

AWM78

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

AWM78 Class 351 - HMAS VAMPIRE (I and II)

File number: AWM78/351/23

Title: AWM78 351/23 - January-December
1985



RCDIG1074674



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10(4)

HMAS VAMPIRE
at Sydney

04 February 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JANUARY 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of January 1985. Times throughout are Zone Lima (-11).
2. Throughout the month VAMPIRE remained berthed starboard side to STALWART at the EMS Mooring at 24 hours notice for sea.
3. The beginning of the month saw the ship in self maintenance leave period. The self maintenance period ended on Tuesday 22 when the ship commenced an assisted maintenance period (AMP) which was continuing at the end of the month. The major task undertaken during the AMP was repair and replacement of brickwork in 'B' boiler (HMAS VAMPIRE URDEF 26/86 refers).
4. On Monday 7 eleven midshipmen joined the ship to commence their Stage Two training. After a brief settling in period they have become actively involved in the ship's activities.
5. On Monday 21 the majority of the ship's company returned from Christmas leave. I was relieved that none of VAMPIRE's ship's company came to grief during this potentially lethal time on the nation's roads. Most have had a substantial break during the leave period and the last 10 days of the month have been tackled with renewed vigor as a result.
6. The health and welfare of the ship's company is good and the Christmas leave period has done much to ensure that the morale in the ship remains high.

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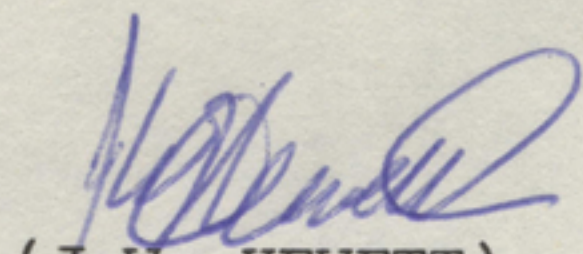
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I have the honour to be,

Sir,

Your obedient Servant,



(J.W. HEWETT)
Commander RAN
Commanding Officer

Annexes:

- A. Ship's activity summary for the month of January 1985
- B. Exercises conducted

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 04 FEBRUARY 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
JANUARY 1985

1. Extended Maintenance

a. Refit

b. ID

SUB-TOTAL

2. Post Refit/ID trials and workup

a. Post Refit/ID trials

b. Post Refit/ID workup

SUB-TOTAL

3. Operational

a. In Harbour/At Harbour

- (1) Programmed AMP
- (2) Programmed SMP
- (3) Unscheduled Maintenance
- (4) Long Leave
- (5) Weatherbound
- (6) In Port
- (7) Aid to civil community
- (8) Operational role
(STALWART, TOBRUK, LCHs
and PTFs only)

SUB-TOTAL

b. At Sea

- (1) Operational role/
deployment
- (2) Combined Exercise
- (3) Joint Service Exercise
- (4) Single Service Exercise
- (5) Passage in Company

HARBOUR		SEA	
Days	Hours	Days	Hours
NIL	NIL		
NIL	NIL	NIL	NIL
9	14		
21	10		
31	-		

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A - 2

- (6) Independent Passage
 (7) Aid to Civil Community
 (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		NIL	NIL
31	-	NIL	NIL

GRAND TOTAL for month

31 days 0 hour

4. Steaming Figures

- a. Distance run during the period NIL
- b. Hours underway during the period NIL
- c. Total distance steamed since first commissioning. 774579
- d. Total hours underway since first commissioning. 54437

5. Occasions for exceeding economical speed

Date Period Speed Reason

01-06 December As required for Long Navigation Course

6. General

- a. Days deployed outside Australia. NIL
- b. Days conducting other activities during operational deployment. NIL
- c. Time zone at beginning of period L(-11)
- d. Time zone at end of period L(-11)

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ANNEX 'B' TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 04 FEBRUARY 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>NBCD</u>			
100	Duty Watch Minor DCX	28 x 20 mins	1,3,4,7,8,9,10, 11,12,13,14,15, 16,17,18,19,20, 21,22,23,24,25, 26,27,28,29,30, 31.
<u>NAVCOMES</u>			
141	NCX 201	9 x 40 mins	8,9,10,15,17,22, 23,24,30.
142	NCX 202	9 x 40 mins	8,9,10,15,17,22, 23,24,30.
145	NCX 251	1 x 2 hours	22.
146	NCX 252	1 x 2 hours	24
N/N	NCX 301	1 x 2 hours	15
N/N	NCX 350	1 x 2 hours	17
150	NCX 418	1 x 11/2 hours	22
N/N	NCX 419	1 x 11/2 hours	15
N/N	NCX 605	1 x 11/2 hours	24
<u>DIVING</u>			
N/N	Emerg. Drills/ Ships Husbandry	1 x 5 1/2 hours	31
N/N	Emerg. Drills/ Free Ascent	1 x 3 hours	24

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10(4)

HMAS VAMPIRE
at Sydney

5 March 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE - REPORT OF PROCEEDINGS - FEBRUARY 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of February 1985. Times throughout are Zone Lima (-11).
2. At the beginning of the month, VAMPIRE was continuing an assisted maintenance and leave period, berthed starboard side to STALWART at the EMS Mooring, Garden Island.
3. Preparations for sea continued during that first week and on Wednesday 6 VAMPIRE dressed overall on the anniversary of the accession of Her Majesty the Queen. On Thursday 7 the ship conducted a "Fast Cruise" pre-sailing exercise to prove watchbills and practise emergency procedures. VAMPIRE was moved cold to No.5 Buoy on Friday 8 whilst PERTH was moved alongside STALWART. VAMPIRE then secured starboard side to PERTH and continued to store ship.
4. At 0805 Monday 11 VAMPIRE cast off and proceeded to No. 2 Buoy to ammunition prior to sailing for an intensive week of exercises in the East Australian Exercise Area. The ship secured to No. 2 Buoy at 0838 and ammunitioning was completed by mid forenoon. VAMPIRE then slipped from the buoy and proceeded out of harbour, shaping a course for a rendezvous with HMNZS CANTERBURY (Commander M. R. Pate, RNZN) with whom VAMPIRE would spend much of the week - including CANTERBURY's Training Battle Problem (T.B.P.) on Tuesday 12 (COMAUSFLT EXOPORD 1/85 refers). A busy day of exercises with CANTERBURY concluded with a formation anchorage in Jervis Bay with VAMPIRE anchoring in 17 metres of water with 6 shackles on deck in position 078 Clock Tower 9 cables at 2208 and remaining overnight.

.... /5. Both

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5. Both ships were underway shortly after 0700 on Tuesday and headed for the open sea, departing via a swept channel through the exercise minefield. CANTERBURY's T.B.P. then began in earnest, the highlight of which for VAMPIRE was a Jackstay transfer conducted at short notice.

6. VAMPIRE and CANTERBURY entered Jervis Bay at 1400 on completion of the T.B.P. and conducted another formation anchorage with VAMPIRE anchoring in position 070 Clock Tower 7 cables in 17 metres of water with 5 shackles on deck. The two ships weighed again at 1600 and proceeded out of Jervis Bay to exercise overnight in accordance with Fleet Exercise Programme (FXP) 7/85.

7. On Wednesday 13, after arriving in Sydney Harbour, VAMPIRE secured to No. 5 Buoy shortly before 0900 to enable the ship's company to watch an inflatable liferaft demonstration. At 1025 VAMPIRE slipped and proceeded to Chowder Bay to secure the hopper barge COLVERT which was to be towed to Jervis Bay for use later as a target during the final week of the Fleet Concentration Period (F.C.P 1/85, COMAUSFLT EXOPORD 4/85 refers). Once the tow was connected VAMPIRE proceeded slowly out of harbour, pausing once clear of the Heads to stream the tow to three hundred yards. Course was then set for Jervis Bay, during which a maximum tow speed of nine knots was achieved.

8. A satisfactory gun functioning trial was held en route and at 2150 VAMPIRE entered Jervis Bay and proceeded to Captain's Point to slip the tow. VAMPIRE then sailed to continue exercising in accordance with the FXP.

9. The ship returned to Sydney on Friday 15, berthing alongside BRISBANE at West Dock Wall, Garden Island at 1129. VAMPIRE did not fuel because of water contamination in the lighter's tanks (HMAS VAMPIRE HAI/LAN 150328Z FEB 85 refers).

10. To enable the ship to fuel from SUPPLY, VAMPIRE cast off at 0730 on Monday 18 to berth starboard side to SUPPLY at the Fitting Out Wharf. Fuelling commenced at 0800 and was completed at 1145. VAMPIRE slipped at midday, proceeding to sea for FCP 1/85. Rendezvous was made at 1600 with ONSLOW and the first of the week's CASEX serials began. That serial set the pattern for the remaining CASEXs of the week, with the ship running for long periods of time at high speed in constant close proximity to ONSLOW.

11. The evening of Wednesday 19 saw VAMPIRE's first replenishment from SUPPLY for 1985 and the ship's first probe fuelling since 1980. With many of VAMPIRE's team involved in their first at sea replenishment and some problems with the rig, the evolution began slowly but proved to be a valuable training evolution.

12. At 1917 on Thursday 21, whilst VAMPIRE was proceeding to a rendezvous for that night's serial after a day of CASEX activity with ONSLOW, a failure of both turbo driven and motor driven forced lubricating

....oil

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oil pumps for the starboard main engine caused an instantaneous loss of lubrication. An examination of turbine bearings made it obvious that damage resulting from this malfunction would require the ship to return alongside to effect repairs (URDEF 29/86 refers). Therefore at 0205 on Friday 22 course was shaped for Sydney with the starboard shaft locked (HMAS VAMPIRE HBH/LDH 211411Z FEB 85 refers).. VAMPIRE secured starboard side to West Dock Wall at 0904. By early Saturday morning ship's staff had replaced the bearings on the High Pressure turbine, and work continued over the weekend to more fully assess the damage.

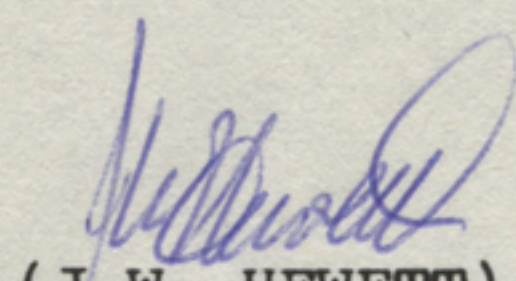
13. VAMPIRE was moved cold twice on Tuesday 26: to the Fitting Out Wharf shortly after 0800, and at 1300 to Woolloomooloo No. 2 port side to, where the ship remained at the end of the month, continuing an inspection of the starboard gearbox and awaiting the arrival of the Low Pressure turbine rotor bearings.

14. The health, welfare and morale of the ship's company remains generally good. The morale of the Engineering Department has been dented somewhat by the starboard main engine problem, particularly as the ship's engineering systems were operating so well prior to the defect occurring. The uncertainty surrounding the availability of spare parts required to carry out repairs has not helped, but I am confident that once the ship is again running the morale in the branch will pick up to its usual very high level.

I have the honour to be,

Sir,

Your obedient Servant,


(J.W. HEWETT)
Commander RAN
Commanding Officer

Annexes:

- A. Ship's activity summary for the month of February 1985
- B. Exercises conducted

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 05 MARCH 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
FEBRUARY 1985

1. Extended Maintenance

a. Refit

b. ID

SUB-TOTAL

2. Post Refit/ID trials and workup

a. Post Refit/ID trials

b. Post Refit/ID workup

SUB-TOTAL

3. Operational

a. In Harbour/At Harbour

- (1) Programmed AMP
- (2) Programmed SMP
- (3) Unscheduled Maintenance
- (4) Long Leave
- (5) Weatherbound
- (6) In Port
- (7) Aid to civil community
- (8) Operational role
(STALWART, TOBRUK, LCHs
and PTFs only)

SUB-TOTAL

b. At Sea

- (1) Operational role/
deployment
- (2) Combined Exercise
- (3) Joint Service Exercise
- (4) Single Service Exercise
- (5) Passage in Company

HARBOUR		SEA	
Days	Hours	Days	Hours
NIL	NIL		
NIL	NIL	NIL	NIL
10	8		
6	15		
2	20		
18	43		
		8	5

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- (6) Independent Passage
- (7) Aid to Civil Community
- (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		8	5
18	43	8	5

GRAND TOTAL for month

28 days - hour

4. Steaming Figures

- a. Distance run during the period 2338
- b. Hours underway during the period 181
- c. Total distance steamed since first commissioning. 776917
- d. Total hours underway since first commissioning. 54618

5. Occasions for exceeding economical speed

Date	Period	Speed	Reason
13	2 1/2hrs	18	As required FXP 7/85
14	2 hrs	20	As required FXP 7/85
18-21	34 hrs	20	As required FCP 1/85
21	5 hrs	18	As required FCP 1/85
21	1 hr	20	As required FCP 1/85

6. General

- a. Days deployed outside Australia. NIL
- b. Days conducting other activities during operational deployment. NIL
- c. Time zone at beginning of period L(-11)
- d. Time zone at end of period L(-11)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 05 MARCH 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Tactical</u>			
1	Miniwar	1 x 7 1/2 hours	12 (HMNZS CANTERBURY TBP)
<u>Navigation</u>			
27	Mintran	2 x 30 mins	11,12
36	Blind Pilotage	var	7,11,12,13,15, 18,22
38	Formage	2 x 20 mins	11,12
<u>Seamanship and General Evolutions</u>			
NN	Fast Cruise	1 x 3 hours	7
9	OOW ENG	1 x 1/2 hours	11
10	OOW MANS	3 x 1 hour, 1 x 2 hours	11(2),14,18
12	Rasaps	1 x 1 hour 1 x 1/2 hour	11,14
13	Jackstay (D)	2 x 1/2 hour	11,12
17	RAS (L) (N)	1 x 1 1/2 hours	21
19	TOW Aft-Supply Gear	1 x 13 hours	13
20	ILR Demonstration	1 x 1/2 hour	13
20A	Emergency/Leaving Ship Stations	3	7,11,18
21	Manord	1 x 1 hour, 15 mins	14,7
26	Screenplay	var	13,14,19,20

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Gunnery

189	AACRFX	1 x 3 hours	14
NN	Gun Functioning Trial	1 x 1/2 hour	13

ASW

70	CASEX E1	1 x 1 hour	12
71	CASEX C2	1 x 3 hours	14
72	CASEX A2	2 x 2 hours	12,15
73	CASEX A3	2 x 2 hours, 1 x 3 hours	12,14(2)
NN	CASEX A5	1 x 3 hours, 3 x 12 1/2 hours	18,19,20,21

AIO

123	EWX 220	1 x 2 hours	11
166	AA1	1 x 1 1/2 hours, 1 x 3 hours	11,14
168	AA3	1 x 3 hours	14
171	AA6	1 x 1 hour	14
174	CMI	1 x 1 1/2 hours	11
46	ADEX 326	1 x 3 hours	14
64	RELVELEX	4 x 1 hour	15,19,20(2)
65	AIO QUIZ	2 x 1 hour	15,20
212	HE3	1 x 4 hours	20
3	SURFEX 422 (NEX)	1 x 4 hours	20

NBCD

100	Duty Watch Minor DCX	20 x 20 mins	1-10,15-17, 22-28
101	Standing Sea Fire Brigade	2 x 20 mins	11,14

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<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Communications</u>			
141	NCX 201	14 x 1 hour	1,4,11-15, 18-20,25-28
142	NCX 202	14 x 1 hour	1-4,11-15, 18-20,25-28
146	NCX 252	1 x 2 hours	5
NN	NCX 301	1 x 2 hours	7
NN	NCX 350	3 x 1 hour	15,18,19
147	NCX 401	5 x 2 hours	5,6,8,26,27, 28
148	NCX 404	1 x 1 hour	6
149	NCX 405	10 x 15 mins	4,6,8,26,27, 28
152	NCX 453	6 x 10 mins	4,6,27,28
<u>Diving</u>			
NN	U/W Husbandry/Half Necklace Hull Search/ Circular Search	2 x 2 hours	6,25

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10(4)

HMAS VAMPIRE
at Sea

01 April 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MARCH 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of March 1985. Times are Zone Kilo (-10) unless otherwise stated in the text.

2. At the beginning of the month, VAMPIRE was berthed at Woolloomooloo No. 2 port side to, continuing an inspection of the starboard main engine gearbox and awaiting the arrival of a set of Low Pressure turbine rotor bearings. (URDEF 29/86 refers). At 1300L on Friday 1 VAMPIRE was moved cold to No. 7A wharf Circular Quay and remained there over the weekend as part of the Sudan Centenary Commemoration Ceremony.

3. At 0200L on Sunday 3 clocks were retarded one hour to Zone K (-10). That afternoon VAMPIRE was open to visitors and in glorious sunshine a total of 1468 visitors toured the ship.

4. During the weekend repairs to the starboard main engine were completed by ship's staff and flushing of the lubricating oil system commenced. Progress towards the required standard of oil cleanliness was frustratingly slow and was not achieved until Sunday 10. During this week of flushing VAMPIRE was moved cold twice - firstly to HMAS SUPPLY at the northern end of the Fitting Out Wharf at Garden Island on Wednesday 6 where the ship was fuelled, and then to East Wall on Thursday 7.

5. A successful basin trial was conducted on Tuesday 12 and it was with a sense of relief for most of the ship's company that VAMPIRE slipped and proceeded at 1146 for vibration analysis trials on the starboard main engine. A datum set of readings was obtained and indicated that repairs had been successful. VAMPIRE returned to Sydney, berthing at 1515, port side to the Fitting Out Wharf, to remain there for the rest of the week.

...../6. At 1030

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6. At 1030 on Friday 15 I had the pleasure of welcoming your Chief of Staff, Commodore M.D. JACKSON RAN, on board for an informal walkround.

7. VAMPIRE sailed at 0900 on Tuesday 19 to participate in exercises in the East Australian Exercise Area. Unfortunately a check vibration analysis carried out by ship's staff indicated a significant increase in vibration at various points on the starboard main engine and assistance was requested to confirm the readings (HMAS VAMPIRE HBH/LDH/HAW 190420ZMAR85 refers). The vibration analysis team was picked up by boat from Watsons Bay for transfer to VAMPIRE at 1825. While the team carried out further tests VAMPIRE was able to participate in the programmed Night Encounter Exercise, albeit with a speed restriction of 14 knots which precluded any actions of a particularly destroyer-like nature.

8. The vibration analysis results indicated the possibility of damage to the coupling between the Low Pressure turbine and gearbox being incurred if it continued in use and the decision was therefore made to return to Sydney (HMAS VAMPIRE HBH/LDH/HAW 191414ZMAR85 refers). VAMPIRE secured port side to Woolloomooloo No. 2 at 0856 on Wednesday 20.

9. Upon inspection no damage was apparent and at 1400 the ship reverted to 24 hours notice for sea and a programmed self maintenance period was commenced.

10. Fuelling was carried out on Thursday 21, and at 1330 on Friday 22 HMNZS WAIKATO (Commander P.J.E. BALDWIN RNZN) berthed alongside VAMPIRE, remaining there over the weekend.

11. At 0900 on Monday 25 WAIKATO slipped and proceeded, allowing VAMPIRE to sail at 1006 for further trials with the Fleet Vibration Analysis Team embarked. Trials continued overnight and at 0835 VAMPIRE entered Port Jackson Heads, pausing off Chowder Bay to transfer thirty personnel by boat to HMAS PENGUIN for NBCD Pre-workup Training before proceeding to berth port side to Woolloomooloo No. 2 at 0929. The programmed self maintenance period which had been interrupted for the day of trials was then recommenced.

12. At 1200 on Wednesday 27 I had the pleasure of being able to entertain you to lunch. Later that day Lieutenant Commander M.C. SMITH RAN assumed the duties of Executive Officer from Lieutenant C.B. STRANG RAN.

13. On Friday 29 WAIKATO once again berthed alongside remaining there to the end of the month, whilst VAMPIRE continued a self maintenance period.

14. The health and welfare of the ship's company is very good. The frustrations and uncertainties generated by the engineering problems appear

...../to now

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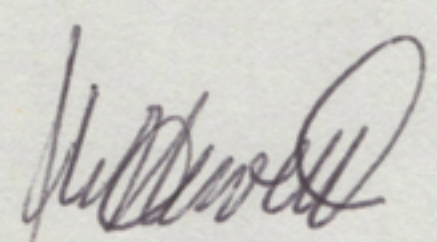
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to now be behind us and the eagerly awaited forthcoming deployment to New Zealand will help them be quickly forgotten. The morale of the ship's company remains high.

I have the honour to be,

Sir,

Your obedient Servant


(J.W. HEWETT)
Commander RAN
Commanding Officer

Annexes:

- A. Ship's activity summary for the month of March 1985.
- B. Exercises conducted.

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 01 APRIL 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
MARCH 1985

1. Extended Maintenance

a. Refit

b. ID

SUB-TOTAL

2. Post Refit/ID trials and workup

a. Post Refit/ID trials

b. Post Refit/ID workup

SUB-TOTAL

3. Operational

a. In Harbour/At Harbour

- (1) Programmed AMP
- (2) Programmed SMP
- (3) Unscheduled Maintenance
- (4) Long Leave
- (5) Weatherbound
- (6) In Port
- (7) Aid to civil community
- (8) Operational role
(STALWART, TOBRUK, LCHs
and PTFs only)

SUB-TOTAL

b. At Sea

- (1) Operational role/
deployment
- (2) Combined Exercise
- (3) Joint Service Exercise
- (4) Single Service Exercise
- (5) Passage in Company

HARBOUR		SEA	
Days	Hours	Days	Hours
NIL	NIL		
NIL	NIL	NIL	NIL
11	10		
4	--		
13	12		
28	22		
		2	3

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- (6) Independent Passage
- (7) Aid to Civil Community
- (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		2	3
28	22	2	3

GRAND TOTAL for month

31 days 1 hour

4. Steaming Figures

- a. Distance run during the period 649
- b. Hours underway during the period 47
- c. Total distance steamed since first commissioning. 777566
- d. Total hours underway since first commissioning. 54665

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
NIL			

6. General

- a. Days deployed outside Australia. NIL
- b. Days conducting other activities during operational deployment. NIL
- c. Time zone at beginning of period L(-11)
- d. Time zone at end of period K(-10)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 01 APRIL 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Navigation</u>			
36	Blind Pilotage	var	12(2), 19, 20, 25, 26
<u>Seamanship and General Evolutions</u>			
20A	Emergency/Leaving Ship Stations	2 x 25 mins	19, 25
<u>AIO</u>			
3	SURFEX 422(NEX)	1 x 6 hours	19-20
<u>NBCD</u>			
100	Duty Watch Minor DCX	29 x 20 mins	1-18, 20-24, 26-31
101	Standing Sea Fire Brigade	2 x 20 mins	25, 29
<u>Communications</u>			
141	NCX 201	15 x 1 hour	4, 6, 7, 11-16, 18, 25-29
142	NCX 202	15 x 1 hour	4, 6, 7, 11-16, 18, 25-29
143	NCX 401	15 x 1 hour	4-8, 11, 12, 18, 21, 22, 26-29
144	NCX 402	15 x 1 hour	4-8, 11, 12, 18, 21, 26-29
145	HICOMMEX 1	1 x 32 hours	14-15
146	NCX 419	1 x 2 hours	8
147	NCX 454	15 x 10 mins	4-8, 11, 12, 18, 21, 22, 26-29

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B - 2

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Diving</u>			
NN	Emergency Drills	1 x 2 hours	28
NN	Half Necklace Hull Search	1 x 2 hours	28

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10(4)

HMAS VAMPIRE
at Sydney

03 May 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE REPORT OF PROCEEDINGS - APRIL 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of April 1985. Time zones are as shown in the report which covers VAMPIRE's participation in Training Cruise 2/85 and the port visits to Lyttelton and Wellington in New Zealand.

2. At the beginning of the month VAMPIRE was berthed at Woolloomooloo No. 2 port side to, with HMNZS WAIKATO (Commander P.J.E. BALDWIN RNZN) berthed outboard. WAIKATO cast off at 0810(K) on Monday 1 after which, at 0942(K), VAMPIRE followed suit and proceeded to sea. A lively day of exercises were concluded when VAMPIRE entered Jervis Bay and came to her starboard anchor at 2126(K) with six shackles of cable in 17 metres of water in position 080 Clock Tower 1.25 nm, joining YARRA who had anchored earlier that evening.

3. Both ships were underway shortly before 0700(K) for YARRA's Sea Inspection (COMAUSFLT EXOPORD 6/85 of 22 March 1985 refers) and formed up for departure from Jervis Bay via a swept channel through the exercise minefield. After spending the morning as consort for YARRA, during which time a jackstay transfer and emergency breakaway were conducted, VAMPIRE detached at 1232(K) and proceeded to Sydney, berthing at Woolloomooloo No. 2 port side to at 1500(K).

4. At 0937(K) on the morning of Wednesday 3 all lines were cast off and the ship proceeded to sea for the eagerly awaited deployment to New Zealand. Passage was made towards Kiama for a series of Vertical Replenishment (VERTREP) training approaches by 7 Squirrel helicopters of Number 5 Squadron Royal Australian Air Force, after which, at 1439(K), course was adjusted to proceed southwards along the New South Wales coast.

5. Once abeam Cape Howe during the early hours of Thursday 4 course was set for the Friday morning rendezvous with HMAS JERVIS BAY in position 44°05'S, 152°10'E.

6. At 0450(K) on Friday 5 identities were exchanged with JERVIS BAY, and shortly afterwards passage exercises commenced (HMAS VAMPIRE letter 7/1/25 dated 13 March refers). The exercises, which consisted

...../mainly of

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mainly of Officer of the Watch manoeuvres for Stages I, II and IV Junior Officers Under Training during the day and screenplay during the night, proved most beneficial. They provided many opportunities for VAMPIRE's Stage II officers, who often find themselves at the end of the queue for shiphandling/manoeuvring practice, to actively participate. At 2330(K) clocks were advanced one hour to Zone L (-11).

7. It became apparent on Saturday 6 that VAMPIRE's fuel consumption was considerably higher than anticipated (HMAS VAMPIRE IAQ 071142Z APR85 refers) and I therefore decided to alter course towards Foveaux Strait at 1200(L) thus cancelling the programmed exploration of Doubtful Sound but saving some 110 miles of passage distance. Exercises continued throughout the day, but were constrained by VAMPIRE maintaining fixed revolutions. Clocks were advanced at 2330(L) to Zone M (-12).

8. The smooth seas on the forenoon of Sunday 7 provided an opportunity to transfer Chaplain G.H. COOLING RAN by boat to VAMPIRE from JERVIS BAY. Shortly thereafter, at 1300(M) landfall was made when the mountains of the southern end of the South Island became visible. That night, under a clear moonlit sky and on a glassy sea the ships passed through the notoriously boisterous Foveaux Strait.

9. The forenoon of Monday 8 was spent conducting Replenishment at Sea approaches (RASAPS) and jackstay transfers. A towing exercise (TOWEX) was carried out that afternoon in Canterbury Bight with VAMPIRE taking JERVIS BAY in tow, finally achieving a speed of about 6 knots. At 1900(M) JERVIS BAY was detached because of her requirement for a lengthy period of slow speed running and both ships spent the night steaming independently in Canterbury Bight before proceeding to their respective ports the following morning.

10. VAMPIRE entered Lyttelton Harbour limits at 0930(M) on Tuesday 9 and proceeded to berth port side to the Oil Wharf at 1000(M) to embark fuel. That afternoon I made official calls on His Worship the Mayor of Lyttelton, Mr. M.E. FOSTER, the chairman of the Harbour Board, Mr. G.E. WRIGHT and LTCOL B.J.L. HEWITT, Deputy Regional Commander, HQ 3 Task Force. Upon my return VAMPIRE shifted berth to No. 2 East Wharf, securing starboard side to at 1600(M).

11. That evening a very enjoyable and amiable reception for local dignitaries was held onboard VAMPIRE. On Wednesday 10 I hosted a luncheon onboard for local dignitaries and their wives. The ship was open to visitors later that day but despite publicity on radio, only 75 people visited the ship, probably because it was mid week. The very enjoyable visit was notable for the hospitality shown to the ship's company in the form of individual invitations, bus tours and sporting arrangements. On Thursday 11 a fire exercise was held onboard at the request of and in conjunction with the Lyttelton Volunteer Fire Brigade - a drill that proved to be both spectacular (4 fire engines and 3 ambulances) and beneficial.

12. Lines were cast off at 1000(M) on Friday 12 and VAMPIRE proceeded out of harbour. The rest of the day was spent off Lyttelton Harbour limits conducting man overboard evolutions and a dan buoy lay, before

...../rendezvous was

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rendezvous was made with JERVIS BAY in position 43°30'S, 173°25'E at 1810(M). A screenplay exercise then commenced as course was shaped for Queen Charlotte Sound.

13. The ships transitted Cook Strait in fine clear weather and entered Queen Charlotte Sound at 0700(M) on Saturday 13. Seven out of the forty-two Stage 1 midshipmen carried by JERVIS BAY were transferred by boat to VAMPIRE at 0735(M), and pilotage training for both ships began shortly thereafter. The rest of the day was spent in the picturesque Marlborough Sounds, until the end of the days runs when a formation anchorage was conducted in Catherine's Cove. VAMPIRE anchored for the night in 32 metres of water, with 7 shackles on deck in position 267 Conspicuous Cone 8 cables, with JERVIS BAY 3 cables astern.

14. Sunday 14 and Monday 15 were again devoted to pilotage training. Sunday saw 7 more midshipman transferred to VAMPIRE whilst Monday was used for VAMPIRE's stage II Midshipmen. VAMPIRE anchored in East Bay on both nights in 44 metres of water with 7 shackles again veered, in position 115 Clarke Point 21 cables.

15. VAMPIRE weighed anchor at 0600(M) on Tuesday 16, leaving JERVIS BAY to conduct more pilotage training and proceeded to Wellington, entering harbour at 0925(M) and securing port side to Aotea Quay for fuelling at 1013(M), before shifting berth to starboard side to the Overseas Passenger Terminal (East) at 1326(M). I called on the Australian Deputy High Commissioner Ms. P.A. WENSLEY; Deputy Chief of Naval Staff COMMODORE D.B. DOMETT, CBE, RNZN; the Deputy Mayor of Wellington Councillor G. Wilson; and the Chairman of the Wellington Harbour Board, Mr. J. KING. An official reception was held onboard that evening.

16. Wellington proved to be an enjoyable and relaxing port of call and it was useful to be able to use it to compensate the ship's company for the those weekends of the training cruise, including Easter which they were required to work through at sea. On Thursday 18 the ship was open to visitors, but again despite reasonable publicity there was a poor response, due in part to the mid-week nature of the visit, and only 148 visitors toured the ship.

17. "Windy Wellington" lived up to its name for the first time on Friday 19, with a gusty 40 knot north-easterly blowing from VAMPIRE's port quarter at colours that morning. JERVIS BAY arrived at 1000(M) for fuelling and offloading various vehicles and by 1600(M) both ships were ready to proceed. By this time the wind had moderated somewhat and had backed to the north. At 1600(M) VAMPIRE cast off, and with JERVIS BAY 1000 yards astern, proceeded out of harbour bound for Sydney.

18. In-company exercises continued during the forenoon of Saturday 20, but the events planned for the afternoon were curtailed when it became apparent that ABQMG F.P.J. TIERNEY R134185 was suffering from acute appendicitis and was in need of further medical attention. He was transferred by boat to JERVIS BAY, at 1300(M), and after an unsuccessful attempt by the Medical Officer in JERVIS BAY to stabilize his condition using antibiotics it was decided that he should be landed as quickly as possible. JERVIS BAY was therefore detached to proceed to Port Taranaki. VAMPIRE then continued towards Sydney independently.

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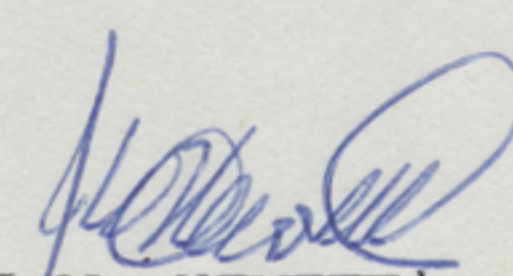
19. The changed programme allowed some between-decks preparation for the forthcoming inspection, in spite of gale-force winds and attendant rough seas encountered throughout Sunday 21. Clocks were retarded twice; to Zone L (-11) on Sunday 21 and to Zone K (-10) on Monday 22. The passage to Sydney continued uneventfully and VAMPIRE entered Port Jackson at 0530(K), securing to No. 4 buoy at 0600(K). Customs clearance was completed by 0830(K), and VAMPIRE then slipped from the buoy and secured port side to the Oil Wharf at 0910(K). The ship reverted to 24 hours notice for sea and began an Assisted Maintenance Period that continued at the end of the month.

20. Throughout the month the health of the ship's company, with the one exception, has been excellent. Morale and conduct similarly have been most satisfactory, with all onboard benefiting from the relaxation during the New Zealand visits.

I have the honour to be,

Sir,

Your obedient Servant


(J.W. HEWETT)
Commander RAN
Commanding Officer

Annexes: A. Ship activity summary for the month of April 1985.
B. Exercises conducted.

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 03 MAY 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
APRIL 1985

		HARBOUR		SEA	
		Days	Hours	Days	Hours
1.	<u>Extended Maintenance</u>				
	a. Refit				
	b. ID				
	SUB-TOTAL	NIL	NIL		
2.	<u>Post Refit/ID trials and workup</u>				
	a. Post Refit/ID trials				
	b. Post Refit/ID workup				
	SUB-TOTAL	NIL	NIL	NIL	NIL
3.	<u>Operational</u>				
	a. <u>In Harbour/At Harbour</u>				
	(1) Programmed AMP	6	15		
	(2) Programmed SMP	1	4		
	(3) Unscheduled Maintenance				
	(4) Long Leave				
	(5) Weatherbound				
	(6) In Port	6	6		
	(7) Aid to civil community				
	(8) Operational role (STALWART, TOBRUK, LCHs and PTFs only)				
	SUB-TOTAL	14	1		
	b. <u>At Sea</u>				
	(1) Operational role/ deployment			15	23
	(2) Combined Exercise				
	(3) Joint Service Exercise				
	(4) Single Service Exercise				
	(5) Passage in Company				

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- (6) Independent Passage
- (7) Aid to Civil Community
- (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		15	23
14	1	15	23

GRAND TOTAL for month

30 days 0 hour

4. Steaming Figures

- a. Distance run during the period 4131
- b. Hours underway during the period 325
- c. Total distance steamed since first commissioning. 781697
- d. Total hours underway since first commissioning. 54990

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
1 - 2	As required as consort for HMAS YARRA Sea Inspection		

6. General

- a. Days deployed outside Australia. 21
- b. Days conducting other activities during operational deployment. NIL
- c. Time zone at beginning of period K (-10)
- d. Time zone at end of period K (-10)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 03 MAY 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Navigation</u>			
27	MINTRAN	1 x 40 mins	2
36	Blind Pilotage	var	1-3,9,12-16,19,24
38	FORMAGE	1 x 45 mins	13
NN	Pilotage Training	var	13-15
<u>Seamanship and General Evolutions</u>			
10	OOW MAN	6x2 hrs,3x3 hrs, 2x1 1/2 hrs,1x3 1/2 hrs	5(3),6(2),7(4),8,20(2)
11	DANLAY/RECOVER	1 x 2 hrs	12
12	RASAPS (D)	1 x 30 mins	6
13	Jackstay (D)	4 x 1 1/2 hrs	1(2),3,5,12
19	Tow Aft & Supply Gear	1 x 2 hrs	8
20A	Emergency/Leaving Ship Stations	4 x 1/2 hr 1 x 1/4 hr	1(2),3,5,12
21	MOBEX	1 x 2 hrs	12
25	Shiphandling	2 x 1/2 hr	24
251	Flight Deck/VERTREP area emergencies	1 x 1 hr	3
255	A/C Deck handling practice	1 x 2 hrs	3
NN	Zig Zag exercises	1 x 2	5

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TACTICAL

1	YARRA FBP	1 x 2 hrs	12
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NBCD

95	FAIDEX	1 x 1 hr	2
96	NBCD COMMS	2 x 1 hr	6,7
100	Minor DCX	5 x 1 hr	2,5-7,13
101	Standing Sea Fire Brigade	3 x 1 hr	8,13,20
102	Major DCX	2 x 2 hr	1,12
111	Daily Harbour Fire Ex	13 x 20 mins	2,9,10,16,17,18,24-30
112	Major Harbour Fire Ex	1 x 1 1/2 hr	11
NN	Crash on Deck	1 x 2 hr	3
NN	First Aid lectures (Officers and Crew)	4 x 1 hr	4,6,13,14
NN	DC lectures (Officers)	3 x 1 hr	13,14,15

AIO

63	SYNTEX 501	2 x 1 hr	5,8
64	RELVELEX	2 x 1 hr	5,8
65	QUIZ	2 x 1 hr	6,19
171	AA6	1 x 2 hrs	1

COMMUNICATIONS

141	NCX 201	9 x 2 hrs	4,5,9,10,14,15,19,20
142	NCX 202	8 x 2 hrs	1,5,8,12-14,19,20
NN	NCX 204	7 x 2 hrs	5,12-15,19,20
152	NCX 453	2 x 1 1/2 hrs	5,8
153	NCX 454	2 x 1 hr	12,14
NN	Combined NCX various	1 x 5 hrs	8

GUNNERY

NN	Small Arms shoot	1 x 20 mins	4
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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10(5)

HMAS VAMPIRE
at Sydney

01 June 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE REPORT OF PROCEEDINGS - MAY 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of May 1985. Times throughout are Zone Kilo (-10).
2. At the beginning of the month, VAMPIRE was continuing an assisted maintenance period, berthed port side to the Oil Wharf, Garden Island. At 1330 on Wednesday 1 VAMPIRE was moved cold to the southern end of the Fitting Out Wharf, where departmental inspections by members of your staff which had begun earlier in the week continued, as did preparations for the forthcoming Annual Inspection.
3. On Friday 3, I attended your handover ceremony on completion of which VAMPIRE had the honour of hoisting the Flag of the retiring Fleet Commander, Rear Admiral G.J.H. WOOLRYCH AO, and of manning and cheering ship as he and Mrs WOOLRYCH left from the ceremony by barge. The flag was struck at sunset later that day.
4. A busy period of preparation culminated on Thursday 9 when Commodore M.D. JACKSON RAN, the Deputy Fleet Commander, conducted the formal Inspection of HMAS VAMPIRE.
5. Lines were cast off at 0905 on Monday 13 and VAMPIRE sailed from Sydney in company with HMA Ship's HOBART, YARRA and JERVIS BAY to participate in exercises in the East Australian Exercise Area. On completion of the day's activities, details of which are in Annex B, VAMPIRE anchored in Jervis Bay in 17 metres of water with 6 shackles on deck in position 077 Clock Tower 10 cables at 2036 and remained overnight, being joined at anchor by HOBART and YARRA at 2212.
6. HOBART and VAMPIRE were underway shortly before 0700 for HOBART's Training Battle Problem (TBP) (COMAUSFLT EXOPORD 8/85 refers) and proceeded to sea via a swept channel through the exercise minefield. On completion of the TBP VAMPIRE continued the weeks exercises off the coast, finishing in-company time at 0500 on Thursday 16 when efforts were dedicated to Pre-Refit Condition Assessment trials. Rapid progress was made and VAMPIRE was able to berth at 1430 on Thursday 16, port side to the southern end of the Fitting Out Wharf.

...../7. Colours were

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7. Colours were half-masted on Friday 17 until 1300 that day for the late Sir PERCY SPENDER KCVO KBE QC.

8. Under wintry skies and with a strong southerly wind blowing VAMPIRE cast off at 0907 on Monday 20 and proceeded to sea in company with HOBART, conducting a minefield transit through the exercise minefield off Sydney Heads. Once clear of Hornby Light the full extent of the rough weather became apparent, with wind gusts up to 55 knots and rough seas restricting VAMPIRE to a speed of 8 knots. All exercises for that day and night were cancelled with effort being directed towards making ground towards Jervis Bay and minimizing damage. Never-the-less some storm damage was sustained (HMAS VAMPIRE HCL 210420Z MAY85 refers).

9. The rough weather had abated somewhat by Tuesday 21 but the MK 48 Torpedo Firing Exercise (TFX) with HMAS ONSLOW scheduled for that day was cancelled with the time being used for a Combined Anti-Submarine Exercise (CASEX) instead. Officer of the Watch manoeuvres with HOBART, a further CASEX with ONSLOW and then a Night Steam with HOBART ended the day.

10. By the morning of Wednesday 22 the sea had moderated enough to allow the MK 48 TFX to take place. On completion of the firings VAMPIRE detached from ONSLOW at 1201 and closed the coast for an independent night steam.

11. VAMPIRE entered the Heads at 0830 on Thursday 23 and proceeded to Garden Island, berthing starboard side to the southern end of the Cruiser Wharf at 0900. Later that day all stores for the following Tuesday's Disaster Relief Exercise (DISTEX) were embarked.

12. An industrial dispute involving the Fireman and Deckhands Union meant that a tug was not available on the morning of Monday 27 to assist VAMPIRE in leaving the berth. A persistent moderate westerly breeze and an ebbing tidal stream made departure without a tug inadvisable. Eventually the wind eased enough to allow me to spring the bows out sufficiently to be sure of clearing YARRA (berthed ahead) when leaving the berth. As a consequence the ship slipped 24 minutes late at 0924. Once rendezvous was made off Sydney Heads with HOBART and BRISBANE the exercise programme commenced with Officer of the Watch manoeuvres.

13. An entertaining hour of Man Overboard Exercises was conducted that afternoon for the benefit of VAMPIRE's Seaman Senior Sailors, on completion of which engineering breakdown drills were held for the stage II Midshipmen. A Night Encounter Exercise against HOBART and BRISBANE began with what appeared, in VAMPIRE at least, to be a fairly successful attack on the well equipped opponents. VAMPIRE detached at 0208 on Tuesday 28 to make ground towards Jervis Bay and the devastated "Smithville", the disaster exercise village.

14. VAMPIRE entered Jervis Bay later that morning, pausing once inside to lower two Zodiac rubber boats which led the ship cautiously towards a safe anchorage for that day's DISTEX. VAMPIRE came to her starboard anchor in 17M of water in position 073 Clock Tower 7.5 cables with 6 shackles on deck at 0710, whereupon the exercise began in earnest.

...../Much planning

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Much planning and effort went into this exercise which proved to be most beneficial to all concerned. I consider this type of exercise to revolve around good planning, management and leadership, and I was well pleased with the result. Unfortunately the ship was unable to proceed to sea when ordered by the Fleet Training Group as the capstan hauled up only one shackle of cable before becoming unserviceable (HMAS VAMPIRE URDEF 40/86 refers). Efforts by the ship's staff to rectify the defect were unsuccessful and so at 1845 weighing anchor by deck tackle commenced. The enthusiasm shown by the ship's company during the tiring day continued seemingly unabated and by 2030 all five shackles were inboard, completing the evolution in the excellent (and perhaps even record) time of 1 hour 45 minutes.

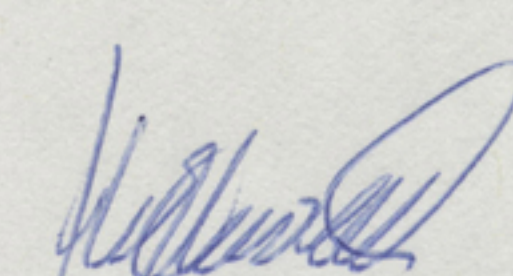
15. VAMPIRE steamed out of Jervis Bay and at 2117 exchanged identities with HOBART, thus joining that night's CASEX together with BRISBANE and OVENS. On completion of the CASEX at 2359 VAMPIRE detached. Course was set for Sydney, and VAMPIRE berthed starboard side to Woolloomooloo No. 2 at 0900, where she remained to the end of the month.

16. The health and welfare of the ship's company is very good. Conduct has been of a high order and although morale throughout the month has had its bruises and boosts, it remains very high at the end of the month.

I have the honour to be,

Sir,

Your obedient Servant


(J.W. HEWETT)
Commander RAN
Commanding Officer

- Annexes: A. Ship activity summary for the month of May 1985.
B. Exercises conducted.

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 01 JUNE 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
MAY 1985

1. Extended Maintenance

a. Refit

b. ID

SUB-TOTAL

2. Post Refit/ID trials and workup

a. Post Refit/ID trials

b. Post Refit/ID workup

SUB-TOTAL

3. Operational

a. In Harbour/At Harbour

- (1) Programmed AMP
- (2) Programmed SMP
- (3) Unscheduled Maintenance
- (4) Long Leave
- (5) Weatherbound
- (6) In Port
- (7) Aid to civil community
- (8) Operational role
(STALWART, TOBRUK, LCHS
and PTFs only)

SUB-TOTAL

b. At Sea

- (1) Operational role/
deployment
- (2) Combined Exercise
- (3) Joint Service Exercise
- (4) Single Service Exercise
- (5) Passage in Company

HARBOUR		SEA	
Days	Hours	Days	Hours
NIL	NIL		
NIL	NIL	NIL	NIL
12	9		
10	10		
22	19		
		8	5

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- (6) Independent Passage
(7) Aid to Civil Community
(8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		8	5
22	19	8	5

GRAND TOTAL for month

31 days 0 hour

4. Steaming Figures

- a. Distance run during the period 2083
b. Hours underway during the period 172
c. Total distance steamed since first commissioning. 783780
d. Total hours underway since first commissioning. 55162

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
14	1/2 hour	21	HOBART TBP
27, 28	4 hours	21	Surfex 422

6. General

- a. Days deployed outside Australia. NIL
b. Days conducting other activities during operational deployment. NIL
c. Time zone at beginning of period K (-10)
d. Time zone at end of period K (-10)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(4)
OF 01 JUNE 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Navigation</u>			
27	MINTRAN	2 x 1/2 hr	14,20
36	Blind Pilotage	var	13(2),14,16,20,23, 27,28(2),29
<u>Seamanship and General Evolutions</u>			
6	DISTEX	1 x 8 hrs	28
9	OOW ENG	1 x 1/4 hr, 1 x 1 hr	13,27
10	OOW MAN	5 x 1 hr,	13,14,15,21,27
12	RASAPS (D)	2 x 2 hrs	14,15
13	Jackstay (D)	1 x 1/2 hr	14
17	RAS (L) (N) Hookup Only	1 x 1 hr	15
20A	Emergency/Leaving Ship Stations	2 x 1/4 hr	13,27
21	MOBEX	1 x 1 hr	27
<u>TACTICAL</u>			
1	HOBART FBP	1 x 7 1/2 hrs	14
3	Surfex 422 (NEX)	1 x 5 hr	27,28
<u>AIO</u>			
63	Syntex 501	5 x 1 hr	15(2),16(2),22
64	Relvelex	4 x 1 hr	15(2),16,22
65	Quiz	4 x 1 hr	15(2),16,22
47/202	ADEX 324/AD4	1 x 1 hr	15
54/203	ADEX 461/AD5	1 x 1 hr	15

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ASW

72	CASEX A2	1 x 2 hrs	14
73	CASEX A3	2 x 3 hrs	14,15
NN	CASEX A5	1 x 5 hrs	21
76	CASEX C2	2 x 2 1/2 hrs	21,28
NN	MK 48 TFX	1 x 5 hrs	22

NBCD

101	Standing Sea Fire Brigade	1 x 1 hr	16
111	Daily Harbour Fire Ex	23 x 20 mins	1-12,16-19,23-26,29-31

COMMUNICATIONS

141	NCX 201	3 x 1 hr	10,17,24
142	NCX 202	3 x 1 hr	10,17,24
143	NCX 205	1 x 2 hrs	10
NN	NCX 350	2 x 1 hr	15,21
NN	NCX 402	1 x 1 1/2 hrs	14
149	NCX 405	1 x 1 hr	20
153	NCX 454	1 x 1 hr	21
NN	NCX 501	1 x 2 1/2 hrs	14
NN	JCOMMEX 6	1 x 8 hrs	27-28
NN	JCOMMEX 3	1 x 8 hrs	31

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10 (5)

HMAS VAMPIRE
at Sydney

01 July 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE REPORT OF PROCEEDINGS - JUNE 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under any command for the month of June 1985. The report includes VAMPIRE's participation in the latter stages of Training Cruise 3/85 and the port visit to Brisbane. Times throughout are Zone Kilo (-10).
2. At the beginning of the month, VAMPIRE was berthed starboard side to Woolloomooloo No. 2 wharf, Garden Island. Sailing was delayed on Monday 3 when the capstan failed a test after the first attempt to repair the defect reported in my May Report of Proceedings. (URDEF 40/86 refers). All lines were eventually cast off at 1125 after further work on the capstan proved successful. Pausing briefly off No. 3 buoy to transfer the Disaster Exercise container to the lighter BORONIA, VAMPIRE proceeded out of harbour, bound for the Whitsunday Islands and Training Cruise 3/85.
3. An otherwise uneventful passage was interrupted on Tuesday 4 when it became apparent that ABMED D.B. HUTCHISON S127479 was suffering from acute urinary retention and was in need of further medical attention. (HMAS VAMPIRE ABA/PZO/PZV 040557Z JUN85 refers). At 1838 course was shaped for Caloundra, where, at 2150 ABMED HUTCHISON was transferred to a pilot cutter and landed.
4. The passage north continued under clear skies, and at 0545 on Wednesday 5 identities were exchanged with HMAS TOBRUK.
5. On arrival in the Whitsunday area on the morning of Thursday 6 VAMPIRE joined HMAS JERVIS BAY in conducting pilotage training around the islands. Unfortunately a south-easterly wind, which had helped VAMPIRE's passage northwards, became stronger and more persistent and continued to blow at an average speed of 20 knots for the four days the ship was in the area. At 1530 the ship joined JERVIS BAY at anchor off Lindeman Island in 11m of water with 6 shackles on deck in position 030 Mount Oldfield 1.4nm. Both ships remained overnight and a few enthusiasts took the opportunity for a run along the beaches of Maher Island, whilst the anglers onboard were also out in force.

...../6. Before

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6. Before weighing anchor at 0800 on Friday 7 five Junior Officers Under Training were transferred from JERVIS BAY for pilotage training in VAMPIRE. A circuit of the islands for their benefit followed, with many of VAMPIRE's bridge team taking the opportunity to familiarise themselves with the area in preparation for the sea phase of the Long Navigation Course to be carried out later in the year. At 1730 that evening VAMPIRE again joined JERVIS BAY at anchor, this time off Scawfell Island, anchoring in position 288 Scawfell Peak 2.1nm in 23 m of water with 6 shackles on the waterline. The trainees were then transferred back to JERVIS BAY.
7. The anchor was weighed at 0600 the next day and course was set for Mackay. The harbour entrance was negotiated at 0800 and shortly afterwards the ship secured port side to the Breast Wharf. Fuelling was completed by 1230 and at 1342 all lines were cast off. After an interesting turn at rest in the harbour with the ever-present strong south-easterly blowing, course was set for Border Island, where the ship came to her starboard anchor in 23 m of water with 6 shackles on deck in position 293 LHE Border Island 5.6c at 1942.
8. Sunday 9 was spent at Border Island; a very green, steep peaked island with pleasant beaches on its northern side. At 0900 I cleared lower deck to address the ship's company on a number of matters including security. I also took this opportunity to present the "Commanding Officer's Efficiency Awards" for 1985. The weather was against us again, however, and intermittent showers persisted throughout the day, rather spoiling the opportunity for a banyan on one of the Border Island beaches. JERVIS BAY joined VAMPIRE at anchor later that day.
9. The following morning, Monday 10, both ships dressed with mast-head ensigns to mark the birthday of His Royal Highness Prince Phillip. By 1000 that morning both ships were underway for the passage to Brisbane. In-company exercises then commenced for the benefit of trainees in both ships, although VAMPIRE's stage II midshipmen were hard at work at their "Dummy" Fleet Board. The south-easterly wind had by this time abated and on Tuesday 11 JERVIS BAY was able to tow VAMPIRE in calm seas at 6 knots.
10. Caloundra Head at the entrance to Moreton Bay was passed at 0800 on Wednesday 12 and after an uneventful passage up river VAMPIRE turned off Newstead Wharfs and secured port side to Newstead No. 3 at 1316, with JERVIS BAY securing to No.1 shortly afterwards. Fuelling commenced on arrival and at 1400, together with the Commanding Officer of JERVIS BAY CMDR A.I CAMERON RAN, I called upon Alderman N. ROSE representing the Mayor.
11. A second official call was made on Thursday 13 on Mr. W.A.M. GUNN MLA, the Deputy Premier of Queensland. Later that day ninety children from the Villanova College toured the ship and were fortunate enough to be able to witness an Inflatable Life Raft demonstration in the river alongside. I later attended an official luncheon onboard JERVIS BATY as co-host.
12. On Saturday 15 VAMPIRE dressed overall to mark the official birthday of Her Majesty the Queen. The following day the ship was open to visitors and despite the continuing good weather only 494 people visited the ship. However, many guests of the Ship's company came onboard during the weekend.

...../13. VAMPIRE

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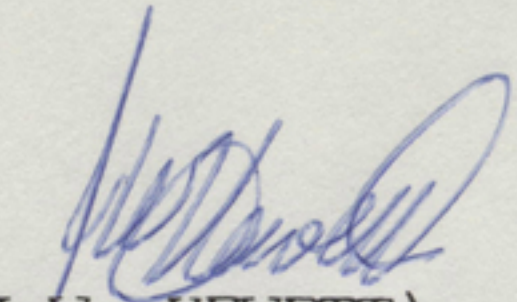
- 3 -

13. VAMPIRE cast off at 1000 on Monday 17 after a most enjoyable visit. After an uneventful trip down the Brisbane River in company with JERVIS BAY, and thankfully in the broad reaches of Moreton Bay north of Mud Island, B boiler was blacked out and it momentarily seemed that a total steam failure could occur due to water in the fuel. However, the ship did manage to continue on one boiler while B was brought back into operation in time to make the exit through the narrower parts of Moreton Bay. Later that afternoon both ships cleared Caloundra Head and at 1420 course was shaped to clear Cape Moreton.

14. In-company time with JERVIS BAY finished at 1600 on Tuesday 18 when VAMPIRE's Mons Cup Rugby team was transferred by boat to JERVIS BAY. JERVIS BAY was then detached and VAMPIRE proceeded independently to the next day's rendezvous position off Jervis Bay for a combined Anti-Submarine Exercise (CASEX) with HMAS OVENS.

15. The CASEX was completed by 0940 on Wednesday 19 and VAMPIRE then set course for Sydney, entering the Heads at 1400 and berthing port side to the South End Cruiser Wharf at 1435. On arrival the ship reverted to 24 hours notice for sea and commenced a funded assisted maintenance period that continued at the end of the month. At 0830 on Thursday 20 HMAS YARRA secured outboard and will remain there until the middle of July.

16. The health and welfare of the ship's company are good. Morale is high and the ship's company enjoyed both the period spent in the Whitsunday Island area (despite the weather) and the Brisbane visit. Conduct has been exemplary.


(J.W. HEWETT)
Commander RAN
Commanding Officer

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 JULY 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
JUNE 1985

		HARBOUR		SEA	
		Days	Hours	Days	Hours
1.	<u>Extended Maintenance</u>				
	a. Refit				
	b. ID				
	SUB-TOTAL	NIL	NIL		
2.	<u>Post Refit/ID trials and workup</u>				
	a. Post Refit/ID trials				
	b. Post Refit/ID workup				
	SUB-TOTAL	NIL	NIL	NIL	NIL
3.	<u>Operational</u>				
	a. <u>In Harbour/At Harbour</u>				
	(1) Programmed AMP	11	9		
	(2) Programmed SMP	2	12		
	(3) Unscheduled Maintenance				
	(4) Long Leave				
	(5) Weatherbound				
	(6) In Port	5	3		
	(7) Aid to civil community				
	(8) Operational role (STALWART, TOBRUK, LCHs and PTFs only)				
	SUB-TOTAL	18	24		
	b. <u>At Sea</u>				
	(1) Operational role/ deployment			11	NIL
	(2) Combined Exercise				
	(3) Joint Service Exercise				
	(4) Single Service Exercise				
	(5) Passage in Company				

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A - 2

- (6) Independent Passage
- (7) Aid to Civil Community
- (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		11	NIL
18	24	11	NIL

GRAND TOTAL for month

30 days 0 hour

4. Steaming Figures

- a. Distance run during the period 2629
- b. Hours underway during the period 198
- c. Total distance steamed since first commissioning. 786409
- d. Total hours underway since first commissioning. 55360

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
19	3 1/2 hrs	22	IAW SRL 1917

6. General

- a. Days deployed outside Australia. NIL
- b. Days conducting other activities during operational deployment. NIL
- c. Time zone at beginning of period K (-10)
- d. Time zone at end of period K (-10)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 JULY 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Navigation</u>			
NN	Pilotage	14 x 3/4 hr	3,6,7 (Stages I,II,IV)
36	Blind Pilotage	var	3,6,7,8,12,17,19, (Stages I,II,IV)
<u>Seamanship and General Evolutions</u>			
10	OOW MANOEUVRES	4x2 hrs, 1x1 hr	10,11,18
12	RASAPS (D)	1x1 hr, 1x1/2 hr	11
13	Jackstay (D)	1x1 hr, 1x1/2 hr	11
18A	Tow Fwd & Receive Gear	1 x 1 1/2 hrs	11
20	ILR Demonstration	1 x 1/2 hr	13
20A	Emergency/Leaving Ship Stations	2	4
26	Screenplay	1x9hrs, 1x13hrs	10-11, 11-12
<u>ASW</u>			
NN	CASEX A5	1 x 2 1/2 hrs	19
<u>NBCD</u>			
100	Minor DCX	5 x 1/2 hr	6
102	Major DCX	1 x 1 hr	4
111	Daily Harbour Fire Ex	19 x 20 mins	1-2,12-16,19-30
113	Smoke Clearance Drill	1 x 1 hr	4

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B - 2

COMMUNICATIONS

141	NCX 201	3 x 2 hrs	3,4,11
142	NCX 202	3 x 2 hrs	3,4,11
143	NCX 205	4 x 2 hrs	4,5,10,11
149	NCX 405	1 x 2 hrs	10
152	NCX 453	1 x 1 hrs	7
NN	NCX 604 (Crypto)	2 x 2 1/2 hrs	11,12
NN	JCOMMEX 9	1 x 2 hrs	7
NN	Emergency Destruction Procedures	1 x 1 hr	4

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10(5)

HMAS VAMPIRE
at Sydney

1 August 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE REPORT OF PROCEEDINGS - JULY 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of July 1985. Times throughout are Zone Kilo (-10).
2. At the beginning of the month VAMPIRE was continuing a funded assisted maintenance period (FAMP), berthed port side to the South End Cruiser Wharf (SECW), Garden Island.
3. An inspection of the starboard main engine reduction gearing on Tuesday 2 revealed damage to some bearings and indicated that further bearings in the gear train should be inspected for possible damage (HMAS VAMPIRE HBH/LDH/OZJ 020253ZJUL85 refers). Examination of all gear box bearings was decided upon as a result of inspections carried out by dockyard personnel and ship's staff over the following two weeks (HMAS VAMPIRE HBH/LDH 190400ZJUL85 refers). The additional time required by dockyard to complete this substantial new task has extended the ship's time in dockyard hands to 17 October, although all other FAMP activities should be complete before the end of August.
4. As a result of the extended time to be spent alongside, VAMPIRE was moved cold to the Oil Wharf on Wednesday 24, securing port side to at 0848. This move should reduce the number of times that VAMPIRE needs to be used as a wharf - a feature of the early part of the month at the SECW when YARRA spent 6 days, COOK 10 days and CANBERRA 2 days berthed outboard. Planned pre-workup training has been progressed and has been expanded in an attempt to make best use of the additional time the ship will now have before putting to sea again. Ship's staff maintenance has been assisted by generally favourable weather conditions and much has been achieved, but with a ship of this age there is never a lack of maintenance tasks to fill any available time.
5. During the month colours were half-masted twice: on Thursday 11 for the funeral of the late CMDR M. JOHNSON RAN RETD and on Tuesday 30 for the funeral of the late SMNOMG B.T.WINE. Also during the month the ship received visits from cadets from TS SYDNEY on Saturday 27 and from

..../100 Dickson

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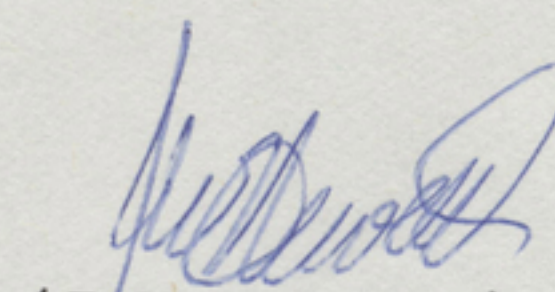
100 Dickson College students on Wednesday 31. VAMPIRE was also used by a film production team as the venue for interviewing a number of veterans as part of a documentary being made for the 75th anniversary of the RAN next year.

6. The health, welfare and conduct of the ship's company have been most satisfactory. Morale remains high despite the prospect of the ship languishing at Garden Island for considerably longer than at first anticipated.

I have the honour to be

Sir

Your obedient Servant



(J.W. HEWETT)
Commander RAN
Commanding Officer

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 AUGUST 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
JULY 1985

1. Extended Maintenance

a. Refit

b. ID

SUB-TOTAL

2. Post Refit/ID trials and workup

a. Post Refit/ID trials

b. Post Refit/ID workup

SUB-TOTAL

3. Operational

a. In Harbour/At Harbour

- (1) Programmed AMP
- (2) Programmed SMP
- (3) Unscheduled Maintenance
- (4) Long Leave
- (5) Weatherbound
- (6) In Port
- (7) Aid to civil community
- (8) Operational role
(STALWART, TOBRUK, LCHs
and PTFs only)

SUB-TOTAL

b. At Sea

- (1) Operational role/
deployment
- (2) Combined Exercise
- (3) Joint Service Exercise
- (4) Single Service Exercise
- (5) Passage in Company

HARBOUR		SEA	
Days	Hours	Days	Hours
NIL	NIL		
NIL	NIL	NIL	NIL
31			
31	NIL		

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- (6) Independent Passage
(7) Aid to Civil Community
(8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		NIL	NIL
31	NIL	NIL	NIL

GRAND TOTAL for month

31 days 0 hour

4. Steaming Figures

- a. Distance run during the period NIL
b. Hours underway during the period NIL
c. Total distance steamed since first commissioning. 786409
d. Total hours underway since first commissioning. 55360

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
NIL			

6. General

- a. Days deployed outside Australia. NIL
b. Days conducting other activities during operational deployment. NIL
c. Time zone at beginning of period K (-10)
d. Time zone at end of period K (-10)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 AUGUST 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>NBCD</u>			
111	Daily Harbour Fire Ex	31 x 1/2 hours	Daily
<u>COMMUNICATIONS</u>			
141	NCX 201	3 x 1/2 hours	16,22,24
142	NCX 202	3 x 1/2 hours	16,22,24

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10(5)

HMAS VAMPIRE
at Sydney

2 September 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE REPORT OF PROCEEDINGS - AUGUST 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of August 1985. Times throughout are Zone Kilo (-10).
2. At the beginning of the month VAMPIRE was berthed port side to the Oil Wharf, Garden Island, continuing a funded assisted maintenance period (FAMP). The FAMP, scheduled to complete on Friday 16, was extended to the end of the month because a number of tasks had not been completed. The inability to meet the scheduled completion date was the result of growth in the extent of some jobs and the low manning levels which the dockyard has been able to achieve in the ship because of the low priority accorded to VAMPIRE for the allocation of dockyard resources.
3. During the month the opportunity was taken to send VAMPIRE's bridge team to the Bridge Simulator at HMAS WATSON for the first time. The simulator proved to be most realistic and fully exercised trainees, signalmen and Officers of the Watch (OOW's) in the whole spectrum of bridge procedures. Details of exercises conducted are in Annex B.
4. During the month YARRA again berthed outboard of VAMPIRE, remaining there from Thursday 1 until Monday 5. Despite a number of false starts, including the rather interesting prospect of having HMAS JERVIS BAY berthed outboard, the ship's starboard side remained clear for the rest of the month.
5. The ship dressed overall on Sunday 4 to mark the birthday of Her Majesty the Queen Mother. Colours were half-masted twice: on Monday 12 on the occasion of the funeral of the late Forbes BURNHAM, President of Guyana, and on Wednesday 14 to join the visiting Japanese Training Squadron in mourning the loss of 520 lives when Japan Air Lines Flight 123 crashed on Mount Osutaka.

..../At

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6. At 1500 on Thursday 15 you arrived onboard to present CPOSN J.D. JOHNSTON R104712 with a Fleet Commander's Commendation in recognition of his contribution to the support of an ageing ship.

7. The ship received visits from 17 Narrabri High School students on Thursday 1 and from 17 cadets from TS CANBERRA on Friday 29.

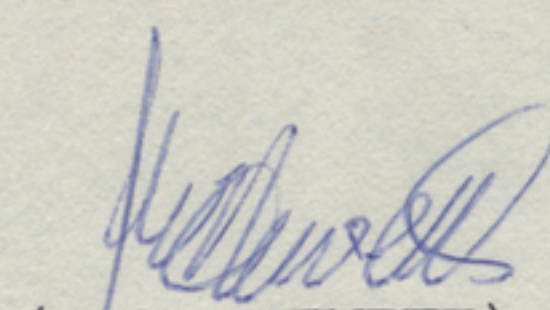
8. VAMPIRE was the subject of a bomb threat on Saturday 31 when at 0915 gangway staff were advised by telephone that there was a "bomb onboard". The ship was evacuated and by 1137 a search that lasted 1 1/2 hours had failed to find anything unusual. The threat was consequently assessed as being a hoax (HMAS VAMPIRE YOL 310245Z AUG 85 refers).

9. The health, welfare and conduct of the ship's company have been good. Morale has remained at a remarkably high level considering the nature of the ship's inactivity (from an operational standpoint) throughout the month. There has been some difficulty staunching rumours generated by personnel from outside the ship, both dockyard and naval, that VAMPIRE is to pay off in the near future. The sailors' penchant for believing anyone other than the ship's officers in these matters appears to have now been brought under control by some high profile and repetitive educational activity by the ship's officers. As a result, the slight lowering in morale which had been brought about by the rumours has dissipated.

I have the honour to be

Sir

Your obedient servant


(J.W. HEWETT)
Commander RAN
Commanding Officer

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 02 SEPTEMBER 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
AUGUST 1985

1. Extended Maintenance

a. Refit

b. ID

SUB-TOTAL

2. Post Refit/ID trials and workup

a. Post Refit/ID trials

b. Post Refit/ID workup

SUB-TOTAL

3. Operational

a. In Harbour/At Harbour

- (1) Programmed AMP
- (2) Programmed SMP
- (3) Unscheduled Maintenance
- (4) Long Leave
- (5) Weatherbound
- (6) In Port
- (7) Aid to civil community
- (8) Operational role
(STALWART, TOBRUK, LCHs
and PTFs only)

SUB-TOTAL

b. At Sea

- (1) Operational role/
deployment
- (2) Combined Exercise
- (3) Joint Service Exercise
- (4) Single Service Exercise
- (5) Passage in Company

HARBOUR		SEA	
Days	Hours	Days	Hours
NIL	NIL		
NIL	NIL	NIL	NIL
31			
31	NIL		

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- (6) Independent Passage
 (7) Aid to Civil Community
 (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		NIL	NIL
31	NIL	NIL	NIL

GRAND TOTAL for month

31 days 0 hour

4. Steaming Figures

- a. Distance run during the period NIL
 b. Hours underway during the period NIL
 c. Total distance steamed since first commissioning. 786409
 d. Total hours underway since first commissioning. 55360

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
NIL			

6. General

- a. Days deployed outside Australia. NIL
 b. Days conducting other activities during operational deployment. NIL
 c. Time zone at beginning of period K (-10)
 d. Time zone at end of period K (-10)

RESTRICTED

ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 02 SEPTEMBER 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>NBCD</u>			
111	Daily Harbour Fire Ex	31 x 1/2 hours	Daily
<u>COMMUNICATIONS</u>			
141	NCX 201	3 x 1/2 hours	13,21
142	NCX 202	2 x 1/2 hours	13,21
143	NCX 205	1 x 2 hours	6
146	NCX 252	2 x 2 hours	8,15
NN	NCX 401	12 x 1/2 hour	12,15,16, 21,22,26
NN	NCX 417	12 x 1 1/2 hours	12,15,16, 21,22,26
<u>BRIDGE SIMULATOR TRAINING</u>			
	Sail/Enter Harbour	2 x 1/2 hours	16
	OOW MANS	3 x 3 hours 1 x 2 hours 2 x 1 hour	14,16,27
	RASAPS	3 x 1 hour	14,16,27
	Emergency/OOW Drills	5 x 15 mins	14,16,27
	SCREENEX	1 x 2 hours	16
	AA6	1 x 1 hour	27

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-10(5)

HMAS VAMPIRE
At Sydney

2 October 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE REPORT OF PROCEEDINGS - SEPTEMBER 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of September 1985. Times throughout are Zone Kilo (-10).
2. At the beginning of the month VAMPIRE was berthed port side to the Oil Wharf, Garden Island continuing defect rectification and a rather extended funded assisted maintenance period (FAMP).
3. During the month somewhat intermittent progress was made towards the completion of outstanding dockyard tasks scheduled for 10 October. Ship's staff commenced machinery set to work trials, including both boilers, on Monday 16. No major problems were encountered and a basin trial of the port engine was successfully conducted on Thursday 26. To allow alignment checks on the flexible coupling between the starboard main engine and the gear box to be undertaken in calmer waters than those prevalent at the Oil Wharf, the ship was to have been moved cold to the South End Fitting Out Wharf at 1000 on Monday 30. Bans placed on moving warships by the Firemen and Deckhands Union prevented this at the last moment and the move has been deferred until early in October. The effect that this delay has on the dockyard completion date for the starboard main engine remains to be seen. The only other major outstanding item at the end of the month was the work being carried out on the capstan and this is scheduled for completion to allow trials to be conducted on 2 October.
4. During the month Gunnery, Vertical Replenishment and Fire Fighting pre-workup training were all conducted in an attempt to make best use of this extended period alongside, whilst on Monday 9 and Tuesday 10 many of the ship's company took the opportunity to attend the Conditions of Service briefs at HMAS KUTTABUL.
5. HMAS STUART which berthed outboard of VAMPIRE from Wednesday 4 until 1000 Monday 16 was the first of two ships berthed alongside during the month. The second was HMAS PERTH which spent the night of Monday 30 alongside.
6. Colours were half-masted during the month from 1330 - 1600 on Thursday 19 to mark the funeral of the late CAPT. R.S. BLUE RAN.

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.../On Friday

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7. On Friday 27 the ship dressed with masthead ensigns from 0800 - 1200 and then overall for the rest of that day and the weekend for Navy Week celebrations. During that weekend the ship was host to 12 Naval Reserve Cadets from T.S. SYDNEY.

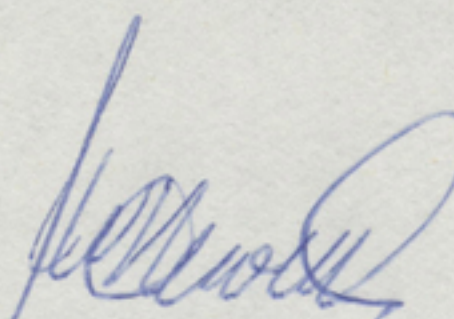
8. The recent change to the ship's programme to include visits to Portland and Melbourne in late October and early November has been received well by the ship's company. The spirits of all on board were beginning to feel the effects of being in dockyard hands for a lengthy period and the change has provided a welcome visible short term aim which is being pursued enthusiastically.

9. The health and welfare of the ship's company have been good through the month. Morale is good and improving with the impending escape to sea. The successful set to work and trials of all main machinery components except the starboard main engine has been a well deserved reward for much hard work put in by the technical departments on board and they are justifiably pleased with themselves.

I have the honour to be

Sir

Your obedient servant



(J.W. HEWETT)
Commander RAN
Commanding Officer

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RESTRICTED

ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 02 OCTOBER 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
SEPTEMBER 1985

		HARBOUR		SEA	
		Days	Hours	Days	Hours
1.	<u>Extended Maintenance</u>				
	a. Refit				
	b. ID				
	SUB-TOTAL	NIL	NIL		
2.	<u>Post Refit/ID trials and workup</u>				
	a. Post Refit/ID trials				
	b. Post Refit/ID workup				
	SUB-TOTAL	NIL	NIL	NIL	NIL
3.	<u>Operational</u>				
	a. <u>In Harbour/At Harbour</u>				
	(1) Programmed AMP	30			
	(2) Programmed SMP				
	(3) Unscheduled Maintenance				
	(4) Long Leave				
	(5) Weatherbound				
	(6) In Port				
	(7) Aid to civil community				
	(8) Operational role (STALWART, TOBRUK, LCHs and PTFs only)				
	SUB-TOTAL	30	NIL		
	b. <u>At Sea</u>				
	(1) Operational role/ deployment				
	(2) Combined Exercise				
	(3) Joint Service Exercise				
	(4) Single Service Exercise				
	(5) Passage in Company				

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A - 2

- (6) Independent Passage
- (7) Aid to Civil Community
- (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		NIL	NIL
30	NIL	NIL	NIL

GRAND TOTAL for month

30 days 0 hour

4. Steaming Figures

- a. Distance run during the period NIL
- b. Hours underway during the period NIL
- c. Total distance steamed since first commissioning. 786409
- d. Total hours underway since first commissioning. 55360

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
NIL			

6. General

- a. Days deployed outside Australia. NIL
- b. Days conducting other activities during operational deployment. NIL
- c. Time zone at beginning of period K (-10)
- d. Time zone at end of period K (-10)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 02 OCTOBER 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>NBCD</u>			
111	Daily Harbour Fire Ex	30 x 1/2 hours	Daily
<u>COMMUNICATIONS</u>			
118	NCX 401	6 x 1 hour	5,10,11,24,25,26
119	NCX 404	3 x 1 hour	5,10,12
120	NCX 405	1 x 1 hour	3
124	NCX 454	6 x 1 hour	5,10,11,24,26
141	NCX 201	2 x 1/2 hour	10,24
142	NCX 202	2 x 1/2 hour	10,24
143	NCX 205	2 x 2 hours	10,12
145	NCX 252	1 x 2 hours	3
N/5	NCX 301	1 x 2 hours	5

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10(5)

HMAS VAMPIRE
at Sydney

01 November 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE REPORT OF PROCEEDINGS - OCTOBER 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of October 1985. Time zones are as shown in the report which includes VAMPIRE's participation in the Royal Visit to Portland.
2. At the beginning of the month VAMPIRE was berthed port side to the Oil Wharf, Garden Island continuing defect rectification during the final few days of a prolonged Funded Assisted Maintenance Period (FAMP). HMAS PERTH was berthed outboard until slipping at 0838K on Tuesday 1.
3. The next day VAMPIRE was moved cold from the Oil Wharf, where the ship had spent a long 10 weeks, finally securing starboard side to the southern end of the Fitting Out Wharf (SEFOW) at 1100K.
4. With the end of the task on the starboard main engine (SME) at last in sight, the next 15 days were particularly frustrating as the completion date, not only for the SME, but also for other jobs which were part of the FAMP work package, continued to move right.
5. On Friday 4 VAMPIRE dressed ship overall for Navy Day. However, at 1330K colours were half-masted until 1600 to mark the funeral of the late POQMG M.J. DOWTON R113579. Later that evening VAMPIRE was visited by 10 cadets from TS SIRIUS who remained onboard over the weekend.
6. On Thursday 10 the ship conducted a "Fast Cruise" pre-sailing exercise to prove watchbills and practise emergency procedures. That day flushing of the SME lubricating oil system commenced. This rather open ended activity continued over the weekend and through the following week until clean gauzes were at last obtained on Wednesday 16.
7. It was with a profound sense of relief that, at 1210K on Thursday 17, VAMPIRE cast off from the SEFOW and proceeded out of harbour to conduct vibration analysis trials on the SME. The trials were successfully completed during the afternoon and various internal exercises were conducted. VAMPIRE then entered harbour but on rounding Bradleys Head the port main engine salt water circulating pump seized, rendering the engine inoperable at slow speeds (URDEF 50/86 refers). The lack of one engine for manoeuvring precluded the

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planned sternboard to the SEFOW and the ship berthed port side to instead.

8. The following morning, Friday 18, fourteen junior officers under training (JOUTS), together with their course officer, joined the ship from HMAS WATSON to conduct the sea component of their stage III Navigation training off the New South Wales coast. The defect on the port main engine circulating pump had been rectified during the night but early that morning a problem had developed in B boiler when a pressure sensing line to the flowmatic controller failed (URDEF 51/86 refers). The defect was inaccessible whilst the boiler was in use and this resulted in the decision to defer sailing until 0900K Monday 21 for more engineering trials. Regretably this meant transferring the stage III JOUT sea time to HMAS JERVIS BAY (HMAS VAMPIRE LAB/LAH 182330Z OCT 85 refers).

9. Defect rectification continued over the weekend but it was to be yet another fault that delayed the ship on the morning of Monday 21. The starboard main engine turbo driven lubricating oil pump could not be brought up to speed. The cause was eventually found to be gasket material blocking one of two turbine nozzles (URDEF 52/86 refers). By early evening however, the pump was repaired, enabling the ship to cast off at 2000K and proceed out of a moonlit harbour to sea. Trials complete, the ship berthed starboard side to Woolloomooloo No.6 at 0900K on Tuesday 22 and fuelled.

10. The next day at 0815K VAMPIRE cast off and, after pausing off No.2 buoy to embark marine sound signals from a lighter, proceeded out of harbour, bound for Portland. Calm seas and a gentle north-easterly breeze helped the ship on her passage south providing some extra time in hand for the forecast south-easterly gales in Bass Strait. The weather proved to be ideal for the conduct of Sea Acceptance Trials on both 40/60 Bofors while passing through the exercise areas off Jervis Bay.

11. The forecast bad weather was not to be avoided, and by the morning watch of Thursday 24 the wind had veered to the south-east at the promised strength of force 8. By this time however, the ship was on a relatively comfortable south-westerly course to round Wilson's Promontory. Passage continued during the day in weather that made final preparations of the ship's upper decks for the Portland visit a somewhat on-again, off-again affair.

12. After a less than ideal passage, VAMPIRE entered Portland harbour on Friday 25 and berthed port side to the K.S. Anderson Wharf (inner) at 1000K. On arrival I made official calls on the Mayor of Portland, Councillor R.R. HALLIDAY, Inspector of Police K. GENARDINI, and the Harbour Master, Mr.R.WATERS. That evening an official reception was held onboard for local dignitaries and the following day I hosted a luncheon onboard, attended by the Mayor of Portland and his wife, Councillor R.C. MENZEL and his wife and Mr and Mrs B. HOLAN.

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13. Clocks were advanced 1 hour to Zone Lima (-11) at 0200K on the morning of Sunday 27. Later that day the ship was open to visitors and many locals as well as people visiting Portland for the celebrations took advantage of the fine weather to tour the ship with some 1513 being welcomed aboard.

14. The following day, Monday 28, saw most of the ship's company involved in the various celebrations and activities surrounding the declaration of Portland as a city by His Royal Highness Prince Charles. These activities included a wreath laying ceremony and street march by some forty members of the ship's company. The highlight of the day for some of VAMPIRE's junior sailors was a royal chat to Her Royal Highness Princess Diana during the traditional Royal walkabout. Later that day I attended a Civic luncheon hosted by the Mayor of the new City of Portland. The ship was open to visitors twice that day, firstly for school children and then the general public and some 2089 crowded the ship.

15. The fine weather that marked our visit to Portland appeared to leave with the Royal couple, and Tuesday 29 was a cold blustery day. These conditions continued overnight and by the time the ship had singled up on Wednesday 30 a strong westerly, gusting to 40 knots, was holding the ship onto the wharf. With the assistance of a tug the ship slipped at 1000K and after an interesting turn in the swinging basin VAMPIRE departed Portland harbour.

16. The Portland visit was marked by a most pleasing display of goodwill to VAMPIRE by the people of Portland, which was warmly reciprocated by all members of the ship's company. The visit was a most timely and welcome one for the ship, marking as it did the end of a long and frustrating period alongside.

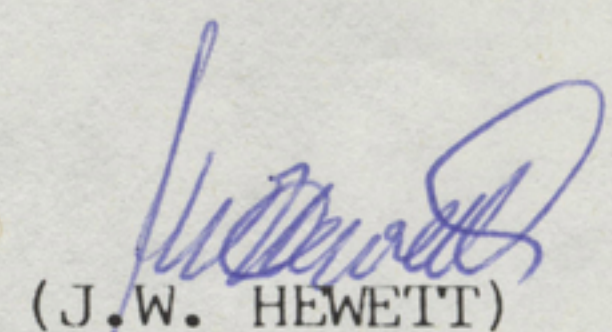
17. The next two days at sea were spent conducting 40/60 bofor and .50 calibre machine-gun firings against a sleeve target, as well as various other shakedown evolutions off Port Phillip Bay, where the ship remained steaming independantly at the end of the month.

18. The health and welfare of the ship's company have been good throughout the month. Morale is high after a most enjoyable port visit and finally achieving an eagerly awaited escape from Garden Island. Conduct has been exemplary.

I have the honour to be

Sir

Your obedient servant


(J.W. HEWETT)
Commander RAN
Commanding Officer

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 NOVEMBER 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
OCTOBER 1985

		HARBOUR		SEA	
		Days	Hours	Days	Hours
1.	<u>Extended Maintenance</u>				
	a. Refit				
	b. ID				
	SUB-TOTAL	NIL	NIL		
2.	<u>Post Refit/ID trials and workup</u>				
	a. Post Refit/ID trials				
	b. Post Refit/ID workup				
	SUB-TOTAL	NIL	NIL	NIL	NIL
3.	<u>Operational</u>				
	a. In Harbour/At Harbour				
	(1) Programmed AMP	10	-		
	(2) Programmed SMP				
	(3) Unscheduled Maintenance	12	8		
	(4) Long Leave				
	(5) Weatherbound				
	(6) In Port	4	23		
	(7) Aid to civil community				
	(8) Operational role (STALWART, TOBRUK, LCHs and PTFs only)				
	SUB-TOTAL	26	31		
	b. <u>At Sea</u>				
	(1) Operational role/ deployment				
	(2) Combined Exercise				
	(3) Joint Service Exercise				
	(4) Single Service Exercise				
	(5) Passage in Company				

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- (6) Independent Passage
 (7) Aid to Civil Community
 (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		3	16
		3	16
26	31	3	16

GRAND TOTAL for month

30 days 23 hours

4. Steaming Figures

- a. Distance run during the period 1328.4
 b. Hours underway during the period 88
 c. Total distance steamed since first commissioning. 787737
 d. Total hours underway since first commissioning. 55448

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
17	2 1/2 hours	25	Vibration Analysis Trials
23	3 1/2 hours	18	Machinery Trials

6. General

- a. Days deployed outside Australia. NIL
 b. Days conducting other activities during operational deployment. NIL
 c. Time zone at beginning of period K (-10)
 d. Time zone at end of period L (-11)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 NOVEMBER 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Seamanship and General Evolutions</u>			
NN	Fast Cruise	1 x 3 hours	10
20A	Emergency/Leaving Ship Stations	4 x 15 mins	17, 21, 23, 30
21	MOBEX	7 x 15 mins	31
<u>Gunnery</u>			
NN	Gun Functioning Trial	1 x 1 hour	23
189	AACRFX	1 x 2 1/2 hours	31
169	AA4	1 x 1 1/2 hours	31
<u>NBCD</u>			
101	Standing Sea Fire Brigade	2 x 1/2 hour	23, 31
102	Major DCX	1 x 1/2 hour	31
105	Shelter Stations	1 x 1/2 hour	23
111	Daily Harbour Fire Exercise	21 x 20 mins	1-16, 19, 26, 27, 28, 29
<u>Communications</u>			
118	NCX 402	8 x 1/2 hour	8, 9, 10, 11, 14, 17, 23, 24
121	NCX 451	1 x 2 hours	15
127	NCX 604	1 x 2 hours	28
129	NCX 651	1 x 1 hour	24
133	NCX 657	1 x 2 hours	10
141	NCX 201	3 x 1/2 hour	21, 27, 29
142	NCX 202	4 x 1/2 hour	21, 22, 27, 29
143	NCX 205	4 x 3/4 hour	10, 17, 21, 23

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ENCLOSURE 1 TO
HMAS VAMPIRE LETTER 1/16/10(5)
DATED 01 NOVEMBER 1985

ROYAL VISIT TO PORTLAND - PHOTOGRAPHS

1. The enclosed photographs show His Royal Highness the Prince of Wales and Her Royal Highness Princess Diana on their traditional walkabout amongst the people of the newly declared City of Portland on Monday 28.

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1-16-10(5)

HMAS VAMPIRE
at Cairns

1 December 1985

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE REPORT OF PROCEEDINGS - NOVEMBER 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of November 1985. Time zones are as shown in the report which includes VAMPIRE's visit to Melbourne and involvement in the seetime component of the fourth Long Navigation Course.
2. At the beginning of the month VAMPIRE was at sea off Port Phillip Bay. The Rip was entered at 0630(L) and passage made up the bay, berthing at 1000(L) starboard side to Inner West Station Pier. Shortly after our arrival I called on His Excellency The Lieutenant-Governor of Victoria, the Honourable Sir John YOUNG, KCMG. Later that evening an official reception was held onboard.
3. The next day, Saturday 2, VAMPIRE was open to visitors as part of our involvement in "Bay Day" activities, a sideline to Victoria's 150th anniversary celebrations. Their Royal Highnesses, The Prince and Princess of Wales were in attendance to observe the festivities on the bay. In glorious sunshine VAMPIRE was host to some 2460 visitors that day, all of whom enjoyed a good vantage point to watch the afternoon's entertainment. The following day, Sunday 3, the ship was again open to visitors, this time with 1100 people taking the opportunity to tour the ship. The next day I hosted a luncheon onboard, attended by CDRE and Mrs T.A. DADSWELL, Naval Officer Commanding, Victoria, Major General and Mrs D.C.J. DEIGHTON, General Officer Commanding, Headquarters Logistics Command and His Worship the Mayor and the Lady Mayoress of Port Melbourne, Councillor and Mrs R.P. WHITE.
4. The visit to Melbourne proved to be most enjoyable although rather expensive for some who attended the Melbourne Cup on Tuesday 5. Coupled with the royal visit to Portland during the previous week, they marked the start of a very busy but rewarding period for VAMPIRE.

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5. All lines were cast off by 1100(L) Wednesday 6 and VAMPIRE proceeded out of Port Phillip Bay. Nineteen Defence Force civilians had been embarked prior to sailing, seven of whom, together with seven HMAS CERBERUS trainees, were to be landed at Flinders Jetty in Western Port. Once clear of the Rip at 1430(L) it became apparent that the overcast and rainy conditions would preclude the Anti-Aircraft firing planned for that afternoon. Passage was therefore made direct to Western Port where at 1800(L) the fourteen passengers were landed to Flinders Jetty by boat. The transfer complete, VAMPIRE set course for Sydney under cold blustery conditions that lasted for the whole passage. The less than idyllic conditions meant that the remaining Defence civilians embarked for the passage to Sydney were seldom seen.

6. VAMPIRE entered Sydney Heads at 1030(L) on Friday 8 and proceeded down the harbour to berth port side to HMAS YARRA at the North End Cruiser Wharf at 1108(L), reverting to 24 hours notice for sea and commencing an assisted maintenance period (AMP). That evening fourteen Naval Reserve Cadets from T.S. CAMBELLTOWN arrived onboard. During the weekend both they and the ship's company were busily preparing the ship for the forthcoming walkround by the Deputy Fleet Commander.

7. At 0905(L) on Tuesday 12 as a result of a less than satisfactory formal inspection earlier in the year, CDRE M.D. JACKSON RAN, the Deputy Fleet Commander walked around selected areas of VAMPIRE. Much hard work had been put into preparing the ship and it was pleasing that CDRE Jackson was well satisfied with the results.

8. On Wednesday 13 VAMPIRE was moved cold to HMAS PARRAMATTA at the South End Cruiser Wharf, securing port side to at 0830(L). The rest of that day and the week was taken up in preparation for the Long Navigation Course seetime programme. That weekend VAMPIRE again played host to fifteen sea cadets, this time from T.S. ALBATROSS. The two course officers and five students of the Fourth Long Navigation Course joined on Sunday 17 and the students immediately began familiarizing themselves with the ship.

9. Unfortunately sailing was delayed on Monday 18 due to a defect in B boiler. The ship finally slipped from PARRAMATTA at 1045(L) and with a student navigator conning, proceeded out of harbour. The planned exercises with HMAS ADELAIDE were cancelled due to the higher priority accorded to pilotage training (HMAS VAMPIRE LAB/LAQ/KAB 172250Z NOV 85 refers). Before pilotage could commence, a smell similar to Hydrogen Sulphide was discovered in Foxtrot section of the ship which then had to be evacuated while the smell was investigated and the section ventilated (HMAS VAMPIRE EYL/HAJ/PVJ 180352Z NOV 85 and 180454Z NOV 85 refer). Basic pilotage runs continued for the rest of the day and included runs in Port Hacking, Port Botany, Sydney Harbour and Broken Bay before commencing a night steam north towards Crowdy Head at 2235(L).

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10. Steady progress north was made on Tuesday 19 with open anchorage training along the NSW coast being conducted, and after allaying the fears of Port Macquarie Harbour Control that I was attempting to enter harbour, the ship continued north to Queensland waters where clocks were retarded one hour to zone kilo (-10). By 0700(K) on Wednesday 20 VAMPIRE was off Coloundra Light. The rest of Wednesday was spent in dummy anchorages in Moreton Bay before VAMPIRE proceeded up-river to berth at Newstead No 2 port side to at 1620(K). Having fuelled overnight the ship cast off at 0900(K) the following morning, conducting river pilotage for the rest of that day before leaving Moreton Bay at 1950(K) for passage north that night. Pilotage in Brisbane River proved to be a taxing time for the students but also made it possible for my own bridge team to familiarize themselves fully with this area.

11. Over the next few days the students were worked hard. Entry and exits to Gladstone, the approaches to Port Alma and Shoalwater Bay were conducted along the route north before reaching the Whitsunday Islands on Sunday 24. There, another full days pilotage occurred with a highlight being the transit of the Narrows off Hayman Island. That evening brought a most spectacular and heavy rain storm which really tested the students as well as the bridge team with visibility down to one cable.

12. That late afternoon thunderstorm set the pattern for the next few days weather: the ship's company able to enjoy sunshine during the day in which to work, but the students having to suffer heavy rain for the early evening runs before the sky cleared to bright moonlight nights. During this time pilotage was conducted into and out of Mourilyan Harbour on Monday 25, the outward run being a little more exciting due to a steering gear breakdown just as the ship was committed to pass through the 120 yard wide gap at the entrance. The importance of a slick changeover to after steering capability is indelibly imprinted on the minds of the students involved in the run. Passage continued towards Cairns with VAMPIRE turning adjacent to the berth before securing port side to No. 10 Fuel berth at 1800(K).

13. During this operational visit a longer than usual quantity of fuel was required because of the relatively high speeds being used since leaving Brisbane. Conspicuously absent from all forms of leisure, at least on Tuesday 26, were the embarked students, all of whom were issued the following days pilotage runs that morning.

14. Departure was delayed from Cairns on Wednesday 27 because of communications problems between the engineering spaces. Lines were finally slipped at 1315(K) and after clearing the channel VAMPIRE continued her rather erratic progress north, conducting dummy anchorages en route to Torres Strait.

15. VAMPIRE arrived off Albany Island at 0700(K) on Friday 29. After a run through Albany Passage rendezvous with HMAS GLADSTONE was made and a boat transfer carried out. Pilotage training in Torres Strait commenced

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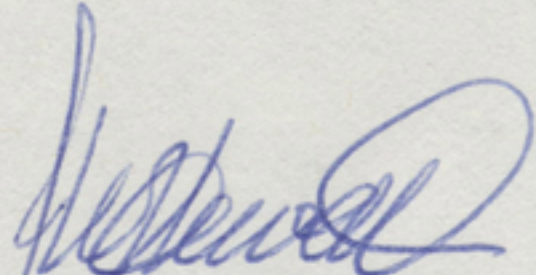
under overcast skies but with calm seas and no wind. Pilotage runs continued all day with GLADSTONE acting as consort. VAMPIRE entered Thursday Island Harbour alone, however, with GLADSTONE rejoining on completion to continue the remaining formation anchorages. GLADSTONE was finally detached off Goods Island at 2051(K) and VAMPIRE proceeded through the Prince of Wales Channel at 18 knots in conditions that could be mistaken for daylight because of a brilliant full moon. Once clear of the Channel, passage commenced towards Cairns via the inner route. At the end of the month VAMPIRE was in the vicinity of Cooktown en route to Cairns at high speed to land ABMED T. KOLEGA S130394 who had taken ill.

16. The health and welfare of the ship's company have been good throughout the month. Morale is high with everyone enjoying the delightful weather and scenery of the North Queensland coast, even though the temperatures in the machinery spaces have been uncomfortably high and very lengthy periods of Special Sea Dutymen have been required. Conduct has been very good.

I have the honour to be

Sir

Your obedient servant


(J.W. HEWETT)
Commander RAN
Commanding Officer

Annexes : (?)

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 DECEMBER 1985

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
NOVEMBER 1985

1. Extended Maintenance

- a. Refit
- b. ID

SUB-TOTAL

2. Post Refit/ID trials and workup

- a. Post Refit/ID trials
- b. Post Refit/ID workup

SUB-TOTAL

3. Operational

a. In Harbour/At Harbour

- (1) Programmed AMP
- (2) Programmed SMP
- (3) Unscheduled Maintenance
- (4) Long Leave
- (5) Weatherbound
- (6) In Port
- (7) Aid to civil community
- (8) Operational role
(STALWART, TOBRUK, LCHs
and PTFs only)

SUB-TOTAL

b. At Sea

- (1) Operational role/
deployment
- (2) Combined Exercise
- (3) Joint Service Exercise
- (4) Single Service Exercise
- (5) Passage in Company

HARBOUR		SEA	
Days	Hours	Days	Hours
NIL	NIL		
NIL	NIL	NIL	NIL
10	1		
7	12		
17	13		
			14

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- (6) Independent Passage
 (7) Aid to Civil Community
 (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		11	22
		12	12
17	13	12	12

GRAND TOTAL for month

30 days 1 hours

4. Steaming Figures

- a. Distance run during the period 3944
 b. Hours underway during the period 300
 c. Total distance steamed since first commissioning. 791681
 d. Total hours underway since first commissioning. 55748

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
18-30	AS REQUIRED FOR LONG NAVIGATION COURSE		

6. General

- a. Days deployed outside Australia. NIL
 b. Days conducting other activities during operational deployment. NIL
 c. Time zone at beginning of period L (-11)
 d. Time zone at end of period K (-10)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 DECEMBER 1985

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Seamanship and General Evolutions</u>			
9	OOW ENG	As required for Long 'N' Course	
20A	Emergency/Leaving Ship Stations	2 x 15 mins	6,18
21	MOBEX	1 x 10 mins	25
<u>Navigation</u>			
27	MINTRAN	1 x 1/2 hour	24
36	BLIND PILOTAGE	As required for Long 'N' Course	
38	FORMAGE	As required for Long 'N' Course	
<u>NBCD</u>			
101	Standing Sea Fire Brigade	1 x 1/2 hour	24
111	Daily Harbour Fire Exercise	11 x 1/2 hour	Daily
<u>Communications</u>			
118	NCX 401	9 x 1 1/2 hours	1,7,8,13,14,19,21, 25,27
120	NCX 405	9 x 1/2 hour	1,7,8,13,19,20,21, 22,27
141	NCX 201	2 x 3/4 hour	21,22
142	NCX 202	2 x 3/4 hour	21,22
143	NCX 205	1 x 1 1/2 hours	25
<u>Gunnery</u>			
191	NG 1	1 x 2 1/2 hours	24

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

16/10/1

HMAS VAMPIRE
at Sydney

1 January 1986

Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS VAMPIRE REPORT OF PROCEEDINGS - DECEMBER 1985

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of December 1985. Time zones are as shown in the report, which includes the final assessment week of the Long Navigation Course.
2. At the beginning of the month VAMPIRE was en route to Cairns at high speed to land ABMED T. KOLEGA S130394 who required hospital treatment for a suspected case of infectious gastroenteritis. After negotiating the channel leading to Cairns harbour in semi-darkness the ship, conned by a student navigator, turned at rest off the berth before securing port side to No. 10 Fuel wharf at 0525(K). An ambulance met the ship at the wharf and transferred AB KOLEGA to hospital. Later that day fuel and stores were embarked for the forthcoming final assessment week of the Long Navigation Course.
3. The following morning, Monday 2, CAPT B. WILSON RAN, Commanding Officer HMAS WATSON, accompanied by LCDR I.A. WHITEHOUSE RAN, Fleet Navigating Officer, joined the ship to observe the students during their final week. At 0930(K) all lines were cast off and the ship proceeded down the channel. Once clear, dummy anchorages began as the ship made ground towards the Whitsunday Islands.
4. The following day saw an intensive period of pilotage training amid the picturesque islands of the Whitsunday Group. After conducting some thirteen day and night runs of varying difficulty, including transits of Long Island Sound, Hunt Channel and the Narrows off Bayman Island, course was set for the long passage to Moreton Bay at 2300(K).
5. Thursday 5 was the last day of assessment for the students and consisted of pilotage runs throughout the various channels and environs of Moreton Bay. The ship finally came to her starboard anchor off Mud Island in 10 metres of water with 5 shackles on deck at 1501(K) in position 087 No. 2 Beacon 3.5nm. Later that day the students were informed of their results on the Fourth Long Navigation Course (reported separately), after which, at 1835(K), CAPT B. WILSON RAN departed the ship via workboat to be landed to HMAS MORETON. Celebrations and commiserations continued with a barbeque on X-deck for the ship's company, a feature of which was a beer issue sponsored by the ex-students.

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6. The anchor was aweigh at 0743(K) on Friday 6 and, following tradition, VAMPIRE proceeded up Brisbane River, conned by the student who came top in the sea assessment, LEUT M.J. SPRUCE RAN. After three weeks punctuated by some adrenalin stimulating moments (and 1588 engine movements) it was with some sense of relief to most onboard that, at 1041(K), the ship secured port side to Newstead No.2. Later that day all members of the Long Navigation Course disembarked and life onboard began to return to normal.

7. After a quiet, uneventful weekend in Brisbane all lines were singled up on Monday 9 and at 1333(K) cast off. The ship proceeded slowly down the now very familiar Brisbane River, clearing the Entrance Beacons at 1547(K). Whilst transitting Moreton Bay a radio telephone call from Fleet Headquarters advised of the possibility of VAMPIRE participating in HMAS OTAMA's MK48 Torpedo firings off Jervis Bay later that week. Confirmation was received by signal later that day (COMAUSFLT KAB 090640Z DEC 85 refers). After clearing Caloundra Head at 1840(K) course was set for Sydney, clocks being advanced that night to Zone Lima (-11).

8. Pre-refit trials were conducted en route to Sydney and included a 75% Full Power Trial, during which a speed of 30.5 knots over the ground was recorded (with assistance from a following sea and wind).

9. On Wednesday 11 at 0512(L) rendezvous was made 2 miles off Sydney Heads with MV KRAIT who, escorted by a work boat containing a film crew, was to be filmed in a documentary depicting the exploits of the famous vessel and her crew during World War II. VAMPIRE provided a suitable backdrop as a Japanese destroyer, complete with side numbers painted out and Japanese ensign flying in the early dawn (HMAS PENGUIN LAQ/ZAB 090530Z DEC 85 refers). Once filming was complete course was shaped for a rendezvous with HMAS OTAMA.

10. A helicopter transferred RANTAU trials officer Mr. M. ROGERSON at 0710(L), after which, at 0822(L), communications were established with both OTAMA and TRV TUNA. Six firings were then conducted which allowed VAMPIRE to return to harbour that evening, berthing at 2000(L) port side to North End Cruiser Wharf.

11. After declining to accept fuel from a lighter (which contained 36% water) on Friday 13, VAMPIRE was moved cold to No.9 Woolloomooloo, securing port side to at 1415(L) to enable fuelling to take place. At 1035(L) on Monday 16 the ship was again moved cold, this time to the port side of HMAS STALWART at the EMS Mooring. This was to be VAMPIRE's berth for the remainder of the Christmas/New Year period.

12. On Wednesday 18 at 1100(L), as HMAS DERWENT berthed at No.3 Woolloomooloo VAMPIRE, which had remained at 8 hours notice for sea in case of any unforeseen difficulties DERWENT may have experienced between Melbourne and Sydney, reverted to 24 hours notice for sea and the leave period which had been delayed began.

13....The gas

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13. The gas emanating from 4F void space, as reported in my November Report of Proceedings, was identified by Garden Island Dockyard laboratory as Hydrogen Sulphide and, as a result, amid stringent precautions the void space was opened, pumped out and finally flushed with fresh water on Friday 20. The highest concentration recorded onboard during the whole operation was 5 parts per million - well below harmful levels.

14. The month and year ended with HMAS VAMPIRE berthed stbd side to HMAS STALWART at the EMS mooring and with the Fleet floodlit to celebrate the beginning of the new year and the RAN's 75th Anniversary.

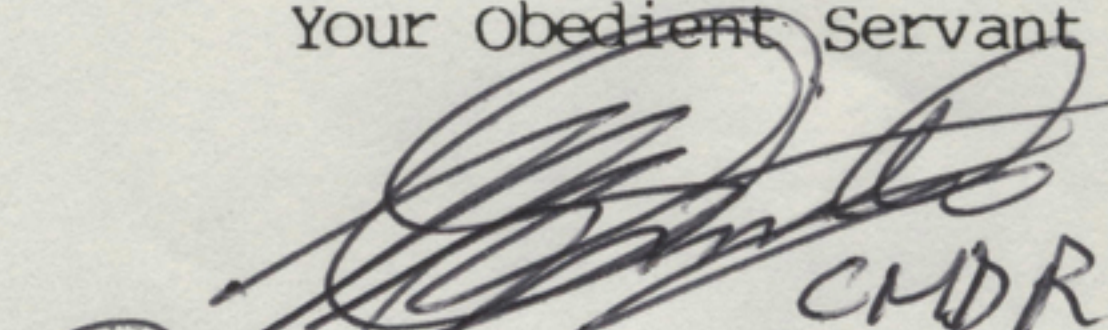
15. Colours were half-masted thrice during the month; on Tuesday 17 to mark the funeral of the late Right Honourable Sir SEEWOOSAGUR RAMGOOUM, GCMG. the former Governor-General of Mauritius; from 1400 to 1600(L) on Friday 20 to mark the funeral of the late CDRE C.J. NISBET AM RANEM; and from 0930 to 1200(L) on Monday 30 to mark the funeral of the late ABETS P.G. LAING.

16. The health and welfare of the ship's company have been good throughout the month. Morale has fluctuated somewhat, starting high before dropping in the middle of the month then picking up again over the festive season. The reason for the slump mid month was the extreme uncertainty of the ship's programme which caused the cancellation of a families day and then upset plans for many of the ships company to spend that day (the only one prior to Christmas which appeared to have a firm basis on which to make plans) in Sydney with their families. The effect on families was of more concern to the ship's company than the effect on themselves because most onboard had accepted the requirement to possibly sail to Melbourne Friday 13 or Saturday 14. I am hopeful that the tribulations leading up to Christmas will be forgotten by the ship's company and their families during the season of good will and that morale will again return to its usual high level in January. Conduct has been very good throughout the month.

I Have the Honour to be

Sir,

Your Obedient Servant


CJDR
(J.W. HEWETT) AOL
Commander RAN
Commanding Officer

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ANNEX A TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 JANUARY 1986

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
DECEMBER 1985

		HARBOUR		SEA	
		Days	Hours	Days	Hours
1.	<u>Extended Maintenance</u>				
	a. Refit				
	b. ID				
	SUB-TOTAL	NIL	NIL		
2.	<u>Post Refit/ID trials and workup</u>				
	a. Post Refit/ID trials				
	b. Post Refit/ID workup				
	SUB-TOTAL	NIL	NIL	NIL	NIL
3.	<u>Operational</u>				
	a. In Harbour/At Harbour				
	(1) Programmed AMP				
	(2) Programmed SMP				
	(3) Unscheduled Maintenance				
	(4) Long Leave	13	13		
	(5) Weatherbound				
	(6) In Port	10	21		
	(7) Aid to civil community				
	(8) Operational role (STALWART, TOBRUK, LCHs and PTFs only)				
	SUB-TOTAL	23	34		
	b. <u>At Sea</u>				
	(1) Operational role/ deployment				
	(2) Combined Exercise				
	(3) Joint Service Exercise				
	(4) Single Service Exercise				
	(5) Passage in Company				7

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- (6) Independent Passage
- (7) Aid to Civil Community
- (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

MONTHLY TOTALS

HARBOUR		SEA	
Days	Hours	Days	Hours
		6	6
		6	13
23	34	6	13

GRAND TOTAL for month

30 days 23 hours

4. Steaming Figures

- a. Distance run during the period 1458
- b. Hours underway during the period 157
- c. Total distance steamed since first commissioning. 793139
- d. Total hours underway since first commissioning. 55905

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
01-06	AS REQUIRED FOR LONG NAVIGATION COURSE		
10	3 1/2 hours	18-28	75% Full Power Trial

6. General

- a. Days deployed outside Australia. NIL
- b. Days conducting other activities during operational deployment. NIL
- c. Time zone at beginning of period K (-10)
- d. Time zone at end of period L (-11)

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ANNEX B TO
HMAS VAMPIRE LETTER 1/16/10(5)
OF 01 JANUARY 1986

EXERCISES CONDUCTED

<u>Exercise N°</u>	<u>Short Title</u>	<u>N° Completed/Duration</u>	<u>Date/Remarks</u>
<u>Seamanship and General Evolutions</u>			
9	COW ENG	As required for Long 'N' Course	
20A	Emergency/Leaving Ship Stations	2 x 15 mins	6,18
21	MOBEX	1 x 10 mins	25
22	Helo Transfer	1 x 20 mins	11
N/N	PHOTEX	1 x 1 hour	11
N/N	Lay Out Jackstay and Tow Gear	2	3, 9
<u>NAVIGATION</u>			
36	Blind Pilotage	As required for Long 'N' Course	
<u>NBCD</u>			
101	Standing Sea Fire Brigade	3 x 30 mins	2,5,10
111	Daily Harbour Fire Exercise (including flood, electric shock, first aid and bomb scare exercises)		Daily
<u>COMMUNICATIONS</u>			
141	NCX 201	3	5,5,12
142	NCX 202	4	3,4,11,12
143	NCX 205	1	3
147	NCX 401	3	3,4,5
155	NCX 604	3	3,3,4

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