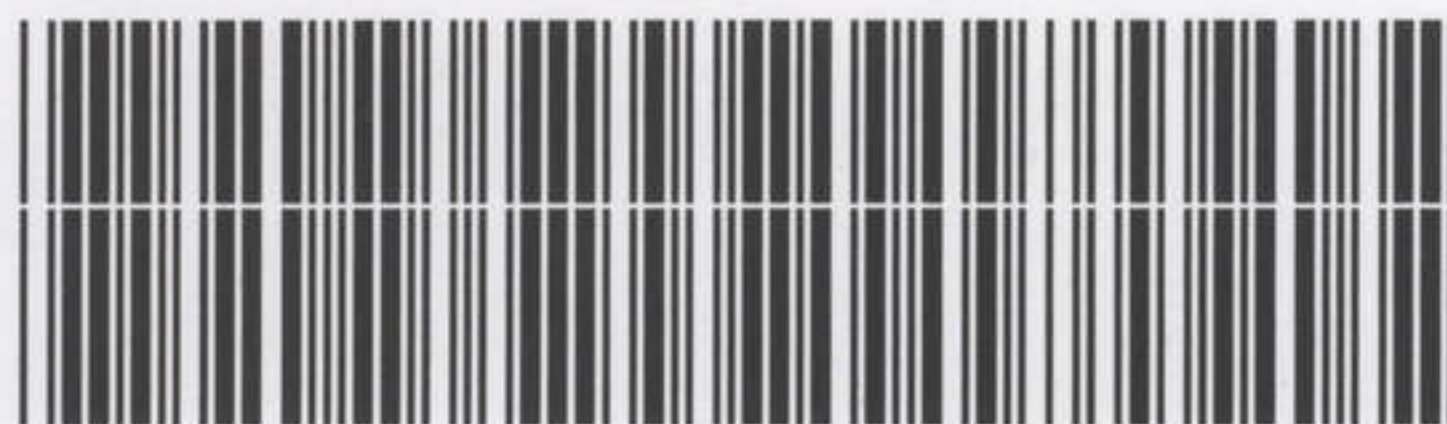


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS DIAMANTINA (I)

Item number: 99/16

Title: January-December 1979



AWM78-99/16

HMAS

DIAMANTINA

[99/16]

R of P's

1979

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN WITH EXCEPTIONS



Australian War Memorial

Access Decisions – Statement of Reasons

Job number:	D57/10
Series number:	AWM78
Item number:	99/16
Item Title:	HMAS Diamantina Reports of Proceedings
Date range:	1979
Previous access decision:	Not Yet Examined
Current access decision:	Open With Exceptions
Number of masks:	1 mask containing 1 folio

Reasons for current access decision:

The abovementioned file is partially exempt under the *Archives Act 1983*, Section 33 (1) (g) as it contains information or matter the disclosure of which under this Act would involve the unreasonable disclosure of information relating to the personal affairs of any person (including a deceased person).

Decision made by:	Craig Berelle	<i>Craig Berelle</i>
Designation:	Assistant Curator	<i>24/3/10</i>
Date of decision:	24 March 2010	



ROYAL AUSTRALIAN NAVY

TELEPHONE: 095-27-0470

IN REPLY QUOTE 1.16.5

Office of the
Naval Officer Commanding
West Australia Area
P.O. Box 228
ROCKINGHAM WA 6168

20 FEB 1979

Department of Defence (Navy Office)
CANBERRA ACT 2600

For information : Flag Officer Commanding
HM Australian Fleet

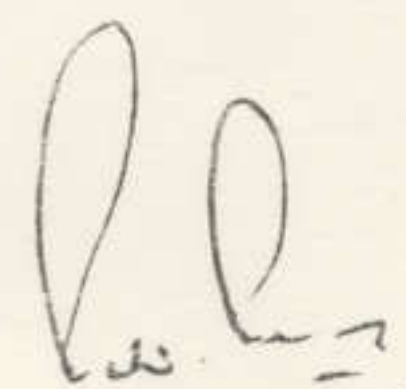
The Hydrographer, RAN

Commanding Officer
HMAS DIAMANTINA

HMAS DIAMANTINA - REPORT OF PROCEEDINGS
FOR JANUARY 1979

References : A. RI Appendix 29A
B. AFGO articles 0781, 0782 and 0784.

1. The enclosure is forwarded.
2. The incorporation of Ships Staff Refit inspections, Post Refit Safety Inspections and Post Refit Walkrounds, in accordance with reference B is currently in hand in the West Australia Area.


(ROBERT H. PERCY)
COMMODORE RAN

Enclosure : 1. Report of Proceedings for January 1979.



DEPARTMENT OF DEFENCE

ROYAL AUSTRALIAN NAVY

C1.16.5

HMAS DIAMANTINA
at Sea

1st February, 1979

The Naval Officer Commanding,
WEST AUSTRALIA AREA

For Information:

Flag Officer Commanding,
HM AUSTRALIAN FLEET

The Hydrographer, RAN

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - JANUARY, 1979

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of January, 1979. All times are Zone H (-8).

2. At the start of the month DIAMANTINA was alongside B berth, Victoria Quay, Fremantle, undergoing refit and annual leave.
3. On Friday 5th LEUT J.H. DURRANT, RAN (acting Commanding Officer during my absence on leave) attended the formal departure ceremony of the previous Naval Officer Commanding West Australia Area, CDRE N.A. BOASE, RAN at HMAS STIRLING. I called on the staff of Hydrographer, RAN, the Royal Australian Navy Research Laboratory and the Defence Research Centre, Salisbury, South Australia on the 8th and 9th while returning from leave. I rejoined the ship on Wednesday 10th.
4. On Sunday 14th the Western Australian Reserve Diving Team, DT7 dived on the hull from 0830 to 1055. CAPT M.S. UNWIN, RAN, acting Naval Officer Commanding West Australia Area came onboard to witness this operation. The following day HMAS DIAMANTINA commenced her harbour workup period.
5. The Executive Officer and I attended a final farewell to CDRE N.A. BOASE, RAN during the forenoon of Tuesday 16th.
6. Main engines turned for the first time in 1979 during the forenoon of the 18th. On the same day the ships company were given security, health and drug lectures.
7. Ammunition was embarked on Monday 22nd while the ship was berthed at Victoria Quay. Firemen from Two and Eight Brigades, Fremantle conducted familiarisation exercises in the ship on the following day.

...../2.....

8. The ships annual musketry practice was carried out on the Army range at Swanbourne on Wednesday 24th. That day I hosted a luncheon for the acting Naval Officer Commanding, West Australia Area; CAPT M.S. UNWIN, RAN, the Commanding Officer HMAS VAMPIRE; CAPT A.L. BEAUMONT, RAN, the Commanding Officer Reserves, CMDR D. BANTOCK, RANR and the Fremantle Harbour Master, CAPTAIN M. COLMAN.

9. Early in the month I had requested post refit safety inspections be carried out at the end of the refit. Your staff and officers from HMAS LEEUWIN and HMAS STIRLING carried out these inspections between Thursday 25th and Tuesday 30th. The inspections were thorough and a number of defects were found in the Gunnery, Shipwright and Communications areas. All defects except those in Communications had been rectified before the ship commenced sea trials on the last day of the month. At that stage some communications equipment was still not installed.

10. I consider that the safety inspections were well worth the time and effort expended by inspecting teams and that similar inspections should be programmed after each annual refit.

11. HMAS DIAMANTINA returned to full Naval routine on Friday 26th, the official completion date of the refit. The ship dressed overall that day and again on the 29th in honour of Australia Day.

12. Saturday 27th turned out to be an eventful day. An abnormal rise in bilge level occurred in the Engine Room during the forenoon caused by leakage through some newly refitted valves on the fire and bilge pump. A civilian septic truck was used to pump out the bilges. There was no damage to any of the ships machinery. That evening I was called to treat a civilian male who had suffered a case of bends. HMAS LEEUWIN recompression chamber was used and personnel from CDT4 assisted. The patient was recompressed using table 6A but treatment was changed to table 6B when he failed to respond to initial treatment. He responded to table 6B and was discharged to Fremantle Hospital at 0330 on Sunday 28th.

13. The ship carried out Harbour Acceptance Trials on Tuesday 30th and sailed for Sea Acceptance Trials and "mini workup" at 0805 on the 31st with twenty one trials personnel embarked.

14. After clearing the inner harbour the magnetic compass was adjusted by CAPTAIN A.H. PICKLES from the Fremantle Port Authority. CAPTAIN PICKLES completed the task by 0930 and was disembarked to one of HMAS LEEUWIN's boats. The ship then proceeded North West to Exercise Area R133D to conduct a Gun Functioning Trial.

15. The Gun Functioning was successfully completed and a surface firing was conducted by 1230 when the ship turned South to conduct internal drills and OOW manoeuvres to the North of Rottnest Island. Excessive knocking in at least two main bearings caused me to bring the ship to anchor seven cables North of Rottnest Island at 1336 so that bearing clearances could be reduced.

16. Anchor was weighed at 1640 after some shims had been removed from the main bearings. The ship proceeded to Fairway Landfall Buoy where most of the trials personnel were disembarked to one of HMAS LEEUWIN's workboats.

..../Soon after.....

Soon after this one bearing on the starboard main engine overheated badly and, on the advice of the Engineers, I decided to return to Fremantle to enable it to be stripped down. Enroute to Fremantle the severity of the defect was reduced to a stage where the ship could remain at sea and HMAS DIAMANTINA turned round to continue the trials programme.

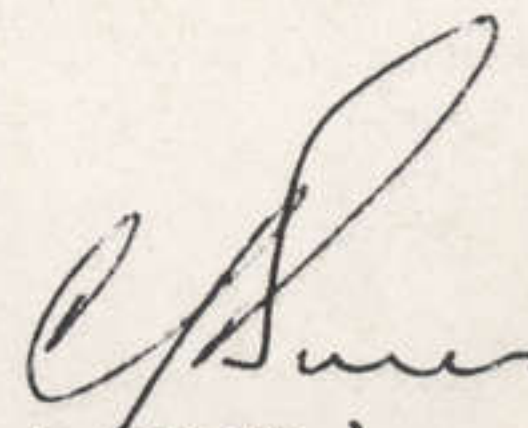
17. At the end of the month the ship was proceeding Westward in rough conditions to conduct Precision Depth Recorder (PDR) trials in deep water seventy miles from Rottnest Island.

ENGINEERING.

18. The planned refit completion date of 26th January, 1979 was met and the ship proceeded to sea for SAT (ME) after completing HAT (ME), Generator trials and Technical Safety Inspections. At 1645 on Wednesday 31st the Starboard High Pressure Cylinders Large End bearing overheated, the shaft was trailed for two hours, cooling water was applied and the ship resumed normal steaming after temperatures were reduced and stabilised. The bearing will be inspected and defects rectified prior to next sailing date. All other machinery and systems performed well during the trials.

GENERAL.

19. The health, welfare and morale of the ships company is good. The ships appearance is gradually improving.



(R.J. BURNS.)
Lieutenant Commander, RAN
COMMANDING OFFICER

ANNEX A TO HMAS DIAMANTINA
LETTER G1/16/5 OF 1ST FEBRUARY,
1979.

STEAMING RETURN

Distance steamed during period	127.2
Hours underway during period	12.8
Distance steamed since first commissioning	586,423.0
Hours underway since first commissioning	61,241.6

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex I

<u>Exercise No.</u>	<u>Short Title</u>	<u>Number</u>
1. <u>SEAMANSHIP AND GENERAL</u>		
24	Shiphandling (OOW)	1
NN	Windlass Trials	1
NN	Diving Exercise	1
NN	Steering Gear Breakdown	1
NN	Meteorological Trial	1
NN	Security Lecture	1
NN	Drug Lecture	1
2. <u>NAVIGATION</u>		
NN	OOW Anchorage	1
NN	PDR Trials	1
3. <u>NBCD</u>		
74	NBCD Comms	1
NN	Minor Fire Exercise	17
NN	Minor flood exercise	1
NN	First Aid Lecture	1
4. <u>NAVCOMEX</u>		
118	NCX 401	2
119	NCX 404	2
120	NCX 405	2
123	NCX 453	2
127	NCX 604	2
129	NCX 651	1
5. <u>GUNNERY</u>		
160	SUCRFX (40/60)	1
NN	GFT (40/60)	1
NN	Annual Range Course	1

PERSONNEL MOVEMENTS

JOINED.

08 JAN 79 - MIDN S.T. CULLEN
29 JAN 79 - LEUT R.A. DICIUNAS

TRIALS TEAM EMBARKED 31 JAN 79

LCDR J.B. MEAD - HMAS LEEUWIN
SBLT A. WILLIAMS - HMAS LEEUWIN
MR R.J. ELLIS - A.W.A.
MR T.R. SMITH - PNO
MR D.J. VANCE - DILLINGHAM

RANR PERSONNEL EMBARKED 31 JAN 79

LSQMG R. HAFFERT
LSMTP M.G. SMALL
ABMTP J.D. MILLER
ABETP M. MARKOVIC

TRIALS TEAM EMBARKED/DISEMBARKED 31 JAN 79

CAPT A.H. PICKLES	COMPASS SWING
LCDR D.G. McNAUGHT	HMAS STIRLING
CPOMTP A.C. HAMILTON	HMAS LEEUWIN
MR B. ELLIS	BYFORD
MR J.K. DARBYSHIRE	BYFORD
MR R.G. BARBER	BYFORD
MR L.J. PEMBER	PNO
MR G.R. BURDINAT	PNO
MR S. MATHEWS	PNO
MR R. SCOTT	DILLINGHAMS
MR W.F. SPENCE	DILLINGHAMS
MR S.O. SANDSTORM	DILLINGHAMS



TELEPHONE: 095-27-0470

IN REPLY QUOTE 1.16.5

ROYAL AUSTRALIAN NAVY

Office of the
Naval Officer Commanding
West Australia Area
P.O. Box 228
ROCKINGHAM WA 6168

9 APR 1979

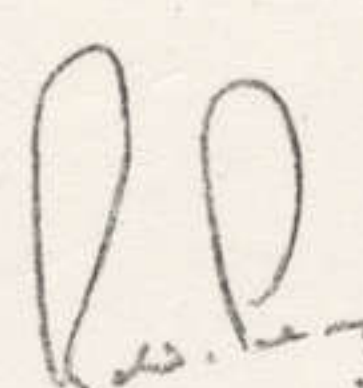
LOGGED

Department of Defence (Navy Office)
CANBERRA ACT 2600

For information : Commanding Officer
HMAS DIAMANTINA

HMAS DIAMANTINA - REPORT OF PROCEEDINGS FEBRUARY 1979

1. The enclosure is forwarded.
2. The comment made in paragraph 8 refers to the need for greater vigilance.


(ROBERT H. PERCY)
COMMODORE RAN

1 ADMIN (A)



DEPARTMENT OF DEFENCE

(NAVY)

C1.16.5

HMAS DIAMANTINA
at Sydney

1st March, 1979

The Naval Officer Commanding,
WEST AUSTRALIA AREA

For Information:

Flag Officer Commanding,
HM AUSTRALIAN FLEET

The Hydrographer, RAN

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - FEBRUARY, 1979

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of February, 1979. Times are Zone Lima (-11) unless otherwise specified.

2. At the beginning of the month the ship was in the vicinity of 32 degrees South, 114 degrees East conducting sea trials and work up after an eight week refit. Precision Depth Recorder (PDR) trials had been underway for four hours and were progressing well. Many other trials and exercises planned for later in the day, however, had to be cancelled due to bad weather.

3. The ship entered the calmer waters of Cockburn Sound as planned, mid-afternoon, and anchored off HMAS STIRLING at 1500(H). An Operation Awkward programmed for the evening of the 1st was cancelled because of 40 knot winds, confused seas and a strong tidal stream. Unfortunately the extremely short workup period did not permit any spare serials to be programmed and, at this stage, I can see no further available time for exercises of this nature until well into 1980.

4. Internal drills were conducted that evening and, in the forenoon of the 2nd, the ships company were instructed in life saving equipment and survival at sea. An RAAF Iroquois from SAR Flight gave a wet winching display at 0900(H). Anchor was weighed at 1000(H), the ship carried out some OOW ship handling and then proceeded into Fremantle and berthed at B berth, Victoria Quay at 1141(H). That evening I attended a farewell dinner at HMAS LEEUWIN for CMDR P. RODRIGUEZ, RANR, the Commanding Officer Reserves.

5. HMAS DIAMANTINA was programmed to remain alongside the following week to complete storing ship and make final preparations for deployment to the East coast. I decided to suspend this for one day and go to sea to allow newly repaired main engine bearings to "bed" in properly.

...../6. The.....

6. The ship proceeded to sea at 0826(H) on Wednesday 7th and returned alongside at 1325(H) after main engine trials proved successful.
7. On Thursday 8th I hosted a luncheon for you, Sir, and four guests from the Premiers department, including Mr R. Davies, the under secretary to the Premier of Western Australia. That evening I attended a cocktail party on B deck, hosted by the Fremantle Port Division of the RANR.
8. Between the 5th and 9th of February, Clearance Diving Team 4 attempted a number of infiltration exercises on DIAMANTINA. Both sides learnt a lot from the exercises and they resulted in one simple solution to the problem of unauthorised entry.
9. HMAS DIAMANTINA departed Fremantle on Monday 12th at 0900(H), bound for Adelaide. Shortly after sunrise the next day identities were exchanged with HMAS MORESBY. PDR trials were begun again that afternoon as the ship headed East into the Great Australian Bight.
10. During passage clocks were advanced one hour, thirty minutes and then another hour at 2359(local) on the 13th, 14th and 15th respectively. The ship eventually berthed at the Mobil Oil Wharf, Adelaide at 1730 on Friday 16th, fuelled and shifted berth to No. One Wharf, Inner Harbour at 1944. HMAS IBIS was also alongside in the Inner Harbour, berthed at No. Three Wharf.
11. I called on the Naval Officer In Charge, South Australia, CMDR C.K. CALLINS, RAN at 1200 on Saturday 17th while Weapons Scientific Research Laboratory (WSRL) personnel embarked equipment from Defence Research Centre, Salisbury (DRC) for the first trial of 1979. There was a great deal of media interest in DIAMANTINA over the week end as one of the trials team embarking for this cruise was Mrs S. BALL. Items concerning Mrs BALL and the ship appeared in at least six local newspapers and on all four television stations. I was however, unaware of a press release stating that we had baked a cake to celebrate Mrs BALL's birthday. Consequently some hasty improvisation was required when the media asked to see it on Monday morning.
12. At 0930 on Monday 19th HMAS IBIS cast off and proceeded to sea. HMAS DIAMANTINA followed at 1118 with Mrs Ball and three male DRC personnel making up the trials team for WRSR trial 1/79. During the first watch that night an RAAF P3 aircraft carried out two searchlight runs on the ship. Despite my directions, his attempt at illuminating HMAS IBIS resulted in him 'sneaking' up on, and startling, a large Japanese Merchantman.
13. Clocks were advanced 30 minutes to Zone Lima at 2359 on Tuesday 20th. The following forenoon a number of internal drills and OOW ship handling exercises were carried out. In the middle of the last manoverboard exercise identities were exchanged with MV LAKE EILDON who commented that DIAMANTINA looked like ".....a picture straight out of 'Victory at Sea'". Heavy fog closed in at 1010 and both ships proceeded through the fog together, exchanging information until the weather cleared at 1318. DIAMANTINA then passed LAKE EILDON her position from a Satellite Navigation fix, which undoubtedly gave us the 'Victory at Sea'.

...../14. That.....

14. That afternoon the Geomagnetic Electrokinetograph (GEK) was streamed and the ship proceeded to 38 degrees South, 150 degrees East to commence WSRL 1/79. The experiment began at 0001 on Thursday 22nd and, from then until arrival in Sydney, hourly bathythermograph probes and current readings (from the GEK) were taken between 34 and 38 degrees South out to 158 degrees East.

15. Identities were exchanged with HMA Ships HOBART and VENDETTA off Jervis Bay early on Wednesday 28th. At the close of the month the ship was 100 miles East of Sydney on the final leg of WSRL 1/79 and due to arrive in Sydney on March 1st for a short self maintenance period.

ENGINEERING & ELECTRICAL


16. Main and auxiliary machinery operated satisfactorily during the month. Particular attention was given to the main engines to ensure proper "bedding-in" of refitted bearings and correct supply of lubricating oil to them. The cause of low vacuum in port main condenser (full power trial October, 1978) has now been identified and corrected.

17. Minor defects, mainly due to equipment age, continued to provide a constant stream of work in the hull and electrical sections of the department. Also, perhaps ironically, the Satellite Navigation system became unserviceable late in the month due to teletype failure.

GENERAL

18. . Our lady scientist caused no problems during the cruise. The only noticeable change in the ship was a definite toning down of bad language. Mrs BALL kept normal watches in the laboratory and operated upperdeck scientific equipment as necessary. She was completely accepted by the ships company and I see no problems if females are embarked for future cruises.

19. The health, welfare and morale of the ships company is very good. The ships appearance continues to improve.


(R.J. BURNS.)
Lieutenant Commander, RAN
COMMANDING OFFICER

Annex: A - Steaming Return
B - Exercise Return

Annex A to HMAS DIAMANTINA letter
C1.16.5 dated 1st March, 1979.

STEAMING RETURN

Distance steamed during period	4,533.4
Hours underway during period	352.05
Distance steamed since first commissioning	590,956.4
Hours underway since first commissioing	61,593.65

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex I

<u>Exercise No.</u>	<u>Short Title</u>	<u>Number</u>
1.	<u>SEAMANSHIP & GENERAL</u>	
9	OOW ENG	3
20	HELO/WET WINCH	1
21	MANORD	7
24	SHIPHANDLING	3
26	DEMSWIMTAK	1
27	INTAWKEX	1
NN	INFILTREX	3
NN	EMERG/LEAVING SHIP STATIONS	1
NN	ILR/SE DISPLAY	1
NN	WINDLASS TRIALS	1
2.	<u>NAVIGATION</u>	
29	BLIND PILOTAGE	1
NN	JOUT ANCHORAGE	1
3.	<u>NBCD</u>	
73	FAIDEX (minor)	1
74	NBCD COMMS	2
78	MINOR DCX	1
NN	MINOR FIREX	6
4.	<u>NAVCOMEX</u>	
113	NCX 202	1
118	NCX 401	3
123	NCX 453	3
5.	<u>GUNNERY</u>	
NN	SMALL ARMS	1
NN	PYROTECHNICS DEMONSTRATION	1



TELEPHONE: 095-27-0470

IN REPLY QUOTE 1.16.5

ROYAL AUSTRALIAN NAVY

Office of the
Naval Officer Commanding
West Australia Area
P.O. Box 228
ROCKINGHAM WA 6168

8 MAY 1979

Department of Defence (Navy Office)
CANBERRA ACT 2600

For information : Flag Officer Commanding
HM Australian Fleet

Commanding Officer
HMAS DIAMANTINA

HMAS DIAMANTINA - REPORT OF PROCEEDINGS MARCH 1979

References : A. NOCWA message WWW/LSD 270803Z MAR 79

1. The enclosure is forwarded with the following observations:

- a. No one can discount the possibility of there being a prowler in the Rockingham area about the married quarters. However as indicated in reference A there are certainly doubts in the minds of the civilian police, whose basic problem this is, to the veracity of the more serious allegations of intrusions. With reference to the two murders mentioned, neither are considered by the civil police to have been associated with the alleged prowler incidents. Without being complacent one wonders if the reasons for the Commanding Officer's concern of his ship's company morale problems are not overstated. They may more align with the separation problems associated with DIAMANTINA's proposed programme for the remainder of 1979, coupled with the at present indecision of the future of the ship and therefore individual postings. Some of his Ship's Company seem to have served for most of their time in Western Australia, are natives and/or have families unwilling to be moved to the Eastern States.

1-ADMIN-1

A-4-05

.../2



DEPARTMENT OF DEFENCE
(NAVY)

C1.16.5

HMAS DIAMANTINA
at Rockingham

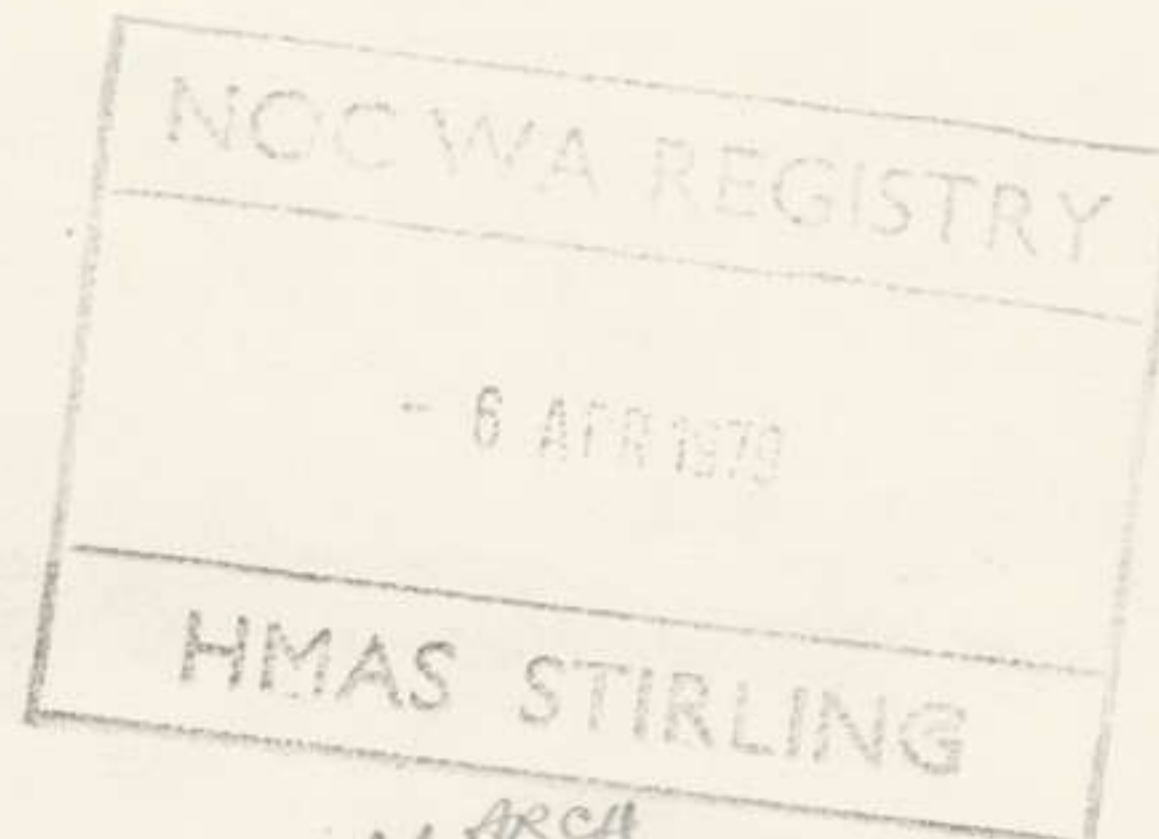
1st April, 1979

The Naval Officer Commanding,
WEST AUSTRALIA AREA

For Information:

Flag Officer Commanding,
HM AUSTRALIAN FLEET

The Hydrographer, RAN



HMAS DIAMANTINA - REPORT OF PROCEEDINGS APRIL, 1979

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of March, 1979.

2. At the start of the month the ship was 100 miles North East of Sydney, steaming West on the final leg of Weapons Scientific Research Laboratory (WSRL) Trial 1/79. During this trial the ship had steamed 2,222 miles with the Geomagnetic Electrokinetograph (GEK) streamed and had conducted hourly expendable bathythermograph (XBT) probes. The XBT's were launched by WSRL personnel from modified launchers and had a failure rate of less than ten per cent.

3. The ship proceeded into Sydney Harbour and berthed at the North East Fitting Out Wharf (NEFOW) at 0933 (L) on the 1st. HMAS SNIPE was held off by tugs while DIAMANTINA berthed.

4. RAN Research Laboratory (RANRL) personnel commenced fitting trials equipment soon after the ship berthed while WSRL personnel dismantled their equipment which had to be removed for the two days of RANRL trials and then replaced prior to departure on WSRL Trial 2/79. Deck mountings and tie down points for some RANRL equipment were not fitted while the ship was in Sydney. The ship was forced to sail with quite a lot of heavy equipment temporarily secured all round the upper deck. This situation arose because a number of signals addressed to DIAMANTINA were never received by the ship. At the start of WSRL 1/79, WSRL personnel were not aware that they would be required to remove all equipment on arrival Sydney and replace it again before sailing for trial 2/79. This problem caused some hard feelings between scientists from

...../the two.....

RESTRICTED

RESTRICTED

- 2 -

the two organisations.

5. I called on the Flag Officer Commanding, HM Australian Fleet, RADM G.J. WILLIS AO RAN at 1000 (L) on Friday 2nd and afterwards I was his guest at lunch onboard HMAS MELBOURNE.

6. At 0900 (K) Monday 5th HMAS SNIPE proceeded to sea. At 0914 (K) DIAMANTINA cast off and proceeded for RANRL Trial 9/79. Lack of scientific coordination, scientific equipment malfunctions and adverse weather conditions resulted in little value being gained from this trial. Seasickness and equipment failures were the biggest problems on Monday 5th. In an attempt to find calmer working conditions the ship came to anchor 2 miles East of Wollongong at 0134 (K) on Tuesday 6th. Equipment failures were again encountered so the ship weighed anchor at 0430 (K) and proceeded to deeper water for bottom reverberation trials. On completion of these trials the ship returned to Sydney and berthed at 1135 (K). This extra time in Sydney allowed RANRL personnel to repair some of their equipment and to prepare trials requirements for the following day.

7. On Wednesday 7th RANRL personnel and some ships company families were embarked for a familiarisation family day. DIAMANTINA cast off at 0928 (K) and proceeded to deep water to carry out bottom reverberation trials. Rough weather caused most trials to be abandoned and the ship returned to Sydney. At 1409 (K) the ship anchored in Rose Bay to carry out microbubble measurements but was forced to weigh at 1434 to avoid dragging anchor over the degaussing range. The ship berthed at the NEFOW at 1455 (K). Despite the equipment failures and rough seas the day was most successful, as it enabled many of the scientists to appreciate the problems encountered at sea and should result in better preparation for sea trials.

8. All RANRL equipment was disembarked during the afternoon and evening of Wednesday 7th. WSRL equipment was re-embarked and set to work by the morning of Thursday 8th.

9. At 1030 (K) on the 8th the ship cast off and proceeded for WSRL Trial 2/79 in the Tasman Sea. Shortly after leaving the wharf a loose piston in the starboard main engine restricted the ship to one engine (URDEF 4/80 refers); the problem was rectified by ships staff within one hour. That afternoon the GEK was streamed and the ship commenced WSRL Trial 2/79.

10. A leak developed in the airconditioning sea tube between the hull and the sea valve during Sunday 11th. At this time the ship was chasing an ocean current swirl at 35° South, 158° East. The trial was abandoned and DIAMANTINA turned for Sydney.

11. The ship berthed at No. 2 berth Woolloomooloo at 1252 (K) on the 12th. Clearance Diving Team One (CDT 1) attached a splinter box to the inlet but this was unsuccessful. The Ships Divers (in this case the Executive Officer and myself) spent some three hours fitting and modifying a number of blocking devices in order to stop the inflow of water. FMP personnel then worked until midnight on internal repairs to the tube. An industrial dispute delayed fuelling on Tuesday 13th

...../for four hours.....

RESTRICTED

RESTRICTED

for four hours. The ship eventually cast off and proceeded at 1430 (K). The requirement to return to Sydney meant that the ship had only enough time to carry out XBT sections over the edge of two eddies during the passage to Adelaide. The defect caused three days of WSRL 2/79 to be lost.

12. HMAS DIAMANTINA arrived at the Mobil Wharf, Port Adelaide at 0745 (IK) on Friday 16th. After fuelling the ship proceeded to No. 8 berth, stern to the wall, in preparation for loading the Boolee array.

13. The Boolee array was loaded by Sunday evening, and it was tested and found to be correct during the forenoon of Monday 19th, one day ahead of schedule.

14. HMA Ships VENDETTA, PERTH, DERWENT and STALWART entered Inner Harbour in that order and berthed at number 2, 5, 1, and 3 wharfs respectively between 1030 and 1130 (IK) on Monday 19th.

15. In view of the poor state of morale onboard (as discussed later) I decided to sail a day early. DIAMANTINA cast off at 1256 (IK) Monday 19th and proceeded down river. While turning in the river the starboard main engine developed a loose piston and had to be stopped, seriously restricting manoeuvrability at a most inopportune time. The fault was rectified by ships staff after clearing the Port (URDEF 6/80 refers).

16. At 1826 (H) Friday 23rd the ship berthed alongside the Submarine Wharf, HMAS STIRLING ready to commence a four week Assisted Maintenance Period (AMP) and Seasonal Leave. To date the AMP is progressing most satisfactorily and the ship is receiving excellent support from HMAS STIRLING and HMAS STALWART/FMU.

ENGINEERING & ELECTRICAL

17. The main engines and auxiliary machinery have operated most satisfactorily this month. Twice the starboard main engine MP piston became loose and had to be retightened by ships staff. Since arriving at HMAS STIRLING the piston has been stripped down and the problem rectified. The quarterly full power run programmed for the passage between Adelaide and Perth was postponed because of the loose piston. The main airconditioning unit sea tube defect (URDEF 5/80) is the only major defect of note.

GENERAL

18. Ships company health is good. Results of the PEP Tests for surnames "F" to "L" are 18 attempted, 2 failed, nil waived. Of retests in the "A" to "E" bracket 1 failed again, 9 did not attend, (on leave)

19. The ship has suffered a major drop in morale this month. The main reasons for this slump are:

- a. The activity of a prowler in the vicinity of the Rockingham Married Quarters and two recent murders in the area. The prowlers activities caused a number of wives to develop anxiety associated illnesses, or to move out of their houses until the ship returned to Fremantle. A number of families are considering moving out of the married quarters prior to the ships departure for the forthcoming long deployment. A number of welfare cases

...../have developed....

RESTRICTED

RESTRICTED
- 4 -

have developed and to date four sailors have applied for compassionate postings or removals.

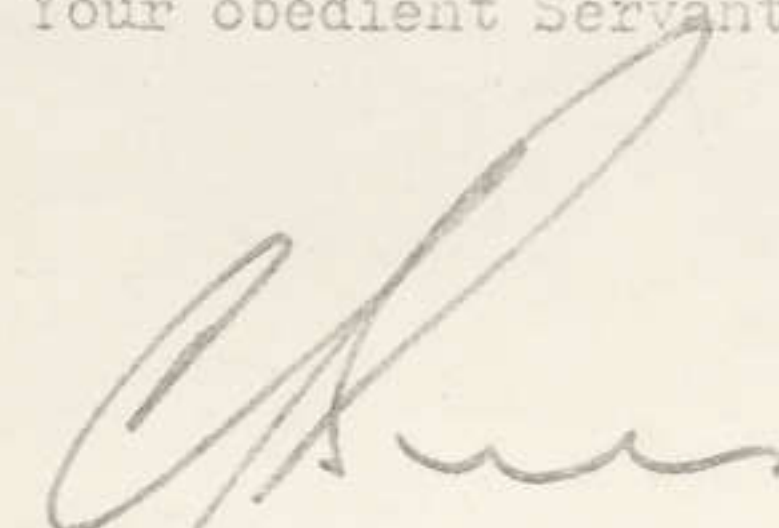
- b. The uncertain future of DIAMANTINA is causing a lot of problems. The sailors have heard on the "grapevine" that postings have been frozen. Some stores demands have been rejected and the ship has been informed, unofficially of course, that stores support is to cease in September.
- c. The ships uncertain future and rumoured programme changes had a most unsettling effect on some members of the ships company. Those who wish to plan for the future and make long term domestic arrangements have been most affected. Rumours that HMAS COOK will not replace DIAMANTINA in Western Australia have caused concern to the large number of West Australian "natives" borne, many of whom do not wish to serve back in the Eastern States.
- d. A number of other minor problems caused concern to some members of the ships company while enroute Sydney to Perth but these have now been resolved.

I consider that unless the prowler is caught and a definite statement is made on the ships future before mid April, there will be a major welfare and morale problem during the April to August deployment.

I have the honour to be,

Sir,

Your obedient Servant,



(R.J. BURNS.)
Lieutenant Commander, RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

ANNEX A to .
HMAS DIAMANTINA's LETTER
C.1/16/5 Dated

STEAMING RETURN

Distance Steamed During Period	4035.0
Hours Underway During Period	319.5
Distance Steamed Since First Commissioning	594991.4
Hours Underway Since First Commissioning	61913.15

RESTRICTED

RESTRICTED

ANNEX. B to
HMAS DIAMANTINA's LETTER
C.1/16/5 DATED

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex I

<u>Exercise No</u>	<u>Short Title</u>	<u>Number</u>
1.	<u>SEAMANSHIP & GENERAL</u>	
24	Shiphandling	1
NN	Steering Breakdown	1
2.	<u>NAVIGATION:</u>	
NN	JOUT Pilotage	2
3.	<u>NBCD:</u>	
74	NBCD Comms	1
NN	Minor FIREX	7
NN	Minor FLOODX	2
4.	<u>NAVCOMEX:</u>	
113	NCX 202	$\frac{1}{2}$
118	NCX 401	1
123	NCX 453	1
5.	<u>GUNNERY:</u>	
NN	Small Arms	2

RESTRICTED



TELEPHONE: 095-27-0470

IN REPLY QUOTE 1.16.5

ROYAL AUSTRALIAN NAVY

N428 | 3 | 2845
Office of the
Naval Officer Commanding
West Australia Area
P.O. Box 228
ROCKINGHAM WA 6168

LOGGED

24 MAY 1979

Department of Defence (Navy Office)
CANBERRA ACT 2600

For information : Flag Officer Commanding
HM Australian Fleet

Commanding Officer
HMAS DIAMANTINA

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - APRIL 1979

1. The enclosure is forwarded.

(ROBERT H. PERCY)
COMMODORE RAN

Enclosure : 1. ~~Report of Proceedings April 1979~~

1-ADMIN-N
A-4-05.



#107
1.16.5

DEPARTMENT OF DEFENCE
ROYAL AUSTRALIAN NAVY

C1.16.5

HMAS DIAMANTINA
at Sea

1st May, 1979

The Naval Officer Commanding,
WEST AUSTRALIA AREA

For Information:

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

The Hydrographer, RAN

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - APRIL, 1979

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of April, 1979. All times stated are Zone H (-8).

2. At the start of the month the ship was carrying out an Assisted Maintenance Period while berthed starboard side to the Submarine Wharf, HMAS STIRLING. The Executive Officer, LEUT J.H. DURRANT, RAN had assumed command while I proceeded on leave.

3. On Monday the second, the Chief Defence Scientist, Professor J.T. Fink, visited the ship as part of his tour of West Australian Defence Establishments.

4. The next day the ships diving team and members of CDT4 carried out an inspection of the hull from 1005 to 1210. A temporary patch was placed over the cooling water inlet for the air conditioning unit to allow permanent repairs to be made to the sea tube.

5. The ship was advised by the British Phosphate Commission on Friday sixth that no fuel was available at Christmas Island to support the First GARP Global Experiment (FGGE) cruise. Diamantina immediately informed all interested Authorities. So started the saga which led to the ship sailing without knowing where or when it was to fuel and what its programme was for the four month deployment. This matter was finally resolved just one hour before the close of the month. The inability of Christmas Island and Jakarta to provide fuel certainly brought home to all onboard the seriousness of the world fuel crisis.

...../6. The ship.....

6. The ship was moved by tugs from the Submarine Wharf to the Escort Wharf at HMAS STIRLING during the forenoon of Wednesday eleventh.
7. Whilst returning from leave I held discussions with scientists from RANRL, CSIRO and WSRL Salisbury, concerning the forthcoming four month deployment. During these discussions contingency plans were made in case the ship could not fuel at Christmas Island. Priorities were established when the scientists finally realised that the ship would not be able to carry out all the planned tasks, if it was to operate from ports other than Christmas Island.
8. Colours were half masted from 0800 to 1330 Wednesday eighteenth for the funeral of the late Sir David Brand Ex-Premier of West Australia.
9. At 0900 Thursday nineteenth, after USS TUNNY, SSN 682 (CMDR K.L. KAUP, USN), had berthed and HMAS VENDETTA had departed, DIAMANTINA cast off and proceeded to Gage Roads for engine trials. All trials were satisfactorily concluded by 1200. Following a number of shiphandling and emergency exercises for newly joined officers, the ship reberthed starboard side to the Escort Wharf, HMAS STIRLING at 1500.
10. The ship dressed overall in honour of Her Majesty, Queen Elizabeth II's Birthday on Saturday twenty first. Colours were half masted on ANZAC Day, Wednesday twenty fifth.
11. Scientific equipment for the FGGE Cruise was fitted and set to work during the period twenty first to twenty fifth. Some CSIRO gear was embarked and placed in the large shipping container on the starboard side. A second, smaller container full of RANRL equipment was loaded onto the port side of the iron deck, aft of the Boolee generator. Other RANRL gear was set up in the laboratory and on the Boolee platform. The meteorological office was fitted with a number of special instruments for the FGGE experiment. The meteorological instruments were provided by the World Meteorological Organisation and came as a complete package, even down to deck chairs and card tables !
12. As sailing time approached the upper deck of the ship closely resembled the upper deck of a coastal trader. On the starboard side was a large yellow sea container and on the port side a smaller container in Army green. Seventy one cylinders of helium were lashed around convenient parts of the upper deck and "elephant hut" while on the iron deck twenty drums of lubricating oil were lashed where ever space allowed. The gun deck was home to an ozone sampling machine and two CSIRO Drifting sea buoys. The quarterdeck was covered in water sampling devices, current meters, micro bubble frames, hydrophones and miles of electrical cable on an assortment of drums and reels; none of which could be fitted into the already overcrowded laboratory or full shipping containers.
13. The ship cast off and proceeded for the FGGE Cruise at 1400 Thursday twenty sixth. At this time it was thought that the ship would proceed to Jakarta to fuel on completion of Leg One.

...../14. The ship.....

14. The ship celebrated its thirty fourth Birthday on Friday twenty seventh by carrying out a station in position 28° 36.5' S, 113° 29.0' E. The ship was on station for three hours while water samples, micro bubble and meteorological readings were taken. On completion of this station the ship proceeded to Port Hedland to embark one Senior Sailor who was a last minute replacement for one of the CPOMTP3's who left the ship just prior to sailing from HMAS STIRLING. The ship arrived off Port Hedland at 1840 and weighed and proceeded at 2200 Sunday twenty ninth.

15. The ship stopped for a twelve hour drifting station at 1200 Monday thirtieth. While on station the ship was informed that no fuel was available at Jakarta. A rapid exchange of signals followed, and at 2300 the ships destination had been changed to Singapore. At the close of the month the ship was still on station conducting FGGE trials in position 18° 28' S, 120° E.

ENGINEERING & ELECTRICAL

16. The Assisted Maintenance Period alongside HMAS STIRLING was a great success and allowed the ship to sail for a four month deployment with all equipment fully operational. The assistance given by FMU, STALWART and STIRLING staff was most commendable. Since sailing the ship has suffered no breakdowns and all systems are functioning correctly.

17. Defects rectified during the month were the starboard main engine M.P. piston (URDEF 4/80 and 6/80) and the Main Air Conditioning Unit Sea Tube (URDEF 5/80).

GENERAL

18. The ships company health is good. Results of the PEP tests for surnames "M" to "R" are 33 attempted, 3 failed, 9 waived. Of the results in the "A" to "L" bracket, 7 remain to be retested.

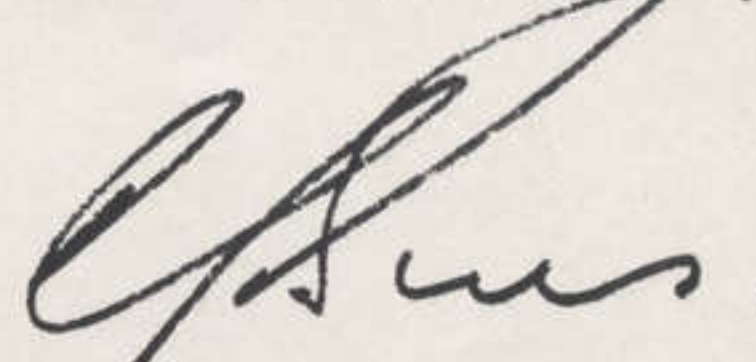
19. As a result of a number of compassionate postings and discharges engagement expired, the ship has sailed with a number of new personnel filling key billets and with some billets not filled.

20. Despite the fact that the ships programme was not definite when she sailed, morale is high. The Rockingham prowler has not been apprehended but there were no incidents during the AMP and while not admitting it openly, most wives consider the problem is over. Many of the sailors were not happy at the thought of sailing for four months with a prowler loose in the Married quarters area. Most are now quite happy to back at sea.

I have the honour to be,

Sir,

Your obedient servant,



(R.J. BURNS,)

Lieutenant Commander, RAN

COMMANDING OFFICER

Annex: A - Steaming Return
B - Exercise Return
C - Personnel Movements

STEAMING RETURN

Distance steamed during period	863.2
Hours underway during period	106.0
Distance steamed since first commissioning	595,854.6
Hours underway since first commissioing	71,019.15

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex I

<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>NO. CONDUCTED</u>
1. <u>Seamanship and General</u>		
24	Shiphandling (MOBEX)	4
NN	Steering Breakdown	1
2. <u>NBCD</u>		
NN	Minor Firex	12
NN	Minor Floodex	2

ANNEX C TO HMAS DIAMANTINA LETTER
C1.16.5 dated 1st May, 1979

PERSONNEL MOVEMENTS

<u>JOINED</u>	<u>FROM</u>	<u>NAME</u>	<u>DEPARTED</u>	<u>TO</u>
09APR79	HMAS JERVIS BAY	LEUT M.F. BONSER, RAN	-	-
-	-	LEUT M.C. SMITH, RAN	11APR79	HMAS WATSON
23APR79	HMAS ALBATROSS	LEUT J.P. BRACHER, RAN	-	-
24APR79	HMAS CERBERUS	B/LEUT P.J. WURTH, RAN	-	-
26APR79	RANRL	J.W. CHARLIER	-	-
26APR79	RANRL	J. DAVIES	-	-
26APR79	RANRL	P.L. HETHERINGTON	-	-
26APR79	RANRL	M. KATZ	-	-
26APR79	RANRL	DR P.J. MULHEARN	-	-
26APR79	RANRL	S.O. O'BRIEN	-	-



ROYAL AUSTRALIAN NAVY

TELEPHONE:

095-27-0212

IN REPLY QUOTE

1/16/5

REFERENCE
INFORMATION
CONTROL CENTRE

1/1428 | 3 | 2845
Folio.....

Office of the
Naval Officer Commanding
West Australia Area,
P.O. Box 228,
ROCKINGHAM. W.A. 6168.

- 3 JUL 1979

Department of Defence (Navy Office),
CANBERRA. A.C.T.. 2600.

FOR INFORMATION:

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Commanding Officer,
HMAS DIAMANTINA.

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - MAY 1979

1. The enclosure is forwarded.
2. The minor fire reported at para 8 of the enclosure is the subject of separate correspondence.

(ROBERT H. PERCY)
COMMODORE RAN

ENCL: 1. Report of Proceedings May 1979.

C1.16.5

HMAS DIAMANTINA
at Sea

1st June, 1979

The Naval Officer Commanding,
WEST AUSTRALIA AREA

For Information:

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

The Hydrographer, RAN

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - MAY, 1979

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of May, 1979.

2. At the start of the month the ship was stopped in position 18°28' S, 120°00' E while the RANRL scientists conducted microbubble measurements. Twelve hours previously the ship had been informed that no fuel was available at Jakarta. I proposed that most of the remainder of the first leg of the First GARP Global Experiment (FGGE) be aborted and the ship proceed to Singapore to operate out of that port for the remainder of the FGGE Cruise. This proposal was accepted and at 0230 (-8) the ship proceeded. Stations were conducted during the forenoons of Tuesday 1st, Wednesday 2nd and Thursday 3rd. Sound propagation, microbubble and deep current measurements were conducted during these stations. Some water sampling down to 500 metres was carried out using Niskin bottles.

3. A 40/60 surface firing was carried out in position 10°50' S, 110°30' E during the afternoon of Thursday 3rd.

4. After passing through the Sunda Strait during the morning of Saturday 5th, the ship secured alongside six berth Sembawang Basin at 0900 (-7½) Monday 7th.

...../5. During the.....

5. During the forenoon of Tuesday 8th I accompanied the Australian Defence Advisor Singapore, Captain D.W. Thompson, RAN and called on the Commander, Republic of Singapore Navy, Colonel Khoo En An RSN and His Excellency, the Australian High Commissioner, G.J. Price, MBE.

6. Two additional scientists, one from RANRL and one from the Australian National University joined the ship prior to sailing at 0959 (-7½) Wednesday 9th. After an interesting passage through the Singapore and Malacca Straits the ship arrived at 5°N, 92°E at 1626 (-7½) Saturday 12th, ready to commence FGGE Leg two. The primary task during this part of the cruise was the recording of surface and upper atmosphere meteorological data between 5°N and 5°S. In conjunction with this task the ship carried out water sampling using both Nansen and Niskin bottles; layer structure, temperature, salinity current and microbubble measurements.

7. As a result of unserviceable equipment the scientists were unable to evaluate a number of measurements. The digitizer for the Richardson Current Meter was unserviceable when it arrived onboard and there was no way of knowing if current measurements using this metre were successful. Ships divers were used to manually rotate and visually monitor the meter on Tuesday 15th, however, there was no way of knowing if it was recording correctly. The microbubble frame suffered a number of defects and eventually became completely unserviceable by Thursday 17th.

8. A minor fire occurred in the after switchboard, situated in the engineroom, during the morning of Thursday 17th. Water trapped in a U-bend of a main suction line was released over the top of the switchboard when the suction line failed due to corrosion. The resultant fire caused slight damage to a number of breakers and fused five circuits, blacking out the complete after section of the ship. Emergency runs were rigged to provide power to essential services aft. This was not a simple evolution because when the ship was converted for oceanographic duties the switchboard was wired in such a manner that it remains live whenever power is provided to the after end of the ship. I decided to abandon the remainder of Leg two of the FGGE Cruise and return to Singapore to affect repairs. A full investigation was carried out and the results forwarded to the office of the Flag Officer Commanding, HM Australian Fleet under cover of my letter 25/3/1 dated 19th May, 1979. As I stated in that letter I am most concerned that DIAMANTINA has suffered two incidents in the last three months because items were removed from the refit worklist in order to save money.

...../9. The ship.....

9. The ship berthed starboard side to number six berth Sembawang Basin at 1004 (-7 $\frac{1}{2}$) Monday 21st. By this time the ships electrical staff had removed all the equipment barring access to the top of the switchboard and were ready to commence rewiring the switchboard as soon as the ship berthed. Working continuously, the electrical section was able to rewire the after switchboard and return all services to normal ready for the ship to sail on Friday 25th.

10. I called on the Commander, New Zealand Forces South East Asia, Brigadier J. Mace, OBE, during the forenoon of Tuesday 22nd.

11. On Wednesday 23rd I addressed the ships company on security and alcohol problems in accordance with ABR 337 and AFGO Article 0176.

12. The ship cast off and proceeded for FGGE Leg three at 1002 (-7 $\frac{1}{2}$) Friday 25th. While in Singapore the RANRL and ANU scientists left the ship and five CSIRO scientists joined. Enroute to the operating area the ship carried out a series of ship handling, maneuverboard and breakdown exercises for the benefit of the junior officers under training.

13. Scientific measurements commenced on Monday 28th. CSIRO's very thorough and professional cruise plan required the ship to stop every 30 miles for Nansen and Niskin and current metre casts. Expendable bathythermographs (XBT's) were to be dropped every 15 miles and expendable salinity bathythermographs (XSBT's) were to be used at stations of interest. At the close of the month the ship was on station in position 4°30' S, 92°E.

ELECTRICAL AND ENGINEERING.

14. All main and auxiliary machinery has operated satisfactorily during the period. The defects in the after switchboard (URDEF 9/80) and the starboard main engineroom ventilation fan (URDEF 8/80) were rectified by ships staff.

15. A number of projects during the month have met with success. The evaporator was completely stripped and descaled, increasing output from 18 to 25 tonnes per day. Fuel combustion in the boilers was improved by the readjustment of the restriction tubes on all of the registers.

GENERAL.

16. The health and morale of the ships company is very good. The results of the PEP tests for the month were fifteen passed and one failed.

...../17. The ships....

17. The ships company is taking a keen interest in the disposal of the ship after decommissioning. At least three organisations are known to be interested in acquiring Diamantina. One group is in West Australia, unfortunately it has virtually no funds and no facilities. The Sydney Cove Maritime Museum is interested in acquiring the ship. The Queensland Maritime Museum Association is also interested in acquiring Diamantina. This particular organisation has already acquired a number of items, including 4 inch guns, with the aim of restoring Diamantina to her original wartime configuration. I believe it would gain great public support and goodwill for the Navy if the ship was handed over to one of these organisations as opposed to being used as a weapons target or being sold for scrap.

I have the honour to be,

Sir,

your obedient servant,



(R.J. BURNS.)

Lieutenant Commander, R.N.

COMMANDING OFFICER

Annex; A. Steaming Return
B. Exercise Return
C. Personnel Movements.

ANNEX A TO HMAS DIAMANTINA
LETTER 1.16.5 dated 1st June, 1979

STEAMING RETURN

Distance steamed during the period	5505
Hours underway during the period	598
Distance steamed since first commissioning	601,360
Hours underway since first commissioning	62,617

ANNEX B TO HMAS DIAMANTINA
LETTER 1.16.5 DATED 1st June, 1979

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex 1.

<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>NO. CONDUCTED</u>
Seamanship and General.		
24	Ship handling (MOBEX)	12
NN	Steering breakdown	2
NBCI.		
NN	Minor Firex	5
NN	Minor Floodex	1

ANNEX C TO HMAS DIAMANTINA
LETTER 1.16.5 DATED 1st June, 1979

PERSONNEL MOVEMENTS

<u>JOINED</u>	<u>FROM</u>	<u>NAME</u>	<u>DEPARTED</u>	<u>TO</u>
09 MAY	RANRL	F. BRUZZONE	22 MAY	RANRL
09 MAY	ANU	T. McDOUGALL	22 MAY	ANU
09 MAY	RANRL	J.W. CHARLIER	22 MAY	RANRL
09 MAY	RANRL	J. DAVIES	22 MAY	RANRL
09 MAY	RANRL	P.L. HETHERINGTON	22 MAY	RANRL
09 MAY	RANRL	M. KATZ	22 MAY	RANRL
09 MAY	RANRL	DR P.J. MULHEARN	22 MAY	RANRL
09 MAY	RANRL	S.O. O'BRIEN	22 MAY	RANRL
25 MAY	NZ FORCES SINGAPORE	FLT LT R. BULLEN RAAF SINGAPORE B/LEUT J.P. WURTH	25 MAY	NZ FORCES SINGAPORE
25 MAY	CSIRO	D.J. ROCHFORD		
25 MAY	CSIRO	N. DYSON		
25 MAY	CSIRO	R.J. EDWARDS		
25 MAY	CSIRO	P.L. HERBERT		
25 MAY	CSIRO	D.J. MACKEY		



ROYAL AUSTRALIAN NAVY

N428 3 2885

TELEPHONE: 095-27-0470

IN REPLY QUOTE 1/16/5

Office of the
Naval Officer Commanding
West Australia Area,
P.O. Box 228,
ROCKINGHAM. W.A. 6168.

12 JUL 1979

Department of Defence (Navy Office),
CANBERRA. A.C.T. 2600.

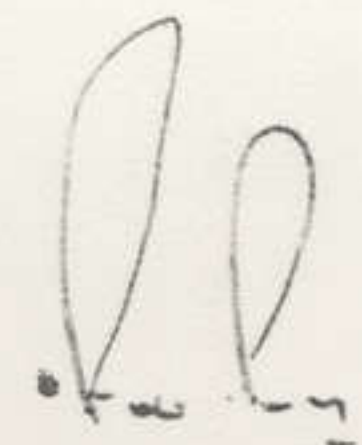
FOR INFORMATION:

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Commanding Officer,
HMAS DIAMANTINA.

REPORT OF PROCEEDINGS - JUNE 1979

1. The enclosure is forwarded.


(ROBERT H. PERCY)
COMMODORE RAN

1-ADMIN-N

A-4-05

ENCL: 1. Report of Proceedings June 1979.

C1.16.5

HMAS DIAMANTINA
At Darwin

30th June, 1979.

The Naval Officer Commanding
WEST AUSTRALIA AREA

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Hydrographer, RAN

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - JUNE, 1979.

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of June, 1979.

2. At the start of the month DIAMANTINA was in position $4^{\circ} 19'S$, $92^{\circ} 00'E$ steaming south on the third and final leg of the First GARP Global Weather Experiment (FGGE). For this leg of the cruise the ship was required to conduct upper air meteorological readings and surface and sub-surface oceanographic readings between $5^{\circ}N$ and $5^{\circ}S$ along the 92nd Meridian East. Nansen and Niskin bottles were used to obtain water samples and coincidental current metre readings were taken by C.S.I.R.O. to build up a current profile and structure diagram of the equatorial region. Five C.S.I.R.O. scientists were embarked for this leg of the FGGE cruise.

3. At 0700 (-6) Friday 1st, the Satellite Navigation System (SATNAV) became unserviceable. The weather was heavily overcast with many tropical rain squalls and the ship was unable to fix its position for several days. Without the extreme accuracy and frequency of SATNAV fixes the current metre readings taken after this date were of little value.

4. At 0940 (-6) Friday 1st, the ship completed the southern most station and proceeded North, back up the $92^{\circ}E$ meridian. During the afternoon of Sunday 3rd, the second C.S.I.R.O. drifting buoy was released in position $1^{\circ}6'N$, $191^{\circ}26.5'E$. Later that day the ship stopped for an intermess sports competition and hands to bathe. The following day the ship conducted a 40/60 surface firing between 1035 (-6) and 1140 (-6) in position $3^{\circ}02'N$, $92^{\circ}05'E$.

.... / 5. The 35th.

5. The 35th and final C.S.I.R.O. station was completed at 1000 (-6) Tuesday 5th in position 5°N, 95°E. The ship then proceeded for Singapore. At 1132 (-6) the same day a United States Navy aircraft carrier and part of its task force were sighted in the distance conducting flying operations. The carrier was later identified as the U.S.S. Midway. For the remainder of the day DIAMANTINA was overflown by a variety of U.S.N. Aircraft.

6. Early in the morning of Wednesday 6th the ship entered Malacca Strait, and at 0630 (-6) exchanged identities with the U.S.S. England (CG22). The passage through Malacca and Singapore Straights with their confined waters and heavy shipping provided invaluable experience for the Junior Officers Under Training.

7. During the period that DIAMANTINA was working in the Foxtrot (-6) time zone difficulty was experienced in transmitting check reports because of the atmospheric conditions at the time of day they were due to be cleared. This problem was overcome by obtaining permission to change the time of these reports to a more favourable time of day.

8. At 0901 (-7½) Friday 8th, DIAMANTINA berthed at No. 6 Sembawang Basin outboard of the U.S.S. Robison (DDG-12) and ahead of the U.S.S. Elliot (DD967). That afternoon the C.S.I.R.O. scientists disembarked and the ships company commenced a welcome S.M.P. and rest period.

9. At 0800 (-7½) Sunday 10th, the ship dressed overall in the honour of the birthday of His Royal Highness, The Prince Philip.

10. Monday 11th, at 0800 (-7½) DIAMANTINA was held off by tugs while the U.S.S. Elliot and U.S.S. Robison sailed. On completion the ship was reberthed starboard side to No. 6 Berth Sembawang Basin and commenced refuelling.

11. My wife and I were guests of Rear Admiral H. Hardisty U.S.N. Commander United States Naval Forces Philippines during the evening of Wednesday 13th. The Admiral had intended walking round the ship on the 15th but was recalled to the Philippines on the 14th.

12. Sunday 17th at 1050 (-7½) the U.S.S. Safeguard (SS-25) (Commander A.G. Mayfield U.S.N.) berthed astern of DIAMANTINA. It was interesting to note that SAFEGUARD was one year older than DIAMANTINA, and was on her decommissioning cruise.

13. Early on Monday 18th Doctor J. Bye (Flinders University) joined the ship to obtain Expendable Bathythermograph (XBT) traces and surface water samples from the shallow equatorial seas enroute to Darwin. At 1400 (-7½) DIAMANTINA cast-off and proceeded for Darwin by the Carimata, Sapoedi and Lombok straits. Thursday 21st, whilst transitting Sapoedi Strait identities were exchanged with K.D. TELOK SALEH (LST 510). DIAMANTINA's presence obviously surprised the

.... / Indonesian.

Indonesian vessel as they were most suspicious of our purpose and destination. The TELOK SALEH looked in poor condition but was fully loaded with light military vehicles.

14. Saturday 23rd, at 1035 (-8½) the ships boarding party was exercised in preparation for entering the area of foreign fishing vessels and Indo-Chinese refugee vessels off Australia's northern coast. From 1523 to 1800 (-8½) the ship anchored just north of Ashmore Reef while a fishing competition was held. No boats or other vessels were sighted in the vicinity of Ashmore Reef.

15. At 0800 (-9½) Monday 25th the ship berthed port side to the Iron Ore Wharf Darwin. That forenoon I called on the Naval Officer Commanding Northern Australia, Captain M.J. Taylor, RAN; and His Honour the Chief Justice of the Supreme Court of the Northern Territory, Judge Foster Q.C. That afternoon at 1236 (-9½) on completion of fuelling, the ship cast off and proceeded to berth starboard side to No. 1 Stokes Hill wharf. On completion of shifting berth I left the ship to fly to Sydney to attend a decommissioning conference and then onto Canberra for discussions on postings and manpower planning for the ships decommissioning.

16. Whilst alongside No. 1 Stokes Hill wharf the remainder of the C.S.I.R.O. equipment and sea container were disembarked and the BOOLEE control van and associated equipment embarked. Ten W.S.R.L. personnel fitted the BOOLEE equipment, checked and repaired the array and set the system to work during the time alongside.

17. Tuesday 26th at 1015 (-9½) HMAS ACUTE berthed outboard to carry out minor repairs before sailing at 1120 (-9½). At 1610 (-9½) the U.S.S. Safegard berthed outboard of DIAMANTINA. That evening an official reception was held onboard DIAMANTINA commencing at 1830 (-9½).

18. At 1000 (-9½) Saturday 30th the U.S.S. Safegard sailed for Cairns and on completion DIAMANTINA cast off and proceeded to shift berth to portside to the Iron Ore wharf. At 1115 (-9½) HMAS ACUTE berthed outboard to fuel. Both ships remained in these berths until the end of the month.

ELECTRICAL AND ENGINEERING

19. All machinery continued to operate satisfactorily with the exception of the Satellite Navigation System (Urdef 10/80) and the Precision Depth Recorder (Urdef 11/80). During the S.M.P. in Singapore and while alongside in Darwin planned maintenance was progressed and a number of projects were completed.

GENERAL

20. The health and morale of the ships company is very good. The results of the PEP test for the month are nine passed, seven failed and eight are still to complete the run.

.... / I have..

I have the honour to be

Sir,

your obedient servant

A handwritten signature in dark ink, appearing to be 'R.J. Burns', written in a cursive style.

(R.J. BURNS.)
Lieutenant Commander, RAN
COMMANDING OFFICER

Annexes: A. Steaming Return
B. Exercise Return
C. Personnel Movements

ANNEX A TO HMAS DIAMANTINA
LETTER 1.16.5. DATED 30th June, 1979.

STEAMING RETURN

Distance Steamed during the period	3,513
Hours Underway during the period	331
Distance Steamed since first commissioning	604,873
Hours Underway since first commissioning	62,948

ANNEX B TO HMAS DIAMANTINA
LETTER 1.16.5 DATED 30th June, 1979.

EXERCISE RETURN

Reference: AFX1 Chapter 2 Annex 1.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>
Seamanship and General		
24	Shiphandling (MOBEX)	3
NBCD		
NN	Minor Floodex	2
NN	Minor Fire	8

ANNEX C TO HMAS DIAMANTINA
LETTER 1.16.5 DATED 30th June, 1979.

PERSONNEL MOVEMENTS

<u>JOINED</u>	<u>FROM</u>	<u>NAME</u>	<u>DEPARTED</u>	<u>TO</u>
		D.J. ROCHFORD	18 JUN 79	CSIRO
		N. DYSON	18 JUN 79	CSIRO
		R.J. EDWARDS	18 JUN 79	CSIRO
		P.L. HERBERT	18 JUN 79	CSIRO
		D.J. MACKEY	18 JUN 79	CSIRO
		FLT LT R. BULLEN		N.Z. FORCES
		RAAF	08 JUN 79	SINGAPORE
08 JUN 79	N.Z. FORCES SINGAPORE	B/LEUT J.P. WURTH		AUSTRALIA
		LEUT J.P. BRACHER	12 JUN 79	
		RAN	25 JUN 79	HMAS ALBATROSS
		ASLT S.T. CULLEN		
		RAN	30 JUN 79	HMAS BRISBANE
		MIDN M.S. ANGUS		
		RAN	12 JUN 79	HMAS MELBOURNE
		ASLT P.A. GARDINER		
		RAN	12 JUN 79	HMAS MELBOURNE
25 JUN 79	WSRL	DR D. WYLLIE		
25 JUN 79	WSRL	MR G. MYERS		
25 JUN 79	WSRL	MR L. ZAJICEK		
25 JUN 79	WSRL	MR G. COLLINS		
25 JUN 79	WSRL	MR J. SCARCE		
25 JUN 79	WSRL	MR M. HENTSCHKE		
25 JUN 79	WSRL	MR D. WARD		
25 JUN 79	RANRL	DR M. BELL		
25 JUN 79	WSRL	DR H. SCHLOEMER		

UNCLASSIFIED
COVERING

RESTRICTED

SMV

N 428 / 3 2845

Telephone: 359-9111
Extension 3139

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

AF 1/16/ 26

21 AUG 1979


LOGGED


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

For Information: The Commanding Officer, HMAS DIAMANTINA

HMAS DIAMANTINA - REPORT OF PROCEEDINGS
JULY 1979

Forwarded.


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

Enclosure:  HMAS DIAMANTINA
of 1 August, 1979

Report of Proceedings

UNCLASSIFIED
COVERING

RESTRICTED

I ADMIN-N

A-405

RESTRICTED

HMAS DIAMANTINA
at Sea

1st August, 1979

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding,
WEST AUSTRALIA AREA

The Hydrographer, RAN

HMAS DIAMANTINA -- REPORT OF PROCEEDINGS, JULY, 1979

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of July, 1979.

2. At the beginning of the month DIAMANTINA was berthed port side to the Iron Ore Wharf, Darwin, with HMAS ACUTE berthed outboard.. DIAMANTINA departed from Darwin at 1000(1K) Monday 2nd, ACUTE having cast off five minutes earlier.

3. The Boolee towed acoustic array was streamed by 0810 (1K) Tuesday 3rd in position 9° 58.6' S, 126° 19.7' E. For the next two days the array was constantly streamed and recovered to carry out repairs and to allow faulty sections to be removed. During this period HMAS AWARE joined DIAMANTINA and was despatched to commence towing the "BANJO" noise source for Weapons Scientific Research Laboratories (WSRL) trial 3/79. A RAAF P3B LRM aircraft carried out a shipping survey of the area on Wednesday 4th.

4. At 1300 (1K) Thursday 5th, repairs to the array were completed and it was streamed to operational depth. For the remainder of the day the array was tested using the towed source and SUS charges dropped from AWARE. AWARE completed her part of the trial by making a number of runs across the array before recovering the towed source at 2200 (1K) and proceeding for Darwin. DIAMANTINA spent the rest of the time at this site monitoring SUS charges dropped from a P3B aircraft and studying array motion and behaviour in relation to the ships movements during turns. At 1019 (1K) Monday 9th, the array was recovered and DIAMANTINA proceeded for Darwin. While recovering the array a number of predatory fish teeth were found embedded in the tail of the array. Although the identity of this denizen of the deep is not known, the number of teeth in the array tends to indicate that it should now be masquerading as a gummy shark.

...../5. During.....

RESTRICTED

RESTRICTED

- 2 -

5. During the early evening of the 9th speed was increased and the Darwin ETA advanced when it was suspected that CPO O'CALLAGHAN had suffered an angina attack. DIAMANTINA berthed port side to, outboard of HMAS MORESBY at the Iron Ore Wharf, Darwin, at 0730 (IK) Friday 10th. CPO O'CALLAGHAN was transferred to Darwin Hospital by ambulance for treatment.

6. At 1012 (IK) DIAMANTINA cast off to allow MORESBY to proceed to sea. DIAMANTINA reberthed port side to the Iron Ore Wharf at 1030 (IK).

7. A letter from DR. D. ROCHFORD of CSIRO thanking DIAMANTINA for her part in the recent FGGE Cruise was received on arrival in Darwin. A copy is attached at Annex D.

8. HMAS ACUTE berthed outboard of DIAMANTINA at 1400 (IK) on Wednesday 11th. ACUTE cast off and proceeded to sea at 0815 (IK) Thursday 12th. DIAMANTINA cast off at 0900 (IK) and proceeded for Cairns. That evening whilst steaming North of Cape Croker identities were exchanged with HMAS CURLEW.

10. At about 0530 (K) Saturday 14th I was woken with a "brew" in the face. One of the watch on deck was sitting in the wheelhouse having a brew when he moved his chair to allow another sailor to pass. Unfortunately, the chair landed on a wasted section of the deck immediately above the head of my bunk. One leg of the chair went through the deck causing the sailor to spill his brew. A patch was welded over the wasted section of deck later in the day.

11. The radar developed a fault and became unserviceable at 1930 (K) Saturday 14th. At the time the ship was negotiating the Inner Barrier Reef route in the vicinity of Cairncross Island. The gyro had earlier developed an intermittent fault and was not reliable. I decided against continuing the passage through the reef at night with ut radar and anchored the ship in position $11^{\circ} 31.8' S$, $142^{\circ} 55.7'$ at 2022 (K). Anchor was weighed and the ship continued its southerly transit at 0630 (K) Sunday 15th. The radar defect was not rectified by sunset that night so the ship anchored off Stanley Island at 1923 (K).

12. Working overnight, and with the assistance of the WSRL technicians and their test equipment, the electrical staff made good the radar defect at 0600 (K) Monday 16th. The ship weighed and proceeded to Cairns at 0630 (K) berthing starboard side to Number 10 berth at 2100 (K). Although arriving in Cairns eleven hours later than programmed the ship was able to fuel early Tuesday 17th and sail for Boolee site Q ($19^{\circ} 30' S$, $155^{\circ} 10' E$) at 1400 (K), only one hour later than programmed.

...../13. Whilst.....

RESTRICTED

RESTRICTED

.. 3 -

13. Whilst carrying out rounds in the stern gland compartment Wednesday 18th, engineering staff discovered flooding through a corrosion hole and a crack in the keel between frames 99 and 100. I decided to abort the trial and proceed to Brisbane for repairs (HMAS DIAMANTINA DAW/KOD/KVH 18-654Z JUL 79 refers).

14. Friday 20th, at 1816 (K) the ship anchored in Moreton Bay in position 323° Entrance West Beacon, 17 cables. Diving operations commenced at 1900 (K) using the ships diving team. At 2200 (K) the Fleet Shipwright Officer, LCDR R. SPEIGHT, RAN, MR R. GRANT a naval architect from GID, and LEUT A.J. JACOBS, RAN the Base Engineer Officer HMAS MORETON joined the ship to assist in assessing the damage and recommending repair procedures. The following morning further diving operations took place between 0815 (K) and 1100 (K) with the assistance of the RANR diving team. During these operations LEUT JACOBS created an additional hole when he pushed a diving knife through the keel between frames 98 and 99. It was decided that DIAMANTINA should be docked immediately to affect repairs (COMAUSFLT KOD/DAW 210234 Z JUL 79 refers). At 1236 (K) the ship weighed and proceeded up the Brisbane river, berthing starboard side to Number 2 Dalgety's Wharf at 1440 (K).

15. At 0900 (K) Monday 23rd I called on the Naval Officer Commanding Queensland Area, Captain W.L. OWEN, RAN. He returned my call at 1145 (K).

16. At 0945 (K) HMAS KIMBLA berthed at Number 1 Dalgety's Wharf ahead of DIAMANTINA.

17. DIAMANTINA cast off and commenced a cold move to Cairncross Dock at 1218 (K). During the move the ship was filmed by Channel 7 TV news teams from ashore and in a helicopter. The film was shown during the evening news broadcast that night.

18. The ship secured starboard side to the Breast Wharf at 1330 (K), and commenced warping into the dock at 1437 (K). DIAMANTINA was docked down by 1930 (K).

19. The damage to the hull was surveyed during the morning of the 24th and repairs were completed by 2000 (K) that night. The dock was flooded by 0542 (K) Wednesday 25th and DIAMANTINA sailed at 0830 (K). The docking and repairs were carried out in a most professional manner. The assistance given and the long hours worked by LCDR SPEIGHT, MR GRANT and personnel of HMAS MORETON and NOCQLD's staff were appreciated by all onboard. The staff and workmen of the Cairncross Dock and United Ship Repair Services did everything possible to ensure the repairs were carried out properly

decided that DIAMANTINA should be docked immediately to affect repairs (COMAUSFLT KOD/DAW 210234 Z JUL 79 refers). At 1236 (K) the ship weighed and proceeded up the Brisbane river, berthing starboard side to Number 2 Dalgety's Wharf at 1440 (K).

RESTRICTED

15. At 0900 (K) Monday 23rd I called on the Naval Officer Commanding Queensland Area, Captain W.L. OWEN, RAN. He returned my call at 1145 (K).

RESTRICTED

- 4 -

and as quickly as possible. Thier action drew most favourable comments from the ships company. Senior members of the Dockyard Management also commented favourably on the behaviour of DIAMANTINA's ships company, which they stated was a pleasant change from the behaviour of most of the crews of vessels docked there recently.

20. After clearing Cairncross Dock the ship proceeded down river to the Mobil Oil Wharf, and berthed at 0900 (K). Although the ship only required 130 tons of FFO it took over 5 hours to fuel. At the end of the first hour of pumping through a 12 inch line and 6 inch hose at a pressure of over 40 psi only four tons of fuel had been received. Eventually the sludge remaining in the line was cleared enough to increase the pumping rate to about 25 tons per hour.

21. Lines were cast off and the ship proceeded for site Q2 (30° S, 154° 30' E) at 1500 (K). The Boolee array was streamed at 0840 (K) Thursday 26th.

22. Whilst at site Q2 the array was further tested and propagation losses measured using SUS charges from DIAMANTINA and from a P3B aircraft. The array was also used to monitor JMA3 KIMBLA's towed source and the signatures of passing ships. The Officer in Scientific Charge of the trial, DR D. WYLLIE, reported that large amounts of very useful information were gathered at this site.

23. From the afternoon of Sunday 29th until the morning of Monday 30th DIAMANTINA steamed down sea at 3 to 4 knots to provide the least background noise for the array. Overnight the ship rode well in 35 knot winds and sea state 5-6 with a 5 metre swell. However, shortly after 0800 (K) Monday 30th, the ship was pooped by a freak wave. This wave caused minor damage to upperdeck lockers and fittings, flooding in the after naval store and an electrical failure in the laboratory. The store was flooded through the upper deck vents and the distribution box in the laboratory fused when water entered the laboratory through the airconditioning unit.

24. Following the pooping the ship was turned into the sea and temporary repairs were effected. The sea state caused excess background noise for the array which had developed a number of faults and required repair. After discussing the array problem with the senior scientist the array was recovered at 1553 (K) Monday 30th. The ship proceeded for sheltered waters to effect repairs to the array. At 1121 (K) Tuesday 31st the ship anchored in Watson's Bay where she remained until the end of the month. (K). The Boolee array was

22. Whilst at site Q2 the array was further tested and propagation losses measured using SUS charges from DIAMANTINA and from a P3B aircraft. The array was also used to monitor JMA3 KIMBLA's towed source and the signatures of passing ships. The Officer in Scientific Charge of the trial, DR D. WYLLIE, reported that large amounts of very useful information were gathered at this site.

RESTRICTED

RESTRICTED

- 5 -

ELECTRICAL AND ENGINEERING

25. All main and auxiliary machinery continues to operate satisfactorily this month. Routine planned maintenance was hampered by the long periods underway and the restriction on any work while the ship was in dry dock.

26. The ship continues to suffer from electrical problems. During the month the 975 radar became unserviceable on a number of occasions. The gyro compass developed an intermittent fault which has now been rectified. The freak wave reported at paragraph 23 caused damage to two AC power distribution points, Boolee and laboratory communications and a number of electrical fittings on the quarterdeck and in the laboratory. All quarterdeck intercoms and life buoy alarms have now been resited on the Boolee working platform. Most are now housed in a modified shaving cabinet from one of the bathrooms which should provide some protection from the elements.

27. While in dry dock ships staff inspected the hull but could not find any wasted sections other than in the vicinity of frames 98 to 100. I am happy that the patch placed over this section is adequate. I am not so certain about the state of some of the internal decks and would not be surprised if there was another incident similar to the one described at paragraph 10.

GENERAL

28. The health and morale of the ships company remains very good. Due to the ships programme no PEP tests were run this month, eight personnel remain to complete this test.

I have the honour to be,

Sir,

Your obedient servant

Annex:
A. Steaming Return
B. Exercise Return
C. Personnel movements
D. CSIRO letter dated 12th June, 1979

(R.J. BURNS.)
Lieutenant Commander, RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

ANNEX A TO HMAS DIAMANTINA LETTER
OF 1st AUGUST, 1979.

STEAMING RETURN

Distance Steamed during the period	4,523
Hours Underway during the period	503
Distance Steamed since first commissioning	609,396
Hours Underway since first commissioning	63,457

RESTRICTED

RESTRICTED

ANNEX B TO HMAS DIAMANTINA LETTER
OF 1st AUGUST, 1979.

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex 1.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>
NBCD		
NN	Minor Floodex	1.
NN	Minor Firex	4.

ANNEX B TO HMAS DIAMANTINA LETTER
OF 1st AUGUST, 1979.

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex 1.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>
NBCD		
NN	Minor Floodex	1.
NN	Minor Firex	4.

RESTRICTED

RESTRICTED

ANNEX C TO HMAS DIAMANTINA LETTER
OF 1st AUGUST, 1979.

PERSONNEL MOVEMENTS

<u>JOINED</u>	<u>FROM</u>	<u>NAME</u>	<u>DEPARTED</u>	<u>TO</u>
		DR M. BELL	12 JUN 79	RANRL
		MR L. ZAJICEK	12 JUN 79	WSRL
11 JUL 79	U.S.A.	MR L. McKINLEY	25 JUL 79	U.S.A.
17 JUL 79	WSRL	MR D. CARTWRIGHT		
25 JUL 79	WSRL	MR J. UUSIOZA		

ANNEX C TO HMAS DIAMANTINA LETTER
OF 1st AUGUST, 1979.

PERSONNEL MOVEMENTS

<u>JOINED</u>	<u>FROM</u>	<u>NAME</u>	<u>DEPARTED</u>	<u>TO</u>
		DR M. BELL	12 JUN 79	RANRL
		MR L. ZAJICEK	12 JUN 79	WSRL
11 JUL 79	U.S.A.	MR L. McKINLEY	25 JUL 79	U.S.A.
17 JUL 79	WSRL	MR D. CARTWRIGHT		
25 JUL 79	WSRL	MR J. UUSIOZA		

RESTRICTED

CSIRO

DIVISION OF FISHERIES AND OCEANOGRAPHY

DJR.ND

P.O. BOX 21, CRONULLA, N.S.W. 2230. TELEPHONE 523 6222. TELEGRAMS CORESEARCH CRONULLA TELEX 24875

YOUR REF.

IN REPLY PLEASE QUOTE:

June 12. 1979

The Flag Officer Commanding
H.M. Australian Fleet,
Fleet Headquarters,
Garden Island,
SYDNEY.

2000.

Dear Sir,

I have recently returned from an oceanographic cruise on HMAS Diamantina, undertaken by CSIRO as part of the Global Weather Experiment of GARP.

Despite problems associated with the age of Diamantina, the major objectives of the cruise were successfully carried out. Much of the credit for the success of the cruise is attributable to the helpfulness and ability to overcome problems of the officers and crew of Diamantina.

HMAS Diamantina has had a long very fruitful association with CSIRO during its 20 years of service as an oceanographic ship and it is particularly pleasing therefore that this last cruise which will terminate this association was a very successful one.

Yours sincerely,

D.J. Rochford

(D.J. ROCHFORD)
Chief of Division

KSV

ROYAL AUSTRALIAN NAVY

N428 3 2845

Telephone: 359-9111
Extension 3139

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

1/16/26

20 SEP 1979

LOGGED


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

For Information:

The Commanding Officer HMAS DIAMANTINA

HMAS DIAMANTINA - REPORT OF PROCEEDINGS -
AUGUST, 1979

1. Forwarded.
2. The discrepancy of 6 hours in total hours underway at annex A has been brought to the ship's attention.


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

Enclosure: HMAS DIAMANTINA Report of Proceedings for August,
1979 dated 1 September, 1979

CNS
(A-4-19)

C1.16.5

HMAS DIAMANTINA
at Rockingham

1st September, 1979

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding,
WEST AUSTRALIA AREA

The Hydrographer, RAN

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - AUGUST, 1979

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of August, 1979.

2. At the beginning of the month the ship was at anchor in Watson's Bay, Sydney.

3. DIAMANTINA weighed and proceeded to continue Weapons Scientific Research Laboratories (WSRL) Trial 3/79 at 0504 (K) Wednesday 1st. Streaming of the Boolee towed acoustic array commenced at 0754 (K). The array was found to have a bad voltage loss at some point in its 2½ mile length so it was recovered and checked section by section. Repairs to the array were completed by 0245 (K) Tuesday 2nd and the array was streamed to operational depth. Once streamed the array compasses were checked whilst DIAMANTINA carried out a zig zag. The array was then used to monitor a noise source towed by HMAS KIMBLA.

4. HMAS ONSLOW joined DIAMANTINA at 1900 (K) Tuesday 2nd prior to carrying out submerged runs across the array. During this part of the trial DIAMANTINA steamed northward at one to three knots. At 2220 (K) identities were exchanged with HMAS MELBOURNE.

5. ONSLOW completed her part of the trial at 1009 (K) Friday 3rd. DIAMANTINA then recommenced carrying out zig zags to study array motion and compass accuracy. The array was also used to monitor KIMBLA's towed source and merchant shipping in the area. The Boolee trial was successfully completed at 1122 (K) Sunday 5th. The array was recovered and the ship proceeded to Watson's Bay at 1929 (K) Sunday 5th.

...../6. At 0615.....

6. At 0615 (K) Monday 6th, fourteen senior scientific personnel embarked to observe the Boolee array in operation. These observers were led by the Naval Scientific Advisor, DR. D. TRAVERS and were accompanied by the Director of Underwater Weapons, CMDR G. LAMPERD, RAN. The party was made up of scientists from Canberra, the RAN Research Laboratories, and WSRL. DIAMANTINA weighed and proceeded for the demonstration site at 0617 (K). The array was streamed and the demonstration commenced at 0800 (K). The Boolee demonstration was completed by 1055 (K). The array was recovered by 1150 (K) and the ship proceeded for Sydney. DIAMANTINA berthed outboard of HMAS BRISBANE on the cruiser wharf, Garden Island at 1456 (K), Monday 6th.

7. Lines were cast off and the ship proceeded for Adelaide at 1410 (K) Tuesday 7th. At 0500 (K) Thursday 9th a steering gear breakdown occurred. The ship was steered from the after steering position until 2123 (IK) while the fault was rectified. The breakdown was caused by the steering master governor sticking in the open position. The following day in the more sheltered waters of St Vincents Gulf the ship was steered by hand pumps for one hour while repairs were effected.

8. DIAMANTINA berthed starboard side to the BP oil wharf, Adelaide at 1359 (IK) Friday 10th. On completion of fuelling the ship cast off and proceeded to make a starboard alongside No 8 Berth. The ship was secured alongside No 8 Berth at 1554 (IK).

9. WSRL personnel commenced unloading the Boolee and associated equipment at 0900 (IK) Saturday 11th. Unloading was completed by 1430 (IK) Sunday 12th. DIAMANTINA cast off and proceeded for HMAS STIRLING at 0900 (IK) Monday 13th.

10. The passage from Adelaide to Fremantle was conducted in calm weather and smooth seas until Cape Leeuwin; the first calm weather DIAMANTINA had experienced since mid June. The weather deteriorated rapidly off Cape Leeuwin and by the time the ship reached Gage Roads it was again battling heavy seas and 60 knot winds. Our passage through the Success and Parmelia Channels was delayed while a large bulk carrier in ballast made one attempt to enter the channel. It had to abort its passage as it could not be steered in the high winds. DIAMANTINA passed through the channels without incident but was faced with the task of berthing alongside HMAS STIRLING with 40 to 60 knot winds blowing straight onto the berth. The ship was successfully berthed without incident after dropping the port anchor and using it and a small tug to hold the vessel against the wind. DIAMANTINA berthed starboard side to the Submarine wharf, HMAS STIRLING at 1028 (H) Friday 17th.

The breakdown was caused by the steering master governor sticking in the open position. The following day in the more sheltered waters of St Vincents Gulf the ship was steered by hand pumps for one hour while repairs were effected. /11. The remainder.....

8. DIAMANTINA berthed starboard side to the BP oil wharf, Adelaide at 1359 (IK) Friday 10th. On completion of fuelling the ship cast off and proceeded to make a starboard alongside No 8 Berth. The ship was secured alongside No 8 Berth at 1554 (IK).

11. The remainder of the month was spent alongside the Submarine wharf HMAS STIRLING whilst carrying out an assisted maintenance period and leave period.

ELECTRICAL & ENGINEERING.

12. Main and auxiliary machinery operated satisfactorily during the month and ships staff have had the opportunity to undertake outstanding routine planned maintenance. During the first part of the AMP both boilers have been cleaned and Engineroom bilges cleaned and preserved. The tiller flat and gland spaces have been similarly treated and freshwater tanks are undergoing cleaning.

13. The SATNAV equipment has been transferred to HMAS MORESBY.

GENERAL.

14. The external appearance of the ship continues to improve and the health and morale of the ships company are good. Due to the ships programme no PEP tests were conducted and it is planned to complete outstanding tests prior to deployment in early October.

I have the honour to be,

Sir,

your obedient servant,



(J.H. DURRANT.)
Lieutenant, RAN

Annex: A. Steaming Return
B. Exercise Return
C. Movements - personnel

for COMMANDING OFFICER AOI.

Annex A to HMAS DIAMANTINA
letter C1.16.5 dated
1st September, 1979

STEAMING RETURN

Distance steamed during period	2895
Hours underway during period	289
Distance steamed since first commissioning	612291
Hours underway since first commissioning	63746

Annex A to HMAS DIAMANTINA
letter C1.16.5 dated
1st September, 1979

STEAMING RETURN

Distance steamed during period	2895
Hours underway during period	289
Distance steamed since first commissioning	612291
Hours underway since first commissioning	63746

Annex A to HMAS DIAMANTINA
letter C1.16.5 dated
1st September, 1979

ANNEX B TO HMAS DIAMANTINA
letter C1.16.5 dated
1st September, 1979

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex 1

<u>Exercise No.</u>	<u>Short title</u>	<u>No. conducted</u>
NN	Minor Floodex	1
NN	Minor Firex	15

ANNEX B TO HMAS DIAMANTINA
letter C1.16.5 dated
1st September, 1979

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex 1

<u>Exercise No.</u>	<u>Short title</u>	<u>No. conducted</u>
NN	Minor Floodex	1
NN	Minor Firex	15

ANNEX C TO HMAS DIAMANTINA
letter C1.16.5 dated
1st September, 1979

PERSONNEL MOVEMENTS

<u>JOINED</u>	<u>FROM</u>	<u>NAME</u>	<u>DEPART</u>	<u>TO</u>
		DR D. WYLLIE	06AUG79	WSRL
		DR D. CARTWRIGHT	06AUG79	WSRL
		MR D.B. WARD	07AUG79	WSRL
		MR J. UUSIOZA	07AUG79	WSRL
		DR H. SCHOELMER	07AUG79	WSRL
		MR J. SCARCE	07AUG79	WSRL
		MR M. HENTSCHKE	07AUG79	WSRL
		MR G. COLLINS	07AUG79	WSRL
		MR G. MEYERS	03AUG79	WSRL
07AUG79	RANR	LEUT J.B. OLMINKHOF	19AUG79	RANR
07AUG79	RANR	LEUT G.A.M. GARCON	19AUG79	RANR

ANNEX C TO HMAS DIAMANTINA
letter C1.16.5 dated
1st September, 1979

PERSONNEL MOVEMENTS

<u>JOINED</u>	<u>FROM</u>	<u>NAME</u>	<u>DEPART</u>	<u>TO</u>
		DR D. WYLLIE	06AUG79	WSRL
		DR D. CARTWRIGHT	06AUG79	WSRL
		MR D.B. WARD	07AUG79	WSRL
		MR J. UUSIOZA	07AUG79	WSRL
		DR H. SCHOELMER	07AUG79	WSRL
		MR J. SCARCE	07AUG79	WSRL
		MR M. HENTSCHKE	07AUG79	WSRL
		MR G. COLLINS	07AUG79	WSRL
		MR G. MEYERS	03AUG79	WSRL
07AUG79	RANR	LEUT J.B. OLMINKHOF	19AUG79	RANR
07AUG79	RANR	LEUT G.A.M. GARCON	19AUG79	RANR

SMV

ROYAL AUSTRALIAN NAVY

N428 3 2845

Telephone: 359-9111
3139

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2600

AF 1/16/26

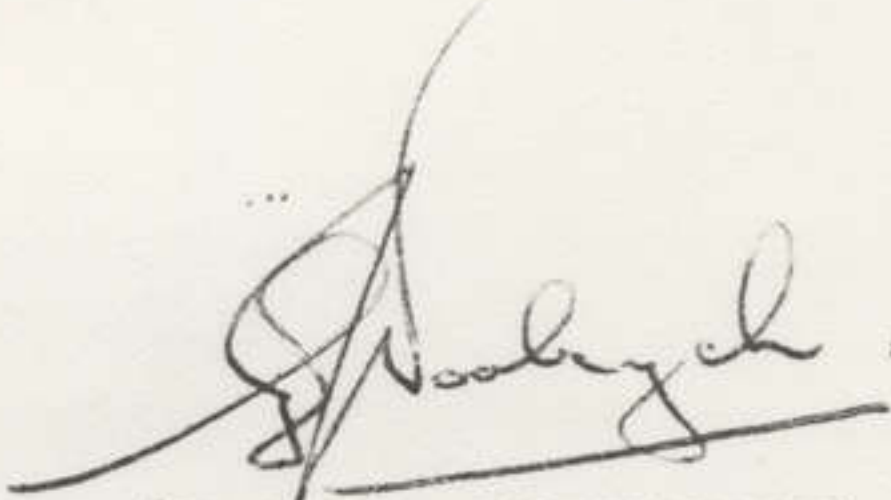
18 OCT 1979

LOGGED

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

HMAS DIAMANTINA - REPORT OF PROCEEDINGS
SEPTEMBER 1979

Forwarded.


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

Enclosure:

HMAS DIAMANTINA Report of Proceedings
for September, 1979 dated 1 October, 1979

ADMIN - N
A-4-05

C1.16.5.

HMAS DIAMANTINA
At Garden Island, W.A.

1st October, 1979.

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA.

The Hydrographer, RAN.

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - SEPTEMBER, 1979.

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of September, 1979. All times quoted are in zone H (-8).

2. Throughout the month the ship was berthed starboard side to the Submarine wharf, HMAS STIRLING, whilst carrying out an assisted maintenance period (AMP) and leave period.
3. The RANR diving team carried out diving operations on the hull from 1500 to 1620 Saturday 15th. The ships diving team carried out a search of the sea bed in the vicinity of the ship on Friday 28th.
4. During the evening of Saturday 15th I attended the Royal Fremantle Golf Club to present the DIAMANTINA Cup for 1979. The cup is the club's major trophy, and since 1964 it has been awarded annually for the club's points score competition.
5. At 0900 Monday 17th HMAS MORESBY sailed from STIRLING following her AMP and workup.
6. During the afternoon of Tuesday 25th, The Commander Naval Support Command, Rear Admiral G.R. Griffiths, DSO, DSC paid a brief, informal visit to the ship during his inspection of HMAS STIRLING.
7. Basin trials were conducted during the forenoon of Wednesday 26th. While steam was available for the capstan the assistance of Clearance Diving Team Four was obtained to recover the port anchor. The anchor was floated free using mine recovery bags and was secured home at 1340. . .
8. On the evening of Friday 28th DIAMANTINA's decommissioning ball was held at the Cockburn Civic Centre. The ball was attended by the Naval Officer Commanding West Australia Area, Commodore R.H. Percy, LM, and over three hundred past and present members of DIAMANTINA's ships company.
9. At the end of the month DIAMANTINA was alongside the Submarine wharf HMAS STIRLING preparing for sea trials.

.... / 10..ELECTRICAL...

ELECTRICAL and ENGINEERING

10. With the assistance of HMAS STIRLING all major defects were rectified during the month. Several small steam leaks were found during the Basin trial; all have been repaired. Four Indef's, numbers 11, 12, 13 and 14/80 were raised during the month and have been rectified.


GENERAL

11. The health and morale of the ships company are very good. PEP tests for the letters A to N were conducted during the month. Results were very good.

I have the honour to be,

Sir,

your obedient servant,



(R.J. BURNS.)

Lieutenant Commander, RAN
COMMANDING OFFICER.

Annexes: A. Steaming Return.
B. Exercise Return.
C. Sporting Return.

Annex A to HMAS DIAMANTINA Letter
C1.16.5 dated 1st October, 1979.

Steaming Return

- | | | |
|----|--|---------|
| 1. | Distance steamed during period | NIL |
| | Hours underway during period | NIL |
| | Distance steamed since first Commissioning | 612,291 |
| | Hours underway since first Commissioning | 63,740 |
2. The six hour error in total hours underway, carried forward from July, 1979, has been corrected.

Annex B to HMAS DIAMANTINA Letter
C1.16.5 dated 1st October, 1979.

Exercise Return

Reference: AFXI Chapter 2 Annex 1.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>
NN	Minor Floodex	1
NN	Minor Floodex	15

Annex C to HMAS DIAMANTINA Letter
C1.16.5 dated 1st October, 1979.

Quarterly Sporting Return Ending 30th September, 1979.

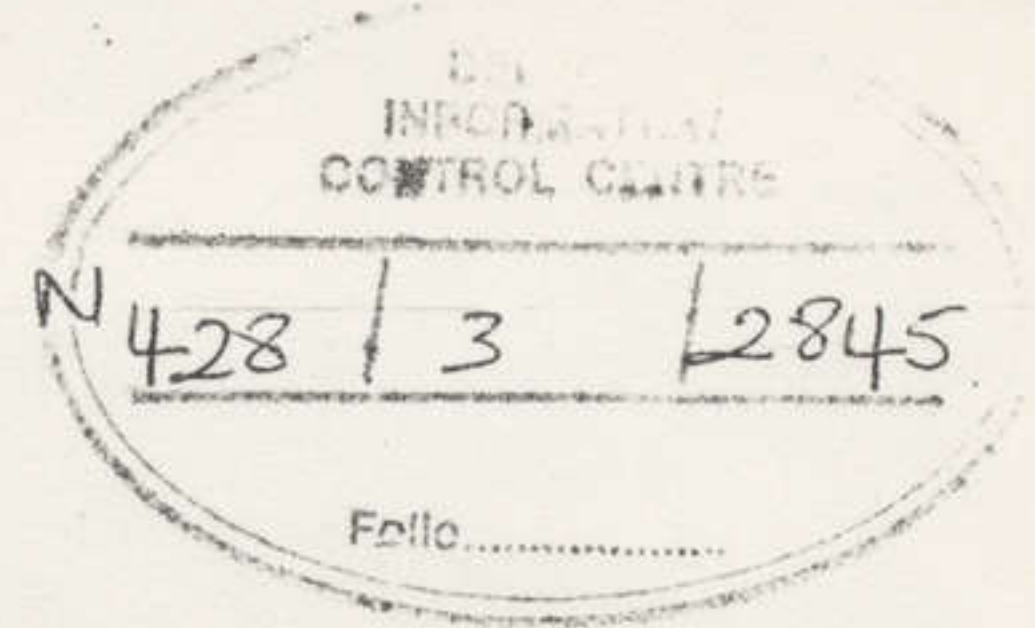
<u>Sport</u>	<u>Date</u>	<u>Opponent</u>	<u>Result</u>	<u>No. Players</u>
Volleyball	10/7	HMAS COONAWARRA	LOST	10
Basketball	10/7	HMAS COONAWARRA	LOST	10
Soccer	11/7	NT COMBINED SERVICE	LOST	14
Australian Rules	12/8	CLARE RURAL YOUTH	WON	20
Rugby I/S	17/8	ARMY W.A.	LOST	1
Squash	5/9	HMAS MORESBY	WON	5
Australian Rules I/S	12/9	ARMY W.A.	WON	1
Basketball I/S	19/9	RAAF W.A.	LOST	3

Hours Underway during quarter 791 hours.

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

AF 1/16/26

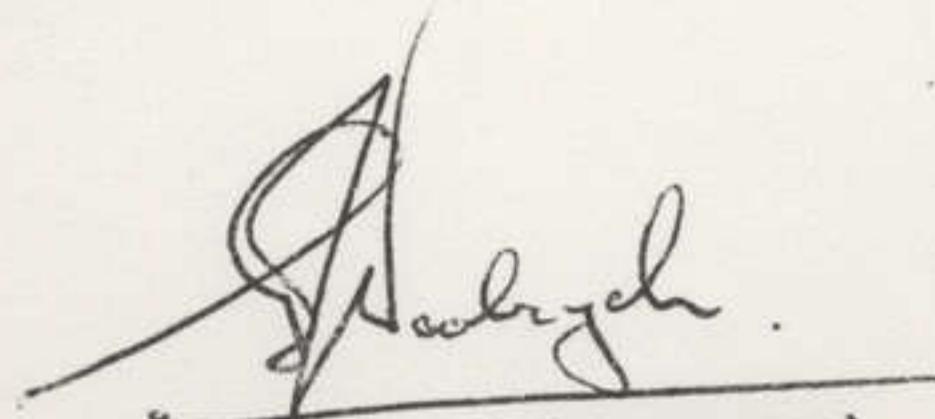
15 NOV 1979

LOGGED

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

HMAS DIAMANTINA - REPORT OF PROCEEDINGS -
OCTOBER, 1979

Forwarded.


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

Enclosure: HMAS DIAMANTINA Report of Proceedings for
October, 1979 dated 1 November, 1979

ADMIN - N

A-4-05



DEPARTMENT OF DEFENCE
(NAVY)

1.16.5.

HMAS DIAMANTINA
At Sea,

1st November, 1979.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA

The Hydrographer, RAN

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - OCTOBER, 1979.

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of October, 1979.

2. At the beginning of the month the ship was berthed starboard side to the Submarine Wharf HMAS STIRLING. DIAMANTINA made her final departure from STIRLING at 0858(H) Monday 1st, after a six week Assisted Maintenance period. STIRLING's ship's company lined the wharf and cheered ship as DIAMANTINA cast off and proceeded. After clearing STIRLING, sea trials were successfully carried out in Cockburn Sound and Gage Roads. At 1401(H) DIAMANTINA berthed port side to 'A' berth Victoria Quay, Fremantle.
3. Tuesday 2nd, at 1000(H), the ship cast off and proceeded for a families day in Gage Roads. A 40/60 surface firing was conducted at 1110(H) and the ship reberthed at 'A' berth at 1424(H). Despite poor weather conditions and moderate to rough seas, the day was enjoyed by all. Members of the local press and television stations were embarked and the ship received very good media coverage.
4. A standard I.S.O. container was loaded on Wednesday 3rd. This container will be used to speed up the return of stores during the decommissioning process.
5. During the remainder of DIAMANTINA's stay in Fremantle, the ship was dressed overall on Friday 5th (Navy Day) and Monday 8th (Queens Birthday), and was open for public inspection Saturday 6th and Sunday 7th. Gale force winds and heavy rain kept most people away during the days the ship was open to visitors. The total number of visitors on the open days was only 178.

...../6. The Naval..

6. The Naval Officer Commanding Western Australia (NOCWA), Commodore R.H. Percy, LM, made an informal visit to the ship on Thursday 4th.
7. Prior to sailing on Tuesday 9th, the Premier of Western Australia, Sir Charles Court and NOCWA, Commodore Percy, made informal visits to the ship and were present on the wharf when DIAMANTINA sailed after 20 years service in Western Australia. DIAMANTINA cast off and proceeded as 5 Field Force (CMF) Pipes and Drum Band played and the paying-off-pondant was flown. Considerable press and television coverage was given to DIAMANTINA's departure, but the event was marred by the poor weather conditions.
8. DIAMANTINA made an uneventful crossing of the Great Australian Bight in heavy, following seas and gale force winds. Landfall was made on Cape Nelson at 0520 (K) Sunday 14th. Later in the day the ship was overflowed by a RAAF P3 Orion and identities were exchanged.
9. Whilst entering Sydney Harbour Tuesday 16th, the ship suffered a steering motor failure with 20 degrees of starboard wheel on at 0849 (K) when approaching Bradleys Head. Speed was reduced and the ship steered by main engines. DIAMANTINA secured to No. 3 bouy at 0903 (K) and commenced deammunitioning. The ship slipped from the bouy at 1114 (K) and secured port side to the South End of the Cruiser Wharf (SECW) at 1128 (K). After berthing I called on the Deputy Fleet Commander, Commodore G.J. Woolrych. That same day the dockyard began fitting a false hub to the Boolee Winch drum in preparation for the RAN Research Laboratories (RANRL) trial 13/79.
10. Wednesday 17th, the 40/60 was removed, and, RANRL equipment was embarked for trial 16A/79. A meeting was held onboard during the forenoon with RANRL and CSIRO scientists to finalise details for trial 16A/79.
11. Loading of the RANRL equipment was delayed on Thursday 18th due to a dockyard dispute involving crane dogmen. All the equipment was finally embarked on Friday 19th. It was interesting to note that the dockyard took six days to fit and secure the false hub to the Boolee winch where as members of the ship's company had completed the same job in Fremantle during a forenoon. The total cost (excluding labour) for the ship's company to fit the false hub had been ninety dollars for crane hire.
12. DIAMANTINA was nominated as duty ship over the weekends of the 19th, 20th and 26th, 27th as she was the only ship in Sydney capable of putting to sea.
13. DIAMANTINA cast off and proceeded on RANRL trial 16A/79 at 0859 (K) Monday 22nd. Two of the trial personnel were females who shared one of the four berth scientists cabins with a female Naval Architect embarked for sea familiarisation. The purpose of the experiment was to look for seasonal variations in volume reverberation in eddy "J" (33° 30S, 153° 30E). DIAMANTINA was required to take continuous hourly XBT casts to obtain a temperature profile of the shape and size of the eddy. Additionally a Geomagnetic Electro-Kinetograph (GEK) current metre was streamed to plot the current direction in the eddy. The ship stopped on stations from 1000 to 1400 and 2200 to 0200 daily at selected positions across the eddy. At these stations three hydrophones were lowered to measure the low frequency volume reverberation from primers detonated over the stern. One of these hydrophones was given to RANRL by the Defence Research Establishment Atlantic (Canada). This hydrophone was a 2 X 1.5 metre Cone weighing over 400 kg, and was affectionally known as "the witches hat", which it resembled. "The witches hat's" size and fragility made it extremely difficult to deploy in seas over state 3

...../and required..

and required a very long length of polypropylene line to dampen vertical motion when the ship rolled and pitched. Following the failure of the quarterdeck three ton winch, this hydrophone was eventually deployed over the stern using a very long lead to the forecastle capstan. This hydroplane was very sensitive and prone to failure, but it made a good sea anchor.

14. On the first day of the trial DIAMANTINA joined the CSIRO research vessel SPRIGHTLY at 1730 (K). A transfer of scientific information and stores was carried out by floating a buoyed line downsea between the vessels. Since conversion to a research vessel SPRIGHTLY has been fitted with a bow thruster, giving her excellent manoeuvrability at slow speed.

15. RANRL trial 16A/79 was completed at 0200 (K) Saturday 27th and DIAMANTINA berthed port side to the South East Cruiser Wharf Garden Island at 0817 (K). On arrival lower deck was cleared and Miss Shapcott, the Naval Architect, was awarded her "Helmsperson's Certificate" having completed the required ten hours on the wheel.

16. During the forenoon of the 27th the RANRL hydrophones were removed and the Boolee Fairlead and Rounddown reembarked so the dockyard could wind on the cable for RANRL trial 13/79. The required cable was wound on to the false hub of the Boolee winch by 1145 (K) Sunday 28th.

17. Monday 29th a meeting was held at Fleet Headquarters to finalise details for RANRL trial 13/79. Although notification of the requirements for this trial had been late in reaching the ship and authorities concerned, this meeting satisfactorily concluded the preparations for the cable lay.

18. At 0829 (L) Wednesday 31st the ship cast off and proceeded to the harbour entrance to practice the cable lay procedure for trial 13/79. Using a mini-ranger and with the assistance of two tugs, two practice runs were satisfactorily carried out and DIAMANTINA anchored in Watsons Bay at 1336 (L).

ENGINEERING AND ELECTRICAL

19. Main and auxiliary machinery continued to operate satisfactorily during the month. The only defects were the three ton winch on the quarterdeck (Urdef 15/80) which has been rectified, and a temporary failure of the steering motor on Tuesday 16th. The steering motor failed when the governor jammed with wheel on. Temporary adjustment was made to the governor at number three buoy and the unit has since been stripped and refurbished.

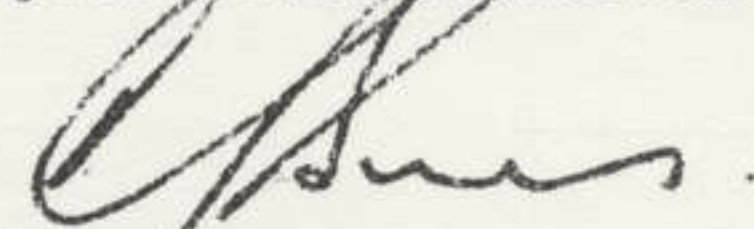
GENERAL

20. The health and morale of the ship's company remains very good. No P.E.F. tests were conducted during the month due to the ship's programme.

I have the honour to be,

Sir,

your obedient servant



(R.J. BURNS.)

Lieutenant Commander, RAN
COMMAINDING OFFICER.

Annexes: A. Steaming Return.
B. Exercise Return.
C. Personnel Movements.

STEAMING RETURN

Distance steamed during period	3,155
Hours underway during period	299
Distance steamed since first commissioning	615,446
Hours underway since first commissioning	64,039

EXERCISE RETURN

Reference: AFXI Chapter 2 Annex 1.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>
NN	Minor Floodex	3
NN	Minor Firex	13
NN	Steering breakdown	1
24	Shiphandling.(MOBEX)	1

1.10.5. dated 1st November, 1979.

PERSONNEL MOVEMENTS

<u>Joined</u>	<u>From</u>	<u>Name</u>	<u>Departed</u>	<u>To</u>
22 OCT 79	Navy Office	Miss G. SHAPCOTT	27 OCT 79	Navy Office
22 OCT 79	CSIRO	Mr M.J. CASTLE	27 OCT 79	CSIRO
22 OCT 79	CSIRO	Miss D. WADDINGTON	27 OCT 79	CSIRO
22 OCT 79	RANRL	Miss A. QUILL	27 OCT 79	RANRL
22 OCT 79	RANRL	Mr M. KATZ	27 OCT 79	RANRL
22 OCT 79	RANRL	Mr B. KONGAS	27 OCT 79	RANRL

SMV

ROYAL AUSTRALIAN NAVY 24 12 79

DGSUP-N

Telephone: 359-9111
Extension 3139



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

AF 1/16/26

17 DEC 1979



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

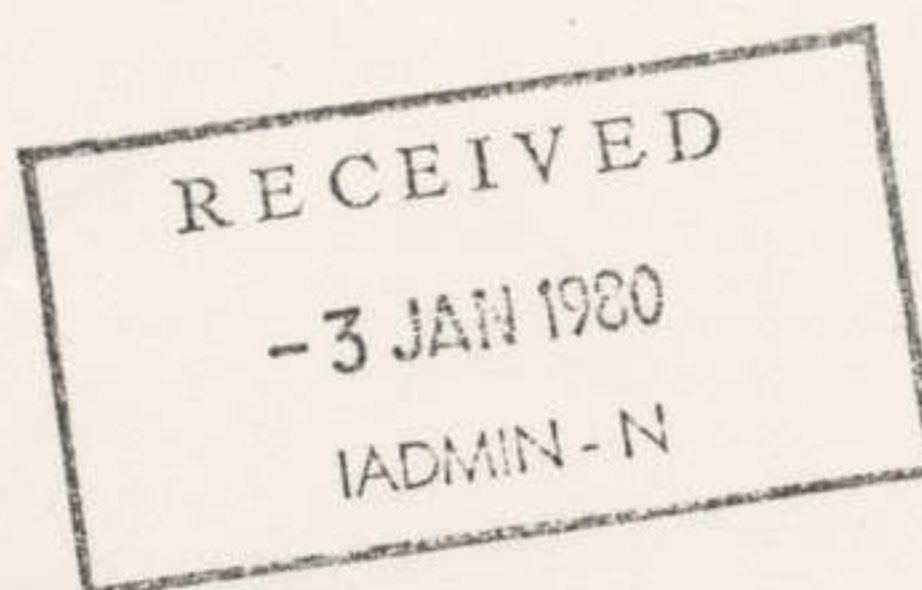
HMAS DIAMANTINA - REPORT OF PROCEEDINGS
NOVEMBER, 1979

Forwarded.

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

Enclosure: HMAS DIAMANTINA Report of Proceedings
for November, 1979 dated 1 December, 1979

IADMIN-N
A-4-05



C1.16.5

HMAS DIAMANTINA
at Garden Island

1st December, 1979

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding,
WEST AUSTRALIA AREA

The Hydrographer, RAN

HMAS DIAMANTINA - REPORT OF PROCEEDINGS - NOVEMBER, 1979

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of November, 1979. All times stated are Zone Lima (-11).

2. At the beginning of the month the ship was anchored in Watson's Bay preparing for RAN Research Laboratories (RANRL) Trial 13/79. The purpose of this trial was to lay two separate cables with hydrophones from positions 2 miles east of Sydney Heads into the Harbour, terminating at Lady Bay. To achieve the necessary accuracy and frequency of fixing required for laying the cable, the ship was fitted with a miniranger and suitable stations were set up and manned by the Hydrographic School.

3. Diamantina weighed at 0803 Thursday 1st and proceeded to the start position for the lay, which commenced at 0925. Two tugs (TB502 and TB504) were secured and used to hold the ship stationary while the hydrophones and anchor were lowered to the bottom. When the hydrophones were in position the ship made way using the tugs until the cable was veering satisfactorily. After laying about half a mile of cable the ship was able to proceed without the tugs, maintaining steerage way at two knots in the favourable wind conditions. Inside the harbour the tugs were again used to hold the ship in position while the cable end was buoyed and slipped. The cable lay was completed at 1136 and the ship anchored in Watson's Bay from 1149 to 1305, before weighing and proceeding for Garden Island. Diamantina berthed starboard side to the North End of the Fitting Out Wharf (NEFOW) at 1335.

...../4. During.....

4. During Friday 2nd and Saturday 3rd the second cable for Trial 13/79 was wound on to the Boolee Winch drum. This cable was system tested by RANRL over the night of Monday 5th.

5. Colours were half masted Saturday 3rd for President Park Chung Lee of the Republic of South Korea.

6. Diamantina cast off and proceeded for the second cable lay at 0732 Tuesday 6th. On board for this day trip were a group of dockyard apprentices and the A.C.T. apprentice of the year, Miss Rhonda ARNALL. Weather conditions were unsuitable for working tugs and laying cable so the ship only carried out a practice run, returning to harbour and reberthing at 0958.

7. At 0759 Thursday 8th, Diamantina cast off and proceeded with TB501 and TB502 to the start position for the second cable lay. During the early stages of positioning for lowering the hydrophones TB502 caught her tug line on her propeller and the trial was delayed for a short time while Diamantina ships divers cleared the line. The cable lay recommenced at 0930 and was successfully completed at 1136. Diamantina reberthed at the NEFOW at 1214.

8. On the night of Thursday 8th, I presented the ships interestmess competition shield to the Diamantina Scout Group, at Kalleen High School, Canberra. The shield was accepted by Senator J. Knight on behalf of the Scout Group.

9. During the following week Diamantina remained alongside Garden Island carrying out a Self Maintenance Period (SMP), and preparing for RANRL Trial 14A/79. Removal of the Boolee Winch equipment was commenced on Monday 12th, and the Control hut, drum and after platform were removed by Monday 19th. During this week a Standard Range Course was conducted on Wednesday 14th and on Thursday 15th at Long Bay Rifle Range.

10. The ship sailed at 0920 Monday 19th and embarked explosive charges in the vicinity of number three buoy before proceeding to the trial site. Sailing was delayed twenty minutes while waiting for replacement fresh victuals to be provided by REVY to replace poor quality victuals they had provided the previous Friday. The ship finally sailed without the victuals. Diamantina carried out propagation trials using hydrophones and C.E. primers from the quarterdeck. On completion of the days trial the ship proceeded to anchor in Broken Bay in position 297° Barrenjoey Light 6.6 cables. Prior to anchoring at 1902 Diamantina was joined by M.V. SIEGLINDE, a civilian vessel involved in RANRL Trial 14A/79.

...../11. For the

11. For the following two days Sound Propagation experiments were carried out with MV SIEGLINDE. The ship anchored each night in Broken Bay. Following the failure of several hydrophones, half of the scientists disembarked on the evening of Tuesday 20th. The ship anchored in position 065° Challenger Point Light 6.3. cables on this night and suffered from the ingestion of jelly fish into the main condensers when sailing the next morning. On completion of the trial on Wednesday 21st the ship reanchored in the lee of Barrenjoey Head, clear of the jelly fish menace. All of the scientists disembarked that evening and the ship remained at anchor until Friday 23rd preparing for the paying-off cruise around Sydney Harbour.

12. Anchor was weighed and the ship proceeded for Sydney at 0530 Friday 23rd. Identities were exchanged with HMAS VAMPIRE at 0730. The ship entered Sydney Heads at 0815 and proceeded to the vicinity of number two buoy. Approximately 130 guests were embarked before the ship proceeded down the harbour on its paying off cruise. Among the guests embarked for this cruise was Commander M.G. ROSE, VRD RANVR, (Retd.), the ships original Commanding Officer. Other guests included members of the original ships company; members of the Naval Historical Society, steam preservation societies, and other maritime historical societies, and leaders, scouts and cubs from the Diamantina Scout Group.

13. During the final cruise round Sydney Harbour the ship flew its paying off pennant supported by six helium filled meteorological balloons. The pennant had to be dipped while passing under the Harbour Bridge and while turning near Goat Island. During the paying off cruise many ferries and other vessels sounded sirens and wished Diamantina well. The ship finally secured bows North at the NECW, Garden Island at 1032.

14. I hosted a cocktail party and buffet supper for all the previous Commanding Officers of Diamantina and their wives during the evening of the 23rd. Seven of the ships fifteen Commanding Officers attended the function and two more were represented by their wives.

ENGINEERING AND ELECTRICAL.

15. All main and auxiliary machinery continues to function in a most satisfactory manner. Proof of the robustness and reliability of steam reciprocating machinery.

Anchor was weighed and the ship proceeded for Sydney at 0530 Friday 23rd. Identities were exchanged with HMAS VAMPIRE at 0730. The ship entered Sydney Heads at 0815 and proceeded to the vicinity of number two buoy. Approximately 130 guests were embarked before the ship proceeded down the harbour on its paying off cruise. Among the guests embarked for this cruise was Commander M.G. ROSE, VRD RANVR, (Retd.), the ships original Commanding Officer. Other guests included members of the original ships company; members of the Naval Historical Society, steam preservation societies, and other maritime historical societies, and leaders, scouts and cubs from the Diamantina Scout Group.

...../DECOMMISSIONING.....

During the final cruise round Sydney Harbour the ship flew its paying off pennant supported by six helium filled meteorological balloons. The pennant had to be dipped while passing under the Harbour Bridge and while turning near Goat Island. During the paying off cruise many ferries and other vessels sounded sirens and wished Diamantina well. The ship finally secured bows North at the NECW, Garden Island at 1032.

DECOMMISSIONING.

16. The ship commenced preparing to pay off on Monday 26th. All personnel moved off the ship to shore accommodation on the 26th. By the end of the month destoring was well advanced and the ship had defuelled to 33%. Defuelling was delayed by two and a half days because of difficulties encountered defuelling HMAS YARRA. Removal of the Boolee winch was progressed during this week and most of the winch has been removed. The thirty day freeze on equipment removal instructed by DEFNAV CANBERRA message CHE 190041Z NOV 79 has caused many problems. If the ship is not given to a maritime museum, this freeze will mean that the ship will require additional assistance to meet the ever increasing bids for equipment submitted by all and sundry.

17. The ships excellent stability characteristics were found to be a nuisance on Thursday 1st when it became necessary to heel the ship to caulk a small oil leak from a join in the shell plating (URDEF 16/80). Twenty six tons of portable weights were embarked and stowed outboard on the upperdeck before the ship acquired the required three and a half degree list.

GENERAL.

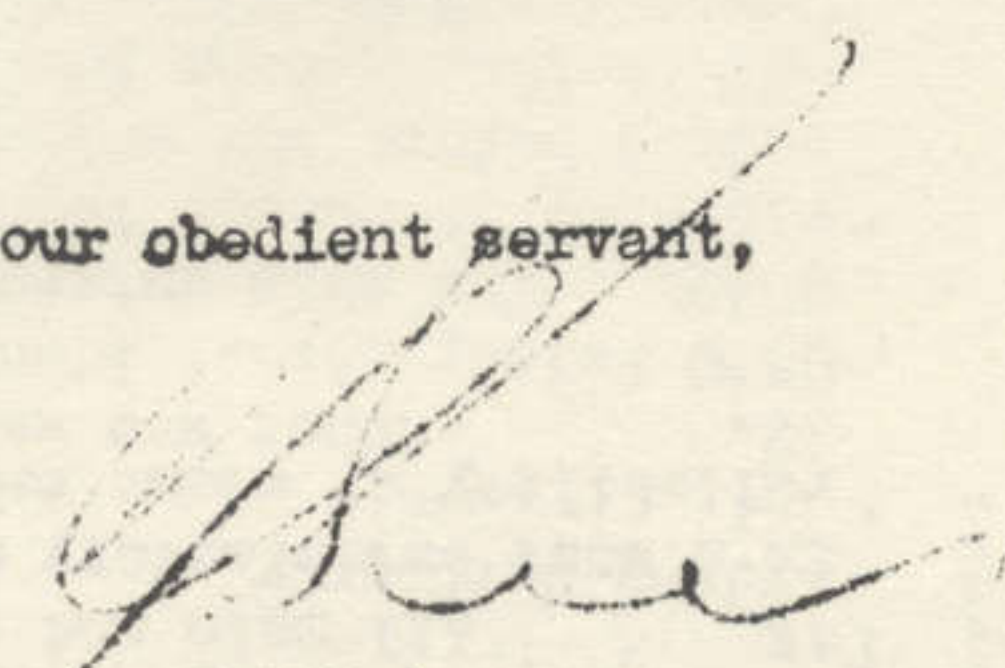
18. The health and morale of the ships company has remained excellent this month despite the uncertainty surrounding the ships fate. NocPEP tests were conducted this month.

I have the honour to be, i

Sir,

Your obedient servant,

ANNEX: A. Steaming Return
B. Exercise Return.


(R.J. BURNS.)
Lieutenant Commander, RAN
COMMANDING OFFICER

Annex A to HMAS DIAMANTINA
letter C1.16.5 dated 1st
December, 1979

STEAMING RETURN

Distance steamed during the period	309
Hours underway during the period	49
Distance steamed since first commissioning	615,755
Hours underway since first commissioning	64,088

Annex B to HMAS DIAMANTINA
letter C1.16.5 dated 1st
December, 1979

EXERCISE RETURN

<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>NO. CONDUCTED</u>
NN	MINOR FLOODEX	4
NN	MINOR FIREX	17
NN	Steering Breakdown	2
24	Ship handling (MOBEX)	3

IAADMIN
4-1-80

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

AF 1/16/26

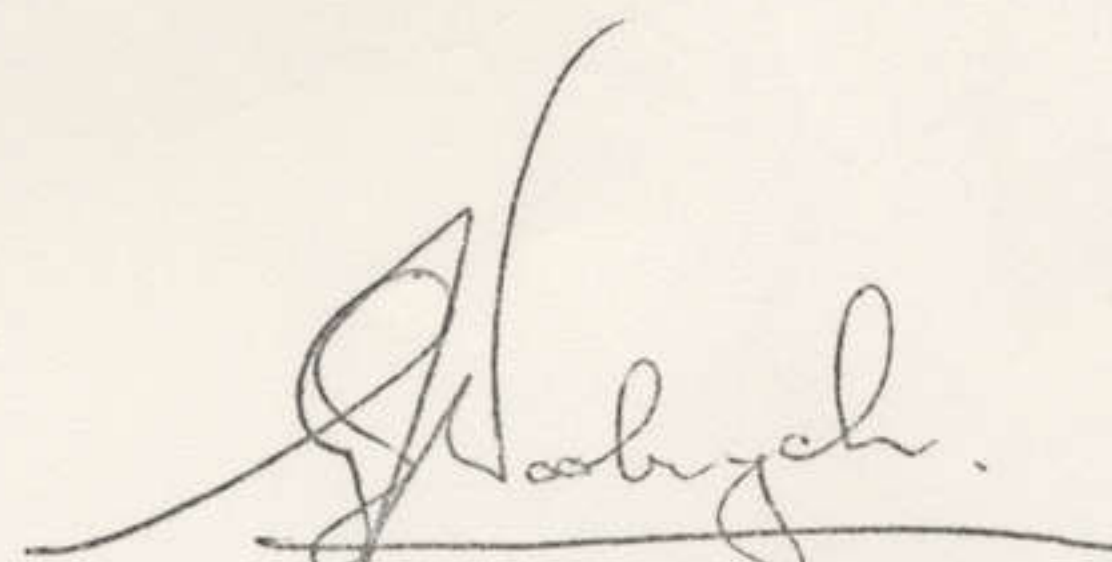
16 JAN 1980

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

100001

HMAS DIAMANTINA - REPORT OF PROCEEDINGS
DECEMBER 1979

Forwarded.


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

Enclosure:



HMAS DIAMANTINA Report of Proceedings
for December, 1979 dated 1 January, 1980

IAADMIN-N
(A-4-05)



ROYAL AUSTRALIAN NAVY
DEPARTMENT OF DEFENCE

TELEPHONE:

IN REPLY QUOTE C1.16.5

HMAS DIAMANTINA
at Garden Island

1st January, 1980

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding,
WEST AUSTRALIA AREA

The Hydrographer, RAN

HMAS DIAMANTINA - REPORT OF PROCEEDINGS DECEMBER, 1979

Sir,

I have the honour to report the proceedings of HMAS DIAMANTINA under my command for the month of December, 1979.

2. Throughout the month, the ship remained alongside the North end of the Fitting Out Wharf, preparing to decommission. The ship was moved back along the wharf during the forenoon of Thursday 13th so that three aerials could be removed using a safety box suspended from the 240 tonne Hammerhead crane. The ship was warped back to its original position during that afternoon. Removal of stores and equipment continued up to Friday 21st. By this date, nothing remained onboard except stores and equipment required for the passage to its final destination if the ship is donated to a maritime museum.

3. Most of the ship's company proceeded on leave and posting on Friday 14th. Only sufficient personnel have been retained to provide security and emergency services until the ship finally decommissions.

4. At approximately 0030 (IK) Tuesday 18th, ABCK J.L. PARDON R111974 was murdered in an Adelaide suburb. The sailor was on leave at the time; he died as a result of gunshot wounds. PARDON was buried privately in Adelaide during the afternoon of the 19th. Colours were half-masted during his funeral.

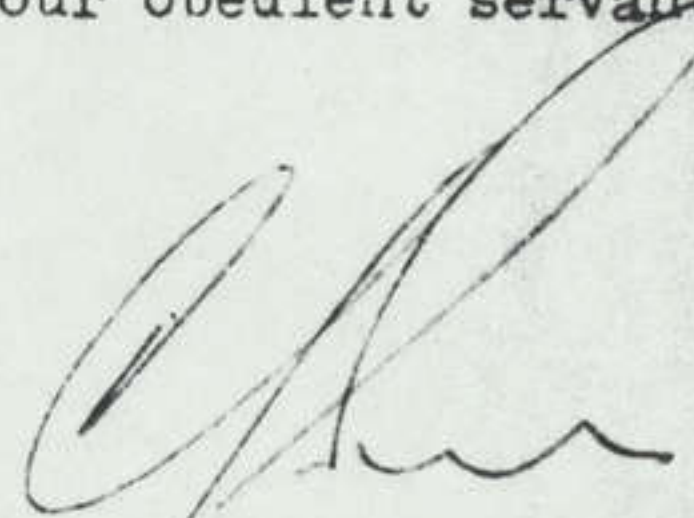
5. The health and morale of the ship's company has remained excellent. No PEP tests were conducted this month as all personnel were fully committed to the decommissioning programme.

...../I have the

I have the honour to be,

Sir,

Your obedient servant,

A handwritten signature in dark ink, appearing to be 'R.J. Burns', written in a cursive style.

(R.J. BURNS.)
Lieutenant Commander, RAN
COMMANDING OFFICER

Annex: A. Steaming Return
B. Exercise Return

ANNEX A TO HMAS DIAMANTINA LETTER
C1/16/5 DATED 1st JANUARY, 1980

STEAMING RETURN

Distance Steamed during the period	NIL
Hours underway during the period	NIL
Distance steamed since first commissioning	615,755
Hours underway since first commissioning	64,088

ANNEX B TO HMAS DIAMANTINA LETTER
C1/16/5 DATED 1ST JANUARY, 1980

EXERCISE RETURN

<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>NO. CONDUCTED</u>
NN	MINOR FLOOD EX	14
NN	MINOR FIREX	15



Australian Government



NATIONAL
ARCHIVES
OF AUSTRALIA



DO NOT OPEN

This acid free mask contains¹..... folios
with the date range¹⁹⁷⁹.....

The contents of the mask are:

☒ Exempt from public access under paragraph(s)
.....^{S33(1)(g)}..... of the *Archives Act 1983*.

You have a statutory right to seek a review of
the exemption.

☐ Not in the open period as defined by the
Archives Act 1983.

☐ Withheld pending agency advice

Date mask applied.....^{24/3/10}.....

Signature.....^{Paig Beelle}.....

Series no:

^{AWM78}

Control symbol:

^{99/16}

Parent barcode:

⁹²⁴⁷⁰⁹

