

AWM78

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

HMAS KIMBLA

File number: AWM78 187/12

Title: January-December 1979



RCDIG1074634

SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111
Extension 3139

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

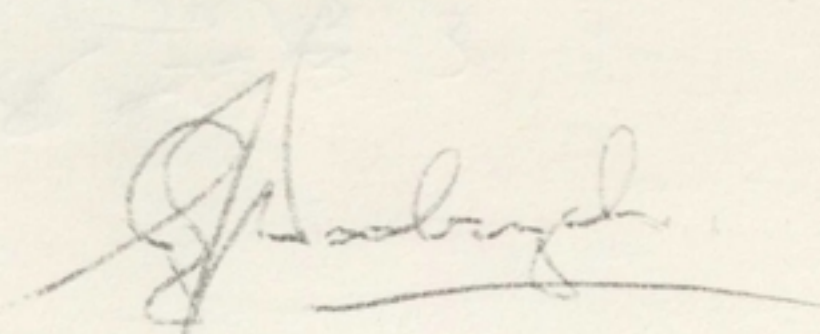
09 FEB 1979

AF 1/16/32

The Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA ACT 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS -
JANUARY 1979

Forwarded.


(G.J.H. WOOLRYCH)
Commodore RAN
for Commander Australian Fleet

Enclosure: HMAS KIMBLA Report of Proceedings 1/16/2 of
2 February 1979

1-ADMIN-N



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1-16-2

HMAS KIMBLA
at SYDNEY

2 February 1979.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Hydrographer, RAN
The Superintendent, RANRL
The Commander, Mine Warfare and Patrol Forces

HMAS KIMBLA - REPORT OF PROCEEDINGS
JANUARY, 1979

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of January, 1979. Times throughout are L(-11).
2. At the beginning of the month KIMBLA was alongside No. 2 Minesweeper Wharf, HMAS WATERHEN, at 47 hours notice for sea, undergoing AMP and for leave.
3. KIMBLA was cold moved to the East Dock Wharf, Garden Island, at 1100 on the 8th, in order to obtain dockyard help during the AMP.
4. At 0815 on the 16th, KIMBLA was cold moved to alongside HMAS BRISBANE at the SECW. KIMBLA was again cold moved at 1055 to the NEFOW, starboard side to, in order to continue the AMP.
5. KIMBLA was dressed overall for Australia Day on the 26th, and for the public holiday on the 29th. Colours were half-masted on the 26th, from 1030 until 1330, on the occasion of the death of ABETS C. ROYDS. Colours were also half-masted on the 31st, from 1000 until 1400, for the late CMDR G.F. LYNCH, RAN.
6. KIMBLA remained alongside at 47 hours notice for sea and AMP for the remainder of January.

.../Marine Engineering.

Marine Engineering

7. An AMP was carried out from the 4th to the 30th, with basin trials to be carried out on 1st February, 1979. All defects have been rectified and machinery trials are expected to be successful after good co-operation from both Dockyard and FMP Staff.

Weapons Electrical Engineering

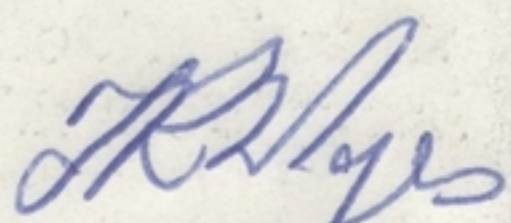
8. During the AMP, with help from FMP and FMU, all defects and routine planned maintenance was completed. URDEF 31/79 (Main Ship's Wiring) was completed by GID. HMAS KIMBLA DAW 100730Z NOV78 refers.

9. The health and conduct of the Ship's Company are good and morale is high. Living conditions and the material state of KIMBLA are satisfactory. The implementation of the Physical Fitness Policy (PEP), as outlined in CNS Letter N519/1/150 dated 18th December, 1978, will be started in February.

I have the honour to be,

Sir,

Your obedient servant,


(T.R. MOYES)
Lieutenant Commander, RAN
COMMANDING OFFICER

Annex A: Steaming Figures.

Annex B: Routine Emergency Exercises.

HMAS KIMBLA - STEAMING FIGURES - JANUARY 1979

Total hours underway during month.	-	Nil
Total hours underway since commissioning.	-	40268.30/60
Total miles steamed during month.	-	Nil
Total miles steamed since commissioning.	-	280,628.3 NM

Annex B to HMAS KIMBLA
letter 1-16-2 of
2 February 1979

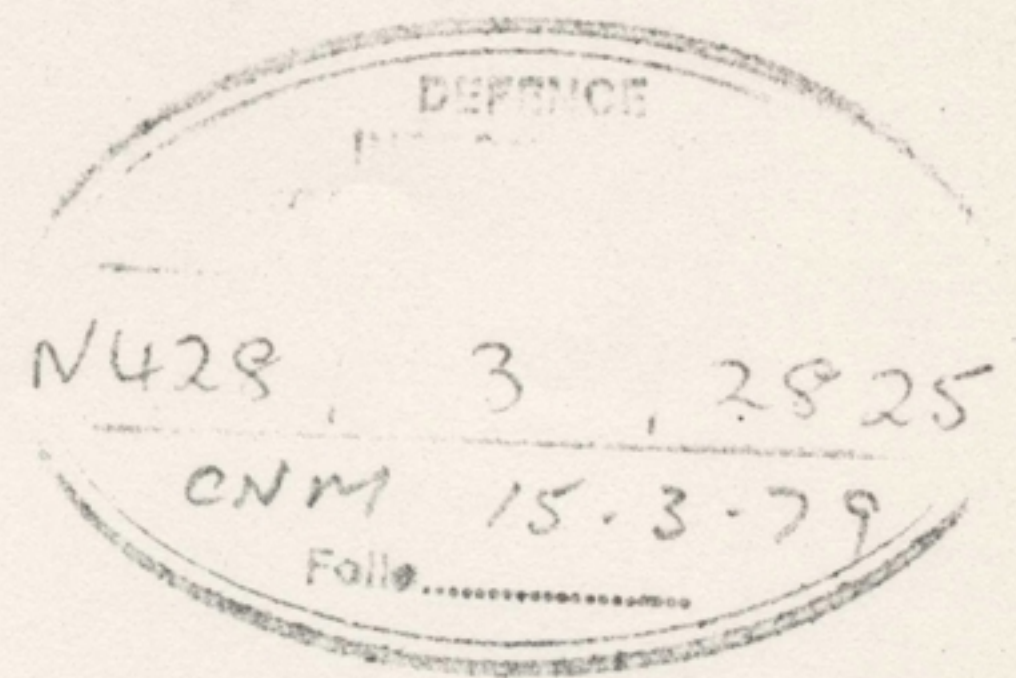
HMAS KIMBLA - ROUTINE EMERGENCY EXERCISES - JANUARY 1979

Daily fire exercises have been conducted during the month.

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

AF 1/16/32

14 MAR 1979

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The Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA ACT 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS -
FEBRUARY 1979

Forwarded.

(G.J.H. WOOLRYCH)
Commodore RAN
for Commander Australian Fleet

Enclosure: HMAS KIMBLA Report of Proceedings 1/16/2
of 1 March 1979

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TELEPHONE:

IN REPLY QUOTE 1-16-2

ROYAL AUSTRALIAN NAVY

HMAS KIMBLA
at SYDNEY

1 March 1979.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Hydrographer, RAN
The Superintendent, RANRL
The Commander, Mine Warfare and Patrol Forces

HMAS KIMBLA - REPORT OF PROCEEDINGS
FEBRUARY, 1979

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of February, 1979. Time Zones are as stated.
2. At the beginning of the month, KIMBLA was alongside the NEFOW Garden Island, at 47 hours notice for sea, undergoing the final stages of her SMP.
3. KIMBLA sailed for a three day shake-down and workup period at 0900L on the 5th. During the forenoon, pilotage and conning exercises were conducted within Sydney Harbour. At 1135L, KIMBLA came to anchor in Spring Cove, and at 1255L weighed anchor and proceeded for further pilotage exercises including the Blind Pilotage Team. KIMBLA secured port side to No. 2 Minesweeper Wharf, HMAS WATERHEN.
4. At 0900L on the 6th, KIMBLA cast off and proceeded to sea to continue the shakedown and trials. From 1032L until 1115L, Man Overboard exercises were conducted by OOW's. An NBCDEX took place between 1345L and 1430L, exercising communications and control. Engineering exercises started at 1015L and continued until the Ship anchored off First Point in Pittwater. During the day, a danbuoy was laid and the boat lowered for exercise.
5. KIMBLA remained at anchor until 0725L on the 7th, when she weighed and set course for Sydney. Enroute, steering gear breakdowns were exercised. At 1052L the Ship secured port side to NEFOW at Garden Island. After fuelling, KIMBLA proceeded to HMAS WATERHEN, where she secured to No. 2 Minesweeper Wharf, where she remained until Sunday the 11th.

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.../6. On the.

6. On the 8th and 9th, RANRL and WRE personnel embarked with the necessary equipment for WSRL Sea Test Plan MP 1/79. This trial was a study of the East Australian Current (EAC), between Sydney and Brisbane, out to 158°E. The area to be studied was first defined by a P-3C Orion aircraft using air-launched Expendable Bathythermographs (AXBt). KIMBLA sailed from Sydney on Sunday 11th, enroute to an area 300 miles ENE of Sydney, in order to study the cold water sections of the EAC, from that point to the North. This leg successfully completed, KIMBLA anchored overnight in (15th - 16th) Moreton Bay and secured next morning to Dalgety's No. 1 Wharf, Brisbane, at 0900K.

7. An official cocktail party was held on the 17th. Next night KIMBLA's officers and senior sailors were hosted by the English Speaking Union at their Brisbane Headquarters, "Palma Rosa". This party was to celebrate George Washington's birthday and to welcome KIMBLA to Brisbane.

8. On Monday the 19th, KIMBLA proceeded to sea for the second leg of Seatest Mp 1/79. Unfortunately, Cyclone "Kerry", 600 nautical miles to the North East of Brisbane, had caused a large swell (SM) and high winds. By 0100K on the 20th, because of motion sickness suffered by 3 of the 4 scientists, the Geomagnetic Elect 10 Kinetograph not being able to function properly in the rough seas and because of water ingress through corroded fresh air trunking, (URDEF No. DH 37/79 refers) it was decided to abandon the second leg and return to Brisbane. By 1230K on the 20th, KIMBLA was secured once again to Dalgety's No. 1 Wharf, where she remained until Sunday 25th.

9. After the pleasant, albeit unexpected, stay in Brisbane, KIMBLA sailed at 1000K and proceeded to sea for the third leg of the current trial. This leg was designed to study the EAC close in to the coast between Brisbane and Sydney. During this phase, a gyro defect developed (URDEF 39/79). Good weather prevailed for the duration of this leg, and at the end of the month, KIMBLA was proceeding towards Sydney, to arrive there at 0800L on the 1st March.

Marine Engineering

10. All main and auxiliary machinery ran well during the month, with the exception of the oceanographic winch and the diesel generator. The oceanographic winch had the hydraulic pump replaced; the new pump was found to be spasmodic in operation. Mr. Allan, who designed and manufactured the winch, came onboard and after inspection called in the service manager from Lucas, who manufactured the pump. Ship's staff then removed the pump, which was then bench tested, had three minor defects rectified, then returned to the Ship. Ship's staff then replaced the pump and successfully trialled the winch. All Lucas work was carried out under warranty.

.../11. The diesel.

11. The diesel generator began leaking from the water jacket in the area where the after set of liners joins the forward set. Ship's staff attempted to tighten down the jackets, but the leak persisted. As a temporary measure, Wynn's radiator stop-leak was introduced into the cooling system and the leak was reduced to a small weep. URDEF No. DP 27/79, DTG 202240Z FEB79 refers.

12. Water ingress into forces air trunkings during heavy weather caused concern as to the weather proofing of inlets and state of repair of all air trunkings. Dockyard will progress temporary repairs until the Ship is available for complete repair, which is estimated at 20 working days. URDEF No. DH 37/79 DTG 200030Z FEB79 refers.

13. Planned maintenance and ship's maintenance was progressed during our extended time alongside in Brisbane.

Weapons Electrical Engineering

14. During the month the following three major defects occurred.

15. Port and Starboard Bridge wing repeaters were not following gyro. No. 3 transmitter was found to be sparking badly, and after maintenance was carried out the defect still occurred. Port and Starboard wing repeaters were then run off No. 2 transmitter (Bridge Tape Repeater) as a temporary measure. URDEF 39/79, KOD/DAW 270550Z FEB79 was raised.

16. Main Switchboard Supply Breaker "E" (Wireless Office Supplies) disintegrated, causing welding of contacts at the switchboard, and blowing the main diesel generator supply fuses. Inspection showed the main switchboard is deteriorating through age. INDEF 70/79 refers.

17. The automatic wire laying circuits for the Oceanographic Winch have failed through corrosion, and laying is now done by hand control - a laborious method. INDEF 71/79 refers.

18. Minor defects caused by Cyclone Kerry to the Ship's Talk-Back System on the forecastle, and the weather deck lights forward, were temporarily repaired at sea and will be rewired whilst in harbour.

19. All planned maintenance is progressing satisfactorily.

20. The health and conduct of the Ship's company are good and morale is high. Living conditions onboard are below standard, due to water ingress leaking of ventilation trunking. The material state of KIMBLA is satisfactory.

.../ I have the honour,

I have the honour to be,

RECEIVED - STEAMING FIGURES - FEBRUARY 1979

Hours underway during
month
Total hours underway
since commissioning
Miles steamed during
month
Total miles steamed
since commissioning

Sir,

230.00/60 Hrs

Your obedient Servant,

T.R. Moyes

(T.R. MOYES)
Lieutenant Commander, RAN
COMMANDING OFFICER

Annex A. Steaming Figures.

Annex B. Routine Emergency Exercises.

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Annex A to HMAS KIMBLA
Letter 1-16-2 of
1 March 1979

HMAS KIMBLA - STEAMING FIGURES - FEBRUARY 1979

Hours underway during month	-	230.08/60 Hrs
Total hours underway since commissioning	-	40,498.38/60 Hrs
Miles steamed during month	-	1,778.2 NM
Total miles steamed since commissioning	-	282,406.5 NM

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Annex B to HMAS KIMBLA,
Letter 1-16-2 of
1 March 1979

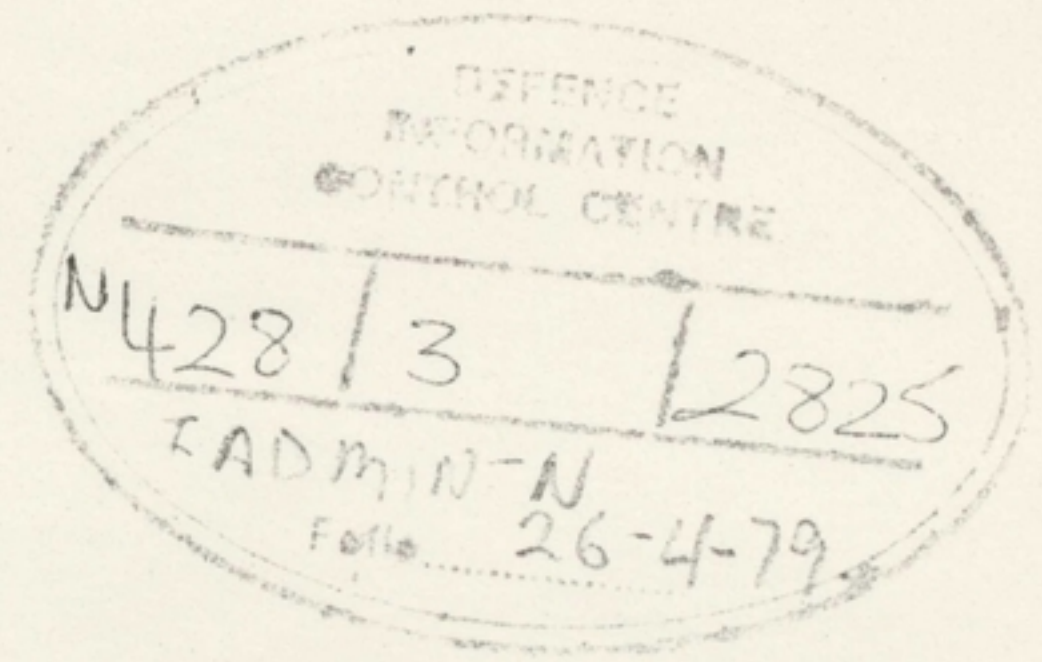
HMAS KIMBLA ROUTINE EMERGENCY EXERCISES - FEBRUARY 1979

<u>Date</u>	<u>Exercise</u>
1st to 4th	Daily Fire Exercises
6th	Man Overboard Major FFO leak in burner line Total steam loss Burst tube drill FWD Boiler FFO pump failure Large fire in Boiler Room Flood in Boiler Room Large fire in Engine Room Boilers priming Loss of Starboard fan Loss of Main Circulating Pump Air pump failure NBCDEX Emergency Stations Leaving Ship Stations
7th	Steering gear breakdown Burst tube drill Aft Boiler Large fire in Boiler Room Flood in Boiler Room Loss of Port Fan Large fire in Engine Room Flood in Engine Room
8th	Steering Gear Breakdown
Remainder of Month	- Daily Emergency Exercises.

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

AF 1/16/32

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27 APR 1979

The Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA ACT 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS -
MARCH 1979

Forwarded.

(G.J.H. WOOLRYCH)
Commodore RAN
for Commander Australian Fleet

Enclosure: HMAS KIMBLA Report of Proceedings of
1 April, 1979.

1-ADMIN-N

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-2

**HMAS KIMBLA
at Sea**

1 April 1979.

**The Flag Officer Commanding
HM AUSTRALIAN FLEET**

For Information:

**The Hydrographer, RAN
The Superintendent, RANRL
The Commander, Mine Warfare and Patrol Forces**

**HMAS KIMBLA - REPORT OF PROCEEDINGS
MARCH, 1979**

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of March, 1979. All times are Kilo (-10).

2. At the beginning of the month, KIMBLA was one mile off Sydney heads, and proceeded via the Western Channel to anchor off Shark Point, Port Jackson, at 0026. SSD were closed up at 0800 the same day, and the Ship proceeded to Bradley's Head dolphins for refuelling from OFL 1208 and thence to HMAS WATERHEN, where she was secured starboard side to No. 2 Minesweeper Wharf at 1045.

3. On the 2nd, KIMBLA cast off at 1500 and proceeded to sea by the Eastern Channel to exercise area B1 - B4 for RANRL Trial 5/78, in company with HMAS ONSLOW. This Trial was designed to establish the parameters and thereby perhaps improve the performance of SONAR 2007 in the passive mode. This was achieved by deploying a pink noise generator from KIMBLA and taping the sonar results onboard the submarine.

4. By 1610 on the 4th, the trial was complete, and in force 9 conditions KIMBLA and HMAS ONSLOW set course for Sydney Heads. The ship was again anchored at Shark Point by 2230. KIMBLA weighed anchor and proceeded the next morning to secure to No. 2 Minesweeper Wharf, WATERHEN at 0832, where she remained until the 13th in an AMP.

.../5. At 0800

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5. At 0800 on the 13th, KIMBLA cast off and proceeded, via Garden Island for fuelling, to a position just inside Sydney Heads to commence her part in Exercise Sinkex. The object of this exercise was to give practice to the front line and second line Squadrons of the Fleet Air Arm in strike operations against a surface target, namely Ammunition Barge 1302. By 1428, KIMBLA had secured the tow and proceeded to area 445A off Jervis Bay, and at 0800 next morning the hulk was cast adrift in the required position.

6. In accordance with the programme, KIMBLA then proceeded to Bass Strait to commence the Victorian Institute of Marine Science (VIMS) Trial 1/79. This trial involved studies of the large submarine canyons on the eastern margin of the Bass Strait - that area adjacent to the ESSO-BHP oilfields. Four areas were of interest during VIMS 1/79 - Geophysics, Sedimentology, Geochemistry and the Biological aspects of the seafloor and the ocean. The first leg took place between the 15th and the 21st of the month.

7. By the morning of the 21st, KIMBLA was 35 miles from Burnie, having completed 29 stations in transit. At this time a south-westerly wind, gusting to 55 knots, passed through the area, precluding further trials. As a result, KIMBLA proceeded to Burnie earlier than planned, and was secured port side to McGaw Pier by 1430 the same day.

8. Five pleasant days were passed during our stay at Burnie, this town of some 19,000 people displaying it's usual high level of hospitality toward RAN Ships. At 1000 on the 26th, KIMBLA cast off and proceeded to sea for the second leg of VIMS 1/79. At the end of March, KIMBLA was at sea in the south-east section of the Bass Strait undertaking this task.

Marine Engineering

9. All main and auxiliary machinery ran well during the month, with the exception of the diesel generator, which still remains the main source of concern.

10. The governor on the diesel generator had two ball races collapse in the area of the weights, which made the diesel unable to be speed controlled. URDEF 41/79 220445Z MAR 79 refers. Ship's staff alongside in Burnie removed the governor, replaced the races and refurbished the governor as much as possible, then replaced it. The diesel is at the moment functioning correctly and will have the governor fully overhauled on arrival in Melbourne, on receipt of ordered spare gear, by Ship's staff. The cooling water weep on water jackets continues on the Diesel Generator. URDEF 38/79 202240Z FEB79 refers.

.../11. Due to

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11. Due to the smooth to moderate seas the Ship has experienced for most of the sea time this month, water ingress has been negligible in fan trunkings and mushroom vents. URDEF 37/79 200030Z FEB 79 refers.

12. Planned and Ship's maintenance for the quarter is progressing satisfactorily.

Weapons Electrical Engineering

13. All electrical equipment operated well, except for the Precision Depth Recorder, Gyro Repeats and A.C. Switchboard. The problem with the Gyro Repeats was the same as previously. URDEF 39/79 DAW 270550Z FEB 79 refers. Hopefully, after receipt of necessary stores items and "requested assistance" from Williamstown Naval Dockyard, this defect (URDEF 42/79 KOD/DAW 290432Z MAR 79 refers) will be successfully rectified this time. The other defects will be repaired after our arrival in Sydney on 9th April, 1979. Planned maintenance has progressed satisfactorily throughout the month.

14. The health and conduct of the Ship's company are good and morale is high. Living conditions are acceptable, except during heavy weather, due to the trunking problem previously described. The material state of KIMBLA is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant,

T.R. Moyes
(T.R. MOYES)
Lieutenant Commander, RAN
COMMANDING OFFICER

Annex A. Steaming Figures.

Annex B. Routine Emergency Exercises.

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Annex A to HMAS KIMBLA
Letter 1-16-2 of
1 April 1979

HMAS KIMBLA - STEAMING FIGURES - MARCH 1979

Hours underway during the month	-	291.40/60
Total Hours underway since commissioning	-	40,789.18/60
Miles steamed during month	-	1,645.5
Total miles steamed since commissioning	-	283,934.6

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Annex B to HMAS KIMBLA
Letter 1-16-2 of
1 April 1979

HMAS KIMBLA ROUTINE EMERGENCY EXERCISES - MARCH 1979

<u>Date</u>	<u>Exercise</u>
2nd	Man Overboard
3rd to 12th	Daily Emergency
13th	Emergency and Leaving Ship Stations
20th	Man Overboard
21st to 31st	Daily Emergency

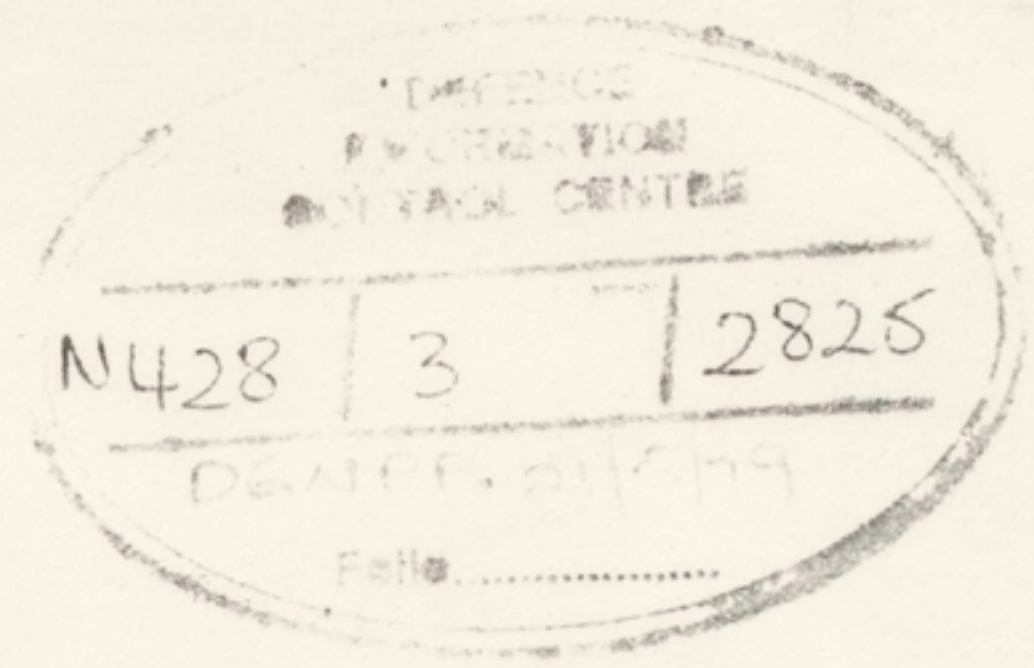
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OFFICE OF THE
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H.M. AUSTRALIAN FLEET
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

LOGGED

AF 1/16/32

22 MAY 1979

The Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA ACT 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS -
APRIL 1979.

Forwarded.

(G.J.H. WOOLRYCH)
Commodore RAN
for Commander Australian Fleet

Enclosure: HMAS KIMBLA
1 May,

Report of Proceedings of
1979.

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-2

HMAS KIMBLA
at AUCKLAND

1 May 1979.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Hydrographer, RAN
The Superintendent, RANRL
The Commander, Mine Warfare and Patrol Forces

HMAS KIMBLA - REPORT OF PROCEEDINGS

APRIL, 1979

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of April, 1979. Times are as stated.
2. At the beginning of the month, KIMBLA had completed the last leg of VIMS Cruise 1/79, described previously, and was enroute for Melbourne for fuel, and to embark equipment for Test Plan 1/79, to be conducted by the Materials Research Laboratories (MRL) later in the month.
3. By 1745(K) on the 1st, KIMBLA had entered Port Phillip Bay by the Southern Channel and anchored off Williamstown at 1838(K). Anchor was weighed the next morning and at 0910(K) KIMBLA was secured port side to Inner East Station Pier.
4. During the Ship's stay in Melbourne, hospitality was extended to KIMBLA by the local branch of the Naval Association. On the morning of the 5th, KIMBLA cast off and proceeded to sea. Proceeding South, the USS COCHRANE was passed enroute for Station Pier and salutes were exchanged. By midday, Port Phillip Heads had been cleared and course set for Sydney.
5. On late Saturday afternoon, KIMBLA entered Sydney Heads and secured port side to the new East Dock Wharf, where she remained until the morning of the 11th, in order to repair and set to work the main switchboard breakers (URDEF 40/79, KOD/DAW 050405Z MAR79 refers). This work successfully completed, KIMBLA proceeded to WATERHEN where she berthed bows East, port side to the Minesweeper Wharf, and shut down for SMP at eight hour's notice for sea.

.... /6. SMP complete

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6. SMP complete, KIMBLA cast off and proceeded to sea at 0910(K) on the 19th with three scientists embarked for MRL Trial 1/79. Before embarking on this task, however, the Ship transitted to the EMS mooring, where she lifted the mooring buoy onto a lighter for maintenance. By 1200(K), KIMBLA cleared Sydney Heads and set a south-easterly course to commence MRL 1/79.

7. This cruise marks the final experiment of Project Marechem, and will bring to a conclusion detailed studies of the magnesium/chloride relationship and the heavy metal composition of the East Australian waters and the Tasman Sea. To this end, a minimum of fourteen water samples and bottom cores will be taken between 20th April and the 14th May, in a rough line between Sydney and Wellington.

8. Between the 20th and 25th, KIMBLA successfully completed eight sampling stations. One other station was aborted due to very rough seas and another was a partial failure when the gravity corer (bottom sampler) was lost because the hydrographic wire parted. However, the scientific team were well pleased with the results obtained thus far, and on the evening of the 25th, KIMBLA secured to Motarua Wharf in the Port of Taranaki for fuel and leave.

9. At 0900(M) on the 27th, KIMBLA departed New Plymouth enroute to Auckland, where she would assist in recovering the buoys and clump block laid for the recovery of the F-III from Hauraki Gulf late in 1978. After a straightforward passage in good weather, KIMBLA anchored overnight on the 29th off Rangitoto Island and next morning secured port side to the ex-HMNZS LACHLAN at HMNZS PHILOMEL for fuel. On completion of fuelling, KIMBLA could moved to Inner Central Calliope Wharf where she remained for storing and leave.

Marine Engineering

10. Main and auxiliary machinery ran well during the month with a few defects recorded, which were actioned by Ship's staff.

11. Spares for the diesel generator governor have not yet arrived, to allow Ship's staff to completely overhaul the item. The delivery date for the store's items is not yet firm. (FOCEA 270850Z APR79 refers). The injector line screw nipple on top of the forward pump to number two injector cracked and was removed and brazed as a temporary repair on the 28th. This nipple crack-again, and therefore a new nipple was manufactured and fitted on the 29th. New connection nipples were fitted on arrival at HMNZS PHILOMEL on the 30th. The small water leak from the cooking water jackets persists, but has not worsened (URDEF 38/79 202240Z FEB79 refers).

.../12. FMP Staff

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12. FMP Staff temporarily repaired the holed trunkings in the Seamen's Mess, the Canteen and supply mushroom vents during the SMP in Sydney from the 9th to the 18th. Rough weather was experienced during the serial to New Plymouth and water ingress was negligible (URDEF 37/79 200030Z FEB79 refers). Planned and Ship's maintenance for the current quarter is progressing well.

Weapons Electrical Engineering

13. All electrical equipment has operated satisfactorily throughout the month, except for the Precision Depth Recorder (URDEF 44/79 KOD/DAW 230245Z APR79), and the Expendable Bathythermograph (INDEF 117/79 DDZ 230255Z APR79). URDEF 43/79 KOD/DAW 022245Z APR79, Hand Voltage Regulator for the A.C. Switchboard is still outstanding, although it is being progressively actioned by Garden Island Dockyard

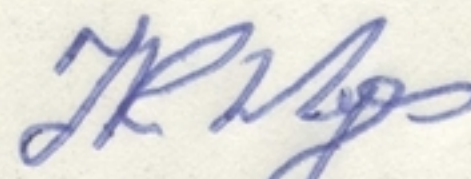
14. Since URDEF 42/79 KOD/DAW 290432Z MAR79, regarding the Gyro and Repeaters, was completed by Williamstown Naval Dockyard early in the month, nil problems have been encountered with the Gyro and associated equipment. Planned maintenance has been progressed throughout the month and a 100% muster has been carried out for the electrical spare gear.

15. The health and conduct of the Ship's Company is good and morale is high. Living conditions are acceptable and the material state of KIMBLA is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant,


(T.R. MOYES)
Lieutenant Commander, RAN
COMMANDING OFFICER

Annex A. Steaming Figures.

Annex B. Routine Emergency Exercises.

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Annex A to HMAS KIMBLA
Letter 1-16-2 of
1 May 1979

HMAS KIMBLA - STEAMING FIGURES - APRIL 1979

Hours underway during the month	-	294.47/60
Total hours underway since commissioning	-	28,6527.7
Miles steamed during month	-	2,475.7
Total miles steamed since commissioning	-	41,085.05/60

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HMAS KIMBLA - ROUTINE EMERGENCY EXERCISES - APRIL 1979

<u>Date</u>	<u>Exercise</u>
1st to 4th	Daily Emergency
5th	Emergency and Leaving Ship Stations
6th to 18th	Daily Emergency
19th	Emergency and Leaving Ship Stations
20th to 28th	Daily Emergency
29th	NBCD Comms Exercise

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

20-6-79

AF 1/16/32

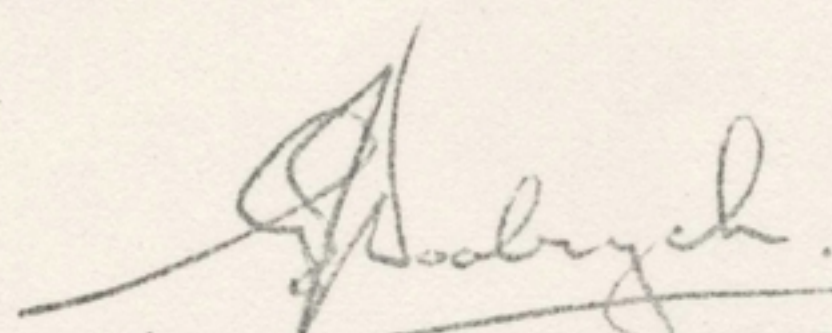
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25 JUN 1979

The Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA ACT 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS -
MAY, 1979

1. Forwarded.
2. With reference to paragraph 15, temporary repairs were made to mushroom vents and trunkings by the FMP during the SMP 9-18 April. As reported in the ship's Report of Proceedings for April these repairs reduced water ingress during rough weather to a negligible amount. Full repairs to both the cargo hold and ventilation trunking will be undertaken during the 1979 refit.


(G.J.H. WOOLRYCH)
Commodore RAN
for Commander Australian Fleet

Enclosure: HMAS KIMBLA Report of Proceedings 1/16/2 of
1 June, 1979

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1-16-32
13

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-2

HMAS KIMBLA
at Sydney

The Flag Officer Commanding
HM AUSTRALIAN FLEET

1st June, 1979

For Information:

The Hydrographer, RAN
The Superintendent, RANRL
The Commander, Mine Warfare and Patrol Forces

HMAS KIMBLA - REPORT OF PROCEEDINGS
MAY 1979



Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of MAY, 1979. All times are as stated.
2. At the beginning of the month KIMBLA was secured alongside at HMNZS PHILOMEL, Auckland, for leave and stores. The recovery of the buoys and clump blocks from the Hauraki Gulf as detailed previously was cancelled due to delays and KIMBLA'S obligation to meet the programme. Therefore, on Thursday 3rd, at 0815(M) KIMBLA proceeded to sea via the Rangitoto Channel for New Plymouth. Manoverboard, emergency and leaving ship stations were exercised enroute. At 1530(M) on Saturday 5th, KIMBLA anchored in Port Taranaki and, next morning, secured starboard side to No 2 Newton King Wharf, New Plymouth.
3. By 0900(M) on Monday 7th, KIMBLA was at sea and proceeding to a position south-west of New Plymouth to commence the second leg of PROJECT MARECHEM, described in the previous Report of Proceedings. KIMBLA successfully completed seven stations during this leg and preparations were carried out onboard in anticipation of annual inspection.
4. Landfall was made late in the middle watch on Sunday 13th. KIMBLA anchored off Vaucluse Pt, Port Jackson, at 1000(K) for clearance by Customs. This complete, KIMBLA weighed anchor and steamed the remaining distance to Garden Island where, at midday, she secured port side to Inner East Dock Wharf.

...../5. Next Morning

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5. Next morning, KIMBLA moved to Fitting Out Wharf and embarked 130 tons of FFO. On completion, she proceeded to HMAS WATERHEN, and was secured to No 2 Minesweeper Wharf by 1140(K) at eight hours notice for sea. AMP was then started; and also industrious activity to ready the ship for annual inspection.

6. For three days commencing Tuesday 15th, departmental inspections were carried out by Fleet Staff Officers. At 1000, Tuesday 22nd your representative CDRE G.J.H. WOOLRYCH, RAN, Chief of Staff, arrived onboard in order to conduct the annual inspection of HMAS KIMBLA. Inspection complete, CDRE WOOLRYCH made a short speech to the Ship's Company, emphasizing that he was well pleased with the standard of the ship.

7. Thursday 24th saw KIMBLA proceeding through Sydney Heads in order to begin the combined Bureau of Mineral Resources, Geology and Geophysics; Monash University Cruise 1/79. This project was aimed at establishing the density of manganese nodules on the seabed in an area 450 nautical miles east-south-east of Sydney, using Boomerang Sampling Bouys. The research area was established from Danish and American information; however, after launching a total of eight buoys no nodules were recovered. The last two stations were unfortunately cancelled due to inclement (Force 10) weather. As the scientists were unwilling to risk equipment, they requested that the last two stations be aborted; consequently KIMBLA proceeded to Sydney.

8. With the weather very much improved, KIMBLA, on request from the scientists, launched two more Boomerang Bouys about 50 miles west nor-west of Gascoyne Seamount, on the off chance that manganese nodules might be lodged on the seabed. (Knowledge of the Tasman seabed is sketchy at best). This attempt met with pleasing results, two larger than average nodules being recovered. The find is doubly valuable as it represents a new known area of nodule placement.

9. KIMBLA entered Sydney Heads and anchored overnight in Watson's Bay on Tuesday 29th. Next morning she proceeded to the West Dock Wall at Garden Island for fuel and on completion to HMAS WATERHEN. By 1020(K) on Wednesday 30th, the ship was secured starboard side to No 2 Minesweeper Wharf for AMP and leave, where she will remain until 9th July, 1979.

Marine Engineering

10. Main and auxiliary machinery performed well during the month with only a few defects recorded.

11. Spares for the diesel generator governor are still under investigation as regards availability from the U.K. suppliers. (FOCEA 220038Z MAY79 REFERS). The diesel generator has performed well: the leaking water jacket persists and is slowly worsening. (URDEF 38/79 202240Z FEB79 REFERS).

.....The diesel.

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3.

The diesel is expected to be overhauled and defects made good in the forthcoming AMP commencing 4th June, 1979.

12. The port steam generator ruined two big ends and the centre main bearing, which were replaced by ship's staff alongside HMNZS PHILOMEL, from spare gear held onboard. (URDEF 45/79 010325Z MAY79 REFERS).

13. Three Throttle Watchkeeping Certificates, two Restricted Boiler Watchkeeping Certificates and one Restricted Engine Watchkeeping Certificate were awarded during the month.

Weapons Electrical Engineering

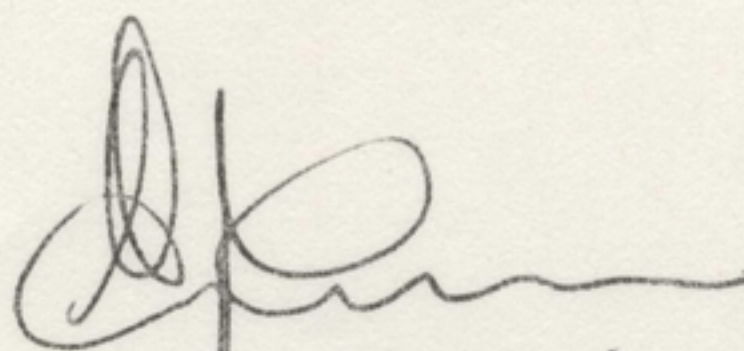
14. During the month, the ship experienced major defects on the following equipment: No 1 motor alternator 10KW, (URDEF 46/79 KOD/DAW 172304Z MAY79 REFERS) Westrex Precision Depth Recorder, (URDEF 48/79 KOD/DAW 300115Z MAY79 REFERS) and the No 1 AN/URT 24V (URDEF 47/79 DLL/DLP/KOD 260145Z MAY79 REFERS). The defects on the 10KW M/A have been rectified and the other two will be completed during this AMP. All other electrical equipment has operated satisfactorily and Planned Maintenance has been completed for the period.

15. The health and morale of the Ship's Company is high and their conduct exemplary. Living conditions during the month have been below acceptable standards due to water ingress through the cargo hatch and ventilation trunkings, causing discomfort in the messes: wet bedding and water on decks and bulkheads.

I have the honour to be,

Sir,

Your obedient Servant,



(S. J. HYLAND)
Lieutenant RAN
for COMMANDING OFFICER A.O.L.

Annex A. Steaming Figures.

Annex B. Routine Emergency Exercises.

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Annex A to HMAS KIMBLA
Letter 1-16-2 of
1 June 1979

HMAS KIMBLA - STEAMING FIGURES - MAY 1979

Hours underway during the month	-	333.41/60
Total hours underway since commissioning	-	41,418.46/60
Miles steamed during the month	-	2,557.3
Total miles steamed since commissioning	-	289,085.0

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Annex B to HMAS KIMBLA
Letter 1-16-2 of
1 June 1979

HMAS KIMBLA - ROUTINE EMERGENCY EXERCISES - MAY 1979

<u>Date</u>	<u>Exercise</u>
4th	Emergency and Leaving Ship Stations
5th - 28th	Daily exercise
29th	Emergency and Leaving Ship Stations

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GARDEN ISLAND, N.S.W. 2000

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20-6-79

AF 1/16/32

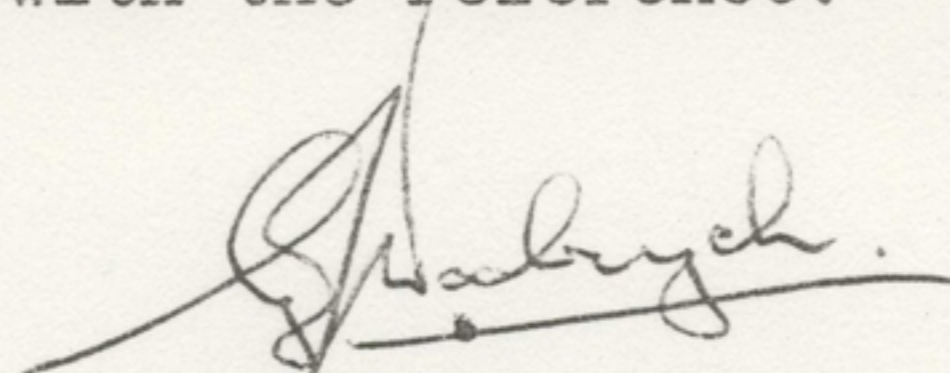
27 JUL 1979

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Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS
JUNE 1979

1. Forwarded.
2. The Commanding Officer HMAS KIMBLA is aware of the incorrect reporting of dressing ship dates in paragraph 3 which are not in accordance with the reference.



(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure: HMAS KIMBLA Report of Proceedings
1/16/2 of 6 July 1979

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1/16/2

HMAS KIMBLA
at Sydney

6 July 1979

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Hydrographer, RAN

HMAS KIMBLA - REPORT OF PROCEEDINGS

JUNE 1979

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command for the month of June 1979. Times throughout are Kilo(-10).
2. At the beginning of the month KIMBLA was secured starboard side to No.2 minesweeper wharf, HMAS Waterhen at 47 hours notice for sea, undergoing an AMP and for leave.
3. Kimbla dressed overall on the occasion of the coronation of HM Queen Elizabeth II on Saturday 2nd and also each day on Saturday 9th, Sunday 10th and Monday 11th respectively, for the Queen's official birthday, the birthday of HM Prince Phillip and for the official holiday of the Queen's birthday.
4. Kimbla remained alongside at 47 hours notice for sea for the remainder of June.

Marine Engineering

5. All Hull Planned Maintenance for the period was completed by F.M.P. All the items on the F.M.P. worklist were satisfactorily completed.
6. A spare governor for the diesel generator was obtained from Hawker Siddeley through Stores and has been fitted. A representative from Hawker Siddeley assisted ships staff in setting to work the new governor. URDEF 38/79 202240Z FEB 79 (leaking water jackets) is still outstanding. The 2000 hours overhaul of the diesel, originally planned for this AMP, has been postponed to the refit.

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- 2 -

Weapons Electrical Engineering

7. Electrical equipment operated well during the month.

URDEFS 47/79 TM145 C38/79, AN/URT 24V,
48/79 TM200 DW17/79 - Precision Depth Recorder,
50/79 TM200 DL71/79 - 3.5KW Motor Alternator.
and

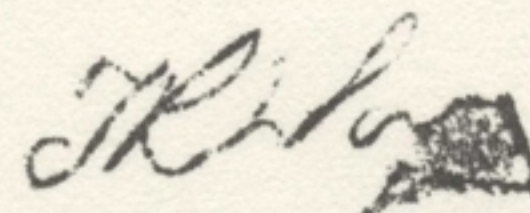
INDEFS 71/79 TM200 DL12/79 - Oceanographic Winch and,
116/79 DC24/79 TM200 DC24/79 - Sentinel Auto Alarm
were completed. With assistance from FMP, FMU and Waterhen
Base Staff all Planned Maintenance was brought up to date
and most defects rectified.

8. The health and morale of the Ship's Company is
high and their conduct exemplary. The material state of
Kimbla is satisfactory.

I have the honour to be

Sir,

Your obedient servant



(T.R. MOYES)
Lieutenant Commander RAN
Commanding Officer

- Annexes: A. Steaming Figures - June 1979
B. Routine Emergency Exercises - June 1979

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Annex A to
HMAS KIMBLA ROP 1/16/2
dated 6 July 1979

HMAS KIMBLA - STEAMING FIGURES - JUNE 1979

Hours underway during the month	Nil
Total hours underway since commissioning	41,418.46/60
Miles steamed during the month	Nil
Total miles steamed since commissioning	- 289,085.0

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Annex B to
HMAS KIMBLA ROP 1/16/2
dated 6 July 1979

HMAS KIMBLA - ROUTINE EMERGENCY EXERCISES - JUNE 1979

<u>Date</u>	<u>Exercise</u>
01 - 30	Daily fire/flooding exercises

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AF 1/16/32

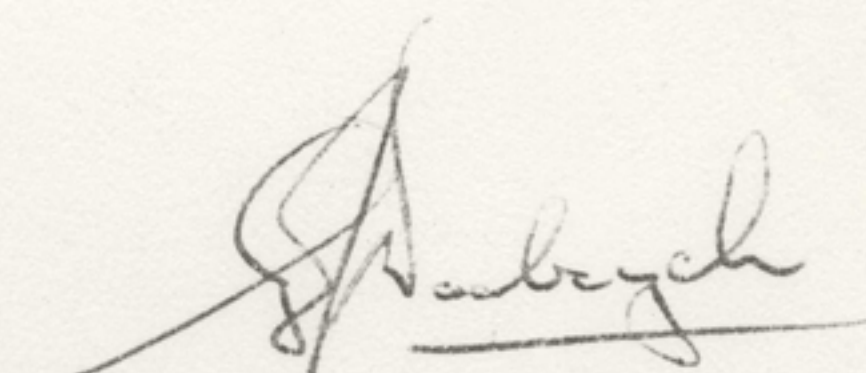
20 AUG 1979

LOGGED

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS
JULY 1979

Forwarded.


(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure.

HMAS KIMBLA
of 2 August, 1979

Report of Proceedings

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1/16/2

HMAS KIMBLA
at Sydney

The Flag Officer Commanding
HM AUSTRALIAN FLEET

2 AUG 1979

For Information:

The Hydrographer RAN

HMAS KIMBLA REPORT OF PROCEEDINGS

JULY 1979

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of July 1979. Times throughout are Kilo (-10).
2. At the beginning of the month, KIMBLA was secured starboard side to No.2 Minesweeper Wharf, HMAS WATERHEN at 47 hours notice for sea.
3. Friday the 6th marked the completion of AMP.
4. At 1000, On Monday the 9th, KIMBLA cast off and proceeded to Cairns, via Bradley's Head Dolphins where 27 tons of FFO were embarked. A shortage of FFO in Queensland dictated that KIMBLA steam to Cairns where fuel was readily available, before commencing Sea Test Plan WSRL 3/79, in accordance with Reference A.
5. After a comfortable and incident free voyage, KIMBLA anchored overnight on Sunday the 15th, in sight of the leads for Cairn's Harbour. On the same day, at 1330, KIMBLA weighed anchor and proceeded to No.10 Wharf where 110 tons of FFO were embarked. On completion, she proceeded down river and, at 1737, secured starboard side to No.1 Wharf.
6. On Wednesday morning, the 18th, KIMBLA proceeded to sea for the first leg of WSRL 3/79. However, this part of the trial was aborted when, 100 miles east of Grafton Passage, a signal was received which indicated HMAS DIAMANTINA had suffered hull damage in heavy weather, and was proceeding to Brisbane. At 0900, on Thursday the 19th, KIMBLA altered course and proceeded to Brisbane, via the Palm Passage.

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- 2 -

7. On Sunday the 22nd, KIMBLA anchored overnight in Brisbane Road, Moreton Bay. She proceeded up the Brisbane River the next morning and, at 0952, berthed starboard side to No.1 Dalgety's Wharf, adjacent to HMAS MORETON.

8. DIAMANTINA sailed from Brisbane after repairs, on Tuesday the 24th, to be in position for a second attempt at WSRL 3/79. At 0900, on Thursday the 26th, KIMBLA moved to the Mobil Oil Wharf at Colmslie where 92 tons of FFO were embarked, before she proceeded to sea (See paragraph 14).

9. On clearing Moreton Bay, the noise generator was streamed and part one of WSRL 3/79 was underway. Assisted by fair weather and favourable currents, this attempt was entirely successful. By 0900 on Monday the 30th, KIMBLA was anchored in Spring Cove, Port Jackson awaiting a berth. After clearance to proceed, KIMBLA weighed anchor and proceeded to Garden Island, where she secured port side to north end of the Fitting Out Wharf at 1140 and remained until the end of the month.

Marine Engineering

10. All machinery has performed well during the month. The diesel generator has performed very well since a new governor was fitted. The leaking water jackets have not worsened, but URDEF 38/79 202240Z FEB 79 is still outstanding.

11. A demand for oils OC160 and OM100 could not be fulfilled in Brisbane, however, with the assistance of the Shell Company Technical Division alternatives - STROMBUS Oil K150 and TURBO Oil T78 - were found to be readily available.

12. FFO received in Brisbane was very thick and smelt like tar. Samples held onboard were found to solidify after a couple of days. Despite concern about how the oil would behave in ship's tanks, the only problem encountered was a 25% increase in daily consumption.

Weapons Electrical Engineering

13. The following defects were completed by Friday the 6th:

URDEF 43/79 TM200 DL55/79 KOD/DAW 022245Z APR 79, hand voltage regulators.

URDEF 49/79 TM145 W41/79 W41/79 KOD/DAW 272304Z JUN 79 Expendable Bathythermograph Recorder and,

URDEF 50/79 TM200 DL71/79 KOD/DAW 012331Z JUL 79 3.5KW M/A for laboratory supplies.

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- 3 -

14. All other electrical equipment has run satisfactorily with the exception of the 916A DECCA Radar, Urdef 52/79 TM145 W43/79 KOD/DAW 130606Z JUL 79 refers and Urdef 51/79 TM145 W42/79 KOD/DAW 122333Z JUL 79, expendable bathythermograph recorder which is still defective. Assistance will be sought from Waterhen Base Staff next time in Sydney.

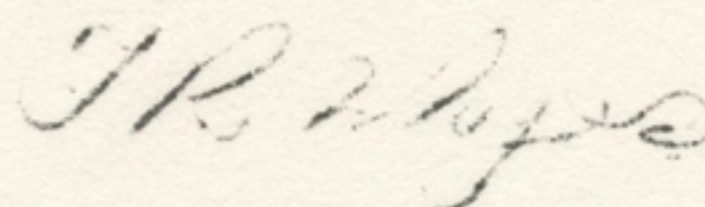
15. Planned maintenance has progressed throughout the month; a 100% muster of the Electrical, and Radio, Radar Lists of equipment has been carried out, and all tasks as detailed in the Fleet Staff departmental inspection have been completed.

16. The health and morale of the Ship's Company is high and their conduct excellent. Living conditions onboard are well below standard in rough weather, the forwarded messes suffering water ingress and inadequate ventilation. The material state of KIMBLA is satisfactory.

I have the honour to be

Sir,

Your obedient servant



(T.R. MOYES)
Lieutenant Commander RAN
Commanding Officer

Annexes: A. Steaming Figures July 1979
B. Routine Emergency Exercise July 1979

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Annex A to
HMAS KIMBLA ROP 1/16/2
dated

HMAS KIMBLA - STEAMING FIGURES - JULY 1979

Hours underway during the month	338.52/60
Total hours underway since commissioning	41,757.38/60
Miles steamed during the month	2,988.4
Total miles steamed since commissioning	292073.4

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Annex B to
HMAS KIMBLA ROP 1/16/2
dated

HMAS KIMBLA - ROUTING EMERGENCY EXERCISES - JULY 1979

<u>Date</u>	
02 - 08	Daily Fire/Flooding
09	Emergency/Leaving Ship Station
12	Man Overboard
14 - 17	Daily Fire/Flooding
18	Emergency Leaving Ship Stations
21 - 22	Daily exercises - Fire
24 - 27	Daily exercises - Fire
30 - 31	Daily exercises - Fire

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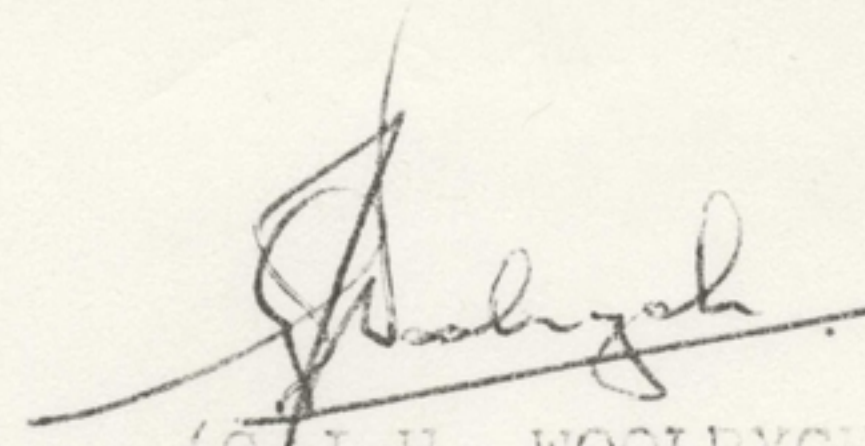
20 SEP 1979

LOGGED

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS
AUGUST 1979

1. Forwarded.
2. The incident reported at paragraph 7 which resulted in the death of CPOMTP3 R. J. Jackson, has been the subject of a Board of Inquiry.


(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure: HMAS KIMBLA Report of Proceedings
for August, 1979 dated 7 September, 1979



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1/16/2

HMAS KIMBLA
at Sea

7 SEP 1979

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Hydrographer, RAN

HMAS KIMBLA - REPORT OF PROCEEDINGS
AUGUST 1979

Reference: A. RANRL Experiment Plan No.16/79
August 1979.

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of August 1979. Times throughout are Kilo (-10).
2. At the beginning of the month, KIMBLA was secured alongside the north end of the Fitting Out Wharf, Garden Island. At 1000 on Wednesday 1st, she cast off and proceeded to sea for the last part of Sea Test Plan WSRL 3/79, previously mentioned. This trial continued until late on Friday 3rd, when heavy southerly weather forced the trial to be curtailed. KIMBLA returned to Sydney, berthing at HMAS Waterhen on the afternoon of Saturday 4th, and remained until Monday 13th.
3. At 0840, on Monday 13th, KIMBLA proceeded to sea to a point about ninety miles east of Sydney to undertake RANRL Experiment Plan No.16/79, a Deep Ocean Eddy Volume Reverberation Study. This trial was hampered somewhat by a failure of AC power which caused a loss of programme in the Satellite Navigation System. Coupled with inclement weather, position fixing was hindered, detracting from the experiment results.

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4. By Thursday morning 16th, this trial was complete, and Kimbla proceeded south to Melbourne for fuel and rest. The ship anchored overnight in Port Phillip, on Saturday 18th and next morning proceeded alongside to berth on Inner East Station Pier. An official Cocktail Party was held on the evening of Monday 20th.

5. Kimbla cast off from her berth on Wednesday forenoon, 22nd, and proceeded through the Rip to the Bass Strait, to commence the Victorian Institute of Marine Science's Cruise Plan 79-K-2. This cruise consisted of twenty four scientific stations around the perimeter of Bass Strait. Data for studies of hydrology, nutrient cycling, phytoplankton and zooplankton was to be gathered.

6. On Saturday 25th, Kimbla suffered a boiler defect (see para 10). To facilitate repairs and to ensure a timely return to Sydney, the Bass Strait study was curtailed by twenty four hours. Kimbla returned to Melbourne, anchored overnight on Monday 27th, and proceeded alongside the next afternoon, berth as before.

7. Temporary repairs to the boiler complete, Kimbla cast off from Station Pier and proceeded via the South Channel and The Rip to sea on Friday morning 31st. On entering the Rip, at about 1015, a series of short period, ten metre waves struck Kimbla. An electrical short, caused by water ingress, resulted in loss of AC power - Kimbla was then without external communications. Another wave caused CPOMTP3 R.K. JACKSON R43405 to be lost overboard. All actions required by Kimbla were taken. Communications were restored at about 1050 and assistance was requested through POINT LONSDALE Entrance Control and The Naval Officer Commanding Victoria. A thorough search was carried out for Chief Petty Officer Jackson without success. Aiding in the search were five aircraft, the local pilot launch, a small tug, and HMAS BUCCANEER. At 1330, search control was handed to BUCCANEER, while Kimbla proceeded to Westernport, to land four injured personnel, who were subsequently taken to HMAS CERBERUS Hospital. During transit to Flinders, Kimbla suffered a boiler breakdown, due to water in the fuel - a legacy of the heavy seas experienced in The Rip. Within ten minutes, this was rectified and Kimbla was able to proceed. (See para 12).

8. By 1715 on Friday 31st, the injured personnel had been landed. Kimbla weighed anchor and proceeded to sea. At the end of the month, Kimbla was on passage to Sydney.

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Marine Engineering

9. All machinery has performed well during the month.
10. The forward boiler scum blowdown line developed a hole on Saturday 25th, which necessitated shutting down the boiler for two hours to carry out temporary repairs. These repairs were considered adequate for the remainder of the cruise into Melbourne. (URDEF 55/79 KIMBLA's KOD/DAW 250935Z AUG 79 refers). The line was removed and blanks fitted until repairs can be actioned via INDEF 119/79 by FMU in Sydney.
11. Heavy seas on Friday 31st badly buckled the port side Wardroom Pantry door. (INDEF 120/79 refers). Several firehoses were lost overboard and fire extinguishers were damaged.
12. At approximately 1550 on Friday 31st both boilers blacked out, caused by water in the fuel. It is thought the water entered the tanks through the breather pipes during the mornings heavy seas. The ship proceeded at 1608. All fuel tanks were tested and showed only very slight traces of water.

Weapons Electrical Engineering - ROP for August.

13. During the month, the only major defect was burnt out wiring from the engine room junction box A1J1, to fuse box A1J1D3, in the boiler room access. (URDEF 53/79 KOD/DAW 020050Z AUG 79 refers) This Urdef was sufficiently repaired by GID to enable the ship to sail, however the Urdef will be completed during our coming refit.
14. On Friday 31st whilst proceeding through The Rip, the AC switchboard on the Wireless Office lost all load, thus rendering all AC services, including communications and radar, from this switchboard inoperable. Three attempts to bring No.2 M/A on load, were unsuccessful. The Emergency wireless office 7.5 KVA diesel alternator was brought on load, using the laboratory switchboard. The defect causing the problem was later traced to the washing machine in the Junior Sailors bathroom which was hit by rough seas.
15. Defective equipment caused by the high seas are listed below:
- a. Junior Sailors Washing Machine.
 - b. Wardroom D.A.R.

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- c. Senior Sailors Colour TV
- d. Water in 16 watt Amplifier for the talk back system.
- e. Exhaust for Senior Sailors Mess
- f. Toaster - Wardroom
- g. After Water Cooler
- h. Overtaking light
- i. Engine room lights
- j. and fan trunkings of the following fans were full of water. Two in Canteen, overflow mess, Electrical workshop and Passageway forward.

16. The health of the ships company is good and their conduct excellent. Morale is sound considering the present circumstances. The material state of Kimbla is satisfactory.

I have the honour to be

Sir,

Your obedient servant

T.R. Moyes
(T.R. MOYES)
Lieutenant Commander RAN
Commanding Officer

- Annexes: A. Steaming Figures - August 1979
B. Routine Exercises - August 1979

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Annex A to
HMAS KIMBLA ROP 1/16/2
dated September 1979

HMAS KIMBLA - STEAMING FIGURES - AUGUST 1979

Hours underway during the month	373.30/60
Total hours underway since commissioning	42,131.08/60
Miles steamed during the month	2,613.2
Total miles steamed since commissioning	294,686.6

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Annex B to
HMAS KIMBLA ROP 1/16/2
dated September 1979

HMAS KIMBLA - ROUTINE EXERCISES

<u>Date</u>	<u>Exercise</u>
01	Emergency & Leaving Ship Stations
15 - 12	Daily emergency exercises
13	Emergency & Leaving Ship Stations
16	MOB exercises - OOW's
20 - 21	Daily emergency exercises
24 - 25	Danbuoy laying exercises

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TELEPHONE:

IN REPLY QUOTE C1/16/2

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ROYAL AUSTRALIAN NAVY

1-16-32 (30)
HMAS KIMBLA
at Garden Island

2nd October, 1979.

The Flag Officer Commanding,
HM Australian Fleet.

For Information:

The Hydrographer, RAN.

HMAS KIMBLA - REPORT OF PROCEEDINGS

SEPTEMBER, 1979

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of September, 1979. Times throughout are Kilo (-10).
2. At the beginning of the month KIMBLA was on passage from Melbourne to Sydney. After an uneventful voyage, the ship berthed port side to the NEFOW Garden Island, at 2100 on Sunday 2nd.
3. The next morning, KIMBLA sailed for pre-refit trials and deammunitioning. Both tasks complete, KIMBLA secured as before at the NEFOW at 0930 the same day. The ship then went to forty-seven hours notice for sea for the duration of refit.
4. From Monday 3rd until Wednesday 5th, a board of inquiry convened onboard HMAS KIMBLA, whose task it was to investigate the circumstances of the loss overboard of CPOMTP3 R.K. JACKSON, as reported previously.
5. KIMBLA was in an Assisted Maintenance Period until Monday 17th, when the refit commenced. She then went out of routine until the end of refit. On Friday 14th, the ship was cold moved to the Gunwharf due to wharfage requirements; she was returned to her refit berth on Tuesday 25th, where maintenance continued.



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6. HMAS KIMBLA dressed ship with masthead ensign during Navy Week on open days Saturday 29th and Sunday 30th. Colours were half-masted on Wednesday 5th on the occasion of the funeral of Admiral of the Fleet Earl MOUNTBATTEN of Burma, KG, PC, GCB, OM, GCSI, GCIE, UGCVO, DSO, FRS. They were also half masted on Friday 7th the date of the memorial service for the late CPOMTP3 R.K. JACKSON of HMAS KIMBLA; and again for the funeral of CPOCOX D.A. BRIGGS, of HMAS PENGUIN on Friday 28th.

MARINE ENGINEERING

7. Prior to commencement of the refit much preparative work was achieved by ships staff assisted by the Fleet Maintenance Party and dockyard staff. During wear and waste tests, suspected cracks were discovered in both main boiler furnaces (EMO survey 63/79 refers). One major defect outstanding at the end of the month was the corroded seam blowdown pipe on the forward boiler. (Indef 119/79 - HMAS KIMBLA KOD/DAW 250935Z SEP 79 refers).

8. The refit is progressing satisfactorily.

WEAPONS ELECTRICAL ENGINEERING

9. No major defects were suffered during the month. All planned maintenance has been completed for this four-month period. The refit is progressing to schedule.

10. The health and morale of the ship's company is good and their conduct excellent. The material state of KIMBLA is satisfactory and the refit is progressing to schedule.

I have the honour to be

Sir,

Your obedient servant

T.R. Moyes

(T.R. MOYES)
Lieutenant Commander RAN
Commanding Officer

Annexes: A. Steaming Figures - September 1979.
B. Routine Exercises - September 1979.

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Annex A to
HMAS KIMBLA ROP 1/16/
dated 2 October, 1979

HMAS KIMBLA - STEAMING FIGURES - SEPTEMBER, 1979

Hours underway during the month	46.30/60
Total hours underway since commissioning	42,177.38/60
Miles steamed during the month	452.6
Total miles steamed since commissioning	295,139.2

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Annex B to
HMAS KIMBLA ROP 1/16/2
dated 2 October, 1979

HMAS KIMBLA - ROUTINE EXERCISES

DATE

EXERCISE

03 - 30

Daily emergency exercises

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ROYAL AUSTRALIAN NAVY

CONTROL CENTRE

N428 / 3 / 2825

Folio.....

Telephone: 359-9111
Extension 3139

ADMIN
19.11.79

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

AF 1/16/32

19 NOV 1979

CEC

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA ACT 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS -
OCTOBER 1979

Forwarded.

(G.J.H. WOOLRYCH)
Commodore RAN
for Fleet Commander

Enclosure: HMAS KIMBLA Report of Proceedings for
October, 1979 dated 5 November, 1979

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ADMIN
19-11-79

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/2

HMAS KIMBLA
at Garden Island

The Flag Officer Commanding
HM AUSTRALIAN FLEET

5th November, 1979

For Information:

The Hydrographer, RAN
The Superintendent RANRL
The Commander, Mine Warfare & Patrol Forces

HMAS KIMBLA - REPORT OF PROCEEDINGS

OCTOBER 1979

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of October, 1979.
2. At the beginning of the month KIMBLA was out of routine, in refit, berthed portside to the Gunwharf, Garden Island.
3. At 1028K, Tuesday 16th, the Ship was cold moved to the floating dock, berthing at 1056K. With the Ship positioned over the blocks, pumping was commenced at 1111K. The keel was on the blocks at 1315K, and pumping completed, without event, by 1721K.
4. At 0200K, Sunday 28th, clocks were advanced 1 hour to time zone L(-11) to conform with Eastern Standard Summer Time.
5. Early in the month, the Ship slipped approximately 7 days behind refit schedule, due to growth in Boiler and Hull work requirements. To date, this time loss has not been recovered.
6. The Ship has benefitted from the good relationship established between Ship's staff and dockyard personnel.

MARINE ENGINEERING

7. KIMBLA was docked, five days late, on Tuesday 16th and is due to undock on 14th November.
8. Although all work planned for the month has been commenced, the refit is one week behind schedule, due to defects in main and auxiliary machinery.

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2.

9. The requirement to relag both boilers will delay other planned work, and so may cause further delays.

WEAPONS ELECTRICAL ENGINEERING

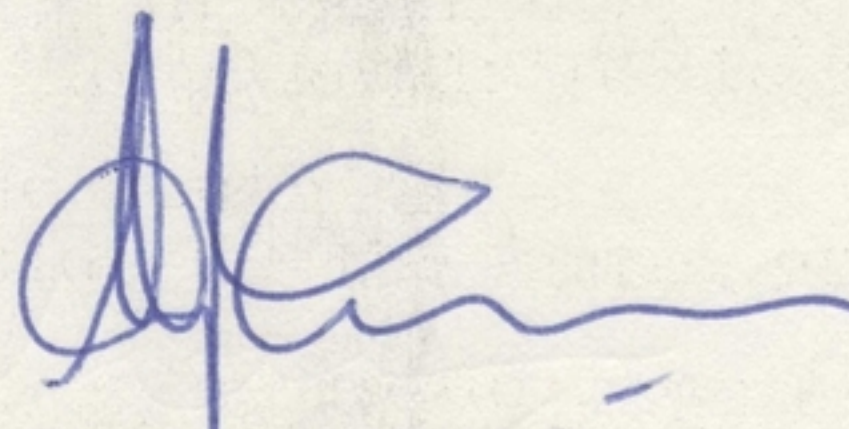
10. All electrical work is proceeding satisfactorily, and on schedule.

11. The health and morale of the Ship's Company is good and their conduct excellent.

I have the honour to be,

Sir,

Your obedient servant



(S.J. HYLAND)
Lieutenant RAN
For COMMANDING OFFICER A.O.L.

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Annex A to HMAS KIMBLA
R.O.P. 1-16-2 dated
5th November, 1979

HMAS KIMBLA STEAMING FIGURES - OCTOBER, 1979

Hours underway during the month	NIL
Total hours underway since commissioning	42177.38 /60
Miles steamed during the month	NIL
Total miles steamed since commissioning	295.139.2

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Annex B to HMAS KIMBLA
R.O.P. 1-16-2 dated
5th November, 1979

HMAS KIMBLA - ROUTINE EXERCISES

DATE

EXERCISE

1 - 31

Daily emergency exercises

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ROYAL AUSTRALIAN NAVY

SMV

OFFICE OF THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET
FLEET HEADQUARTERS
GARDEN ISLAND, N.S.W. 2000
N423 / 3 / 2825
Folio

Telephone: 359-9111
Extension 3139

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

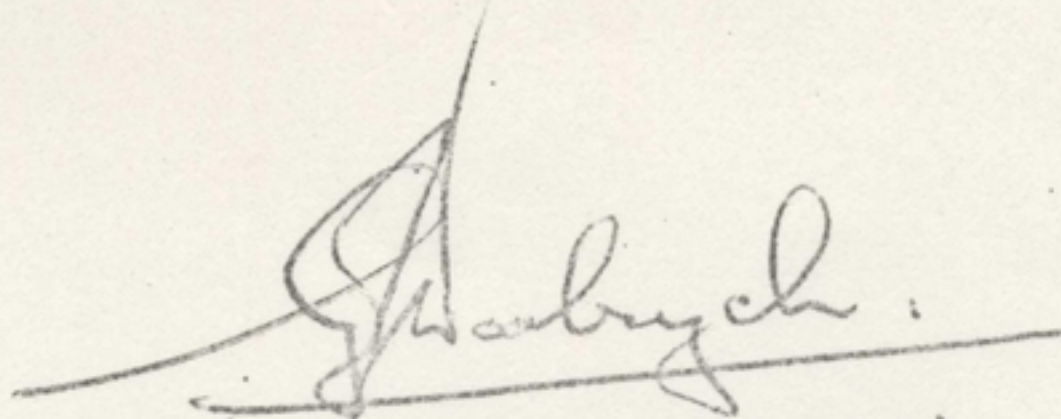
AF 1/16/32

17 DEC 1979

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600

HMAS KIMBLA - REPORT OF PROCEEDINGS
NOVEMBER, 1979

Forwarded.


(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure: HMAS KIMBLA Report of Proceedings
for November, 1979 dated 3 December, 1979

ADMIN-N
A-4-05

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE C1/16/2

HMAS KIMBLA
at Garden Island

3rd December, 1979

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Hydrographer, RAN
The Superintendent RANRL
The Commander, Mine Warfare & Patrol Forces

HMAS KIMBLA - REPORT OF PROCEEDINGS
NOVEMBER 1979

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of November 1979. All times are Zone Lima (-11).
2. At the beginning of the month, KIMBLA was continuing refit in the floating drydock. Time lost, as reported previously, has been made up during the month by overtime and by employing extra dockyard hands.
3. The refit is now proceeding to schedule, with no major obstacles envisaged.
4. Colours were half-masted on Rememberance Day, Sunday 11th.

MARINE ENGINEERING

5. All planned dockyard work has been commenced and is progressing satisfactorily. All auxiliary machinery removed from the ship for repair has been returned. Machinery trials scheduled to commence on the 10th December, 1979 and delays are not envisaged.
6. Ship's Staff planned work has progressed satisfactorily as has work undertaken by F.M.P.

WEAPONS ELECTRICAL ENGINEERING

7. All dockyard work for the month has progressed satisfactorily. The majority of the equipment is now back onboard awaiting trials.
8. All planned maintenance and Ship's Staff

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worklist has been completed for the month, and all work undertaken by F.M.P. for the refit has now been completed.

10. The health and morale of the Ship's Company is good and their conduct exemplary.

I have the honour to be

Sir,

Your obedient servant

T.R. Moyes

(T.R. MOYES)
Lieutenant Commander RAN
Commanding Officer

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Annex A to HMAS KIMBLA
R.O.P. C1/16/2 dated
3rd December, 1979

HMAS KIMBLA STEAMING FIGURES - NOVEMBER, 1979

Hours underway during the month	NIL
Total hours underway since commissioning	42177.38/60
Miles steamed during the month	NIL
Total miles steamed since commissioning	295,139.2

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Annex B to HMAS KIMBLA
R.O.P. C1/16/2 dated
3rd December, 1979

HMAS KIMBLA - ROUTINE EXERCISES

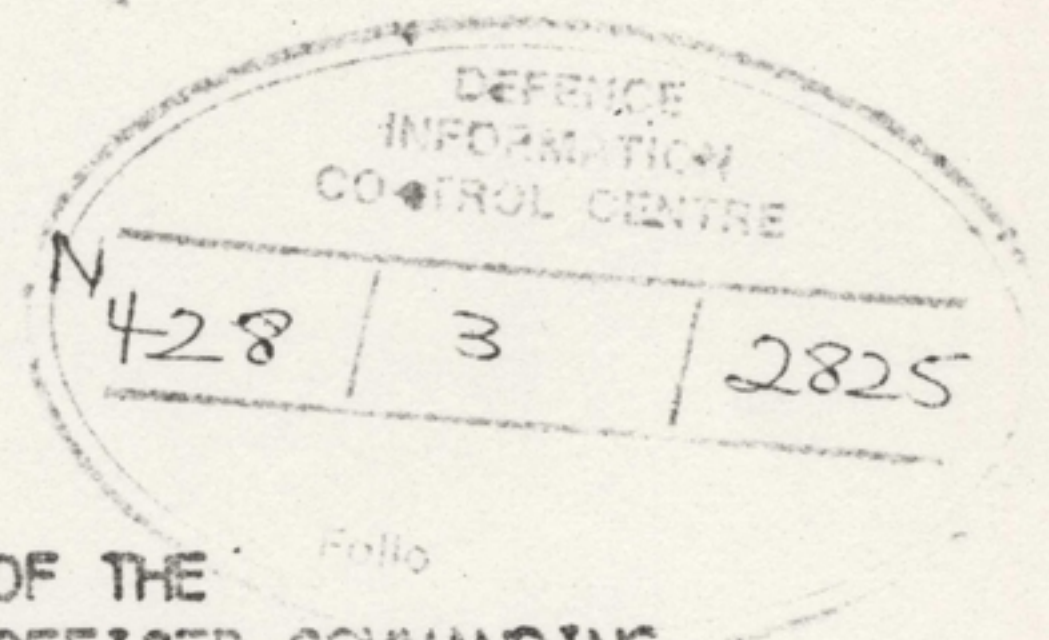
<u>DATE</u>	<u>EXERCISE No.</u>	<u>DESCRIPTION</u>
1 - 30	78 - 78A	Daily Fire and Emergency Exercises.

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ROYAL AUSTRALIAN NAVY



Telephone: 359-9111
Extension 3139

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

AF 1/16/32

24 JAN 1980

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600



HMAS KIMBLA - REPORT OF PROCEEDINGS
DECEMBER 1979

Forwarded.

A handwritten signature in dark ink, appearing to read 'G.J.H. Woolrych'.

(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure:
[Handwritten mark]

HMAS KIMBLA Report of Proceedings
for December, 1979 dated 4 January 1980

I ADMIN-N
A-4-05



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/2

HMAS KIMBLA
at Sydney

The Flag Officer Commanding
HM AUSTRALIAN FLEET

4th January, 1980

For Information:

The Hydrographer, RAN
The Superintendent RANRL
The Commander, Mine Warfare & Patrol Forces

HMAS KIMBLA - REPORT OF PROCEEDINGS
DECEMBER 1979

Sir,

1. I have the honour to report the proceedings of HMAS KIMBLA, under my command, for the month of December, 1979. All times are Zone Lima (-11).
2. At the beginning of the month, KIMBLA was continuing refit in the floating drydock. The docking phase of the refit was near completion.
3. Flooding, prior to undocking, was commenced at 1000 on Tuesday 4th. Undocking was achieved at 1340 and, at 1415, the Ship berthed port side to the East Return Wall, Garden Island.
4. It is pleasing to report that during the refit, safety features - the washguards, safety lines, extended mushrooms and butterfly valves - have been fitted. Apart from the obvious safety increase, these additions will improve Shipboard comfort and, as a result, benefit morale.
5. Refit was completed on Monday 24th; one day late, due to problems encountered during steam generator trials.
6. On Thursday 27th, at 1010, the Ship was cold moved to HMAS WATERHEN. At 1108, KIMBLA was secured starboard side to No 2 Minesweeper Wharf.

MARINE ENGINEERING

6. All work undertaken by Dockyard during the drydocking was completed successfully. This included the replacement of a section of the keel plating at the forward end of the Engine Room.

7. Steam was raised in both boilers on Sunday 16th and safety valves set on Monday 17th. Trials on main and auxiliary machinery were progressively carried out until Monday 24th when all machinery had been trialled. Both boilers were then shut down to enable lagging repairs to be carried out.

8. Since leaving Garden Island for HMAS WATERHEN, on Thursday 27th, the Ship has produced internal power via the new diesel generator.

9. Most Dockyard work has been completed with the exception of the Oceanographic Winch. Ships Staff planned maintenance has been completed for the period.

WEAPONS ELECTRICAL ENGINEERING

10. All work undertaken by Dockyard has been completed.

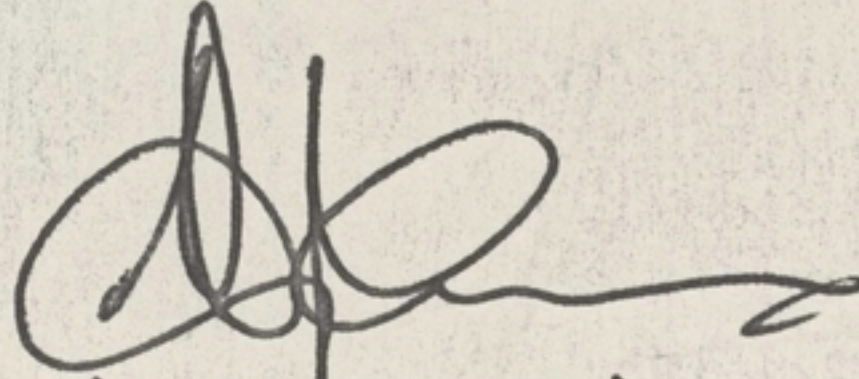
11. All planned maintenance and Ships Staff work list has been progressed satisfactorily during the period.

12. The health and morale of the Ships Company is good and their conduct exemplary.

I have the honour to be

Sir,

Your obedient servant



(S.J. HYLAND)
Lieutenant RAN
For COMMANDING OFFICER (A.O.L.)

Annex A to HMAS KIMBLA
R.O.P. C1/16/2 dated
4th January, 1980

HMAS KIMBLA STEAMING FIGURES - DECEMBER, 1979

Hours underway during the month	NIL
Total hours underway since commissioning	42177.38/60
Miles steamed during the month	NIL
Total miles steamed since commissioning	295,139.2

Annex B to HMAS KIMBLA
R.O.P. C1/16/2 dated
4th January 1980

HMAS KIMBLA - ROUTINE EXERCISES

<u>DATE</u>	<u>EXERCISE No.</u>	<u>DESCRIPTION</u>
1 - 31	78 - 78A	Daily Fire and Emergency Exercises.