

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

HMAS STUART (I)

Item number: 326/6

Title: January 1966 - December 1967



AWM78-326/6

3230

HMAS STUART

R of P

1966 ~ 1967

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS

OPEN

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS

~~OPEN WITH
EXCEPTIONS~~

OR 101 NAIS

DEPARTMENT OF THE NAVY

18-206-579

MINUTE PAPER

HMAS

Stuart

Report of Proceedings ^{Jan '66}

AS (NS)

D OF O

DCNS

1st NM

2nd NM

3rd NM

4th NM

SEC

FAS (EGO)

FAS (FM)

DPR

AS (NS)(N5)

REGISTRAR

*Member to see
page & note
FOCAF's volume
of 18 Feb. Rec'd 26
8/3/66*

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

Separate Report Circulating

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

1/3

DEPARTMENT OF THE NAVY
MINUTE PAPER

18.206.579

HMAS

Stuart

Report of Proceedings. *Jan '66*

~~D OF P 2/2~~

~~D/D OF R (A)~~

~~DTWP 14/3~~

~~D OF C 14/3~~

~~D/DTWP (AIR) 14/3~~

~~CONS 15/3~~

~~DNI 22/3~~

~~HBB 24/3~~

~~DCNP 24/3~~

~~25/3~~

~~DMT 28/3~~

~~DEM 29/3~~

~~DES 31/3~~

~~DESD 31/3~~

~~DNR 1 April~~

~~DNES 4/4~~

~~ACDC 5/4~~

~~ACMD 12/4~~

~~ED 12/4~~

~~ETA 6/4~~

~~DWE 15/4~~

~~MDG 28/4~~

~~DNAS - see para 9~~

~~AS (NS)(N5) 13/5~~

REGISTRAR

~~AS (NS)~~

~~DCNS~~

~~2NM~~

~~4NM~~

~~DPR~~

~~REGISTRAR~~

~~D OF O~~

~~1NM~~

~~3NM~~

~~SEC~~

~~FAS (EG)~~

~~FAS (FM)~~

~~AS (NS)(N5)~~

Separate Report circulating

Some 25,000 manhrs of unscheduled work was carried out in Stuart after Christmas Day 1965. (see comments paras 3+4.) 5/4

9961 N4H 62
1966

Investigations are currently in hand on file 400/12/28 in regard to the capacity of the reduced complement of the stores organisation at W.D. to cope with an increased range of repair stores. 5/4

- NOTES: (a) This report should be dealt with and passed on promptly.
- (b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

2/2

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REPORT OF PROCEEDINGS - JANUARY, 1966.

(HMAS STUART letter No. 1.10.004 dated 5th February, 1966.)

II

A.F.35/27.

The Secretary,
Department of the Navy.

1. Forwarded for information.
2. An investigation concerning possible improvements to the refit of weapon systems is being made.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

18 FEB 1966

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DEPT. OF NAVY		
CANBERRA		
18	206	579.

RECEIVED
 23 FEB 1966
 NAVY REGISTRY

REPORT OF PROCEEDINGS - JANUARY, 1966.

(HMAS STUART letter No. 1.10.004 dated 5th February, 1966.)

DATE 20/2/66

II

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V.A.T. Smith
 REAR ADMIRAL

Office of the
 Flag Officer Commanding,
 H.M. Australian Fleet.

18 FEB 1966

HMS 2/4
2
MS
25/2

CONFIDENTIAL

35/27

CONFIDENTIAL
ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. No. 1.10.004

HMAS STUART,
at Williamstown.

- 5 FEB 1966

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to: The Captain (F), First Frigate Squadron)

REPORT OF PROCEEDINGS - JANUARY, 1966

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of January, 1966. All times are Zone minus ten.

2. At the beginning of the month, and indeed for all but one day of it, STUART remained alongside West Dock Pier, Williamstown Naval Dockyard. The ship's company moved back into the ship from QUEENBOROUGH on Tuesday 4th January and were extremely pleased to recover their bunks and their air conditioning.

3. The date set for the completion of the refit was 10th January, and it can be said that the refit, as opposed to the completion of the weapons systems, was in the main completed on that date, although work on a great many minor items dragged on; it is not in dockyard nature to finish a ship before it is actually due to leave its berth, and the time required for setting to work, testing, and tuning the weapons systems has covered a multitude of sins.

4. The Dockyard spent Wednesday 19th January in clearing the ship of its festoon of cables, and of innumerable pieces of loose equipment, and at 0743 on Thursday 20th January STUART cast off and proceeded into Port Phillip Bay. The forenoon was occupied with internal drills, and at 1315 the ship secured port side to the northern side of Point Wilson Pier, to embark ammunition for trials firings. This was completed by 1500, at which time STUART cast off, and after crossing the bay to carry out runs along the measured mile, returned to Williamstown, to secure starboard side to West Dock Pier at 1900.

5. Everyone onboard was extremely pleased to get the ship under way after such a long period immobile; it can be said to have been a successful day, and such unserviceabilities as occurred were minor and were quickly rectified.

6. On 26th January I attended the Official Australia Day Luncheon arranged by the Australia Day Council, and at 1030 on 31st January I received on board Mr. W.G. Smallman, Mrs. I.V. Magher, Vice Chairman, and Dr. and Mrs. Norman Long, Mrs. J.M. Bayley, and Mr. and Mrs. J.M. Hamilton, members, of the Executive Committee of the Australia Day Council.

CONFIDENTIAL

.....2/.

CONFIDENTIAL

- 2 -

7. On 27th January it was discovered that certain of the after weapons systems had been contaminated by grit from 'Vacu-blasters' equipment. This matter has been reported separately; indeed, the effects were by no means as grave as some initial reports indicated.

8. The ship's landing party underwent training with the 5th Battalion Royal Australian Regiment at Holsworthy during the month. It was reported to me that the training was very thoroughly carried out.

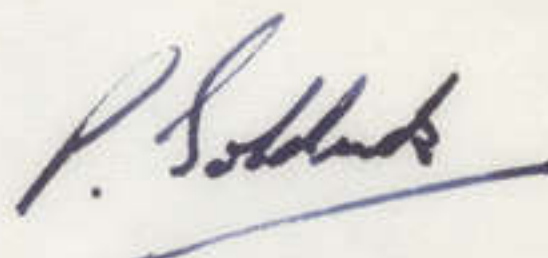
9. The condition of the ship is good; the refit as regards hull and machinery has been satisfactory, but this is not yet true as regards completion and setting to work of the weapons systems. The delays inherent in the Ikara programme are well known, but it is progressing of the MRS3/GDS5 system which is causing me great concern at this moment. Setting to work is being bedevilled by snags and unserviceabilities; the delays caused by these could be much reduced by adequate spares backing in the Dockyard.

10. There has been a marked increase in the amount of sport played - water polo and cricket teams have been sent to HMAS CERBERUS, and ANZAC has been proving a useful opponent. The conduct of the Ship's Company has been excellent, and their spirit very good.

I have the honour to be,

Sir,

Your obedient servant,



(P. GOLDRICK)
COMMANDER R.A.N.
C A P T A I N

CONFIDENTIAL

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APPENDIX 'A' TO HMAS STUART'S REPORT OF PROCEEDINGS
FOR JANUARY, 1966

- (a) 92.8 miles
- (b) 11 17/60 hours
- (c) 29897.4 miles
- (d) 11 17/60 hours
- (e) Nil.

CONFIDENTIAL

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD.....18/206/579.....

FILE TITLE.....HMAS STUART - Report of Proceedings - January 1966.

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MARK TO.....ASNS.....BRANCH

OTHER DIRECTIONS.....
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INDEXING HISTORY

SUBJECT INDEX SYMBOLS

NAME INDEX SYMBOLS

INITIAL

INDEXING

SUBSEQUENT
INDEXING

A 2

D
A
T
E

CLASSIFIER.....*Phil*.....

DATE.....24.....2.....66.....

CONFIDENTIAL

9106
D.P.T. 4
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(a) [Faint, illegible text]

(b) [Faint, illegible text]

[Faint, illegible text]

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18-202-81

CONFIDENTIAL

CONFIDENTIAL

DEPT OF NAVY CANBERRA		
18	206	604

INDEXED
INIT. *om*
DATE *23/3/66*

RECEIVED
C 22 MAR 1966

REPORT OF PROCEEDINGS - FEBRUARY, 1966

(HMAS STUART letter 1.10.004 dated 7th March, 1966)

II

A.F. 17/52/1

The Secretary,
Department of the Navy.

1. Forwarded.
2. With reference to paragraph 4, when the Dockyard commenced setting the mounting and the director to work, a number of unexpected defects were found which delayed the preparation of these items for 1st Acceptance Trials. These items had been fitted in STUART for almost four years, and although they were to have been inhibited for the duration of IKARA Trials, the director at least had been used for camera-recording purposes. This use of the director, and the long period of inactivity of the mounting led to the difficulties encountered by the Dockyard.
3. Minute I has been upgraded to CONFIDENTIAL.

V.A.T. Smith
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18 MAR 1966
PW.

AS/AS 122/3
AS/AS 23/3

CONFIDENTIAL

CONFIDENTIAL

DEPARTMENT OF THE NAVY

18 - 206 - 604

MINUTE PAPER

HMAS

Stuart

Report of Proceedings

Feb '66

AS (NS) *23/3*
 D OF O *24/3*
 DCNS *23/3*
 1ST NM *29/3*
 2ND NM *27/3*
 3RD NM *27/4*
 4TH NM *27/4*
 SEC *27/4*
 FAS (EG) *27/4*
 FAS (FM) *6.18/4*
 DPR *27/4*
 AS (NS) (N5) *22/4*

REGISTRAR

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

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16/30

CONFIDENTIAL

REPORT OF PROCEEDINGS - FEBRUARY, 1966

(HMAS STUART letter 1.10.004 dated 7th March, 1966)

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(Sgd) V. A. T. SMITH

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

9961 RVW 81

PW.

18 MAR 1966

CONFIDENTIAL

ROYAL AUSTRALIAN NAVY

TELEPHONE

CONFIDENTIAL

REF. No. 1.10.004

HMAS STUART,
at Williamstown.

7 MAR 1966

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to: The Captain (F), First Frigate Squadron.)

REPORT OF PROCEEDINGS - FEBRUARY, 1966

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of February, 1966. All times are Zone minus ten.

2. At the beginning of the month the ship was berthed at West Dock Pier, Williamstown Naval Dockyard, undergoing testing, tuning, setting to work and acceptance trials of the weapon and electronic warfare systems. At 1115 on Friday 4th February STUART was secured in Alfred Dock. During the forenoon of the following day tilt tests were completed and at 1015 on Monday 7th February the ship was berthed by tugs on East Dock Pier.
3. At 0730 Friday 11th February STUART proceeded to sea to carry out gunnery recoil trials, MV measurement and recovery trials. These last were disappointing, as the turret failed to meet the necessary standards in training. The ship returned to Williamstown, securing port side to East Dock Pier at 1830.
4. Defects in the turret and director required a considerable amount of Dockyard effort before they could be brought to an acceptable standard, and the ship remained in harbour for the succeeding twelve days.
5. From Thursday 24th February until Monday 28th February the ship proceeded into Port Phillip Bay daily, sailing at 0730 and returning to East Nelson Pier at 1830 on the 26th, and at 1900 on the remaining days. Sonar tuning, as well as MRS 3 tuning with the assistance of two Vampires from RANAS Nowra temporarily based at Laverton, was carried out.
6. On Friday 25th February Captain M.D. Rahilly R.N., Assistant Chief Inspector of Naval Ordnance, accompanied by Commander P.L.C. Hall R.N., the Chief Inspector of Naval Ordnance's Ikara Project Officer, and Major P. Smith R.M., came to sea for the day to gain acquaintance with the Ikara system.



.....2/.

CONFIDENTIAL

CONFIDENTIAL

- 2 -

7. The condition of the ship is good; and despite setbacks I have great hopes that the gunnery system will have completed Sea Acceptance Trials prior to departure from Williamstown on 8th March, and that the sonar systems will be ready for Sea Acceptance Trials by that date.

8. A considerable amount of sport has been played during the month. The inter-part competition for the Brennan Trophy has been nearly completed; the tug of war, which was held on the dockside during successive dinner hours, caused considerable interest and STUART has now pulled both the Dockyard Weapons Section and ANZAC off their feet. The conduct of the Ship's Company has been extremely good and their spirit is excellent.



(P. GOLDRICK)
COMMANDER R.A.N.
C A P T A I N

CONFIDENTIAL

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APPENDIX 'A' TO HMAS STUART'S REPORT OF PROCEEDINGS
FOR FEBRUARY, 1966

- (a) 466.8 miles
- (b) 68 56/60 hours
- (c) 30,364.2 miles
- (d) 2433 54/60 hours
- (e) (i) No. of hours economical speed exceeded 4 2/60
 - (ii) Average speed 22.6 knots
 - (iii) Distance run per ton of fuel - Not calculated
 - (iv) Reason and Authority for excess - To achieve trials programme.

CONFIDENTIAL

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD.....18/206/604.....

FILE TITLE.....HMAS STUART.....

.....Report of Proceedings.....- Feb. 1966.....

MARK TO.....AS(wg).....BRANCH

OTHER DIRECTIONS.....

INDEXING HISTORY SUBJECT INDEX SYMBOLS NAME INDEX SYMBOLS

INITIAL

INDEXING

SUBSEQUENT
INDEXING

A2

D
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CLASSIFIER.....

DATE.....22-3-66.....

316

CONFIDENTIAL
DEPARTMENT OF THE NAVY

18-206-633

MINUTE PAPER

Stuart

March 66

Report of Proceedings

HMAS

D OF B

D/D OF P (A)

DCFE

DTWP

D OF C

DNAP

CONS

DNI

HPB

PCNP

DOA

DMT

DDM

DPS

DES

DNR

DNES

ACDC

ACMD

ACTP

DVE

MDG

DNAS

AS (NS) (N5)

REGISTRAR

P.G.F.E.

C.N.A.S.
3 AUG 1966
HBS

AS (NS)	DCNS	2NM	4NM	DPR	REGISTRAR	} Separate Report circulating
D OF O	1NM	3NM	SEC	FAS (EG)	FAS (FM) AS (NS) (N5)	
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5/30

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18 - 206 - 633

DEPARTMENT OF THE NAVY

MINUTE PAPER

March 66

HMAS

Stuart

Report of Proceedings

AS (NS)

12/5

D OF O

Para 7. It is normal to have full outfit of ammunition before carrying out D.C. Runs. 12/5

DCNS

low for June. Aug. 16/5

1ST NM

17/5

2ND NM

17/5

3RD NM

19/5

4TH NM

19/5

SEC

FAS (EG)

FAS (FM)

DPR

AS (NS) (N5)

REGISTRAR

D OF P

D/D OF P(A)

DTWP

D OF C

DNAP

CONS

DNI

HPB

FE

DCNP

DOA

DMT

DDM

DPS

DFSD

DNR

DNES

ACDC

ACMD

DMED

PNA

DWE

MDG

AS (NS) (N5)

REGISTRAR

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DEPT OF NAVY
CANBERRA
18 | 206 | 633

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C 10 MAY A.M.
NAVY REGISTRY

HMAS STUART - REPORT OF PROCEEDINGS - MARCH, 1966

(STUART letter 1/10/04 dated 5th April, 1966)

II

AFA 30/13

The Secretary,
Department of the Navy.

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

1. Forwarded.

V.A.T. Smith.
REAR ADMIRAL

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

18th April, 1966.

AFA 30/13
10/5

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HMAS STUART - REPORT OF PROCEEDINGS - MARCH, 1966

(STUART letter 1/10/04 dated 5th April, 1966)

II

AFA 30/13

The Secretary,
Department of the Navy.

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

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

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

18th April, 1966.

CONFIDENTIAL

HMAS STUART,
at Sea.

5 APR 1966

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to: The Captain(F),
First Frigate Squadron.)

REPORT OF PROCEEDINGS - MARCH, 1966.

Sir,

I have the honour to report the proceedings of HMA Ship under my Command for the month of March, 1966. All times are Zone minus ten.

2. At 0730 Tuesday 1st. March STUART cast off from Nelson Pier, Williamstown, and proceeded into Port Phillip Bay; sonar and gunnery trials were progressed during the forenoon, after which the ship passed through the Rip so that VDS could be streamed in comparatively deep water, and returned to secure on Nelson Pier at 2050.
3. From 2nd. March to 4th. March inclusive, and again on 6th March STUART sailed from Williamstown at 0730 and returned to Nelson Pier at 1950, 1945, 1840 and 2035 respectively. On Monday 7th the ship sailed at 0830 and secured at 1215.
4. During the period sonar and MRS3 tuning were completed; MCS 10, Ikara handling and EW harbour and sea acceptance trials progressed; and gunnery acceptance firings unsuccessfully attempted on two occasions. It was an unsatisfactory period, overhung by failures in the gunnery system (which have been fully reported in Trials Reports), by the conflicting and largely incompatible requirements for the trials of various systems, and by lack of time if the ship's programme was to be met. However, having started trials at a much later date than planned the situation had become inevitable, and both Dockyard and trials teams worked extremely hard to achieve what they did.
5. At 0900 Tuesday 8th. March STUART sailed from Williamstown, having arrived there on the 2nd. August, 1965. The Gunnery Trials Team was on board, and on reaching the firing area clear of Port Phillip acceptance firings were once more attempted, again unsuccessfully. E.W. trials were then progressed, using the facilities of West Head, and after landing the Gunnery Trials Team and Dockyard Personnel at Flinders at 1745 the ship proceeded to Sydney.
6. At 0200 Thursday 10th. March EW trials with WATSON were commenced; at 0715 the ship secured at Chowder Bay, fuelled, did two runs over the DG Range, thereby proving that a full DG ranging is necessary, and secured to No. 3 buoy at 1000.

.....2/

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7. Ammunition was embarked during 10th. March, and until the afternoon of 14th. March representatives of the RAN Experimental Laboratory carried out sonar evaluation.

8. At 0900 Monday 14th. March I attended a Captains Meeting in your Headquarters, and at 1400 you, Sir, came on board and walked round the ship.

9. STUART slipped and proceeded to sea at 1600 14th. March, and rendezvoused with HMS TABARD at 1800. With intervals for the benefit of RAAF LRMP aircraft the ship worked with TABARD until 0700 Saturday 19th. March, firstly for sonar sea acceptance trials, and then carrying on into anti submarine training. During this period a successful firing resulted in the gunnery system being finally accepted; EW trials, in company with SYDNEY, using a Boeing 727, and one R.A.S. from SYDNEY were also carried out.

10. The ship secured on YARRA at South East Cruiser Wharf at 0805 Saturday 19th. March; telemetry was embarked for Ikara trials and the opportunity was taken to carry out an absolute Range check. The ship sailed at 1245 and came to single anchor off Captain's Point at 1915. The internal drill for Operation Awkward was exercised that night, and the following day Sunday 20th., was largely devoted to interpart sport; the cadets of HMAS CRESWELL were on mid-term weekend, and all shore facilities were made available.

11. Monday 21st. March proved a most successful day. Having proceeded to sea at 0700, by midday it had become apparent that Ikara Sea Acceptance Trials 1 and 2 were being successfully completed, and that it would be possible to proceed directly with Sea Acceptance trial 3, thus allowing the ship a night in Sydney before sailing for the Coral Sea; due to the efforts of your Staff, Sir, the programme was adjusted accordingly. STUART fuelled from SYDNEY and anchored off Captains Point at 1725. Operation Awkward was exercised that night, and at 0600 22nd. March anchor was weighed and the ship proceeded to the northern end of Jervis Bay where two anchors were dropped and a mooring picked up aft.

12. Bearing discrimination checks continued throughout the day, and at 1910 the ship proceeded to sea; self noise measurements were taken by representatives of the RAN Experimental Laboratory during the night, and after landing them at Watson's Bay at 0730 on Wednesday 23rd. March, STUART returned to sea to carry out surface and AA firings. Unfortunately, however, defects, which occurred at the last minute, and which were beyond the capacity of the ships staff to make good and check properly in the time available, made it necessary to abandon both shoots, and the ship returned to Sydney, securing to No. 3 Buoy at 1455.

13. At 1005 on Thursday 24th. March STUART slipped and proceeded in company with MELBOURNE, wearing your flag, SUPPLY and YARRA; until the evening of Sunday 27th. March when STUART was detached for Port Moresby, exercises in accordance with Top Hat, as amended due to weather, were carried out.

14. STUART came to single anchor in Port Moresby harbour at 0900 Tuesday 29th. March. The Deputy Naval Officer-in-Charge, New Guinea, Lieutenant Commander (SD) K. Graham R.A.N. came on board immediately, and in his company I called, at 1000, on the Administrator of Papua and New Guinea, Brigadier Sir Donald Cleland C.B.E. and, at 1045, on the General Officer Commanding, Papua and New Guinea, Brigadier A.L. MacDonald O.B.E. Sir Donald and Lady Cleland and Brigadier and Mrs MacDonald later lunched

...../3

CONFIDENTIAL

CONFIDENTIAL

-3-

with me, and a small cocktail party was held on board that evening.

15. The Army was particularly generous in the provision of boats and transport, and particularly hospitable in Port Moresby - a sporting afternoon was held on Wednesday 30th., after which both players and spectators were entertained in various messes. Cricket, Rugby and Australian Rules teams were fielded against the Pacific Islands Regiment, whose representatives proved somewhat more acclimatized than STUART's people.

16. The ship was not thrown open to Public inspection, but various members of the ship's company brought private guests on board, and three parties of indigenous schoolboys, numbering in total about 100, were shown over the ship. They were subjected to a certain amount of recruiting propaganda, which I hope was not too unsubtle.

17. STUART weighed and proceeded for Sydney via Cairns at 0600 on Thursday 31st. March. The visit, which was the ship's first to a port outside the mainland of Australia, was much enjoyed by all on board, and I was particularly pleased with the conduct of the ships company ashore.

18. During the month all weapons systems, with the exception of Ikara and part of the EW complex, have been accepted (Seacat has not yet been fired, and the mortars are yet to be calibrated). The condition of the ship is good, although various mechanical defects are coming to light after almost continuous use of equipment during the month, and unfamiliarity with complicated electronics systems is causing, at this stage of the work up, some unserviceabilities to be unduly prolonged.

19. The health and conduct of the Ships Company have been good, and the spirit is willing. There has been little opportunity for sport during the month - except for the day in Jervis Bay previously mentioned, and in Port Moresby.

I have the honour to be,

Sir,

Your obedient Servant,



(P. GOLDRICK.)
COMMANDER R.A.N.
CAPTAIN.



Enclosures:

- A. Steaming Appendix.
- B. Exercise Appendix.
- C. Sporting Appendix.
- D. Underwater Explosions Appendix.

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APPENDIX D TO HMAS STUART LETTER 1.10.04 DATED 5th APRIL, 1966.

UNDERWATER EXPLOSIONS APPENDIX.

Reference: R.I. Appendix 29A paragraph 7.

1st. Firing.

- (a) 16th. March, 1966.
- (b) 1747K.
- (c) 34° 27' South 151° 52' East.

2nd. projectile failed to detonate due to damaged single barrel contactor (Depth 1400 fathoms.)

2nd. Firing.

- (a) 19th. March, 1966.
- (b) 1629K, 1632K, 1635K.
- (c) 34° 40' South 151° 11' East.

CONFIDENTIAL

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APPENDIX C TO HMAS STUART LETTER 1.10.04 DATED 5th APRIL, 1966.

FLEET SPORTS COMPETITION.

Nil return.

CONFIDENTIAL

- 15th. Sonar SATS with TABARD.
Exercised 4.5 quarters.
EW Functioning Trials
AAMRF(SATS)
SUTF(SATS)
Ikara Guidance HATS
- 16th Casex A4 with TABARD
Mortar Firing Trial
EW Trials (SATS) with airborne X band radar
- 17th Casex A4/5 with TABARD
Exercised light mortar firing
RAS with SYDNEY (including practice approaches)
Exercised DC parties and DC communications
- 18th EW SATS with TABARD
AAMRF(SATS)
Exercised man overboard and seaboard
Casex A4 with TABARD
- 19th Casex A4 with TABARD
Exercised Divers
Embarked telemetry equipment
Exercised mortar's crew (live firing)
Exercised Operation Awkward internal organisation
Exercised DC parties appropriate to Operation Awkward
- 21st Exercise rocket launcher crews (live firing)
RAS with SYDNEY
AATX with SYDNEY
Exercised Operation Awkward with SYDNEY
Exercised DC Parties appropriate to Operation Awkward
Exercised Divers
- 22nd Exercised Divers
Ikara SAT 4
Self Noise Trials
Exercised Demolition Team
- 23rd AATX
- 24th OOW manoeuvres
EWX 57
RAS with SUPPLY with practice approaches
- 25th Carried out helicopter transfer
Ikara guidance trials with MELBOURNE
Exercised station keeping without radars
NAVCOMES(surface)
Relative Velocity Exercises { With MELBOURNE and Ships in
ADX { company
NAVCOMEX
- 26th Night RAS with SUPPLY
Carried out helicopter transfers
RAS astern with SUPPLY
- 27th Carried out helicopter transfers
EW trials with YARRA
NAVCOMEX(surface) with MELBOURNE
NAVCOMEX(surface) with YARRA
RAS with SUPPLY
- 29th Exercised Divers
- 30th Exercised Divers

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APPENDIX B TO HMAS STUART LETTER 1.10.04 DATED 5th APRIL, 1966.

EXERCISE APPENDIX.

<u>DATE.</u>	<u>EXERCISE.</u>
1st.	170/Mortar Mk 10 HATS. MRS 3 Tuning. EW HATS.
2nd.	MRS Tuning. Stored ship. EW HATS.
4th.	Compass Swing. Ikara Handling HATS. EW HATS. AAMRF(SATS) SUTF(SATS) Exercised Divers.
6th.	AAMRF(SATS) SUTF(SATS) EW HATS.
7th.	EW HATS 170/177 HATS. Exercised Divers.
8th.	AAMRF(SATS) Ikara Guidance HATS. SUTF EW HATS.
9th.	Exercised Action Stations Leaving Ship Stations Emergency Stations. Exercised DC Parties in pumping, flooding, and diving in flooded compartment. Exercised Gunnery Quarters. Exercised 667X. EW HATS.
10th.	Calibrated UA8/9. EW HATS. UHF Polar Diagram check. DG Range Check. Ammunitioned ship. UC refresher training at WATSON. Ikara Guidance HATS.
11th.	UC refresher training at WATSON. VPX HSPX Ikara Guidance HATS. EW HATS.
12th.	Sonar Assessment. Exercised Divers. Ikara Guidance HATS.
13th.	Sonar Assessment. Ikara Guidance HATS.
14th.	Operation Awkward Demonstration by RUSHCUTTER. EW Functioning Trial. Ikara Guidance HATS.

....2/

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APPENDIX A TO HMAS STUART LETTER 1.10.04 DATED 5th APRIL, 1966.

STEAMING APPENDIX.

- (a) 5,458.8 miles.
- (b) 401 53/60 hours.
- (c) 35,823 miles.
- (d) 2,835 47/60 hours.
- (e) (i) Number of hours economical speed exceeded 92 10/60.
(ii) Average speed 20.2 kts.
(iii) Distance run per ton of fuel not calculated.
(iv) Reason and authority for excess - To achieve trials and fleet programme. To carry out quarterly full power trial.

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DEPARTMENT OF THE NAVY

18-206:661

MINUTE PAPER

HMAS

Stuart

Report of Proceedings

April 66

AS (NS) 22/6

D OF O

DCNS 28/6?

1ST NM 14/6

2ND NM 16/6

3RD NM 16/6

4TH NM 29/6

SEC 21/6

FAS (EG) 8/6

FAS (FM) 21/6

DPR 29/6

AS (NS) (N5) 4/7

REGISTRAR

Computer to see 21/6/66

See 23/6/66

Disputed Sec. Para 17. Illustrates a point I shall discuss with you 21/6

~~D OF P
D/D OF P(A)
DTWP
D OF C
DNAP
CONS
DNI
HPB
FE~~

~~DCNP
DOA
DMT
DDM
DPS
DFSD
DNR
DNES~~

~~ACDC
ACMD
DMED
PNA
DWE
MDG
AS (NS) (N5)
REGISTRAR~~

Separate Report Circulating

- NOTES: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-661

HMAS

Stuart

Report of Proceedings

~~D OF P~~

~~D/D OF P (A)~~ 11/7/6

~~DGFE~~ 11/1/6

~~DTWP~~ 14/6

~~D OF C~~ 15/6

~~DNAP~~ 20/6

~~CONS~~ 22/6

~~DNT~~ 22/6

~~HPE~~ 21/6

~~NSNP~~ 24/6

~~DCA~~ 28/6

~~DNT~~

~~DTM~~ 17

~~DPS~~ 17

~~DESE~~ 13/7

~~DNR~~ A.S.L.

~~DNES~~ 15/7

~~ACMD~~

~~ACMD~~ 17

~~ACMD~~ 17

~~RNA~~ 16/8

~~DWE~~ 22/6

~~MDG~~ 24/6

~~DNAS~~ 2/5

~~AS (NS) (N5)~~ 30/8

REGISTRAR

AS (NS)	DCNS	2NM	4NM	DPR	REGISTRAR) Separate Report circulating	
D OF O	1NM	3NM	SEC	FAS (EG)	FAS (FM)		AS (NS) (N5)

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

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

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9/28

3/6/6

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HMAS STUART - REPORT OF PROCEEDINGS - APRIL, 1966

(STUART letter 1.10.04 dated 6th May, 1966)

II

AFA 30/13

The Secretary,
Department of the Navy.

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

1. Forwarded.
2. Paragraph 11 is being investigated further.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

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

14th May, 1966.

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DEPT OF NAVY
CANBERRA

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STUART - REPORT OF PROCEEDINGS - APRIL, 1966
C 1 JUN P.M. (STUART letter 1.10.04 dated 6th May, 1966)
NAVY SECRETARY

II

AFA 30/13

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Department of the Navy.

(Copy to: Flag Officer Commanding,
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V.A.T. Smith
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Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

14th May, 1966.

*FRS/MS
N Smith 3/6
AR 3/6*

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ROYAL AUSTRALIAN NAVY

TELEPHONE



REF. No 1.10.04.

HMAS STUART,
at Sea.

6 MAY 1966

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to: The Captain(F),
First Frigate Squadron.)

REPORT OF PROCEEDINGS - APRIL, 1966.

Sir,

I have the honour to report the proceedings of HMA Ship under my Command for the month of April, 1966. All times are Zone minus ten.

2. On the first day of the month the ship was on passage from Port Moresby to Cairns, arriving at Cairns and securing port side to the Oiling Wharf at 1315. After taking on furnace fuel oil only STUART proceeded to sea, casting off at 1555. The necessity to shift berth in Cairns if one is to take on dieso could cause considerable delay and inconvenience.
3. On Sunday 3rd April, after prayers, I took the opportunity to speak to the ship's company about security. |
4. The passage from Cairns to Sydney was uneventful; the ship secured at Chowder Bay at 0700 on Tuesday 5th April, and after fuelling shifted to No. 2 Buoy to ammunition, securing at 0910; the ship was then shifted by tugs to Garden Island, securing port side to South end Cruiser Wharf at 1110.
5. On Wednesday 6th and Thursday 7th April the ship was shifted by tugs to the dolphins at Rose Bay for mortar calibration, securing on South end Cruiser Wharf on completion at 1405 on the 6th and at 1210 on the 7th.
6. Leave normal to the season was granted over the Easter weekend; one officer and twenty sea cadets joined on Friday 8th and remained on board until the late afternoon of Sunday 10th.
7. It had been planned to sail from Sydney at 1800 on Tuesday 12th April. However, it was discovered that No's. 1, 2, 5 and 6 oil fuel tanks were heavily contaminated || by sea water. Efforts were made during the day to clear this by pumping out from the bottom of the tanks but with little effect, so, observing the importance of the

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-2-

Ikara sea acceptance trials programme, STUART sailed at 2130 with a very limited supply of burnable fuel oil. While progressing Ikara system checks during the night the Command Transmitter failed, and as no spares were available on board, the ship returned to Sydney, securing to No. 4 Buoy at 0655 on Wednesday 13th April.

8. Spares were obtained, and after considerable efforts on the part of representatives of Electrical and Musical Industries, Electrical Equipment and Trials Unit and the Department of Supply, the Command Transmitter was made serviceable, and STUART slipped and proceeded at 1533.

9. ANZAC having been met off Jervis Bay Ikara Sea Acceptance Trial 6(a) was commenced at 2030 and finished at 0230 the following morning. Further Ikara Trials were completed during that day, the 14th; these necessitated being some considerable distance to seaward, and the ship anchored in Jervis Bay at 2200; despite the prospect of an early start the following morning I elected to do this as a means of conserving a very low fuel supply.

10. STUART weighed at 0530, and Compass Comparison Damping Unit Trials, using a Torpedo Recovery Vessel fitted with a fin and a transponder and moored off Crocodile Head were successfully completed at 1600. The ship then proceeded to Sydney, and secured on ANZAC at Chowder Bay at 0700 on Saturday 16th April. Having partially refuelled, STUART proceeded to Garden Island, and secured on Colac and an oil fuel lighter outboard of TOBRUK and DUCHESS at North End Cruiser Wharf in order to pump out contaminated tanks.

11. I regarded these berthing arrangements to be extremely unsatisfactory, so in the late afternoon the defuelling operation was interrupted, and the ship was berthed on ANZAC at South End Cruiser Wharf at 1720.

12. At about 0830 on Sunday 17th April five gauge glasses in the Machinery Control Room were discovered to have been broken; this matter has been most fully reported elsewhere.

13. During the forenoon of Monday 18th April two Pilotless Target Aircraft were embarked, and at 1330 the ship was shifted to No. 4 Buoy to embark two Ikara missiles, securing on ANZAC at SE Cruiser Wharf on completion.

14. STUART sailed from Sydney at 0815 on Tuesday 19th April, the main object of the day being Seacat acceptance firings. During the forenoon an aircraft joined so that aimers could be practiced and recording arrangements lined up. In the afternoon four missiles were fired; the first two were good, particularly having regard to the lack of practice of the aimer. The third was a hangfire, and could not be gathered, and the fourth, which was a warhead round, refused to accept guidance. The failure of these two rounds was extremely disappointing to the ship's second aimer. Both PTA's flew with verve, and were recovered without difficulty. After recovering the second PTA the ship proceeded to Jervis Bay, anchored at 1850, and the P.T.A. unit was disembarked.

15. The ship weighed at 0600 on Wednesday 20th April; an AA tracking exercise followed by an AA firing was

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CONFIDENTIAL

-3-

scheduled for the forenoon, but towards the conclusion of the tracking phase the aircraft developed engine trouble and departed; the time remaining was utilised with exercising swimmers and the seaboard at recovering lifebuoys. During the afternoon a satisfactory surface shoot was carried out, and the ship anchored in Jervis Bay at 2020.

16. The ship weighed at 0600 again on Thursday 21st April, and after carrying out bathythermograph calibrations, helicopter direction exercises and an AA shoot, secured at Chowder Bay at 1620. Fuelling was complete by 1720 and the ship proceeded to Newcastle, securing starboard side to Merewether Wharf at 1102 on Friday 22nd April.

17. I had previously sent an officer to Newcastle to make arrangements for the visit, and the Naval Agent had made extremely good domestic arrangements for the ship. The Lord Mayor had intimated that he did not wish me to call on him, and he was not able to attend the ship's cocktail party, which was held on the night of arrival - the guest list is attached as Appendix E.

18. The ship was open to visitors on the Saturday Sunday and Monday afternoons. Some fifteen hundred people came aboard on Saturday, in very heavy rain, and about three and a half thousand on each of the succeeding afternoons, even though the weather remained wet.

19. Members of the ship's company were entertained in various R.S.L. Clubs, which were in full flourish over that weekend. The two Leagues' Clubs in Newcastle attracted much custom. A match each of Rugby, Australian Rules and Soccer were arranged and took place in very muddy conditions.

20. At 0930 on Monday 25th April I attended a small ceremony and laid a wreath at the War Memorial; later, after attending the memorial service a party of about a hundred officers and sailors marched in the Anzac Day procession.

21. STUART sailed at 0815 on Tuesday 26th April; despite the weather a great many people had seen the ship, and the visit was much enjoyed by the ship's company.

22. On clearing harbour interceptions were practised using two Mirages from R.A.A.F. Williamtown, which gave a most impressive display about the ship on completion of the exercise; two Sabres also made attacks on the ship.

23. It was discovered on departure from Newcastle that water had entered the slip-ring mechanism of the director, making the system unserviceable. I accordingly, as the weather was bad, proceeded to Jervis Bay and anchored at 2130. The prevailing wet weather did not let up for long enough for drying out operations to be successful, and a bombardment exercise and an AA shoot scheduled for the following day had to be cancelled.

24. On that day, 27th April STUART proceeded to sea at 1500 for helicopter direction exercises and mortar firing, and returned to anchor at 1735.

25. On the 28th April the ship weighed at 0800 and exercised an opposed departure, controlling four helicopters. The weather precluded use of the submarine simulator, which had been planned, and at 1030 the ship anchored once more in Jervis Bay, remaining until 1625. During that night starshell was fired, and during the forenoon of April 29th a successful AA shoot was carried out. At 1125 STUART

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-4-

secured at Chowder Bay for fuel, and at 1355 secured port side to South End Cruiser Wharf.

26. The 'S' band section of Type 667 remains to be set to work and accepted, but the Seacat system has proved acceptable. The condition of the ship is good; although many snags are still being experienced in various weapons systems the increasing familiarity of maintainers with their equipments is having its effect.

27. Apart from the matches played in Newcastle, there has been no opportunity for sport during the Month. The ship's company will be pleased when the present series of combined trials and workup exercises come to an end, and are looking forward to the break that the forthcoming self maintenance period will permit.

I have the honour to be,

Sir,

Your obedient Servant,



(P. GOLDRICK.)
COMMANDER R.A.N.
C A P T A I N.

Enclosures:

- A. Steaming Appendix.
- B. Exercise Appendix.
- C. Sporting Appendix.
- D. Underwater Explosions Appendix.
- E. Guest List.

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APPENDIX A TO HMAS STUART LETTER 1. 10. 04 DATED 6th MAY, 1966.

STEAMING APPENDIX.

- (a) 3, 161.9 miles.
- (b) 258 hours.
- (c) 38, 984.9 miles.
- (d) 3093 47/60.
- (e) (i) Number of hours economical steam exceeded
15 49/60.
 - (ii) Average speed not calculated.
 - (iii) Distance run per ton of fuel not calculated.
 - (iv) Reason and authority for excess - to achieve
trials and fleet programme.

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APPENDIX B TO HMAS STUART LETTER 1. 10. 04 DATED 6th MAY, 1966.

EXERCISE APPENDIX.

<u>DATE.</u>	<u>EXERCISE.</u>
4th.	Minor NBCD Exercise. Live Mortar firing.
5th.	Mortar Calibration. Voice procedure Exercise.
6th.	Mortar Calibration. Voice procedure Exercise.
7th.	Mortar Calibration. Voice procedure Exercise.
12th.	Exercised Divers.
14th.	Ikara SAT's 4 and 5.
15th.	Ikara SAT 6.
17th.	Exercised Divers.
18th.	Exercised Operation Awkward. Exercised Divers.
19th.	Exercised closing down whilst in State 1. Seacat SAT's. AATX for Seacat Aimers. Helicopter Direction Exercise. Exercised Divers.
20th.	Exercised Dawn Action Stations. Live Mortar Firings. AATX. SUTF. Exercised man overboard OOW Manoeuvres. Exercised Swimmer of the Watch.
21st.	Exercised Dawn Emergency Stations. Closed down to state 1Y. Major NBCD Exercise. Exercised Swimmer of the Watch. Calibrated Bathythermograph Wire. AAMRF AATX
22nd.	Measured Mile runs.
26th.	Exercised jet intercepts using Mirages. MAX using Sabres. GDX using Sabres. Live Mortar firings.
27th.	Exercised Divers. Helicopter Direction Exercise. NGS Communications Exercise.
28th.	Closed down to NBCD state 1ZB and 1ZA. Helicopter Direction Exercise. Exercised opposed departure from Jervis Bay. Relative velocity exercise. Maritime Code Reporting Drill. Fired Starshell and RES shell.
29th.	AATX AAMRF.

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APPENDIX C TO HMAS STUART LETTER 1. 10. 04 DATED 6th MAY, 1966.

FLEET SPORTS COMPETITION.

Nil return.

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APPENDIX D TO HMAS STUART LETTER 1. 10. 04 DATED 6th MAY, 1966.

UNDERWATER EXPLOSIONS APPENDIX.

Reference: R.I. Appendix 29A paragraph 7.

1st. Firing.

- (a) 4th April.
- (b) 1129K - 6 bombs.
1131K - 3 bombs.
- (c) 30° 25' South 154° 05' East.

2nd. Firing.

- (a) 20th April.
- (b) 0800K - 3 bombs.
- (c) 34° 50' South 151° 08' East.

3rd. Firing.

- (a) 26th April.
- (b) 1630K - 4 bombs.
- (c) 35° 12' South 150° 59' East.

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APPENDIX E TO HMAS STUART LETTER 1. 10. 04 DATED 6th MAY, 1966.

GUEST LIST FOR COCKTAIL PARTY ONBOARD HMAS STUART 6. 00 P.M.
(1800 HRS) ON THE 22ND APRIL, 1966.

The President of the United Service Club and Mrs. F.P. Connor.
The President of the Victoria League for Commonwealth Friendship
(Newcastle Branch) Younger Contingent and Mr. R. J. Mitchell.
The Secretary of the Victoria League for Commonwealth Friendship
(Newcastle Branch) Younger Contingent. Miss G. Leece.
The President of Newcastle Legacy and Mrs. R.B. Pitt.
The Commonwealth Medical Officer (Dr. M. Sendak) and Mrs. Sendak.
Group Captain R.T. Susans, D.S.O., D.F.C.
Wing Commander A. Hodges, A.F.C. and Mrs. Hodges.
Lt. Col. A. Fox, C.O. 2 R.N.S.W.R. and Mrs. Fox.
The Harbour Master and Mrs. E.J. Deed.
The Superintendent of Police and Mrs. J. Ferguson.
The Sub-Collector of Customs and Mrs. A.E. Collins.
The President of the Newcastle R.S.L. Sub-Branch and Mrs.
J.F. Stephens.
The District Superintendent of Government Transport and
Mrs. V.M. Lollback.
The President of Hamilton R.S.L. Club and Mrs. T. Fitzgerald.
Sea Cadet Lieutenant C.V. Williams and Mrs Williams.
Mr. Ivor Jones, Chairman, Overseas Shipping Representatives
Association and Mrs. Jones.
Mr. J. Greig, Chairman, Australasian Steamship Owners Federation
and Mrs. Greig.
Mr. and Mrs. J. Moodie.
Mr. and Mrs. N.L. Hodgetts, Assistant Town Clerk.

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18-206-709

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS *Stuart*

Report of Proceedings *June 66*

AS (NS) *18/7*

D OF O

DCNS *22/7*

1ST NM *22/7*

~~2ND NM~~

3RD NM *22/7*

4TH NM *22/7*

SEC *18/66*

FAS (EG) *8/8*

FAS (FM) *68/8*

DPR

AS (NS) (N5) *Bill 10/8*

REGISTRAR

Christopher
St *18/66*
Seen

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

Separate Report Circulating

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-709

June '66

Report of Proceedings

HMAS

Stuart

- ~~DD OF P~~ 19/7
- ~~D/D OF P (A)~~ 21/7
- ~~DGEE~~ 22/7
- ~~DTWP~~ 22/7
- ~~D OF C~~ 19/8
- ~~DNAP~~ 21/8
- ~~CONS~~ 21/8
- ~~DNI~~ 21/8
- ~~HPE~~ 10/8
- ~~DCNP~~ 14/8
- ~~DOA~~ 14/8
- ~~DMT~~ 14/8
- ~~DDM~~ 16/8
- ~~DPS~~ 18/8
- ~~DFSE~~ 22/8
- ~~DNR~~ 19 Aug
- ~~DNES~~ 23rd Aug

~~ACDC~~

~~ACMD~~ 10/2/61

~~ED~~ 10/2/61

~~EPA~~ 10/2/61

~~DWE~~ 5/9

~~MDG~~ 19/9

~~DNAS~~ 11/9

~~AS (NS) (N5)~~ 15/9

REGISTRAR

AS (NS)	DCNS	2NM	4NM	DPR	REGISTRAR) Separate) Report) circulating
D OF O	1NM	3NM	SEC	FAS (EG)	FAS (FM)	
					AS (NS) (N5)	



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15 JUN 66

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REPORT OF PROCEEDINGS - JUNE, 1966.

(HMAS STUART letter 1.10.04 dated 5th July, 1966).

II

A.F. 17/52/1.

The Secretary,
Department of the Navy.

1. Forwarded.
2. The apparent success of STUART's participation in the ASW Group Five Operational Readiness Evaluation is pleasing.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 JUL 1966

JD.

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DEPT OF NAVY		
CANBERRA		
18	206	709

REPORT OF PROCEEDINGS - JUNE, 1966.

(HMAS STUART letter 1.10.04 dated 5th July, 1966).

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V.A.T. Smith.
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 JUL 1966

JD.

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ASW (NS) 18
NCS Bill 73

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17/52/1

1.10.04

HMAS STUART,
at Pearl Harbour.

5th July, 1966.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to: The Captain(F), First Frigate Squadron.)

REPORT OF PROCEEDINGS - JUNE, 1966.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of June, 1966. Time zones will be indicated as the occasion arises.

2. On the first day of the month STUART was on passage from Sydney to Suva; the passage was uneventful, and at 1520 (-12) the ship secured port side to King's Wharf Suva, having been delayed somewhat at the harbour entrance by rain which was so heavy as to be impenetrable either by the eye or radar.

3. It being Saturday afternoon I was informed that official calls were to be considered paid and returned, but at 1630 I called informally on the Australian Commissioner, Mr. R.W. Hamilton. A cocktail party was held on board that night, for which the guest list is attached as appendix D; it rained heavily throughout the evening and I was surprised at the number of umbrellas which could be produced to shelter the guests as they moved along the upper deck.

4. At 0840 (-12) on Sunday 5th June STUART sailed for Pago Pago; once again the passage was without incident, and the ship secured port side to the Oil Wharf, Pago Pago at 0655 (+11) on Monday 6th June - the apparent briefness of the passage is explained by the extra day acquired on crossing the International Date Line. I had hoped to fuel immediately and depart on completion, in order to have as much time in hand as possible for the long passage to Pearl Harbour, and had announced my ETA accordingly, but the man in charge of the fuelling installation does not turn to until 0830 (+11), and in the event the ship sailed at 1015.

5. During the stay I called on the Governor, Mr. Rex Lee.

6. King Neptune boarded on Wednesday 8th June, and conducted a most amusing ceremony. The ship was held to be in disgrace for having delayed her arrival in tropical domains for nearly three years.

7. At 0640 (+10) on Monday 13th June STUART entered the channel to Pearl Harbour, at 0715 secured starboard side to U.S.S. RADFORD in B22 berth. Commander E.M. Tollgaard U.S.N., who had been designated liaison officer for the visit, Commander C.E. Breen U.S.N., U.S.S. RENSHAW, which was to be the host ship



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and Lieutenant Commander A.L. Eccleston, R.A.N. came on board immediately, and in a very pleasant atmosphere of friendliness and welcome the ship's requirements were arranged.

8. All times hereafter are for Zone + 10.

9. At 0930 Her Britannic Majesty's Consul, Mr. R.J. Landale called on me, and at 1045, accompanied by Commander Tollgaard and Lieutenant Commander Eccleston I called on Vice Admiral J.L. Chew, Commander ASW Forces Pacific. At 1200 the Captain and officers of U.S.S. Renshaw gave a brief reception, at which I had the opportunity of meeting Captain W.W. Turner U.S.N., COMDESDIV 252 in U.S.S. Cochrane, and the Captains of the ships of the division.

10. At 1400 I called on Rear Admiral H.C. Persons, Commander Hawaiian Sea Frontier. Rear Admiral Persons returned the call at 1500.

11. At 1850, on Monday 13th June after a busy day, STUART proceeded to sea in company with U.S. Ships COCHRANE (COMDESDIV 252, Captain W.W. Turner, Commander J.J. Sharahan,) PHILIP (Commander W.L. Zimmerman) RADFORD (Commander W.L. Prang) and RENSHAW (Commander C.E. Breen).

12. Tuesday 14th and Wednesday 15th June were taken up with pro-submarine exercises in the Lanai and Maui Islands area, and in the late afternoon of Wednesday 15th June DESDIV 252 passed through Pailolo Channel, and at 1830 rendezvoused with U.S.S. KEARSAGE, flying the flag of Rear Admiral Eli. T. Reich, Commander Anti Submarine Group Five, and other destroyers of the group, for the commencement of Operational Readiness Evaluation.

13. The Operational Readiness Evaluation will be covered in detail by a report which is in the course of preparation by the Commander ASW Force Pacific. Suffice to say that during the night of 15th/16th June an opposed passage of Kaiwi Channel between Oahu and Molokai was conducted; a group of escorts acted as deception group, and KEARSAGE steamed independently.

14. Thursday 16th June and Friday 17th June were devoted to A/S weapons firings by escorts and aircraft. STUART was scheduled to fire Ikara during the forenoon of the 16th, and Rear Admiral Reich arrived on board by helicopter at 0730 to observe the firings.

15. The submarine safety rules as determined by USN authorities for torpedo Mk. 44 drops, and which were applied to Ikara firings, involved the submarine being at a minimum keel depth of 200 feet, and a safety vessel being in contact at a range of about 4,000 yards. Sonar conditions were poor (the layer at 150 feet) and it was with no high hopes that a run in from 10,000 yards on U.S.S. SABALO was commenced. In the event contact was not gained by STUART on the first run, contact was lost by the safety ship, and SABALO was eventually picked up almost under the safety ship at a range of under 4,000 yards. By then scheduled time was running out, and I decided that sonar conditions did not warrant firing.

16. Admiral Reich left the ship by helicopter at 1006.

17. On the following day, Friday 17th June, Captain F.E. Smith, U.S.N., Operations Officer, ASGRU Five, came on board by helicopter to witness firings. Sonar conditions were somewhat improved, and after determining the practical range for the day, and making two runs which had to be abandoned when torpedo recovery launches fouled the range, two Ikara were fired at an interval of 2 minutes 10 seconds at ranges of 4,300 yards and 4,200 yards. The

CONFIDENTIAL

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CONFIDENTIAL

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submarine reported that both torpedoes dropped close and appeared to attack - subsequent post-run analysis confirmed that they did. After recovering the torpedoes STUART returned to Pearl Harbour, securing on U.S.S. SPROSTON in B23 berth at 1245.

18. At 1000 on Saturday 18th June I attended a Commanding Officers meeting in U.S.S. KEARSAGE, presided over by Rear Admiral Reich. Certain aspects of the ORE were discussed.

19. At 1000 on Monday 20th June, STUART cast off and proceeded to sea in company with U.S. Ships KEARSAGE, PHILIP, KYES, LARSEN, EVANS, RENSHAW and PERRY for Phase four of the Operation: Readiness Evaluation. Briefly, the concept of this phase was firstly of cold war, to be turned into actual war by submarine action; the initial task of AS Group Five, together with STUART and shore based VP aircraft, was to find and pin down enemy submarines in an area 150 miles by 100 miles, and on the outbreak of war to sink enemy submarines (U.S.S. SABALO and CARBONERO) while providing protection for itself, and for merchant shipping passing through the area.

20. The relevant orders and comments on the exercise will be forwarded separately.

21. This phase of the ORE continued until 1800 on Friday 21st June, and activity was continuous, all forces involved being annihilated several times.

22. After steaming in company for the night of 24/25th June the force split for further weapons firing (a total of 74 torpedoes of various marks and types were fired during the ORE). It had been hoped to fire a third Ikara during this period, but in the event sonar conditions were even worse than on previous occasions, and did not warrant firing. During the afternoon of Saturday 25th June KEARSAGE, KYES, LARSEN and STUART formed in very close order round the submarine CARBONERO, which was at periscope depth, while RENSHAW and PHILIP attempted to drop depth charges for the benefit of sonar operators. Actually only two were dropped before the rails of both ships jammed. The force then returned to Pearl Harbour, STUART securing on RENSHAW in B 22 berth at 1855, having steamed over thirty three hundred miles since the first departure from Pearl Harbour on 13th June.

23. With the exception of VDS all the ships equipment worked extremely well during the period. The EW equipment surprised the USN, and had considerable success; the ships capabilities for helicopter and VS aircraft control (largely due to personnel borne) has caused much favourable comment; I think it can be said that STUART pulled her weight in the ORE. It was a most interesting and valuable experience for all on board, and I would recommend that HMA Ships take part in these exercises in the future.

25. At 0900 Monday 27th June I was one of the party which welcomed the Prime Minister of Australia, Mr. Harold Holt, during his brief stay at Honolulu airport; at 1100, in company with Her Britannic Majesty's Consul, Mr. R.T. Landale, I called upon the Governor of Hawaii, Mr. J.A. Burns, and at 1130 upon the Acting Mayor Mr. Robert Ellis. At 1530 I called on the Deputy Commander in Chief Pacific Fleet Vice Admiral B.A. Clarey.

26. The health of the ship's company is good and they are very pleased with their performance during the ORE, and are much enjoying the break in Pearl Harbour, despite the expense. Rain precluded any sport in Suva, but cricket, rugby, softball, volleyball, and of course, swimming have all been attempted in Honolulu.

CONFIDENTIAL

.....4/

CONFIDENTIAL

-4-

27. A full two weeks self maintenance will enable the ship to leave Pearl Harbour in good condition.

I have the honour to be,

Sir,

Your obedient servant,



(P. GOLDRICK.)
COMMANDER R.A.N.
CAPTAIN.

Enclosures: A. Steaming Appendix.
B. Exercise Appendix.
C. Sporting Appendix.
D. Guest List.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX A TO HMAS STUART LETTER 1.10.04 DATED 5th JULY, 1966.

STEAMING APPENDIX.

- (a) 7726.7 miles.
- (b) 519 8/60 hours.
- (c) 49,195.8 miles.
- (d) 3847 27/60 hours.
- (e) (i) No. of hours economical speed exceeded 346 12/60.
(ii) Average speed not calculated.
(iii) Distance run per ton of fuel not calculated.
(iv) (a) To achieve fleet programme.
(b) High speed required during ORE and PCO operations.

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CONFIDENTIAL

APPENDIX B TO HMAS STUART LETTER 1.10.04 DATED 5th JULY, 1966.

EXERCISE APPENDIX.

DATE.

EXERCISE.

13 -15th.

PCO Operations.

15- 25th.

Operational Readiness Evaluation.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX C TO HMAS STUART LETTER 1. 10. 04 DATED 5th JULY, 1966.

FLEET SPORTS COMPETITION.

Nil Return.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX D TO HMAS STUART LETTER 1. 10. 04 DATED 5th JULY, 1966.

GUEST LIST FOR COCKTAIL PARTY, ON BOARD HMAS STUART 6.00 P.M.
(1800 HRS) ON THE 4TH JUNE, 1966.

His Excellency, The Governor, Sir Derek Jakeway and Lady Jakeway.	
Ratu Levi Volavola and Asenaca	Deputy Mayor of Suva.
Lt. Col. G.S. Mate and Vula Mate	Fiji Military Forces.
Major King	Fiji Military Forces.
Mr and Mrs Tikaram	Senior Magistrate
Ratu David Tonganivalu	Fijian Political Leader.
Mr and Mrs Abdul Lateef	Solicitor and Political Leader.
Mr and Mrs F.C. Ramrakha	Acting Surgeon Specialist.
Mr and Mrs J.S. Marchbank	Manager, ANZ Bank Suva.
Captain and Mrs R. Duffield	Manager, Fiji Airways.
Mrs B.P. Smith	Wife of Manager, Fiji Industries.
Mr and Mrs Maganlal Narsey	Busiessman.
Mr and Mrs Beck	N.L.O.
Mr A.C. O'Reilly	Asst. Manager, W.R. Carpenters, Fiji.
Mr and Mrs E.B. Pitts	Manager, Shell Oil.
Mr and Mrs H.H. Hemphill	Secretary Defence Club, Secretary, Suva chamber of Commerce.
Mr and Mrs F.J. Makin	Manager, Fiji Tobacco.
Mr and Mrs. G. Smith	Manager, Qantas.
Mr and Mrs K. Wightman	Deputy Manager, Fiji Airways.
Josua Rabukawaga and Mere	District Officer, Suva. Political Leader.
Odr. and Mrs. K.W. March	Suva City Councillor.
Mr and Mrs H.G. Bridge	Manager, Colonial Mutual Life Assurance Association.
Mr R. Paull	Fiji Broadcasting Commission Chief News Editor.
Australian Commissioner and Mrs R.N. Hamilton.	
Miss D. Savage	Office of the Australian Commission.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-754

HMAS

Stuart

July '66
Report of Proceedings

D of P

D/D of P(A)

DGFE

DDWP

D of C

DNAP

CONS

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DFSD

DNR

DNES

ACDG

ACMB

DMED

ACTP

DWE

MDG

DNAS

AS(NS) (N5)

Registrar

2/11/11
2/11/11

NSR mail queries - noted. @ 2/10.
Please see locat. remarks.



~~AS(NS) DCNS 2NM 4NM DPR Registrar~~) Separate
~~D of O 1NM 3NM SEC FAS(EG) FAS(FM) AS(NS) (N5)~~) Report Circulating.

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one

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2/11/11

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-754

HMAS

Stuart

Report of proceedings

July '66

A. AS(NS) 23/8 or not para 16 page 3. whether the ship had been sighted or time was in hand etc D of O Dofo records (Index of the Sea) that the ships position should have been reported anyway. 2/9

DCNS

Focus has already dealt with para 16

1NM

2NM

3NM

4NM

SEC

FAS(EG)

FAS(FM)

DCR

AS(NS)(N5)

Registrar

*D of P D/D of P(A) DGFE DTWP D of C DNAP CONS DNI) Separate Report Circulating.
HPB DCNP DOA DMT DBM DPS DESD DNR DNES ACDC ACMD
DMED ACTP DWE MDG DNAS AS(NS)(N5) Registrar.*

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

*See 2/9/66
R 23/9/66*

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12/9

30 AUG A.M.

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NAVY—CANBERRA		
18	206	754.

REPORT OF PROCEEDINGS - JULY, 1966.

(HMAS STUART letter 1.10.04 dated 3rd August, 1966).

II

A.F. 17/52/1.

The Secretary,
Department of the Navy.

1. Forwarded.
2. With reference to paragraph 18, Warships Section, G.P.O., Sydney, state that they endeavour to have mail ready for collection by ships, when the ships reach their destination.

AS(NS) 30/8

[Signature]
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

26 AUG 1966

JD. ✓

[Signature] 30/8

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ROYAL AUSTRALIAN NAVY

17/52/1

TELEPHONE

REF. No. 1.10.04

HMAS STUART,
at Sea.

- 3 AUG 1966

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

REPORT OF PROCEEDINGS - JULY, 1966.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of July, 1966. Zone times will be indicated as they occur.

2. At the beginning of the month STUART was berthed on U.S.S. SPROSTON in B23 Berth, Pearl Harbour, undergoing self maintenance. At 0800 the ship was shifted by tugs to M2 Berth, in order to be alongside for the reception which was held on board that evening - the guest list is attached as Appendix E. On the same night U.S.S. KEARSAGE held a dance on board, to which fifty of STUART's ship's company were invited.
3. The ship returned to secure on U.S.S. SPROSTON at 0740 (+10) on Saturday 2nd July.
4. The post exercise presentation of the Operational Readiness Evaluation just completed by ASGRU Five and STUART was held in the very large cinema on Ford Island during the afternoon of Saturday 2nd July. The concept of the presentation was such as to confine itself largely to narrative, and politeness was maintained throughout; much would have been gained, I thought, by a more active dissection of actions and motives.
5. Her Majesty's Canadian Ships YUKON and QU'APPELLE entered harbour on Sunday 3rd July, and at 0930 (+10) I called on the Senior Officer, Fourth Escort Group, Captain W.P. Hayes, R.C.N. Accompanied by the Captains of YUKON and QU'APPELLE, he returned the call at 1120 (+10).
6. Her Britannic Majesty's Consul, Mr. R.J. Landale gave a reception for the officers of HMAS STUART at 1830 (+10) on Tuesday 5th July.
7. On Friday 8th July the ship's company of U.S.S. BENJAMEN STODDERT gave a beach party for 150 of STUART's

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sailors. STUART had acted as host ship for STODDART during the latter's Coral Sea Week visit to Sydney, and hospitality was returned with a vengeance.

8. At 1100(+10) on Saturday 9th July STUART cast off and proceeded to sea. The Operational Readiness Evaluation and the subsequent fourteen days in Pearl Harbour were instructive and most interesting, but few, I think, were sorry to leave. Facilities outside the Base area, which is some distance from Honolulu proper, are extremely expensive, and although both the Chiefs' and the Enlisted Mens' Clubs are excellent I feel that the somewhat rougher pleasures of Singapore and Hong Kong are preferred. It is perhaps pertinent to remark that not one case of VD was acquired in Pearl Harbour.

9. On clearing harbour an AA shoot was carried out; it was successful, in that as well as obtaining a reasonable percentage of target triggered bursts, the drogue was shot down.

10. After an uneventful passage STUART entered Pago Pago Harbour during the forenoon of Saturday 16th July. As some seven Japanese trawlers were secured at the Oil Wharf, the ship secured port side to Station Wharf at 1000 (+11).

11. Mr. Owen. S. Aspinall, the Acting Governor of American Somoa, came on board at 1145. The ship was treated with great hospitality - buses and cars were provided, and the cable car, which crosses the harbour, kept running for our entertainment. Soccer and softball were played against teams from the Pago Pago High School.

12. At 0825(+11) on Sunday 17th July berth was shifted to the Oil Wharf, and at 1235(+11), after fuelling, STUART sailed for Suva.

13. Apart from carrying out a successful full power trial on Tuesday 19th July, nothing of note occurred on passage, and the ship secured starboard side to north end King's Wharf, Suva, at 1000(-12) on Wednesday 20th July. After fuelling it was necessary to clear the wharf for merchant shipping, and STUART anchored in Suva Harbour at 1240(-12).

14. Suva proved a very popular port, and model canoes were much sought after. A cricket match was unfortunately rained out, and the ship's rugby team was defeated (honourably, I thought) by an R.N.Z.A.F. team. On Thursday 21st July I entertained at lunch the Australian Commissioner, Mr. R.N. Hamilton, Mr. C.A. Stinson, O.B.E., the Mayor of Suva, and Mrs. Stinson, and Mr. W.G. Johnson, of W.R. Carpenter & Co.

15. STUART weighed and proceeded from Suva at 0815(-12) on Friday 22nd July. During the forenoon AA tracking and anti-submarine procedure exercises were carried out with an R.N.Z.A.F. Sunderland - probably the last one will see airborne.

16. Almost continuous rain and a heavy swell followed the

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ship as far as St. George's Channel. After passing Rabaul at dawn on Wednesday 27th July, a message from the Harbour Master, Rabaul, was received, stating that a vessel was in distress in the vicinity, and requesting shipping to report their positions. As STUART had possibly been noted passing the vicinity of Rabaul, as little shipping had been observed in the area, and as there was time in hand, I reported the ship's position. However, I was informed that assistance was not required, and, later, that the crew of the distressed vessel had been rescued.

17. STUART secured starboard side to the wharf at HMAS TARANGAU at 0800(-10) on Thursday 28th July. The Naval Officer-in-Charge, New Guinea, Commander C.J. Schmitzer, R.A.N., called on me at 0930(-10) and I returned the call at 1145(-10). TARANGAU was its usual hospitable self, and its messes offered facilities to as many of the ship's company as could be accommodated. Waterpolo, badminton, volleyball and basketball were played during the afternoon, and in the evening STUART's officers entertained those of TARANGAU, as well as members of the local administration, including Mr. L. J. O'Malley, the District Commissioner.

18. There was no mail awaiting the ship's arrival in Manus; however, the mail did arrive in an aircraft during the forenoon. It seems a strange policy to leave all mail to the last available opportunity of delivery, as delays or diversions to the aircraft could result in a ship receiving none at all.

19. STUART sailed from Manus at 0800(-10) on Friday 29th July, and carried out gunnery and Mortar Mk. 10 practices to the north of the island. It had been learnt that both mail and stores would arrive by aircraft during the forenoon, so when the target (oil drums) was eventually sunk by Bren gun fire the ship returned to Seeadler Harbour, and after mail and stores had been transferred from a workboat, proceeded towards Singapore.

20. Every opportunity for sport has been taken during the month. Softball (generally with little success) and volleyball were played against several United States ships in Pearl Harbour; rugby was played against the Hawaiian Harlequins, and cricket against the Honolulu Cricket Club. Games in other ports have been listed. On passage an inter-mess quiz has been held nightly, and an individual quiz championship has proved popular. An "Upper Deck Olympics" occupied two afternoons of a weekend at sea, and 5BX and circuit training are conducted every evening.

21. The health and conduct of the Ship's Company have been good. They will be glad to complete the very long passage to Singapore, and in the main they are looking forward to their service in the Strategic Reserve.

22. Although prolonged rain during the passage has hindered work on the upper deck, the condition of the ship

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is good. Apart from VDS the serviceability of the weapons systems has been excellent, although Ikara has been out of action for longer than need be due to the non arrival of spares in Manus.

I have the honour to be,

Sir,

Your obedient servant,



(P. GOLDRICK.)
COMMANDER R.A.N.
C A P T A I N.

Enclosures: A. Steaming Appendix.
B. Exercise Appendix.
C. Sporting Appendix.
D. Underwater Explosions Appendix.
E. Guest List.

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APPENDIX A TO HMAS STUART LETTER 1.10.04 DATED 3RD AUGUST, 1966.

STEAMING APPENDIX.

- (a) 6,182.0
- (b) 425 54/60
- (c) 55,486.2
- (d) 4273 21/60
- (e) (i) number of hours economical speed exceeded
 - (a) 5
 - (b) 2
- (ii) Average speed not calculated.
- (iii) Distance run per ton of fuel not calculated.
- (iv) Reasons (a) Quarterly full power trial.
 - (b) to achieve exercises during passage.

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APPENDIX B TO HMAS STUART LETTER 1.10.04 DATED 3RD AUGUST, 1966.

EXERCISE APPENDIX.

<u>DATE.</u>	<u>EXERCISE.</u>
9th.	AA Medium range firing.
13th.	Major NBCDX. Closed down to ZA.
14th.	Small arms firings.
15th.	Small arms firings.
22nd.	(i) One hour AA tracking with R.N.Z.A.F. Sunderland off Suva. (ii) Small arms firings. (iii) Two hours Casex B3 modified with R.N.Z.A.F. Sunderland.
25th.	Small arms firings.
29th.	(i) Local surface 4.5' shoot. (ii) Mortar firings at surface target. (iii) Small arms firings.
30th.	Small arms firings.

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APPENDIX C TO HMAS STUART LETTER 1.10.04 DATED 3RD AUGUST, 1966.

FLEET SPORTS COMPETITION.

Nil Return.

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APPENDIX D TO HMAS STUART LETTER 1.10.04 DATED 3RD AUGUST, 1966.

UNDERWATER EXPLOSIONS APPENDIX.

Reference: R.I. Appendix 29A paragraph 7.

- (a) 29th July, 1966.
- (b) 1130K - 3 bombs
1135K - 3 bombs
- (c) 1° 27' South 147° 18' East. Depth of water 890 fathoms.

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APPENDIX E TO HMAS STUART LETTER 1.10.04 DATED 3RD JULY, 1966.

GUEST LIST FOR COCKTAIL PARTY, ON BOARD HMAS STUART ON 1ST JULY,
1966 AT PEARL HARBOUR.

Rear Admiral and Mrs. E.T. Reich.	COMASGRU FIVE.
Captain and Mrs. J.C. Weatherwax.	CO. NAUSTA PEARL.
Commander and Mrs. C.E. BREEN.	CO. U.S.S. RENSHAW.
Commander and Mrs. E.M. Tollgaard.	Liaison Officer.
Wing Commander and Mrs. T.B. Paget.	R.A.A.F.
Squadron Leader and Mrs. E.W. Stevens.	R.A.F.
Lieutenant Commander and Mrs. J.P. Nash.	R.C.N.
Mr. and Mrs. Thomas.L. Folley.	BOAC District Traffic Manager.
Mrs. Eileen Newstead.	QANTAS Passenger Relations Officer.
Mr. and Mrs. Hartley Shannon.	QANTAS Manager.
Mr. and Mrs. W. Woollett.	Canadian Pacific Manager.
Captain and Mrs. R. McKenzie.	Port Captain, Honolulu.
Mr. and Mrs. R. Page-Callis.	Ex. R.N.
Mr. and Mrs. H. Dove.	Universal Motor Co, Wheels Ltd.
Mr. and Mrs. J. Monnett.	
Mr. and Mrs. A.W. McKelvey.	
Mr. and Mrs. Babu Wickramaratne.	Pres. Honolulu Cricket Club.
Mr. and Mrs. Diran Mikaelian.	New York Life Insurance.
Dr. J. Keenan.	Chief Medical Resident Queen's Hospital.
Mr. and Mrs. George Chaplin.	Honolulu Advertiser.
Mr. and Mrs. A.F. Tobin.	Honolulu Advertiser.
Mr. and Mrs. A.A. Smyzer.	Honolulu Star-Bulletin.
Miss Mary Verploegen.	Honolulu Star-Bulletin.
Mr. and Mrs. S.S. Taylor.	Honolulu Star-Bulletin.
Mrs. Mickey Baird.	Travel Writer.
Mr. Poe Poe.	Travel Writer.
Miss. May Erskine.	British Vice Consul.
Miss. Beryl Evans.	Secretary, British Consul.
Dr. Colin Herrick.	Proffesor of Psychology University of Hawaii.
Mr. and Mrs. Windsor Hackler.	Overseas Career Programme, University of Hawaii.
Mr. Tucker Gratz.	Director, U.S. Dept. of Commerce.
Mr. and Mrs. John O'Shea.	U.S. Immigration and Naturalisation Service.
Mrs. Catherine Norrell.	U.S. Dept. of State Reception Centre.
Sir Malcolm Sargent.	Orchestral Conductor.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.784.

HMAS

Stuart

Report of proceedings

August '66

AS(NS)

5/10
App A does not conform to RANOPS art. 150 (u)

D of O

DCNS

Comment 1/11

1NM

After 1/11/66 pm.

2NM

2/13/66

3NM

1/11

4NM

17/10

SEC

FAS(EG)

FAS(FM)

6/18/10

DER

AS(NS)(N5)

19/10
1/11
1/11

Registrar

D of P	D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI) Separate Report Circulating.			
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR		DNES	ACDC	ACMD
DMED	ACTP	DWE	MDG	DNAS	AS(NS)(N5)	Registrar.					

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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18	206	784
NAVY - CAMBERNA		

29 SEP 11.11.

NAVY REG.

HMAS STUART - REPORT OF PROCEEDINGS - AUGUST, 1966

(HMAS STUART letter 1-10-004 dated 5th September, 1966.)

II

A.F. 17/52/1

The Secretary,
Department of the Navy.

1. Forwarded.

[Handwritten Signature]
 REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

[Handwritten] 29/9
NS) 29/9

PW. 27 SEP 1966

[Handwritten] 4/10

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HMAS STUART - REPORT OF PROCEEDINGS - AUGUST, 1966

(HMAS STUART letter 1-10-004 dated 5th September, 1966.)

II

A.F. 17/52/1

The Secretary,
Department of the Navy.

1. Forwarded.

(SGD.) I. H. CARTWRIGHT.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

27 SEP 1966

PW.

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RESTRICTED

1-10-004

HMAS STUART,
at Singapore.

5th September, 1966.

THE FLAG OFFICER COMMANDING,
HM AUSTRALIAN FLEET.

(Copy to: The Commander, Far East Fleet.
The Flag Officer Second-in-Command,
Far East Fleet.)

REPORT OF PROCEEDINGS - AUGUST, 1966.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of August, 1966. Unless otherwise specified, all times are for Zone minus 7½.

2. STUART entered the Far East Station on the first of the month. The passage, north of the Nanoesa and Kawio Islands to the Ligitan Channel, was unremarkable, except for the very large number of floating logs and other pieces of debris passed in the Celebes Sea, and for the fact that the ship had to be stopped for a brief period during the afternoon of the first, while a hose supplying cooling water to the after stern gland was renewed. Deficiencies in these hoses have been reported separately.

3. At 0615(-8) on Wednesday 3rd August the ship secured starboard side to RFA EDDYROCK, at anchor in Ligitan Channel. STUART cast off and proceeded towards Singapore at 0815(-8), on completion of fuelling.

4. The AA shoot scheduled to be conducted prior to first entry to Singapore had to be cancelled because of unfavourable weather, and STUART secured starboard side to No. 6 Berth, Singapore Naval Base, at 1442 on Saturday 6th August. The ship was met by a most gratifying number of officers from the staffs of both the Commander, Far East Fleet, and The Flag Officer Second-in-Command, Far East Fleet.

5. At 0930 on Monday 8th August, I called on the Flag Officer Second-in-Command, Far East Fleet, then Rear Admiral C.B. Mills, C.B., C.B.E., D.S.C. Admiral Mills returned the call at 1130, and addressed the ship's company.

6. To our great delight PARRAMATTA secured on STUART's port side at 1435 on Monday 8th August.

7. In company with PARRAMATTA (Commander J.A. Matthew, O.B.E., R.A.N.) I called upon the Commander, Far East Fleet, Admiral Sir Frank Twiss, K.C.B., D.S.C., at 1030 on Thursday 11th August. The call was returned at 1130 the following day; after meeting the Heads of Departments and senior Chief Petty Officers on the quarterdeck, Admiral Twiss walked round the upper deck, talking individually to a considerable number of the ship's company. He later met the remaining officers in PARRAMATTA's wardroom.

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8. Again in company with PARRAMATTA, I called upon the Australian High Commissioner to Singapore, Mr. W.B. Pritchett, at 0900 on Friday 12th August.
9. STUART and PARRAMATTA were shifted out of the Stores Basin by tugs, starting at 0905 on Saturday 13th August, turned, and replaced on No. 6 Berth, STUART outboard.
10. At 0750 on Sunday 14th August STUART sailed from Singapore Naval Base to be duty ship; the day was spent at anchor in the vicinity of Johore Shoal Buoy, the ship weighing and proceeding to sea at 2250. Monday 15th was occupied with DG ranging and radar calibrations, and the week continued with a series of drills and exercises which are listed in Appendix B.
11. The night of 17/18 August was spent at anchor off Jasons Bay, and the following night off Loyang. After REW firings during the forenoon of Friday 19th August STUART secured starboard side to HMS DELIGHT in No. 13 Berth, Singapore Naval Base at 1455.
12. Following a weekend in harbour the ship sailed at 1110 on Monday 22nd August, and after exercises anchored off Jasons Bay at 1900 Tuesday 23rd August; the ship weighed at 0530 the following morning, and on completion of a very full days work anchored in Telok Juara, Pula Tioman at 2245.
13. Thursday 25th was spent at anchor; diving teams were exercised and swimming parties landed in the afternoon.
14. STUART weighed and proceeded from Telok Juara at 0530 on Friday 26th August, and after various exercises anchored off Loyang at 1615. The ship remained at anchor for the weekend, proceeding to sea to continue exercises at 0600 Monday 29th August.
15. This series culminated in the firing of four exercise torpedoes at STUART by ANCHORITE; one passed very close to STUART's starboard side, airborne, and after this alarming sight the exercise was terminated and STUART returned to Loyang, anchoring at 1830.
16. I had intended to use that night to repair a faulty guage glass, and various steam leaks which had developed in both boiler systems, but it became apparent that this would not be feasible, and the the prudent course of action would be to abandon the remainder of the week's programme, and approval was sought, and obtained for an early return to Singapore Naval Base.
17. It has been a most interesting and valuable month; the end of confrontation has allowed practice programmes with consorts and facilities such as STUART has not seen before. EW exercises have been particularly valuable.

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- 3 -

18. Full use has been made of the sporting facilities available in Singapore Naval Base. Several individual successes have been achieved in sailing races, and a lot of swimming is carried out.


19. The health and conduct of the Ships Company have been very good during the month, the majority are settling down well to service in the Strategic Reserve and all are looking forward most keenly to forthcoming visits to Hong Kong and Japan. The ships company have been reminded of the requirements of security.

20. The condition of the ship is good. Necessary repairs to the steam systems are being effected, and it is to be hoped that no more changes to programme will be necessary.

I have the honour to be,

Sir,

Your obedient servant,


(P. GOLDRICK.)
COMMANDER, R.A.N.
C A P T A I N.

Enclosures:

- A. Steaming Appendix.
- B. Exercise Appendix.
- C. Sporting Appendix.
- D. Movements and Employment Appendix.

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APPENDIX A TO HMAS STUART LETTER 1.10.004 DATED 5TH SEPTEMBER, 1966.

STEAMING APPENDIX.

- (a) 4,753.4
- (b) 337 28/60
- (c) 60,239.6
- (d) 4,610 49/60

(e) (i) number of hours economical speed exceeded.

<u>DATE.</u>	<u>NUMBER OF HOURS.</u>	<u>REASON.</u>
1st - 3rd	50	to make passage ETA.
6th	1	to make passage ETA.
15th	11	as requisite for weekly practice programme.
16th	3	" " " "
17th	5	" " " "
18th	4	" " " "
19th	2	" " " "
23rd	1	" " " "
24th	6	" " " "
26th	4	" " " "
30th	1	" " " "
31st	4	" " " "

(ii) Average speed not calculated.

(iii) Distance run per ton of fuel not calculated.

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APPENDIX B TO HMAS STUART LETTER 1.10.004 DATED 5TH SEPTEMBER, 1966.

EXERCISE APPENDIX.

<u>DATE.</u>	<u>TIME.</u>	<u>EXERCISE.</u>	<u>OTHER UNITS PARTICIPATING.</u>
1st.	1230-1300	NBCD COMEX.	
3rd.	1330-1400	NBCD COMEX.	
9th	0900-1100	Divers exercised.	
12th.	0915-1030	Divers exercised.	
15th.	0900-1100	DG Ranging	
	1145-1330	Radar Calibration.	
	1815-1900	EWX57	CHICHESTER(OCE)
	1900-2200	CASEX A15/4/5(OCE)	ANCHORITE.
16th	0800-1000	TOWEX(F'rd and Aft).	PARRAMATTA(OCE)
	0900-1000	ARRX/UPX	(Internal)
	1000-1100	RASEX	FORT ROSALIE, PARRAMATTA(OCE)
	0900-1000	EWX57(OCE)	CHICHESTER
	1100-1400	CASEX A17	LEANDER(OCE)
		EWX45	PARRAMATTA, AMPHION, TRV4, FORT ROSALIE, 814Sqn.
	1500-1800	CASEXA17/EWX72	PARRAMATTA(OCE), LEANDER, AMPHION, TIDEFLOW, FORT ROSAIE.
	1830-2359	CASEX A15/4/5	LEANDER(OCE), PARRAMATTA, AMPHION.
17th.	0001-0200	EWX 45	CHICHESTER(OCE.)
	0845-0930	EWX 57	DELIGHT.
	0845-0930	LRX(OCE)	DELIGHT.
	0930-1100	AALRF(OCE)	LEANDER(OCE), PARRAMATTA, AMPHION, LRMP.
	1100-1330	CASEX B3	LRMP.
		EWX45	CHICHESTER(OCE).
	1330-1430	EWX57(OCE)	
	1530-1700	EWX57	
	1700-1730	Turning Trials	
	1930-2000	UA8/9 Calibration(OCE)	PARRAMATTA
	2000-2100	Exercised Divers	
18th.	0900-1100	MMIO Seacheck Firing	
	1030-1130	EWX57(OCE)	CHICHESTER.
	1330-1430	NGSCX	
	1730-1830	EWX57(OCE)	CHICHESTER.
19th.	0930-1100	REW SEDUCTION FIRING (3 watches)	
22nd.	0830-1130	Compass Adjust.	
	2000-2100	MAJOR NBCDX	
	2100-2330	NEX/EWX57(OCE)	LEANDER.
23rd.	0800-1000	EWX 57	CHICHESTER(OCE)
	1330-1600	CASEXA17	AJAX(OCE)
		EWX72	LOCH FADA
		HELO CONTROL	CHICHESTER, ANCHORITE, FORT ROSAIE, 814 SQDN.
	1600-1700	CASEX B11 (OCE)	814 SQDN.
		HELO CONTROL	ANCHORITE.
	1930-2000	EXERCISED DIVERS.	
24th.	0730-0930	PTA/SEACAT FIRINGS(OCE)	AGILE
	1030-1200	SULRF(OCE)	AGILE
	1230-1330	EWX 57	CHICHESTER (OCE)
	1330-1500	CASEX A17/EWX45	LEANDER (OTC), AMPHION(OCE), LOCH FADA, CHICHESTER, FORT ROSAIE.
	1530-1830	PTA FIRINGS(AAMRF) (OCE)	LEANDER, CHICHESTER, LOCH FADA, AGILE.
25th.	AM	BEAM PATTERN CHECK	
	PM	DIVERS EXERCISED.	

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<u>DATE.</u>	<u>TIME.</u>	<u>EXERCISE.</u>	<u>OTHER UNITS PARTICIPATING.</u>
26th.	0815-0845 0915-0930	EWX 57 BUCCANEER STRIKE(LOW)	CHICHESTER, LEANDER(OTC) LOCH FADA, FORT ROSALIE, CHICHESTER(OTC), LOCH FADA LEANDER, TIDE FLOW, 2 BUCCANEERS. TIDE FLOW.
	1100-1200 0900-1230	RAS(OCE) MODIFIED CASEX A17	
27th.	0900-1100	EXERCISED DIVERS	
28th.	0800-0930	EXERCISED DIVERS.	
29th.	0930-1700	RADAR CALIBRATION.	
30th.	0800-1030 1300-1700 1345-1600 1700-1900 1900-2000 2000-2359	CASEX A10(OCE) SONAR TRIALS(OCE) SIF TRIALS(OCE) CASEX A6 (OCE) EWX 57 CASEX A15/4/5 HELO CONTROL	LOCH FADA, ANCHORITE. ANCHORITE. LRMP ANCHORITE. HAMPSHIRE. HAMPSHIRE (OCE) ANCHORITE.
1st.	0001-0300 0900-0945 1030-1115 1300-1600	CASEX A15/4/5 HELO CONTROL LRX LRX CASEX A15/4/5 (OCE)	HAMPSHIRE(OCE) ANCHORITE. HAMPSHIRE(OCE) METEOR. HAMPSHIRE(OCE) ANCHORITE.

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APPENDIX C TO HMAS STUART LETTER 1.10.004 DATED 5TH SEPTEMBER, 1966.

FLEET SPORTS COMPETITION.

Nil return.

RESTRICTED

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APPENDIX D TO HMAS STUART LETTER 1.10.004 DATED 5TH SEPTEMBER,
1966.

MOVEMENTS AND EMPLOYMENT.

DATE.	PLACE.	DUTY.
1st.	Arrived on Far East Station.	Passage to Singapore.
2nd.		Passage to Singapore.
3rd.	Secured to RFA EDDYROCK in Ligitan Channel. Entered North Borneo State area.	" " "
4th.	Departed North Borneo State area.	" " "
5th.		" " "
6th.	Arrived in Malay Peninsula area Singapore Naval Base.	
7th. - 13th.	Alongside Singapore Naval Base.	
14th.	Departed Singapore Naval Base.	Duty DD in Singapore Straits.
14th. - 18th.	Exercise Areas.	" " " " "
19th.	Arrived Singapore Naval Base.	
20th - 21st.	Alongside Singapore Naval Base.	
22nd.	Departed Singapore Naval Base.	Weekly Practice Programme.
23rd - 25th.	Singapore Exercise Areas	" " "
26th - 28th	Singapore Exercise Area	Duty Destroyer.
29th - 31st.	Singapore Exercise Areas	Weekly Practice Programme.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-807

HMAS Stuart

Report of proceedings Sept '66

AS(NS) 2/10

D of O Appendix "A" is incorrect RANOPS 150 refers. (u)

DCNS 2/10 Please see Focaf. info Stuart.

1NM - after 31/10/66 RP 20/10

2NM 227/8

3NM 28/10

4NM 28/10

SEC 28/11

FAS(EG)

FAS(FM) 28/11

DFR 7/4

AS(NS)(N5) 28/11

Registrar

D of P	D of D	D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI) Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR	DNES	
DMED	ACTP	DWE	MDG	DNAS	AS(NS)	(N5)	Registrar.		

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-807.

HMAS

Stuart.

Sept 66
Report of Proceedings

D of P

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DGFE

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DNAP

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MDG

DNAS

AS(NS) (N5)

Registrar



~~AS(NS) DCNS 2NM 4NM DPR Registrar~~) Separate
~~D of C 1NM 3NM SEC FAS(EG) FAS(FM) AS(NS) (N5)~~) Report Circulating.

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one

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18/206/807

C 05008 -3NOV66

The Flag Officer Commanding,
Her Majesty's Australian Fleet,
Fleet Headquarters,
GARDEN ISLAND. N.S.W.

(Copy to: The Commanding Officer,
HMAS STUART.)

HMAS STUART - REPORT OF PROCEEDINGS - SEPTEMBER,
1966

Reference: Your memorandum AF.17/52/1 dated 17th October, 1966.

Appendix A (Steaming Appendix) to the abovementioned
Report of Proceedings is not in the approved format.

2. It is requested that in future the Appendix be
submitted in accordance with Article 150 of ACB 0332 (RANOPS).


Secretary.

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HMAS STUART - REPORT OF PROCEEDINGS - SEPTEMBER, 1966

(HMAS STUART letter 1.10.04 dated 5th October, 1966.)

II

A.F. 17/52/1

The Secretary,
Department of the Navy.

1. Forwarded.

(SGD.) I. H. CARSWRIGHT

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

17 OCT 1966

PW.

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RECEIVED
19 OCT P.M.
NAVY REGISTER

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NAVY—CANBERRA		
18	206	807

HMAS STUART - REPORT OF PROCEEDINGS - SEPTEMBER, 1966

(HMAS STUART letter 1.10.04 dated 5th October, 1966.)

II

A.F. 17/52/1

The Secretary,
Department of the Navy.

1. Forwarded.

[Handwritten Signature]
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

17 OCT 1966

PW.

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1-10-04

HMAS STUART,
at Sea.

5th October, 1966.

THE FLAG OFFICER COMMANDING,
HM AUSTRALIAN FLEET.

(Copy to: The Commander, Far East Fleet.
The Flag Officer Second-in-Command,
Far East Fleet.
The Commodore-in-Charge, Hong Kong.
The Captain, HMAS PARRAMATTA.)

REPORT OF PROCEEDINGS - SEPTEMBER, 1966.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of September, 1966. All times are Zone minus 7½ unless where otherwise indicated.

2. On the morning of the first of the month STUART, having been at anchor off Loyang, weighed at 0815 and secured port side to No. 9 Berth Singapore Naval Base at 0907. The succeeding week was occupied with routine maintenance, and with making good a number of steam leaks in the boiler systems, and with repairs to a gauge glass.
3. On Saturday 3rd September the ship was shifted by tugs to No. 12 Berth.
4. At 0645 on Friday 9th September STUART cast off and proceeded to the Singapore exercise area, and after a days exercises, which are listed in Appendix B, anchored off Taiyong Siang for the night. On the following forenoon the ship ammunitioned from R.F.A. FORT ROSALIE, and anchored in Telok Juara, Pulo Tioman at 1250.
5. The weekend was spent at anchor in Telok Juara, and on each afternoon a barbecue was held on the beach - these proved most popular.
6. STUART weighed and proceeded at 0750 on Monday 12th September, and after exercises, anchored off Loyang at 1930. The remainder of the week was spent in various exercises, anchoring overnight, and the ship secured starboard side to HMS LONDONDERRY in No. 12 Berth, Singapore Naval Base at 1255 on Friday 16th September, having been duty ship since the preceding Friday.
7. The ship was duty again on Saturday 17th September, and was shifted to A Buoy at 1000; and in order to make a very early rendezvous with HMS ARETHUSA on Monday 19th sailed from Singapore Naval Base at 1700 on Sunday.

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8. EW trials for ARETHUSA were completed at 0900 on Monday 19th, and STUART proceeded to Hong Kong.
9. All times hereafter are for Zone minus 9.
10. After an uneventful passage the ship joined units of the Far East Fleet off Hong Kong on the morning of Friday 23rd September and having fuelled from R.F.A. TIDESPRING, entered harbour in company with HM Ships VICTORIOUS (wearing the flag of Vice Admiral C.P. MILLS, C.B., C.B.E., D.S.C.) LEANDER, CLEOPATRA and HMA ship PARRAMATTA, secured on the North Wall, Victoria Basin at 1300.
11. At 1515, in company with the Captain of PARRAMATTA, I called on the Commodore, Hong Kong, Commodore F.D. Holford, D.S.C. He returned the call at 0930 the following morning.
12. At 1200 on Monday 26th September I called, with the Captains of PARRAMATTA and DIAMANTINA, on the Australian Trade Commissioner, Mr. P.R. Searcy; he came on board for lunch on Friday 30th.
13. At 1130 on Wednesday 28th September, again with PARRAMATTA I called on the Captain of HMS VICTORIOUS, Captain I.S. McIntosh, D.S.O., M.B.E., D.S.C. He returned the call the following day.
14. The period from the 23rd of the month was spent in Hong Kong, and was much enjoyed by all on board. A great deal of sport was played.
15. The health and conduct of the ship's company have been good during the month, and, as previously mentioned, the present phase of the programme is being greatly appreciated.
16. The condition of the ship is good, and the upper deck looked particularly well after a few days in Hong Kong. The state of the machinery is good, repairs to steam leaks in the boiler systems carried out early in the month in Singapore having been effective. Unfortunately the large number of ships present in Hong Kong precluded the provision of sufficient local labour to complete approved work in the bilges. It is hoped to finish this work during the next stay in Hong Kong.

I have the honour to be,

Sir,

Your obedient Servant,


(P. GOLDRICK.)
COMMANDER, R.A.N.
CAPTAIN.

Enclosures:

- A. Steaming Appendix.
- B. Exercise Appendix.
- C. Sporting Appendix.
- D. Movements and Employment Appendix.

RESTRICTED

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APPENDIX A TO HMAS STUART LETTER 1.10.04 DATED 5TH OCTOBER, 1966.

STEAMING APPENDIX.

- (a) 2,530.5
- (b) 186 21/60
- (c) 62,771.6
- (d) 4,797 10/60
- (e) (i) number of hours economical speed exceeded.

<u>DATE.</u>	<u>NUMBER OF HOURS.</u>	<u>REASON.</u>
9th	2	As necessary for WPP Exercises.
10th.	2	" " " "
13th.	8	" " " "
14th.	6	" " " "
15th.	1	" " " "

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APPENDIX B TO HMAS STUART LETTER 1.10.04 DATED 5TH OCTOBER, 1966.

EXERCISE APPENDIX.

<u>DATE.</u>	<u>EXERCISE.</u>	<u>OTHER UNITS PARTICIPATING.</u>
5th.	Diving Practice	HMS TERROR
6th.	Diving Practice	HMS TERROR
7th	170 ATH	HMS TERROR
8th.	170 ATH LRX	HMS TERROR
9th	LRX AALRF EWX 41(OCE)	CLEOPATRA (OCE) CLEOPATRA (OCE) CLEOPATRA.
10th.	RAS (AMMO) (OCE) Diving	FORT ROSALIE. Pulo Tioman.
11th	Diving	Pulo Tioman.
12th	Ikara trials LRX	
13th.	NGSCX NGSF	
14th.	LRX AALRF Sea Check firings	
15th.	RAS (FUEL) (OCE) Closing down trial.	R.F.A. GOLD RANGER.
16th	NF/DF Calibration.	
19th.	667 check	ARETHUSA (OCE)
27th	Demolitions	Stonecutters Id. Hong Kong.
29th.	Diving	Rocky Harbour. H.K.
30th.	Diving Landing Party training.	Repulse Bay H.K.

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APPENDIX C TO HMAS STUART LETTER 1.10.04 DATED 5TH OCTOBER, 1966.

FLEET SPORTS COMPETITION.

Nil return.

RESTRICTED

RESTRICTED

APPENDIX D TO HMAS STUART LETTER 1.10.04 DATED 5TH OCTOBER, 1966.

MOVEMENTS AND EMPLOYMENT.

<u>DATE.</u>	<u>PLACE.</u>	<u>DUTY.</u>
1st.	Singapore Naval Base.	Maintenance.
2nd.	" " "	"
3rd.	" " "	"
4th.	" " "	"
5th.	" " "	"
6th.	" " "	"
7th.	" " "	"
8th.	" " "	"
9th.	Singapore exercise areas/ Singapore Straits	Duty Destroyer.
10th.	" " "	" "
11th.	" " "	" "
12th.	" " "	" "
13th.	" " "	" "
14th.	" " "	" "
15th.	" " "	" "
16th.	Singapore Naval Base.	
17th.	Singapore Straits/exercise area	Duty Destroyer.
18th.	" " " "	" " "
19th.	Passage to Hong Kong.	
20th.	" " " "	
21st.	" " " "	
22nd.	" " " "	
23rd.	Victoria Basin, Hong Kong.	
24th.	" " " "	
25th.	" " " "	
26th.	" " " "	
27th.	" " " "	
28th.	" " " "	
29th.	" " " "	
30th.	" " " "	

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~~RESTRICTED~~

DEPARTMENT OF THE NAVY
MINUTE PAPER

18-206-820.

Oct 66.

HMAS Stuart Report of proceedings

AS(NS)

D of O

DCNS

1NM

2NM

3NM

4NM

SEC

FAS(EG)

FAS(FM)

DER

AS(NS)(N5)

Registrar

ASNS. Copy of memo. to EA. is attached (adjacent).
Suggest relevant portions to EA
RP 12/1

9/12

15/12

16/12

19/12

20

23/12

23/12

23/12

D of P D/D of P(A) DGFE DTWP D of C DNAP CONS DNI) Separate
HPB DCNP DOA DMT DDM DPS DFSD DNR DNES ACDC ACMD) Report
DMED ACTP DWE MDG DNAS AS(NS)(N5) Registrar.) Circulating.

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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CONFIDENTIAL

DB/NM

DR1 187/25

TOR 251056Z

AC NO UNCLASSIFIED REPLY OR REFERENCE

LOGGED
INIT
O/C. SGT. SECT.
UNCLASSIFIED
12/1/66

NAVY-GAMBERRA
18-206-890

AS(NS) 17/11/66

FROM FOCAF

TO ACNB COMFEE FO2FEF COM HONG KONG
PARRAMATTA STUART

CONFIDENTIAL
CONFIDENTIAL

DTG 250524Z NOV 66

PRIORITY

PRIORITY

HMAS STUART LETTER 1.10.04. DATED

4 NOV 66 (REPORT OF PROCEEDINGS - OCT 66). ADDRESSEES ARE REQUESTED TO UPGRADE THE REFERENCE TO CONFIDENTIAL TO PROTECT THE EXERCISE CODE-WORD APPEARING IN PARAGRAPH 4 THEREOF I.A.W. THE SECURITY/PRESS RELEASE PLAN FOR THAT EXERCISE (NOTAL)

1NM

SEC

FAS(EG)

AS(NS)

CONFIDENTIAL

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Registrar 11/1/67

AS Pls att to file.

DRI 187/25

18 206 820

TOR 251056Z

AC NO UNCLASSIFIED REPLY OR REFERENCE

FROM FOGAF

TO ACNB COMFEE FO2FEF COM HONG KONG

PARRAMATTA STUART

CONFIDENTIAL
CONFIDENTIAL

DTG 250524Z NOV 66

PRIORITY

PRIORITY

HMAS STUART LETTER 1.10.04. DATED

4 NOV 66 (REPORT OF PROCEEDINGS - OCT 66). ADDRESSEES ARE REQUESTED TO UPGRADE THE REFERENCE TO CONFIDENTIAL TO PROTECT THE EXERCISE CODE-WORD APPEARING IN PARAGRAPH 4 THEREOF I.A.W. THE SECURITY/PRESS RELEASE PLAN FOR THAT EXERCISE (NOTAL)

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NAVY REGISTRY

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CONFIDENTIAL

NAVY—CANBERRA		
18	206	820.

HMAS STUART - REPORT OF PROCEEDINGS - OCTOBER, 1966.

(HMAS STUART letter 1.10.04 dated 4th November, 1966.)

II

A.F.17/52/1

The Secretary,
Department of the Navy.

1. Forwarded.
2. It is noted that Appendix A has not been rendered in accordance with RANOPS 150. Navy Office letter 18/206/807 dated 3rd November, 1966 is relevant.

V.A.T. Smith.
REAR ADMIRAL.

AS(N.S) 17/11

N.S. Smith 2/11
Office of the
Flag Officer Commanding,
HM Australian Fleet.

14 NOV 1966

PW.

CONFIDENTIAL
~~RESTRICTED~~

~~CONFIDENTIAL~~
~~RESTRICTED~~

17/52/1

1.10.04.

HMAS STUART,
at Sea.

4th November, 1966.

THE FLAG OFFICER COMMANDING,
HM AUSTRALIAN FLEET.

(Copy to: The Commander, Far East Fleet.
The Flag Officer Second-in-Command,
Far East Fleet.
The Commodore-in-Charge, Hong Kong.
The Captain, HMAS PARRAMATTA.)

REPORT OF PROCEEDINGS - OCTOBER, 1966.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of October, 1966. Zone times will be indicated as the occasion arises.

2. The first three days of the month were spent alongside North Wall, Victoria Basin, Hong Kong, and at 0740(-9) on Tuesday 4th October, STUART sailed, in company with HM Ships VICTORIOUS, KENT, MANXMAN, LEANDER, CLEOPATRA and HMAS PARRAMATTA for Exercise MILLSAIL.

3. The exercise continued until 1430(-8) on Sunday 9th October, and was of great value and interest. The Flag Officer Second-in-Command, Far East Fleet, Vice Admiral C.P. MILLS, C.B., C.B.E., D.S.C., came on board by helicopter at 0850(-8) on 6th October. Unfortunately a scheduled Casex had to be abandoned due to defects in HM Submarine AMPHION, but Admiral Mills walked through the entire ship, and transferred by jackstay to MANXMAN at 1200(-8).

4. On completion of the exercise the Royal Navy Ships set course for Exercise SWORDHILT and Australia, and STUART and PARRAMATTA, after fuelling from RFA TIDESPING, were detached for Japan.

5. The passage was uneventful - PARRAMATTA was detached for Beppu at 0800(-9) on Wednesday 12th October; STUART spent the remainder of the day stopped, touching up, and anchored off Kagoshima at 0840(-9) on Thursday 13th October.

6. During that forenoon, accompanied by Mr. R.J. Percival, counsellor to the Australian Embassy, Tokyo, I called upon HE the Governor of the Kagoshima Prefecture, Mr. Katsushi Terazono, the Mayor of Kagoshima, Mr. Usao Mitsui, (I was actually received by the Treasurer of the city), the chief of Police, Mr. Toshio Uchimura, the Director 10 Regional Headquarters, Maritime Safety Agency, Mr. Savyri Idagara, and drank green tea with each. The calls were returned during the afternoon.

7. That evening a reception was held on board for about 55 guests. To our surprise, in view of the fact that comparatively few spoke fluent English, it developed into a very jolly party.

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8. Kagoshima, although its facilities are comparatively limited, was much enjoyed by the ship's company. Several bus tours were arranged, and soccer and tennis were played against the university. There is much to be said for a visit to a small port.

9. During the afternoon of 14 October I was taken on a tour of the locality; this included the statutory visit to Admiral Togo's tomb, which to my surprise I found to be falling into disrepair.

10. STUART weighed and proceeded at 1100(-9) on Saturday 15th October. PARRAMATTA rendezvoused at 0720(-9) the following day, and both ships proceeded to Tokyo in company.

11. A Japanese Maritime Self Defence Force Band played both ships alongside Harumi Pier. STUART berthed port side to at 1010 (-9) on Monday 17th October, and PARRAMATTA berthed astern shortly thereafter. On arrival Captain Nobuo Mogami and Commander Renzo Soya came on board, and Captain Mogami read a formal address of welcome on behalf of the Chief of Staff of the Maritime Self Defence Force. I was then presented with flowers by a Miss Tokyo, spoke briefly to the press, and, accompanied by Colonel M.P. O'Hare O.B.E., called on The Second Vice Governor of Tokyo, Mr. Mikoshima, His Excellency the Australian Ambassador, Sir Allen Brown, C.B.E., the Chief of Maritime Staff, Admiral Takaichi Itaya, the Chairman of the Joint Staff Council, General Yoshifusa Amano, and the Vice Minister of Defence Mr. Yoshio Miwa. The calls were returned later in the day.

12. The ship's company were surprised at the cost of living, or at any rate the cost of amusement, in Tokyo, but they found it a most enjoyable visit. The City Council gave free train and bus passes, a most remarkable display of Kendo, Karate and Judo was presented by the Physical Training School of the Defence Forces, and the ship's rugby team was soundly thrashed by the Police.

13. Admiral Itaya presided over a dinner given by the staff of the Maritime Self Defence Force on Wednesday 19th October. This was a very pleasant occasion, and great appreciation of the hospitality given to the Japanese Training Squadron during its recent visit to Australia expressed. Other events included a reception on board STUART on the night of arrival, a dance given by His Excellency the Ambassador and Lady Brown, and a lunch by Admiral Katsunoshin Yamanashi, K.C.E., C.M.G. The Admiral is, I understand, 93, and I have heard it said that being shown over the battleship (it is still preserved) which he stood by building in England during the latter part of the last century by him is somewhat akin to being shown over VICTORY by Hardy.

14. On Wednesday 19th October I entertained at luncheon His Excellency Sir Allen Brown and Lady Brown, Mr. Ken Harada, Grand Master of Ceremonies, Imperial Household, and Mrs. Harada, and Admiral Yamanashi.

15. Both ships sailed at 0900(-9) on Friday 21st October. The visit was a most enjoyable one, and I believe, a most successful one - the friendliness and co-operation of the Maritime Self Defence Forces was marked, and the arrangements by the Australian Embassy were, without exception, excellent. All on board were particularly struck by the friendliness encountered in the comparatively small port of Kagoshima.

16. The first half of the passage to Singapore was uneventful - both ships fuelled from R.F.A. GOLD RANGER off southern Luzon on 25th October, and PARRAMATTA was then detached to proceed direct while STUART set course south of the Macclesfield Banks so that a UA8.9 - SLR2 range advantage check could be carried out.

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17. During the afternoon of the 26th October the presence of a large unlit barge was reported fairly close to STUART's intended track; as this was an obvious danger to navigation course was set to search for it; it being in my mind, should it be found, to sink it. The barge, derelict, and approximately 120 feet by 35 feet, was discovered at 2130(-8) in position 14° 27'N, 113° 43'E; a boarding party was sent across, and a start was made in laying demolition charges. However, as time went on I became impressed by reports on the size and good condition of the barge, and it was taken in tow. Shortly after getting under way with the barge in tow a tug, Pacific Mariner, appeared, somewhat to my relief, searching for the barge, and after a signed statement was extracted from the Chief Officer the tow was transferred and set off, allegedly, for Thuy Hoa. This matter has been reported separately.

18. PARRAMATTA was overtaken at 0830(-7½) on Friday 28th October, and both ships proceeded in company until 0600 the following morning, when, in the vicinity of Johore Shoal Buoy, PARRAMATTA was detached to enter harbour and STUART anchored to carry out heeling trials. On completion of these the ship entered Singapore Naval Base and secured port side to No.8 Berth at 1612(-7½).

19. The condition of the ship is good; a number of minor defects in the engine room have been made good, and the appearance of the upper deck (indeed, of those of both ships) caused much favourable comment in Japan.

20. The conduct of the Ship's Company has been satisfactory, and the spirit good. As much sport as possible has been played during the brief periods in harbour, and 5BX training and inter-mess quizzes conducted at sea.

I have the honour to be,

Sir,

Your obedient servant,



(P. GOLDRICK.)
COMMANDER, R.A.N.
C A P T A I N.

Enclosures: A. Steaming Appendix.
B. Exercise Appendix.
C. Sporting Appendix.
D. Movements and Employment Appendix.
E. Guest list for party in Tokyo on 17th October, 1966.
F. Guest list for party in Kagoshima on 13th October, 1966.

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APPENDIX A TO HMAS STUART LETTER 1. 10. 04 DATED 4TH NOVEMBER, 1966.

STEAMING APPENDIX.

- (a) 6,939.9 miles.
- (b) 451 55/60 hours.
- (c) 69,711.5 miles.
- (d) 5249 5/60 hours.
- (e) (i) Number of hours economical speed exceeded

<u>DATE.</u>	<u>NUMBER OF HOURS.</u>	<u>REASON.</u>
4th.	2	As requisite for MILLSAIL.
5th.	15	" " " "
6th.	16	" " " "
7th.	3	" " " "
8th.	6	" " " "
9th.	17	As requisite for STORMCLOUD.
10th.	20	To make routed SOA.
11th.	21	" " " "
12th.	6	" " " "
21st.	8	" " " "
22nd.	24	" " " "
23rd.	11	" " " "
24th.	1	" " " "
25th.	9	" " " "
26th.	20	" " " "
27th.	18	" " " "
28th.	23	" " " "
29th.	2	" " " "

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APPENDIX B TO HMAS STUART LETTER 1. 10. 04 DATED 4TH NOVEMBER, 1966.

EXERCISE APPENDIX.

<u>DATE.</u>	<u>EXERCISE.</u>	<u>OTHER UNITS.</u>
1st.	EWX(MOD) HPX(Clapex) Diving practice.	VICTORIOUS. PARRAMATTA, CLEOPATRA, MANXMAN
3rd.	Diving practice	
4th.	Departure Screenex CASEX A17 EWX 32 RAS SCREENEX	KENT(OCE), CLEOPATRA, PARRAMATTA. MANXMAN, VICTORIOUS, LEANDER, ANCHORITE. TIDESPRIING. KENT(OCE), MANXMAN, CLEOPATRA, LEANDER.
5th.	RAS Liquids and solids. SCREENEX	TIDESPRIING. FORT DUQUESNE, KENT(OCE), MANXMAN, CLEOPATRA, LEANDER.
6th.	ARRX/EWX 45/58 Jackstay transfer(OCE) CASEX A17 NEX RAS JAMEX	VICTORIOUS(OCE), HAMPSHIRE, KENT, LEANDER, ARETHUSA, PARRAMATTA, CLEOPATRA. MANXMAN. KENT(OCE) ARETHUSA LEANDER CLEOPATRA, RESURGENT, TIDESPRIING, FORT DUQUESNE, FORT ROSALIE, 814 SQUADRON, HAMPSHIRE(OCE), MANXMAN, ANCHORITE.
7th.	CASEX A17 Entry Screenex EWX 48 ARRX/EWX 45/58 NGSFX CASEX A17	KENT(OCE) LEANDER ARETHUSA, CLEOPATRA, PARRAMATTA, HAMPSHIRE, 814 SQDN., ANCHORITE, LRMP, TIDESPRIING, RESURGENT, FORT DUQUESNE, FORT ROSALIE. VICTORIOUS(OCE), HAMPSHIRE, KENT, LEANDER, ARETHUSA, CLEOPATRA, PARRAMATTA. KENT(OCE), LEANDER, ARETHUSA, CLEOPATRA, PARRAMATTA, 148BTY. HAMPSHIRE(OCE), KENT, ARETHUSA, PARRAMATTA, TIDESPRIING, RESURGENT, FORT ROSALIE, 814 SQDN., LRMP, ANCHORITE.
8th.	CASEX A17 EWX ADEX Harbour entry Screenex NGSFX EWX48 RENTEX	KENT(OCE) CLEOPATRA PARRAMATTA MANXMAN RESURGENT, TIDESPRIING, FORT ROSALIE, 814 SQDN., LRMP, ANCHORITE. HAMPSHIRE(OCE) KENT ARETHUSA, LEANDER, CLEOPATRA, PARRAMATTA.
8/9th.	CASEX A17 FWX (EXERCISE STORMCLOUD)	FO2FEF (OSE, OTC, OCE) VICTORIOUS, KENT, HAMPSHIRE, ARETHUSA, LEANDER, CLEOPATRA, MANXMAN, PARRAMATTA. 814 SQDN. LRMP, TIDESPRIING, ANCHORITE. COMASWGRU5. USS KEARSARGE, USS COCHRANE, USS LAWSON, USS KYES, USS WALKE.

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9th.	RAS(OCE)	TIDESPRING, PARRAMATTA.
21st.	EWX 58 (OTC)	PARRAMATTA.
23rd.	UWT trial (OTC)	PARRAMATTA.
24th.	FARSEX	PARRAMATTA.
	SST exercise (OTC)	PARRAMATTA.
	FWX (OTC)	PARRAMATTA.
	RIX/SPXB	PARRAMATTA(OTC).
25th.	RAS(OTC)	PARRAMATTA, GOLD RANGER.
	TOWEX(OTC)	PARRAMATTA.
	SST exercise (OTC)	PARRAMATTA.
	EWX 58	PARRAMATTA.
	UA8/9/SLR2 Range	
	Advantage check (OTC)	PARRAMATTA.
28th.	FARSEX (OTC)	PARRAMATTA.
	SST exercise	PARRAMATTA(OTC).
	Fallout Transit	
	NBCDX	PARRAMATTA(OTC).
29th.	Heeling trials NBCDX	

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APPENDIX C TO HMAS STUART'S LETTER 1.10.04 DATED 4TH
NOVEMBER, 1966

FLEET SPORTS COMPETITION

Nil Return.

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APPENDIX D TO HMAS STUART LETTER 1. 10. 04 DATED 4TH NOVEMBER, 1966.

MOVEMENTS AND EMPLOYMENT.

<u>DATE.</u>	<u>PLACE.</u>	<u>DUTY.</u>
1	Hong Kong	Maintenance.
2	" "	"
3	" "	"
4	Hong Kong to Subic Areas	Exercise MILLSAIL.
5	" " " " "	" "
6	" " " " "	" "
7	" " " " "	" "
8	" " " " "	" "
9	Subic Areas to Japan	Passage.
10	" " " "	"
11	" " " "	"
12	" " " "	"
13	Kagoshima	Informal visit.
14	"	" "
15	Kagoshima to Tokyo	Passage.
16	Kagoshima to Tokyo	Passage.
17	Tokyo	Informal visit.
18	"	" "
19	"	" "
20	"	" "
21	Tokyo to Singapore	Passage.
22	" " "	"
23	" " "	"
24	" " "	"
25	" " "	"
26	" " "	"
27	" " "	"
28	" " "	"
29	Singapore Naval Base.	Nil
30	" " "	"
31	" " "	"

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APPENDIX E TO HMAS STUART'S LETTER 1.10.04 DATED 4th
NOVEMBER, 1966

LIST OF GUESTS AT PARTY IN TOKYO ON 17th OCTOBER, 1966

HE Sir Allen Brown and Lady Brown	Australian Ambassador
Mr. and Mrs. R.J. Percival	Political Counsellor
Mr. and Mrs. A.B. Jamieson	Counsellor (Cultural Affairs)
Miss Jamieson	Information Attache
Mr. and Mrs. N. Barlett	First Secretary
Mr. and Mrs. P.F. Peters	Services Attache
Colonel and Mrs. M.P. O'Hare	New Zealand Ambassador
HE Mr. John Scott and Mme. Scott	British Embassy
Captain and Mrs. J.E. Dyer-Smith	Canadian Embassy
Captain and Mrs. W.W. Maccoll	Indian Embassy
Colonel and Mrs. C.M. Nanda	Embassy of the U.S.A.
Commander and Mrs. Philip B. Shepard	Embassy of the Federal Republic of Germany
Captain and Mrs. Werner Schuenemann	Royal Thai Embassy
Commander and Mrs. Bunnuck Budhijn	French Embassy
Commander and Mrs. Yves De Mauxy	Administrative Vice Minister
Mr. and Mrs. Yoshio Miwa	Chief, Education Bureau
Mr. and Mrs. Ryoichi Nakai	Chairman, Joint Staff Council
General and Mrs. Yoshifusa Amano	Aide
Colonel and Mrs. Akira Chida	Aide
Major and Mrs. Satoru Kawabata	Liaison Officer
Colonel and Mrs. Shuzo Yamakawa	Chief, Foreign Liaison
Commander and Mrs. Renzo Soya	Liaison Officer
Lieutenant and Mrs. Takefumi Saito	Commander Training Squadron
Admiral and Mrs. Hidesumi Mizutani	Comdr 6100th Spt Wg
Brigadier-General and Mrs. Richard L. Ault and Miss Ault	and Kanto Base Comd
Mr. and Mrs. F.G. Devine	President, The Foreign Correspondent Club in Japan
Mr. and Mrs. D. Barnett	Reuters
Mr. and Mrs. A. Yora	President, Tokyo Shimbun
Mr. and Mrs. T. Ueda	President, Mainichi Shimbun
Mr. and Mrs. Takeo Inoguchi	Deputy Director General (Operations)
Mr. and Mrs. Y. Ono	Liaison Officer
Mr. and Mrs. Shiro Kimura	Port Director
Mr. and Mrs. Yoshio Yamada	Chief of Fire Defense Agency
Mr. and Mrs. Seiichi Shima	Director of External Affairs Tokyo Metropolitan Government
<u>Japan-Australian Society</u>	
Mr. and Mrs. T. Suzuki	Acting President
Mr. and Mrs. S. Ohta	Ex Ambassador
Mr. and Mrs. K. Narita	Ex Ambassador
Mr. H. Nishi	Secretary
Mrs. Inagaki	
Mr. and Mrs. S. Fujikake	
Miss Fujikake	
<u>Ministry of Foreign Affairs</u>	
Mr. and Mrs. N. Ushiba	Deputy Vice Minister
Mr. and Mrs. H. Kaya	Chief, British Commonwealth Section
Mr. and Mrs. Y. Okawa	Chief, Sterling Area Section
Mr. and Mrs. N. Fujiyama	Chief of Protocol

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Japanese Business

Mr. and Mrs. T. Adachi

President, Japan Chamber of
Commerce and Industry
President, Fuji Iron and
Steel Co. Ltd

Mr. and Mrs. S. Nagano

Australian Semi Govt'l

Mr. and Mrs. K.F. Taylor

Australian Wheat Board

Australian Businessmen

Mr. and Mrs. R. Morgan

BHP By-Products Pty. Ltd.

Mr. and Mrs. A.R. Duncan

Alliance Industries and
Shippers Pty. Ltd.

Mr. and Mrs. I.H. Macdonald

Macdonald (Hong Kong) Ltd.

Mr. and Mrs. A. Aram

Heine Bros (Japan) Ltd.

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APPENDIX F TO HMAS STUART'S LETTER 1.10.04 DATED 4TH
NOVEMBER, 1966

LIST OF GUESTS AT COCKTAIL PARTY HELD AT KAGOSHIMA ON 13th
OCTOBER, 1966

HE. Katsushi TERAZONO	Governor, Kagoshima Pref. Government
Mr. Usao MITSUI	Mayor, Kagoshima City Hall.
Mr. Masumi KUDO	Prefectural Police HQ.
Mr. Hideo UCHIMURA	City Police HQ.
Mrs. HAMADA	Interpreter
Mr. Saburo ODAHARA	10 Regional HQ. M.S.A.
Mr. Hideya INOUE	Kagoshima M.S.A.
Mr. Hirochika MAEDA	Quarantine Station
Mr. Morichika TATEYAMA	Custom House
Mr. Masatoshi SUGA	Marine Transport Bureau
Mr. Shinzo YAMOTO	Port Office
Mr. Masakiyo IKEDA	Post Office
Mr. Katsuo HIRAZAWA	Immigration Office
Col. and Mrs. Ryu SHINKAWA	JSDF Kagoshima Liaison Officer
Col. and Mrs. Isao OKAMOTO	JSDF Kokubu Army 12th Regiment
Col. and Mrs. Masao NIMOMIYA	JSDF Kokubu 113rd Educational Corps.
Mr. Katsunobu IDEI	JSDF Kokubu Operation Corps
Mr. Michiya NAMAMURA	JSDF Kanoya Naval Base
Mr. Kazuro SAKAIRI	JSDF Kanoya Naval Base
Mr. Seiya OI	JSDF Kanoya Naval Base
Mr. Tokushi FUKUDA	Kagoshima University
Mr. Shizuo OTSUBO	Prefectural Assembly
Mr. Takeo NAKAO	City Assembly
Mr. Shigeto IIMORI	District Court
Mr. Eizo ONISHI	Rotary Club
Mr. Keizo MORIYAMA	Lions Club
Mr. Hideo YONEKURA	Kagoshima West Rotary Club
Mr. Sumishige HIGASAYAMA	Nanshu Lions Club
Mr. Tatsumi HOKOTATE	Central Lions Club
Mr. Hiroyuki SHIMOZONO	Junior Chamber
Mr. Saburo WATANABE	Newspaper, Radio and TV
Mr. Hiromi TATEYAMA	South Japan Broadcast Co. Ltd.
Mr. Akiyoshi CHIHARA	Asahi Press
Mr. Junsaburo YOSHIMURA	Mainichi Press
Mr. Takashi FUKUDOME	Yomiuri Press
Mr. Yutaka TAUGHI	Nikkei Press (Japan Economic)
Mr. Saburo KONDO	Nishi Nihon Press
Mr. Masami MATSUO	Kyodo Press (News Agency)
Mr. Tsuyoshi OKINO	Jiji Press (News Agency)
Mr. Kiichi NAKANO	Kumamoto Daily Press
Mr. Mitsunobu ANRAKU	Kagoshima Shinpo Press
Mr. Hideo KOTO	South Japan Press
Mr. Sadai SAMESHIMA	Sankei Press
Mr. Hiroshi KAWAMOTO	Taniyama City Hall
Mr. Kiyoshi KATSUME	Kagoshima City
Mr. John B. STOCKER	Chuo Senior High School
Mr. Naota SATA	Sea-Gull Club
Mr. R. J. PERCIVAL	Australian Embassy
Mr. Masao TODOROKI	Prefectural Government
Mr. Kizaemon UENO	Chamber of Commerce and Industry
Mr. Keizo TANAKA	Kagoshima South Rotary Club

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WT:SML

42/223/80

The Secretary,
Department of External Affairs,
CANBERRA. A.C.T.

HMAS STUART - VISIT TO JAPAN, OCTOBER, 1966

Appended hereunder for information are extracts from HMAS STUART's Report of Proceedings covering the visit by that ship to Japan from 13th to 21st October, 1966.

- "4. STUART and PARRAMATTA, after fuelling from RFA TIDESPRING, were detached for Japan.
5. The passage was uneventful - PARRAMATTA was detached for Beppu at 0900(-9) on Wednesday, 12th October; STUART spent the remainder of the day stopped, touching up, and anchored off Kagoshima at 0840(-9) on Thursday, 13th October.
6. During that forenoon, accompanied by Mr. R.J. Percival, counsellor to the Australian Embassy, Tokyo, I called upon HE the Governor of the Kagoshima Prefecture, Mr. Katsushi Terazono, the Mayor of Kagoshima, Mr. Usao Mitsui, (I was actually received by the Treasurer of the City), the Chief of Police, Mr. Toshio Uchimura, the Director of 10 Regional Headquarters, Maritime Safety Agency, Mr. Savyri Idagara, and drank green tea with each. The calls were returned during the afternoon.
7. That evening a reception was held on board for about 55 guests. To our surprise, in view of the fact that comparatively few spoke fluent English, it developed into a very jolly party.
8. Kagoshima, although its facilities are comparatively limited, was much enjoyed by the ship's company. Several bus tours were arranged, and soccer and tennis were played against the university. There is much to be said for a visit to a small port.
9. During the afternoon of 14th October I was taken on a tour of the locality; this included the statutory visit to Admiral Togo's tomb, which to my surprise I found to be falling into disrepair.
10. STUART weighed and proceeded at 1100(-9) on Saturday, 15th October. PARRAMATTA rendezvoused at 0720(-9) the following day, and both ships proceeded to Tokyo in company.
11. A Japanese Maritime Self Defence Force Band played both ships alongside Harumi Pier. STUART berthed port side to at 1010(-9) on Monday 17th October, and PARRAMATTA berthed astern shortly thereafter. On arrival Captain Nobuo Mogami and Commander Renzo Soya came on board, and Captain Mogami read a formal address of Defence Force. I was then presented with

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flowers by a Miss Tokyo, spoke briefly to the press, and, accompanied by Colonel M.P. O'Hare, O.B.E., called on The Second Vice Governor of Tokyo, Mr. Mikoshima, His Excellency the Australian Ambassador, Sir Allen Brown, C.B.E., the Chief of Maritime Staff, Admiral Takaichi Itaya, the Chairman of the Joint Staff Council, General Yoshifusa Amano, and the Vice Minister of Defence, Mr. Yoshio Miwa. The calls were returned later in the day.

12. The ship's company were surprised at the cost of living, or at any rate the cost of amusement, in Tokyo, but they found it a most enjoyable visit. The City Council gave free train and bus passes, a most remarkable display of Kendo, Karate and Judo was presented by the Physical Training School of the Defence Forces, and the ship's rugby team was soundly thrashed by the Police.

13. Admiral Itaya presided over a dinner given by the staff of the Maritime Self Defence Force on Wednesday, 19th October. This was a very pleasant occasion, and great appreciation of the hospitality given to the Japanese Training Squadron during its recent visit to Australia expressed. Other events included a reception on board STUART on the night of arrival, a dance given by His Excellency the Ambassador and Lady Brown, and a lunch by Admiral Katsunoshin Yamanashi, K.D.E., C.M.G. The Admiral is, I understand, 93, and I have heard it said that being shown over the battleship (it is still preserved) which he stood by building in England during the latter part of the last century by him is somewhat akin to being shown over VICTORY by Hardy.

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15. Both ships sailed at 0900(-9) on Friday, 21st October. The visit was a most enjoyable one, and I believe, a most successful one - the friendliness and co-operation of the Maritime Self Defence Forces was marked, and the arrangements by the Australian Embassy were, without exception, excellent. All on board were particularly struck by the friendliness encountered in the comparatively small port of Kagoshima."

25
2 Secretary.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.856

HMAS Stuart

Report of proceedings Nov 66.

~~AS(NS)~~ *20/2/67*

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~~DCNS~~ *23/1/2*

~~1NM~~ *29/1/2*

~~2NM~~ *3/2*

~~3NM~~ *4/1*

~~4NM~~ *4/1*

~~SEC~~ *95*

~~FAS(SF)~~

~~FAS(FM)~~ *6571*

~~C of S~~ *6/1*

~~DPR~~ *6/1*

~~AS(NS) (NS)~~ *11/1/67*

Registrar

D of P	D/D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI	} Separate Report Circulating.		
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR		DNES	ACDC
PNA	ACMD	DMED	ACTP	DWE	MDG	DNS	AS(NS)(N5)		Registrar	

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-856

HMAS

Stuart

Nov '66
Report of Proceedings

D of P

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Registrar

FAS(FM)

C of S

AS(NS)(N5)

) Separate Report Circulating.



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

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

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HMAS STUART - REPORT OF PROCEEDINGS - NOVEMBER, 1966.

(HMAS STUART letter 1.10.04 dated 5th December, 1966.)

II

A.F. 17/52/1

The Secretary,
Department of the Navy.

1. Forwarded.
2. It is noted that Appendix A has not been rendered in accordance with RANOPS 150. The attention of the Captain, HMAS STUART, will again be drawn to this article.

(SGD.) I. H. CARTWRIGHT,

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

14 DEC 1966

PW.

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NAVY—CANBERRA

18

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856.

HMAS STUART - REPORT OF PROCEEDINGS - NOVEMBER, 1966.

(HMAS STUART letter 1.10.04 dated 5th December, 1966.)

II

A.F. 17/52/1

The Secretary,
Department of the Navy.

1. Forwarded.
2. It is noted that Appendix A has not been rendered in accordance with RANOPS 150. The attention of the Captain, HMAS STUART, will again be drawn to this article.

[Handwritten Signature]
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

14 DEC 1966

PW.

[Handwritten signature]

[Handwritten signature]

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17/52/1
1-10.04

HMAS STUART,
at Sea.

5th December, 1966.

THE FLAG OFFICER COMMANDING,
HM AUSTRALIAN FLEET.

(Copy to: The Commander, Far East Fleet.
The Flag Officer Second-in-Command,
Far East Fleet.
The Commodore-in-Charge, Hong Kong.
The Captain, HMAS PARRAMATTA.)

REPORT OF PROCEEDINGS - NOVEMBER, 1966.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of November, 1966. Times are for Zone minus $7\frac{1}{2}$, except where otherwise indicated.

2. STUART spent the first day of the month secured in No.8 Berth Singapore Naval Base, and at 0815 on Wednesday 2nd November sailed in company with HMS DIANA and HMAS PARRAMATTA for exercises off the west coast of the Malayan peninsula. On rounding Raffles Light ships anchored (at 1130) so that DIANA could calibrate radar, and weighed and proceeded at 1325.

3. Details of the ensuing exercises, in which AURIGA and TIDEREACH also took part, can be seen as Appendix B.

4. At 1826 on Thursday 3rd November, STUART, having waited until DIANA completed fuelling, passed records by heaving line, and was detached - PARRAMATTA had some little time previously been detached for Terendak. STUART was Duty Ship for the weekend, and course was set down the Malacca Strait for the Water Islands.

5. On reaching the vicinity of Terendak early in the forenoon of Friday 4th November PARRAMATTA was observed to be at anchor somewhat further to seaward than one would expect, and a signal was received stating that PARRAMATTA had struck an uncharted rock, and requesting me to stand by in case an inspection of damage showed that a tow was required; STUART accordingly anchored in the vicinity at 0955.

6. As inspection showed that it would be imprudent for PARRAMATTA to operate her engines, STUART weighed, anchored up tide of PARRAMATTA, passed the tow, and both ships got under way at 1130.

7. As both PARRAMATTA's screws were locked towing was a slow process; the tow was passed to the tug NIMBLE, which had been sent from Singapore, at 0025 on Saturday 5th November.

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8. STUART then proceeded towards the Water Islands, and anchored in their vicinity at 0810.
9. Beach parties were landed both on Saturday 5th and Sunday 6th, and at 1630 on Monday 7th the ship weighed and proceeded north to rejoin DIANA.
10. A throw off shoot was carried out on Tuesday 8th November, and exercises continued until STUART was detached for Port Swettenham at 1730 on Thursday 10th, securing port side to No. 7 Wharf Port Swettenham at 0835 the following morning.
11. It being the festival of Deepavali calls were considered to have been paid and returned; a cocktail party was held onboard, but there was no other official activity. However, the visit was much enjoyed, and STUART sailed at 0900 on Monday 14th November.
12. A fast passage of Malacca and Singapore Straits was carried out in order to exercise night action with LEOPARD during the middle watch of Tuesday 15th; various exercises were continued until 1040, when STUART proceeded towards Hong Kong. Two midshipmen (ex HMAS GULL) were embarked from HMS MANXMAN later in the day, and the ship fuelled from GOLD RANGER.
13. The passage to Hong Kong was uneventful and STUART secured on North Wall Victoria Basin at 0904(-8) on Saturday 19th November, and commenced a fortnights self maintenance.
14. The health of the Ship's Company has been good, and their conduct generally satisfactory during the month. As much sport as possible was played, and the stay in Hong Kong much enjoyed, but I feel that the vast majority are glad to be on their travels once more.
15. The condition of the ship is good; and planned maintenance is up to date in the technical departments.
16. The Ship's Company has been reminded of the requirements of security.

I have the honour to be,

Sir,

Your obedient servant,


(P. GOLDRICK.)
COMMANDER, R.A.N.
C A P T A I N.

Enclosures:

- A. Steaming Appendix.
- B. Exercise Appendix.
- C. Sporting Appendix.
- D. Movements and Employment Appendix.
- E. Guest list for party in Port Swettenham.

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APPENDIX A TO HMAS STUART LETTER 1. 10. 04 DATED 5TH DECEMBER, 1966.

STEAMING APPENDIX.

- (a) 3945.7 miles.
- (b) 276 5/60 hours.
- (c) 73,657.2 miles.
- (d) 5,525 10/60 hours.
- (e) (i) number of hours economical speed exceeded
 - (a) 47
 - (b) 48
- (ii) Average speed 14.3kt.
- (iii) Distance run per ton of fuel 6.7 mpt.
- (iv) Reasons (a) as requisite for exercises.
(b) to achieve routed speed of advance

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APPENDIX B TO HMAS STUART LETTER 1. 10. 04 DATED 5TH DECEMBER, 1966.

EXERCISE APPENDIX.

<u>DATE.</u>	<u>TIME.</u>	<u>EXERCISE.</u>	<u>OTHER UNITS.</u>
2nd.	1130-1230	Radar Calibration	DIANA(OCE), PARRAMATTA.
	1600-1630	Light Jackstay	DIANA(OCE), PARRAMATTA.
	1730-1830	OOW Manoeuvres(OCE)	DIANA, PARRAMATTA.
3rd.	0300-0700	Screenex	DIANA(OCE), PARRAMATTA TIDEREACH.
	0900-1000	Formation Danlay	DIANA(OCE), PARRAMATTA.
	1030-1130	Small arms firing	DIANA(OCE), PARRAMATTA, TIDEREACH.
	1130-1400	Screenex	DIANA(OCE), PARRAMATTA TIDEREACH.
	1400-1600	Casex A17/4/5 (OCE)	AURIGA, DIANA, TIDEREACH.
	1700-1900	RAS	DIANA(OCE), PARRAMATTA, TIDEREACH.
4th.	1100-2345	Towex (OCE)	PARRAMATTA.
8th.	1030-1145	EWX48 (OCE)	DIANA
	1045-1145	SUTOF (OCE)	DIANA
	1200-1400	Screenex	DIANA, TIDEREACH.
	1330-1400	Clapex	DIANA(OCE) RAAF Butterw
	1400-1630	Casex A17/4/5 (OCE)	DIANA, TIDEREACH, AURIG
	1645-2100	Screenex	DIANA (OCE), TIDEREACH
	1830-1930	SUTOF	DIANA(OTC)
	2100-2359	Casex A17	DIANA(OCE), TIDEREACH, AURIGA.
9th.	0001-0600	Screenex	DIANA(OCE), TIDEREACH.
	0630-0800	Casex A4/5 (OCE)	DIANA, AURIGA.
	0930-1130	Casex B3	DIANA(OCE), AURIGA 1 Shackleton.
	1230-1630	Casex A17	DIANA, TIDEREACH, AURIGA. 1 Shackleton.
	1700-1830	Boardex (OCE)	DIANA
	1930-2130	Casex A17 (OCE)	DIANA, TIDEREACH, AURI
	2130-2359	Screenex	DIANA(OCE), TIDEREACH.
10th.	0001-0530	Screenex	DIANA(OCE), TIDEREACH.
	0600-0930	EWX57(OCE)	
		EWX33/45	DIANA.
	0930-1000	Clapex (OCE)	DIANA, RAAF Butterwortl
	1000-1200	RAS	TIDEREACH, DIANA(OCE)
	1330-1530	Fallout transit NBCDX	DIANA
	1430-1630	LRMP Co-operation Exercise.	DIANA(OCE), 1 Shacklet
	1630-1800	General Drills	DIANA
15th.	0200-0300	NEX/EWX	LEOPARD(OCE)
	0300-0900	ARRX/CLAPEX	LEOPARD(OCE)
	0400-0700	Casex B3 (OCE)	LEOPARD, AURIGA LRMP
	0830-0900	Air strike AA training	LEOPARD(OCE), 20 Sqdn.
	1700-1730	Light Jackstay	MANXMAN(OCE)
	1745-1830	RAS (OCE)	GOLD RANGER.

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APPENDIX C TO HMAS STUART LETTER 1. 10. 04 DATED 5TH DECEMBER, 1966.

FLEET SPORTS COMPETITION.

Nil return.

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APPENDIX D TO HMAS STUART LETTER 1. 10. 04 DATED 5TH DECEMBER, 1966.

MOVEMENTS AND EMPLOYMENT.

<u>DATE.</u>	<u>PLACE.</u>	<u>EMPLOYMENT.</u>
1	Singapore Naval Base.,	
2	Malacca Strait	Exercising.
3	" "	" "
4	Malacca Strait	Duty Frigate.
5	" "	" "
6	" "	" "
7	" "	Exercising.
8	" "	" "
9	" "	" "
10	" "	" "
11	Port Swettenham	Visit
12	" "	" "
13	" "	" "
14	Malacca Strait	Duty Frigate.
15	Sea	Passage to Hong Kong
16	" "	" " " "
17	" "	" " " "
18	" "	" " " "
19	Victoria Basin H.K.	Self Maintenance.
20	" " "	" "
21	" " "	" "
22	" " "	" "
23	" " "	" "
24	" " "	" "
25	" " "	" "
26	" " "	" "
27	" " "	" "
28	" " "	" "
29	" " "	" "
30	" " "	" "

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APPENDIX E TO HMAS STUART LETTER 1.10.04 DATED 5TH DECEMBER, 1966.

GUEST LIST FOR COCKTAIL PARTY HELD AT PORT SWETTENHAM
ON 11TH NOVEMBER, 1966

Ministry of Defence

Commodore and Mrs. A.N. DOLLARD	CNS
Commander and Mrs. A.G. RHODES	S01 (Plans & Ops)
Commander and Mrs. E. MACLEAN	S01 (Tech)
Commander and Mrs. J.S. McINTYRE	S01 (Res)
Lt. Commander and Mrs. R.H. URRY	S02 (Trg)
Sub. Lt. Mohtar bin Rasali dan Isteri	S03 (Pers)
Colonel Othman bin Ibrahim dan Isteri	NOC Sec.
Gp. Captain and Mrs. J.G. CORNISH	Air Staff
Lt. Col. Zain Mahud Hashim dan Isteri	PSO NOC
Colonel Ibrahim bin Mohd Said dan Hajr binti Hj Mohd Amin	Logistics
Lt. Col. and Mrs. Leong Siew Meng	OPSCO
Lt. Col. and Mrs L. Randall	Batu Garrison
Colonel and Mrs. M.Y. BENNETT	PSO
Lt. Col. and Mrs. Kong Kim Khong	Log
Wg. Comd and Mrs G.A. Crabb	S01 (Tech)
Lt. Col Mok Wai Kin dan Isteri	Sec Armed Forces Sport
Lt. Cdr and Mrs F. Purchase	KD Sri Klang
Flt Lt and Mrs R.K. Brown	RMAF
Flt Lt and Mrs M.J.C. Mackenzie	RMAF
Flg Offr and Mrs A.J. Pappin	RMAF
Flt Lt and Mrs W.M. Massey	RMAF
Lt Col V Stevenson dan Isteri	
Lt Col Jaafar Bin Ond dan Isteri	
Mr. and Mrs. N.P. Norwood	

Embassies and High Commissions and others

Mr. and Mrs. N.F. Parkinson	Aust.
Colonel and Mrs G.F.T. Richardson	Aust
Lt Cdr and Mrs V. Lentaigne	U.K.
Colonel and Mrs Choong Soon Cha	Korean
Colonel and Mrs. Chamrat Nikorirak	Thai
Enche Manan bin Othman dan Isteri	
Enche Sulaiman bin Haji Mohd dan Isteri	
Enche Zain bin Ahmad dan Isteri	
Enche Hamidan Yunus dan Isteri	
Enche Tan Low Eng dan Isteri	
D.S.P. Khoo bin Keny dan Isteri	
Captain and Mrs J. Groves	
Captain and Mrs J.D. Sandry	
Enche Tan Kin Chwee dan Isteri	
Enche Khoo Cheng Hooi dan Isteri	

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DEPARTMENT OF THE NAVY

18.206.887

MINUTE PAPER

HMAS Stuart

Report of proceedings Dec 66.

AS(NS) 3/11

D of O 1/2

DCNS 1/2

1NM Amoy 8/2

2NM 2 9/11

3NM 1/2

4NM 14/2

SEC 15

FAS(EG)

FAS(EM) 15/2

20 of S 3/2

DPR 1/2

AS(NS) (NS) 21/2

Registrar

D of P	D/D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI	} Separate Report Circulating.		
HPB	DCNP	DOA	DMT	DDM	BPS	DFSD	DNR		DNES	ACDC
PNA	ACMD	DMED	ACTP	DWE	MDG	DNS	AS(NS)(N5)		Registrar	

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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24 JAN P.M.

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NAVY—CANBERRA		
18	206	887

REPORT OF PROCEEDINGS - DECEMBER, 1966

(HMAS STUART letter unnumbered dated 4th January, 1967)

II

A.F. 17/52/1

The Secretary,
Department of the Navy.

1. Forwarded.

Handwritten:
 NS (NS) 24
 31/1

Handwritten signature: R. P. ...

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

20 JAN 1967

FB-G

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17/52/1
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HMAS STUART,
at Hong Kong.

4th January, 1967

The Flag Officer Commanding,
HM Australian Fleet.

(Copy to: The Commander, Far East Fleet.
The Commodore-in-Charge, Hong Kong.
The Captain, HMAS PARRAMATTA.)

REPORT OF PROCEEDINGS - DECEMBER, 1966.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of December, 1966. All times are for Zone minus 7½, except where otherwise indicated.

2. On the first day of the month STUART was secured on North Arm, Victoria Basin, Hong Kong, coming to the end of a fourteen day self maintenance period, and at 0800(-8) on Friday 2nd December the ship cast off and proceeded for Bangkok.
3. The passage was uneventful - the R.F.A. TIDESPRIING was met at 0800(-7) on Monday 5th December and the ship fuelled, and HMA Ships GULL (Lieutenant A.M. Carwadine, R.A.N.) and HAWK (Lieutenant P.D. Rowe, R.A.N.) joined off Bangkok Bar at 0715(-7) on Tuesday 6th December. With pilots embarked in STUART and GULL, all three ships proceeded up river; STUART secured to No. 4 Buoy, off Satu Pradit, at 1155(-8) and GULL and HAWK secured on STUART's starboard and port side respectively immediately afterwards.
4. At the request of the Royal Thai Navy, which was involved in the forthcoming Asian Games, and had various other commitments the visit had been classified operational; I had been advised against official entertainment on board, and the only call was upon the Commander in Chief, Royal Fleet, Admiral Nai Nokakun which I made, in company with the Captains of GULL and HAWK and the Australian Services Attache Colonel J.G. Ochiltree, O.B.E. at 1430(-8) on the day of arrival. Despite this simplicity the visit was preceded by a flurry of excessively verbose signalling - I have come to accept this as normal when dealing with Australian military gentlemen, but I could see no reason to send in advance and at considerable expense, a liaison officer and evaded the issue; and later, under what I fear became cross-examination, the Australian Services Attache could give me no valid reasons for his requirements in this respect.
5. The Royal Thai Navy very kindly provided a Liaison officer, and transport for the ships; a large party was most impressed by the Australian Pavilion at the Trade Fair; several bus and boat tours were arranged, but there was very little sport. In fact, only a tennis match, against the Royal Thai Navy, took place.



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6. His Excellency, A.H. Loomes, Esq., O.B.E. the Australian Ambassador came on board to lunch on Wednesday 7th December, but all other hospitality was on a private basis. It was, however, a most enjoyable visit, and Bangkok was extremely popular with all three ships' companies.
7. GULL and HAWK having cast off, STUART slipped and proceeded at 1100(-8) on Saturday 10th December; the pilot was disembarked at 1405(-8), GULL and HAWK (who had been delayed in the river due to blockages in the cooling water system) detached, and the ship proceeded to Singapore. A full power trial was carried out on passage, which was otherwise uneventful, and STUART secured starboard side to HMS ARETHUSA No. 14 Berth Singapore Naval Base, at 1525 on Monday 12th December.
8. At 0845 on Tuesday 13th December the ship was shifted by tugs and secured starboard side to HMS ARETHUSA in No. 12 Berth.
9. STUART cast off and proceeded to sea, with Captain R.D. Butt, R.N. (Captain D1) and some 5 of his staff embarked, at 1540 on Wednesday 14th December. On reaching the exercise area a case 17, with R.F.A. OLYNTHUS, LLANDAFF, ANDREW and K.D. HANG TUAH was carried out. This completed at 0145 on 15th December, and at 0730 Captain (D1) and his staff were transferred by jackstay to LONDONDERRY - for the remainder of the day STUART acted as consort during LONDONDERRY's inspection, and after being detached anchored off Jasons Bay at 1845.
10. The ship weighed at 0600 on Friday 16th December, and after fuelling from TIDEREACH and carrying out an AA shoot in company with PARRAMATTA proceeded to Singapore Naval Base and secured port side to No. 13 Berth at 1510.
11. At 0815 on Monday 19th December the ship was shifted by tugs to No 5 Berth, and at 0730 the following day sailed for the exercise areas. At 1100 STUART and PARRAMATTA fuelled from R.F.A. OLYNTHUS, wearing, for the occasion, the flag of the Commander, Far East Fleet, Vice Admiral Sir Frank Twiss, K.B.E., D.S.C. The remainder of the days exercises are shown in Appendix B, and STUART anchored in the vicinity of Johore Shoal Buoy at 2245, weighing at 0730 the following morning, and securing port side to CLEOPATRA in No.3 Berth, Singapore Naval Base at 0910.
12. Friday 23rd December was spent at sea, carrying out a surface shoot and assisting AJAX's workup - the ship proceeded from Singapore Naval Base at 0730, and anchored in Telok Tekek, Pulau Tioman at 2015.
13. STUART being Duty Frigate over the Christmas period, I decided to spend it clear of Singapore Dockyard, and the ship remained at anchor in Telok Tekek until the evening of Boxing Day. Four Bosun dinghies had been embarked (after careful calculation had shown that neither stability nor displacement would be jeopardized) and these proved extremely popular with all sections of the ship's company and were in constant use throughout the three day period. Barbecues were held on the beach, and Christmas Day celebrated in the traditional fashion. The galley staff excelled themselves, and the day was, I think, much enjoyed by all on board.
14. The announcement that an Australian ensign would be introduced was received almost with acclamation.
15. The ship got under way at 2230 on Monday 26th December, and secured starboard side to AJAX in No. 3 Berth, Singapore Naval Base, at 0855 the following morning.

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16. At 0801 on Thursday 29th December, STUART sailed for Hong Kong.

17. The health of the Ship's Company has been good, and their conduct, in the main satisfactory; they are very much looking forward to their return to Australia. The requirements of security have been brought to the attention of the Ship's Company.

18. Due to the ships movements, and the state of the playing fields in Singapore at this time of year, sport has been intermittent - however, every opportunity has been taken to land teams, and 5BX, with varying attendances, continues at sea.

19. The condition of the ship is good.

I have the honour to be,

Sir,

Your obedient servant,



(P. GOLDRICK.)
COMMANDER, R.A.N.
C A P T A I N.

Enclosures:

- A. Steaming Appendix.
- B. Exercise Appendix.
- C. Sporting Appendix.

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JANUARY

APPENDIX A TO HMAS STUART LETTER 1.10.04 DATED 4TH DECEMBER, 1966.

STEAMING APPENDIX

Distance steamed during month	4,233.6 miles
Hours underway during month	292 50/60
Total Distance steamed	78,301.5 miles
Total hours underway	5,818 hours

OCCASIONS OF EXCEEDING ECONOMICAL SPEED

<u>DATE</u>	<u>NO. OF HOURS</u>	<u>AVERAGE SPEED</u>	<u>FUEL PER HOUR</u>	<u>DISTANCE</u>	<u>AUTHORITY</u>
2nd	14	16.9	1.8	8.8	To make good routed SOA
3rd	24	17.1	1.85	8.75	"
4th	9	16.8	1.8	8.8	"
5th	15	18.8	2.15	8.1	"
6th	6	19.3	2.25	7.85	"
11th	2	16.3	1.7	8.95	"
	13	16.7	1.8	8.85	"
12th	14	19.5	2.3	7.75	Full power trial. To make good routed SOA Weekly practice programme
14th	4	21.0	2.7	6.9	"
	1	17.0	1.8	8.75	"
15th	3	18.0	2.0	8.45	"
	1	24.0	4.0	5.1	"
	1	16.3	1.7	8.95	"
16th	1	16.6	1.85	8.85	"
	3	18.0	2.0	8.45	"
20th	1	20.0	2.4	7.5	"
	1	16.2	1.7	8.95	"
	1	17.7	1.95	8.55	"
	2	20.0	2.4	7.5	"
23rd	2	18.7	2.1	8.2	Weekly practice p.gramme
	2	18.2	2.0	8.4	"
	2	21.2	2.75	6.8	"
29th	15	17.1	1.85	8.75	To make routed ETA
30th	23	17.2	1.85	8.7	"
31st	1	17.0	1.8	8.75	"
	10	17.0	1.8	8.75	"

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APPENDIX B TO HMAS STUART LETTER 1.10.04 DATED 4TH JANUARY, 1967.

EXERCISE APPENDIX.

<u>DATE.</u>	<u>EXERCISE.</u>	<u>OTHER UNITS.</u>
4th	RAS (FFO)	TIDEREACH.
11th	Full Power Trial.	
13th.	LRX(OCE)	Meteor.
14th	CASEX A17 (OCE)	LLANDAFF, K.D. HANG TUAK, OLYNTHUS, ANDREW, LRMP.
15th.	NGSF Jackstay transfer CASEX B3 AA Tracking Sea Check Firings CASEX A26	LONDONDERRY(OCE) LONDONDERRY(OCE) LONDONDERRY(OCE), ANDREW LRMP, LONDONDERRY(OCE)
16th	RAS(FFO)(OCE) LRX(OCE) AALRF(OCE)	TIDEREACH PARRAMATTA PARRAMATTA
20th	RAS(FFO) Sonar alignment(OCE) CASEX A17	OLYNTHUS ANDREW S/M7(OCE), PARRAMATTA, OLYNTHUS, ANDREW, LRMP
23rd.	SULRF(OCE) Radar cal/RIX/ OOW Manoeuvres	AGILE AJAX(OCE)

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APPENDIX C TO HMAS STUART LETTER 1.10.04 DATED 4TH JANUARY, 1967.

FLEET SPORTS COMPETITION.

Nil return

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DEPARTMENT OF THE NAVY

18-206-901

MINUTE PAPER

HMAS Stuart

Report of Jan '67 proceedings

~~AS(NS)~~ 2/1/3

~~D of O~~ 26/2

~~DCNS~~ 2/3

~~1NM~~ 1/3

~~2NM~~ 10/13

~~3NM~~ 1/3

~~4NM~~ 15/3

~~SEC~~

~~FAS(EG)~~

~~FAS(PM)~~ 1/3

~~C of S~~ 28/3

~~DPR~~

~~AS(NS) (N5)~~ 4/4

Registrar

D of P	D/D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI	} Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR	
PNA	ACMD	DMED	ACTP	DWE	MDG	DNS	AS(NS)(N5)	

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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NAVY—CANBERRA

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901

HMAS STUART - REPORT OF PROCEEDINGS - JANUARY, 1967

(HMAS STUART letter 1-10-04 dated 2nd February, 1967.)

II

A.F. 17/52/2

The Secretary,
Department of the Navy.

1. Forwarded.

RPur (2)
REAR ADMIRAL.

AS (17) 17/2
Office of the
Flag Officer Commanding,
HM Australian Fleet.

15 FEB 1967

PW.

CONFIDENTIAL

CONFIDENTIAL

1-10-04

17/12/2

HMAS STUART,
at Sydney.

12 FEB 1967

THE FLAG OFFICER COMMANDING,
HM AUSTRALIAN FLEET

(Copy to: The Commander, Far East Fleet
The Flag Officer Second in Command, Far East Fleet
The Commodore-in-Charge, Hong Kong
The Captain, First Frigate Squadron)

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of January, 1967. Zone times are indicated as they occur.

2. The month was spent mostly on passage; New Year's Day found STUART en route from Singapore to Hong Kong, in unpleasant weather, and the ship secured port side to North Wall, Victoria Basin, at 0830 (-8) on Monday 2nd January.
3. The succeeding five days were spent in repairing the superficial ravages of weather, and in the customary round of farewells and shopping, and the ship sailed at 0801 (-8) on Saturday 7th January, with PARRAMATTA in company, for passage to Singapore; and after an uneventful four days secured starboard side to No. 13 Berth, Singapore Naval Base, at 0830 (-7½) on Wednesday 11th January, PARRAMATTA berthing outboard shortly thereafter.
4. Both ships combined to give a most successful farewell reception in PARRAMATTA on Wednesday 11th; for the remainder of the stay it rained, and STUART and PARRAMATTA sailed from Singapore at 0730 (-7½) on Friday 13th January, for the last time of a tour of duty on the Strategic Reserve.
5. The passage to Darwin, at 20 knots via the Riow, Carimata and Wetar Straits was uneventful. TEAL and IBIS, undergoing their annual inspections, were met outside Port Darwin, and swept ahead of both ships down a previously arranged channel; STUART berthed port side to PARRAMATTA on Stokes Hill Wharf at 1000 (-9½) on Tuesday 17th January.
6. Darwin proved most refreshing. Everyone on board was extremely pleased to see their own country again, particularly the Australian Rules players. Customs cleared both ships with great expedition.
7. During the forenoon after arrival I called, with the Captain of PARRAMATTA, Commander J.A. MATTHEW M.B.E., R.A.N. upon the Naval Officer in Charge, Northern Australia, Captain K.D. GRAY DFC RAN, His Honour the Administrator of the Northern Territory, Mr. R.L. Dean and upon Mr. Bauer, the Acting Mayor of Darwin.
8. Both ships sailed from Darwin at 0930 (-9½) on Thursday 19th January; again the passage was uneventful - both ships anchored to east of Stanley Island, in the Flinders Group, at 0550 (-10) on Sunday 22nd January, and



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CONFIDENTIAL

- 2 -

a forenoon was spent painting and touching up, and the passage was resumed at 1500. STUART secured port side to No. 10 wharf Cairns at 0720 (-10) on Monday 23rd January. PARRAMATTA secured outboard, and after both ships had fuelled PARRAMATTA sailed at 1430, and STUART at 1450.

9. Various EW trials were carried out en route to Sydney, and both ships arrived at 0930 (-10) on Friday 27th January, STUART securing port side to South East Cruiser Wharf, and after the usual flurry after arrival from the Far East, settled down to a quiet Australia Day weekend.

10. The ship was shifted by tugs to No. 2 buoy at 0820 on Tuesday 31st January for de-ammunitioning and returned to South East Cruiser Wharf at 1538.

11. At 0930 on Tuesday 31st I called on you, Sir and at the end of that day relinquished command to Commander R.G. LOOSLI, R.A.N.


12. The health and conduct of the ship's company have been very good during the month, and the spirit, as is natural in the circumstances, extremely high. The ship's programme has allowed comparatively little sport, but every opportunity was taken to land teams in Hong Kong, and the sporting facilities provided in Darwin were excellent.

13. The condition of the ship is good; a hole appeared in the starboard main circulator inlet tube, and it was feared that corrosion may have been so general as to cause a hazard. However, inspection by ship's divers after arrival in Sydney showed that the corrosion in the tube is not as general as was initially feared.

I have the honour to be

Sir,

Your obedient servant


(P. GOLDRICK)
COMMANDER R.A.N.
C A P T A I N

CONFIDENTIAL

CONFIDENTIAL

APPENDIX A TO HMAS STUART'S LETTER 1.10.04 DATED 1ST
FEBRUARY, 1967

- (a) Distance steamed during month 6383 miles
(b) Hours underway during month 402 40/60
(c) Total distance steamed since commissioning 84684.5 miles
(d) Total hours underway since commissioning 6220 40/60
(e) Occasions of exceeding economical speed:-

<u>DATE</u>	<u>HOURS</u>	<u>AVERAGE</u> <u>SPEED</u>	<u>DISTANCE RUN/</u> <u>TON OF FUEL</u>	<u>FUEL/</u> <u>HOUR</u>	<u>AUTHORITY</u>
1st	1	16.1	8.95 miles	1.8	To make good SOA
.	1	17.8	8.5	2.1	"
2nd	7	17.7	8.55	2.1	"
13th	15	19.8	7.6	2.6	"
14th	23	20.2	7.4	2.7	"
15th	24	20.0	7.5	2.65	"
16th	22	20.0	7.5	2.65	"
17th	7	20.0	7.5	2.65	"
20th	5	17.4	8.65	2.0	Exercises on passage

CONFIDENTIAL

DEPARTMENT OF THE NAVY

18.6.731

MINUTE PAPER

HMAS

Stuart

Report of proceedings

Feb '67

~~AS(NS)~~

~~D of O~~

~~DCNS~~

~~1NM~~

~~2NM~~

~~3NM~~

~~4NM~~

~~SEC~~

~~FAS(EG)~~

~~FAS(FM)~~

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~~DPR~~

~~AS(NS) (N5)~~

Registrar

D of P	D/D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI	} Separate Report Circulating.		
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR		DNES	ACDC
PNA	ACMD	DMED	ACTP	DWE	MDG	DNS	AS(NS)(N5)		Registrar	

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

5/2/67

NAVY - CANBERRA
18 6 731

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13 MAR P.M.
NAVY REGISTRY

HMAS STUART - REPORT OF PROCEEDINGS - FEBRUARY 1967

(HMAS STUART's 1/10/04 of 7th March, 1967)

II

A.F. 17/52/2

The Secretary,
Department of the Navy.

1. Forwarded.

RPink

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 9 MAR 1967

VP
VP

15/3

1/10/04

H.M.A.S. STUART,

at Williamstown.

7th March 1967.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

(Copy to:- The Captain (F), FIRST FRIGATE SQUADRON).

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during the month of February 1967. All times are Zone (-10).

2. H.M.A.S. Stuart was alongside Garden Island at the beginning of the month having returned from service in the Strategic Reserve five days previously. I assumed command on Wednesday 1st February and at 0920 called on the Flag Officer Commanding, H.M. Australian Fleet, Rear Admiral R.I. PEEK, O.B.E., D.S.C.

3. At 1430, Friday 3rd February, the Flag Officer Commanding, H.M. Australian Fleet returned my call and spent one hour walking around the ship.

4. The ship cast off at 0345, Monday 6th February and proceeded to Williamstown in company with H.M.A.S. Parramatta. During the passage a full power trial was successfully carried out between Wilson's Promontory and Cape Schanck. A member of the Fleet Staff was onboard to observe the trial and the unsatisfactory aspects of an earlier trial were resolved. Immediately afterwards I took the opportunity to exercise approaches for replenishment at sea with H.M.A.S. Parramatta as the supplying ship.

5. The remainder of the passage was uneventful and the ship secured alongside H.M.A.S. Parramatta at Dock Wharf Williamstown at 1630, Tuesday 7th February. At 1245 the next day the ship was moved into Albert Graving Dock by tugs.

6. At 1115 Thursday 9th February, three officers of the Royal Navy from the Ministry of Defence (Navy) were escorted onboard by the General Manager, Williamstown Dockyard, Captain P.F. Lord, R.N. to inspect the IKARA installation. The officers were the Controller of the Navy, Vice Admiral Sir Horace Law, K.C.B., C.B., O.B.E., D.S.C., the Director-General Weapons (Naval), Rear Admiral A.M. Lewis, C.B.E., and the Naval Assistant to the Controller, Captain A. Coleman, R.N.

7. The Controller appeared to be impressed with all aspects of the installation, and he stated in a letter received a few days later that the opportunity to inspect the ship fitted equipment at the beginning of his visit had been invaluable during his subsequent inspections at the Aeronautical Research Laboratories and the Weapons Research Establishment, Salisbury.

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II.

8. On Saturday 16th February the ship was fumigated and the Ship's Company was accommodated in H.M.A.S. Parramatta until the next day.

9. The dock was flooded on Saturday 25th February and the ship was moved by tugs alongside H.M.A.S. Parramatta at 1000 the next day. The work on underwater fittings was not complete and the move was necessitated by the need for H.M.A.S. Yarra to carry out an inclining experiment to maintain her work up programme. The ship will return to the dock early next month.

10. The progress of maintenance during the Mid Cycle Docking period is satisfactory, and it is considered that all the work planned for Dockyard, Fleet Maintenance Party and Ship's staff will be completed within the period.

11. The assistance of the Fleet Maintenance Party, supplemented by a training class of brickers and ladders from H.M.A.S. Cerberus has been invaluable. The ship's staff has been free to tackle corrosion in positions normally inaccessible, such as ballast tanks, and good progress has been made. Vacu-Blasting and metal coating of the upper deck area has been carried out, and by the time the ship leaves Williams-town there will be only a relatively small area of O1 deck that has not been treated. It is of interest that the Controller requested the General Manager of the Dockyard to furnish him with details of this work as he considered STURTT's upper deck to be in a vastly superior condition to ships of a similar age in the Royal Navy.

12. About 34% of the Ship's Company has been replaced since the ship's return to Australia and those who have remained have been refreshed by a well deserved leave period.

13. The health of the ship's company has been good and their conduct satisfactory. Conditions onboard have been good considering that much time has been spent in dry dock. Dockyard work has caused relatively little disturbance to normal living conditions and, apart from a few very hot days, the lack of air-conditioning has not been very apparent.

I have the honour to be,

Sir,

Your obedient servant.

(R.G. Leosli)
Commander R.A.N.
JAPAN.

APPENDIX "A" TO H.M.A.S. STUART LETTER No. 1/10/04 DATED
7TH MARCH 1967

STEAMING APPENDIX

Distance steamed during month.	603.3 miles
Hours underway during month	31 40/60.
Total distance steamed	85,287.8 miles
Total hours underway	6,252 20/60.

ECONOMICAL SPEED SACRIFICED.

<u>Date.</u>	<u>No. of Hrs.</u>	<u>Avg. Speed.</u>	<u>Fuel per hr.</u>	<u>Distance.</u>	<u>Auth.</u>
Feb. 6	13	20.3 knots	3.41 tons	268.8 mls	to make good ETA
" 7	13	20.6 knots	3.41 tons	254.7 mls	Full Power Trials & to make good ETA.

EXERCISE APPENDIX.

NIL return.

SPORTING APPENDIX

NIL return

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.741

HMAS

Stuart

Mar '67
Report of proceedings

~~AS(NS)~~

~~D of O~~

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~~1NM~~

~~2NM~~

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Registrar

D of P	D of D	P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI	} Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DESD	DNR	DNES	
ACMD	DMED	ACTP	DWE	MDG	DNS	AS(NS)	(N5)	Registrar	

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10/2/5
22/19/4

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14 APR 1967
NAVY REGISTRY

NAVY—CANBERRA		
18	6	741

HMAS STUART - REPORT OF PROCEEDINGS - MARCH, 1967

(HMAS STUART's 1/10/04 of 4th April, 1967)

II

A.F. 17/52/2

The Secretary,
Department of the Navy.

1. Forwarded.

Stuart
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 APR 1967

PW.

17/4

17/4

ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. No. 1/10/04

H.M.A.S. STUART,

at sea.

4th April, 1967. 9

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

(Copy to:- The Captain (F), FIRST FRIGATE SQUADRON.)

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during the month of March, 1967. All times are Zone (-10).

2. At 0900, Wednesday 1st March the Ship's Company was paraded in the vicinity of H.M.A.S. Yarra, which was in the Alfred Graving Dock, Williamstown, to take part in the ceremonial hoisting of the Australian White Ensign for the first time and the lowering of the White Ensign for the last time. The mainbrace was spliced at 1200 to celebrate the occasion.

3. On Saturday, 4th March, H.M.A.S. Yarra left the dry dock and at 1400 STUART was moved by tugs into the vacated dock. This docking proved to be much longer than anticipated because of a succession of strikes by various unions. Towards the end of the Mid Cycle Docking period each move by the employees to delay STUART was being countered by the management and Ship's Staff anticipating their next move. The employees made their position clear to the Ship's Company on a notice which was posted near the ship. It is attached at appendix "B". Eventually the dock was flooded and the ship ready to move out on Saturday 18th March, but there were no tugs available. Basin trials and diesel generator trials were carried out in the dock and STUART was moved to East Dock Pier at 1100 Monday 20th March.

4. There was a tremendous amount of work to be completed to enable the ship to sail next day, but the Ship's Company responded to the challenge magnificently and proved equal to the task. Even many of the dockyard workmen caught the enthusiasm of the sailors and by 1700 Tuesday 21st March the ship was ready to sail with only a few defects outstanding. These were rectified by the end of the month with the assistance of the Fleet Maintenance Party and Garden Island Dockyard.

5. On Thursday, 9th March, the Flag Officer Commanding H.M. Australian Fleet, Rear Admiral R.I. PEEK, O.B.E., D.S.C+., visited Williamstown Dockyard and the ships under refit. He came onboard STUART at 1145 and after walking around the ship remained for luncheon.

6. At 1730, Tuesday 21st March, STUART cast off and proceeded to Sydney. Engine trials were carried out on passage and engine-room and steering breakdowns exercised. The remainder of the Ship's Company were employed in cleaning the ship. H.M.A.S. Melbourne was spoken at 0300 Thursday 23rd March.



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7. The ship secured alongside Chowder Bay Wharf at 0630 Thursday, 23rd March, and after embarking fuel proceeded to No.2 buoy to ammunition ship. Tugs moved the ship alongside H.M.A.S. Vendetta at Cruiser Wharf, Garden Island at 1330.
8. On Wednesday, 29th March, the ship cast off at 0830 to carry out routine D.G. ranging. On completion the ship secured to No.4 buoy and the compasses were swung during the afternoon. I called on the Captain, H.M.A.S. Sydney, Captain E.J. PEEL, D.S.C+., R.A.N. at 1200, on the Flag Officer-in-Charge East Australia Area, Rear Admiral T.K. MORRISON, C.B., C.B.E., D.S.C., at 1400 and on the Captain, H.M.A.S. Supply, Captain B.S. MURRAY, R.A.N., at 1430.
9. STUART slipped and proceeded to sea at 0800 Thursday 30th March and, after recovery firings, rendezvoused with H.M.A.S. Anzac at 1100 for seamanship exercises. Each ship carried out two jackstay transfers and then towed each other. A boarding party exercise followed and on completion STUART joined H.M.A.S. Derwent for A/S exercises. The ship anchored in Jervis Bay at 2310.
10. The anchor was weighed at 0700 the next day and STUART left harbour in company with H.M.A. Ships MELBOURNE, ANZAC and DERWENT. A scheduled Naval Gunfire Support firing had to be cancelled due to difficulty in turret alignment and STUART joined H.M.A.S. Derwent for exercises on passage to Sydney. The ship was berthed at Cruiser Wharf, Garden Island at 1400.
11. The condition of the ship is satisfactory but it will take another week or so to achieve a high standard of cleanliness throughout. The main and auxiliary machinery is satisfactory there being only a few minor defects which can be rectified by ship's staff. It is anticipated that all weapon systems and electrical equipment will be completely operational during the first week of April.
12. The health of the Ship's Company has been good and their conduct satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

R.G. Loosli

(R.G. Loosli)
Commander R.A.N.
CAPTAIN.

96

STEAMING APPENDIX.

Distance steamed during month	816.7 miles
Hours underway during month	61 30/60
Total distance steamed	86,104.5 miles
Total hours underway	6,313 50/60

ECONOMICAL SPEED EXCEEDED.

Date.	No. of hrs.	Avge Speed.	Fuel per hr.	Dist.	Authority
22 Mch	12	18.8	2.5	225.7	E/R Trials
30 Mch	4	18.3	2.4	72.2	W.P.P.
31 Mch	3	18.9	2.7	56.7	W.P.P.

EXERCISE APPENDIX

<u>Seamanship.</u>	22 Mch.	Action Stations Leaving ship station Life raft demonstrations.
	30 Mch.	1 x tow aft 1 x tow forward 4 x light jackstay transfers 1 x danbuoy laid and recovered.
<u>Engineering.</u>	22 Mch.	1 each 1/5, 1/2, 3/5, 4/5 Full power workup. 3 x minor N.B.C.D.X. 10 hours machinery breakdown exercises.
<u>Gunnery.</u>	30 Mch	1 x recovery firing
	31 Mch	1 x N.G.S.C.X. 1 x A.A.T.X.(G)
<u>T.A.S.</u>	29 Mch	1 x Operation Awkward - internal only. 1 x night dive - all divers exercised.
	30 Mch	1 x C.A.S.E.X. C1.
<u>Communications.</u>	15 Mch	1 x F.R.X., T.T.X., B.K.X., NAVCOMEX 501
	16 Mch	1 x F.R.X., T.T.X.
	17 Mch	1 x F.R.X., B.K.X.
	21 Mch	1 x F.R.X.
	22 Mch	1 x T.T.X.
	23 Mch	1 x F.R.X., S.R.X.
	28 Mch	1 x NAVCOMEX 417, 402, 405. 1 x E.W.X.91.
	29 Mch	1 x M.K.X., NAVCOMEX 402, 417.
	30 Mch	1 x NAVCOMEX 206, 501.
<u>Navigation and A.I.O.</u>	28 Mch	2 x Voice procedure exercises 1 x H.A.P.X. 1 x H.S.P.X.
	29 Mch	1 x Compass swing. 1 x D.G. routine ranging
	31 Mch	1 x S.P.X.(B)

SPORTING APPENDIX

Nil return.

90

ATTENTION "CREW H.M.A.S. STUART"

THE DOCKYARD MANAGEMENT REQUESTED THE BOILERMAKERS
BLACKSMITHS SOCIETY TO LIFT AN OVERTIME BIZN
(WHICH WE ARE AT PRESENT MAINTAINING) TO ALLOW
STUARTS REFIT TO BE COMPLETED IN TIME TO
ALLOW CREW MEMBERS TO BE IN SYDNEY FOR
EASTER. AT PRESENT WE HAVE CLAIMS FOR WAGE
INCREASES BEFORE THE NATURAL BOARD. OUR OVERTIME LIMIT
STRENGTHENS THESE CLAIMS. AT A MEETING TODAY
(TUES 14th) WE DECIDED TO DISALLOW THE COMPASSIONATE
REQUEST. THE RESOLUTION WAS **"THAT THE
MANAGEMENT REQUEST BE DENIED
ON FINANCIAL GROUNDS. WE APPRECIATE
THE CIRCUMSTANCES OF CREW-MEMBERS
ON H.M.A.S. "STUART" AND ACCORDINGLY
SUGGEST THAT THE NAVY PROVIDE
TRANSPORT TO ENABLE CREW
TO SPEND EASTER AT HOME"**

WE STRESS THAT WE HAVE NO AXE TO GRIND
WITH ANY CREW OF H.M. SHIPS. BUT WE
DEPHORE ANY ATTEMPT TO MAKE UNIONS A SCAPE-GOAT
FOR NAVY'S INABILITY TO HAVE CREW OF H.M.A.S. "STUART"
HOME FOR EASTER.

CONFIDENTIAL

13 18. 206. 992

DEPARTMENT OF THE NAVY

MINUTE PAPER

APRIL, 1967.

Report of proceedings

HMAS STUART

11/16

AS(NS) *2/2/6*

D of O *2/2/6*

DCNS *2/2/6*

1NM *2/2/6*

2NM *2/3/7*

3NM *2/5/7*

4NM *2/6/7*

SEC

FAS(EG) *2/7*

FAS(FM)

C of S *2/7*

DFR

AS(NS) (N5) *2/7*

Registrar

B of P D/D of P(A) DGFE DTWP D of C DNAP CONS DNI	} Separate Report Circulating.
HPB DCNP DOA DMT DDM BPS DFSD DNR DNES ACDC PNA	
ACMD DMED ACTP DWE MDG DSAP AS(NS)(N5) Registrar	

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CONFIDENTIAL

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NAVY—CANBERRA

18 206 992

HMAS STUART - REPORT OF PROCEEDINGS APRIL, 1967

(HMAS STUART letter 1/10/04 of 2nd May, 1967)

RECEIVED
C-27 JUN 1967
POST OFFICE

II

AF 17/45/2.

The Secretary,
Department of the Navy.

1. Forwarded.

RP

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet,
HMAS MELBOURNE.

- 8 JUN 1967

PS.

NS ²²/₆ ⁹/_{22/6}

CONFIDENTIAL

CONFIDENTIAL
ROYAL AUSTRALIAN NAVY

TELEPHONE:

REF. No. 1/10/04

H.M.A.S. STUART,

at sea.

2nd May, 1967.

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

(Copy to: The Captain (F), FIRST FRIGATE SQUADRON.)

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during the month of April, 1967. All times zone (-10).

2. The ship was secured alongside Garden Island for the first two days of the month and at 0800, Monday 3rd April, cast off and proceeded to sea for a LONGEX. H.M.A.S. Supply represented a four ship convoy and the escort was provided by H.M.A. Ships Stuart, Derwent and Queenborough. The surface force was opposed by H.M. Submarines Trump and Tabard. An element of Air Defence was expected but did not eventuate. It was unfortunate that relatively few incidents between escorts and submarines occurred, but the two day exercise and subsequent wash-up at A.J.A.S.S. were of great value to the ship.

3. The LONGEX terminated with an entry screen into Jervis Bay where records were landed at 1400 Wednesday 5th April. STUART and DERWENT then departed for gunnery exercises, E.W. calibrations and passage to Sydney. The ship was secured to No.2 buoy at 0815 Thursday 6th April to carry out sonar beam alignment.

4. During the afternoon the Flag Officer-in-Charge, East Australia Area, Rear Admiral T.K. Morrison, C.B., C.B.E., D.S.C., and the Captain, H.M.A.S. Sydney, Captain E.J. Peel, D.S.C+., R.A.N. returned my calls of the previous week. The ship was moved cold by tugs to Garden Island at 1330.

5. At 0940, Monday 10th April, STUART cast off and proceeded in company with H.M.A. Ships Melbourne, Supply, Derwent and Queenborough for exercise BAYEX which was to continue until 26th April with a visit to MacKay and Brisbane on the two intervening weekends. The first serial was a CASEX with H.M. Submarine Trump and thereafter all A.S.W. exercises were synthetic until the day before return to Sydney when TRUMP was again available.

6. Amongst other exercises an A.A. medium range firing was carried out for the first time since the Mid Cycle Docking and 12% T.T.B's were achieved with a high percentage of early bursts. P.T.A. were used for a Seacat firing, but due to several unexpected delays only one missile was fired. This was assessed as a near miss.

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CONFIDENTIAL

CONFIDENTIAL

II

7. STUART and DERWENT were detached at 1100 on Friday 14th April to proceed to MacKay. STUART secured alongside Breast Wharf at 0915 and DERWENT outboard of STUART at 0940, both ships having experienced a certain amount of difficulty berthing with the strong easterly winds and sharp angle of approach to the berth.
8. The Captain, H.M.A.S. Derwent, and I proceeded ashore at 1145 to call on the Mayor, Alderman J. Binnington, and then attended a luncheon party at which the Premier, the Honourable G.F.R. Nicklin, M.M, was guest of honour. The MacKay Tourist Festival was in full swing and all those attending the luncheon proceeded to the official dais to witness the Carnival Procession at 1430. One hundred Officers, Chief Petty Officers, Petty Officers and Sailors from each ship marched at the head of the procession and acquitted themselves admirably. A combined ship official cocktail party was held onboard for 100 guests at 1800.
9. Both ships were open to the public each day and although the numbers on Saturday were few because of the festival attractions there were 3,600 on Sunday. Special tours of the ships were arranged for parties of school boys aged 15-17 years and as 180 took advantage of our offer the arrangement was well worthwhile.
10. At 0850, Monday 17th April, DERWENT cast off and proceeded but the Harbourmaster prevented STUART from departing until 1015 as he wished to berth the Bulgarian freighter VEXON. As the two ships proceeded to rejoin H.M.A.S. Melbourne at Hervey Bay exercises in N.B.C.D., light mortar firings and towing were carried out.
11. At 0350 the next day there was an electrical fire in the E.H.T. cabinet of the L.W.O.2 radar. This was reported in my message D.T.G. 172135Z and was subsequently investigated by a Board of Inquiry on Saturday 22nd April.
12. Further P.T.A. firings were carried out during the forenoon of Tuesday 18th April for the benefit of DERWENT's Sea Cat but it was hoped that STUART would be able to carry out a 4.5" firing and a Sea Cat firing also. In the event, two P.T.As failed and as DERWENT scored a hit with the second missile on the third P.T.A., STUART's firings could not take place. The Flag Officer Commanding, H.M. Australian Fleet, Rear Admiral R.I. PEEK, O.B.E., D.S.C+ transferred to STUART by jackstay on completion of this serial to witness a live mortar firing and surface throw-off shoot. He transferred to H.M.A.S. Melbourne by jackstay at 1720.
13. All ships anchored in Hervey Bay at 2105 that night and the next day was spent in conducting harbour exercises. Between 1830 and 2130 Wednesday 19th April STUART proceeded in company with DERWENT to join MELBOURNE for flying exercises and then anchored on completion.
14. At 0805 Thursday 20th April the anchor was weighed and STUART proceeded for a Departure Screen Exercise, Replenishment at Sea and A.S.W. exercises. On completion of these the Force made passage to Brisbane. STUART secured alongside H.M.A.S. Moreton wharf at 0830, Friday 21st April. Between MacKay and Brisbane the

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CONFIDENTIAL

CONFIDENTIAL

III.

Civil Secretary to N.I.O.C. Queensland, Mr L.A. McLean was onboard to sample a taste of sea life. He had chosen a period when he could witness a great variety of exercises and he said that he had benefited greatly from the experience and that he had enjoyed himself despite some apprehension just before stepping into the stirrup for a jackstay transfer to H.M.A.S. Melbourne. Psychologist, Mr L.J. Touhy on the staff of the Flag Officer-in-Charge, East Australia Area, took passage from Brisbane to Sydney.

15. Together with the Captains H.M.A. Ships Melbourne and Derwent, I accompanied the Flag Officer Commanding, H.M.A. Fleet on his calls on the General Officer Commanding Northern Command, Major General T.F. CAPE, C.B.E., D.S.O., M.B.E., the Chief Justice, His Honour Mr Justice W. MACK, the Minister of Lands, Honourable A.R. FLETCHER representing the Premier of Queensland and Alderman WALSH representing the Lord Mayor. A civic reception was held in the Town Hall and a luncheon given by the President and Committee of the United Services Club.

16. A Fleet Reception was held in the Flagship at 1830 that evening and a large number of guests attended. The Ship's Company received a warm reception from the citizens of Brisbane, as they had in MacKay and they enjoyed the weekend thoroughly. Only 2684 members of the public visited the ship and it is assumed that the majority were more attracted by H.M.A.S. Melbourne.

17. STUART cast off at 0920 Monday 24th April and followed the Flagship and DERWENT down river. A Naval Gunfire Support Exercise and A.S.W. exercises were carried out on passage to Sydney and the ship secured to No.2 buoy at 0740 Wednesday 26th April. Two Ikara practise missiles were embarked and, after the ship proceeded alongside, telemetry and recording cameras were brought onboard. It had been intended to proceed to sea that evening for a firing but the weather was foul and departure was delayed 24 hours.

18. The ship proceeded at 1500 Thursday 27th April and took the WILLRANEL target in tow to the North East of Garden Island. At 0600 the next day the tow was slipped and anchored and preparations went ahead for the firing. There was some delay caused by difficulty in aligning the sonar range to the 903 radar and at 1057 one practice missile was successfully fired. My messages D.T.G. 280130Z and 280621Z reported the results. The torpedo was recovered, the target taken in tow and the ship proceeded for Sydney at 1200.

19. The target was towed alongside from Sydney Heads to Garden Island and STUART secured alongside ANZAC at 2115.

20. The successful Ikara firing was a satisfying end to the Fleet Concentration period which enabled the ship to achieve a worked up state with the exception of the Variable Depth Sonar and the M.R.S.3. The V.D.S. body has not yet been repaired by Garden Island Dockyard but it is anticipated it will be installed early next month. There is no known fault in the M.R.S.3 except for intermittent double ramming in the left gun, but for a variety of reasons there has not been an opportunity to prove it since the Mid Cycle Docking. The first week of next month should provide this opportunity.

CONFIDENTIAL

...../IV

CONFIDENTIAL

IV

21. The main and auxiliary machinery is satisfactory and the cleanliness of the ship is satisfactory considering the weather and the number of exercises over the past three week which have left few hands for employment on the upper deck. The ship's side requires repainting in the near future as large patches of the present coat have peeled off.

22. The health of the ship's company has been good and their conduct satisfactory.

I have the honour to be,

Sir,

Your obedient servant.



(R.G. Loosli)
Commander R.A.N.
CAPTAIN.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX "A" TO H.M.A.S. STUART'S LETTER No. 1/10/04 DATED
2ND MAY 1967.

STEAMING APPENDIX.

Distance steamed during month	4,282.5 miles
Hours underway during month	319 10/60
Total distance steamed	90,387.0 miles
Total hours underway	6,633.

ECONOMICAL SPEED EXCEEDED.

<u>Date.</u>	<u>No. of hrs.</u>	<u>Avge Speed.</u>	<u>Fuel per hr.</u>	<u>Dist.</u>	<u>Authority</u>
3 Apl	11	18.9	2.5	207.9	W.P.P.
4 Apl	23	17.4	2.2	400.2	"
5 Apl	14	17.1	2.1	239.4	"
10 Apl	11	17.5	2.2	192.5	BAYEX Serials
11 Apl	13	18.7	2.5	243.1	" "
12 Apl	10	17.3	2.1	173.0	" "
13 Apl	6	17.6	2.2	105.6	" "
14 Apl	1	15.7	1.8	15.7	" "
17 Apl	7	16.0	1.9	112.0	" "
18 Apl	9	17.3	2.1	155.7	" "
19 Apl	1	17.0	2.1	17.0	" "
20 Apl	4	16.3	1.9	65.2	" "
24 Apl	10	16.1	1.9	161.0	" "
25 Apl	3	18.7	2.5	56.1	" "

EXERCISE APPENDIX.

Seamanship.

4 Apl	R.A.S. Liquids, abeam
5 Apl	R.A.S. Liquids, abeam
10-26 APL	As for BAYEX
17 Apl	Tow aft.
27-28 Apl	Target towing - WILLRANEL Target.
14 Apl	R.A.S. Liquids abeam
18 Apl	Jackstay transfer - Personnel.
20 Apl	R.A.S. Liquids abeam.

Engineering.

17 Apl	2 hours minor NBCDX
19 Apl	3 hours major NBCDX

Gunnery

3 Apl	AATX (G)
3-5 Apl	Cruising watch drills during LONGEX
5 Apl	AAMRF
10 Apl	GRAL
	ADEX
11 Apl	GRAL
	AAMRF
12 Apl	ADEX
	REW firing
13 Apl	RIX
	PTA firing - 1 seacat.
14 Apl	RIX
	GRAL
17 Apl	GRAL
18 Apl	SUTOF
25 Apl	NGSF

...../PAGE TWO

CONFIDENTIAL

CONFIDENTIAL

PAGE THREE TO APPENDIX "A" TO H.M.A.S. STUART'S LETTER No.1/10/04
DATED 2ND MAY 1967

Navigation and A.I.O. continued.

Control of LRMP a/c	8 hours
CLAPEX	13 hours
ADX	13 hours

LIVE MORTAR FIRINGS

Three patterns of live mortar bombs (total nine) fired in position 24° 07.0S; 153° 00.0E on 18th April, 1967 between 1535K-1541K.

SPORTS APPENDIX

<u>Date.</u>	<u>Sport.</u>	<u>Versus</u>	<u>Result.</u>
7th Apl	Rugby	Vendetta	Vendetta won 17-13
16th Apl	Soccer	Mackay team	Stuart won 4-1
16th Apl	Soccer	Mackay seconds	Stuart lost 5-2
16th Apl	Beach Sports	Individual & team entries	Mixed successes.
16th Apl	Sailing	Mackay sailing club	Stuart lost.
22nd Apl	Tennis	Army	" "
22nd Apl	Rugby	Army	" "
23rd Apl	Australian Rules.	Derwent	6-12 to 6-8.

CONFIDENTIAL

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-1049

HMAS

Stuart

Report of proceedings

June 1967

re 49

~~AS(NS)~~

5/9

~~D of O~~

~~DCNS~~

~~1NM~~

8/9

~~2NM~~

8/9

~~3NM~~

11/9

~~4NM~~

12/9

~~SEC~~

~~FAS(EG)~~

~~FAS(FM)~~

~~G of S~~

14/9

~~DEB~~

~~AS(NS)~~

~~(N5)~~

14/9
25/9

Registrar

D of P	D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI	} Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DESD	DNR	
ACMD	DMED	ACTP	DWE	MDG	DSAP	AS(NS)	(N5) Registrar	

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

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

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RECEIVED
4 SEP. 1967
NAVY REGISTRY

CONFIDENTIAL

NAVY—CANBERRA		
18	206	1049

HMAS STUART - REPORT OF PROCEEDINGS - JUNE, 1967

(HMAS STUART's 1.10.04 of 5th July, 1967.)

II

A.F. 17/52/2

The Secretary,
Department of the Navy.

Reference: Navy Office letter 18/6/789 of 24th August,
1967.

1. Forwarded.
2. The failure in the paint system has been reported by other authorities.
3. STUART is short of experienced WR sailors, the performance of the 903 radar will improve when the maintenance staff becomes more familiar with their equipment.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

30 AUG 1967

[Signature]
REAR ADMIRAL

PMS

*AS ECMB
5/9*

CONFIDENTIAL

EM:GB

18/6/789

2600

24 AUG 1967

The Flag Officer Commanding,
Her Majesty's Australian Fleet,
Fleet Headquarters,
GARDEN ISLAND. N.S.W. 2000

(Copy to: The Commanding Officer,
HMAS STUART.)

HMAS STUART-REPORTS OF PROCEEDINGS—JUNE, 1967.

Reference: Your memorandum AF 17/52/5 dated 18th August, 1967.

There is no record of HMAS STUART'S Report of Proceedings for June, 1967 having been received at Navy Office.

24/8
2. It is requested that two copies of the June report be forwarded in accordance with the instruction contained in Appendix 29A of RI.

Wess
Secretary.

BEFORE DESPATCH:

24/8
OIC REGISTRY: to confirm that HMAS STUART'S Report of Proceedings for June, 1967 has not been received.

24 August, 1967.

Widdowson
AS(NS)

CONFIDENTIAL

17/52/2

1.10.04

HMAS STUART,
at Garden Island.

5th July, 1967.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to: The Captain(F), First Frigate Squadron.)

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of June, 1967. Times are Zone(-8) until 062330, Zone(-9) until 072345, Zone(-9½) until 082345 and then Zone(-10).

2. At the beginning of the month HMAS STUART was returning to Australia in company with HMAS SYDNEY, having departed from Vietnam two days previously. As the quick embarkation of troops in SYDNEY had allowed an early departure from Vung Tau the speed of advance was slow towards the rendezvous for replenishment at sea off Singapore.

3. An A.A. medium range firing against a sleeve target was scheduled to be carried out during the forenoon of Friday, 2nd June. It was hoped that the consistent performance of Radar 903 whilst tracking aircraft to maximum range at Vung Tau would be maintained for the firing, but the day prior to the shoot, radar tracking on a balloon and a helicopter met with no success whatsoever. Despite the continual efforts of the maintainers it was not possible to lock on to the sleeve target in bearing and elevation. Four runs were carried out in visual control and these almost compensated for the lack of blind runs as 63% T.T.B.'s were achieved and one run produced 100%. A misfired round during the second run was the only malfunction to mar these firings.

4. A casex with H.M.S./M AMBUSH was carried out from 1100 to 1300 as soon as the A.A. firing was completed. This was a successful and useful exercise, particularly as three helicopters were used to augment the screen and assist in close A/S Action. At 1430 both ships rendezvoused with the R.F.A. OLEANDER and replenishment commenced. HMAS DUCHESS joined from Singapore at 1630 and, after fuelling, she transferred welcome mail to SYDNEY and STUART.

5. STUART and DUCHESS were stationed ahead of SYDNEY and the force proceeded to Darwin via Carimata and Wetar Straits. The passage was uneventful but as many exercises as possible were conducted consistent with the speed of advance.

6. On Monday 5th June three Army officers of 6 R.A.R. were transferred to STUART to talk to the Ship's Company on their experiences in Vietnam, and this proved to be most popular. The question period became longer than the lecture and the Army officers were most impressed with the questions they received and departed with much more enthusiasm for giving such talks than they had before their arrival.

CONFIDENTIAL

5 JUL 1967
...../2

7. Both escorts fuelled from HMAS SYDNEY on Monday 5th June and this was the last occasion of replenishment at sea during the current operation. O.O.W. manoeuvres were carried out on three occasions with each ship conducting in turn. At 2100 Wednesday 7th June the escorts were detached to proceed ahead into Darwin, whilst HMAS SYDNEY adjusted speed to be off the entrance to Darwin harbour at first light to collect mail by helicopter before continuing to Brisbane.
8. STUART proceeded alongside S.S. BARALGA which was secured to Outer Stokes Hill Wharf at 0645, Thursday 8th June and DUCHESS anchored in the Quarantine Anchorage. At 0955 on completion of fuelling and storing with fresh provisions, STUART cast off and proceeded to sea whilst DUCHESS went alongside BARALGA to take on fuel.
9. A request had been received from Headquarters, R.A.A.F., Darwin, for STUART to take part in an air defence exercise between 0900 - 1800. STUART's role was to provide early warning for attacks on Darwin which might originate from the north. By departing immediately and allowing DUCHESS to rejoin later on it was possible to take part in this exercise throughout the complete period. For STUART the exercise was restricted to detection, plotting and reporting because of limitations imposed by communications, but it was of good value as there were many contacts dealt with during the day.
10. HMAS DUCHESS rejoined STUART during the Dog Watches having carried out a full power work up on one boiler, and both ships proceeded to Cairns via the Inner Barrier Reef route. The passage was uneventful and both ships entered Cairns on Monday 12th June, fuelled at No.10 wharf and then shifted to town berths. STUART secured alongside No. 1 berth at 0950 and DUCHESS at No. 2 berth at 1030.
11. Shortly after STUART left Darwin it was found that the temperature of the port stern gland was rising and by Sunday 11th June it reached 140° F. and a knocking noise was audible in the vicinity of the sterntube. This state of affairs was reported in my message D.T.G. 110841Z June and, although the temperatures eventually stabilised at 130° F. speed was restricted to 104 revolutions until arrival in Sydney.
12. The Ship's Companies made the most of their first day ashore in Australia for some time. The Naval Agent had done his best to arrange opposition for sporting teams but as our visit was on a public holiday which followed a sporting carnival weekend he had some difficulty. Still each ship was able to play Rugby League, Basketball and golf.
13. In company with the Captain, HMAS DUCHESS, Commander H.K. Duncan, R.A.N., I called on the Mayor of Cairns Alderman C.G. Penridge at 0930 Tuesday 13th June. The Mayor was unable to return my call.
14. STUART departed Cairns at 1130 Tuesday 13th June and DUCHESS followed shortly afterwards. Passage south continued inside the Barrier Reef in excellent weather and the three Midshipmen of the U.S. Navy, who had joined STUART for exchange service the day before, saw the Queensland coast and off lying islands to the best advantage.

...../3

15. Another Medium Range Firing had been arranged to take place off Coffs Harbour during the afternoon of Friday 16th June. The radar alignment carried out on a balloon during the forenoon augured well for firing in blind control, but when the aircraft was on task it was again found impossible to lock on in bearing or elevation and a type "B" firing in visual mode was carried out. This was a great disappointment to the ship and it is a matter of concern that the performance of 903 Radar has been so inconsistent. It can only be hoped that the experience being gained by the maintenance team in tracing faults will ensure good and consistent performance after the Long Self Maintenance period.
16. On completion of the practice the passage to Sydney was resumed in fine weather but with practically no time in hand to ensure a timely arrival. From 1900 onwards the weather began to deteriorate so that speed was gradually reduced to 10 knots to avoid damage. Both ships anchored in Watson's Bay at 1000, Saturday, 17th June, and Customs Officers boarded immediately. When clearance was granted STUART proceeded to Garden Island and secured alongside HMAS DIAMANTINA at 1210.
17. Despite the foul weather and the delay in the Ship's arrival a large number of press was in attendance and the subsequent Television coverage was quite extensive. This probably accounted for many of the 600 visitors who braved the elements to come onboard STUART the following day when open to the public.
18. Fleet Staff Officers and Dockyard Officers came onboard on arrival and discussed the overheating of the stern gland and it was decided to dock the ship at 1400 Monday 19th June.
19. On docking it was found that the underwater paint system applied in Williamstown last March had failed and only about 20% of the anti-fouling remained. In addition, it became necessary to extend the investigations into overheating by examining both stern tubes and "A" brackets. As this and renewal of the paint system would take some days it was decided to bring forward the Long Self Maintenance and leave period to commence from Monday 26th June. (P.O.C.A.F. Message D.T.G. 220450Z June, refers).
20. The ship was still in dry dock at the end of the month with the work on the stern tubes and A brackets nearly completed. The bottom had been brush blasted and the first two coats of the new underwater paint system applied. An official report on the findings of the investigation into the overheating will not be available until completion of sea trials next week. It appears that the cause can be attributed to the propeller shaft bearing on a small area of the lower stern tube bush in association with contamination of the lubricating oil.
21. At 1100, Friday 30th June, STUART was visited by three officers of the Japanese Self Defence Forces. General AMANO, who is the Chairman of the Joint Staff Council, was accompanied by Rear Admiral SEKI and Lieutenant Colonel CHIDA. This was the first visit any of the officers had paid to Australia and they appeared to be enjoying the experience. Admiral SEKI acted as interpreter for the General during the inspection of STUART and proved to be very capable. The visit was well covered by press and television and it is considered to have been a success from all points of view.

...../4

CONFIDENTIAL

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-4-

22. The condition of the ship is generally good. Apart from the defects mentioned earlier in this report the main and auxiliary machinery has performed satisfactorily and the machinery spaces are in good condition. All A.S.W., E.W. and communications systems have had a high rate of serviceability. A new cable has been fitted to the V.D.S. body and a new compound has been used to ensure the watertightness of the connector plug.

23. The health of the Ship's Company has been good throughout the month, morale is high and conduct satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) R. G. LOOSLI

(R. G. LOOSLI.)
COMMANDER, R. A. N.
C A P T A I N.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX A TO HMAS STUART LETTER 1.10.04 DATED 4TH JULY, 1967.

179

STEAMING APPENDIX.

Distance steamed during the month:	5,064.00 miles.
Hours underway during the month:	361.00 hours.
Total distance steamed:	102,123.8 miles.
Total hours underway:	7,424.00 hours.

ECONOMICAL SPEED EXCEEDED.

<u>DATE.</u>	<u>No. OF HOURS.</u>	<u>AVGE. SPEED.</u>	<u>FUEL PER HOUR.</u>	<u>DIST.</u>	<u>AUTHORITY.</u>
1st.	3	17.8	2.2	53.5	HMAS SYDNEY
2nd.	5	18.5	2.3	91.0	" "
3rd.	4	15.9	1.8	63.7	" "
4th.	6	15.5	1.7	92.9	" "
5th.	11	16.2	1.8	177.5	" "
6th.	24	16.0	1.8	385.6	" "
7th.	12	16.1	1.8	192.6	" "

EXERCISE APPENDIX.

SEAMANSHIP.

<u>DATE.</u>	<u>EXERCISE.</u>
2nd.	RAS abeam with OLEANDER. Jackstay transfer with DUCHESS.
5th.	O.O.W. Manoeuvres. RAS and Jackstay with SYDNEY. Helo transfer.
6th.	O.O.W. manoeuvres. Helo transfer.
7th.	O.O.W. manoeuvres. RAS Leap frogs.
9th.	Jackstay transfer with DUCHESS.

ENGINEERING AND NBCD.

<u>DATE.</u>	<u>EXERCISE.</u>
7th.	RAS Leapfrogs on one boiler.

GUNNERY.

<u>DATE.</u>	<u>EXERCISE.</u>
1st.	GRAL
2nd.	AATX. AAMRF.
11th.	GRAL
15th.	GRAL. AATX.
16th.	AAMRF.

TAS.

<u>DATE.</u>	<u>EXERCISE.</u>
2nd.	CASEX A17
11th.	Diving Exercise.
12th.	Diving Exercise.

COMMUNICATIONS.

5th.	NAVCOMEX 204. TTX NAVCOMEX 401. MKX NAVCOMEX 501. MTX NAVCOMEX 417.
6th.	NAVCOMEX 204. MKX. NAVCOMEX 401 NAVCOMEX 501 NAVCOMEX 417 NAVCOMEX 202

...../page 2.

CONFIDENTIAL

17E

7th.	MKX
8th.	NAVCOMEX 202. RRX. TTX.
9th.	NAVCOMEX 206. NAVCOMEX 402. FLASHEX. RRX. TTX. MSX.
10th.	NAVCOMEX 202.
13th.	FLASHEX. RRX. MS.X. TTX. MTX.
14th.	NAVCOMEX 402. FLASHEX. RRX. TTX. MSX. MTX.
15th.	NAVCOMEX 501. NAVCOMEX 404. FLASHEX. RRX. MSX. TTX. MTX.
16th.	NAVCOMEX 501. NAVCOMEX 402. FLASHEX. RRX. MSX. TTX. MTX.
19th.	RRX. MTX.
22nd.	MTX. RRX. TTX.
26th.	NAVCOMEX 405(ROS).
27th.	EWX 91.
28th.	NAVCOMEX 417(ROS).
29th.	EWX 91.
30th.	NAVCOMEX 402(ROS).

NAVIGATION AND A.I.O.

<u>DATE.</u>	<u>EXERCISE.</u>
1st.	Helicopter control. CLAPEX.
2nd.	Radar calibration.
5th.	Helicopter control.
6th.	" "
7th.	" " . LOP EXERCISE.
8th.	Blind Pilotage. Relative Velocity problems.
9th.	CLAPEX.
13th.	CLAPEX.
14th.	Voice procedure.
15th.	CLAPEX.
17th.	Blind pilotage..

SPORTING APPENDIX.

<u>DATE.</u>	<u>GAME.</u>	<u>AGAINST.</u>	<u>RESULT.</u>
Monday 12th.	Rugby	IVANHOE Football club.	Lost. 42 - 11 15
Monday 12th.	Basketball.	Cairns.	Won. 10
Wednesday 21st.	Rugby	Interservice trials.	3 representat- ives. 3
Friday 23rd.	Aust/Rules	VENDETTA.	Won 10/20 - 4/6. 18.
Friday 23rd.	Rugby Soccer	VENDETTA. YARRA	Lost 19 - 0 15. Lost 5 - 1 11
Friday 23rd.	Squash.	Inter Department trophy(4 teams of 5 players.) NA	Won by Elect- rial Department.

Total number of men representing STUART 83. - 20. = 63

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.789

HMAS

Stuart

Report of proceedings

July, 1967

18/8

AS(NS)

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DCNS

1NM

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FAS(EG)

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Registrar

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HPB DCNP DOA DMT DDM DPS DFSD DNR DNES ACDC PNA	
ACMD DMED ACTP DWE MDG DSAP AS(NS)(N5) Registrar	

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

RECEIVED
21 AUG PM

NAVY - S - RA		
18	6	789

HMAS STUART - REPORT OF PROCEEDINGS - JULY, 1967

JF (HMAS STUART letter 1/10/04 of 3rd August, 1967)



II

A.F. 17/52/2.

The Secretary,
Department of the Navy.

- 1. Forwarded.

RP
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet,
HMAS MELBOURNE,
C/- G.P.O.

18 AUG 1967

PS.

*ASB
22/8*

ROYAL AUSTRALIAN NAVY

17/52/1

TELEPHONE:

REF. No. 1/10/04

H.M.A.S. STUART,
at Garden Island.

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

3rd August, 1967.

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

(Copy to:- The Captain (F), FIRST FRIGATE SQUADRON.)

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during the month of July, 1967. All times Zone (-10).

2. STUART was in Captain Cook Dock at the beginning of the month undergoing a Long Self Maintenance and leave period. Investigations into the over-heating of the port stern tube were complete. The bearings were being replaced and a new underwater paint scheme nearing completion.
3. The dock was flooded p.m. Monday 3rd July, and the ship was ready to proceed at 0800 the next day. Unfortunately the caisson had jammed in the entrance to the dock overnight and it was not until 1540 that it could be cleared to allow the ship to proceed.
4. STUART was moved by tugs to No.2 Buoy where an IKARA missile was unloaded for investigation into the effects of accidental wetting by salt water spray which had occurred during the previous two months. With the Chief Staff Officer (Technical) Captain B.W. MUSSARED, A.D.C., R.A.N and three dockyard Officers embarked, the ship slipped from the buoy at 1700 and proceeded to sea for trials of the stern tube bearings. There was a considerable swell and a fresh wind, but it was possible to proceed at sufficient speed for the purpose of the trial and the movement of the ship provided ideal testing conditions. After a gradual work-up in revolutions a speed of 24 knots was held for two hours and finally 27 knots for about 30 minutes. All aspects of the trial were completely satisfactory.
5. STUART entered Port Jackson at 0700, Wednesday 5th July, and then secured alongside H.M.A.S. DUCHESS at Cruiser Wharf where she remained until the end of the month.
6. Apart from planned maintenance and the rectification of minor defects by ship's staff and Fleet Maintenance Party there was also work carried out by the Dockyard. The majority of the Dockyard work centred on K1 Diesel Generator and the IKARA Magazine Spray system. The complete generator had to be replaced and it was necessary to cut out a section of the ship's side to remove the damaged unit and replace with a new one. The IKARA Magazine Spray system was changed from water pressure operation to air pressure operation and it is considered that this will eliminate any further malfunction.



II.

7. On Wednesday 26th July, 30 sailors carried out the Annual Range Course at Long Bay and it is intended to have a further 60 sailors attend a course next month. Communications Security lectures were delivered to appropriate ranks by Officers from the Defence Signals Division on Friday 21st July.

8. The condition of the ship is satisfactory and the opportunity has been taken to paint out store rooms and other compartments which are normally inaccessible when the ship is operating. Practically all work planned to be carried out during the self maintenance period is complete and a high degree of serviceability of main and auxiliary machinery and electronic equipment is anticipated.

9. The health of the Ship's Company is good and a Dental Officer is being posted temporarily next month to ensure their dental fitness. The leave period has maintained a high morale and all onboard are looking forward to the next months' exercise period and subsequent service in the Strategic Reserve. The conduct of the Ship's Company has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,



(R.G. Loosli)
Commander R.A.N.
CAPTAIN

APPENDIX "A" TO H.M.A.S. STUART LETTER No.1/10/04 DATED 3RD AUG.67

Steaming Appendix.

Distance steamed during the month	256.7 miles
Hours underway during the month	14.6 hours
Total distance steamed	102,380.5 miles
Total hours underway	7,437.6 hours

Economical Speed Exceeded.

<u>Date.</u>	<u>No. of hours.</u>	<u>Avge Speed.</u>	<u>Fuel per hour</u>	<u>Dist.</u>	<u>Authority.</u>
4 July	7	17.9	2.2	125.6	E.R. Trials
5 July	7	18.2	2.3	127.1	Post docking.

Exercise Appendix.

Communications.

<u>Date.</u>	<u>Exercise.</u>
3 July	Navcomex. 202,402,417,EWX 91,RRX.
4 "	" 202,405,RRX.
5 "	" 202,405,EWX 91,RRX.
6 "	" 202,402,EWX (Quiz),RRX.
7 "	" 405,EWX 91.
10 "	" 202,206,402.
11 "	" 202,204,405,RRX.
12 "	" 202,208,501.
13 "	" 206,405,RRX.
14 "	" 204,402.
17 "	" 202.
18 "	" 206,401(2),RRX.
19 "	" 202,401(2),501.
20 "	" 202,204,401(2),RRX.
21 "	" 202,401(2).
24 "	" 202,401(2).
25 "	" 401(2),RRX.
26 "	" 401(2),RRX.
27 "	" 201,202,401(2).
28 "	" 201,202,401(2).
31 "	" 401(2).

Sporting Appendix.

<u>Date.</u>	<u>Game.</u>	<u>Against.</u>	<u>Result</u>
19 July	Soccer	DUCHESS	1-1
19 "	Basketball	VENDETTA.	34-22 Lost.
26 "	Rugby	DUCHESS	10-11 Lost.
26 "	Soccer	PERTH	3-2 Won.
19 "	Fleet golf	NIRIMBA (5 players)	No Result
26 "	Fleet Aussie Rules.	ALBATROSS (4 players)	Trials only
26 "	Fleet Soccer	23RD CONSTRUCTION SQUADRON.(4 players)	No result.

Total representation 54.

CONFIDENTIAL
DEPARTMENT OF THE NAVY

104

MINUTE PAPER

18.206.1067

HMAS Stuart

Report of August 1967 proceedings

- AS(NS) 23/9
- D of 26/9
- DCNS 28/9
- 1NM 29/9
- 2NM 3/10
- 3NM 4/10
- 4NM 11/10
- SEC 12/10
- FAS(EG) 10
- FAS(FM)
- C of S 17/10
- DPB 19/10
- AS(NS) (N5) 18/10
- Registrar

~~D of P D/D of P(A) DGFE DTWP D of C DNAP CONS DNI
 HPB DCNP DOA DMT DLM DPS DFSD DNR DNES ACDC PNA
 ACMD DMED ACTP DWE MDG DSAP AS(NS)(N5) Registrar~~ } Separate Report Circulating.

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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NAVY—CANBERRA		
18	206	1067

HMAS STUART - REPORT OF PROCEEDINGS - AUGUST, 1967

(HMAS STUART's 1/10/04 of 4th September, 1967)

LOG
INDEX ON
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REC-111
C 20 SEP A.M.
NAVY REGISTRY

II

A.F.17/52/2.

The Secretary,
Department of the Navy.

1. Trials have proved that the Port shaft is capable of full power without overheating. The Evaporator defect has now been remedied.

[Signature]
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

16 SEP 1967
PCS.

[Handwritten initials]
20/9

CONFIDENTIAL

ROYAL AUSTRALIAN NAVY
CONFIDENTIAL

TELEPHONE:

REF.

No. 1/10/04

H.M.A.S. STUART,
at Sydney.

4th September, 1967.

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

(Copy to: The Captain (F), FIRST FRIGATE SQUADRON.)

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during the month of August, 1967. All times Zone (-10).

2. At the beginning of the month the Ship was secured alongside Garden Island Dockyard completing a Long Self Maintenance and leave period.
3. In company with the Captain (F), 1st Frigate Squadron, Captain A.J. Robertson, D.S.C., R.A.N. I called on His Excellency the Governor of New South Wales, Sir Roden Cutler, V.C., K.C.M.G., C.B.E. at 1100 Wednesday 2nd August.
4. The ship was moved by tugs to a buoy at 1500 Thursday 3rd August, to carry out trials of Type 667 and to embark inert projectiles for Mortar Sea Check Firings. Tugs returned the ship alongside at 1330 the next day.
5. At 0900, Monday 7th August STUART proceeded to sea for Muzzle Velocity measurement firings. These firings showed an unacceptable variation between the two barrels and a repeat firing was ordered for later in the month. It has now been ascertained that the barrels are within acceptable limits and the first firing was incorrectly measured.
6. When the firings were completed STUART returned alongside to disembark equipment and personnel and then returned to sea at 1530. On clearing the Heads course was set to join H.M.A.S. PERTH and exercises with that ship continued until next morning.
7. STUART detached at 0510, Tuesday 8th August, for runs over the measured mile and M.F/D.F. calibrations. Since leaving harbour the previous day neither evaporator had functioned correctly and I decided it to be prudent to enter harbour at 1030 to receive 50 tons of feed water. This was quickly supplied and the ship returned to sea at 1215. There has been no difficulty with either evaporator since. At 1300, sonar calibrations were carried out on the Willranel target and on completion STUART joined PERTH for transfers at sea and Officer of the Watch manoeuvres. Both ships took part in a Casex with H.M. Submarine TRUMP from 2000 to 2359.

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**CONFIDENTIAL**

CONFIDENTIAL

II.

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8. Wednesday 9th August had been programmed as an Ikara firing Casex for PERTH, but her system was not completely serviceable at 0630 and the firing was cancelled. STUART immediately proceeded for Jervis Bay in an endeavour to carry out the next day's programme of Sound Ranging and Sea Check firings. Fortunately the personnel to man the Sound Range were closed up carrying out maintenance and the ranging runs were completed whilst personnel for the Sea Check firings came from Sydney by road. Despite all efforts there were not enough daylight hours left to complete these firings, but they were well progressed.

9. A rendezvous with PERTH was effected at 1930 and night transfers were exercised until 2200 when a Casex with TRUMP commenced. During the forenoon the following day PERTH carried out a successful Ikara firing and STUART recovered the torpedo. Course was then set for Jervis Bay and the Mortar Sea Check firings were completed at 1735 when the ship proceeded to her anchorage for an underwater sabotage exercise.

10. Two divers of Clearance Diving Team No.2 who were attacking the ship were sighted near the ship at 2154 and were not seen again. Searches of the bay and the surrounding beaches were carried out all night and the next day by boats helicopters and personnel on foot. Ship's bottom searches and sea bottom searches were carried out within the limits of the divers available. The assistance provided by H.M.A.S. CRESWELL, N.A.S. NOWRA and H.M.A.S. PERTH was excellent. The bodies were not recovered until 28th August when they were found on the sea bottom by divers from H.M.A.S. RUSHCUTTER who were executing an extensive grid search. A Board of Enquiry was convened by the Flag Officer Commanding, H.M. Australian Fleet to investigate this tragedy. (F.O.C.A.F. message D.T.G. 110422Z August refers.)

11. The anchor was weighed at 1745, Friday 11th August, and the ship proceeded to Sydney securing alongside H.M.A.S. QUEENBOROUGH at the Fitting Out wharf at 0700 the next day.

12. On Monday 14th August a training class from the T.A.S. School, and a Helicopter Control class from the N.D. school, H.M.A.S. WATSON embarked and the ship proceeded to sea for their sea training.

13. At 1200, Tuesday 15th August, it was found that the lubricating oil in the stern tube was again contaminated with sea water and there was also overheating present. Within five hours a knocking was heard in the stern tube and it was decided to return to Sydney. On passage it was apparent that the symptoms were very nearly the same as those which existed just prior to the last emergency docking, except that the overheating was not so intense.

14. STUART was secured to No.2 buoy at 0300 the next day and conferences were held with the Fleet Staff and Dockyard Officers during the forenoon to decide on the course of action to establish the cause of the contamination. Various tests carried out during the day, and continuing the next day failed to discover how salt water could be entering the stern tube.

15. As the extent of the overheating during high speeds was not known it was decided that the ship should proceed to sea, artificially contaminate the new oil which had been used during the tests and ascertain the relationship between contamination and overheating. The ship proceeded at 0715 Friday 18th August

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...../III.

CONFIDENTIAL
III.

31A

and returned alongside at 0830 Saturday 19th August. The highest temperature recorded was 151° F compared to 134° F on the starboard tube and this was within the acceptable range.

16. STUART was docked at 0930 Monday 21st August and remained there for one week. During this time the port stern glands and bearings were removed and many investigations were carried out. The bearing was further relieved by machining and the after gland housing trued to the bearing flange.

17. At 1030, Monday 28th August the ship was moved out of dock by tugs and then proceeded to sea. Successful Muzzle Velocity firings and a surface practice firing at the Williams target were carried out. Between 1600 and 1830 Self noise trials were conducted, and between 2359 and 0400 the next day, a Casex with TRUMP and an L.R.M.P. aircraft was carried out.

18. A Naval Gunfire Support Communications exercise and then a firing were conducted between 0800 and 1200 Tuesday 29th August. An A.A. Tracking exercise followed by a firing took place during the afternoon and for the first time since the Mid Cycle Docking a successful firing in blind was achieved. One run in visual control shot down the sleeve with the sixth round and 50% T.T.B.s was estimated. Three runs in Blind control were carried out and the last run of 50% T.T.Bs showed that the system was functioning well.

19. H.M.A.S. ANZAC joined for E.W. exercises between 1600 and 1800 and she then returned to Jervis Bay whilst STUART proceeded for Sydney. A quarterly Full Power Work-up was commenced at 0500 the next day and this was completed satisfactorily by 0700. There was no overheating in the port stern tube, but the knocking could still be heard although much subdued compared to that heard before the docking. On return alongside at 0830 samples of the oil in both stern tubes, now NEOXHD, were taken to the laboratories, for tests. These showed that the starboard bearing had 1% contamination and the port 8%.

20. The last two days of the month were spent in storing ship preparatory to departing for service in the Strategic Reserve. The Ship's Company attended lectures by a representative of the Director of Naval Intelligence during the forenoon 31st August and sixty sailors went to Long Bay for an Annual Range Course.

21. The condition and appearance of the ship is satisfactory. Apart from the defects mentioned earlier in my report the Main and Auxiliary machinery is in good condition and at the end of the month only minor defects of small importance exist. All electronic and weapon systems are reaching peak efficiency with the exception of the Variable Depth Sonar which requires a transformer not at present available. It is hoped to have it supplied prior to departure from Australia.

22. The conduct of the Ship's Company has been satisfactory and their health has been good. Over the past six months there has been approximately 80% change in Ship's Company and 90% change in Officer complement. All have settled in quickly and well but the prospect of seven months or so without change is welcome.

I have the honour to be,

Sir,

Your obedient servant,

CONFIDENTIAL

R.G. Loosli
(R.G. Loosli)
Commander R.A.N.
CAPTAIN

CONFIDENTIAL

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APPENDIX "A" TO HMAS STUART LETTER NO. 1/10/04 DATED 4TH SEPT 1967.

STEAMING APPENDIX

Distance steamed during month	2,233.4 miles
No of hours underway during month	204.4 hours
Total distance steamed	104,613.9 miles
Total No. of hours underway.	7,642.0 hours.

ECONOMICAL SPEED EXCEEDED

<u>DATE.</u>	<u>No. of Hrs.</u>	<u>Avg. Speed.</u>	<u>Fuel per Hr.</u>	<u>Dist.</u>	<u>Authority</u>
Aug. 7	5	16.6	2.0	82.7	EAXP
8	5	16.3	1.9	81.7	"
9	3	17.9	2.3	53.7	"
10	1	17.9	2.3	17.9	"
15	1	20.1	2.8	20.1	"
18	9	23.6	4.6	212.2	ER Trials
19	6	24.5	5.2	147.1	"
28	3	16.9	2.1	50.5	EAXP
29	6	18.7	2.4	112.1	"
30	2	28.0	8.9	56.0	1/2ly full power trial.

EXERCISE APPENDIX

<u>DATE.</u>	<u>EXERCISE.</u>
<u>T.A.S.</u>	
8 Aug.	Sonar alignment 177M
8 Aug	Casex B3
9 Aug	Sound Ranging
10 Aug	Casex R.A.N.1.
10 Aug	Mortar Sea Check Firings.
10 Aug	Operation Awkward.
14 Aug	Casex A 15/4/5
14 Aug	Casex B10
15 Aug	Casex A 15/4/5
29 Aug	Casex B3
29 Aug	Self Noise Trials

Gunnery

7 Aug	G.R.A.L.
7 Aug	M.V.M.E. Firings
8 Aug	A.A.T.X. (G)
9 Aug	A.A.T.X. (G)
14 Aug	A.A.T.X.
28 Aug	G.R.A.L.
28 Aug	M.V.M.E. Cals.
28 Aug	A.A.T.X.
28 Aug	S.U.T.F.
29 Aug	N.G.S.C.X - N.G.S.F.X.
29 Aug	A.A.T.X - A.A.M.R.F.

Seamanship.

7 Aug	Seamex - R.A.S. Approaches - PERTH.
7 Aug	O.O.W. Manoeuvres - PERTH.
8 Aug	Seamex - Jackstay Transfers - PERTH
8 Aug	O.O.W. Manoeuvres - PERTH
9 Aug	Night Jackstay Transfer - PERTH
9 Aug	R.A.S. Approaches - PERTH.

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-2-

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EXERCISE APPENDIX Cont.

DATE. EXERCISE.

Navigation.

8 Aug Measured Mile.
30 Aug Measured Mile.

Engineering.

30 Aug. Quarterly full power trial work up.

A.I.O.

7 Aug SPX. SPX B
15 Aug Helo Control (3½ hours)
28 Aug Voice procedure (1 hour)
29 Aug Voice procedure (1 hour).

Communications

7 Aug EWX 57, Casex B3
8 Aug NAVCOMEX 202, EWX 82, Casex A 15.4.5
10 Aug NAVCOMEX 202, Casex RAN1, RRX
11 Aug RRX
12 Aug -
14 Aug NAVCOMEX 202, Casex A 15/4/5, RRX.
15 Aug NAVCOMEX 202, Casex A 15/4/5, RRX.
16 Aug NAVCOMEX 202.
17 Aug NAVCOMEX 202, Screenex, RRX.
18 Aug NAVCOMEX 2 x 202, 206, RRX
21 Aug NAVCOMEX 202, 405, Screenex. RRX.
22 Aug NAVCOMEX 202, 204, RRX.
23 Aug NAVCOMEX 202, RRX
24 Aug NAVCOMEX 401, 202.
25 Aug NAVCOMEX 401.
28 Aug NAVCOMEX 202, Casex B3, RRX
29 Aug NAVCOMEX 202, 206, EWX 41 - 57, RRX.
30 Aug NAVCOMEX 418, 208, EWX 91.
31 Aug NAVCOMEX 202, RRX.

SPORTING APPENDIX.

<u>Date.</u>	<u>Sport.</u>	<u>Versus.</u>	<u>Result.</u>
2 Aug.	Rugby	SYDNEY	Lost 23 - 0
	Golf	SYDNEY	Won
	Squash	SYDNEY	Won 2 - 1
	Basketball	SYDNEY	Won
	Soccer.	NIRIMBA	3 players
10 Aug	Australian Rules	Inter-service.	2 players
24 Aug	Rugby	MORESBY	Lost 11 - 6

CONFIDENTIAL

18-6-812

DEPARTMENT OF THE NAVY

MINUTE PAPER

September, 1967
Report of proceedings

HMAS

Stuart

AS(NS)

D of O

DCNS

1NM

2NM

3NM

4NM

SEC

FAS(EG)

FAS(FM)

C of S

DPR

AS(NS)

(N5)

Registrar

D of P	D of P(A)	DGFE	DTWP	D of C	DNAP	DSMP	CONS	DNI	} Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR	DNES	
ACMD	DMED	ACTP	DWE	MDG	DSAP	AS(NS)	(N5)	Registrar	

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

Suitable action is being taken to find out why the normal tests were not taken to avoid feeding water to spongers - FOCAFS remarks are awaited W 28/11

22/11

28/11

1/12

1/12

AB 7/2

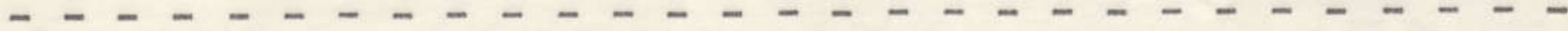
17/11

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NAVY—CANBERRA
18 6 812

HMAS STUART - REPORT OF PROCEEDINGS - SEPTEMBER, 1967

(HMAS STUART's 1/10/04 of 4th October, 1967.)



II

A.F. 17/52/2

The Secretary,
Department of the Navy.

- 1. Forwarded.

RP
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

15 NOV 1967

PMS

NS AB 7/11

H.M.A.S. STUART

at sea.

4th October, 1967.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
H.M.A.S. HOBART.

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

(Copies to: The Commander, FAR EAST FLEET,
The Flag Officer Second-in-Command,
Far East Fleet,
The Captain (F), FIRST FRIGATE SQUADRON.)

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of September, 1967. Times are Zone (-10) until 131845, Zone (-9½) until 161830, Zone (-8½) until 181830, then Zone (-7½).

2. STUART lay alongside Garden Island until 0900, Monday 4th September, when the ship was moved by tugs to No.5 buoy to embark ammunition and missiles. At 1130, the Flag Officer Commanding H.M. Australian Fleet, Rear Admiral R.I. PEEK, O.B.E., D.S.C., came onboard to address the Ship's Company and to say farewell. At 1430 tugs again returned the ship to the berth alongside.

3. Tuesday 5th September proved to be a wet and dismal day for STUART and YARRA to depart for service in the Strategic Reserve. Groups of relatives and friends huddled under umbrellas as the ship cast off at 1015 and proceeded out of harbour. An A.A. Medium Range Firing had been scheduled to take place shortly after clearing the heads but the weather forced a cancellation, and both ships commenced the passage to Cairns.

4. As the ships made their way north the weather cleared and all the exercises which had been programmed were able to be carried out. These included an A.A. Medium Range Firing, jackstay transfers, towing and E.W. and N.B.C.D. exercises. Whilst steaming through Whitsunday Passage the day was enlivened for the Ship's Company by a number of tourist ferries taking close station for a few minutes before taking their attractive passengers off for a day's fishing.

5. At 0635, Saturday 9th September, STUART entered the channel leading to Cairns Harbour and at 0730 secured to No. 10 wharf. YARRA secured alongside shortly afterwards. As each ship completed fuelling, berth was shifted closer to the town, YARRA to No. 2 berth, STUART No.3. The town of Cairns provided plenty of sporting facilities and hospitality as has come to be expected off all Northern Queensland ports and the short stay was enjoyed by all onboard.

...../II.

II.

6. STUART cast off at 0910 the next day and followed YARRA out of harbour to continue the passage through the Inner Barrier Reef to Darwin. Some excitement was provided the next day by the receipt of a message from a Merchant ship saying that a small craft was aground on an Island about 20 miles north of our present position. It proved to be a false alarm and the only sign of a wreck discovered by YARRA's Zodiac was an aircraft which had crashed on the beach during World War II.

7. After clearing Torres Strait during the evening of Monday 11th September it was possible to carry out more exercises. A throw off shoot was carried out by YARRA but STUART was unable to retaliate due to the failure of the convergence mechanism. Light projectiles were fired and recovered in competition, another towing exercise carried out and further E.W. and N.B.C.D. exercises conducted.

8. As there was some time in hand both ships anchored to the West of Groker Island on Wednesday 13th September to attend to the ships' sides and to have a fishing competition. An officer in YARRA won by a narrow margin with a catch measuring 7 9/16 inches. STUART weighed at 1740 and carried out the Annual Full Power Trial which was most successful.

9. At 1000 the next day STUART secured at Fort Hill Wharf, Darwin and YARRA secured alongside shortly afterwards. In company with the Captain (F), Captain A.J. Robertson, D.S.C., R.A.N I called on the Administrator of the Northern Territory Mr R.L. Dean and the Mayor of Darwin Alderman H. Chan, M.L.C. I was onboard YARRA at 1200 when the Naval Officer-in-Charge, Northern Australia, Captain M.L. MOLONEY, R.A.N. called and the Administrator returned our call.

10. Both ships departed at 0630 the next day and commenced the final leg of the passage to Singapore. At 1405 the Port Boiler Sprayers received water from Nos. 1 and 2 F.F.O. tanks and the engines had to be stopped. Fortunately the starboard boiler had only just been shut down and the ship was underway again in 45 minutes. Ship's staff had been aware that the Deiso provided at Darwin was contaminated with salt water but were not aware of any contamination reaching the two F.F.O. tanks. The circumstances were reported to The Naval Officer-in-Charge, Northern Australia in my message D.T.G. 151020Z Sep. Transferring of fuel and cleaning tanks occupied the majority of the Engine Room Staff for the next three days and it was a relief when it was certain that all traces of water had been eradicated.

11. Very little exercising was possible between Darwin and Singapore as the fuel situation was fairly tight and both ships were preparing for their Annual Inspection. On Sunday 17th September, when South East of Lombok Strait, a rendezvous was effected with H.M.A.S. VAMPIRE on her way to Australia after eight months in the Strategic Reserve.

12. The remainder of the passage was uneventful and YARRA and STUART arrived at Singapore Naval Base on Wednesday 20th September and at 1500 berthed in the Stores Basin. A warm welcome and offers of assistance were extended to STUART by officers on the Staff of the Fleet Commander shortly after arrival and these gestures were very much appreciated.

...../III

III.

13. All onboard settled down to preparing STUART for her Annual Inspection. Most of the painting had been completed before arriving in Singapore and so the task was mainly cleaning, polishing, touching up and paying attention to detail. A lot of enthusiasm was shown by the sailors and they were each determined that their own particular area of responsibility would be of a high standard.

14. Not only did the Ship's Company work hard during this period but they also turned their attention to sport with great gusto and were only disappointed when the afternoon rains repeatedly made the grounds unfit for play. In twelve days there were four games of Rugby cancelled so that the team began to feel that their daily training was a waste of time. The facilities at H.M.S. TERROR are excellent and there is a large number of Officers and sailors who make use of them each day in either team or individual games.

15. On Thursday 21st September at 0945 I called on the Chief of Staff to the Fleet Commander, Rear Admiral D.H. MASON, C.B., and at 1430 on the Flag Officer, Second-in-Command, Rear Admiral E.B. ASHMORE, C.B., D.S.C. At 1000 the next day I called on the Commander Far East Fleet, Vice Admiral W.D. O'BRIEN, C.B., D.S.C.

16. The Flag Officer, Second-in-Command returned my call at 0900 Monday 25th September and he spent an hour walking around the ship and meeting officers and Ship's Company. The Fleet Commander returned my call at 1145 on Friday 29th September and after walking through the ship he addressed the Ship's Company.

17. On Friday 29th September Officers on the Staff of Captain (F), 1st Frigate Squadron, came onboard to conduct departmental inspections. The majority were completed by lunch time but some went on well into the afternoon.

18. At 0930 Saturday 30th September Captain (F) arrived to inspect H.M.A.S. STUART and on the completion of his inspection at 1615 all "STUARTS" were delighted to receive his signal which said, in part, "I was very pleased indeed with the general standard of dress, ship husbandry and cleanliness of H.M.A.S. STUART, Well done".

19. At the end of the month the main and auxiliary machinery was in very good condition and the machinery spaces were clean and smart. Because of the extra work caused by the contamination of the fuel and then the necessity to clean out the feed tanks and investigate the feed system (my message D.T.G. 221212Z Sep refers) the staff had not been able to do as much painting as had been originally planned. These setbacks did not dishearten the personnel in any way and the work done during the ten days in harbour was most commendable.

20. There are no major defects in the weapon systems or general electrical and electronic equipment. M.R.S.3 has been disappointing this month after the satisfactory A.A. firing last month. The A.A. firing at the beginning of the month indicating a misalignment, and the failure of the convergence mechanism before the throw-off shoot were frustrating. The V.D.S. appears to be watertight and operating satisfactorily but there has been no opportunity to test it thoroughly. The ten days in Singapore at the end of the month have allowed a lot of small defects to be rectified in these systems.

...../IV.

IV.

21. The health of the Ship's Company has been generally good. During the ten days in Singapore a mild gastric upset troubled about 30-40 of the Ship's Company and there has been a number of V.D. cases treated. The morale of the Ship's Company is high following a pleasing Inspection and everyone is eager that the Sea Inspection in October is a success. The conduct of the Ship's Company has been satisfactory.

22. The Ship's Company has been spoken to on security.

I have the honour to be

Sir,

Your obedient servant



(R.G. Loosli)
Commander R.A.N.
CAPTAIN

APPENDIX "A" TO HMAS STUART'S LETTER No.1/10/04 DATED 4 OCTOBER 1967.

STEAMING APPENDIX

Distance steamed during month	4762.3 miles
No. of hours underway during month	317.0 hours
Total distance steamed	109376.2 miles
Total No. of hours underway	7959.0 hours

ECONOMICAL SPEED EXCEEDED

Date.	No. of hours	Avg Speed.	Fuel per hour	Dist.	Authority.
Sep 5	4	15.9	1.85	63.6	Captain (F).1st F.S.
6	7	16.7	1.95	116.5	" " "
7	7	17.8	2.20	124.7	" " "
8	5	16.8	1.98	83.9	" " "
10	2	16.7	1.95	33.3	" " "
11	2	16.8	1.98	33.5	" " "
12	5	18.5	2.4	92.3	" " "
13	5	27.5	7.8	137.5	Annual full power trial
15	6	16.6	1.90	100.0	Captain (F).1st F.S.
16	8	16.6	1.88	132.9	" " "
17	19	16.0	1.86	306.1	" " "
18	17	15.8	1.85	268.8	" " "
19	16	15.8	1.85	254.4	" " "
20	4	16.1	1.90	64.2	" " "

SHIP'S EMPLOYMENT DURING MONTH

From.	Employment	To.
17 Sep.	Passage to Singapore.	20 Sep.
20 Sep.	Singapore self maintenance	30 Sep.

EXERCISE APPENDIX

Communications.

1 Sep.	NAVCOMEX 202, 711.
4 Sep.	NAVCOMEX 202.
5 Sep.	EWX 43.
6 Sep.	NAVCOMEX 202. EWX 41. ADEX.
7 Sep.	EWX 57. NAVCOMEX 207, EWX 91. EWX 57.
8 Sep.	NAVCOMEX 202. Jointex.
11 Sep.	NAVCOMEX 202
12 Sep.	EWX 57. NAVCOMEX 202. 206.
13 Sep.	NAVCOMEX 202. 501.
14 Sep.	NAVCOMEX 201. 202.
17 Sep.	EWX 42.
18 Sep.	NAVCOMEX 207.
19 Sep.	NAVCOMEX 207.
20 Sep.	NAVCOMEX 501
22 Sep.	SCREENEX.

T.A.S.

7 Sep.	FARSEX.
8 Sep.	CASEX C1.
12 Sep.	Competitive Light Mortar Firings.
16 Sep.	FARSEX.

Exercise Appendix Continued.

A.I.O.

5/6 Sep. CLAP Exercise.
 ADX
 Blind Pilotage. Voice Exercises. S.P.X.
 8 Sep. LRMP Control. REL. VEL. Exercise.
 19 Sep. SPX.

Gunnery.

6 Sep. Seacat Tracking. AATX (1½ hours). AAF (Sleeve)
 RIX.
 7 Sep. Radar Calibration.
 13 Sep. RIX.
 20 Sep. Seacat Tracking. aatx AATX (1½ hours).
 28 Sep. NGSCX
 29 Sep. NGSCX

N.B.C.D.

Sep. 6th, 8th, 12th, 13th, 15th. Communication Exercise.
 Sep. 6th, 8th, 15th. Section Exercise.
 Sep. 6th, 12th. Monitoring Exercise.

Seamanship.

Sep 6 - 13. Jackstay Transfers.
 Sep. 5th, 12th, 16th. O.O.W. Manoeuvres.
 Sep. 7. Tow Forward.
 Sep. 12. Tow aft.

SPORTING APPENDIX.

Date.	Sport.	Versus	Result
9 Sep.	Rugby.	Ivanhoes (Cairns)	Lost 26-13
	Aust/Rules	Centrals (Cairns)	Won 85-68
	Basket Ball	YARRA	Won 36-11
	Soccer (Stuart/Yarra)	Stratford(Cairns)	Lost 4 - 1
	Hockey (Stuart/Yarra)	N.Cairns	Lost 6 - 5
14 Sep.	Aust/Rules	Yarra	Won 55-20
	Basket Ball	Coonawarra	Lost 17-16
21 Sep.	Basket Ball	Mull of Kintyre	Lost 48-42
22 Sep.	Basket Ball	Taranaki	Won 22-20
	Hockey	Taranaki	Lost 9- 0
23 Sep.	Soccer	Llandaff	Lost 6- 0
24 Sep.	Rugby	Minerva	Won 23- 3
	Soccer	Young Indians	Lost 7- 4
	Sailing	Ships various	4th.8th.9th. (30 Starters)
25 Sep.	Water Polo	Yarra	Lost 7- 1
	Basket Ball	Mull of Kintyre	Lost 57-34
26 Sep.	Water Polo	" " "	Lost 5- 3
27 Sep.	Aust/Rules	Yarra	Won 45-38
28 Sep.	Basket Ball	Yarra	Won 32-14
29 Sep.	Basket Ball	Mull of Kintyre	Lost 25-22
	Rugby (7 a side)	95 Cdo "B"	Lost 11- 0
	Rugby (7 a side)	95 Cdo "C"	Won 10- 8

Total participation for September 217.

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15

DEPARTMENT OF THE NAVY

18-206-1119.

MINUTE PAPER

HMAS

AS(NS)

D of O

DCNS

1NM

2NM

3NM

4NM

SEC

FAS(EG)

FAS(FM)

C of S

DPR

AS(NS)

Stuart

October, 1967
Report of proceedings

Another instance of the need to improve weapon systems serviceability in Type 125.

AS(NS) (N5) 10/8/11

Registrar

~~D of P D/D of P(A) DGFE DTWP D of C DNAP DSMP CONS DNI) Separate
HPB DCNP DOA DMT DDM DPS DFSD DNR DNES D of R ACDC PNA) Report
ACMD DMED ACTP DWE MDG DSAP AS(NS)(N5) Registrar) Circulating.~~

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

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

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OFFICE OF THE COMMANDER
FAR EAST FLEET
SINGAPORE.

Tel. 59141. Ext. 5735.

14th November, 1967.

FEF.158/33.Ops

The Secretary
Department of Navy
Navy Office
Canberra, ACT.

HMAS STUART - REPORT OF PROCEEDINGS
OCTOBER, 1967.

Reference: RI Appendix 29a, paragraph 10.

1. Forwarded in accordance with the reference.

~~Handwritten scribble~~

C. E. Price

(C. E. PRICE)
Captain, Royal Navy
for Fleet Commander.

Enclosure: ~~1/10/04~~ The Commanding Officer HMAS STUART's Report No.
1/10/04 dated 8th November, 1967.

Copies to:
The Flag Officer Commanding HM Australia Fleet.
The Captain (F) First Australian Frigate Squadron
HMAS YARRA.

JM.

AS AB 2/11

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9

Ref. No. 1/10/04.

H.M.A.S. STUART,

at Singapore.

8th November, 1967.

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

(Copies to: The Commander, FAR EAST FLEET,
The Flag Officer, Second-in-Command,
FAR EAST FLEET,
The Captain (F), FIRST FRIGATE SQUADRON.)

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during the month of October, 1967. All times Zone (-7½).

2. Four days of the month were spent in harbour and the remainder were fully occupied at sea with weapon training exercises and trials in the Singapore practice area and to the north west of Malacca Strait.

3. STUART departed Singapore Naval Base at 0955 Monday 2nd October in company with YARRA and proceeded to the practice area for weapon training. Other ships taking part in the exercises during the week were H.M.S. MINERVA, H.M.S. SIRIUS, R.F.A. TIDEFLOW, H.M. Submarines AMPHION and ONSLAUGHT. STUART participated in six A.S.W. exercises, light and action mortar firings, A.A., Naval Gunfire support, starshell and R.E.W. shell firings and seamanship exercises.

4. Between 1300 and 2000 Friday 6th October a sonar and E.W. calibration was carried out by ONSLAUGHT using STUART as target. On completion of this STUART proceeded to Singapore Naval Base and secured alongside No.2 berth at 0740 the next day.

5. On Monday 9th October STUART cast off at 0800 and proceeded to Palau Bukom for D.G. ranging. This was completed by 1500 and the ship then anchored off Sultan Shoal Beacon for a check radar calibration. A slow overnight passage was made to the triplane target where a sonar alignment was carried out at 0630 the next day. An A.A. tracking exercise commenced at 0845 and a scheduled firing was cancelled because of aircraft unserviceability. A 5-hour A.S.W. exercise was carried out during the afternoon.

6. On the 11th October STUART and H.M.S. MINERVA acted as consorts to H.M.A.S. YARRA during her sea inspection by the Flag Officer, Second-in-Command Rear Admiral E.B. ASHMORE C.B., D.S.C. The exercises provided an excellent rehearsal for STUART's inspection the next day. The Firefish firing provided the first opportunity either of the Australian Ships

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had had of sighting this target. STUART's fall of shot was good which gave a boost to the morale of the Gunnery Team. A satisfactory Naval Gunfire Support firing followed later in the day but the A.A. firing was again cancelled, this time because the tow wire parted. Apart from these firings there were numerous incidents programmed throughout the day which exercised the ship thoroughly. STUART anchored for the night at 1820.

7. The sea inspection of STUART on Thursday 12th October did not get off to a good start as shortly after embarking the Inspecting Officer, Captain A.J. ROBERTSON, D.S.C., R.A.N and his staff, a surface throw off shoot was ordered and on firing the P.A.C. a line error was discovered in the A.F.C.B. 10 and this prevented firing throughout the day. The defect was remedied by nightfall, but after the success of the day before the failure came as a disappointment. The rest of the day was spent dealing with incidents as they arose and I was very pleased with the way in which they were handled by an enthusiastic Ship's Company.

8. The last incident of the day was to take in tow H.M.S. MINERVA, who was also being inspected. When the tow was passed back at 1820 the Inspecting Officer and his staff returned to YARRA and all ships proceeded for Singapore. STUART secured alongside YARRA at 1830 on Friday 13th October at No.3 berth. That evening both ships held an official cocktail party which was a pleasant occasion and seemed to be very much enjoyed by our guests.

9. At 1405 the next day STUART departed in company with YARRA for Penang and Exercise Cassock. On arrival at Penang at 1740 Sunday 15th October the Flag Officer, Second-in-Command was embarked in YARRA with two Staff Officers and the Fleet Gunnery Officer and T.A.S. Officer embarked in STUART. The ships then proceeded some 250 miles to the northwest to rendezvous with H.M Submarine ANCHORITE for practice Ikara firings.

10. Preparations for the firings commenced at 0630 Monday 16th October, and water conditions were found to be adverse. At 1550 YARRA successfully fired one missile but STUART was unable to do so because of a defect in the guidance equipment which had developed the day before. The system was made fully serviceable by 1600 Wednesday 18th October but the opportunity to fire was gone and a day has been set aside for firing next month.

11. Having embarked all observers and recovered the torpedo, STUART returned to Penang. The ship came to anchor at 0715 the next day in pouring rain and Admiral ASHMORE and the staff officers disembarked in a Royal Air Force launch. The torpedo was landed in a L.C.G.P. and STUART departed for LANGKAWI arriving there at 1255.

12. A conference was held onboard YARRA to discuss the first phase of Exercise Cassock and it was here that the Officers of H.M. Submarine DREADNOUGHT were met for the first time. Phase I was to last until 1200, 20th October, and the trials were to be devoted to providing scientific and statistical data for studies on various sonars and environmental conditions. Scientists from U.K. and Australia were embarked in each ship and submarine and special equipment had been fitted to record data.

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13. All observers not proceeding to sea were embarked in STUART when the conference ended and were taken to the north eastern end of the Island and landed by boat and Gemini for onward passage to Singapore. The original anchorage was resumed at 1900.
14. STUART departed for the trials area at 0300 Wednesday 18th October and the trials commenced at 0715. Progress was satisfactory for the next two days but at 1030 Wednesday 23rd October it was necessary for STUART to proceed to Penang at high speed to land a sailor suffering acute appendicitis. An R.A.F. launch met the ship at 2359 and within ten minutes the ship was returning to the trials area.
15. A replenishment at sea was carried out with GOLD RANGER at 1430, 24th October and then STUART joined YARRA and MINERVA for A.S.W. exercises with DREADNOUGHT and ANCHORITE until 2359. The ship detached and proceeded to rendezvous with H.M.S. EAGLE, at 0800 the next day.
16. An A.A. tracking exercise and a firing had been programmed for the forenoon and the tracking runs indicated that the M.R.S.3 was performing very well indeed. Unfortunately the target aircraft was cancelled and no firing took place. Indeed, it has been a frustrating month for the gunnery personnel.
17. EAGLE had a defect in her main engines and was unable to fly so, after a heaving line transfer at 1250, STUART detached to rejoin the other force. A.S.W. exercises commenced at 2200 and continued with short intervals between serials until 2300 on Saturday 28th October. At this time EAGLE and MINERVA proceeded to Aden and STUART and the two submarines to Langkawi.
18. It had been necessary for YARRA to return to Singapore with a defective main feed pump on 27th October and so I assumed the duties of C.T.G. 317.0 for phase IIB of exercise Cassock. As there was only one escort and two submarines the programme required revision and this was done whilst ships were at anchor off Langkawi on Sunday, 29th October.
19. ANCHORITE proceeded at 0700 the next day and STUART and DREADNOUGHT departed in company at 0800. Link ship procedure was used for five hours. The ship replenished from GOLD RANGER at 1630 and A.S.W. exercises were carried out during the night and throughout the next day.
20. The main and auxiliary machinery have functioned well throughout the month under conditions of continual steaming and a considerable number of hours at high speed. A number of minor repairs which normally would have been done in harbour were carried out at sea, and at the end of the month there were more than the usual number of minor steam leaks. Machinery breakdowns exercised during the annual sea inspection were dealt with efficiently and with confidence.
21. The internal cleanliness of the ship is very good but the upper deck and ship's side have suffered in the generally adverse weather conditions during the month. It will not take long to return to the previous high standard when in harbour next month.

...../IV.

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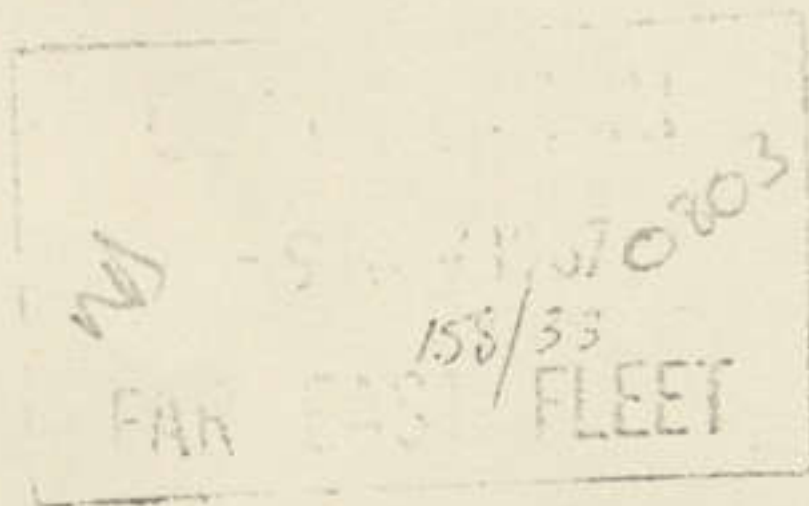
IV.

23. The morale of the Ship's Company is good although they are all looking forward to a break from exercises and in particular the visit to Hong Kong. Their health has been good and their conduct satisfactory.

I have the honour to be

Sir,

Your obedient servant.



(R.G. Loosli)
Commander R.A.N.
CAPTAIN

CONFIDENTIAL
APPENDIX "A" TO HMAS STUART'S LETTER No.1/10/04 DATED 5TH
NOVEMBER, 1967.

STEAMING APPENDIX

Distance steamed during month	7342.0 miles
Number of hours underway during month	574.0 hours
Total distance steamed	116718.2 miles
Total hours underway	8533.0 hours

Date.	No. of hours.	Average speed.	Fuel per hour	Dist.	Authority.
Sep.					
2	4	21.2	3.2	85.0	W.P.P.
3	4	18.4	2.3	73.5	"
5	8	17.7	2.1	141.5	"
11	10	18.8	2.4	187.0	Exercise Cassock.
12	13	18.6	2.3	234.7	" "
14	8	16.4	1.8	131.0	" "
15	10	17.0	2.1	169.8	" "
16	13	17.4	2.2	226.0	" "
17	9	17.2	2.1	155.2	" "
18	8	17.0	2.1	136.1	" "
19	4	17.0	2.1	68.1	" "
20	6	19.1	2.5	114.7	" "
21	3	19.8	2.6	59.4	" "
23	13	26.2	6.6	340.9	Medical. (ME J. DAGWELL)
24	13	19.3	2.5	251.1	Exercise Cassock
25	22	19.3	2.5	425.7	" "
26	8	18.5	2.3	148.4	" "
27	3	19.5	2.6	58.6	" "
28	15	20.8	3.2	312.4	" "
29	10	20.4	2.8	204.2	" "
30.	12	19.4	2.5	233.2	" "
31.	7	18.0	2.1	125.2	" "

SHIP'S EMPLOYMENT DURING MONTH

From.	Employment.	To.
1.10.67	Singapore Area.	14.10.67.
14.10.67	Passage to Penang.	15.10.67.
15.10.67	Penang-Lankawi Area.	31.10.67.

EXERCISE APPENDIX.

2 Oct. TTX, RRX, MSX.
3 Oct TTX, EWX 57, JAMEX (A/C)
4 Oct TTX, EWX 57, RRX, MSX.
5 Oct EWX 57.
6 Oct EWX (Special) RRX
9 Oct NAVCOMEX 401, 206.
10 Oct NAVCOMEX 401, 202, 207, RRX, MSX.
11 Oct NAVCOMEX 202, TTX, EWX 57, RRX.
12 Oct NAVCOMEX 501, 401, 202, EWX 57 RRX, MSX.
13 Oct NAVCOMEX 401, SCREENEX, TTX, RRX.
16 Oct NAVCOMEX 401, 202, 501, TTX, RRX, MSX.
17 Oct NAVCOMEX 401, 202, TTX, RRX, MSX.
18 Oct NAVCOMEX 401, 501, 202, TTX, RRX.
19 Oct NAVCOMEX 401, 202, TTX, RRX, MSX.
20 Oct NAVCOMEX 202, MSX.
23 Oct NAVCOMEX 401, 202, 501, 207, TTX, EWX 42, RRX.
24 Oct NAVCOMEX 202, 401, 402, TTX, EWX 42, MSX.
25 Oct NAVCOMEX 401, TTX, EWX 57 and 91.
26 Oct NAVCOMEX 401, TTX, MSX.
27 Oct NAVCOMEX 401, EWX 57.
30 Oct EWX 57.
31 Oct EWX 57.

Exercise Appendix (cont'd)

GUNNERY

3 Oct.	R.E.W. Firings
3 Oct.	S.U.T.O.F.
4 Oct.	A.A.M.R.F.
4 Oct.	Starshell
5,10,11,12,25, Oct.	A.A.T.X. including Seacat Tracking.
6,12. Oct.	N.G.S.C.X.
6,11. Oct.	N.G.S.F.X.
9 Oct.	Radar Calibration
11 Oct.	S.U.T.F.
12 Oct.	Boarding Party Muster.
- Oct.	Small Arms Firing 10% Ship's Company.

T.A.S.

2,4 Oct.	CASEX B3
2,25,27 Oct.	CASEX A4
5,11,12,24,25,26,28,30 Oct.	CASEX A17
3 Oct.	CASEX A26
10 Oct.	CASEX A10
16 Oct.	CASEX R.A.N. 1.
17 - 24 Oct.	Phase 1 COMFEE Op. Order No.3/67
	1) A.U.W.E. Trials
	2) R.A.N.E.L. Trials
	3) COMFEE Trials.
25.26 Oct.	CASEX A5
26,27,28 Oct.	PROWLEX
27,30,31 Oct.	Link Ship
31 Oct.	CASEX A61 (Modified)

R.I. Appendix 29A Paragraph 7 a)3rd October, 1967
 b)1735 - 1758
 c) 2'4" N.
 105'00" E.

A.I.O.

2,3,4,5,11,12,28 Oct.	Close Air Picture
3,4,5,11,12 28 Oct.	Air Raid Reporting Exercise
3,12,27 Oct.	L.R.M.P. Control
28 Oct.	Helicopter Control

N.B.C.D.

2,3,4,5,9,10 Oct.	Communications Exercise
2.3.4.9.10 Oct.	Section Exercise
2,4 Oct.	Monitoring Exercise
4 Oct.	Decontamination Exercise
5 Oct.	Fall Out Transit
12 Oct.	Major N.B.C.D. Exercise

SEAMANSHIP

3,12 Oct.	Tow Aft
4,11,12,18,20,24,26,28,30 Oct.	R.A.S. (L)
21,26,30 Oct.	R.A.S. (S)

SPORTING APPENDIX

<u>Date.</u>	<u>Sport.</u>	<u>Versus.</u>	<u>Result.</u>
1 Oct.	Soccer	Young Indians	Draw 2 - 2
1 Oct.	Rugby	AJAX	Won 36 - 3
Total participation for October 26.			

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15

18-206-1158

DEPARTMENT OF THE NAVY

MINUTE PAPER

November, 1967
Report of proceedings

HMAS

Stuart

~~FAS(NS)~~

~~D of O~~

~~DCNS~~

~~1NM~~

~~2NM~~

~~3NM~~

~~4NM~~

~~SEC~~

~~FAS(EG)~~

~~FAS(FM)~~

~~C of S~~

~~DPR~~

~~AS(NS)~~

(N5) CB 18/1

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D of P	D of P(A)	DGFE	DTWP	D of C	DNAP	DSMP	CONS	DNI	} Separate Report Circulating.
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ACMD	DMED	ACTP	DWE	MDG	DSAP	AS(NS)	(N5)	Registrar	

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

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

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HMAS STUART - REPORT OF PROCEEDINGS - NOVEMBER, 1967

(HMAS STUART's 1/10/04 of 4th December, 1967.)

II

A.F. 17/52/2

The Secretary,
Department of the Navy.

- 1. Forwarded.

[Handwritten Signature]
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

21 DEC 1967

PMS

MS AB 29/12

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Reference No. 1/10/04.

H.M.A.S. STUART,

at Singapore.

4th December, 1967.

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

(Copies to: The Commander, FAR EAST FLEET,
The Flag Officer, Second-in-Command,
FAR EAST FLEET,
The Captain (F), FIRST FRIGATE SQUADRON,
The Commodore in Charge, Hong Kong)

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during the month of November, 1967. Times are Zone (-7½) until 092330 then Zone (-8) until 281830 then Zone (-7½).

2. The month commenced with stimulating A.S.W. exercises against HM/SM DREADNOUGHT. The forenoon of the 1st November was devoted to testing and proving Sonar 504 and it was found that in the existing conditions the V.D.S. had a definite advantage over Hull Mounted Sonars. The Casex A5 developed into an exhilarating chase for 5 hours with DREADNOUGHT being plotted as using speeds in excess of 25 knots. The Sonar crew were on their mettle and the only time contact was lost was when the submarine virtually stopped below the layer. Conditions were calm and a similar chase in even moderate weather would have been impossible.

3. The next day saw STUART carry out a successful firing of IKARA using HM/SM ANCHORITE as target (My letter No. 7/3/0098 dated 17th November, 1967 refers.)

4. At 1045 Friday 3rd November, STUART rendezvoused with H.M.A.S. YARRA and proceeded into Penang, anchoring in the stream at 1150. Ships of the Royal Malaysian Navy in harbour were K.D. MUTIARA (wearing the broad pennant of Chief of Naval Staff, Commodore A.N. DOLLARD, D.S.C.), PAHANG, SEREMPANG, LEMBING and TRENGGANU. A combined ships' Cocktail Party was held onboard YARRA at 1900 and proved to be a pleasant occasion, though a number of the Malaysians who had been invited were unable to attend.

5. At 1030 the next day I accompanied Captain (F), 1st Frigate Squadron, Captain A.J. ROBERTSON, D.S.C., R.A.N., on his call on the Chief Minister, Tan Sri Wong Pow Nee. That evening I attended a cocktail party onboard MUTIARA given by the Chief of Naval Staff.

6. The Ship's Company made the most of the visit which followed on three weeks at sea and I was very pleased with their behaviour ashore. Sporting events were arranged with the Royal Australian Air Force, the Royal Air Force and the Australian Army.

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7. STUART departed Penang at 0800 Monday 6th November, and proceeded to Singapore arriving there at 0845 the next day after a uneventful passage.
8. YARRA arrived at 0730 Wednesday 8th November having been involved in rescue operations to the west of Sumatra, and after she had fuelled, both ships cast off and proceeded to Hong Kong.
9. Gunnery exercises were conducted whilst passing through the Singapore Practice Area and communication plotting and electronic warfare exercises were carried out during the remainder of the passage. A light jackstay transfer was effected with H.M.S. GALATEA at 2330 on Friday 10th November.
10. STUART berthed on YARRA in Victoria Basin, Hong Kong, at 1215 Sunday 12th November. At 1000 Tuesday 14th November I accompanied Captain (F), 1st Frigate Squadron on his call on the Commodore-in-Charge, Hong Kong, Commodore T.H.P. WILSON, R.N. and at 1400 on the Australian Trade Commissioner, Mr P.R. SEARCY.
11. The visit to Hong Kong had been eagerly anticipated for some weeks by all onboard. The weather proved excellent and the disturbances ashore were infrequent so that there was no need to curtail leave. Sport was given a high priority and 21 different games were played with our cricket team triumphant after 5 matches undefeated. The rifle range at Stonecutters Island saw a contest between YARRA, TAMAR and STUART with the result in that order. In addition 106 officers and sailors completed an Annual Range Course with the new S.L.R. rifle. Ships divers departed in an M.F.V. to spend two days diving from off LAMMA Island and they camped on the island overnight.
The Australian Association arranged for sailors to be looked after for a day by Australian residents in Hong Kong and this was greatly appreciated by those fortunate enough to be chosen.
A very large amount of money was drawn from the Commonwealth Savings Bank, changed into Hong Kong dollars, and then spent in a thousand and one ways.
12. At 0950, Saturday 25th November STUART cast off and proceeded to sea in company with YARRA in blustery wind conditions. There was a quarterly swell running as the ships proceeded south to Singapore and the movement of the ship for the first two days was most uncomfortable. As on the passage to Hong Kong the ship came to condition 3 for two days, during which time exercises in air defence, plotting and communications were carried out.
13. Over an hour was spent stopped on Tuesday 28th November whilst the MRS 3 was calibrated and aligned on a tethered balloon. This has proved to be a successful method. Later in the day sea-boats were exercised, light mortar projectiles fired and recovered and O.O.W. manoeuvres carried out in addition to plotting and communications exercises.
14. STUART secured alongside No.7 berth Singapore Naval Base at 0745, Wednesday 29th November and embarked fuel. Three officers, three Chief Petty Officers and Petty Officers and twelve sailors were sent on detached duties to the Royal Naval graining Centre, Frazers Hill, and a similar party will be sent early next month.

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III.

15. The ship proceeded to sea at 1030 to the Singapore Practice Area for two days weapon training. There were three A.S.W. exercises with YARRA, H.M.S. LLANDAFF and HM/SM AMPHION, live mortar firings, and a surface shoot. All were carried out satisfactorily except that the surface shoot was aborted for STUART when the turret lost elevation control after firing three salvos. This was traced to loose connections in the elevation amplifier but by the time it was ascertained that this was the fault it was too late to take part in the practice.

16. The ship was painted overall in Hong Kong with Jenny and her side party doing the ship's side and the sailors the superstructure. The ship, both internally and externally, is in very good condition and her appearance is most pleasing.

17. The main and auxiliary machinery has functioned satisfactorily throughout the month. During the self maintenance period in Hong Kong all machinery space bilges were chipped and painted by coolie labour. This has enhanced the appearance of the spaces and ensured good hull preservation. Planned maintenance is well up to schedule.

18. The V.D.S. was operated satisfactorily for 20 hours during the month, but on 26th November it developed a random bearing error and a section of the fairing was torn. Neither defect can be rectified until the ship is in harbour early next month. All hull mounted sonars have been satisfactory. The electronic warfare equipment continues to give excellent service and nearly 100% availability which is in contrast to the period up until July of this year. The M.R.S.3 was satisfactory up until the fault mentioned in paragraph 15 above and a reasonable A.A. firing and throw-off shoot took place on passage to Hong Kong. All other electronics have maintained a high standard of serviceability.

19. The health of the Ship's Company has been good though the incidence of venereal disease is always a concern. The conduct of the Ship's Company has been satisfactory and the Commodore-in-Charge, Hong Kong, expressed his pleasure with the lack of incidents ashore during the visit of YARRA and STUART.

I have the honour to be

Sir,

Your obedient servant.

(SGL) R. G. LOOSLI

(R.G. Loosli)
Commander R.A.N.
CAPTAIN

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APPENDIX "A" TO HMAS STUART'S LETTER No. 1/10/04 DATED 4TH
DECEMBER, 1967

STEAMING APPENDIX

Distance steamed during month	4695.9
Number of hours underway during month	303
Total distance steamed	121365.2
Total hours underway	8836.0

ECONOMICAL SPEED EXCEEDED

Date.	No. of hours	Average Speed	Fuel per hour	Dist.	Authority
Nov.					
1	6	20.6	3.2	123.6	Exercise Cassock.
6	14	18.5	2.3	240.0	WPP
7	8	17.0	2.1	136.0	WPP
8	10	18.0	2.2	180.0	WPP
9	22	17.5	2.2	385.0	Captain (F)
10	23	18.1	2.2	416.0	Captain (F)
11	24	18.0	2.2	432.0	Captain (F)
12	5	19.8	2.6	100.0	Captain (F)
25	12	16.7	1.9	100.0	Captain (F)
26	24	16.5	1.9	396.0	Captain (F)
27	24	17.1	2.1	416.0	Captain (F)
28	18	16.8	1.9	302.0	Captain (F)
29	13	16.0	1.7	208.0	Captain (F)
30	7	19.9	2.7	140.0	WPP

SHIP'S EMPLOYMENT DURING MONTH

From.	Employment	To.
1.11.67	Penang Area Exercise Cassock.	3.11.67
3.11.67	Penang	6.11.67
6.11.67	Passage to Singapore.	7.11.67
7.11.67	Singapore Naval Base	8.11.67
8.11.67	Passage to Hong Kong	12.11.67
12.11.67.	Hong Kong	25.11.67
25.11.67	Passage to Singapore.	30.11.67

EXERCISE APPENDIX

Date.	Exercise.
NOV. 1-30	
Nov. 1	Casex A4, Casex A5.
2	Casex RAN1
28	Competition light mortar firings.
29	Casex B3
* 30	Casex B3, Casex A26, Live mortar firings.
24	Demolition training.
22-23	Divers expedition training.
*R.I. Appendix 29A paragraph 7.	(a). 30 November, 1967 (b). 1736-1739 (c). 2° 4'N 104° 59.5' E

GUNNERY

Nov. 8	AA, MRF, SUTOP.
27-28	RIX
28	Radar calibration
30	Seacat tracking, AATX, SUTF.
-	Small arms firings - 45% ships company.

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A. I. O.

Nov. 1, 2, 29, 30. A.S.W. Plot (23 hours)
Nov. G.O.P. (72 hours)
Nov. 29, 30. L.R.M.P. Control (4 hours)
Nov. 11-13, 26-28. Close air picture.
Nov. 30. ARRX
Nov. 3, 6, 7, 8, 12, 24, 28 Blind pilotage (10 hours)
Nov. 27-28 RIX/SPX.

COMMUNICATIONS

Nov. 1. 401, 402, TTX, Casex, A4/5 RRX, MSX.
2. 401, 501, Casex, RAN1, RRX, MSX.
3. 401, 501, TTX, EWX, 42 RRX.
5. 202, 207, 208, 302, 401, TTX, ADEX, RRX, MSX.
7. 202, 401, TTX.
8. 202, 208, 603.
9. 202, 401, 603, TTX, EWX57, 667, TRIALS RRX, MSX.
10. 202, 207, 404, EWX57, RRX, MSX.
11. RRX, MSX.
13. 201, 202, TTX
14. 201, 202, 204, 401, TTX.
15. 201, 202, 208, 402.
16. 202, 401, TTX.
17. 204, 207.
20. 201, 202, 401, TTX.
21. 201, 202, 302, 401, 405, TTX
22. 201, 202, 401, 404.
23. 201, 202, 401, TTX.
27. 202, 207, 401, 501, TTX, EWX91 (MOD), EWX57, RRX, MSX.
28. 202, 204, 401, 404, TTX, EWX91 (MOD), EWX41, RRX, MSX, 603.
29. 401, Casex B3 (2) RRX, MSX, EWX57.
30. Casex B3, EWX57, Casex A26, PRX MSX.

N. B. C. D.

Nov. 5, 8, 26. N.B.C.D. State 1 condition 2.

Seamanship.

Nov. 29. Jackstay transfer. Grapplex.

SPORTING APPENDIX

Date.	Sport.	Versus.	Result
<u>Penang.</u>			
Nov. 3.	Australian Rules	STUART & YARRA v RAAF & ARMY	Lost.
4.	Soccer	" "	Lost.
	Basket Ball	" "	Lost.
5.	Australian Rules	STUART v ARMY	Lost.
	Waterpolo	STUART & YARRA v RAAF & ARMY	Lost.
<u>Hong Kong.</u>			
Nov. 13.	Basket Ball	STUART & YARRA v CAVALIER	Won
14.	Basket Ball	STUART & YARRA v FIRESTATION	Lost.
15	Hockey	252 Signal Squadron.	Won.

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Nov. 16.	Cricket.	YARRA	Won
17.	Golf.	STUART & YARRA v	Lost
18.	Cricket	TAMAR	.
18.	Cricket	STUART & YARRA v	Won
		H.K. WANDERERS.	
	Soccer	STUART & YARRA v	Lost
		TAMAR	
20.	RUGBY	YARRA	Won
21.	BASKETBALL	Welsh Reg.	Won
	Cricket	" "	Won
	Hockey	" "	Lost
	Squash (4)	" "	Lost
22.	Rugby	Lt. Reg. Army	Lost
	Cricket	R.A.A.F.	Drew
	Basketball	CAVALIER	Won
	Waterpolo	Sweepers	Drew
	Shooting team (10)	STUART, YARRA, R.N. (3).	
23.	Golf.	STUART v YARRA	
		(STUART 14)	

Total participation 242.

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18 206 1185

DEPARTMENT OF THE NAVY

MINUTE PAPER

December 1967

HMAS STUART

Report of proceedings

AS(NS) 27/11

D OF O 23/11

DCNS 24/11

1NM 29/11

2NM 2/12

3NM 2/12

4NM 2/12

SEC 2/12

FAS(EG) 2/12

FAS(FM) 2/12

OF S 2/12

DPR 2/12

AS(NS) (N5) 2/12

Registrar

D of P	D of P(A)	DGFE	DTWP	D of C	DNAP	DSMP	CONS	DNI) Separate Report Circulating	
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ACMD	DMED	ACTP	DWE	PEE	MDG	DSAP(M)	AS(NS)	(N5) Registrar		

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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28

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22 JAN 1967

NAVY REGISTRY

HMAS STUART - REPORT OF PROCEEDINGS - DECEMBER, 1967

(HMAS STUART's 1.10.04 of 3rd January, 1967.)

II

NAVY—CANBERRA		
18	206	1185

A.F. 17/52/2

The Secretary,
Department of the Navy.

1. Forwarded.

RP

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

19 JAN 1968

Kjs

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ROYAL AUSTRALIAN NAVY

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17/52/2

TELEPHONE

REF. NO. 1.10.04

HMAS STUART,
at Singapore.

3rd January, 1968.

440

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to:- The Commander, Far East Fleet.
The Flag Officer, Second in Command, Far
East Fleet.
The Captain (F), First Frigate Squadron)

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of December, 1967. Times are Zone (-7½) except between 142330 and 191800 when Zone (-8).

2. On Friday 1st December STUART was in the Singapore practice area in company with YARRA and HMS LLANDAFF. Pola Aur was closed at 0630 to land a Naval Gunfire Support Spotting team and all three ships carried out a firing when the visibility lifted between falls of heavy rain. An AA firing, an ASW exercise and an EW exercise were carried out during the afternoon and dog watches and YARRA and STUART anchored off Johore Shoal buoy at 2200.

3. Both ships proceeded at 0600 the next day to embark ammunition, STUART from the explosives anchorage and YARRA from the Armanent Jetty. The ship finally secured alongside No. 6 berth in the Stores Basin at 0930.

4. At 0715, Wednesday 6th December, the ship proceeded to the explosives anchorage to embark Seacat practice missiles which were not available the week before and then steamed to the practice areas. One tracking serial and two firing serials of Rushton targets had been programmed. In the event the first Rushton target was lost on streaming and the second towing aircraft went unserviceable so there was no firing.

5. At 1700 a new form of surface throw-off shoot was carried out for the first time under the directions of the Fleet Gunnery Officer. YARRA fired H.E. Shell with a 12° throw-off applied and STUART was the target. The object of this method is to achieve more accurate camera marking for both range and line. The exercise proved that the method gave a marked improvement in assessing results.

6. When firing was complete the Fleet Staff Officers were transferred from YARRA and STUART proceeded to Loyang to land them. This was done by 2300 and the ship then moved to an anchorage off Johore Shoal Buoy.



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7. STUART weighed and proceeded at 0640, Thursday 7th December, and shortly afterwards joined YARRA and HMNZS WAIKATO to assist in the work-up inspection of HMS LLANDAFF. Exercises during the day included two ASW exercises, three air strikes, jackstay transfer, towing, a throw-off shoot at YARRA and NBCD exercises. The inspection must have been of the greatest value to LLANDAFF as the ships participating as consorts also found the exercise well worth while and certainly kept STUART on her mettle. A Night Encounter exercise rounded off the day and both star shell and rocket flares were to be fired. There was a lot of shipping in the area and it was unfortunate that STUART found the range foul and was unable to fire star shell before the exercise concluded. Otherwise it was a very interesting exercise in evasion and the use of passive and active EW equipment.
8. Friday 8th December was intended to be used for Seacat and AA firings but the weather was extremely poor and not one aircraft was able to leave Changi throughout the day. STUART followed YARRA to the Singapore Naval Base and secured alongside her at No. 6 berth at 1600.
9. Berth was shifted to No. 1 at 0730, Tuesday 12th December to off-load stores and then STUART proceed to sea at 0810 in company with YARRA. Both ships fired two seacat missiles at towed Rushton targets during the afternoon and STUART carried out one AA firing run. Both ships anchored off Johore Shoal Buoy at 1930.
10. At 0600 the next day, YARRA and STUART weighed and proceeded in company to North Borneo. Communications, electronic warfare, plotting and NBCD were exercised on passage and a quarterly full power work-up was successfully completed at 1930 Thursday 14th December. YARRA parted company and proceeded to Jesselton and STUART proceeded to Labuan.
11. At 0900, Friday 15th December, the ship secured alongside the oilwharf at Labuan. The Naval Officer-in-Charge East Malaysia, Lieutenant Commander R.V. de Courcy - Hughes, called on me on arrival. He had arranged a splendid programme for the visit and this was proven when, on departure, many of the Ship's Company were enquiring if there could be a return visit. The Naval Officer-in-charge accompanied me on my calls on the Director of Marine, Mr A.H. Masterson-Smith, OBE and the Officer-in-Charge, Police Department Mr. R. Stephenson. I gave a luncheon party for the Senior Officers of the Malaysian Services on the island and they remained onboard whilst berth was shifted to Liberty Wharf at 1430. This berth was excellent as it was within 5 minutes walk of the town centre and the Padang where all the sporting competitions were played.
12. A cocktail party was held at 1900 that evening and it was a pleasure to be able to entertain so many Malaysians, all of whom appeared to enjoy themselves. The Ship's teams enjoyed the competition provided in Soccer, Basketball, Hockey, Cricket and Sailing. The ship's Soccer team was preening itself following its first win against RAF/RMAF 2nd XI by 8 - 2 until they played the 1st XI and were defeated 2 - 8! The service messes invited the Ship's Company to use their facilities, and this hospitality combined with the excellent sporting facilities, made the visit thoroughly enjoyable. Many of the Ship's Company visited the Commonwealth War Graves Commission Cemetery which is kept in perfect condition and some managed to see the plaque set in stone on the northern side of the island to commemorate the surrender of the Japanese to the AIF. Leave expired at midnight and I was pleased to have only two minor leave breakers throughout the stay.

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13. At 0800 Monday 18th December, the ship cast off and proceeded to the Singapore practice area. The Rushton target arrived at 0845 Wednesday 20th December and one seacat was fired and three AA firing runs carried out in the 45 minutes available. STUART then continued to Singapore Naval Base and secured at No. 3 berth at 1500. YARRA secured alongside at 1540.

14. The remainder of the month was spent at this berth carrying out self maintenance. An extensive sporting programme had been arranged which included the Perth Cup, a competition between RN, RNZN and RAN, and a Monsoon Cup 1967 between all fleet units. Up until 28th December the weather was favourable and events took place as scheduled but there-after rain came down and the playing fields were unfit for play. As the rain continued, day after day, it was the wish of all onboard that it would fall in the drought stricken areas of Australia, rather than here where it rushes through the drains of Singapore to the sea.

15. On Friday 22nd December, I accompanied Captain(F), First Frigate Squadron, Captain A.J. ROBERTSON, DSC RAN, to a commemoration service for the late Prime Minister, the Right Honourable Harold Holt, held at the Garrison Church, Tanglin. Forty Officers and sailors from YARRA and STUART also attended the crowded church.

16. On Saturday 23rd December, the Chief of Naval Staff, Vice Admiral Sir Alan McNicoll K.B.E., C.B., G.M., visited the ship. He met the Officers and Senior Chief Petty Officers, addressed the Ship's Company and then walked around the ship.

17. On Friday 29th December at 1130, the Minister for Repatriation, Senator G.C. McKellar, visited the ship. He walked through the ship and met the Ship's Company informally in their messdecks. He was entertained in the Wardroom and then had lunch with me before departing at 1345.

18. Christmas Day was as successful as it could be under the circumstances. The family films were shown, rounds carried out and a magnificent spread of turkey, chicken, ham and all the traditional trimmings disappeared in very short time. Unfortunately not all the family interviews reached the ship in time for showing but those that were shown were greatly appreciated. Some suggestions to improve the interviews in future years will be forwarded separately. Three parties of Officers, Chiefs and Petty Officers and sailors spent five days at the Royal Naval Training Centre, Frazers Hill to make a total of 76 gaining the benefit of a cooler climate.

19. The condition and cleanliness of the ship, both internally and externally, remains at a high standard. The main and auxiliary machinery functioned well throughout the month without any problems though there is still some concern about the port shaft and associated bearings (my letter 10/1/5 dated 30th December, 1967 refers). The self maintenance period has been of great benefit and all known defects have been made good and engineering and hull planned maintenance is up to date.

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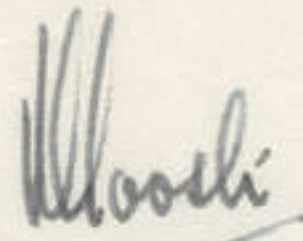
20. Repairs to the VDS have been prolonged because of the necessity to work on the body in harbour only and in dry weather conditions. It has been serviceable since 17th December, but there has been no opportunity to use it operationally. More than 60% of the AA firings programmed were cancelled because of non-availability of aircraft due to weather and unserviceability. The last four runs in Blind have been at Fleet Standards and yielded a total of 47% TTBs. Of the three seacat missiles fired, one was satisfactory, one did not receive guidance due to a transmitter failure on firing and one missed badly due to a large dispersion on firing which prevented the operator gathering it. All other electronic and electrical systems have been operational throughout the month. Planned maintenance is up to date in nearly all sections.

21. The health of the Ship's Company has been good and their conduct satisfactory.

I have the honour to be,

Sir,

Your obedient servant.



(R.G. Loosli)
Commander R.A.N.
CAPTAIN

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STEAMING APPENDIX

Miles steamed during month	2620.4
Total miles steamed	123985.6
Hours underway during month	183.0
Total hours underway	9019.0

<u>DATE</u>	<u>No. OF HOURS</u>	<u>AVERAGE SPEED</u>	<u>FUEL PER HOUR</u>	<u>DIST.</u>	<u>AUTHORITY</u>
Dec.					
1st	6	18.0	2.2	108.1	WPP
6th	9	17.5	2.2	157.3	WPP
7th	11	17.6	2.2	193.2	WPP
8th	2	20.1	2.8	40.3	WPP
12th	3	19.7	2.7	59.0	WPP
14th	1	27.4	7.8	27.4	Quarterly Full Power Trial.

SHIP'S EMPLOYMENT DURING MONTH

<u>FROM</u>	<u>EMPLOYMENT</u>	<u>TO</u>
1st	Singapore Exercise Area	2nd
2nd	Singapore Naval Base	6th
6th	Singapore Exercise Area	8th
8th	Singapore Naval Base	12th
12th	Singapore Exercise Area	13th
13th	Passage to Labuan	15th
15th	Labuan	18th
18th	Passage to Singapore	20th
20th	Singapore Naval Base	31st

EXERCISE APPENDIX

Gunnery

<u>DATE</u>	<u>EXERCISE</u>
1.6 December	A.A.T.X.
1.12.20 December	A.A.M.R.F. (Rushton)
1 December	N.G.S.C.X.
1 December	N.G.S.F.X.
7 December	S.U.T.O.F.
7 December	N.E.X.
12.20 December	Seacat Tracking.
12(2) 20(1) December	Seacat Firing 3 Missiles.
13 December	R.I.X.

T.A.S.

1 December	Casex A4/5
1.7 December	Casex B3
7 December	Casex A17
16 December	Operation Awkward.

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EXERCISE APPENDIX (Cont'd)

A.I.O.

<u>DATE</u>	<u>EXERCISE</u>
1.7 December	L.R.M.P. Control (4 hours)
1.6.7 December	Close Air Picture (8 hours)
1.7 December	Air Raid Reporting Exercise (5 hours)
December	Blind Pilotage (7 hours)
13 December	R.I.X.

Seamanship

7 December	Helo Transfer
7 December	Tow Forward

N.B.C.D.

13 December	NBCD State 1 Cond. ZA (CW Exercise)
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Engineering

14 December	Full Power Trial
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NAVCOMEX'S FOR DECEMBER

<u>DAY</u>	<u>NAVCOMEX</u>
1	EWX40 (2) EWX 57/58 RRX MSX
2	
3	
4	202 RRX MSX
5	RRX MSX SCREENEX
6	202 204 405 401 EWX40 (2) EWX 57/58 (3)RRX
7	EWX 40 (3) EWX 57/58 (4)
8	EWX 40 (3) EWX 57/58 401
9	SCREENEX
10	
11	405 401 RRX MSX
12	EWX 40 (3) 401 202 SCREENEX
13	EWX 40 (2) EWX 57/58 EWX 91 RRX
14	EWX 40 (2) EWX 57/58 RRX 501 202
15	501 RRX MSX
16	RRX MSX
17	
18	EWX 40 405 202 SCREENEX
19	202 EWX 40 RRX MSX
20	EWX 40 RRX MSX
21	202 EWX 91 RRX MSX

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SPORTING APPENDIX FOR DECEMBER

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<u>DATE</u>	<u>SPORT</u>		<u>AGAINST</u>	<u>RESULT</u>
2nd Dec	Soccer	V	Maxman	Lost 6-2
	Rugby	V	Yarra	Won 23-6
3rd Dec	Hockey	V	Anchorite	Lost 8-1
	Soccer	V	Daring	Lost 4-3
	Rugby	V	Daring	Won 22-3
	Sailing	V	RN Ships	3rd, 5th, 7th
4th Dec	Hockey	V	Anchorite	Won 3-1
5th Dec	Basketball	V	Mull of	Won 42-38
	WaterPolo	V	Kyntyre	
			Mull of	Lost 7-2
			Kyntyre	
	Soccer	V	Anchorite	won 4-2
	Sailing	V	RN Ships	1st,2nd,4th,7th
9th Dec	Rugby	V	Kranji (W/T)	Won 29-8
	Sailing	V	RN Ships	3rd, 5th
10th Dec	Sailing	V	RN Ships	4th,6th, 11th
11th Dec	Sailing	V	Yarra,Cavalier	1st,3rd,6th
			Waikato	
	Basketball	V	Yarra	Won 25-7
	Hockey	V	Cavalier	lost 4-1
	Soccer	V	Daring	Lost 6-2
15th Dec	Soccer	V	RAF(Labuan)2nd	Won 8-2
	Basketball	V	Labuan	Lost 64-34
16th Dec	Soccer	V	RAF(Labuan)1st	Lost 8-2
	Hockey	V	RAF(Labuan)	Lost 4-0
	Sailing	V	RAF(Labuan)	2nd, 3rd
17th Dec	Cricket	V	RAF(Labuan)	Won 6runs on 1st Inn.
	Softball	V	Police Club	Lost 11-6
	Sailing	V	RAF(Labuan)	No Result
20th Dec	Hockey	V	Waikato	Lost 1-0
21st Dec	Rugby	V	Intrepid	Lost 11-0
	Soccer	V	Albion	Lost 6-2
	WaterPolo	V	Albion	Lost 5-1
22nd Dec	Rugby	V	Kranji (W/T)	Won 21-3
	Hockey	V	Troubridge	Lost 1-0
23rd Dec	Soccer	V	RNZN	Won 6-3
	Sailing	v	RN Ships	4th
24th Dec	Rugby	V	Daring	Won 22-8
	Sailing	V	RN Ships	2nd,9th,10th
26th Dec	Rugby	V	Singapore Cricket	Lost 25-8
			Club	
27th Dec	Hockey	V	Albion	Lost 2-1
	Soccer	V	HQ3 Commandos	Lost 8-0
28th Dec	Cross	V	RN,RNZN	3rd
	Country			
	Rugby	V	Albion	Lost 6-3
29th Dec	Hockey	V	Dido	Won 1-0
	Sailing	V	RN Ships	3rd,6th,7th

Total Number Playing 469

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