

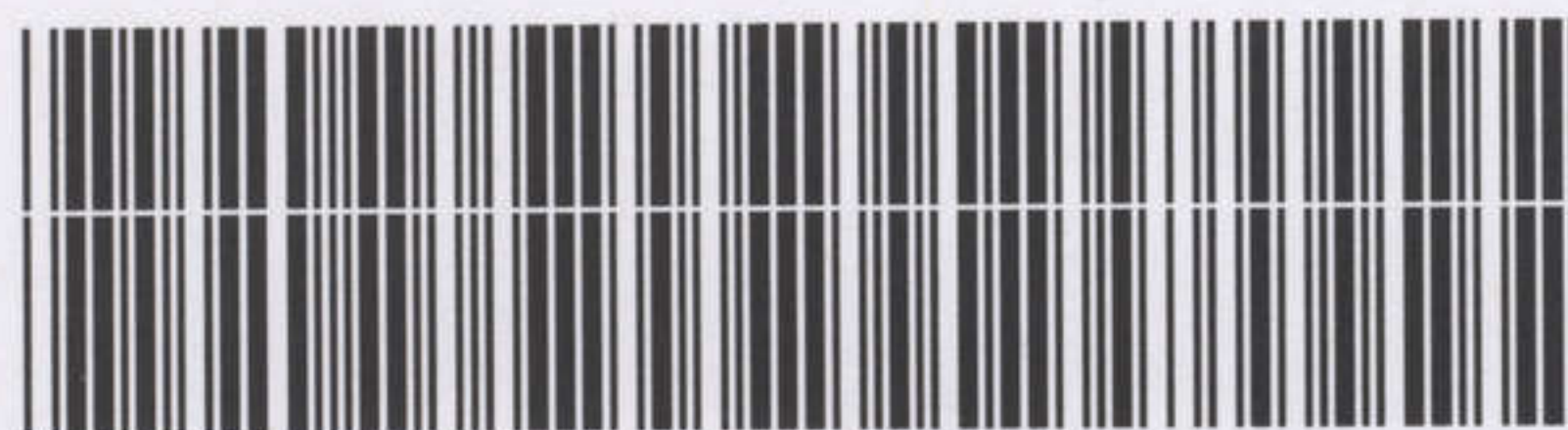
AWM78

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

HMAS HOBART (I and II)

Item number: 141/10

Title: January-May 1972



AWM78-141/10



[141/10]

PLEASE RETURN TO CEDAHS
B-2-23
RUSSELL

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DEPARTMENT OF THE NAVY

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hbsaer.

Ref Jan to MAY 1972.



18-6-3385

DEPARTMENT OF THE NAVY

HMAS HOBART

Report of Proceedings JAN 72

AS(NS) 20/3.

D of O 21/3.

DGOP 21/3

DCNS 21/3

1NM 23/3

2NM 24/3

3NM 24/3

4NM 26/3

SECRETARY 28/3/72

C of S 29/3

DPR 4/4

AS(NS) (NS55) 5/4

6/4/72.

HISTORIAN

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

8/7/72

DEPARTMENT OF DEFENCE

MINUTE PAPER

REFERENCE:

SUBJECT:

*Dickson and Historical
Studies Section*

Dear Bob,
Herewith HOBART R's off for
January to May 1972 (5 files). Despite
the lack of file covers there are in fact
the actual Registry files (also 1 copies).
Normally the also 2 copy is
loaned but they seem to have been
temporarily mislaid.

Please return in due course to
B-2-23, NOT to Registry.

Regards,

John Mackenzie
John, VMT. Returned by hand.

Bob W —

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J.G.



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

15th March 1972

A.F. 1/16/30

The Secretary
Department of the Navy

HMAS HOBART - REPORT OF PROCEEDINGS - JANUARY, 1972

Reference: A.F. 1/16/1 dated 10 March, 1972.

Forwarded further to the reference.

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

Enclosure: HMAS HOBART 1/16/1 dated 24 February, 1972.

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1/16/30

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1/16/1

HMAS HOBART
at Sea

24 FEB 1972

(3)

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

The Flag Officer Commanding,
H.M. Australian Fleet. (at Sea)

For Information:

Australian Naval Attache, WASHINGTON
COMAUSDESRON ONE
The Commanding Officer, HMAS PERTH
The Commanding Officer, HMAS BRISBANE.

HMAS HOBART - REPORT OF PROCEEDINGS
JANUARY, 1971

Reference: HMAS HOBART letter 1/16/1 dated 16th February,
1972.

(5)

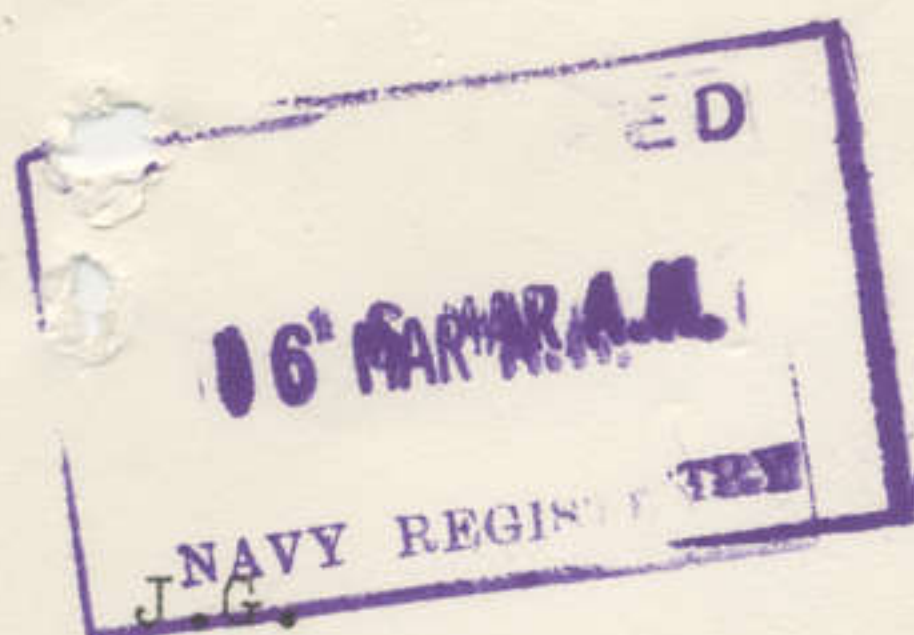
It is requested that the following amendments
be made to the reference

- a. Amend the date in the first sentence of Para 3
to read "12th January" instead of 24th as at present.
- b. Gunnery Section of Annex B be amended to read
AAMRF -1 in lieu of AAMRF -11.

(J.A. ROBERTSON)
CAPTAIN, RAN
COMMANDING OFFICER



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NAVY—CANBERRA		
18	6	3385

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

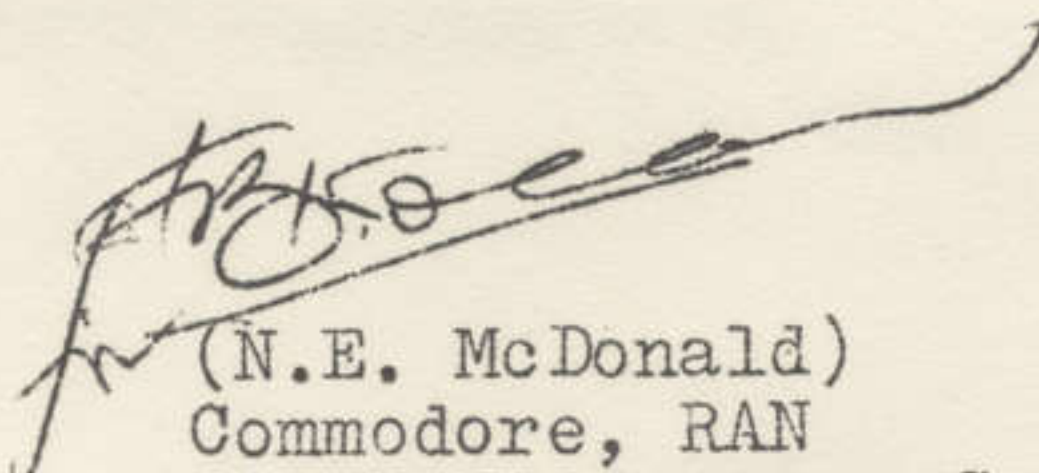
10 MAR 1972

A.F. 1/16/1

The Secretary
Department of the Navy

HMAS HOBART - REPORT OF PROCEEDINGS - JANUARY 1972

1. Forwarded.
2. With reference to paragraph 3, the Captain of the Port, Sydney is being requested to investigate the provision of berths for ships embarking large quantities of stores.
3. If ships staff is unsuccessful in establishing the cause of the gun's instability in A.A., the assistance of the Dockyard will be sought.


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

Enclosure: HMAS HOBART 1/16/1 dated 16 February, 1972.

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1.16.30.

1/16/1

HMAS HOBART
at Subic Bay

16 FEB 1972

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

For Information:

The Australian Naval Attache, Washington.
The Commander, First Australian Destroyer Squadron.
The Commanding Officer, HMAS PERTH.
The Commanding Officer, HMAS BRISBANE.



HMAS HOBART - REPORT OF PROCEEDINGS
JANUARY, 1972

Sir,

I have the honour to report the proceedings of
HMA Ship under my command for the month of January, 1972.
(All times Lima)

2. For most of the month HOBART was berthed alongside STALWART giving seasonal leave which ended on Friday 14th January, preparing for MK46 Torpedo Acceptance Trials, and a two month deployment to the Far East. Other major activities completed included equipment validation, in preparation for SOAP in the USA and a survey of electrical and engineering equipments by personnel from HUNTER's POINT NAVAL SHIPYARD.

3. Because of programme requirements major storing had to begin on 24th January, and continued during the three days left before leaving Australia. On both occasions this had to be done alongside STALWART and provided a most unsatisfactory berth for embarking large quantities of stores. The difficulties of providing berths at Garden Island are appreciated but something better is needed for ships leaving Australia for any length of time.

4. On Saturday 15th colours were half masted until sunset in memory of the late King Fredrerick of Denmark.

5. At 1102 on Monday 17th HOBART cast off and reberthed port side to at West dock wall at 1135, to enable the whaleboat davit winch to be lifted off for repair. At 1225 the ship again cast off and proceeded to sea. Embarked as visitors were two French Midshipmen who were returned to JEANNE d' ARC by helicopter later in the day. At 1500 HOBART joined DUCHESS, JEANNE d' ARC and VICTOR SCHOELCHER in the Sydney exercise areas and carried out O.O.W. manoeuvres and a screenex until 1800. On completion of helo transfers at 1830 the French Ships took departure.

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.....2./

CONFIDENTIAL

-2-

6. Weather conditions on Tuesday 18th prevented a start being made in the MK46 torpedo acceptance trials programme. Consequently HOBART joined PARRAMATTA for EXDAK checks in preparation for an Ikara firing later in the week. At 1315 the ship entered SYDNEY harbour and secured to No. 2. bouy at 1350 where torpedoes and a PNR Ikara missile was embarked. At 1706 HOBART slipped and proceeded to resume the practice programme.

7. The ship joined TRV254 and TRV255 at 0648 on Wednesday 19th but weather conditions were again unsuitable for trials and torpedo recovery. HOBART then proceeded to join STALWART and the French Ships AMIRAL CHARNER and DOUDART DE LAGREE at 0900 in position 34155 15130E. Screening, gun direction and A.A. tracking serials were then carried out, but deteriorating weather conditions precluded any A.A. firings. The ship detached at 1200 and proceeded to JERVIS BAY anchoring in F4 berth at 1708. Further EXDAK checks were then carried out with PARRAMATTA, and sonar sensitivity checks progressed. At 2352 HOBART weighed and proceeded for SYDNEY.

8. At 0540 on Thursday 20th the ship entered harbour and embarked trials personnel by boat in WATSON's BAY at 0600. Course was then set for the trials area to join PARRAMATTA and the TRVs, but weather conditions to seaward again proved to be adverse. HOBART then re-entered harbour and anchored in WATSON's BAY to disembark trials personnel and continue sonar sensitivity checks.

9. With trials teams embarked HOBART weighed at 0552 on Friday 21st and again proceeded to join PARRAMATTA and the TRVs in the trials area. Trials of air dropped torpedoes were successfully carried out but at 0945 the weather conditions had again deteriorated to make recovery operations unsafe. The trial was then ended, regrettably without a ship launched torpedo being fired. HOBART then proceeded to carry out gun functioning before entering harbour and berthing port side to on STALWART at 1412.

10. The next six days were spent alongside storing, carrying out maintenance and preparing for departure to the Far East station. On Monday 24th members of the Department of Defence Joint Services Communications Standardisation Committee visited the ship to inspect as fitted arrangements.

11. HOBART cast off at 0836 on Thursday 27th and moved hot to secure to No. 2 buoy at 0854 where practice MK 46 torpedoes and an Ikara missile were disembarked. At 1039 the ship slipped and proceeded to join DUCHESS in the SYDNEY practice areas. A.A. firings were completed at 1503 when both ships set course to join MELBOURNE, STALWART and SUPPLY on passage to MANUS. Enroute a comprehensive passage programme was carried out.

CONFIDENTIAL

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WEAPONS ELECTRICAL

12. Despite the absence of many personnel on leave during the first half of the month, the following ancillary tasks were completed:

- a. Equipment Validation in preparation for SOAP.
- b. Preparation of ship's staff work list for the 1972 refit.
- c. Sorting and indexing all aperture card drawings.
- d. Weapons publication muster.
- e. Survey of Ikara System modification state.
- f. Survey of electrical and electronic equipments by personnel from Hunters Point Naval Shipyard.
- g. Survey of Ikara launching and Handling System by personnel from Commonwealth Aircraft Corporation.

13. Many of the tasks listed in para 12 above required the assistance of personnel from outside the ship; however the numbers involved and the demands made on the ships staff were excessive. As a result normal maintenance and preparations before departure for the Far East suffered.

14. Participation in the MK 46 Torpedo Acceptance Trial was disappointing. Bad weather prevented launching a Torpedo from either the Torpedo Tubes or from Ikara. It is now most unlikely that HOBART will have another such opportunity for well over a year.

15. Dockyard assistance was required to repair defects in the following equipments.

- | | |
|---------------------------|----------------|
| a. Ikara Tracking Aerial | (URDEF 132/72) |
| b. 5"/54 Mount 52 | (URDEF 139/72) |
| c. GMLS MK 13 | (URDEF 140/72) |
| d. No 2 LP Air Compressor | (INDEF 210/72) |

16. Investigation into the cause of the runaway of the MK 68 Director whenever a mount fires (INDEF 193/72) was progressed. For the first time GID engineers were able to go to sea to assist with this investigation but the cause has still not been identified. A recent AA firing against a sleeve target demonstrated that the GFCS MK 68 is operational in the automatic (blind) track mode and that the runaway only occurs when in the AA visual track mode.

17. The following equipments are unserviceable for the want of spares:

- | | | |
|----------------------|---|----------------------|
| a. AN/ULQ 6A. (PORT) | - | since 16 August 71 |
| b. AN/SPS 52DDI | - | since 30 November 71 |
| c. AN/SPA 34 DISPLAY | - | since 7 November 71 |
| d. AN/SPA 83 DISPLAY | - | since 30 August 71 |

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.....4./

CONFIDENTIAL

-4-

Serviceability of other equipments is satisfactory but the increasing frequency of minor defects and the obvious aging of some equipments indicate the need for HOBART to undergo a thorough overhaul in the near future. Recent indications that the 1972 Refit Work List could be extensively reduced are therefore viewed with some concern.

18. Since HOBART was last at sea, one officer and 12 sailors have been posted into the W.E. Department.

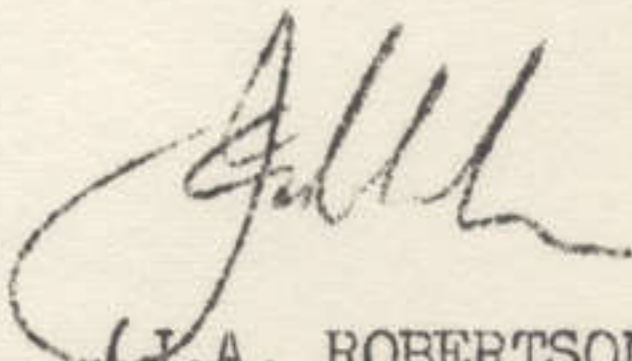
MARINE ENGINEERING:

19. Because seasonal leave was being given, only limited maintenance and repair work was possible by Ships Staff during the first two weeks of the month whilst alongside. Meanwhile, Validation of equipments was undertaken, largely by an externally provided team, and was completed in the firerooms, just in time to enable flashing up and a basin trial to be carried out on Wednesday 12th January.

20 From Wednesday 5th January until Friday 14th a large pre-refit team visited the ship from Hunters Point Naval Shipyard to investigate the Defect List for the forthcoming refit; a very co-operative and friendly relationship was established.

HEALTH CONDUCT AND MORALE

21. The health and morale of the Ship's Company is good. Conduct has maintained a satisfactory level. The Welfare Committee meet during the month.


(J.A. ROBERTSON)
CAPTAIN, RAN
COMMANDING OFFICER

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ANNEX A. TO THE COMMANDING OFFICER, HMAS HOBART
REPORT OF PROCEEDINGS JANUARY 1972.

- A. Distance steamed during the month 2,510.9 miles
B. Distance steamed since commissioning 240,913.7 miles
C. Hours underway during the month 180 1/60 hours
D. Hours underway since commissioning 18,009 30/60 hours
E. Occassions of fast routing speed being exceeded for a period
in excess of 1 hour.

<u>Date</u>	<u>Period</u>	<u>Mean Speed</u>
18th	2 hours	24.7
27th	2 hours	19.8
29th	2 hours	20.5
31st	2 hours	19.5

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ANNEX B TO THE COMMANDING OFFICERS, HMAS HOBART's
REPORT OF PROCEEDINGS JANUARY 1972

EXERCISES CARRIED OUT

SEAMANSHIP

Action Stations	1
Man Overboard Drill	1
Emergency stations	1
Steering Gear Breakdown	2
OOW Manoeuvres	5
Helo transfers	9
RAS Abeam token (Day)	2
RAS Abeam (Day)	1

GUNNERY

P.A.C.F.	2
GDX	1
GFT	2
AAMRF	1
AATX	1
MTX	1
Small arms firing	1

A.I.O.

Air Plotting Exercise	41 hours 15 min.
Screenex	4 hours 30 min.
JARRX	12 hours
GOPEX	7 hours
Radar Calibrations	1 hour 30 min.
S.P.X. (Competitive & non preset)	11 hours 40 min.
Rotary wing control	13 hours 25 min.
Fixed wing control	7 hours 55 min.

T.A.S.

Sonar Operating	126 hours
Sonarr Operating/trainer	12 hours
Exdak drills Helo	10 hours
Exdak drills Ship	22 hours
Bathy dips	23 dips
Embarkation of Ikara	1 M5 - MK 46
Disembarkation of Ikara	1 M5 - MK 46
SLT Embarkation	1 MK 46 practice
	1 MK 44 action
SLT disembarkation	1 MK 46 practice
	2 MK 46 action
Screenex	3

.....2. ANNEX B./

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PAGE 2 ANNEX B.

COMMUNICATIONS

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NAVCOMEX 201	16
" 202	16
" 204	8
" 205	5
" 403	3
" 405	2
" 401	13
T.X.	12

DIVING

DAY PRACTICES	3
NIGHT PRACTICES	1

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CONFIDENTIAL

18-6-3470

DEPARTMENT OF THE NAVY

CONFIDENTIAL

HMAS

HOBART

Report of Proceedings

FEB 72

AS(NS)

D of O

DGOP

DCNS

1NM

2NM

3NM

4NM

SECRETARY

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DEP

AS(NS)

(NS55)

HISTORIAN

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11/10/5

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

IMD



NAVY—CANBERRA		
18	6	3470


4 MAY 1972

A.F. 1/16/30

The Secretary
Department of the Navy

HMAS HOBART - REPORT OF PROCEEDINGS - FEBRUARY 1972

1. Forwarded.
2. The present circumstances regarding the Weapons defects reported in paragraph 14 are that items (a) and (c) have been repaired and (b) and (d) are still awaiting replacement parts.
3. With reference to paragraph 19, a design investigation of the probe fuelling rig in SUPPLY is being arranged.
4. In spite of the boiler repairs carried out in Subic as in paragraph 21 high feed water consumptions are still occurring and further investigations are in hand.
5. USN experience as in paragraph 22 is not necessarily indication of expected operation of RAN DDG's due to the significant difference in standards of training between the two navies.


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

Enclosure: HMAS HOBART 1/16/1 dated 12th March, 1972

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1.16.1

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HMAS HOBART,
At Sea

1116/30

12 MAR 1972

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

The Flag Officer Commanding,
H.M. Australian Fleet. (Afloat)

For Information:

The Australian Naval Attache, Washington
The Commander, First Australian Destroyer Squadron.
The Commanding Officer, HMAS PERTH
The Commanding Officer, HMAS BRISBANE

HMAS HOBART - REPORT OF PROCEEDINGS
FEBRUARY, 1972

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of February, 1972.

2. As the month began HOBART was en route to MANUS in company with MELBOURNE, STALWART, SUPPLY and DUCHESS on passage through the SOLOMON SEA towards the ADMIRALTY ISLANDS. Seamanship, NBCD, A.I.O. and Gunnery serials were carried out in typical convergence zone weather as the force approached MANUS. Clocks were retarded one hour at 1830L on Wednesday 2nd.
3. At 0710K on Thursday 3rd HOBART passed through the barrier reef and anchored in SEEADLER HARBOUR at 0806K. During the brief stop-over 64 members of the Ship's Company landed to take part in the varied sports programme arranged between the visiting ships and TARANGAU. Visitors to the ship during the stay included 22 Officer cadets, apprentices and recruits of the P.N.G. Division.
4. HOBART weighed at 1334K on Friday 4th and in company with SUPPLY proceeded to rendezvous with TORRENS off MANUS ISLAND, and acted as lifeguard for the subsequent replenishments. A comprehensive passage programme was then carried out en route to the PHILIPPINE ISLANDS with clocks being retarded one hour during the dogwatches on Monday 7th and Tuesday 8th. The transit of SAN BERNARDINO STRAIT was made in fine weather during the morning watch of Wednesday 9th. During this transit, at 0750H, the ship suffered a steering gear breakdown which required a period of about eight hours independent steaming to effect repairs. This was done while passing through the SIBUYAN SEA

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-2-

steering by main engines. At 1038H the following day the ship secured starboard side to alongside TORRENS at ALAVA pier SUBIC BAY. *4/0 berthing*

5. On arrival investigations into increasingly excessive feed water consumption revealed that the boiler handhole plugs were leaking on all boilers. Arrangements were made to repair the defect using USN facilities and the ship was moved, cold, to berth outboard of USS KNOX at the Ship Repair berth RIVERA POINT, at 1430H on Saturday 12th. Repair work started that night and was completed by the following weekend. As a consequence HOBART withdrew from the assembly and work-up phase of EXERCISE SEAHAWK but provided operations work up teams in MANILA on Monday 14th and Tuesday 15th.

6. During the stay in SUBIC the sports and recreational facilities made available by the USN were used daily and did much to avert the boredom which follows such circumstances. Sailors from the USS CHICAGO, at their request, were introduced to the magic of Australian Rules football. Softball, volleyball and rugby were also played. A well contested interdepartmental basketball competition was held, in which the Electrical Department finally ran out winners from the Engineering Department. On Saturday 19th, 23 members of the ship's company formed a working party which spent the day assisting the local Boys Town run by the OLONGAPO CIVIC ACTION GROUP; they returned onboard with honourable wounds in the form of blistered hands and aching backs.

7. After successful basin trials the ship cast off at 1604H on Monday 21st and proceeded to seaward of GRANDE ISLAND to check the starboard ULQ6 and SPG53A radar beacon mode. The USN liaison sailor was landed by boat at 1810H when HOBART proceeded to the SUBIC exercise areas and rejoined SEAHAWK units at 2218H.

8. The final work-up serial ended at 1157H on Tuesday 22nd when FALMOUTH, DUCHESS and WHIPPLE joined HOBART and the unit proceeded to MANILA BAY where the ship anchored at 1525H. The work-up washup and transit phase briefing then followed onboard MELBOURNE at 1830H.

9. HOBART weighed at 0900H on Wednesday 23rd and preceded MELBOURNE through the swept channel in an opposed sortie from MANILA BAY. By 1035H the cruising screen was formed and the transit phase started. Embarked in HOBART were an additional two Direction Officers and two ASAC 2 from HMAS MELBOURNE to assist with the fighter direction and aircraft control requirement. Their help was greatly appreciated.

10. MELBOURNE supported the HVT in Situation Bravo throughout the whole ocean transit during which ideal weather conditions persisted. The transit phase ended during the afternoon of Saturday 26th when SWAN joined for night steaming in company and the passage to MANILA. At 0730H on Sunday 27th HOBART secured port side to at pier 15, MANILA HARBOUR but then had a further, ten minutes keeping up with the local berthing officer and his portable bridge sign. HMAS SWAN secured outboard afterwards.

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CONFIDENTIAL

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-3-

11. The EXERCISE SEAHAWK maritime phase washup was held at 1400H the same day at the Philippine Naval Headquarters. Then followed the SEATO closing ceremony at 1630H.

12 With you, Sir, embarked HOBART cast off at 0953H on Monday 28th and proceeded to join STALWART outside the harbour, where one sailor, ill with pneumonia, was transferred by boat for treatment. The ship then joined SUPPLY, DUCHESS and SWAN to proceed in company for HONG KONG. At 1435H you, Sir, transferred by light jackstay to SWAN.

13. At 0753H on Tuesday 29th the ship closed and recovered an empty inflatable seven man liferaft in position 1818N 11826E. It was a USN type which judging by its condition, had been in the water for some time. After this incident the passage to HONG KONG was resumed.

WEAPONS ELECTRICAL

14 A number of major defects which had a detrimental effect on the capability and performance, occurred during the month. Brief details are as follows:

- a. AN/SPS 40 Radar An earth developed within the main power supply transformer which could not be repaired. A replacement transformer flown from Sydney to Subic Bay was leaking oil when received and can only be used in a way which reduces the radar power output by half. Another transformer has been demanded.
- b. AN/URN 20 TACAN Failure of some diodes in a 20K Volt circuit resulted in numerous defects, all but one of which have been repaired. The one remaining problem is a burnt out transformer. A replacement has been demanded but because this particular transformer is deleted from the equipment by Field Change 4, it may no longer be available from the USN. A request has also been made to obtain and fit Field Change 4.
- c. AN/SPS 52 Radar The transmitter power klystron slowly deteriorated during Exercise Sea Hawk and had to be replaced.
- d. MK 118 Computer (FCS 2) A defective potentiometer has rendered this computer unserviceable for Tartar missile firings until a replacement is obtained.
- e. 5"/54 Mount 51 At the close of the month, Mount 51 is unserviceable whilst the counter recoil system is being repaired to prevent an oil leak.

....4/

CONFIDENTIAL

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15. The unscheduled stay in Subic Bay proved invaluable. In addition to having the transfer tray in Mount 51 repaired, the U.S.N. authorities were most helpful in providing advice and assistance in many areas. The extra period also enabled some stores to be obtained but HOBART's priority was not high enough to obtain the items needed to restore important equipment to a serviceable state.

16. On leaving Subic Bay, checks by shore based test sites proved that the starboard AN/ULQ6A and the AN/SPG53A Radar beacon mode were operating correctly.

17. There were few opportunities to progress the investigation into the MK 68 Director runaway problem.

18. The following equipments are unserviceable for want of spares:

AN/ULQ6A (PORT)	-	since 16 August, 1971
AN/SPA83 Display	-	since 30 August, 1971
AN/SPA34 Display	-	since 7 November, 1971
AN/SPS52 DDI	-	since 30 November, 1971
AN/SPS52 Parametric receiver	-	since 20 December, 1971
AN/URN20 TACAN	-	since 1 February, 1972
MK/118 Mod O Computer	-	since 14 February, 1972

MARINE ENGINEERING

19. Replenishment at Sea On all 5 occasions of actual and token liquid replenishments using the probe method from HMAS SUPPLY on passage from Sydney to Subic, minor spills occurred at the fuelling position. Each time it was on disengagement, all of which were involuntary, and caused by tension on the rig. It appeared that the valve in the probe was slow to shut off. The opportunity was taken whilst in Subic to have both HOBART's receivers examined by the acknowledged experts from the SRF, and both were declared in complete working order.

20. Steering Failure Whilst transitting the Sibuyan Sea on 9th February, a steering failure occurred; the welded joints at both ends of the hydraulic pipe from the steering pumps to the port ram failed causing the pump in use to lose suction. Steering was maintained by collecting the leaking oil and returning it to the system until it was navigationally acceptable to steer by Main Engines only; repair was then carried out by rewelding both joints and strengthening the pipe support bracket. It took eight hours.

21. Boiler Defects For some months the daily expenditure of feed water has been a source of concern and was attributed mainly to the aggregate of many steam leaks and worn gland sleeves on feed system pumps. As much effort as was possible over a very busy

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-5-

Christmas leave period was made to reduce steam leaks but this only reduced the expenditure marginally, and on passage to Subic it gradually increased with a corresponding daily reduction of the amount remaining until on the last day the expenditure reached 16975 gallons; during the last four hours both Distilling plants were unable to keep pace with the expenditures of feed water alone. On arrival in Subic, casings were removed from the two boilers in the non-steaming fireroom to examine handhole plugs, and it was discovered that all plugs on the three water wall headers of both boilers were leaking. On the assumption that the plugs on the other two boilers must be in a similar state, approval was obtained to enlist the assistance of the US Navy's Ship Repair Facility, and the ship was shut down to shore power. The SRF started work at midnight on Saturday 12th, in continuous shifts, and by the following Saturday afternoon all water wall header plug joints on all four boilers had been remade and all four boilers had been successfully water pressure tested to 1650 psi. During the early attempts to test 2A boiler one economiser tube was found to be perforated; the pass concerned was by-passed using a welded bridge-piece. Steam was raised in all four boilers in turn, bottom blows were applied to clear residual solids, a basin trial was carried out to prove the many other repair and maintenance items that this week's enforced shut down had made possible, and the ship sailed on Monday afternoon, 21st February.

While in Subic the flexible coupling driving No.1. Air Conditioning compressor collapsed; not holding a spare onboard the ship asked USS CARPENTER (DDG 8) if it could supply one. From this approach, it was discovered that she was just fitting her spare coupling, that she had entered harbour to have her handhole plug joints remade, and that she was also having economiser troubles. It was stated that she has already had all boilers, retubed twice.

23. An interesting comparison between the work-rate capability of the SRF and of Garden Island Dockyard was presented when the Ship Superintendent overseeing HOBART's defects was asked, without prejudice, how long it would take to replace HOBART's laundry machinery. His estimate was 1½ weeks (admittedly working in shifts) compared with GMGID's recent estimate of 12 weeks and 1 day.

24. This full working week, shut down and with the whole Department onboard, was a most valuable opportunity to attack the growing list of defects and backlog of maintenance.

25. Ventilation In order to stir the air more effectively and at least achieve psychological cooling, two large portable electric fans were purchased in Subic out of the Commanding Officer's Fund and placed in the two messdecks where existing ventilation and cooling arrangements seem least satisfactory - the Cook's and Stewards', and the After Seaman's Messes.

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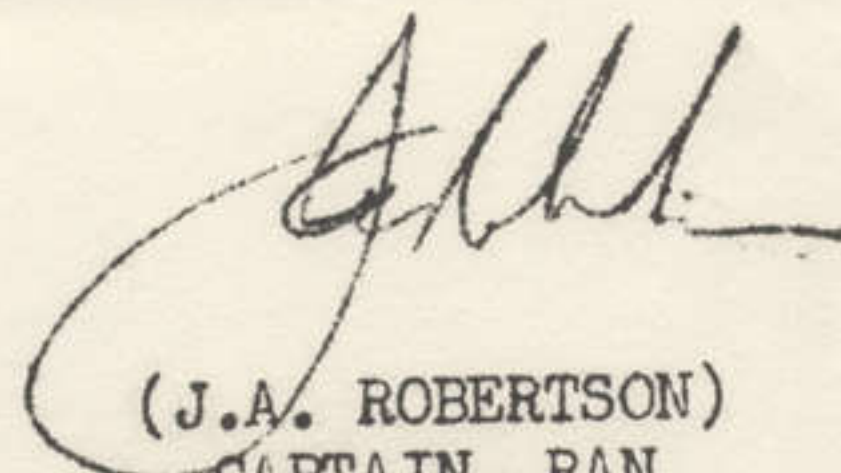
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-6-

HEALTH, CONDUCT AND MORALE

26. The morale and conduct of the ships company has been satisfactory and health is generally good except for the high incidence of Venereal Disease which followed from the time in the Philippines. Despite warnings, extortations and reprinting and distribution of the recent "Newsweek" article on the subject people continue to take this risk with their health. It is fortunate that the LSBA now borne is quite the most competent of the three the ship has had in the past 15 months.



(J.A. ROBERTSON)
CAPTAIN, RAN
COMMANDING OFFICER

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ANNEX A TO THE COMMANDING OFFICER, FMAS HOBART

REPORT OF PROCEEDINGS FEBRUARY, 1972

- A. Distance steamed during the month 5,143.8 Miles
B. Distance steamed since commissioning 246,057.5 Miles
C. Hours underway during the month 355 31/60 Hours
D. Hours underway since commissioning 18,365 04/60 Hours
E. Occasions of fast routing speed being exceeded for a period in excess of 1 Hour.

<u>DATE</u>	<u>PERIOD</u>	<u>MEAN SPEED</u>
5th	1 Hour	20.9
6th	1 Hour	20.6
7th	5 Hours	20.7
9th	1 Hour	24.0
23rd	5 Hours	21.0
24th	18 Hours	20.7
25th	7 Hours	21.9
26th	2 Hours	20.1
29th	1 Hour	20.1

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ANNEX B TO THE COMMANDING OFFICER, HMAS HOBART's

REPORT OF PROCEEDINGS

EXERCISES CARRIED OUT

SEAMANSHIP

Action Stations	1
Modified Action Stations	1
OOW Manoeuvres	6
Exercise Man Overboard	2
OOW Shiphandling	1
RAS (L) Day	5
RAS (L) Token Night	2
Helicopter Transfers	8
Towex	1
RAS Approaches Night	1
Light Jackstay Transfer	1
Heaving Line Transfer	1
Alongside - X.O. Handling Ship	1

GUNNERY

AATX	2
MTX	2
System Drills	2
GFT	2
PACF	1
Starshell Firing	1

A.I.O.

Surface Plotting Exercise (Competitive and non preset)	9 Hours
ARRX	21 Hours
MTX	2 Hours
GOPEX	5½ Hours
Air Plotting exercise	5 Hours
ASWEX	6½ Hours
Screenex	3 Hours
Rotary wing control	44 Hours 20 mins
Fixed wing control	8 Hours 20 mins
Exdak Trial	3 Hours
A.I.C.	18 Hours

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-2-

T.A.S.

Sonar Passage operating	24 Hours
PX 44 sonar operating	77 Hours 30 mins
Sonar Trainer Drills	18 Hours
Casex B6	5 Hours
Screenex	8 Hours
ASWEX	3 Hours
Exdak Checks and Drills	8 Hours 30 mins
Demolition Exercise onboard	1
Bathy dips recorded	48
T MK6 operating	8 Hours
Torpedo handling drills	2 Hours

COMMUNICATIONS

EWX 23	1
EWX 44	1
EWX 91	3
MSX	7
RRX	1
MMX	23
TTX	14
NAV COMEX 201	34
" 202	34
" 205	9
" 405	10

ENGINEERING

Steady Steaming Trial	1
-----------------------	---

NBCD

Major Exercises	1
-----------------	---

DIVING

Day Practices	2
Night Practices	1

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ANNEX C TO COMMANDING OFFICER, HMAS HOBART's

REPORT OF PROCEEDINGS FEBRUARY, 1972

MOVEMENTS - FEBRUARY

1 - 3	Passage to Manus
4 - 10	Passage to Subic
10 - 21	Subic Bay
21 - 22	Exercise Seahawk Work-up
23 - 26	Exercise Seahawk
27	Manila
28 - 29	Passage to Hong Kong

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DEPARTMENT OF THE NAVY

18-6-3478

HMAS

HOBART

Report of Proceedings

MAR 72

AS(NS)

D of O

DGOP

DCNS

1NM

2NM

3NM

4NM

SECRETARY

D of S

DPR

AS(NS)

(NS55)

HISTORIAN

- NOTES:
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12/5

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NAVY—CANBERRA

18

6

3478

01 MAY A.M.

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

J.G.

9th May, 1972.

A.F. 1/16/30

The Secretary
Department of the Navy

HMAS HOBART - REPORT OF PROCEEDINGS - MARCH, 1972.

1. Forwarded.

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



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

Enclosure: HMAS HOBART 1/16/1 of 10 April, 1972.

CONFIDENTIAL

1/16/1

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HMAS HOBART
at Sea

10 APR 1972

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

The Flag Officer Commanding,
H.M. Australian Fleet. (Afloat)

For Information:

The Australian Naval Attache, Washington
The Commander, First Australian Destroyer Squadron
The Commanding Officer, HMAS PERTH
The Commanding Officer, HMAS BRISBANE



HMAS HOBART - REPORT OF PROCEEDINGS
MARCH, 1972.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of March, 1972.

2. At the start of the month HOBART was enroute to HONG KONG in company with STALWART and DUCHESS. LEI MUN pass was entered at 0845H on Wednesday 1st and at 0958H the ship berthed starboard side to on STALWART at West Arm. Afterwards DUCHESS secured outboard.

3. The ship shut down for the next **nine** days and carried out self-maintenance, with shore power and steam being supplied from STALWART. Also during the period Departmental Inspections were progressed in preparation for your inspection later in the month. An interdepartmental seven-a-side rugby knockout competition was also held and resulted in a win for the engineering department.

4. On Friday 10th the ship's departure was delayed 42 minutes as the starboard main condenser had flooded due to a defective bulkhead valve. HOBART cast off at 0952H and proceeded to join DUCHESS, FALMOUTH, TORRENS and SWAN to seaward where at 1233H the cruising screen was formed on SUPPLY and MELBOURNE for the Transit Exercise to Singapore.

5. Local exercises and further departmental inspections were carried out during the passage which was made in good weather. Clocks were retarded 30 minutes to zone -7½ at 1815H on Sunday 12th. On Tuesday 14th the task group came under air and surface threats as the East MALAYSIAN coast was closed. The exercise ended at 0200GH on

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-2-

Wednesday 15th when HOBART was joined by DUCHESS, TORRENS and SWAN and the unit proceeded for JOHORE STRAIT. At 0740GH HOBART entered the STRAIT and berthed starboard side to on TIDESPRING in the Stores Basin at 0926GH.

6. At 0900GH on Thursday 16th you, Sir, arrived onboard and carried out your annual inspection, departing finally at 1500GH. Afterwards, I was very happy to receive your message 160646Z MAR 72 enclosed as Annex E.

7. During the remainder of the stay in SINGAPORE a very successful ANZUK sports Olympiad was held. The ship entered teams for all events, the best performances achieved were in reaching the semi-finals in the basketball and seven a side rugby.

8. On Monday 20th HOBART cast off at 0831GH and with ROTHESAY, FALMOUTH, SWAN and TORRENS in company, proceeded to the practice areas off the East Malaysian coast for the work up phase of exercise GENESIS. Seamanship, Gunnery, A.I.O., NBCD and TAS serials were carried out until 1550GH on Wednesday 22nd when the ships anchored off PULAU AUR and sonar sensitivity was checked. The ship weighed at 2249GH and was joined at 0400GH the following morning by SWAN, TORRENS, FALMOUTH and WAIKATO. Cruising screen was formed around MELBOURNE, SUPPLY and TIDESPRING at 0435GH and the tactical phase of GENESIS began.

9. Embarked in HOBART until Friday 24th was the Royal Navy N.B.C.D. training team which initiated incidents to match the tactical situation. The services and advice given were greatly appreciated. Also embarked for the exercise were three junior S.A.F. Officers and ten S.A.F. sailors, who quickly settled in and took a lively interest in the ships activities. It was a pleasure to have such keenness and enthusiasm on display.

10. The tactical phase ended during the afternoon of Sunday 26th when DUCHESS joined and course was set for PORT KLANG. The passage was uneventful and at 0850GH on Monday 27th, HOBART crossed the bar of SOUTH KLANG STRAIT and anchored in the stream at 1010GH. It was intended to go alongside on arrival but after inspecting the berth allocated, on dolphins with prominent concrete overhangs, it was considered unsafe in the prevailing tidal conditions.

11. Afterwards, while making calls (Annex D) arrangements were made to berth on the main jetty for the night. Accordingly the ship weighed at 1538GH and secured starboard side to New Wharf at 1612GH. DUCHESS secured outboard at 1625GH. In the evening a reception for 100 guests was held onboard.

12. At 0810GH on Tuesday 28th both ships were required to vacate the commercial berth, made available for the previous night and this was done by warping ahead onto the concrete dolphins. In this berth constant attention was required to shift the gangway during different states of the tide and minor damage to guardrails and fittings was sustained.

13. The changing of berths made it a disappointing and very frustrating visit. Particularly as my Executive Officer had travelled to KUALA LUMPUR the previous week and, foreseeing the unsuitability of the dolphins, had asked for catamarans to be provided. On being told none were available he went to the port area and found the catamarans which had been used by the Royal Yacht a short time earlier. He drew the

CONFIDENTIAL

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CONFIDENTIAL

-3-

attention of the Royal Malaysian Navy to them, and it was something of a surprise to be told on arrival, that 'the Navy' had urgently required the return of the catamarans in the week which had elapsed between his visit and the ships arrival. This, presumably, was the same Navy which was unaware that the catamarans were still at PORT KLANG until my Executive Officer found them. Altogether the lack of suitable berths, the lack of enthusiasm for the visit and the paucity of suitable facilities compared with, say, PENANG leads me to the conclusion that H.M.A. Ships should only be required to visit PORT KLANG if some political advantage accrues to Australia as a result.

14. As all commitments had been met HOBART cast off at 2235GH on Tuesday 28th and with DUCHESS in company proceeded via NORTH KLANG to SINGAPORE. JOHORE STRAIT was entered at 1400GH the following day and the ship secured to No. 6 berth, stores basin at 1525GH. The ship's company was pleased to get this unexpected night at SINGAPORE for last minute shopping.

15. At 0932GH on Thursday 30th HOBART cast off and proceeded with SWAN in company for CHRISTMAS ISLAND. During the afternoon RIOUW STRAIT was transited while that of GASPAR STRAIT was made during the morning of Friday 31st. At 1600GH on Friday 31st a wreath was laid over the wreck of the HMAS PERTH and a simple remembrance ceremony was held.

WEAPONS ELECTRICAL

16. During the SMP at HONG KONG, electrical power was obtained from HMAS STALWART which enabled planned maintenance on generating equipment to be progressed. Most electronic equipments were switched off for each power change-over as a protective measure, but the resultant cooling had a detrimental effect on many radar displays. After leaving HONG KONG it took another three days work to restore the displays to a serviceable state.

17. The second replacement power supply transformer for the AN/SPS 40 radar failed after about 20 hours operation, so a third was obtained from Australia and fitted in SINGAPORE. Because the cause of the last failure has not yet been clearly established the radar is being run at half power. Even at this reduced power level the performance of the radar has been excellent.

18. The Pulse Forming Network in the AN/SPS 10 radar failed during the month. A replacement was obtained from Australia and fitted in SINGAPORE. Since then the radar has performed much better than for some time.

19. Whilst in HONG KONG, the leaking recoil system in Mount 51 was repaired. During recent NGS and Surface firing exercises the gunnery system performed well but a badly worn spur gear in the MK 47 Computer has now reduced the operational capability to indirect bombardment only, until a replacement is received.

20. The cooling pump motor for vital auxiliaries in the aft machinery spaces burnt out and had to be rewound by a contractor in SINGAPORE. The ANZUK Fleet Maintenance Group provided an excellent service by making the

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-4-

necessary arrangements before HOBART's arrival.

21. A new parametric amplifier ordered on 20 December, 1971 for the AN/SPS 52 radar was received on 30 March, and is still being installed. Otherwise the list of unfilled stores demands has not diminished. The following equipments remain unserviceable for the want of spares.

AN/ULQ 6A (PORT)	- since 16 August, 1971.
AN/SPA 83 Display	- since 30 August, 1971.
AN/SPA 34 Display	- since 7 November, 1971.
AN/SPS 52 DDI	- since 30 November, 1971.
AN/URN 20 TACAN	- since 1 February, 1972.
MK 118 Mod 0 Computer	- since 14 February, 1972.
MK 47 Mod 8 Computer	- since 23 March, 1972.

MARINE ENGINEERING

22. On arrival in HONG KONG the ship shut down and took shore power and steam from STALWART. 2A and 2B Boilers were externally waterwashed, completing on 3 March. Visual inspection of the handhole plugs of the side and bottom rear wall headers revealed no leakage of the joints remade by SRF Subic.

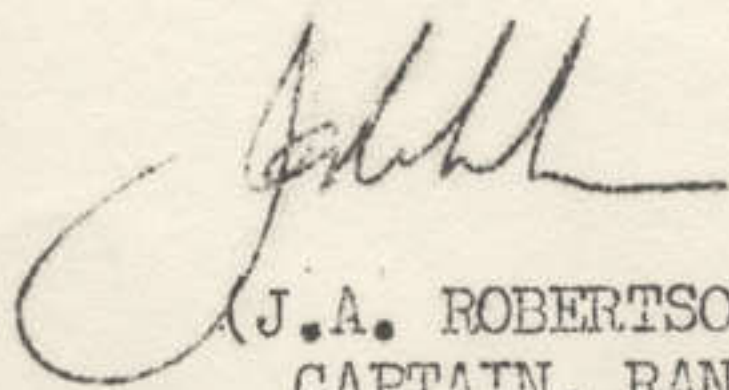
23. The ship's departure from HONG KONG on 10 March, was delayed for 42 minutes by a flooded starboard main condenser. It was found that a pin sheared in the remote operating cable of 83 bulkhead feed discharge valve and that the valve was only cracked open. In order to open it fully locally, it was necessary to remove the bevel gears at the valve.

24. The Department Inspection was carried out by Commander N.R.B. Berlyn, RAN in harbour on 9 March, and at sea on 13 March. Shortly after anchoring on 21 March, a split developed in the copper pipe carrying the combined main feed pump's gland cooling water to the deaerating tank in 2 Fireroom; this is the second failure of this pipe and a defect item already existed for its renewal. It was necessary to shut the Fireroom down while a silver soldered patch was applied in situ, and the ship got underway and steamed for some 18 hours on 1 Fireroom only.

25. The Feed Water consumption continues to be the main concern but despite persistent efforts to trace a major cause, none has yet been found.

HEALTH, CONDUCT AND MORALE

26. The Health and conduct of the ships company have remained at a satisfactory level. Morale was enhanced by a particularity good all round performance by the ship and its equipment during exercise GENESIS.


(J.A. ROBERTSON)
CAPTAIN, RAN
COMMANDING OFFICER

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Annex A to HMAS HOBART
Report of Proceedings
for the Month of March,
1972.

A.	Distance steamed during the month	5,139.3 miles
B.	Distance steamed since commissioning	251,196.8 miles
C.	Hours underway during the month	349 5/60 hours
D.	Hours underway since commissioning	18,714 6/60 hours
E.	Occasions of fast routeing speed being exceeded for a period in excess of one hour	

<u>DATE</u>	<u>PERIOD</u>	<u>MEAN SPEED</u>
13th	3 hours	20.9
14th	1 hour	20.5
20th	1 hour	20.4
21st	1 hour	20.1
22nd	2 hours	20.5
23rd	4 hours	21.3
24th	4 hours	21.0
25th	2 hours	20.2
26th	1 hour	20.6

Annex B to HMAS HOBART
Report of Proceedings
for the month of March,
1972.

EXERCISES CARRIED OUT

Seamanship

Action Stations	3	
O.O.W. manouvres	3	
RAS (L) day	3	
RAS (L) night	1	Navigating Officer handling ship
Light Jackstay transfers	1	
Heaving Line transfers	1	
Helicopter transfers	17	
RAS approaches day	1	
Alongside - XO handling ship	1	

N.B.C.D.

Major Exercises	1
Minor Exercises	3

...../2

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Annex B to HMAS HOBART
Report Of Proceedings
for the month of March,
1972 continued.

Gunnery

SUTF	1
NGSCX	3
NGSFX	1
SUTX	5 hours
MTX	2 hours
AATX	2 hours
Simulated Tartar firings	18

A.I.O.

ARRX	18 hours
JRRX	13 hours
ASWEX	6 $\frac{1}{2}$ hours
CAP Control	5 hours
High Level Inter	4 hours
ASAC Training	5 $\frac{1}{2}$ hours
Rotary wing control	14 hours
Fixed Wing Control	3 hours

T.A.S.

Sonar passage operating	31 hours
Transitex sonar operating	11 hours
GENESIS sonar operating	21 hours
Casex C3	2 $\frac{1}{2}$ hours
Endak drills	14 hours
Screenex	6 hours
Triplane target	2 hours
Sonar Sensitivity trial	1
Bathy Dips	12
T. Mk 6 Operating	3 hours
Simulated Ikara firings	38

Engineering

Machinery Breakdown drills	1
----------------------------	---

Diving

Day practices	5
---------------	---

Communications

NAVCOMEX	201	20
NAVCOMEX	202	22
NAVCOMEX	204	2
NAVCOMEX	756	2
NAVCOMEX	758	1
MMX		3
MSX		3
TTX		1

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Annex C to HMAS HOBART
Report of Proceedings
for the Month of March,
1972

MOVEMENTS - MARCH

1 - 10	Hong Kong
10 - 15	Passage to Singapore
15 - 20	Singapore
20 - 26	Exercise Genesis
26 - 27	Passage to Port Klang
27 - 28	Port Klang
28 - 29	Passage to Singapore
29 - 30	Singapore
30 - 31	Passage to Christmas Island

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Annex E to HMAS HOBART
Report of Proceedings
for the month of March,
1972

R 160646Z MAR 72

FM COMAUSFLT AFLOAT
TO HMAS HOBART
INFO COMAUSFLT

BT

UNCLAS 1. I AM EXTREMELY PLEASED WITH THE STANDARD PRESENTED
BY HOBART FOR MY INSPECTION TODAY. YOUR DRESS AND BEARING
AT DIVISIONS WERE OF A HIGH STANDARD, AND THE SHIP LOOKED
VERY WELL. YOU HAVE OBVIOUSLY WORKED VERY HARD, SENSIBLY AND
CAREFULLY.
2. CONGRATULATIONS ON A FINE INSPECTION

//160646Z MAR 72

ACT ...X1
DIST... FULL

HAND

PL

TOR...0720Z

DMW 16/3/72

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Annex D to HMAS HOBART
Report of Proceedings
for the month of March,
1972.

OFFICIALS CALLS MADE BY COMMANDING OFFICER

27 March	1045	Director of Operations, Klang Port Authority. (Inche Mohamad bin Abdul Rahman)
	1105	Director of Marine. (Captain Othman bin Darus)
	1430	Chief of Naval Staff, Royal Malaysian Navy.
28 March	1000	The Australian High Commissioner. Mr. J.R. Rowlands

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DEPARTMENT OF THE NAVY

18/6/3525

HMAS HOBART

Report of Proceedings APRIL 1972

AS(NS)

D of O

DGOP

DCNS

1NM

2NM

3NM

4NM

SECRETARY

C of S

DPR

AS(NS)

(NS55)

HISTORIAN

- NOTES:
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Telephone :
350444

J.G.

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ROYAL AUSTRALIAN NAVY

- 2 JUN A.M.

RY

NAVY—CANBERRA		
18	6	35257

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

A.F.

1/16/30

31st May, 1972.

The Secretary
Department of the Navy

HMAS HOBART - REPORT OF PROCEEDINGS - APRIL 1972

1. Forwarded.

2. The Dockyard and Ship's staff are continuing their efforts to isolate the cause of the Director defect mentioned in paragraph 13. Since the symptoms only appear during a firing, diagnosis of the defect is proving very difficult. Further firing trials have been programmed for 1st and 2nd June.

3. Comments on the high failure rate of the electric motors will be forwarded separately when the proposal mentioned in paragraph 14 has been received.

Flag Officer Commanding.

Enclosure:

HMAS HOBART Report of Proceedings dated 8 May, 1972.

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1.16.30
HMAS HOBART
at Sydney

8 MAY 1972

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

For Information:

The Australian Naval Attache, Washington.
The Commander, First Australian Destroyer Squadron.
The Commanding Officer, HMAS PERTH.
The Commanding Officer, HMAS BRISBANE.

HMAS HOBART - REPORT OF PROCEEDINGS

APRIL - 1972

Sir,

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

2. HOBART spent the first part of April returning from the Far East Station, arriving at SYDNEY on Friday 14th. The remainder of the period was spent alongside "GARDEN ISLAND DOCKYARD" carrying out maintenance and progressing nominated defects before proceeding to the United States.

3. On Saturday 1st HOBART, with SWAN in company, arrived at CHRISTMAS ISLAND and secured to CHARLIE buoy in FLYING FISH COVE at 1012G. At 1100G I called on His Honour the Administrator, Mr. J.S. WHITE. Afterwards the Administrator and twenty guests were entertained at luncheon onboard. The visit, though short, was successful, and both ships slipped at 1403G and proceeded for FREMANTLE.

4. The passage was uneventful and due to the high speed of advance Gun Functioning, a steady steaming trial and Exdak drills were the only serials conducted. At 0800H on Wednesday 5th the Port Medical Officer boarded in GAGE ROADS and after visually inspecting the Ship's Company HOBART entered FREMANTLE HARBOUR and berthed starboard side to F/G berth VICTORIA QUAY at 0858H.

5. Accompanied by the Commanding Officer of SWAN, I called on the Premier of Western Australia, Mr. J. TONKIN at 1030H and the Lord Mayor of Perth, Mr. T. WARDLE at 1100H. In the evening a cocktail party for 100 guests was held onboard.

6. At 0907H on Thursday 6th HOBART cast off and proceeded independently for MELBOURNE. The Captain Designate, Captain I.H. NICHOLSON, sailed with the ship to familiarise himself with an RAN DDG during the passage to SYDNEY. The passage was uneventful and made in relatively heavy weather conditions. Identities were exchanged with HMAS BRISBANE at 0745J on Sunday 9th.

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7. The ship entered PORT PHILLIP BAY at 1420K on Monday 10th and secured alongside Inner West Station Pier at 1700K. Some difficulty had been experienced with the capstan and it was believed to have seized, a defect which has occurred before and in other ships of the class. A trial drop was attempted after securing alongside but was unsuccessful and ship's staff set about trying to free it. They had successfully freed it on a previous occasion.

8. So as to avoid being affected by an industrial dispute, involving tug drivers, the ship's sailing time was advanced on Wednesday 12th and at 0830K HOBART cast off and proceeded for SYDNEY. The passage was made in fine weather and at 1555K on Thursday 13th the ship entered JERVIS BAY to carry out anchor trials in daylight and before arrival at PORT JACKSON. The capstan was seized and all attempts to free it failed.

9. HOBART weighed at 2300K and proceeded to anchor by veering, in WATSON'S BAY at 0602K on Friday 14th. Having cleared Customs the ship weighed at 0923K and proceeded to berth port side to South End Cruiser Wharf at 0955K to be warmly greeted by families and friends.

10. On Monday 17th at 1030K the ship was moved cold, to No. 3 buoy where de-ammunitioning started at 1120K. De-ammunitioning continued on Tuesday 18th and free freight ammunition for U.S.A. was also embarked. On completion, at 1445K, the ship was again moved, cold, to reberth alongside south end cruiser wharf for the remainder of the month.

11. On Friday 21st the ship dressed overall on the occasion of the Birthday of H.M. The Queen.

12. Seven members of the N.S.W. Fire Brigade visited the ship on Friday 28th to view shipboard equipment and for familiarisation with the problem of possible fire onboard.

WEAPONS ELECTRICAL

13. The GFCS 68 director and gun run-away problem remains unsolved. The prime cause appears to be a fault on the 115Volt system in the director power circuits which induces a signal into the director control circuits via the Mk 110 panel wiring in the Gun Plot. Logical fault finding processes have been used to try to find the defect or defects but without success.

14. Six electric motors have burned out during the month. The prime causes appear to be ingress of moisture and dirt. Considerable amount of dirt exists in the ventilation systems and this could cause further damage to electric motors. A proposal has been raised separately to fit filters on the ventilation make up supply arrangements.

MARINE ENGINEERING

15. 1A and 1B boilers were externally waterwashed at sea on 8th and 9th April; inspection of the uptakes showed that the corrosion is extending fairly rapidly, particularly on 1B.

16. On return alongside from de-ammunitioning, the ship shut down to shore power and steam on Wednesday 19th April, and reverted to 48 hours notice. Work began on the defect and maintenance items nominated to be made good or progressed before the ship's departure for the United States; these include extensive repairs to the brickwork of all four boilers; Whilst the Dockyard are undertaking two of them, the Fleet Maintenance Party and a Bricking and Lagging training course from CERBERUS are tackling the other two.

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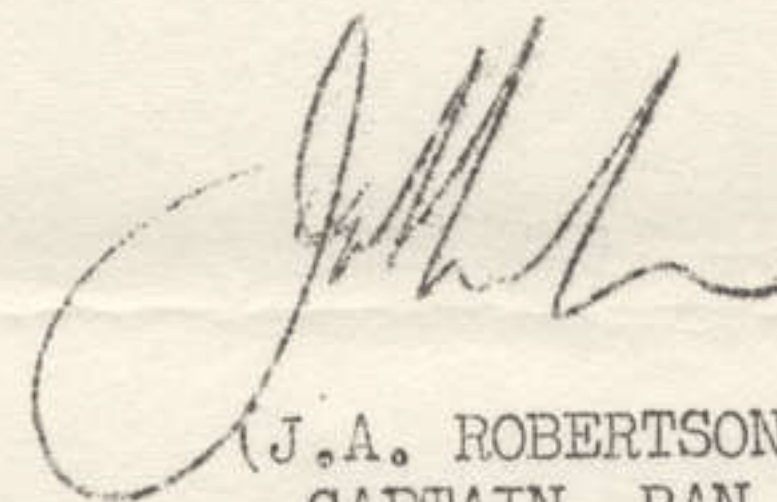
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-3-

17. During the first week in Sydney the Department was visited by two teams in search of information - the first a group of one officer and seven senior sailors on a job evaluation task connected with Sailstruc Seventy, and the second of three civilian engineers on an investigation of relative responsibilities of professional engineers; such visits at a busy time for the Department are very disruptive.

HEALTH AND CONDUCT

18. The health and conduct of the ships company have remained at a satisfactory level. The Welfare Committee met during the month.



(J.A. ROBERTSON)
CAPTAIN, RAN
COMMANDING OFFICER

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Annex A to HMAS HOBART
Report of Proceedings
for the Month of April,
1972.

A.	Distance steamed during the month	3,951.5 miles
B.	Distance steamed since commissioning	255,148.3 miles
C.	Hours underway during the month	241 31/60 hours
D.	Hours underway since commissioning	18,255 37/60 hours
E.	Occasions of fast routeing speed being exceeded for a period in excess of one hour	NIL

Annex B to HMAS HOBART
Report of Proceedings
for the Month of April,
1972.

EXERCISES CARRIED OUT

GUNNERY

G.F.T.	4
.50 Cal. firing	1

T.A.S.

EXDAK/IKARA DRILLS	-	4 hours
IKARA DRILLS	-	6 hours
SONAR TRAINER DRILLS	-	8 hours

ENGINEERING

Steady Steaming Trial	-	1
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Annex C to HMAS HOBART
Report of Proceedings
for the Month of April,
1972.

MOVEMENTS - APRIL

1	CHRISTMAS ISLAND
1 - 5	PASSAGE TO FREMANTLE
5 - 6	FREMANTLE
6 - 10	PASSAGE TO MELBOURNE
10 - 12	MELBOURNE
12 - 14	PASSAGE TO SYDNEY
14 - 30	SYDNEY

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18-6-3570

DEPARTMENT OF THE NAVY

HMAS HOBART

Report of Proceedings MAY 1972

AS(NS) 3/7

D of 3/7

DCNS 3/7

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2NM 3/7

3NM 3/7

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SECRETARY 3/7

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DPR 14/7

AS(NS) (NS55) 3/7

Historian

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

3/7



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ROYAL AUSTRALIAN NAVY

29 JUN 1972

NAVY

NAVY—CANBERRA

18 6 3570

Telephone :
350444

LMD

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

A.F.

1/16/30

27th June, 1972.

The Secretary
Department of the Navy

HMAS HOBART - REPORT OF PROCEEDINGS - MAY 1972

Forwarded.

[Signature]
Flag Officer Commanding

Enclosure: HMAS HOBART letter 1/16/1 dated
10th June, 1972

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1.16.30

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1/16/1

HMAS HOBART
at Suva

10th June, 1972

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

The Flag Officer Commanding,
H.M. Australian Fleet. (Afloat)

For Information:

The Australian Naval Attache, Washington.
The Commander, First Australian Destroyer Squadron.
The Commanding Officer, HMAS PERTH
The Commanding Officer, HMAS BRISBANE

HMAS HOBART - REPORT OF PROCEEDINGS
MAY ~~JUNE~~, 1972



Sir,

I have the honour to report the proceedings of H.M.A. SHIP under my command for the month of May, 1972.

2. For the whole of the month HMAS HOBART was berthed at Garden Island Dockyard undergoing maintenance and preparing for the gunmount exchange in the United States of America. Seasonal leave was also granted during the month.
3. On Tuesday 2nd a small party of Officers and sailors visited the DEE WHY Infants School and presented two books on South East Asia to the school library. The presentation reciprocated a Christmas gift of books given to the ship by the children. The ship and the school have a long and active association.
4. At 1100 on Monday 8th I assumed command from Captain J.A. ROBERTSON, R.A.N. Details of calls made are shown in Annex C.

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5. Forty children from the DEE WHY infants school made a return visit to the ship on Thursday 25th, the last opportunity to do so this year. At 1200 on Monday 29th colours were half masted on the occasion of the death of the Duke of Windsor.

6. At 1100 on Wednesday 31st HOBART cast off and secured to No. 3. buoy at 1126 where ammunition was embarked.

WEAPONS ELECTRICAL

7. G.I.D. were unsuccessful in their attempt to repair the GMLS 13 inner ring as they were unable to remove all of the distortion of the structure holding the left hand hinge pad. Hunters Point Naval Shipyard have been requested to complete the repair, but as yet no reply has been received to the request.

8. All other outstanding dockyard work was completed satisfactorily. The new Gyros have been installed and trials are being carried out by RANTAU. The lack of handbooks for the gyros could present serious problems and their supply has been hastened.

MARINE ENGINEERING

9. The month was spent on defect and maintainance work by the Ship's Staff. At the same time Dockyard personnel undertook a limited number of defect items which had been nominated by the ship as necessary or highly desirable prior to leaving for the USA, and these included extensive patching of the brickwork of 2A and 2B boilers. Similar patching of the brickwork of 1A and 1B boilers was undertaken by the Fleet Maintainance Party and the Bricking and Lagging Course from HMAS CERBERUS.

10. The anchor windlass was removed from the ship by the Dockyard in order to free the seizure between the wildcat and the drive shaft; to discourage future binding, the new bushes fitted were machined with grease ways, and the existing grease supply passage was extended to improve the lubrication of the rubbing surfaces.

11. Flashing up and testing of machinery was carried out on Monday 29th and Tuesday 30th, and the main engines were used to move out to No. 3 bouy on Wenesday 31st.

SPORT

12. Because of the number of the Ship's Company on long leave throughout the month no ship's teams were fielded but individuals turned out for the Destroyers/Frigates

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sides in various sports in the Wednesday afternoon competition games.

HEALTH, CONDUCT AND MORALE

13. The health and conduct of the ships company have remained at a satisfactory level.

I. H. Nicholson

(I.H. NICHOLSON)
CAPTAIN, RAN
COMMANDING OFFICER

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ANNEX A. TO HMAS HOBART REPORT OF PROCEEDINGS
MAY, 1972

A. Distance steamed during the month	Nil
B. Distance steamed since commissioning	255,148.3 Mls.
C. Hours underway during the month	Nil
D. Hours underway since commissioning	18,255 27/60 Hrs.

ANNEX B.
EXERCISES CARRIED OUT

NIL

ANNEX C.
CALLS

Tuesday 9th	1000	I called on the Flag Officer Commanding H.M. Australian Fleet.
Wednesday 10th	0900	I called on Chief of Staff to the Flag Officer Commanding H.M. Australian Fleet
	1100	I called on the Flag Officer Commanding East Australia Area.
Thursday 11th	1015	I called on Alderman Sir Emmet McDermott Lord Mayor of Sydney.
Tuesday 16th	1130	The Flag Officer Commanding East Australian Area returned my call.
Tuesday 30th	1430	I called on the new Chief of Staff to the Flag Officer Commanding H.M. Australian Fleet.

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