18th	Singapore Exercise Area
	18th - 20th	Singapore Naval Base
	21st	Singapore Naval Base/ Malacca Strait
	22nd - 25th	Port Swettenham
	26th	Malacca Strait/ Singapore Exercise Area
	27th - 29th	Singapore Exercise Area
	30th	Singapore Exercise Area/ Singapore Naval Base

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18/6/2574

DEPARTMENT OF THE NAVY

HMAS PARRAMATTA

Report of Proceedings MAY 1971

AS(NS) 1/3/7

D of O 25/6/7

~~DCNS~~

1NM 21/7

2NM 21/7

3NM 8/7

4NM 21/7

SECRETARY 21/7

~~DCNS~~ 22/7
C of S 23/7

DPR 27/7

AS(NS) (NS55) 2/8

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NAVY—CANBERRA		
18	6	2874

2 JUL A.M.
NAVY REGISTRY

CMR

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

A.F. 1/16/43

- 1 JUL 1971

The Secretary
Department of the Navy

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - MAY 1971

1. Forwarded.
2. Failure of the economiser tubes in the starboard boiler has resulted from accelerated external wastage experienced in all ships of the class. At present both defective economiser elements have been plugged and the boiler is limited to 90 percent full power.
3. Arrangements are being made at Navy Office for the economiser in the starboard boiler to be renewed in Singapore in August 1971. If sufficient spare elements can be obtained, the economiser in the port boiler will also be renewed at the same time.
4. If sufficient spare elements are not available to effect replacement, jumper tube repairs will be used in the event of future failures.

John V. M. ...
Rear Admiral

AT Enclosure:

HMAS PARRAMATTA 1/16/7 dated 3rd June 1971

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HMAS PARRAMATTA,
At Hong Kong.

3rd June, 1971.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - MAY 1971

Sir,

I have the honour to report the proceedings of HMAS PARRAMATTA under my command for the month of May, 1971.

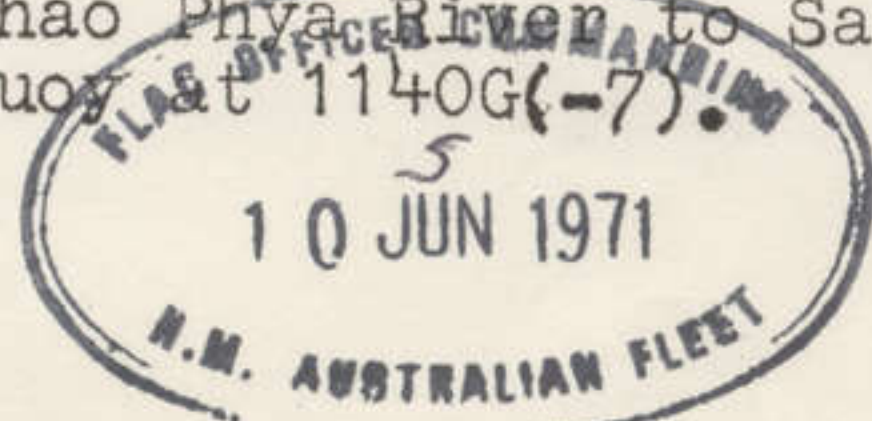
2. At the beginning of the month PARRAMATTA was berthed port side to on HMS SCYLLA a longside HMS TRIUMPH at No.6 Berth Stores Basin, Singapore Naval Base, carrying out self-maintenance with the assistance from the Fleet Maintenance Group in HMS TRIUMPH. At the end of month PARRAMATTA was on passage across the China Sea from Subic Bay to Hong Kong after participating in Convex 1A - 71.

3. The major work carried out during the initial self-maintenance period in Singapore was the repair of the brickwork in both boilers (PARRAMATTA's message DTG 030830Z May), whilst the opportunity was also taken to start stripping back weather decks to bare metal. During the forenoon of Friday, 7th May, the ship was shifted by tugs to 'B' buoy where a compass swing was completed satisfactorily, before the ship was moved back alongside Stores Basin No.1 berth.

4. At 1000GH on Wednesday, 5th May, I called on the Commander-in-Chief, Far East Fleet, Rear Admiral J.A.R. TROUP DSC*. Rear Admiral TROUP returned my call during the forenoon of Friday, 7th May, when he came onboard PARRAMATTA and met my officers on the quarterdeck before walking round the ship and witnessing a demonstration of the Ikara weapon system.

5. PARRAMATTA cast off from alongside at 0900GH Saturday, 8th May and shifted to 'A' buoy on one boiler whilst baking of the new brickwork in the second boiler was completed. Later at 1300 the ship slipped from the buoy and proceeded for Bangkok. During the passage through the Johore Strait the Mk 19 gyro compass which had been unreliable for some weeks became completely unservicable resulting in the cancellation of the Ikara firing scheduled for later in the month (PARRAMATTA's message DTG080927Z and ACNB's message DTG 081315Z refer).

6. Clocks were retarded half an hour from 1815GH (-7½) to 1745G (-7) on Sunday, 9th May. At 0640G the following morning the ship anchored off the Bangkok Bar to allow the ship's divers to place gratings to the underwater intakes. The pilot embarked over an hour later and the ship weighed and proceeded up the Chao Phya River to Satu Pradit where PARRAMATTA secured to No. 5 buoy at 1140G (-7).



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7. On the day of arrival in Bangkok, the ship's officers and myself entertained twenty members of the staff of the Australian Embassy and SEATO Headquarters and their wives at a buffet luncheon in the wardroom. An official cocktail party was not held whilst at Bangkok on the advice of the Australian Service Attache on account of the ship's comparative inaccessibility at Satu Pradit.

8. Although the pessimists onboard had been predicting that banishment to Satu Pradit would result in an unsuccessful visit to Bangkok, fortunately this was not so. Fine weather, a well organised sports programme and a popular selection of bus tours resulted in the visit being enjoyed by most members of the Ship's Company. Much of the credit for this was due to the Assistant Services Attache, LCDR GLEX R.S. BONNAR RAN, who had planned thoroughly and organised all aspects of the visit.

9. HMAS PARRAMATTA slipped and proceeded from No.5 buoy, Satu Pradit, at 0700G on Saturday 15th May, and anchored three hours later, at the Bangkok Bar to disembark the pilot and removed inlet gratings. This task occupied about forty-five minutes and on completion, the ship weighed and set course to rendezvous with HMS ORPHEUS in the deep CASEX area in the South China Sea. Even after the lengthy passage down river, all seven underwater inlets were found to be partially blocked by polythene bags and other material.

10. Whilst on passage some twenty-five miles to the south of Point de la Mau, South Vietnam, during the forenoon of Sunday, 16th May, the ship exchanged identities with the ASHEVILLE class patrol boat, USS CANON and was also overflown several times by USN Orion aircraft. Clocks were advanced half an hour to zone time GH(-7½) at 2345G on Sunday, 16th May.

11. After an otherwise uneventful passage, PARRAMATTA rendezvoused with the submarine ORPHEUS at 0730GH Monday, 17th May in mid South China Sea and immediately commenced a five hour CASEX. This CASEX was novel in that it was the first for some months in deep water. (unlike the shallow water of the Singapore operational areas). It was noteworthy also in that PARRAMATTA remained in continuous contact with ORPHEUS for the entire serial, whilst ORPHEUS used full speed and depth range to break contact. In retrospect this would have been a perfect setting for a tactical Ikara firing had that been possible. On completion of this CASEX, the ship proceeded to the Singapore exercise area to participate in exercises with HMAS DUCHESS, HMS SALISBURY, HMS ORPHEUS, HMNZS OTAGO, USS HULL and RFA's TYPHOON and TIDESURGE. A schedule of these exercises is included in Annex 'B'.

12. With DUCHESS in company, PARRAMATTA departed from the Singapore exercise area at 1930GH Thursday, 20th May, and set course to rendezvous with HMAS SYDNEY. Clocks were advanced half an hour at 2345GH (-7½) that day to 0015H (-8).

13. PARRAMATTA and DUCHESS joined SYDNEY at 0700H Friday, 21st May, and the group rendezvoused with RFA OLWEN about two hours later. PARRAMATTA replenished with furnace fuel oil during the forenoon and carried out a jackstay transfer of stores and personnel with SYDNEY during the afternoon.

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14. After an uneventful overnight passage, the three RAN ships anchored off Vung Tau at 0630H Saturday, 22nd May. The ship remained in operation Awkward state 2 whilst at anchor, although the de-escalation of the Vietnam war was visibly demonstrated by the small number of ships in the Vung Tau anchorage and the single lethargic Vietnamese patrol boat operating in the area, inspecting small craft, with guns covered and crew half dressed.

15. PARRAMATTA sailed from Vung Tau at 1100H Saturday, 22nd May and after an uneventful passage, secured alongside No. 3 berth Alava Pier, Subic Naval Base at 1000H Monday, 24th May. During the following two days a new slave unit for the Mk 19 gyro compass was fitted in the ship whilst the ship's company in non-working hours enjoyed the excellent recreational amenities of the U.S. Naval Base.

16. Typhoon Condition THREE was assumed in Subic Bay at about 0100H Wednesday, 26th May, and when PARRAMATTA sailed at 1600H that day, Typhoon DINAH was located some two hundred miles to the South and heading in a North-Westerly direction. Since the intended track to the rendezvous for CONVEX 1A-71 would have taken the ship through the dangerous quadrant and with no sea-room to the East, a South-Westerly course from Subic Bay was initially preferred to take the ship clear of DINAH. After the typhoon had passed through the Subic Bay area and to the north of PARRAMATTA during the forenoon of Thursday, 27th May, course was reversed and the ship proceeded to rendezvous off Taiwan with ships participating in the USN convoy exercise, Convex 1A-71, at 0500H Saturday, 29th May.

17. Convex 1A-71 occupied two and a half days and the ship's company were in defence watches throughout. The exercise however was rather quiet with the opposition consisting of only one submarine, HMS OBERON, and with a very limited air threat. It was reassuring however to observe the comparative ease with which the participating (Commonwealth) units (HMS JUNO, HMNZS OTAGO, RFA TIDESURGE and HMA Ships DUCHESS and PARRAMATTA) co-operated with the large force of USN ships to achieve a quite acceptable standard of operational efficiency. The exercise concluded at 1200H Monday, 31st May, and PARRAMATTA with Duchess set course in company for Hong Kong.

18. The period of exercises in the latter half of the month culminating in the Convex have done quite a lot to improve the overall efficiency of the ship. The opportunity to fire IKARA lost due to the Mk. 19 Gyro Compass defect was however disappointing. The failure of two economiser tubes during the month has caused grave concern and, less importantly, embarrassment even though to date PARRAMATTA has met all operational commitments save the IKARA firing.

Weapons Electrical

19. The operation of the Weapons Electrical Equipment continues to function very satisfactorily. Both compasses (previous

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report) are now serviceable. The Gyro unit for the AGMC6 was fitted in Singapore at the beginning of the month and the slave unit for the MK19 compass was fitted at Subic Bay on the 26th May.

Marine Engineering

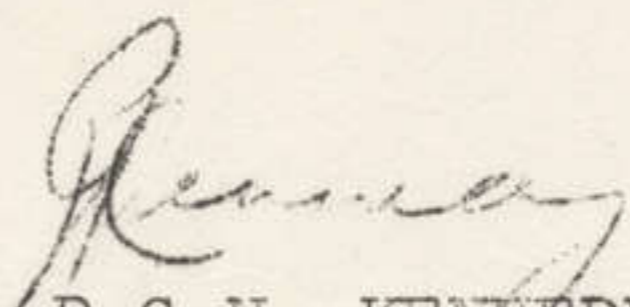
20. During the month Boiler defects have plagued the ship but as yet they have not affected the ship's programme. Brickwork repairs were carried out on both boilers during the maintenance period 1st - 7th May by Sembawang Dockyard. Whilst steaming auxiliary at the buoy at Satu Pradit, Bangkok, ships staff successfully plugged one element of the starboard economiser.

21. In the midst of the economiser repairs the Boiler Room Turbo Generator tripped and was shut down. Investigation revealed a broken rotar pinion wheel seemingly caused by a grub screw backing out and allowing the pinion wheel to move out of mesh. As yet spares have not arrived to rectify this defect. After almost a week on load, the boilerroom diesel was shut down when a section of flexible piping on the main lube oil line blew out. With the assistance of the seaman a section of cooling water flexible hose was wire bound and has performed successfully while awaiting armoured hose.

22. On the 30th May during Convex 1A-71 the starboard boiler was again shut down with a holed economiser tube. Repairs are to be effected during the assisted maintenance period in Hong Kong.

Health, Welfare and Conduct

23. The health of the ship's company remains good and the morale of the ship's company is also quite high. The conduct of the ship's company has fallen from the remarkably good standard set in the first month on station and has been just satisfactory in May.


(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Data E. Official Calls
B. Exercises
C. Sport
D. Movements

For Information:

The Commander
FAR EAST FLEET

The Commanding Officer
HMAS DUCHESS

The Flag Officer Second-in-Command
FAR EAST FLEET

The Commanding Officer
HMAS DERWENT

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ANNEX A

STEAMING

Distance Steamed during the month	6,415.6 miles
Distance Steamed since commissioning	329,568.2 miles
Hours Underway during month	388 hours
Hours underway since commissioning	34,180 54/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>DATE</u>	<u>NO. HOURS</u>	<u>AV. SPEED</u>	<u>TOTAL FUEL CONSUMED (TONS)</u>	<u>MILES/ TON</u>	<u>AUTHORITY</u>
8	6	22	22.8	5.79	1
9	11	20	33	6.67	2
9	8	19	21.6	7.04	3
18	3	20	9	6.67	4
21	5	19.5	14.5	6.72	5
22	10½	19.5	30.4	6.72	6
23	4	19.5	11.6	6.72	7
23	7	19.0	18.9	7.04	8
26 - 28	35½	20	106.5	6.67	9
31	11	23.5	48.4	5.34	10

1. Speed required for baking new boiler brickwork.
- 2/3. Passage speed required after slow speeds required to dry out new boiler brickwork.
4. Night encounter exercise.
5. Patrol speed screening HMAS SYDNEY.
- 6/7/8. Passage speed required to arrive Subic Bay AM 24th enabling full working day for MK19 Gyro repairs.
9. Avoiding typhoon Dina.
10. Passage speed required to arrive Hong Kong for SMP.

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ANNEX B

EXERCISES AND EVOLUTIONS.

GENERAL

RAS Approaches	18th
RAS (L)	18th 21st 29th 30th
Jackstay Transfers	18th 20th 21st 29th
Action Stns	19th
Emergency Stns	19th
Leaving Ship Stns	19th
OOW Manoeuvres	19th 21st
Steering Gear Breakdown	22nd
Minor NBCDX	19th

GUNNERY

Small Arms Shoot	9th 17th
AATX (PTA)	18th
AAMRF (PTA)	18th
NEX	18th

Defence Watches for CONVEX 1A-71 (29 0400H - 31 1300H)

TAS

CASEX A2	17th 19th 20th
CASEX A6	19th
CASEX C2	19th 20th (Both 2 runs)
CASEX A4	20th

Defence Watches for CONVEX 1A-71 (29 0400H - 31 1300H)

COMMUNICATIONS

NAVCOMEX 202	4th 6th 11th 18th 26th
NAVCOMEX 403	6th
NAVCOMEX 251	13th 26th
NAVCOMEX 450	17th
EWX 92	6th
EWX 91	4th

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ANNEX C

SPORT

<u>DATE</u>	<u>SPORT</u>	<u>OPPONENT</u>	<u>RESULT</u>	<u>REPRESENTATION</u>
1st	Cricket	JUNO	Lost 9/96-6/94	15
	Rugby	OTAGO	Lost 25 - 0	30
	Volleyball	JUNO	Won 2 - 0	10
2nd	Basketball	JUNO	Won 55 - 35	8
3rd	Squash	OTAGO	Lost 2 - 1	6
	Cricket	OTAGO	Won 2/58 - A054	20
	Hockey	INTREPID	Lost 4 - 1	14
	Waterpolo	TERROR	Lost 7 - 1	12
4th	Golf	OTAGO	Won 2 - 1	6
	Volleyball	OTAGO	Lost 2 - 1	8
	Hockey	TERROR	Lost 7 - 1	16
	Basketball	OTAGO	Lost 44 - 25	8
5th	Cricket	TERROR	Won 1/85 - 9/64	20
	Volleyball	OTAGO	Lost 2 - 0	9
6th	Aust. Rules	CHANGI	Won 8-4 / 5-10	30
	Cricket	TRIUMPH	Won 107 - 44	16
	Rugby	TRIUMPH	Won 27 - 0	25
	Basketball	TRIUMPH	Won 40 - 32	8
	Hockey	OTAGO	Won 7 - 3	20
7th- 11th	Boxing Circuit Training & Ordinary Seamen PT.			
12th	Tennis	ROYAL THAI NAVY	Drew 2 - 2	6
	Golf	" " " "	Won 3 - 2	5
13th	Rugby	ROYAL BANGKOK SPORTS CLUB	Won 43 - 3	25
	Hockey	" " " "	Lost 9 - 1	14
	Waterpolo	BRITISH CLUB BANGKOK	Lost 7 - 1	12
14th	Darts	ROYAL BANGKOK SPORTS CLUB	2nd	10
	Squash	" " " "	Lost 4 - 2	4
	Tennis	" " " "	Lost 6 - 3	4
15th- 23rd	Boxing Circuit Training & Ordinary Seamen PT.			
24th	Mini Olympics held, 100 participated. Final Result S&S (1st), COMMS (2nd), 3E SEAMAN (3rd).			
24th- 31st	Boxing Circuit Training & Ordinary Seamen PT.			

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ANNEX D

STRATEGIC RESERVE EMPLOYMENT

(RANOP 0136 & 0137)

- | | | |
|----|-------------|--------------------------------------|
| 1. | 1st - 8th | Singapore Naval Base |
| 2. | 10th - 15th | Bangkok |
| 3. | 15th - 17th | South China Sea |
| 4. | 17th - 20th | Singapore Practice Areas |
| 5. | 21st - 22nd | Escorting HMAS SYDNEY to
Vung Tau |
| 6. | 24th - 26th | Subic Bay |
| 7. | 26th - 31st | South China Sea |

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ANNEX E

OFFICIAL CALLS

SINGAPORE

Calls made by the Commanding Officer.

- May 3rd Commanding Officer HMS TRIUMPH, Captain J.M.FORBES RN.
" 5th Commander Far East Fleet, RADM J.A.R.TROUP DSC.
" 6th Australian High Commissioner, Mr H.T.SARGENT.
 Services advisor to the Australian High Commissioner,
 Captain J.L.W.MERSON RAN.

Calls returned to Commanding Officer.

- May 7th Commander Far East Fleet, RADM J.A.R.TROUP DSC.

BANGKOK

Calls by the Commanding Officer.

- May 11th Australian Ambassador - His Excellency the Ambassador,
 Mr.T.K.CRITCHLEY CBE.

 Commander-in-Chief Royal Thai Fleet,
 Admiral CHERDCHAI THOMYA.

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15.6.2929

DEPARTMENT OF THE NAVY

HMAS PARRAMATTA

Report of Proceedings JUNE, 1971.

AS(NS) *Ch. 4/8.*

~~D of O~~ *4/8.*

DCNS *11/8*

1NM *12/8*

2NM *13/8*

3NM *17/8*

4NM *17/8*

SECRETARY *[Signature]*

C of S *19/8*

DPR *18/8*

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

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NAVY—CANBERRA

18 | 6 | 2929

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

AF 1/16/43

The Secretary
Department of the Navy

23 JUL 1971

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - JUNE 1971

1. Forwarded.
2. It is intended that one of the plugged elements of the starboard economiser be jump tube repaired on the ship's return to Hong Kong to establish the effectiveness of this type of repair.
3. The port and starboard economisers will be completely replaced in Singapore in August and arrangements have been made for the old units to be returned to Sydney with a view to their recovery for future use.

John G. W. ...
Rear Admiral

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HMAS PARRAMATTA (DE46)
at Buckner Bay, Okinawa

2nd July, 1971.

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The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - JUNE, 1971

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of June, 1971. Times throughout are Zone INDIA (-9).
2. At the beginning of the month, PARRAMATTA was transitting the South China Sea, with DUCHESS in company, on passage to Hong Kong. At the end of the month she was on passage from Hakodate (Hokkaido) to Buckner Bay, Okinawa.
3. All official and courtesy calls paid and received during June together with official social functions are listed at Annexes E and F.
4. PARRAMATTA entered the Lei Yue Mun passage (Hong Kong) at 1430 Tuesday, 1st June and proceeded up harbour to secure port side to in Victoria Basin at 1511. This usually interesting passage was made moreso on this occasion by inordinately heavy traffic and fairway diversions during construction of the cross-harbour tunnel. The ship remained at Hong Kong for the next eight days conducting a self-maintenance period with assistance from the Fleet Maintenance Group in HMS TRIUMPH.
5. During the period at Hong Kong ship's staff assisted by civilian shipyard labour plugged a holed economiser tube in the starboard boiler. You had directed, Sir, that a jump tube repair should be carried out providing the ship's programme could be adhered to. In the event, insufficient time remained for a jump tube fix to be carried out so I directed that the tube be plugged.
6. On Tuesday, 3rd June a ship's diving exercise was carried out from an MFV in Repulse Bay. As a result of this practice three divers suffered minor illness (PARRAMATTA's message DTG 080115Z June, 1971). At my direction this accident was investigated and a full written report has been forwarded. All three divers are now fully fit but the open finding as to the cause of the accident is less than satisfactory.
7. At 1100 Wednesday, 9th June, PARRAMATTA cast off and departed Hong Kong to rendezvous with HMS JUNO to the south of Taiwan for three days of exercises in company. The actual rendezvous took the form of a night encounter exercise between 0300 - 0500/10th June. The deceptive measures taken by both ships and sufficient merchant shipping in the area to pose an



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identification problem produced a good exercise. Subsequently both sides claimed victory but the moral victory was PARRAMATTA's as most of JUNO's stars were black!

8. PARRAMATTA and JUNO secured alongside in Buckner Bay at 1600 Friday, 11th June to refuel, getting underway at 0700 the following morning for gunnery serials. The results of PARRAMATTA's A&A firings were mediocre (16% TTBs) and strenuous efforts are being made to improve both the 4.5" system and drill. PARRAMATTA was detached at 1730 Saturday, 12th June to proceed independently to Yokohama.

9. The final hours before arrival at Yokohama on Tuesday, 15th June were enlivened initially by the transit of three separate flotillas of Japanese fishing vessels across the ship's track and finally by encountering thick fog (visibility one cable) in Tokyo Bay. Radar screens were swamped with a dense mass of shipping apparently proceeding at normal speed in the shocking visibility. The blind pilotage team in PARRAMATTA earned their keep!

10. The ship secured at Pier "F" Yokohama, the prime berth at the Overseas Terminal, at 1030 Tuesday, 15th June to the strains of "Waltzing Matilda" from the Yokohama City Band. A number of prefectural government and city officials were waiting on the wharf to bid PARRAMATTA welcome as also were Miss Yokohama and her understudy both with sprays of flowers!

11. The visit to Yokohama passed off most successfully thanks largely to the advance planning of Captain F.E. IRVINE, RAN the Australian Services Attache, Tokyo. The Japanese people both at the official and unofficial levels were extremely friendly and hospitable and the ship's official reception was very well attended. During "open ship" days 2100 people walked round the ship. This figure would undoubtedly have been doubled had not an error in a local newspaper given the impression that the ship was NOT open to the public on Sunday 19th June.

12. A party was held onboard for 30 young Japanese orphans on Tuesday 17th June and was a great success. Tiny Japanese children consumed vast quantities of food, drinks and sweets quite out of proportion to their size! The organisation and hosting of this function was done entirely by sailor/pirates under the auspices of the Welfare Committee.

13. On the sporting side, PARRAMATTA Rugby XV convincingly defeated the University of Yokohama and the ship's cricket team easily defeated the Yokohama Sporting and Athletic Club. Other sports results are listed at Appendix C.

14. On Monday, 21st June a contingent of twenty officers and sailors from PARRAMATTA attended a memorial service in the Australian Section of the Commonwealth War Cemetery, Yokohama. The service was conducted by the Rev. John Bergt of the local Mission to Seamen. All of us who attended were most impressed with the beauty of the cemetery. Although the trees and shrubs were mainly Japanese several healthy eucalypts caught the eye in the Australian section. It was interesting to learn from the curator of the wholehearted cooperation given him by local civil authorities and that the cemetery was visited every weekend by crowds of Japanese people.

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15. PARRAMATTA cast off and proceeded from Yokohama at 0900 Tuesday, 22nd June after a most successful visit and with Captain F.E. IRVINE, RAN embarked for the passage to Hakodate. To my relief the visibility in Tokyo Bay was two to three miles which made the departure much more simple than had been the entry a week earlier. However, these conditions did not last long and more than forty percent of the entire passage to Hakodate was made in fog.

16. The ship berthed port side to at Nishihama Pier, Hakodate at 0900 Thursday 24th June. Except for the absence of a band, arrival ceremonies were identical to those in Yokohama as were the round of official calls which followed (Appendix E).

17. Although English is spoken by fewer people in Hokkaido the friendliness and hospitality exceeded even that experienced in Yokohama and the five day visit passed very swiftly. Undoubtedly friendly relations were assisted by wide press coverage (4 newspapers) of a rescue operation in which PARRAMATTA sailors rescued a motor cyclist and his bike from the harbour just astern of the ship. This incident occurred on Friday evening 25th June when the over-eager motorcyclist rode his machine straight off the wharf shortly after the end of the official reception. (He had not been a guest!). The gangway staff quickly hauled the man from the water and shortly afterwards the ship's diving team recovered the bike. The following morning Mr YOICHIRO SEKIGUCHI the Hakodate Chief of Water Police presented an "HONOUR CITATION" and Japanese Doll to the ship's diving team for the volunteer rescue. This ceremony was given wide press coverage in national, state and city newspapers.

18. The J.M.S.D.F. at Hakodate contributed greatly to the success of the Hakodate visit, providing two liaison officers, interpreters, transport on an as required basis etc. In addition a most cordial relationship was established between my officers and MSDF officers of the local base and of two locally based minesweepers. It occurred to me at that time that joint exercises with MSDF units, punctuating port visits, would have been most beneficial.

19. PARRAMATTA sailed from Hakodate at 0900 Tuesday, 29th June after a thoroughly enjoyable visit. The ship was farewelled by a large crowd including a contingent of MSDF officers. Shortly after sailing the following signal was received from Captain TAKASHI MORIYA, the Commandant of the local base:-

"Goodbye and Bon Voyage. The night view of Hakodate and flowers of Hokkaido will miss you all after departure here.

Your visit to Hakodate has left very favourable and sincere impression in every respect behind you.

I believe that it will lead a greater understanding and a closer relationship between two countries.

I wish you all a happy return to your families and friends."

It is understood that the lookout atop Mt. Hakodate, hard by the city, is a favourite trysting place by night; further, that the flowers referred to wear kimonos.

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Page 4 of HMAS PARRAMATTA's Letter C1.16.7 dated 2nd July, 1971

20. The end of the month found PARRAMATTA at sea on passage to Okinawa and first rendezvous with HMAS DERWENT. Fewer exercises had been achieved than in previous months so the prospect of working with DERWENT is most eagerly looked forward to.

21. WEAPONS ELECTRICAL

The Weapon Electrical equipment has been maintained in a high state of serviceability except that a defect in the training gearbox of the ANS 2 aerial (URDEF 58/72) has rendered the 293 Radar unserviceable. Repairs necessitate the lifting of the aerial and will be carried out during SMP in Singapore early August.

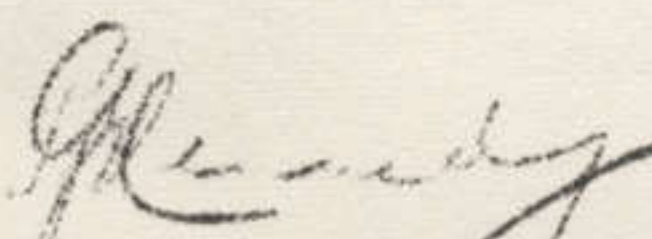
22. MARINE ENGINEERING

At the beginning of the month the ship underwent a short but intensive Assisted Self Maintenance Period with HMS TRIUMPH's FMG. Thanks to TRIUMPH's presence, all shore services were available, which will not be the case during PARRAMATTA's next visit to Hong Kong.

23. The starboard Economiser has dominated the engineering scene and to date two elements are plugged. The unserviceability of the Boilerroom Turbo-generator, while awaiting spare gear, has necessitated running one diesel whilst at sea. Apart from these items the remainder of main and auxiliary machinery continues to perform satisfactorily.

24. HEALTH, WELFARE AND CONDUCT

The health and morale of the ship's company has been good. I have been pleased with the conduct of the ship's company onshore, particularly in Japan.


(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Data
B. Exercises
C. Sport
D. Movement
E. Official Calls
F. Official Entertainment

For Information:

The Commander
FAR EAST FLEET

The Flag Officer Second-in-Command
FAR EAST FLEET

The Commanding Officer
HMAS DERWENT

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ANNEX A

STEAMING

Distance Steamed during the month 3,531.1 miles
Distance Steamed since commissioning 333,099.3 miles
Hours underway during the month 238 46/60 hours
Hours underway since commissioning 24,419 40/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>DATE</u>	<u>NO. HOURS</u>	<u>AV. SPEED</u>	<u>TOTAL FUEL CONSUMED (TONS)</u>	<u>MILES/ TON</u>	<u>AUTHORITY</u>
1	8	23.5	36	5.44) Passage speed required
1	5	21.5	18	5.97	
9	12	21	40.8	6.17	
10	3	24	14.1	5.1	NEX
12	2 $\frac{2}{3}$	24	12.54	5.1	Passage speed required
23	1 $\frac{1}{2}$	25	8.1	4.63	Quarterly F.P.T.
29/30	38 $\frac{1}{3}$	22	131.5	6.41	Passage speed required

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ANNEX B

EXERCISES AND EVOLUTIONS

1.	<u>General</u>	
	Emergency Stations	22nd
	Leaving Ship Stations	22nd
	Jackstay Transfers	10th (2 in No.)
	OOW Manouvers	10th, 11th
	SPX B	10th
	IFF/SIF Checks	11th
2.	<u>TAS</u>	
	Nil	
3.	<u>Gunnery</u>	
	AATX	12th
	AAMRF	12th
	NEX	10th
4.	<u>Communications</u>	
	EWX 41	12th
	EWX 92	12th
	NCX 350	12th
	NCX 207	10th & 12th
	NCX 202	23rd, 28th, 29th

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ANNEX C

SPORTS

<u>DATE</u>	<u>SPORT</u>	<u>RESULT</u>	<u>REPRESENT- ATION</u>
1st	Circuit Training & ORDS PT		18
2nd	Volleyball V 252 Sig. Reg. Hong Kong	Won 31/0	10
3rd	Basketball V 252 Sig. Reg. Hong Kong	Won 40/22	12
4th/15th	Circuit Training & ORDS PT		Approx 25
16th	Rugby V Yokohama University	Won 28/0	32
17th	Tennis V Yokohama County Athletic Club	Lost 6/0	6
18th	Soccer V Local Prefectural Police	Lost 10/0	20
	Volleyball V Noriwaga Sweet Factory	Lost 4/1	10
	Karate Demonstration (Mission to Seamen)		30
19th	Soccer V Merchant Ship 'Ceylon'	Lost 7/2	20
20th	Squash V Yokohama County & Athletic Club	Lost 3/1	4
	Cricket V Yokohama County & Athletic Club	Won first innings	19
21st/24th	Circuit Training & ORDS PT		Approx 20
26th	Volleyball V JMDF	Lost 3/2	10
	Tennis V Hakodate Church Team	Lost 8/2	6
27th	Rugby V All Hakodate Team	Won 23/8	42
	Soccer V All Hakodate Team	Lost 5/0	21
28th	JUDO Demonstration Hakodate Police		35
29th/30th	Circuit Training & ORDS PT		18

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ANNEX D

SHIP MOVEMENTS

STRATEGIC RESERVE EMPLOYMENT
(RANOP 0136 & 0137)

<u>DATE</u>	<u>LOCATION</u>
1st - 8th	Hong Kong
9th - 10th	Passage South China Sea
11th - 12th	Okinawa Exercise Areas
12th - 14th	Passage to Yokohama
15th - 22nd	Yokohama
22nd - 23rd	Passage to Hakodate
24th - 29th	Hakodate
29th - 30th	Passage to Okinawa

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ANNEX E

OFFICIAL CALLS PAID AND RECEIVED

1. Official calls paid by Commanding Officer:
 - a. Hong Kong
2nd Commanding Officer HMS TRIUMPH - Captain
J.M. Forbes, RN
 - b. Yokohama
15th The Governor of Kanagawa Prefecture - Mr Bungo Tsuda.
15th The Mayor of Yokohama City - Mr Ichio Asukata
15th The Chief of Kanagawa Prefecture Police - Mr H.A.
Takenata
15th The Chief of Customs - Mr Takeshi Fukuma
15th The Australian Ambassador to Japan -
His Excellency The Honorable Gordon Freeth.
 - c. Hakodate
24th The Mayor of Hakodate City - Mr Yasushi Yano
24th The Chairman of Hakodate Local Assembly -
Mr Toshio Nishimura
24th The President of Chamber of Commerce & Industry -
Mr Seiichiro Tanaka
24th The Chief of Customs - Mr Kaouru Takasu
24th The Chief of Maritime Safety Agency - Mr Tsumitomi
Ikeda
24th The Chief of Hokkaido Hakodate Area Police HQ -
Mr Mando Miura
24th The Commanding Officer of Hakodate JMSDF Base
Captain Takashi Moriya
29th Departure call on Commanding Officer, Hakodate
JMSDF Base.
2. Calls paid by the Executive Officer.
 - a. Yokohama
15th The Chief of Water Police - Mr Yasuhiro Shimai
15th The Harbour Master - Mr Saburo Sakata
15th The Chief of Immigration Office - Mr Nobaru
Yamaguchi
 - b. Hakodate
24th Chief of Hakodate Quarantine Office - Mr Seiichi
Tokumaru
24th Chief of Hakodate Central Police Station -
Mr Kikuo Kita
24th Chief of Hakodate Westside Police Station
Mr Yoichiro Sekiguchi

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OFFICIALS CALLS PAID AND RECEIVED (Cont.)

3. Return calls on the Commanding Officer:-

a. Yokohama

15th Chief of Customs

15th Mayor of Yokohama

15th Govenor of Prefecture

15th Chief of Prefectural Police

b. Hakodate

24th Commanding Officer JMSDF Base, Hakodate

24th President of Chamber of Commerce & Industry

24th Chief of Hokkaido, Hakodate Area Police Headquarters

24th Chief of Customs

24th Chief of Maritime Safety Agency

24th Chairman of Hakodate Local Assembly

24th Mayor of Hakodate

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C1.16.7
ANNEX F

OFFICIAL ENTERTAINMENT

1. Entertainment given by HMAS PARRAMATTA:-

a. Yokohama

<u>DATE</u>	<u>HOST</u>	<u>ENTERTAINMENT</u>
15th	Captain	Luncheon for 4 local dignitaries (Annex E Para. 3A).
16th	Captain & Officers	Buffet luncheon for 15 members of Australian community.
18th	Captain & Officers	Official Reception.

b. Hakodate

24th	Captain	Buffet luncheon for 7 local dignitaries (Annex E para 3B).
25th	Captain & Officers	Official Reception.
28th	Captain & Officers	Buffet luncheon for 10 JMSDF Officers

2. Entertainment received by HMAS PARRAMATTA:-

a. Yokohama

17th	Govenor of Kanagawa Prefecture & Mayor of Yokohama	Japanese reception for CO and 10 officers
19th	Captain F.E. IRVINE (Australian Naval and Military Attache)	Informal reception

b. Hakodate

24th	Mayor of Hakodate	Official reception for CO and 7 officers.
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18/6/2981

DEPARTMENT OF THE NAVY

HMAS PARRAMATA

Report of Proceedings JULY 71

AS(NS) 21/8

D of 21/8

DCNS

1NM 21/9

2NM 21/9

3NM 21/9

4NM 21/9

SECRETARY 21/9

21/9
D of S 21/9

DPR 21/9

AS(NS) (NS55) 21/9

- 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.

21/8

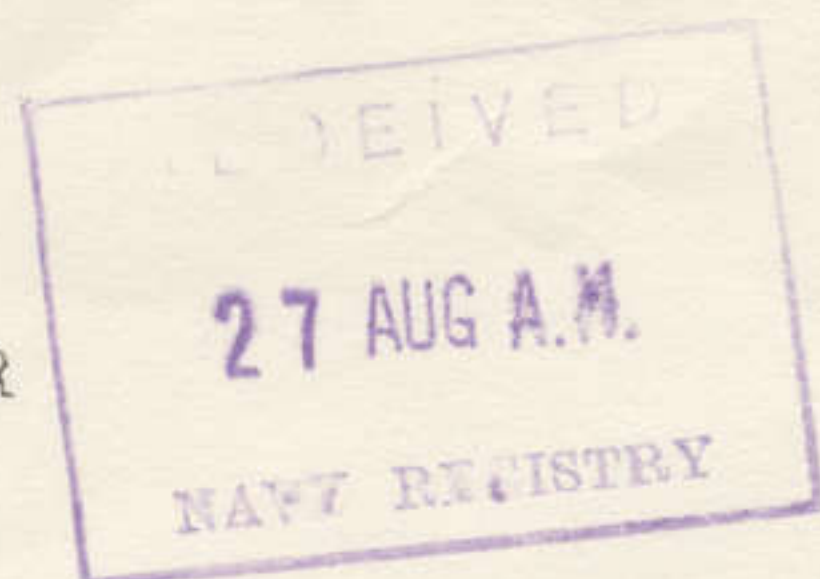
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NAVY--CANBERRA

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CMR



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

25 AUG 1971

A.F. 1/16/43

The Secretary
Department of the Navy

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - JULY 1971

Forwarded.

[Handwritten signature]
Rear Admiral

RT Enclosure:

HMAS PARRAMATTA C1/16/7 dated 4th August 1971

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HMAS PARRAMATTA (DE46)
at Sea

4th August, 1971.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - JULY, 1971

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of July, 1971.
2. At the beginning of the month HMAS PARRAMATTA was at anchor in Buckner Bay, Okinawa. The end of the month found her in Subic Bay, Philippines, in company with HMA Ships BRISBANE and DERWENT. Overall the month was occupied largely by final preparations for the Annual Inspection and by exercises at sea in company with DERWENT. This was in marked contrast to the previous month which was devoted largely to visits to Hong Kong and two ports in Japan.
3. PARRAMATTA was at anchor in Buckner Bay from Thursday 1st to Saturday 3rd July. This short period was free of the usual shore-side distractions and allowed good progress to be made towards the Annual Inspection. However, to allow PARRAMATTA's tenth birthday on Sunday 4th July to be marked fittingly, the ship shifted berth to the Navy Pier, White Beach at 1315 (I), Saturday 3rd. On 4th July a 10th Birthday Barbecue was held for the whole ship's company at quite a pleasant spot on White Beach adjacent to the pier. As well as enjoying an excellent barbecue, a spirited volleyball competition was held and the party concluded with the cutting of a large cake by the youngest sailor in PARRAMATTA, ORDWM Hussey-Smith and myself.
4. The ship cast off and proceeded from Buckner Bay at 0600(I) Monday, 5th July to rendezvous with DERWENT in the Okinawa exercise area. As PARRAMATTA had spent little time in company with HMAS DUCHESS during her period on station, the first meeting with DERWENT and the prospect of some much-needed exercises had been looked forward to. Rendezvous was effected at 0900(I) and a full programme of exercises was carried out for the next two days. Noteworthy amongst these was a partially successful AA firing when 57% TTB's were achieved in two visual runs. Regrettably the ship's ability to achieve this standard in "blind" and over a greater number of runs could not be shown. Our consort, DERWENT, damaged the sleeve target and the aircraft was unable to stream another. The firing practice was prematurely terminated and PARRAMATTA was unable to carry out two planned "blind" runs.

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Page 2 of HMAS PARRAMATTA's Letter C1.16.7 dated 4th August, 1971.

5. DERWENT and PARRAMATTA entered Buckner Bay on Wednesday 7th July, PARRAMATTA berthing starboard side to at the Navy Pier at 0915(I). Both ships remained alongside until Saturday 10th and again this period was devoted to Inspection preparations, with inter-ship sporting events in the dogwatches to vary the routine.

6. PARRAMATTA cast off and proceeded from Buckner Bay at 0900(I) Saturday 10th July in company with DERWENT for passage to Hong Kong. The passage was uneventful and both ships entered Hong Kong harbour via the Sulphur Channel on Monday 12th July, PARRAMATTA berthing starboard side to on DERWENT at the North Arm at 0955(I). Later the same day the ship was moved by tugs to the south side of the basin.

7. At 1100(I) Tuesday 13th July I called officially on Captain R.S. McCRUM, RN the Commanding Officer, HMS DANAE. Later, at 1735(I) Rear Admiral D. WILLIAMS, FO2FEF, boarded PARRAMATTA to hold a brief discussion with me. Due to PARRAMATTA's programme it had been almost three months since Admiral Williams had been able to see the ship.

The period from arrival in Hong Kong until Monday 19th July was devoted to putting the finishing touches to the ship for the Inspection. Departmental inspections were carried out on Monday 19th July. The following day Captain M.A. HIGGS, RN (D1FE) inspected the ship's Company at Divisions and then carried out rounds above and below decks. I had been very pleased with the hard work and volunteer efforts outside normal working hours which all departments had put in to present the ship to her best advantage. We were all pleased therefore to receive D1FE Message DTG 201300Z July on completion of his inspection.

9. It had been planned to grant make-and-mends as a post-inspection gesture for the remaining three days in Hong Kong. However, Typhoon Lucy dictated otherwise and at 0900(I) Wednesday 21st July PARRAMATTA, in company with SCYLLA (D1FE) and DERWENT left harbour and proceeded to sea. Typhoon Lucy bore down ominously on Hong Kong but the maximum wind velocity which earlier had been 150 knots slackened to 85 knots as she passed into Southern China about 30 miles to the east of Hong Kong and with little damage to the Colony. SCYLLA, DERWENT and PARRAMATTA re-entered Hong Kong harbour two days later on Friday 23rd, PARRAMATTA securing outboard of DERWENT at the North Arm at 1115(I). Among other ramifications of Typhoon Lucy was the enforced cancellation of an Official Cocktail Party to have been given jointly by PARRAMATTA and DERWENT on Thursday 22nd July.

10. During the last week in Hong Kong, eight junior sailors joined soldiers from the 47th Light Regiment, Royal Artillery, in land and water-borne remote area patrols in the New Territories. Although these activities were curtailed somewhat by Typhoon Lucy, all sailor participants agree that they were a great success and a fascinating experience. A friendly liaison has been established with the 47th Light Regiment primarily as a result of one officer, three sergeants and two other ranks from this unit embarking in PARRAMATTA for the Japanese cruise during June.

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Page 3 of HMAS PARRAMATTA's Letter C1.16.7 dated 4th August, 1971

11. After a pleasant and quiet weekend alongside, PARRAMATTA cast off and proceeded to sea at 1300(I) Monday 26th in company with DERWENT. Departure was again taken via the Sulphur Channel, on this occasion to allow the ships' companies to view "Seawise University" (latterly R.M.S. Queen Elizabeth). She had arrived at Hong Kong a week earlier and was moored at the western end of the harbour. Even from a distance it could be seen that her paintwork and general trim were not as they had been in her hey-day. On clearing Hong Kong harbour, both ships set course for Subic Bay. Clocks were retarded by one hour later that day to Zone -8(H).

12. The passage to the Subic Bay exercise area was the roughest weather PARRAMATTA had experienced since her work-up in February; a legacy from Typhoon Lucy. This caused most of the scheduled exercises on Monday 26th/Tuesday 27th to be cancelled. However, by Wednesday forenoon the weather was moderate and allowed two full days of exercises to be conducted. These are tabulated at Annex B. Of some significance was the AA firing exercise on Wednesday 28th July. In perfect conditions, most of the serial was spent in frustration with the range fouled by other naval and merchant ships. With only 15 minutes remaining PARRAMATTA could hit in only three of a planned six run exercise. Some consolation was that PARRAMATTA shot down the drogue on her third run as the serial completed.

13. PARRAMATTA and DERWENT entered Subic Bay on Friday 30th July after a busy few days, PARRAMATTA berthing outboard of DERWENT at Alava Pier at 0921. Immediately astern was HMAS BRISBANE - a pleasure to sight one of our own in otherwise friendly but distinctly U.S.N. surroundings. Later, at 1200 I had the pleasure of lunching with Captain R.G. LOOSLI, RAN in BRISBANE. The month came to an end with a round of sporting fixtures between the three ships.

14. WEAPONS ELECTRICAL

With the exception of the ANS2 Aerial (URDEF 58/72) which renders the Radar 293 unserviceable, the operation of the Weapon Electrical equipment has been very satisfactory.

15. Repair of the ANS2 Aerial is scheduled to commence on 9th August, 1971.

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Page 4 of HMAS PARRAMATTA's Letter C1.16.7 dated 4th August, 1971

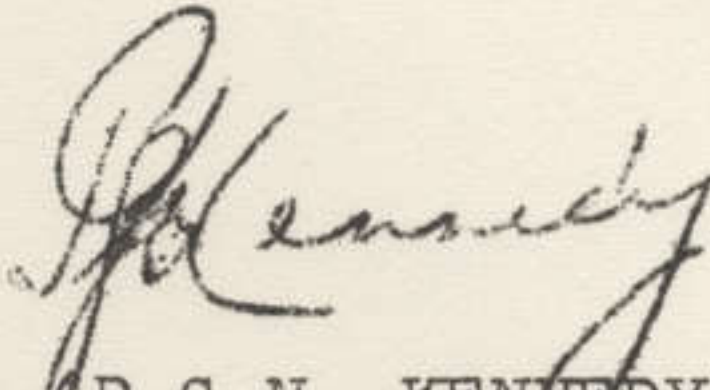
16. MARINE ENGINEERING

During the month, the long period of steaming either main or auxiliary was concluded on arrival in Hong Kong. Further trouble had been experienced with the plugged elements of the starboard economiser. These problems were resolved by ship's staff manufacturing new plugs for 2 elements and Taikoo Dockyard fitting a jump tube to another.

17. The remainder of the machinery has continued to perform well with the exception of the boilerroom turbo generator, which again failed after only three days on load (URDEF 61/72).

18. HEALTH, WELFARE AND CONDUCT

The health of the ship's company is normal. Although morale remains quite high the conduct of the ship's company during July has been below the standard of previous months.


(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Data
B. Exercises
C. Live Mortar Firings
D. Movements

For Information:

The Commander
FAR EAST FLEET

The Flag Officer Second-in-Command
FAR EAST FLEET

The Commanding Officer
HMAS DERWENT

The Commanding Officer
HMAS SWAN

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C1.16.7
ANNEX A

STEAMING

Distance Steamed during the month	3,768.7 miles
Distance Steamed since Commissioning	336,868.0 miles
Hours Underway during the month	264 46/60 hours
Hours Underway since Commissioning	24,684 26/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>DATE</u>	<u>NO. HOURS</u>	<u>AVERAGE SPEED</u>
1st	21	22 knots
10th	13	20 knots
12th	22	19.5 knots
21st	4	20 knots
23rd	2	19.5 knots

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ANNEX B

EXERCISES AND EVOLUTIONS

1. General

Emergency Stations	26th
Leaving Ship Stations	26th
Action Stations	27th, 29th
Man Overboard (OOW Recover)	29th (4 in No.)
Steering Gear Breakdown	29th
Jackstay Transfers	5th, 6th, 28th, 29th
RAS Approaches (OOW)	6th (2 in No.), 28th
	29th
OOW Manoeuvres	5th, 6th, 28th, 29th
Screenex	5th, 6th
Towex	28th, 29th
Minor NBCDX	27th, 29th (2 in No.)
Executive Officer in Command for Berthing	3rd
RIX/SPX	5th, 6th, 28th, 29th
2. TAS

Light Mortar Firing	29th (2 salvos at Triplane)
---------------------	--------------------------------
3. Gunnery

AATX	5th, 28th
AAMRF	5th, 28th
4. Communications

NCX 207	1st, 6th, 29th
NCX 350	5th, 6th, 26th, 27th, 29th
NCX 251	5th (2 in No.), 6th, 26th, 27th, 28th
	6th
NCX 252	7th, 8th, 9th, 26th, 27th
NCX 202	28th, 29th.
	5th, 6th, 26th
NCX 501	28th
NCX 401	29th
Long COMEX	27th
MIX	6th
EWX 41	5th
EWX 91	6th
EWX 92	

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C1.16.7
ANNEX C

LIVE MORTAR FIRINGS

Nil Return.

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C1.16.7
ANNEX D

MOVEMENTS (RANOP 0136 & 0137)

DATES

AREA

1st - 10th	Buckner Bay and Okinawa Exercise Areas.
10th - 12th	Passage to Hong Kong.
12th - 21st	Hong Kong.
21st - 22nd	South China Sea.
23rd - 26th	Hong Kong.
26th - 27th	Passage to Subic Bay.
28th - 30th	Subic Bay Exercise Areas.
30th - 31st	Subic Bay.

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18/6/3029

DEPARTMENT OF THE NAVY

HMAS PARRAMATTA Report of Proceedings AUG 71

AS(NS) *L.R. 1/10*

D of O *A 5/10*

DCNS *Q 12/10*

1NM *P 13/10*

She seems to be in a poor unimpaired state.

2NM *L 14/10*

3NM *B 19/10*

4NM *M 20/10*

SECRETARY *L 21/10*

C of S *S 22/10*

DPR *B 25/10*

AS(NS) (NS55) *P 28/10*

- NOTES:
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HP 30/9

NAVY—CANBERRA

18 | 6 | 3029

29 SEP A.M.

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CMR

H.M.A. FLEET HEADQUARTERS
GARDEN ISLAND, N.S.W. 2000
23rd September 1971

A.F. 1/16/43

The Secretary
Department of the Navy

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - AUGUST 1971

Forwarded.

[Handwritten Signature]
Rear Admiral

[Handwritten Mark] Enclosure:

HMAS PARRAMATTA 1/16/7 of 1st September 1971

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C1.16.7

HMAS PARRAMATTA (DE46)
at Sea

1st September 1971

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - AUGUST 1971

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of August, 1971.
2. At the beginning of the month HMAS PARRAMATTA was in Subic Bay, Philippines, in company with HMA Ships BRISBANE and DERWENT. At the end of the month PARRAMATTA was on passage from Singapore to Hong Kong in company with HMS ZULU (CMDR W.D JENKS, RN). The greater proportion of August was spent alongside at Singapore Naval Base undergoing an assisted maintenance period during which both boiler economisers were replaced and all outstanding electrical URDEF's rectified.
3. Sunday, 1st of August provided a sad start to the month when the TAS Officer, Lieutenant S.L. CAUDERY, RAN, suffered a severe heart attack onboard and was hurriedly landed to the U.S. Naval Hospital, Subic Bay. (My 011040Z and 020208Z Aug refer). This necessitated invocation of the AUSDIL Scheme. Thanks to swift and effective teamwork in the Sydney area with Canberra Mrs Caudery was in Manila within 24 hours of my signal and soon afterwards joined her husband at Subic Bay. This was greatly appreciated by his shipmates in PARRAMATTA.
4. PARRAMATTA cast off and proceeded from Subic Bay at 0900(H) on Monday 2nd August in company with DERWENT and proceeded in a south westerly direction to rendezvous with HMS ZULU and HM S/M ORPHEUS (LCDR D.M. O'BRIEN, RN) for exercise "River Tribe". This exercise was originally intended for Ikara firings by DERWENT and PARRAMATTA; however, cordite temperature penalties prevented PARRAMATTA from firing. The opportunity was taken on passage to the rendezvous to conduct a 4.5 inch PAC firing and a major NBCD exercise.

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5. Rendezvous was affected with ORPHEUS at 0620(H) on the 4th August and preparations were commenced for DERWENT's programmed Ikara firings. HMS ZULU joined River Tribe at 1000(H). Despite strenuous efforts, DERWENT failed to get her missile away and the serial was reluctantly abandoned shortly after midday, when the emphasis of River Tribe shifted to conventional CASEX's. CASEX's continued until 0830(H) the following forenoon. The value of these exercises was enhanced by the occasional opportunity to control ZULU's WASP for VECTACS - an opportunity that seldom arises on the Far East Station at the present time.
6. ORPHEUS detached during the forenoon of 5th August and the three surface units then set course for Singapore exercising on passage. At 2020(GH) that evening, rendezvous was effected with RFA GOLD RANGER and all three ships replenished. DERWENT, first to complete, then detached from the remainder of the force to open for a night-encounter exercise. This exercise proved rather inconclusive and the principal benefit seemed to be gained by the ship's sonar team whose sonar ranging kept the ship in station at high speeds in close quarters situations with complete radar silence.
7. During the forenoon of the 6th August, whilst transitting the Singapore exercise areas, ZULU, DERWENT and PARRAMATTA were subjected to tactical air strikes conducted by the Royal Malaysian Air Force operating from Tabuan. The climax of the exercise was a weapon practice by the aircraft directed against a splash target streamed by PARRAMATTA. On completion of the serial course was set for Singapore Naval Base. PARRAMATTA berthed outboard of HMS JUNO (CAPT K. VAUSE, RN) at No. 7 berth in the Stores Basin, at 1645(GH) on the 6th August
8. Sembawang Shipyard (Pte) commenced work in earnest on the replacement of PARRAMATTA's boiler economisers during the weekend 7/8 August although progress was temporarily stopped by the celebration of Singapore's National Day on Monday, August 9th. The following day work also commenced on the repair of the defective Radar Type 293 ANS2 aerial (URDEF 58/72).
9. At 1000(GH) on Wednesday, 11th August, I called on the Commander Far East Fleet, RADM J.A.R. TROUP, DSC and Bar.
10. The lengthy stay in Singapore necessitated extra measures to ensure that the ship's company had more than the normal opportunity to engage in sport and other activities not usually encompassed within the scope of their daily routines. A busy sports programme was arranged involving most common sports. The ship's clearance divers took part in a deep diving exercise from the RFA GOLD RANGER at Pulau Aur in the Singapore Exercise Areas. Additionally a party of one officer and twenty sailors spent a day and a night at the Burma Jungle Training Centre. Their most interesting activities culminated in an overnight bivouac in the jungle. In the final analysis it would appear that these and other activities were well worth organising effort - time passed quickly and the ship's company's behaviour during this wearing period was very good indeed.

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- 3 -

11. At 1030(GH) Wednesday 25th August, the ship was moved by tugs to No 6 berth in the Stores Basin. Basin trials commenced that afternoon.

12. On Sunday 29th August, LEUT SDEX TAS M.T. MATTHEW RAN, joined PARRAMATTA and assumed the duties of TAS officer.

13. PARRAMATTA cast off and proceeded to the Singapore exercise areas at 0755(GH) on Monday August 30th. After a successful AA tracking exercise, PARRAMATTA rendezvoused with RMAS TYPHOON for 4.5 inch AA firings. I was particularly keen that the ship should achieve a successful blind firing, as this had not previously been done during the current deployment. It was disappointing therefore that a last minute fault in the tracking unit precluded firing that day. During the early evening a large engine repair trial was conducted which included two hours at full power during which speeds in excess of 29 knots were achieved. (my message DTG 010820Z September refers)

14. PARRAMATTA again joined TYPHOON at 0700(GH) the following morning, 31st August, for Seacat missile and AA firings. The Seacat system developed a temporary fault which precluded it's being fired during the life of the PTA so the serial was devoted entirely to an AA shoot. The 4.5 system was most successfully demonstrated when on the second (blind) run, a direct hit completely destroyed the target. Later in the day Naval Gunfire Support firings and other exercises were conducted and are listed at appendix B.

15. All in all August passed quietly for PARRAMATTA with only a few days at the beginning and end of the month at sea. The great number of games played during the period at Singapore will be reported on separately. Worthy however of special comment is the success of the PARRAMATTA Rugby 1st XV who have had only one loss in their past thirteen games. The loss was (regrettably) to HMNZS OTAGO, 6-3 in a most exciting struggle.

WEAPONS ELECTRICAL

16. 1. All outstanding URDEF's have been completed during the month.

URDEF 58/72 ANS2 Antenna (Reduction Gear Box)
URDEF 62/72 Supply Fan 01J11 (Rewind)
URDEF 63/72 Compressor Motor (Rewind)
URDEF 65/72 Submersible Pump (Rewind)

2. The large amount of 'in harbour time' has enabled all Planned Maintenance to be brought up to date.

MARINE ENGINEERING

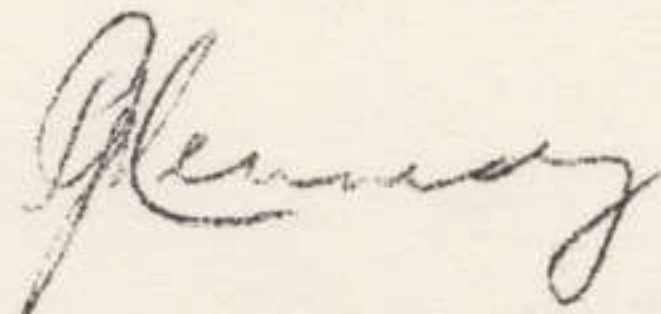
17. Sembawang Shipyard (Pte) took the ship in hand on August 7th to replace both economisers, all work being completed on August 24th. During this same period opportunity was taken to bring planned maintenance up to date rectify all known defects, and wash both boilers externally. After successfully completing auxiliary machinery trials and a basin trial, the ship sailed on August 30th and conducted a Large Repair Trial.

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HEALTH, WELFARE AND CONDUCT

18. The health of the ship's company has been good with one or two exceptions. Morale is high and the conduct of the ship's company has been most satisfactory after a slump in this regard last month.



(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Data
B. Exercises
C. Live Mortar Firings
D. Movements

For Information:

The Commander
FAR EAST FLEET

The Flag Officer Second-in-Command
FAR EAST FLEET

The Commanding Officer
HMAS DERWENT

The Commanding Officer
HMAS SWAN

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C1.16.7
ANNEX A

STEAMING

Distance Steamed during the month	2,309.7 miles
Distance steamed since Commissioning	339,177.7 miles
Hours underway during the month	144 12/60 hours
Hours underway since Commissioning	24,828 38/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>DATE</u>	<u>NO. HOURS</u>	<u>AVERAGE SPEED</u>
2nd/3rd	32	21 knots
5th	12	19 knots
6th	5	23 knots
30th	1½	25 knots
30th	4	24.5 knots
31st	5	20 knots

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C1.16.7
ANNEX B

EXERCISES AND EVOLUTIONS

1. General
- | | |
|-----------------------------------|------------|
| Major NBCDX | 3rd |
| Heaving Line Transfer | 4th, 30th |
| Steering Gear Breakdown | 30th |
| Man Overboard | 30th, 31st |
| OOW Manoeuvres | 30th, 31st |
| Jackstay Transfer (two positions) | 31st |
| RAS approaches (OOW & MIDNs) | 31st |
| RAS(L) | 30th |
| NEX | 6th |
| Streamed Splash Target | 6th |
2. Gunnery
- | | |
|---|------------------|
| GFTX | 3rd |
| PAC | 3rd |
| Wind finding balloon method | 3rd |
| 3 ship radar calibration | 5th |
| 2 ship radar calibration | 4th |
| MAX | 6th |
| 903 alignment balloon method | 12th |
| NGSCX (Internal) | 20th |
| NGSCX (External) | 23rd, 24th, 25th |
| Seacat command and control procedures
(Internal) | 26th, 27th |
| AATX | 23rd, 30th |
| AATRX | 31st |
| AATFX | 31st |
| NGSCX | 31st |
| NGSFX | 31st |
3. Communications
- | | |
|--------------|--|
| MMX | 10th, 11th, 26th |
| FRX | 3rd, 4th, 10th, 16th,
17th, 19th, 23rd, 24th
26th, 30th |
| NCX 251 | 13th, 26th |
| NCX 252 | 20th, 27th |
| TTX | 3rd, 4th, 5th, 10th,
11th, 12th, 17th,
18th, 23rd, 24th,
25th |
| Radhaz relay | 2nd |
| NCX 450 | 2nd, 3rd, 4th, 5th,
6th |
| NCX 404 | 5th |
| NCX 453 | 12th |
| NCX 402 | 19th, 27th |
| NCX 350(Y) | 31st |
| EWX91 | 2nd, 3rd, 5th |
| MSX | 3rd, 4th, 5th |
| RRX | 3rd, 11th |
| EWX 92 | 5th |
| EWX 82 | 6th |

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ANNEX B (Cont.)

4. A.I.O.
 SIMTEX
 HPX

 VCD
 AS helo control
5. TAS
 CASEX A2
 CASEX A4
 CASEX A5
 CASEX A6
 FMV for Ikara firing
 UWT voice procedure
 Diving
 Ship's Clearance Divers deep dive
 with FECD Team
- 6th
9th, 10th, 11th, 12th,
16th. - 24th, 26th,
27th
31st
5th
- 4th (three)
4th
4th
5th
4th
5th, 31st
24th
16th - 20th

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C1.16.7
ANNEX C

LIVE MORTAR FIRINGS

Nil Return

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C1.16.7
ANNEX D

MOVEMENTS (RANOPS 0137)

DATES

AREA

1st

Subic Bay

2nd - 6th

On passage to Singapore
(including Exercise
River Tribe)

7th - 29th

Singapore (AMP)

30th - 31st

Singapore Exercise
Areas

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18/6/3013

DEPARTMENT OF THE NAVY

HMAS PARRAMATTA Report of Proceedings SEPT 711

AS(NS) [Signature] 26/10.

D of O [Signature] 27/10.

~~DCNS~~

~~1NM~~

~~2NM~~ [Signature] 27/10.

~~3NM~~ [Signature] 1/11

~~4NM~~ [Signature] 2/11

SECRETARY [Signature] 3/11

~~C of S~~ [Signature] 4/11

~~DPR~~ [Signature] 10/11

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

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[Signature] 26/10.

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20 OCT A.M.

NAVY—CANBERRA		
18	6	3073

J.G.

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

A.F. 1/16/43

19 OCT 1971

The Secretary
Department of the Navy

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - SEPTEMBER 1971

Forwarded.



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

Enclosure: HMAS PARRAMATTA unregistered of 30 September, 1971.

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HMAS PARRAMATTA (DE46)
at Sea

C1-16-7

30th September 1971

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

HMAS PARRAMATTA - REPORT OF PROCEEDINGS SEPTEMBER 1971

1. Sir,

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

2. At the beginning of September PARRAMATTA was exercising in company with HMS ZULU (CMDR W.D. JENKS, RN) from the Singapore exercise areas to Hong Kong. At the end of the month she was in the Sunda Strait returning to Australia after completing six months service in the Commonwealth Strategic Reserve.

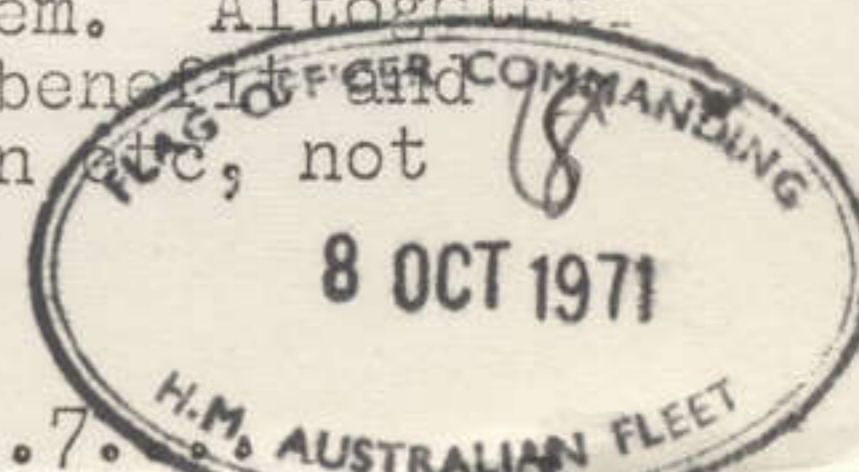
3. The first two days of the month were spent on passage from the Singapore Exercise Areas to Hong Kong in company with ZULU. The programme of passage exercises, including a Major NBCDX is listed at Annex B. It is pleasing to report however that immediately prior to departure from the Singapore Exercise Areas the ship successfully shot down a P.T.A. target with the 4.5" AA system in the 'blind' mode. After the frustrations and system defects experienced in the past this success was a milestone and, hopefully, a portent of future efficient gunnery performance.

4. At 0900(-9) Friday 3rd September ZULU and PARRAMATTA met RFA FORTSANDUSKY to the south of Hong Kong and both ships successively conducted a RAS (SOLIDS) and screening exercise. For PARRAMATTA it was the first RAS (SOLIDS)(token) of 1971 and therefore a novelty. It was novel also in that FORTSANDUSKY, an aging veteran, could manage only nine knots for the evolution. Later at 1400 (-9) ZULU and PARRAMATTA met HM S/M FINWHALE for a nine hour casex in deep water. On completion of this exercise FINWHALE was detached and both surface units proceeded to Hong Kong.

5. PARRAMATTA berthed at the South Wall, Victoria Basin at 0930(-9) on Saturday 4th September and commenced a nine day self maintenance period. It was also the ship's final visit to Hong Kong of her current deployment and over the period vast quantities of "rabbits" were embarked in an apparently never ending stream. The opportunity was also taken to hold the Ship's Party for 1971; it proved a most enjoyable and successful event.

6. Of particular importance was the visit to the ship of the Kerr Committee Education Team of Captain J. DAVIDSON RAN and Mr. BOB MARTIN. Preliminary discussions were held on Saturday 11th and on Sunday 12th September a most valuable lecture on the interim pay system was presented to the ship's company. Together with the question period which followed this session lasted 2 hours 35 minutes. Later, after lunch, a summary of the lecture was given for the benefit of the duty watch and then followed a period of private questions from any sailor who wished to put them. Altogether I believe the visit of the team to have been of great benefit and the amount of trouble gone to organise the presentation etc, not lost on the ship's company.

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7. I paid a farewell call on Commodore Hong Kong, Commodore R.E.S. WYKES-SNEYD at 0845(-9) Monday 13th September. Later, at 1000(-9) the ship cast off and proceeded to sea. During the current deployment PARRAMATTA had conducted three self maintenance periods at Hong Kong totalling almost a month. The assistance in many forms given by HMS TAMAR and hospitality offered has been greatly appreciated by all in PARRAMATTA.

8. Departure from Hong Kong was taken via the westerly Sulphur Channel and the devastation caused by Typhoon Rose some weeks earlier was very apparent. The shores of Lantau Island and adjacent islets were littered with wrecks driven ashore by the typhoon. Noteworthy amongst these was the Macao ferry FAT SHAN and the USN stores ship REGULUS with back broken and bottom ripped open on the rocks - a sad answer to the ordinary seamen in PARRAMATTA who, two months earlier, had asked why ships always went to sea to avoid a typhoon!

9. PARRAMATTA transitted the Singapore Exercise Area on 16th September southbound for the Sunda Strait. The opportunity was taken during this transit to conduct a live mortar firing. After passing through the Gaspar Strait during the night, rendezvous was effected at 0845(-8) 17th September with the RFA TIDEPOOL and HMNZS OTAGO in the Java Sea. Whilst OTAGO replenished with furnace fuel oil, PARRAMATTA gave chase (at TIDEPOOL's request) to an unidentified merchant vessel which, an half hour prior to the rendezvous, had almost come into collision with TIDEPOOL, the privileged vessel. The merchant vessel refused to answer flags or flashing light so the range was closed until her identity could be established as the M.V. LAWANTI of Hamburg. (Ironically, PARRAMATTA secured immediately forward of her at Tanjong Priok four days later). After replenishing from TIDEPOOL the three ships separated to proceed to their respective rendezvous for "Exercise Sea Chest" which was to commence south of the Sunda Strait the following morning.

10. "Sea Chest", the sea inspection of HMS DANAE (CAPT R.S. McCRUM, RN), involved a large number of ships, including the "EAGLE" group, attendant RFAs as well as HMS/M FINWHALE. PARRAMATTA joined DANAE, HMS JAGUAR (CMDR F.A. COLLINS, RN) and TIDEPOOL at 0500(-8) on Saturday 18th September in position 08 16S, 104 19E - one hundred and ten miles to the south of Sunda Strait. Rendezvous was effected with the EAGLE group shortly thereafter and "Sea Chest" officially commenced at 0700(-8). The forenoon was occupied screening in the face of air, surface and subsurface threats and the afternoon was progressing along similar lines when the exercise was abruptly halted by the sighting, at 1325(-8), of a submarine indicator buoy subsequently identified as FINWHALES. Despite determined efforts to surface her, FINWHALE remained submerged until 1605(-8) - the advertised completion time for "Sea Chest" when she surfaced safely and the exercise terminated.

11. At 1710(-8) PARRAMATTA detached taking OTAGO, JAGUAR, FINWHALE and TIDEPOOL under her command for a two day CASEX period in the area in which "Sea Chest" had just concluded. PARRAMATTA's participation in these exercises was punctuated by the requirement to deliver mail to the RFA RELIANT who was transitting the area on the 19th September on passage to Singapore. A brief jackstay transfer was conducted with RELIANT at 0830(-8) on Sunday the 19th, PARRAMATTA rejoining the CASEX an hour and a half later. It was an unusual experience to be the supplying ship in a transfer with a RFA and those in RELIANT seemed genuinely pleased at receiving their first mail since leaving Australia some days earlier.

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- 3 -

12. The remainder of CASEX period was spent with the escorts screening TIDEPOOL along a triangular circuit. Only two valid submarine contacts were achieved however - a disappointing result as five interceptions by FINWHALE had been planned. Full details of the exercises conducted during "Sea Chest" and the following CASEX period are contained in Annex B. At 0600(-8) on Monday 20th September PARRAMATTA detached from the force and proceeded to Tanjong Priok on the north west coast of Java for a four day visit. The Australian Naval Attache to Indonesia, CAPT G. KABLE RAN, was embarked from a pilot vessel off the harbour entrance and the ship berthed alongside the decaying international terminal, berth 301 Samudra Pura, at 1600(-7) that evening.

13. I believe the ship's company expected that the visit to Tanjong Priok (DJAKARTA) would be anti-climactic so close to the ship's departure from the Far East; the reverse proved to be the case. A round of sporting fixtures against the Indonesian Navy, bus trips through the picturesque country and a party given for 80 of the ship's company by Captain KABLE with Indonesian dancing, music and the local version of "hors d' oeuvres" went to make the visit memorable. On the official side, I paid calls on Admiral Marwidji (Commanding 3rd Naval District) and on General Ali Sadikin, the Governor of the City of Djakarta. (Details at annex E.) For both these calls I was accorded a motorcycle escort of 3 outriders; a unique experience for me. In the case of the call on the Governor a 30 minute drive was involved. Our progress at 30 to 50 MPH through the teeming traffic of Djakarta with sirens wailing and with the riders occasionally leaping onto their saddles (underway) to wave oncoming traffic off the road was unforgettable; it was also not particularly helpful towards composing one's thoughts before a call! The climax of this wild drive was when my car was "side-swiped" by a car travelling in the opposite direction. But 'press on' was the order of the day and I was delivered to the steps of City Hall to the minute. General Ali Sadikin spoke most interestingly for forty minutes on his immense problems as Governor of the city. He summarised them by comparing his position unfavourably with that of the Mayor of Brisbane who has one sixth the population and (apparently) ten times the annual budget. Thankfully my return to the ship, although with outriders as before, was less eventful.

14. My officers and I held an official cocktail party onboard on Tuesday 21st September. Though well attended by Australian Embassy and other foreign Military Attaches, the non-attendance of quite a large fraction of the Indonesian officers (the principal group invited) was most disappointing. This was particularly so when the infrequency of RAN visits is considered. After the cocktail party I entertained Commodore Laut SUWARJO, Lieutenant Colonel Laut SUGITO, the Australian Naval Attache' and Mrs Kable and the Australian Trade Commissioner and Mrs Horne at dinner in my cabin. The following day my officers and I entertained twelve ALRI officers at lunch. This function, by contrast, was well attended and very successful. Overall from official, social and sporting functions I consider that PARRAMATTA's visit to Djakarta had been very successful save for the reservation noted above. Much of the credit for this was due to Captain KABLE whose organization of the visit and personal hospitality to all sections of the ship's company was superb.

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15. PARRAMATTA cast off and proceeded from Tanjong Priok at 0830(-7) Friday 7th September after sailing time had been advanced 30 minutes to vacate the berth in favour of USS PREBLE (DLG-15). On clearing the harbour course was set for Singapore Naval Base where PARRAMATTA berthed at 1430(-7½) the following afternoon Saturday 25th September.

16. The ship remained alongside at Singapore Naval Base for the final five days prior to departure for Australia. On Sunday 26th September, PARRAMATTA participated in an Olympiad of ten sports against the 6th Battalion Royal Australian Regiment at Selarang Barracks, Singapore. Although PARRAMATTA's teams performed well, the ship only managed to win three of the ten sports; however without narrow losses in Australian rules and hockey the overall points would have been level. Their weight of numbers (3 to 1) and weeks of toughening in the jungle were too much for us! During a very pleasant barbecue following the Olympiad, the Wells Trophy (named for the first ANZUK Force Commander) was presented to 6 RAR. The trophy has been established for competition between the resident RAR Battalion and RAN unit of the ANZUK force.

17. During the last days at Singapore farewell calls were paid as listed at Annex E. On Tuesday evening 28th September my officers and I entertained the Fleet Commander Rear Admiral J.A.R. TROUP DSC*, Rear Admiral D. WILLIAMS Flag Officer Second-in-Command, Far East Fleet and Mrs WILLIAMS, Officers of both staffs and of the Far East Fleet and some personal guests at a farewell cocktail party onboard PARRAMATTA. This event was most successful and allowed us the opportunity to express appreciation to the many people who had been helpful during the deployment, as well as to say farewell.

18. To the delight of PARRAMATTA ship's company, who had cleared lower deck without being bidden, HMAS SWAN appeared off the Stores Basin promptly at 1000(-7½) 29th September looking very smart and a most welcome sight to us all. Then followed a professional, social and sporting turnover which occupied the remainder of the day. PARRAMATTA's skill (or perhaps better acclimatization) enabled her teams to win the rugby and hockey but sad to relate a challenge for the Small Ship's Australian Rules Trophy was warded off by SWAN (by six points) in the last moments of the game. By the end of the day it was felt that SWAN 'had the weight' in all spheres.

19. At 0900(-7½) Thursday 30th September PARRAMATTA cast off and proceeded to Australia. As the ship had spent some portion of every year since commissioning in 1961 on the Far East Station and as sweeping changes in command structure will have occurred prior to the ship's next visit I deemed it appropriate to make the farewell signal attached. Commander Far East Fleet's message in reply is also attached.

20. In sum, PARRAMATTA spent only 40% of her Commonwealth Strategic Reserve deployment at sea, reflecting the greatly reduced level of operational activity and exercises on the Far East Station. Whilst practically every member of the ship's company would have preferred the ratio of sea to harbour time to have been reversed, I believe something approaching these figures will prove to be the norm in the future. From the flag-showing viewpoint PARRAMATTA's visits to Japan, Malaysia and Indonesia are considered to have been of excellent value.

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- 5 -

21. WEAPONS ELECTRICAL

The operation of the Weapon Electrical equipment has been very satisfactory. The large amount of in-harbour time has allowed planned maintenance to be brought up to date.

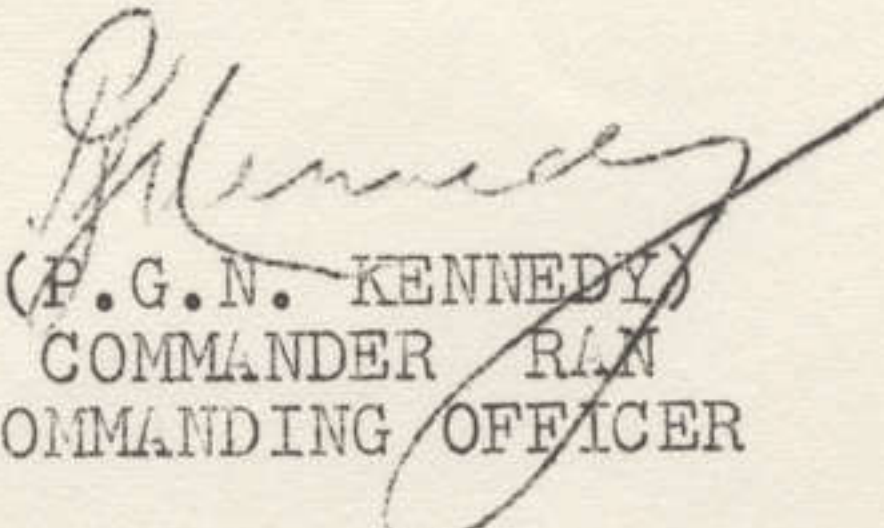
22. MARINE ENGINEERING

During the month main and auxiliary machinery has continued to perform satisfactorily, apart from minor defects. A corroded and holed FFO suction line in the Boiler Room caused some concern and was patched by ship's staff before being replaced by Sembawang Dockyard.

The morale of the department remains high, particularly as the ship nears the end of this deployment.

23. Health, Welfare and Conduct

The health of the ship's company has been good throughout the month. Morale is at a high level as home-coming draws nearer. The conduct of the ship's company has been generally satisfactory and excellent during the visit to Djakarta.


(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

- Annexes:
- A. Steaming Data
 - B. Exercises
 - C. Live A/S Firings
 - D. Movements
 - E. Official calls paid and received

For Information: Commander, Far East Fleet
Flag Officer Second in Command, Far East Fleet
Commanding Officer, HMAS SWAN
Commanding Officer, HMAS DERWENT

RESTRICTED

RESTRICTED

C1.16.7
ANNEX A

STEAMING

Distance steamed during the month	5,303.7 miles
Distance steamed since commissioning	344,481.4 miles
Hours underway during the month	296 32/60 hours
Hours underway since commissioning	25,125 10/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>Date</u>	<u>No of Hours</u>	<u>Average Speed</u>
1st	8	21
1st - 2nd	25.5	19
2nd	1	24
3rd - 4th	17	19
14th	12	21
15th - 17th	46	20.5
17th	0.7	28
17th	2.5	20
18th	5	20
19th	1	26
19th	1	20
20th	8	24
24th	7.5	24
24th	5	21
25th	12.5	20.25

RESTRICTED

RESTRICTED

C1.16.7
ANNEX B

EXERCISES

1. TAS

CASEX C3	3rd
CASEX A3	3rd
Live Mortar firing (one salvo)	16th
CASEX A2	18th
CASEX A3	19th
CASEX A6	19th
CASEX A3(tactical phase)	19th/20th

2. GUNNERY

Small arms shoot	13th & 14th
------------------	-------------

3. COMMUNICATIONS

NCX 252	1st
EWX 91	2nd
NCX 350	2nd
EWX 92	3rd
NCX 501	3rd
NCX 405	2nd

4. DIVING

CABA 1hr 20 mins	6th
------------------	-----

5. SEAMANSHIP

Light jackstay	2nd (two positions) and 19th
Man overboard	2nd
Heavy jackstay (token replenishment)	3rd
RAS (L)	17th and 19th
Heaving line transfer	18th

6. GENERAL

Major NBCDX	1st and 15th
OOW Manoeuvres	1st and 2nd
RAS approaches	2nd
Helo controlling (45 mins)	2nd
Screenex	3rd
"Sea Chest" - ship in defence watches (8 hrs)	18th
Leaving ship stations	13th
Emergency stations	13th

RESTRICTED

RESTRICTED

C1.16.7
ANNEX C

LIVE A/S FIRINGS

<u>Date</u>	<u>Time</u>	<u>Position</u>	<u>Remarks</u>
16SEP71	0810(-8)	02° 55'N 105° E	One salvo of three bombs fired

RESTRICTED

RESTRICTED C1.16.7
ANNEX D

MOVEMENTS

1st - 4th Passage to Hong Kong, including deep water CASEX period
4th - 13th Hong Kong
13th - 18th Passage to rendezvous for exercise "Sea Chest"
(08 15S, 104 20E)
18th - 20th "Exercise SEA CHEST" and CASEX Period.
20th - 24th Djakarta
24th - 25th Passage to Singapore Naval Base
25th - 30th Singapore Naval Base
30th Passage to Fremantle

RESTRICTED

RESTRICTED

C1.16.7
ANNEX E

OFFICIAL CALLS PAID AND RECEIVED

1. CALLS PAID

- (a) Hong Kong
13th - Commodore R.E.S. WYKES-SNEYD, RN, Commodore-in-Charge, Hong Kong
- (b) Djakarta
21st - Rear Admiral Marwidji, ALRI, Admiral-in-Charge, 3rd Indonesian Naval District
22nd - General Ali Sadikin, Governor of Djakarta
- (c) Singapore
28th - Rear Admiral J.A.R. TROUP RN, DSC*,
Commander, Far East Fleet
28th - Rear Admiral D. WILLIAMS RN, Flag Officer,
Second-in-Command, Far East Fleet

2. CALL RECEIVED

- Djakarta
21st - Rear Admiral Marwidji, ALRI, Admiral-in-Charge, 3rd Indonesian Naval District

RESTRICTED

C. M. 105
(1968)

RESTRICTED

ROUTINE 290630Z SEP 71

FM PARRAMATTA

TO COMFEB
FO2FEB

A.C.

**NO UNCLASSIFIED REPLY
OR REFERENCE**

R E S T R I C T E D OUR NATURAL ENTHUSIASM AT TURNING FOR HOME IS
TEMPERED ON THIS OCCASION WITH SOME SADNESS AT THE THOUGHT THAT SWEEPING
CHANGES WILL HAVE OCCURRED BEFORE PARRAMATTA'S NEXT DEPLOYMENT.
PARRAMATTA HAS SPENT SOME PORTION OF EVERY YEAR SINCE COMMISSIONING IN
1961 ON THE FAR EAST STATION AND UNDER YOUR COMMAND. OUR SINCERE
THANKS FOR THE GUIDANCE AND ASSISTANCE IN MANY FORMS WHICH YOU HAVE
GIVEN DURING THIS DEPLOYMENT. I AM SURE THIS SENTIMENT IS ECHOED BY
ALL OUR PREDECESSORS IN THIS SHIP FOR ALL THE YEARS PAST.
AU REVOIR

//290630Z SEP 71

DIST: X XI N D T E L L I O G S S2 X34 M

HAND

PL

TOD-PM/29

TAB

29:9:71

RESTRICTED

C. M. 105
(1968)

RESTRICTED

A.C.

**NO UNCLASSIFIED REPLY
OR REFERENCE**

ROUTINE 300500Z SEP 71

FM COMFEE

TO PARRAMATTA

INFO F02FEE

R E S T R I C T E D D I G R T T

1.. THANK YOU FOR YOUR 290630Z SEP 71. IT HAS ALWAYS BEEN A
PLEASURE TO HAVE YOU IN THE COMMONWEALTH STRATEGIC RESERVE.
2.. GOODBYE AND GOOD LUCK

//300500Z SEP 71

DIST: X X I N D T E L L I O G S S 2 X 3 4

B11F597

PL

TOR-1314Z

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1:10:71

RESTRICTED

RESTRICTED

18/6/3149.

DEPARTMENT OF THE NAVY

HMAS PARRAMATTA Report of Proceedings OCT. 71

AS(NS) *R.H. 24/11*

D of O *A 25/11*

DCNS *A 30/11*

1NM *R. 1/12*

2NM *L 3/12*

3NM *C 6/12*

4NM *E 7/12*

SECRETARY *L 12/12/71*

C of S *A 9/12*

DPR *B 14/11*

~~DOFO~~ *30/12*

AS(NS) (NS55) *30/12/71*

Hindson

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MP 22/11

RESTRICTED

NAVY—CANBERRA

19 NOV A.M.

COUNTRY

18	6	3149
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CMR

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

18th November, 1971

A.F. 1/16/43

The Secretary
Department of the Navy

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - OCTOBER 1971

Forwarded.



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

Enclosure:

HMAS PARRAMATTA unregistered dated 5th November 1971

①

RESTRICTED

RESTRICTED

HMAS PARRAMATTA (DE46)
At Garden Island.

5th November, 1971.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - OCTOBER 1971

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of October, 1971.
2. At the beginning of the month PARRAMATTA was in the Java Sea on return passage to Australia from six months service in the Strategic Reserve. At the end of the month the ship was berthed alongside Garden Island, Sydney carrying out a long self-maintenance and leave period.
3. The six day passage from Singapore to Fremantle passed uneventfully but with the ship's company hard at work raising the ship to inspection standard for a forthcoming shop window and three families days which were to be carried out at Fremantle, Adelaide and Melbourne. By contrast with experience of dense shipping encountered everywhere on the Far East Station not a ship was sighted between the Sunda Strait and Gage Roads, Fremantle. This period was also put to good use in making final preparations for the self-maintenance period to come.
4. PARRAMATTA anchored in Gage Roads at 0630(-8) for a final "clean ship" and touch up of the hull before entering harbour to berth alongside at 'H' berth Victoria Quay, Fremantle at 1115(-8). A large crowd of happy relatives and friends on the wharf made even the non-W.A. natives glad to be home. Later at 1130(-8) I called on the Naval Officer Commanding, West Australian Area, Commodore J.M. RAMSAY CBE DSC, R.A.N. and was entertained to lunch. At 1500(-8) the same afternoon I and three of my officers accompanied by Commodore Ramsay called on the Mayor of Fremantle, Sir Frederick Sampson who, with some of his Councillors, gave a small reception in our honour.



RESTRICTED

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Page 2 of HMAS PARRAMATTA's Letter C1.16.7 dated 5 November

5. The Naval Officer Commanding, West Australian Area returned my call at 1215(-8) Thursday 7th October and after introducing him to the ships officers I had the pleasure of entertaining him to lunch.

6. PARRAMATTA cast off and proceeded from Fremantle at 1000(-8) Friday 8th October with 30 official guests and 70 families and friends for a combined shop window/families day. After briefly testing the weather to the north of Rottnest Island, I reluctantly cancelled a planned 4.5 inch gunnery firing which would have entailed a high speed passage to and from the firing area in rough seas and turned back into Cockburn Sound. After a light mortar firing the ship anchored in Careening Bay, Garden Island at 1200(-8) to allow our guests to enjoy their lunch in comfort. Whilst cancellation of the gunnery firing was a disappointment, a full programme of conducted tours, diving display, photographic display etc, kept the guests fully occupied. From all appearances both the "shop window" and families day were a great success and no clash of interest between the two was apparent.

7. PARRAMATTA reberthed at Fremantle at 1410(-8) to disembark official and family day guests, casting off at 1430(-8) for Port Adelaide. Embarked for the passage to Adelaide was the Personnel Liaison Team of LCDR K.A. DOOLAN, RAN, CPOCOX F.R. POWELL and also two schools careers advisers Mr McLAY and Mr HOWSE. The personnel Liaison Team had ample opportunity during the four day passage to address formally all sections of the ship's company as well as to meet and talk with a large cross-section informally. I believe the mission of the team was accomplished most successfully and the ship was fortunate to have it aboard for such a period that no impression of haste was evident. The fact that the team talked "straight from the horse's mouth" very obviously enhances its value. The two civilian educationalists were given a thorough tour of the ship (by departments) during the passage and also met all sections of the ship's company informally. On leaving PARRAMATTA at Port Adelaide they stated that their overall and lasting impressions were of the complexity of a modern warship, of how quite youthful sailors got on with their jobs with apparent sense of responsibility and of their surprise at finding sailors so cheerful!

8. At about 1900(-9½) on 11th October, CPOFC I.J. BOOKER, R57021 collapsed from what was later diagnosed as a variant of vertigo (PARRAMATTA 111011Z refers). As the medical officer had been landed to seasonal leave in Fremantle and as the attack had all the appearances of being most serious, speed was increased to 28 knots to land the sailor to hospital. An hour later the opportunity was taken to conduct a successful quantity full power trial. PARRAMATTA berthed at Outer Harbour at 0100(-9½) Tuesday 12th October and CPOFC Booker despatched immediately to hospital.

RESTRICTED

...../9

RESTRICTED

Page 3 of HMAS PARRAMATTA'S letter C1.16.7 dated 5 November 1971

9. PARRAMATTA cast off at 0645(-9½) 12th October and proceeded up the Port Adelaide River berthing initially at 0730(-9½) at the Mobil Oil Wharf to fuel and finally securing at No.2 McLaren Wharf at 1030(-9½). Again a very large crowd of families and friends were waiting to greet the ship, in this case a reflection of the fact that PARRAMATTA has twice the national average of South Australians in her company.

10. The ship remained alongside at Port Adelaide until Thursday 14th October. One most pleasant interlude during this period was a reception given myself and sixteen of my officers and Chief Petty Officers by the Mayor of the District and Corporation of Port Adelaide, Mr. H.C.R. Marten and his councillors. The tenor of remarks in ten speeches of welcome (happily brief) was of their pleasure at having a rare visitation from an R.A.N. warship. It is also noteworthy that this was PARRAMATTA'S first visit to Port Adelaide in the ten years since commissioning.

11. With 90 families and friends embarked, PARRAMATTA cast off and proceeded from Port Adelaide at 0930(-9½) on Thursday 14th October. Also aboard as a special guest was Mrs. Mary Walker widow of the late LCDR J.H. Walker, R.A.N. Commanding Officer of PARRAMATTA II. Without the additional organisation required for a "shop window" the families day passed off quietly and successfully and the ship berthed at the Outer Harbour at 1230(-9½) to land guests and embark others.

12. PARRAMATTA cast off and proceeded for Williamstown at 1320(-9½) 14th October. Embarked as "passengers" were Captain I.H. Richards, R.A.N. (Commanding Officer designate HMAS STUART), one Petty Officer and 17 Ordinary Seamen from STUART, Sgt. R. Little of the A.C.T. Police and official guests Messrs. Roff and Johns. During the overnight passage conducted tours were given the latter two, Sgt. Little gave lectures and showed road safety films to all sections of the ships' company and the STUART Ordinary Seamen, who had not yet been to sea, worked their passage. After a busy but otherwise uneventful passage PARRAMATTA berthed at Nelson Pier, Williamstown at 1400(-10) Friday 15th October. The ship remained alongside at Williamstown over the weekend casting off at 1030(-10) Monday 18th October for a third and final (for 1971) families day with 120 guests embarked, returning alongside Nelson Pier at 1430(-10) to disembark the guests.

...../13

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RESTRICTED

Page 4 of HMAS PARRAMATTA'S letter C1.16.7 dated 5 November 1971

13. With an almost audible sigh of relief PARRAMATTA cast off and proceeded for Sydney at 1500(-10) 18th October, the final leg of the homeward passage. The "shop window", three families days and other passage activities described above had all been most successful and of undoubted Public Relations value both to families and official guests, but by this stage the ship's company, with some justification, felt themselves well qualified to work for THOMAS COOKS well known travel organisation. "Passengers" embarked for this final leg in addition to Captain I.H. Richards were Mr. Russell Gleeson and Mr. Clive Malseed both senior executives of the Melbourne "Herald" and "Age" respectively.

14. PARRAMATTA berthed alongside at the oil Wharf, Garden Island in fine, sunny weather at 1000(-10) on Wednesday 20th October and again the ship was met by quite a large crowd of relatives. Commodore N.E. McDONALD, your Chief of Staff, boarded on arrival to welcome the ship home.

15. At 0830(-10) 21st October the ship was moved by tugs to No.3 buoy to de-ammunition. The evolution was executed expeditiously and the ship was re-berthed at the Oil Wharf by tugs at 1415(-10) the same day. A make-and-mend was granted the following afternoon, Friday 22nd October, concurrent with the departure to leave of the first leave party.

16. The long self-maintenance began in earnest on Monday 25th October. Other events near the end of the month were an informal visit to the ship by the Fourth Naval Member, Rear Admiral W.D. GRAHAM CBE, R.A.N. on Tuesday 26th October and a training weekend onboard for twenty sea cadets of the T.S. TOBRUK(Newcastle) on the weekend 29th/31st October.

MARINE ENGINEERING

17. Throughout the month of October the Main and Auxillary Machinery has continued to perform well, exemplified by the quarterly Full Power Trial on the night of the 11th. ✓

18. On return to Australia, the problem again arises of a maintenance period combined with a leave period. In this instance the problem is alleviated greatly by the assistance of HMAS STALWART, which due to its present workload has been able to undertake jobs earlier than originally planned. ✓

...../19

RESTRICTED

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Page 5 of HMAS PARRAMATTS'S letter C1.16.7 dated 5 November 1971

WEAPONS ELECTRICAL

19. All equipment performed well with the exception of the No. 1 AN/URT 23V, repair of which has already been undertaken by the dockyard. The problem also arises in this department of maintaining during a long leave/LSM period.

HEALTH WELFARE AND CONDUCT

20. The Health and Morale of the ships company have been very good throughout the month. Conduct has been most satisfactory.


(P.G.N. KENNEDY)
COMMANDER, RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

C1.16.7
ANNEX A

STEAMING DATA

Distance steamed during the month	4,401 miles
Distance steamed since commissioning	341,269 miles 348,882.4
Hours underway during the month	273 23/60 hours
Hours underway since commissioning	25,398 33/60 hours

SPEED IN EXCESS OF FAST ROUTING SPEED

<u>Date</u>	<u>No. Hours</u>	<u>Av. Speed</u>
11th	5	25.5 knots
14th	10	23 knots
15th	9	21.4 knots

RESTRICTED

RESTRICTED

C1.16.7
ANNEX B

EXERCISES AND EVOLUTIONS

TAS

Live Mortar Firing	4th
Light Mortar Firing	8th, 14th and 18th
Divers	8th and 18th

GUNNERY

PAC Firing	10th
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RESTRICTED

RESTRICTED

C16.16.7
ANNEX C

LIVE ASW FIRINGS

- A. 4th October 1971.
- B. 0240Z
- C. 21 degrees 40 minutes South-
110 degrees 28 minutes East.

RESTRICTED

RESTRICTED

C1.16.7
ANNEX D

GUEST CRUISES

Perth to Adelaide (8th - 12th)

Mr. B.A. McLay	Careers Officer, Scotch College, PERTH
Mr. Howse	Careers Officer, Christchurch School, PERTH.

Adelaide to Melbourne (14th - 15th)

Mr. R.F. Johns	South Australian Manager, ANA.
Mr. P.A.V. Roff	Headmaster, Scotch College, ADELAIDE

Melbourne to Sydney (18th - 20th)

Mr. R. Gleeson	Chief Sub-Editor and Senior Executive, The Melbourne Herald.
Mr. C. Malseed	Deputy Chief Sub-Editor, The Age.

RESTRICTED

RESTRICTED

18/6/3184

DEPARTMENT OF THE NAVY

HMAS PARRAMATTA

Report of Proceedings NOV 71

AS(NS) *Ch. 20/12.*

~~D of O~~

~~DCNS~~

1NM *R 23/10*

2NM *10/11*

3NM *10/11*

4NM *10/11*

SECRETARY *10/11*
10/11

C of S *12/11*

DPR *13/11*
DPO *12/11*

AS(NS) (NS55)

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23/12/71

RESTRICTED

NAVY—CANBERRA

18 | 6 | 3184

VED
17 DEC A.M.

REGISTRAR

AF 1/16/43

HMA FLEET HEADQUARTERS
GARDEN ISLAND NSW 2000

15 DEC 1971

The Secretary
DEPARTMENT OF THE NAVY

HMAS PARRAMATTA REPORT OF PROCEEDINGS - NOVEMBER, 1971

Forwarded.

N. E. McDonald

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

Enclosure: HMAS PARRAMATTA letter 1/16/7 of
2nd December, 1971

RESTRICTED

1.16.7

RESTRICTED

HMAS PARRAMATTA (DE46)
At Garden Island.
2 December 1971.

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

REPORT OF PROCEEDINGS - NOVEMBER 1971

1. I have the honour to report the proceedings of HMA Ship under my command for the month of November, 1971.
2. At the beginning of the month, HMAS PARRAMATTA was alongside the Oil Wharf at Garden Island Dockyard in the early weeks of a leave and long self-maintenance period. Subsequently, the ship has been shifted around the dockyard by tugs on two occasions and at the end of the month was alongside the Fitting-Out Wharf.
3. Naval Reserve Cadet training has been carried out on-board over two weekends during the month. One officer, one instructor and twenty cadets from T.S. SYDNEY were onboard over the weekend, 12th - 14th November and they were followed by a similar number of personnel from T.S. SHROPSHIRE during the weekend 26th - 28th November. Cadet training programmes included boat coxswain training, part-of-ship work and conducted tours of the dockyard and other HMA Ships.
4. The annual commemoration service for the second HMAS PARRAMATTA lost on the 27th November, 1941 was held in the Chapel at HMAS WATSON at 1000L on Sunday 28th November. The Captain, and several officers and sailors from the present PARRAMATTA attended this service together with survivors from the previous ship of that name and friends and relatives of those who lost their lives in her sinking. The preacher at the service was the Anglican Archdeacon of Parramatta, the Venerable R.G. FILLINGHAM and the lesson was read by Alderman D.L. ROUSE, OBE, on behalf of the Mayor of Parramatta.
5. MARINE ENGINEERING
During the month, both ship's staff and dockyard work have progressed satisfactorily. Some delays were experienced initially with work on the capstan due to the non-availability of cranes in the dockyard, but at the end of the month this work was well in hand.
6. HULL
The majority of large hull items raised as INDEFs have been deferred until next year's refit. The ship's staff with Fleet Maintenance Party assistance have been blasting and aluminium spraying the Seacat deck and Seacat director deck.
7. WEAPONS ELECTRICAL
All URDEFs and INDEFs outstanding have been taken in hand by Garden Island Dockyard and the ship's staff component of planned maintenance has progressed most satisfactorily.

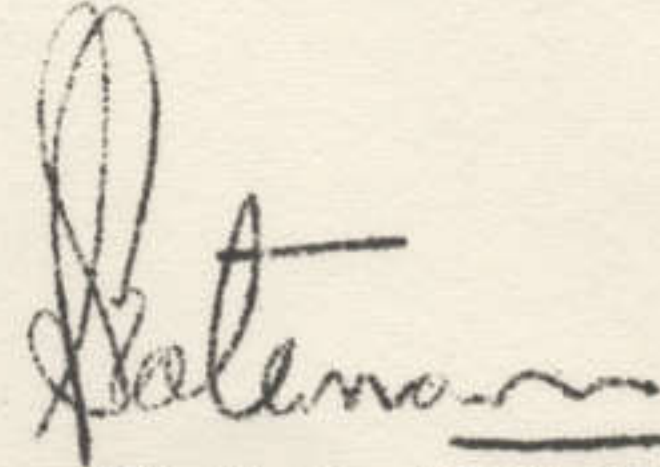
RESTRICTED



RESTRICTED

8. HEALTH, WELFARE AND CONDUCT

The health and morale of the ship's company have been good throughout the month. The conduct of the ship's company has, on the whole, been satisfactory although some of the recently joined Ordinary Seamen were involved in an unreasonable number of leave-breaking offences at the beginning of the month.



(W.S.G. BATEMAN)
LIEUTENANT COMMANDER RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

ANNEX A TO HMAS PARRAMATTA LETTER 1.16.7 DATED 2nd DECEMBER 1971

STEAMING

Distance steamed during the month -	NIL
Distance steamed since commissioning -	341,269 miles
Hours underway during the month -	NIL
Hours underway since commissioning -	25,398 33/60 hours

RESTRICTED

RESTRICTED

ANNEX B TO HMAS PARRAMATTA LETTER 1.16.7 DATED 2nd DECEMBER 1971

EXERCISES

Nil Return.

RESTRICTED

RESTRICTED

ANNEX C TO HMAS PARRAMATTA LETTER 1.16.7 DATED 2nd DECEMBER 1971

LIVE A/S FIRINGS

Nil Return.

RESTRICTED

RESTRICTED

ANNEX D TO HMAS PARRAMATTA LETTER 1.16.7 DATED 2nd DECEMBER 1971

MOVEMENTS

1st - 30th November, Garden Island Dockyard (LSM).

RESTRICTED

RESTRICTED

ANNEX E TO HMAS PARRAMATTA LETTER 1.16.7 DATED 2nd DECEMBER 1971

OFFICIAL CALLS

Nil Return.

RESTRICTED

18/6/3346

DEPARTMENT OF THE NAVY

HMAS PARAMATTA

Report of Proceedings DEC 71

~~AS(NS)~~ *20/2*

~~Def O~~ *28/2*

~~DGOP~~ *28/2*

~~DCNS~~

~~1NM~~ *2/3*

~~2NM~~ *3/3*

~~3NM~~ *4/3*

~~4NM~~ *2/3*

~~SECRETARY~~ *29/3/72*

~~C of S~~ *29/3*

~~DPR~~ *14/3*

~~AS(NS) (NS55)~~ *21/3*

HISTORIAN

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22/2

NAVY—CANBERRA		
18	6	3346

21 FEB 1972

CMR

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

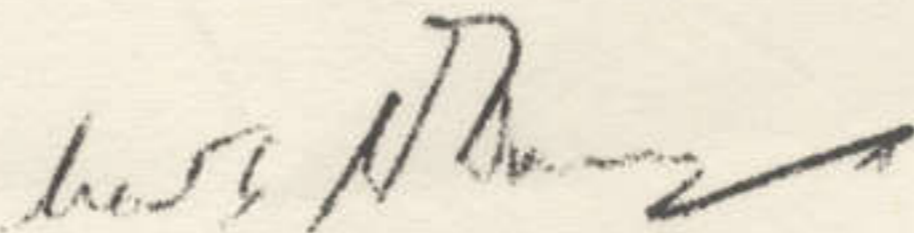
17 February, 1972.

A.F. 1/16/43

The Secretary
Department of the Navy

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - DECEMBER 1971

1. Forwarded.
2. The delay in forwarding, due to administrative error, is regretted.


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

Enclosure:

HMAS PARRAMATTA Report of Proceedings dated 5th January 1972

HMAS PARRAMATTA
at Garden Island

5th. January, 1972

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS PARRAMATTA - REPORT OF PROCEEDINGS - DECEMBER 1971

Sir,

1. I have the honour to report the proceedings of HMA ship under my command for the month of December 1971.
2. At the beginning of the month PARRAMATTA was alongside the fitting out wharf undergoing a long self maintenance and leave period. On Monday 9th the ship was shifted by tugs to alongside starboard side of STALWART at the EMS Moorings.
3. A party of 16 school girls from St Mary's Primary School, Parramatta accompanied by a teacher were shown over the ship on Friday 10th. A Navy PR photographer accompanied the visitors and took several publicity photographs.
4. It was necessary to shift berth on Friday 17th to allow STALWART to embark and disembark stores from her starboard side using the floating crane. Accordingly, Parramatta was shifted to the port side of HOBART whilst the transfer took place and then reberthed on starboard side of STALWART on completion. On Monday 20th ONSLOW secured alongside PARRAMATTA remaining there until Thursday 23rd when she cast off and proceeded to berth at PLATYPUS.

MARINE ENGINEERING

5. Ships staff work progressed satisfactorily during the month despite the shortage of hands because to the leave period. The dockyard have continued work on the capstan which should be completed in early January, this being the only outstanding commitment.

WEAPONS ELECTRICAL

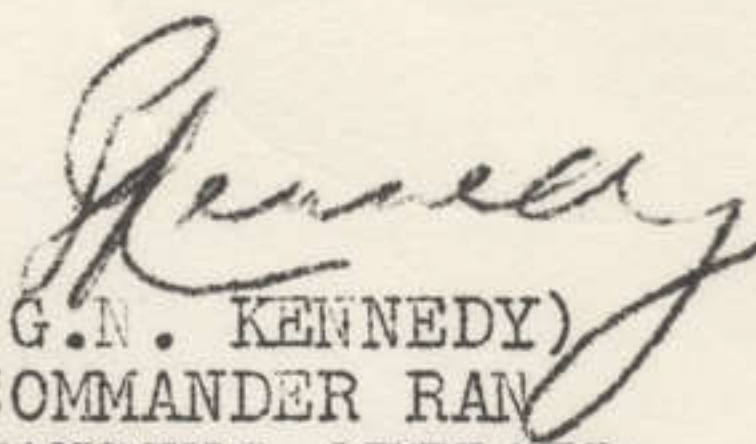
6. All URDEF'S and INDEF'S that were taken in hand by G.I.O are nearing completion. Ship's staff component of work has progressed very satisfactorily and all programmed work is expected to be completed by the end of the LSM period.

...../7

Page 2 of HMAS PARRAMATTA's letter C1.16.7 dated 5th. January, 1972.

HEALTH, WELFARE AND CONDUCT

7. The health and morale of the ship's company has been good throughout the month. Conduct, with the exception of one sailor who broke out whils' undergoing punishment, has been most satisfactory over the month.


(P.G.N. KENNEDY)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Data
B. Exercises and Evolutions

C1.16.7
ANNEX A

STEAMING DATA

Distance steamed during the month	Nil
Distance steamed since Commissioning	341,269 miles
Hours underway during the month	Nil
Hours underway since Commissioning	25,398 33/60 hours

C1.16.7
ANNEX B

EXERCISES AND EVOLUTIONS

NIL RETURN