

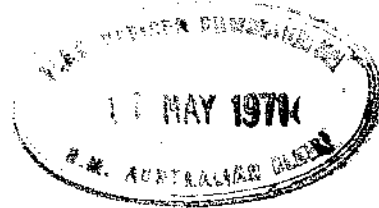
S E C R E T

H.M.A.S. BRISBANE
at Subic Bay.

File : 1/16/2

3rd May, 1971.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.



Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of April, 1971.
2. At 0705H(-8) Thursday, 1st April, BRISBANE cast off from Alava Pier at the U.S. Naval Base, Subic Bay, and proceeded to sea for type training. A practice underway replenishment (UNREP) had been arranged with the U.S.S. MISPELLION, (Captain H.D. Barker, USN), and rendezvous was effected at 0800H(-8). A token fuelling using two probe fitted rigs was carried out. This was the first opportunity for the ship to fuel using the probe method since the last deployment.
3. BRISBANE detached at 0832H(-8) and proceeded to a position 5 miles south of GRANDE Island for an NGFS Beacon check. Due to shortage of time and a minor defect in equipment, this was unsuccessful, so BRISBANE proceeded to the local exercise areas for a Pre Action Calibration exercise (PACEX), Interception exercise and Aircraft Homing exercise. At the same time the opportunity was taken to successfully test the VHF secure voice facilities that had been fitted by the Subic Bay Ship Repair Facility.
4. A further NGFS Beacon check was carried out successfully at 1940H(-8) followed by a partially successful ULQ6A trial. BRISBANE then proceeded to the NGFS range off TABONES Island and conducted internal Navigation and NGFS drills. The ship night steamed on completion.
5. Further Interception and Aircraft Homing exercises took place on Friday, 2nd April, and a further PACEX was fired at 1120H(-8). After several delays due to unserviceable aircraft, an AA tracking and firing exercise was undertaken. Three firing runs were carried out at a sleeve target for an expenditure of 23 rounds 5"/54 AAC. This AA firing was marred by mount casualties which caused premature termination of all three runs. BRISBANE returned to Subic Bay and berthed alongside U.S.S. HANSON (Commander R.J. Fleeson, USN) port side to at Alava pier at 1830H(-8).
6. At 0830H(-8) on Saturday, 3rd April, BRISBANE cast off and proceeded to G4 anchorage off the Naval Magazine Subic Bay to embark and disembark ammunition. After a two hour delay caused by a breakdown of the LCM scheduled to bring the ammunition to the ship, a replacement boat was eventually found and ammunitioning commenced at 1145H(-8). A total of 144 A.A.C. shell and 6 short charges were embarked and 64 VT NF shell were disembarked. BRISBANE weighed and proceeded at 1220H(-8) and, on clearing Subic Bay, course was shaped for the Republic of Vietnam.
7. At 1155H(-8) on Sunday, 4th April, action stations were exercised and on completion the ship assumed defence condition three for the remainder of the transit.
8. Between 1630H(-8) and 1700H(-8) PAC firings were carried out using both mounts.

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9. BRISBANE arrived off Point SUSAN in III Military Region (IIIMR) at 0600H(-8) on Monday, 5th April, to support the First Australian Task Force.
10. A successful balloon track was carried out at 0800H(-8). There is a requirement for ships on the gunline to carry out balloon tracking each day at 0800 and 2000 unless firing missions or UNREPs do not allow it. As there were no missions programmed for the forenoon, BRISBANE set course at 0852H(-8) to rendezvous with the U.S.S. PYRO (Captain D.B. Wilkeen, USN) for practice ammunitioning. This ammunitioning took place between 1000H(-8) and 1045H(-8), during which time 144 AAC shell and 156 NACO powder were embarked.
11. The ship then proceeded to Point SHERRY and anchored at 1248H(-8). Four spotted missions were carried out between 1250H(-8) and 1500H(-8) in support of the First Australian Task Force. The G.D.A. reported was 2 damaged bunkers and 60 metres of trail cratered for an expenditure of 40 rounds.
12. BRISBANE then returned to the vicinity of Point SUSAN and between 2020H(-8) and 2252H(-8) carried out unobserved interdiction firings on 15 separate targets, 10 of which were at extended range. A total of 36 rounds were fired.
13. No further missions were forthcoming and BRISBANE steamed on a racetrack 3 miles south of Point SUSAN for the remainder of the night.
14. At 0600H(-8) Tuesday, 6th April, the ship moved to a position near Point SHERRY and anchored at 0730H(-8) in 5 fathoms.
15. The first target fired at 0835H(-8) was at a range of 25,300 yards, the maximum range of Mount 51, and it was extremely gratifying to obtain a target round with the initial ranging salvo. Two missions were fired and a total of 63 rounds expended. Reported G.D.A. was 1 bamboo structure blown away, 50 metres of trench cratered, 3 bunkers destroyed and 6 bunkers damaged.
16. A further two missions were fired between 1335H(-8) and 1454H(-8) in which 51 rounds were fired for a G.D.A. of 2 bunkers damaged, a few more uncovered and excellent coverage of target area.
17. Between the two missions, mail was received by helicopter from Vung Tau.
18. On completion of the afternoon mission, the ship was released by the Naval Gunfire Liaison Officer (NGLO) from IIIMR and set course for the next assignment near Point VIRNA off the west coast of IVMR.
19. Whilst enroute BRISBANE conducted an UNREP fuel and stores from the U.S.S. CACAPON (Captain H.E. Robisch, USN). A rendezvous was effected at 2130H(-8) and the ship continued passage on completion at 2257H(-8).
20. Whilst continuing the passage, BRISBANE carried out a successful track of the NGFS Beacon on HON DA BAC Island, and arrived off Point VIRNA at about 1800H(-8).
21. After being given a target box to the north of Point VIRNA, the ship came to anchor at 2126H(-8) and commenced a firing missions at 2220H(-8) in support of the 33rd Regiment, 21st ARVN Division. This was a most difficult and confusing shoot, four types of ammunition were used, but the spotters were unable to sight any of the ranging rounds apart from the illuminants. The total of 18 rounds consisted of 2 HICAP, 6 white phosphorus, 5 illuminants and 5 AA common rounds.

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22. On completion of the night mission, the anchor was weighed and the ship moved north to cover a new target box.
23. At 0820H(-8) Thursday, 8th April, a Dan Buoy was laid to assist in rapidly fixing the ship. A further mission was requested by the Spotter at 1134H(-8). After the first ranging salvo had been fired, the Spotter was called off to an emergency mission request by the USCGS MORGENTHAU (Captain L.M. Logan, USCG), operating to the south. The mission was therefore cancelled. The remainder of the day was spent maintaining station in the vicinity of Point VIRNA awaiting any further calls for fire - none were received.
24. At 1915H(-8) the Operations Officer from USCGS MORGENTHAU came aboard by boat to brief my officers on navigation and operational procedures. Much value was gained from this impromptu visit.
25. At 0240H(-8) Friday, 9th April, a call for fire was received in support of the 21st ARVN Division. The target was a moving sampan on an inland waterway at a range of 20,000 yards. The mission was cancelled after 5 ranging salvos when the Spotter was forced to return to base because of a low fuel state.
26. BRISBANE came to anchor at 0810H(-8) in preparation for further firings. Between 0930H(-8) and 1055H(-8) three missions were called and during the last mission the spotter was forced to leave due to a low fuel state. In all, 30 rounds were fired for a G.D.A. of 1 dam damaged, 1 fish trap destroyed, 1 Waterborne Logistic Craft (WBLC) damaged and 200 metres of trail interdicted.
27. A further 4 missions were requested between 1140H(-8) and 1620H(-8) with a total of 81 rounds fired for a G.D.A. of 1 Sampan, 1 Military Structure, 1 Bridge, 1 Structure, 1 WBLC, and 3 bunkers destroyed.
28. The anchor was weighed at 1738H(-8) and the ship remained underway awaiting calls for fire for the remainder of the day. No further missions were requested.
29. During the forenoon of Saturday, 10th April the spotter was airborne for the usual morning mission but an Air Strike in the allocated area took precedence and precluded firing. Two target areas were available for the afternoon mission but a friendly aircraft sustained ground fire in the southern of these two areas and friendly troops were inserted. The ship then proceeded 12 miles north to the second target area but the afternoon mission was finally cancelled when the spotter aircraft communications went unserviceable. There were no night missions ordered..
30. Between 0001H(-8) and 0530H(-8) on Sunday, 11th April BRISBANE netrolled station and at 0530H(-8) departed Point VIRNA to rendezvous with the USS HALEAKALA (Captain J. Ward, USN) to re-arm. The ship met with HALEAKALA at 0826H(-8) and embarked 48 W.P. 96 AAC shell and 429 Powder. On completion at 0950H(-8) BRISBANE returned to the Gunline off Point VIRNA arriving at 1230H(-8).

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31. No aircraft were available for spotting during the afternoon and BRISBANE again departed for UNREP at 1553H(-8). A rendezvous was effected at 1928H(-8) with USS CACAPON and after fuelling BRISBANE returned to the vicinity of Point VIRNA, arriving at 0051H(-8) Monday, 12th April.
32. For several days USCGSMORGENTHAU had been shadowing a suspected infiltrating trawler which joined the shipping routes to Singapore and went as far south as PULAU AUR. The trawler had then commenced to track north and by 0100H(-8) on Monday, 12th April, was closing the coast in the southern part of IV MR. All market time ships had been alerted and BRISBANE was ordered to standby if required. Instructions were received to proceed to give support but these were cancelled after 3 hours when it was reported that the trawler had been engaged and was sinking.
33. At 0500H(-8) BRISBANE was again ordered to proceed to the vicinity of the incident, which was about 150 miles distant, to give Naval Gunfire Support. After a high speed passage the ship arrived near Point VIRGINIA at 1100H(-8) off the QUAN DAM DOI Province, but no calls for fire were immediately forthcoming.
34. At 1508H(-8) a Helo transfer of mail took place.
35. At 1530H(-8) a call for fire was received on a military structure target including Troops, Motor Sampan, fuel storage and stores. After a succession of foul ranges caused by other ships blocking the line of fire the mission was completed with 27 rounds being fired. No G.D.A. was given as the ground spotter was unable to assess.
36. The ship anchored at 1623H(-8) in 6 fathoms and awaited further calls for fire, but none were forthcoming.
37. The ship weighed at 1035H(-8) Tuesday, 13th April, and proceeded back towards Point VIRNA to recover the previously laid Dan Buoy. At 1630H(-8) an air burst trial was conducted and 4 AAC rounds were expended. Enroute, two NGFS radar reflector buoys were fixed and the positions reported to CTU 70-8-9 as previously instructed.
38. The Dan Buoy was recovered at 2105H(-8) and orders were then received to return to the vicinity of Point VIRGINIA, the ship arrived there at 0630H(-8) Wednesday, 14th April.
39. A call for fire was received at 0737H(-8) in preparation for friendly troop movements, 12 AAC rounds were fired and a G.D.A. of good coverage obtained.
40. A Dan Buoy was laid at 0845H(-8) and the ship commenced a racetrack nearby. No further calls for fire were received and at 1415H(-8) the Dan Buoy was recovered and the ship departed for III MR and an UNREP rendezvous.
41. At 2245H(-8) BRISBANE rendezvoused with U.S.S. REGULUS (Captain Nelson, USN), and conducted a stores replenishment until 0004H(-8) Thursday, 15th April. On completion, course was shaped for Point SHARON in III MR.
42. The ship arrived at 0600H(-8) and at 0805H(-8) departed to UNREP with U.S.S. HALEAKALA. The rendezvous was effected at 1000H(-8) and on completion at 1152H(-8) the ship returned to the vicinity of Point SHARON.

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43. At 1346H(-8) BRISBANE came to anchor in 6 fathoms and at 1250H(-8) a call for fire was received. Four separate targets were engaged and 38 rounds fired for a G.D.A. of 3 supply routes interdicted and well covered and 1 assembly area neutralised. The opening ranging salvo on the first target was also a target round and evoked from the Spotter quote "The best opening round I have seen" unquote.
44. On completion of firings the ship weighed and proceeded on a racetrack near the firing position. Night harrassment firings at 3 targets described as base camps were carried out between 2200H(-8) and 0300H(-8) the following morning.
45. At 0935H(-8) Friday, 16th April, BRISBANE came to anchor ready for further spotted missions. Between 1050H(-8) and 1130H(-8), two further missions were requested, 34 rounds being fired for a G.D.A. of a base camp area well covered. Low cloud prevented a more detailed G.D.A. One further spotted mission was carried out during the day at 1415H(-8) against an assembly area, 12 rounds were expended for a G.D.A. of well covered.
46. Between 2200H(-8) and 0300H(-8) Saturday, 17th April, three targets were allocated for harrassment firings. After firing 4 rounds, a check fire was received at 2325H(-8) and lasted until 2359H(-8). This was due to the insertion of a Medical Evacuation (MEDEVAC) helicopter. The harrassment firings continued when the MEDEVAC cleared the area and were finally completed at 0300H(-8) after a further 11 rounds had been fired.
47. At 0855H(-8) Saturday, 17th April, course was shaped to rendezvous with U.S.S. MOUNT KATMAI (Captain F.W. Ulbricht, USN), for rearming and the exercise transfer of one Tartar Missile. The missile dolly received minor damage when attempting to run the missile on to the launcher rail. This was due to the dolly being of a different type to that used in Sydney and the need for an additional adjustment of which the Ship's Officers were not aware. On completion of the UNREP at 1120H(-8), the ship returned to the gunline to the vicinity of Point SHARON.
48. Between 1436H(-8) and 1535H(-8), two further missions were called in support of the 1st Air Cavalry Division in Binh Tuy Province, 25 rounds were fired for a G.D.A. of area well covered.
49. Scheduled night harrassment missions were cancelled because clearance was not given due to friendly ARVN troops in the area.
50. At 0002H(-8) on Sunday, 18th April, BRISBANE proceeded to Point SUSAN and arrived at 0600H(-8). No missions were forthcoming that forenoon and the ship proceeded to Vung Tau, arriving in the vicinity of No.12 anchorage at 1200H(-8).
51. At 1245H(-8) the Kerr Committee consisting of the following members and escorts arrived on board; The Hon. Mr. Justice J.R. Kerr, CMG, General Sir John Wilton, KBE, CB, DSO (Retd), Mr. Samuel Landau, CBE, Commissioner E.G. Deverall, Mr. H.T. Rogers, Mr. P.J. Fogarty, Captain J. Davidson, RAN, Colonel W.F. Burnard, Group Captain J.H. Blackwell, Miss Sheila Firth and A/Commander I.W. Hall, RAN.
52. The Committee unfortunately had been delayed ashore and so the visit was reduced to less than four hours onboard. The members had luncheon with the Ship's Company initially and then attended a short briefing in the Wardroom on the role of BRISBANE on the gunline, and internal requirements of personnel to enable the ship to perform its role.

Selected officers then briefly outlined their career, their qualifications and their responsibilities onboard. The committee next toured the ship and finally spent about one hour discussing the matters which interest them with groups of sailors. Many sailors were aware at this time of the submissions which the Navy had put forward to the Kerr Committee and by the time the committee departed there was a general feeling of satisfaction that the problems of the serviceman were receiving every attention and that most of them will, in time, be resolved. The naval submissions to the Kerr Committee have provided excellent material for Divisional officers to discuss these matters fully with the sailors in their Division. The "Personnel Newsletter" will be used as the subject for the next series of lectures and the "SAILSTRUC 70" should be available for another series after that.

53. The ship proceeded to sea at 1250H(-8) and returned to disembark the committee at 1630H(-8). No NGFS missions were given the ship during this period. After the committee's departure, BRISBANE returned to the vicinity of Point SUSAN but no further missions eventuated.

54. At 0400H(-8) Monday, 19th April, BRISBANE proceeded to a rendezvous with U.S.S. HASSAYAMPA (Captain J.E. Edmundson, USN) (COMSERVRON 9, Commodore J. Nayler, USN, embarked). This occurred at 0600H(-8) and the refuelling completed at 0702H(-8) when the ship returned to Point SUSAN.

55. BRISBANE entered Vung Tau at 1200H(-8), anchored in the vicinity of Point TISH and carried out two missions in support of the First Australian Task Force. The targets being bunker assembly and rest areas. A total of 50 rounds were fired for a G.D.A. of 1 wooden hut and excellent coverage of the area.

56. The ship weighed at 1658H(-8) after having completed a bottom search by divers. On clearing Vung Tau harbour BRISBANE returned to the vicinity of Point SUSAN, but no further missions were requested and the ship steamed on a racetrack overnight and throughout the next day.

57. The only event to brighten Tuesday, 20th April, was a helo transfer of mail at 1521H(-8). The ship was released at 0600H(-8) Wednesday, 21st April, and course was set for Singapore. My main impressions at the end of this first period on the Gunline was that the requirement for NGS has reduced considerably when compared to the activities of PERTH and HOBART during their recent deployments. Indeed the Ship's Company tended to feel that it was an anti-climax to the intense preparations the ship had made. Of the 16 days on the Gunline, there were no missions on 5 days and the total rounds fired were only 552 whereas I believe that ships have fired as many as 2000 over a similar period. The other noticeable change is reflected in the amount of H and I firings which took up only 12% of rounds fired, whereas previously the proportion had been higher than 50%. Our last statistic of interest was that nearly 50% of firings were at extended range. Other ships on the Gunline at the same time seemed to do not much more firing than BRISBANE but it was noticeable that nearly all firings in 1MR near the Demilitarized Zone were unobserved. These remarks may not be entirely relevant to the general situation as they are based on a short period only, and after the next Gunline attachment, when BRISBANE will be the Commander Task Unit 70.8.9 and employed in 1MR, they may be found not pertinent.

58. At 1815H(-8) on Thursday, 22nd April, clocks were retarded 30 minutes to Zone GH(-7½) and at 1800GH(-7½) a Smorgasbord supper was provided for the Ship's Company on the upper deck. The catering and galley staff had expressed the wish to do this and they went to great lengths to provide a most appetising array of food. Lights were rigged, taped music provided a festive background and the occasion was a very happy one and appreciated by all. BRISBANE entered Singapore Straits at 0500GH(-7½) on Friday, 23rd April and secured alongside at No. 5 berth in Naval Stores Basin at 0810GH(-7½).

59. At 0930GH(-7½) I called on the Commander, Far East Fleet, Vice Admiral L.D. Empson C.B. and then on the Chief of Staff, Commodore D.W. Napper, MBE. Neither call was returned as the Fleet Commander was about to be relieved by Rear Admiral J.A.R. Troup, DSC.

60. A security lecture was given to the Ship's Company by Master-at-Arms R. Williams from HMS TERROR at 1300GH(-7½).

61. I attended the Anzac Day Dawn Service at Kranji War Cemetery at 0550GH(-7½) Sunday, 25th April, and a group of Officers and representatives of the Ship's Company of BRISBANE were also present.

62. At 1600GH(-7½) Tuesday, 27th April, I called on the Australian High Commissioner to Singapore, Mr. N.F. Parkinson. He was unable to return my call.

63. The ship was cold moved by a civilian pilot with two commercial tugs to HMS SCYLLA (Captain M.A. Higgs, R.N.) at No.2 berth at 0830GH(-7½) Wednesday 28th April.

64. To enable the paperwork concerning the coming upkeep in Subic Bay to be processed before starting it, Lieutenant Commander I.C. Watson, RAN was flown by service aircraft from Singapore to Saigon on Wednesday, 28th April, and from thence to Subic Bay.

65. BRISBANE cast off from number 2 berth at 0900GH(-7½) Thursday, 29th April, and proceeded to sea, arriving off Johore Shoal Buoy and chopping to COMSEVENTHFLT at 1030GH(-7½). Course was then set for Subic Bay.

66. A PACEX was carried out at 0930GH(-7½) on Friday, 30th April, and ship's clocks were advanced 30 minutes to Zone H(-8) at 2345GH(-7½).

MARINE ENGINEERING

67. Main and Auxiliary Machinery has functioned well. The forward boilers were externally cleaned on the 29/30th April and an external clean of the after boilers has been programmed for the first week in May. Outstanding Planned Maintenance in the Engineering Department is now complete.

WEAPONS ELECTRICAL

68. The month has been a busy one and satisfying period for the department as it included the ship's first period of Gunline duty during the current deployment. The overall performance of the weapons and electrical equipment has been very satisfying. As reflected in Annex F, defects occurred in both gunmounts but were mostly minor in nature. All calls for fire were met. Due to earlier defects, Mount 51 had fired less than Mount 52 causing a disparity in barrel wear.

68 (Cont'd)

Efforts were made on the Gunline to even the wear by firing Mount 51 more often than Mount 52. The gap has been narrowed considerably. All radars and displays performed well with the exception of the D.D.I. for which spares were needed. After an initial period of worry regarding the reliability of the equipment in the tropics, the communications equipment settled down and gave satisfactory service. Sonar AN/SQS 23 continued to prove itself the most reliable type in service in the fleet. Ikara suffered some defects but still gave reasonable service. Tartar gave an almost faultless performance. The ship's domestic electrical equipment continued to give its customary satisfactory service.

69. On Wednesday, 28th April, Captain D.D.N. Long, RN, Chief Staff Officer (Technical) to The Commander, Far East Fleet, walked around the Tartar, Ikara and Gunmount spaces and appeared most impressed by the equipment.

TRAINING

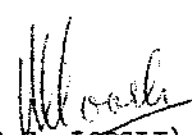
70. There has been little formal BTT instruction carried out because of the Ship's employment so that preparation for the May tests has been largely a matter of individual effort. There is an impressive total of 62 candidates of all ranks and categories preparing for the tests. Formal training for Section 1 Part 1 (Power of Command) was conducted during the ship's visit to Singapore. It was designed to fit the 34 candidates to take charge of classes in squad drill and physical training. A board will be convened early next month to examine them. Once again it has not been possible to give formal training to the Ordinary Seamen but a start will be made in this direction next month.

71. The health of the Ship's Company has been good, their morale is high and their conduct satisfactory.

I have the honour to be,

Sir,

Your obedient Servant


(R.G. LOOSLI)
CAPTAIN, RAN

- Annexes:-
- A. Steaming Figures
 - B. Ship's Movements
 - C. Sport
 - D. Exercises carried out in April
 - E. Gunnery and Replenishments
 - F. Availability of Electrical Systems

For Information:- The Commander, FIRST AUSTRALIAN DESTROYER SQUADRON
The Commanding Officer, HMAS PERTH
The Commanding Officer, HMAS HOBART.
The Australian Naval Attache, WASHINGTON D.C. USA

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ANNEX 'A'

STEAMING FIGURES

Total miles underway - April, 1971.	5247.4
Total miles underway - Since Commissioning	108367.9
Total hours underway - April, 1971.	486 28/60
Total hours underway - Since Commissioning	8654 10/60

Exceeding of Economical Speed April, 1971

DATE	SPEED KNOTS	DISTANCE MILES
1 APR	22	44
	20	30
2 APR	26	45
3 APR	20	226
4 APR	20	477
5 APR	19	92
	20	21
6 APR	20	36
12 APR	20	22.5
	25	85
13 APR	20	95
14 APR	20	105
29 APR	20	200
30 APR	20	180

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ANNEX 'B'

SHIPS MOVEMENTS - APRIL, 1971.

APRIL

1 - 2 Type training Subic Bay Exercise Areas.
2 - 3 Subic Bay.
3 - 5 Enroute III MR RVN.
5 - 6 Assigned to 70.8.9 III MR RVN.
7 - - Enroute IV MR RVN.
8 - 15 Assigned IV MR RVN.
16 - - Enroute III MR RVN.
17 - 21 Assigned III MR RVN.
21 - 23 Assigned TG 70.8 Enroute Singapore.
23 - 29 OPCON ACNB visit Singapore.
29 - 30 OPCON COMSEVENTHFLT assigned TG 70.8 enroute Subic Bay.

FORECAST MOVEMENTS FOR MAY AND JUNE

MAY

1 - 2 Enroute Subic Bay.
2 - 8 UPKEEP Subic Bay.
8 - - SAMEX Firing Subic Exercise Area.
9 - 10 Passage to Cebu.
10 - 13 OPCON ACNB visit Cebu.
13 - 15 OPCON COMSEVENTHFLT Passage to I MR RVN.
15 - 31 Assigned as CTU 70.8.9 I MR RVN.

JUNE

1 - 2 Assigned as CTU 70.8.9 I MR RVN.
2 - 3 Passage to Yankee Station.
3 - 9 Assigned TG 77.5 on Yankee Station.
10 - 12 OPCON ACNB Passage to Hong Kong.
12 - 21 Visit Hong Kong, R & R and UPKEEP.
21 - 23 OPCON COMSEVENTHFLT assigned TU 70.8 passage RVN.
24 - 30 Assigned TU 70.8.9 RVN.

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ANNEX 'C'

SPORT FOR MONTH OF APRIL 1971

<u>DATE</u>	<u>EVENT</u>	<u>REPRESENTATION</u>
24APR	Rugby 1sts V HMS TRIUMPH Won 18-0	20
26APR	Rugby 2nds V HMS TERROR Lost 26-6	20
	Cricket Wardroom D CPO's	26
	Soccer V HMS TRIUMPH Lost 9-2	11
27APR	Rugby 1sts V HMNZS OTAGO Lost 23-6	20
	Waterpolo V HMS TERROR Lost 9-2	7
	Cricket V HMS TRIUMPH Lost	15
28APR	Rugby 2nds V HMNZS OTAGO Lost 16-3	19

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ANNEX 'D'

EXERCISES FOR MONTH OF APRIL

AIO

<u>DATE</u>	<u>EXERCISE</u>	<u>REMARKS</u>
1 APR	AIRCRAFT HOMING AND EMERGENCY PROCEDURES NGS COMMS. EX. INTEX	1 hour 10 minutes. 8 intercepts. 2A4 from VE5 Cubi Point
2 APR	AATX AAMRF	
Total Control Hours for LSRP R.A. WARNER, R64255		
	AIC	2 hours 20 minutes
	ASAC	NIL

GUNNERY

1/2 APR	AATX	No. 2
2 APR	AATF	No. 1
1/2/4 APR	SUPAC	No. 6
Twice daily on Gunline	BALLOON TRACK	No. 26
2/8 APR	NGFS DANBUOY TRACK	No. 2
1/7/13 APR	NGFS BEACON TRACK	No. 3
3/5/11/17 APR	AMMUNITION SHIP	No. 4
17 APR	UNREP EX. MISSILE TRANSFER	No. 1
30 APR	GFTF	No. 1

TAS

Continuous listening watch on Sonar SQS 23 was maintained throughout the period on the Gunline. Training for the month consisted of P.M.E. tapes used when the ship was on passage or in harbour.

DIVING

Ships divers were employed on the following occasions:

9 APR	At sea to inspect moorings of a buoy.
10 APR	At sea to demonstrate to sonar operators the sounds a diver in CABA might make.
13 APR	At sea to inspect Danbuoy for mines/booby traps and recover the buoy.
19 APR	At Vung Tau half necklace hull search after NGS mission at anchor in harbour.
23 APR	At Singapore to clean propellers and gain monthly time.

Only two CABA Divers failed to attain 90 minutes diving time due to their being medically unfit during visit to Singapore which was the only alongside time available.

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GUNNERY FOR MONTH OF APRIL

DATE	AREA	TARGET DESCRIPTION	AIR/GROUND SPOT	MEAN GUN RANGE/TARGET HEIGHT	NO. OF RDS/TYPE	G.D.A.
051320	IIIMR	5 BUNKERS	AIR	24,000/40M	14 HC	2 Bunkers damaged
051356	"					
051357	IIIMR	ENEMY CAMP UNDER CONSTRUCTION	AIR	24,000/80M	16 HC	60 metres trench cratered. Good coverage.
051423						
051428	IIIMR	AGENT REPORT OF AMMO DUMP	AIR	22,000/40M	9 HC	Good coverage. Ammo dump not found.
051448						
051450	IIIMR	30 BUNKERS IN COMPLEX	AIR	23,000/75M	1 HC	Unobserved. Spotter aircraft low on fuel and forced to return to base.
051500						
052021	IIIMR	10 ACCESSIBLE ROUTES AND CAMP SIGHTS	NIL	21,000/5M	25 HC	Unobserved.
052130						
052205	IIIMR	5 ACCESSIBLE ROUTES AND CAMP SIGHTS	NIL	18,000/5M	11 HC	Unobserved.
052252						
060820	IIIMR	BAMBOO STRUCTURE IN GROVE. SUSPECTED ASSEMBLY AREA/MEETING PLACE	AIR	25,300/60M	21 HC	Bamboo structure blown away. Good coverage. Target round initial salvo.
060848						
060900	IIIMR	30 BUNKERS IN COMPLEX	AIR	22,000/50M	42 HC	3 Bunkers destroyed. 6 bunkers damaged. 50 metres trench cratered.
060948						
061331	IIIMR	4 LARGE BUNKERS 3 TRENCHES 15 YARDS CRAWL TRENCH	AIR	21,000/60M	23 HC	2 bunkers damaged.
061403						
061412	IIIMR	2 LARGE TRENCHES 2 SLIT TRENCHES	AIR	21,000/40M	28 HC	Excellent coverage but negative trenches damaged.
061454						

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DATE	AREA	TARGET DESCRIPTION	AIR/GROUND SPOT	MEAN GUN RANGE/TARGET HEIGHT	NO. OF RDS/TYPE	G.D.A.
072210	IVMR	SMALL ARMS FIRE IN TREE LINE	AIR	16,000/3M	2 HC 5 AAC 5 ILL 6 WP	No GDA. Spotter unable to sight ranging rounds due poor visibility.
072337	IVMR	1 MILITARY STRUCTURE	AIR	24,000/3M	1 AAC	Unobserved. Spotter hauled off to call another mission for another unit.
081150	IVMR	1 SAMPAN ON INLAND WATERWAY	AIR	19,000/0M	5 AAC	No GDA. Spotter low on fuel. Ranging salvoes lost. Target abandoned
090240	IVMR	BUNKERS	AIR	15,000/3M	18 AAC	1 Dam destroyed. 1 Fish Trap destroyed. 1 Waterborne Logistic Craft damaged.
090332	IVMR	COVERED TRIAL JUNCTION	AIR	16,000/3M	9 AAC	200 metres trial interdicted.
090930	IVMR	1 MILITARY STRUCTURE AND BUNKER COMPLEX	AIR	20,000/5M	3 AAC	No GDA. Spotter low on fuel and forced to return to base.
091018	IVMR	BUNKER COMPLEX	AIR	16,000/3M	20 AAC 6 WP	1 Sampan destroyed. 3 bunkers destroyed.
091020	IVMR	3X4OFT SAMPANS	AIR	17,000/3M	6 WP 6 AAC	No GDA. Mission terminated before FFE.
091032	IVMR	1 MILITARY STRUCTURE	AIR	19,000/5M	22 AAC	1 Military structure destroyed.
091034	IVMR	1 BRIDGE, BUNKER COMPLEX 2 SAMPANS IN CANAL	AIR	19,000/5M	20 AAC	1 Bridge destroyed. 1 structure destroyed. 1 Sampan destroyed.
091055	IVMR					
091140	IVMR					
091225	IVMR					
091225	IVMR					
091300	IVMR					
091515	IVMR					
091600	IVMR					
091600	IVMR					
091620	IVMR					

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DATE	AREA	TARGET DESCRIPTION	AIR/GROUND SPOT	MEAN GUN RANGE/TARGET HEIGHT	NO. OF RDS/TYPE	G.D.A.
121520	IVMR	ENEMY MILITARY STRUCTURES, TROOPS, MOTOR SAMPANS, POL POINT AND STORES	AIR	18,000/1M	9 WP 5 AAC 13 HC	6 structures destroyed. 1 secondary explosion.
121744						
140737	IVMR	1 CANAL OPENING INTO SEA. PREPARATION FOR TROOP MOVEMENT	GROUND	17,000/1M	12 AAC	Good coverage
140809						
151350	IIIMR	1 SUPPLY ROUTE	AIR	22,000/200M	11 AAC	Supply route interdicted. Area well covered.
151410						
151411	IIIMR	1 SUSPECTED ENEMY ASSEMBLY AREA	AIR	22,000/340M	1 AAC 9 HC	Assembly area neutralised.
151445						
151446	IIIMR	1 SUPPLY ROUTE	AIR	23,000/100M	8 AAC	Supply route well covered.
151505						
151506	IIIMR	1 RE-SUPPLY TRIAL	AIR	22,000/200M	9 AAC	Re-supply trial interdicted.
151529						
152200	IIIMR	3 BASE CAMPS	NIL	17,000/120M	15 AAC	Unobserved.
160300						
161044	IIIMR	1 BASE CAMP	AIR	13,000/20M	1 WP 13 HC	Area well covered.
161125						
161127	IIIMR	1 BASE CAMP	AIR	15,000/40M	1 WP 19 HC	Area well covered.
161148						
161412	IIIMR	1 ASSEMBLY AREA	AIR	18,000/35M	12 HC	Area well covered.
161440						
162200	IIIMR	3 BASE CAMPS	NIL	18,000/300M	15 HC	Unobserved.
170300						
171425	IIIMR	1 SUPPLY ROUTE JUNCTION	AIR	19,000/58M	1 WP 10 HC	Area well covered around junction.

DATE	AREA	TARGET DESCRIPTION	AIR/GROUND SPOT	MEAN GUN RANGE/TARGET HEIGHT	NO OF RDS/TYPE	G.D.A.
171455	IIIMR	1 SUPPLY ROUTE	AIR	20,000/60M	6 WP 8 HC	Rounds fell within 50 metres of target.
171535	IIIMR	BUNKER AND REST AREA	AIR	20,000/350M	19 HC	Excellent coverage.
191352	IIIMR	ASSEMBLY AND REST AREA	AIR	21,000/350M	4 WP 8 HC 19 AAC	1 wooden hut dam. Rest area well covered.

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ANNEX 'E'

DATE	NAME OF SHIP AND NO.	STORES EMBARKED	STORES DISEMBARKED	STATIONS	NAME OF CAPTAIN	REMARKS
1 APR	USS MISPELLION AO 105	TOKEN FFO. 10.5 TONS	NIL	4 PROBE	CAPT. H. D. BARKER	First Gun - 0811
5 APR	USS PYRO AE 24	144 AAC 156 POWDER	APPROX 150 POWDER CASES	8 PROBE 6 M.H.F.	CAPT. D. B. WIKEEN	Disengage - 0831 F-G - 1004
6 APR	USS CACAPON AO 52	FFO 305 TONS STORES V 500lb	NIL	4 PROBE 6 W.H.L. 8 PROBE 6 M.H.F.	CAPT. H. E. ROBISCH	D-E - 1147 F-G - 2138 D-E - 2253
11 APR	USS HALEAKALA AE 25	432 HC 429 POWDER 48 WP 96 AAC FFO	APPROX 200 POWDER CASES		CAPT. J. WARD	F-G - 0834 D-E - 0951
11 APR	USS CACAPON AO 52	276.5 TONS	MAIL 2 BAGS	4 PROBE 6 HLT	CAPT. H. E. ROBISCH	F-G - 1940 D-E - 2052
14/15 APR	USS REGULUS AF 57	STORES V 7000lb MAIL 4 BAGS	NIL	8 PROBE 6 M.H.F.	CAPT. NELSON	F-G - 2259 D-E - 0003
15 APR	USS HALEAKALA AE 25	FFO 255.5 TONS	NIL	8 PROBE	CAPT. J. WARD	F-G - 1006 D-E - 1152
17 APR	USS MT. KATMAI AE 16	96 AAC. 78FWDR	APPROX 200 POWDER CASES	6 WHL 8 MISSILE	CAPT. F. W. ULBRICHT	F-G - 1038 D-E - 1119
19 APR	USS HASSAYAMPA AO 145	FFO 214.5 TONS STORES V 2,500lb STORES N 2 TONS	7 EMPTY HELIUM BOTTLES	4 PROBE 8 PROBE 6 WHL	CAPT. J. E. EDMONSON	F-G - 0610 D-E - 0704

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