

SECRET

HMAS BRISBA
at Sea.

1st July, 1971.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of June, 1971.

2. Tuesday, 1st June, found BRISBANE enroute from Gunline duties in I Military Region to Yankee Station to join USS KITTY HAWK (Captain O.H. Oberg, USN) with COMCARDIV 5 (Rear Admiral D.W. Cooper, USN) embarked. At 0050H (-8) BRISBANE was ordered to take station three thousand yards astern of the carrier and fifteen hundred yards astern of the second escort and screen Commander USS HANSON (Commander R.J. Fleeson, USN). As KITTY HAWK had completed flying for the night, all ships night steamed.
3. BRISBANE assumed duties of planeguard at sunrise whilst HANSON acted independently for internal exercises. Flying operations commenced at 0700H (-8). The assistant Operations Officer from KITTY HAWK came onboard during the forenoon by helicopter to brief the ship on Carrier operations. At about 1330H (-8) BRISBANE assumed the duties of Commander Task Unit 77.5.2 (Screen Commander). Flying operations continued until 1925H (-8) and ships then night steamed. USS HANSON assumed planeguard duties at 0615H (-8) on Wednesday 2nd June and BRISBANE acted independently remaining within visual signalling distance from the Carrier.
4. This established the pattern of operations which were to continue until Saturday, 12th June, whenever BRISBANE was in company with KITTY HAWK. One escort acted as Rescue Destroyer while the other detached at sunrise for independent exercises, until sunset when both escorts steamed astern. The roles of the escorts were reversed each day and flying continued for approximately twelve hours in each twenty four. Replenishments normally took place during the night hours and eight were carried out during BRISBANE's attachment which averages out at about every second day. Replenishments carried out by BRISBANE are listed at Annex E. At the instigation of KITTY HAWK, helicopter transfers of personnel between BRISBANE and the carrier were made practically every day, and in this way a very friendly spirit was established between the two ships. Quite frequently personnel remained onboard overnight, and the guides in KITTY HAWK went out of their way to allow their guests to see all phases of flying operations and to show them any aspect of the ship which held their interest. 14 Officers and 8 sailors from BRISBANE were fortunate enough to liaise. The Commanding Officer of KITTY HAWK came onboard briefly to visit the ship on Thursday, 3rd June, and I had luncheon onboard KITTY HAWK as the guest of Rear Admiral Cooper on Sunday, 6th June. The "Stars and Stripes" newspaper was delivered daily and air mail when it was available.
5. Operating with KITTY HAWK provided no problems and communications were simplified by the use of secure voice from the bridge and Operations Room although light and signal flags were also used frequently. Flight operations were most impressive both from the aspect of Rescue Destroyer and also from onboard for those who were able to visit the carrier.

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On two occasions BRISBANE took station one cable on the starboard beam of KITTY HAWK to allow the Ship's Company to view at close hand a launching and landing. This was particularly appreciated by the numerous "shutter-bugs" who had a good opportunity to try out their new cameras. One unexpected task which fell to BRISBANE when acting as Rescue Destroyer was that of scavenger in collecting items which were inadvertently ditched from the carrier amongst the large amount of garbage which was frequently thrown overboard. Three inflatable liferafts were recovered and a number of publications which were thought to be classified but which proved not to be except for one marked RESTRICTED.

6. At 2200H (-8) Thursday, 3rd June, BRISBANE detached to take part in the operation designed to repatriate 570 North Vietnamese prisoners of war (POW). Elaborate preparations had been made to have these POW's flown to Da Nang, embarked in US Navy ship UPSHUR and transported to Point ALLISON off the De-militarised Zone (DMZ). At this point the POW's along with guards, Red Cross personnel and press were to embark in a barge towed by a civilian tug to proceed to within 1000 yards of the DMZ. It was then hoped that the North Vietnamese would collect them by boat and take them ashore. BRISBANE's part in this operation was to take up a position which was to seaward of the declared cease-fire area 15 miles from UPSHUR's transfer position and to seaward of a line 12 miles from the coast of North Vietnam. BRISBANE and USS HULL (Commander Donovan, USN) formed the surveillance unit under the command of COMDESRON 19 (Captain W.B. Althoff, USN) embarked in HULL. The unit was primarily to provide warning of any possible enemy activity at sea or in the air which might prejudice the operation. Should any activity have developed, the ship's would have been required to take action to prevent interference. Both ship's took up their positions at 0300H (-8), 4th June. In the event, the operation became a virtual failure from the start because only 13 POW's stated that they were prepared to be repatriated. However, the operation proceeded as planned for these 13 and all arrangements proceeded smoothly. During the forenoon, it was learnt that the North Vietnamese had refused to accept the POW's and the operation was finally abandoned. BRISBANE departed to rejoin KITTY HAWK at 1310H (-8). The total operation had been well planned; the instructions to forces taking part were clear and comprehensive. The rules of engagement were established in good time, were straight forward and left no doubt in my mind as to what was required of BRISBANE.

7. BRISBANE rejoined KITTY HAWK at 1655H (-8) and resumed the duties of Screen Commander. The pattern of operations described earlier continued until 0505H (-8) on Thursday, 10th June, when BRISBANE detached to investigate three patches of shoal water and one reported reef. These were charted in the area in which KITTY HAWK was moving to for flight operations when USS MIDWAY departed. It was pointed out that any quick investigation of these shoal waters by BRISBANE would by no means give carte blanche for KITTY HAWK to operate in their vicinity but the request was re-affirmed. BRISBANE systematically commenced investigating two patches of reported discoloured water and one nine fathom patch. About two to three hours was spent in each position and no indication of shoal water was found. While en route to the final task, BRISBANE was ordered to detach and act as "shotgun" to the Positive Identification Radar Advisory Zone (PIRAZ) unit. This requirement came about because USS WILLIAM H. STANDLEY (Captain A.L. Blanke, USN) with COMDESRON ONE (Captain J.J. Herzog, USN) embarked, had a defect in her TACAN and BRISBANE had the only serviceable set amongst the available escorts. The TACAN is essential in the station as it is used to home returning strike aircraft for positive identification before returning to the carrier.

8. At 1800H (-8), BRISBANE relieved USS ROARK (Commander A.J. Moreau, USN) as shotgun and she proceeded to join KITTY HAWK for Rescue Destroyer duties. The next morning at 0800H (-8), I transferred to WILLIAM H STANDLEY with three of my officers for more detailed briefing on the duties of the PIRAZ and shotgun ship than we had previously received by radio. This proved to be informative and interesting. During the day, while BRISBANE maintained station on WILLIAM H STANDLEY, an Air Defence Exercise was carried out. At 1730H (-8), USS COCHRANE (Commander H.J. Hostettler, USN) arrived from Hong Kong as relief for BRISBANE and the ship returned to join KITTY HAWK again. Rendezvous was effected at 2010H (-8) and the ship remained in company until 0700H (-8) Saturday, 12th June, when she detached and steamed to Da Nang to collect the transfer tray for Mount 51.

9. The time on Yankee Station provided a welcome change for the Ship's Company and good experience in station keeping for the Officers of the Watch. The Operations room team gained a lot of value from the air activity and it was the first experience that many had had with Link 14. The Air Controllers were frequently given aircraft to control in air interceptions and they performed well in their task. The Tactical Operators were hard at work most of the time and gained much practice in visual signalling. Engineerroom Department personnel enjoyed steaming at high speed after the interminable slow revolutions used on the Gunline. It was also the end of a long period at sea continuously and with Hong Kong ahead, there was a high spirit of pleasurable anticipation.

10. BRISBANE arrived at Da Nang harbour at 1150H (-8) Saturday, 12th June, and it took some time to locate the transfer tray and arrange transport to the ship. Eventually it was onboard and the ship departed at 1420H (-8) and set course for Hong Kong, chopping to ACNB control at about 1500H (-8). Clock's were advanced to Zone India (-9) at 2330H (-8) on Sunday, 13th June, and BRISBANE passed through LEI YUE MUN passage at 0700I (-9) Monday, 14th June. The ship berthed at North Arm, Victoria Basin, at 0745I (-9).

11. The Commodore, Hong Kong, Commodore R.J.S. Wykes-Sneyd, RN, had asked that my call be deferred until Thursday, 17th June, but as the ship departed on that day to avoid a typhoon, calls were later considered paid and returned. At 1000I (-9), Tuesday 15th June, I called on the Senior Australian Trade Commissioner, Mr. R.J. Barcham and, again, because of the typhoon it was not possible for him to return my call, but he was able to attend a cocktail party held onboard at 1830I (-9) Wednesday, 16th June. Forty guests had been invited on our behalf by the Commodore, Hong Kong and forty by the Australian Trade Commissioner. It was a pleasant occasion enjoyed by both hosts and guests, but marred somewhat for the hosts in the knowledge that unexpectedly the ship would have to proceed to sea the next morning.

12. Typhoon FREDY had been carefully watched from the time it was first reported east of the Philippines on Saturday, 12th June. No one onboard believed that we could be so unlucky as to be forced to sea in the only eight day break in harbour scheduled for the ship in nearly eleven weeks, but it proved to be so. At 0805 (-9) Thursday, 17th June, BRISBANE cast off and proceeded to sea.

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Immediately on clearing Hong Kong harbour a long south easterly swell was encountered and the wind strength gradually increased. The ship proceeded to the east and by 1300I (-9) the wind had started to veer. The wind increased in strength to a maximum of 38 knots but by 0600I (-9) on Friday 18th June, the weather slackened and BRISBANE reversed course and slowly closed Hong Kong. The Commodore, Hong Kong, kept us informed of harbour conditions and BRISBANE passed through Lei-Yue-Mun passage at 1830I (-9) to berth alongside at 1905I (-9). Conditions in Hong Kong harbour were good with the wind from the south west at 5 to 10 knots. A small amount of floating debris was evident but no other noticeable effects. In the event, Typhoon FREDA had passed close to the south and west of Hong Kong. Although it was not an intense typhoon, Typhoon FREDA had produced winds of up to 70 knots in the harbour and some damage was done to buildings, roads and trees. Two US ships, SACRAMENTO (AO) and VESUVIUS (AE) had intended to depart at the same time as did BRISBANE, but in subsequent conversation with the Commanding Officer of the latter, I was informed that they finally chose to remain at anchor. I gathered the impression that the decision was bitterly regretted. Both had dragged their anchors, got under way, anchored again and had been surrounded by vessels bearing down upon them throughout the height of the storm although none actually made contact. During the remainder of the visit, R and R leave was given. Some trouble was experienced at the berth with debris clogging the intake filters and several blackouts were experienced but the filters were quickly cleared by diving teams retained onboard for this purpose.

13. At 0900I (-9) Tuesday, 22nd June, BRISBANE cast off and proceeded to sea. On clearing the harbour, course was shaped for 3 Military Region (IIIMR), Republic of Vietnam. Clocks were retarded to Zone H (-8) at 1830I (-9). During Wednesday, 23rd June, N.G.F.S. drills were conducted and a successful Gun Functioning and Surface Pre-Action Calibration Firing (SUPAC) were carried out with both mounts. BRISBANE arrived in the vicinity of point SUSAN in IIIMR at 0600H (-8) Thursday, 24th June, to commence the third Gunline assignment of the deployment - initially in support of the 1st Australian Task Force. At 0804H (-8) the ship anchored near point SUSAN in preparation for firing.

14. At 0920H (-8) a call for fire was received. Two targets consisting of VC Bunkers and trail complex were fired on. 55 rounds were expended for a Gun Damage Assessment (GDA) of good coverage and trail well interdicted. At 1112H (-8) BRISBANE weighed and proceeded to rendezvous with USS KANSAS CITY (Captain C. Christolph, USN). A fuel UNREP commenced at 1212H (-8) and completed at 1302H (-8) when the ship proceeded to the vicinity of point SHERRY anchoring at 1406H (-8). A call for fire on two targets in the Phuoc Tuy province was received at 1420H (-8). The targets were a base camp area and a bunker system. A GDA of good coverage on base camp area and an arms cache destroyed was given for an expenditure of 68 rounds. A helicopter transfer took place at 1735H (-8). 1 officer and 4 soldiers arrived onboard for overnight familiarisation and one officer and 4 sailors were sent ashore overnight in exchange.

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15. BRISBANE weighed at 1758H(-8) and proceeded to the vicinity of point SHERRY. Harrassment missions were carried out between 2215H (-8) against known enemy bunkers and a total of 15 rounds were expended. At 0845H (-8) Friday, 25th June, a dan buoy was laid as a point OSCAR in response to a request for fire in the Long Hai hills. Firing commenced at 0912H (-8) and continued until 1058H (-8). The targets were caves and an AA site in caves. Numerous direct hits were obtained and the spotter reported excellent coverage. 67 rounds were expended. At 1200H (-8) the dan buoy was recovered and BRISBANE proceeded to Vung Tau harbour anchoring in B14 berth at 1324H (-8). The Australian Army personnel were disembarked and the ship's personnel, landed the previous day, were re-embarked. Mail was received and landed and a USN Communications Security team consisting of three Petty Officers was embarked for the duration at the Gunline period in order to monitor the Naval Gunfire nets. After divers had inspected the cable, the ship weighed and proceeded out of Vung Tau at 1526H (-8). On clearing the harbour, course was shaped for a racetrack off point SUSAN. No further calls for fire were received that night.

16. At 0245H (-8) Saturday, 26th June in response to instructions to investigate a suspicious surface contact to the south, BRISBANE departed the racetrack. The contact was subsequently identified as a friendly Vietnam Naval Patrol Craft, and the ship then set course for a rendezvous with USS NIAGARA FALLS (Captain M. Cocks, USN). At 0600H (-8), BRISBANE met with NIAGARA FALLS and having taken station 200 yards on her port beam commenced a VERTREP. This was completed by 0700H (-8) when the ship detached from IIMR and set course for IVMR. This was the first occasion of a VERTREP being conducted since the ship's deployment. No problems were encountered in receiving the stores but BRISBANE's personnel were hard put to clear the deck for the next load. The flexibility in ship movement and freedom to manoeuvre without detriment to the operation was well illustrated when the ships were confronted with a long fishing net ahead of the formation at short range. BRISBANE avoided to port and NIAGARA FALLS to starboard while the VERTREP continued unchecked.

17. At 0600H (-8) Sunday, 27th June, after an uneventful passage, BRISBANE arrived off point VIRNA on the western coast of South Vietnam. After a successful track on the NGFS beacon on Hon-Da-Bac island the ship commenced a racetrack whilst awaiting a call for fire. Due to poor weather conditions, no calls for fire were received that day or the next. At 1430H (-8) on Monday, 28th June, BRISBANE departed for a rendezvous with USS CHARA (Captain F.K. Feagin, USN). The re-arming UNREP was carried out between 1610H (-8) and 1733H (-8) after which BRISBANE set course to return to point VIRNA. At 1915H (-8) a call for the services of BRISBANE's Medical Officer was received from CHARA and the ship closed for transfer. He was transferred by highline at 2045H (-8) and it was then learnt that the patient was suffering from cardiac arrest. The Doctor, Lieutenant R. F. HASKETT, RAN considered it necessary to remain with the patient, and he subsequently accompanied the patient to Saigon. On disengaging, BRISBANE returned to the Gunline whilst CHARA steamed for AN THOI to land the patient.

18. At 0907H (-8) BRISBANE answered the first call for fire in IVMR in support of the 21st ARVN Division. After two unobserved ranging salvos, inclement weather forced the spotter aircraft to return to base and so terminated the mission. A further call for fire was received at 1403H (-8) but again initial salvos could not be observed and weather forced the spotting aircraft to terminate the mission. No further calls for fire were received and the ship returned to a racetrack in the vicinity of point VIRNA. This had proved to be a most frustrating day.

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19. On Wednesday, 30th June, the weather had improved considerably and BRISBANE answered the first call for fire at 0818H (-8). Six targets were spotted consisting of Bunkers and Military Structures. 64 rounds were fired for a very impressive GDA of 6 bunkers destroyed, 2 bunkers damaged, 2 military structures destroyed, 5 military structures damaged, 2 secondary explosions and one probable KIA. A very heartening shoot after the frustrations of the three previous days. A further call for fire was received at 1408H (-8). Four targets were spotted and a GDA of 6 military structures destroyed, 3 military structures damaged and one bunker damaged was given. At 1655H (-8), the racetrack in the vicinity of point VIRNA was resumed and no further missions were called.

CONDITION OF SHIP

20. The ship has retained a smart external appearance and internally is clean. Jenny's Side Party in Hong Kong painted the ship's side despite being caught unawares by our departure to avoid the typhoon. This coat should last until return to Australia as the paint normally only discolours in limited areas and they can be removed or touched up as necessary.

MARINE ENGINEERING

21. All main and auxiliary machinery has functioned well throughout the month. Boilers, automatic combustion controls, water level controls and main engines have responded well to many periods of high power operation in Yankee Station.

22. Very little Planned Maintenance could be completed in Hong Kong due firstly to the need to give leave after a long and busy period at sea and secondly to the fact that four days were lost to the department because of Typhoon FREDA. It is confidently expected that all outstanding Planned Maintenance will be completed by departure Subic Bay in August.

23. Plastic debris continues to be a problem in Hong Kong harbour and only long hours of work by Engineering, Electrical and Diving personnel kept power available in the ship. It is intended to cover sea suction with different shaped outboard strainers, more like a cone, during the next visit to Hong Kong in an effort to overcome this problem.

WEAPONS ELECTRICAL

24. The ship was employed on the gunline, on Yankee Station as Rescue Destroyer and as Shotgun for the PIRAZ unit. The performances of the Weapons Electrical equipment was equal to these tasks despite some problem areas. In short, the ship was always able to perform any duty required of it. A statement of the availability of the major equipment is at Annex F.

25. The unserviceability of the Mk 68 Director was caused by a faulty training amplidyne generator. Despite many hours of work by ship's staff, the fault could not be found and in desperation, KITTY HAWK re-wound the stator but to no effect. A new amplidyne was flown from Australia to Hong Kong and was fitted in a short time. The fault made the system unavailable for AAW and surface firings but it was used for point OSCAR bombardment firings regularly.

26. Due to a damaged transfer tray Mount 51 was in single sided operation for 28 days while a spare was obtained from Australia. Great difficulty was experienced in having the weighty tray transferred from Saigon to the ship but it was eventually achieved and then there was difficulty in fitting it.

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The difficulties were compounded by the unfortunate serious illness of the senior technical sailor, CSAP Maxwell, in Hong Kong, the ship's exodus to avoid typhoon FREDA and the lack of facilities for such work in Hong Kong for ships attached to the US Seventh Fleet.

27. The Tartar system was manned almost continuously and gave excellent performance. The Ikara/Sonar system also gave excellent performance with the exception of a minor defect in the Attack Console display which was rendered unserviceable for some days due to the lack of a spare part. The defect did not render the system unserviceable as an attack could have been carried out with little degradation in effectiveness. The availability of radar, ECM and communication installations has been very good indeed throughout the month. Fifty percent of radar AN/SPS 40 fitted in US ships has been unserviceable recently and it was pleasing that BRISBANE's set performed so well. TACAN has not had a high percentage of serviceability but it was available at the right time when no other escort on Yankee Station could fill the role of shotgun to the PIRAZ unit.

TRAINING

28 Results of the May Branch Technical Tests have been published by most Testing Authorities during the course of this month. The overall performance by HMAS BRISBANE candidates is summarised as follows:-

- a. Number who sat BTT 66
- b. Number who fully passed 21 (31.8%)
- c. Number who partially passed and require retest 13 (19.7%)
- d. Number who fully failed 20 (30.3%)
- e. Number with results pending 12 (18.2%)

Notice of the forthcoming August BTT's has been given to the Ship's Company and lists of candidates from the various departments are being compiled. When these lists have been completed, training programmes will be formulated.

29. The Ordinary Seamen's training is progressing satisfactorily. All have gained their Helmsmen Certificates.

30. The health of the Ship's Company remains good. Morale has been high and it rose further on departure from Hong Kong as the halfway mark of the deployment drew near. There is a general feeling that the worst of the separation from families is passed and it is all "downhill" from here on. Despatch and receipt of mail has been generally satisfactory. During May, mail was received regularly at intervals of 5 days or less except on two occasions when there were gaps of 10 and 6 days. The time between despatch of bags from Sydney and receipt onboard can be summarised as 11 bags more than 6 days and 10 bags, 6 days or less. In June, there was an improvement. There were only two occasions of gaps in delivery exceeding 6 days and time between bags leaving Sydney to delivery onboard was 14 bags, 6 days or less, and 6 bags more than 6 days with a maximum of 9 days transit. Delivery of mail to Australia has been more of a problem and was highlighted during the ship's time in IMR when mail bags took an excessive time from delivery in Da Nang to despatch from Manila.

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The answer lies in regular signals to authorities en route to hasten the movement. In this respect, it is to be noted that the Australian Services Attache at Manila has been extremely co-operative and has reduced the inherent delays in the Philippines to a minimum.

31. The production of the ship's weekly newspaper on the Gunline has been a welcome diversion for the Ship's Company. The original group which started the production have now become an advisory body to each division onboard as they take their turn to collate material gathered from members of the Division. The Cruise Book is nearing completion and advance sales indicate that more than 500 copies will be sold at a cost of \$US6.50. The personnel concerned with taking the photographs, deciding captions, gathering written material and arranging the layout of each page have devoted alot of energy to the task. The final product will be a memento of the deployment which will take a prominent position in the homes of those who purchase it. It has been activities such as these which help alleviate long hours on watch and periods of dullness which have been interspersed with varied employment and days of regular shooting at targets ashore.

32. The conduct of the Ship's Company has been 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 June
 - 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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STEAMING FIGURES

Total Miles underway	-	June, 1971	6732.9
Total Miles underway	-	Since Commissioning	120102.9
Total Hours underway	-	June, 1971	611 48/60
Total Hours underway	-	Since Commissioning	9782 00/60

OCCASIONS OF EXCEEDING FAST ROUTEING SPEED

DATE	SPEED KNOTS	DISTANCE MILES
01 JUN	23	23
01 JUN	21	62
01 JUN	20	60
02 JUN	21	21
03 JUN	20	21
04 JUN	21	62
05 JUN	20	80
06 JUN	20	62
07 JUN	23	23
09 JUN	20	40
10 JUN	20	40
10 JUN	25	75
11 JUN	20	61
22 JUN	21	315
23 JUN	21	168
23 JUN	20	20
24 JUN	20	80
25 JUN	21	21
28 JUN	20	40

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ANNEX "B"

SHIP'S MOVEMENTS - JUNE, 1971

JUNE

01 - 12 Escorting USS KITTY HAWK on Yankee Station.
12 - 14 Enroute to Hong Kong
14 - 17 Visit Hong Kong OPCON ACNB.
17 - 18 Evading Typhoon FREDA.
18 - 22 Visit Hong Kong
22 - 24 Enroute RVN OPCON COMSEVENTHFLT.
24 - 30 Assigned TU 70.8.9 (Gunline)

FORECAST MOVEMENTS - JULY, AUGUST

JULY

01 - 23 Assigned TU 70.8.9 III and IV MR.
23 - 25 Enroute Subic
25 - 31 Upkeep Subic

AUGUST

01 - 04 Upkeep Subic
04 SAMEX ITR Missile
04 - 05 Subic
05 - 07 Enroute Hong Kong
07 - 13 Visit Hong Kong OPCON ACNB.
13 - 16 Enroute RVN. OPCON COMSEVENTHFLT.
16 - 31 Assigned TU 70.8.9 (Gunline)

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ANNEX "C"

SPORT FOR MONTH OF JUNE, 1971

<u>DATE</u>	<u>EVENT</u>	<u>REPRESENTATION</u>
21 JUN	Ten Pin Bowling for China Fleet Club Shield	8

1. Two ship's boxers trained for the HKABA championships which unfortunately were cancelled on the day programmed.

2. Due to the ship's programme commitments, little sport was able to be undertaken this month. However, at every available opportunity, voluntary circuit training was conducted twice daily.

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EXERCISES FOR MONTH OF JUNE, 1971AIO

DATE	EXERCISE	REMARKS
01 JUN	2 INTEX	2 F4's USS KITTY HAWK. Each sortie total 13 intercepts.
05 JUN	1 INTEX	2 F4's from USS KITTY HAWK. 3 intercepts.
06 JUN	1 AAWEX	4 F4's from USS KITTY HAWK
08 JUN	1 INTEX	3 F4's from USS KITTY HAWK. 8 intercepts.
10 JUN	1 INTEX	2 F4's from USS KITTY HAWK. 10 intercepts.
11 JUN	1 AAWEX	4 F4's from USS KITTY HAWK.
12 JUN	Tactical Plotting Exercise	3 ships competing. USS KITTY HAWK, HANSON and HMAS BRISBANE.
13 JUN	HPX Surface and ASW	Practical BTT lists for ABRP and PORP.

TAS

Defence Watch crews were employed on Active Sonar Sweeping between June 1st and June 12th. From June 23rd to 30th, Passive sweeping was employed, with daily training by P.M.E. tapes for each watch.

DIVING

The ship's diving team was employed every day while the ship was alongside in Hong Kong. No other opportunities to dive occurred as the ship was underway for the remainder of the month. Three divers were unable to attain ninety minutes underwater, two for "service reasons" beyond their own control. The third diver was unwilling to dive when detailed to do so, and voluntarily relinquished his qualification. The numbers of divers borne now stands at one SDO, one POCD, one ABCD, six CABA divers and nine unqualified attendants.

The primary employment of divers during the week alongside was clearing auxillary machinery inlets of plastic bags and jellyfish. This was done basically twice daily, but it proved necessary to dive more frequently in the period after Typhoon FREDA had passed, as large amounts of rubbish and jellyfish were carried back and forwards by the tide.

NBCD

Daily Communication exercise.

GUNNERY EXERCISES FOR JUNE, 1971

DATE	EXERCISE	NO.
JUN 1,3,5,7,8,9 24,25,26,27, 28,29 and 30	BALLOON TRACK	19
JUN 23 and 24	SUPAC	2
JUN 23 and 24	GFPP	2
JUN 11	GDX/MDX	1
JUN 23	NGSCX	2
JUN 25 and 29	NGFS DANBUOY TRACK	2
JUN 27	NGFS BEACON TRACK	1
JUN 6 and 28	AMMUNITION SHIP	2

GUNNERY FOR MONTH OF JUNE, 1971

DATE	AREA	TARGET DESCRIPTION	AIR/GROUND SPOT	MEAN GUN RANGE	NO. OF RJS/TYPE	GDA
240920	IIIMR	VC BUNKERS	AIR	20,200	3 WP	60 percent of rounds on target. Good coverage of VC Bunker area.
241003	IIIMR	VC TRIAL COMPLEX	AIR	23,600	17 HC 35 HC	VC Trial complex well interdicted.
241010	IIIMR	BASE CAMP AREA	AIR	13,600	3 WP	Good coverage on base camp area.
241055	IIIMR	BUNKER SYSTEM	AIR	16,100	24 AAC	1 Arms Cache destroyed.
241120	IIIMR	1 KNOWN ENEMY BUNKER	NONE	22,800	1 WP 40 AAC	Unobserved harrassment.
241510	IIIMR	3 KNOWN ENEMY BUNKERS	NONE	17,600	5 HC	Unobserved harrassment.
241515	IIIMR	AA SITE IN CAVES	AIR	13,700	15 HC	Excellent coverage target area. Well interdicted.
241603	IIIMR	CAVES	AIR	13,400	22 HC	Numerous hits on target.
242215	IIIMR	CAVES	AIR	14,300	19 HC	Excellent coverage on target.
242225	IIIMR	CAVES	AIR	18,000	12 HC	Excellent coverage. Direct hits around cave.
250038	IVMR	1 CAMOUFLAGED MILITARY STRUCTURE	AIR	17,700	14 HC	No GDA. Aircraft forced to return to base due poor weather.
250102	IVMR	1 CAMOUFLAGED MILITARY STRUCTURE	AIR	17,400	1 WP 1 HC 1 HC	No GDA. Spotter unable to sight ranging salvos due weather.
250102	IVMR	1 MILITARY STRUCTURE	AIR	20,400	5 WP	1 military structure damaged.
250912	IVMR	MILITARY STRUCTURES AND BUNKERS COMPLEX	AIR	20,275	3 WP 15 HC 15 HC	3 bunkers destroyed, 1 bunker damaged, 1 military structure destroyed, 1 military structure damaged.
250949	IVMR	MILITARY STRUCTURES AND BUNKERS COMPLEX	AIR	20,250	7 HC	1 Military structure damaged, 1 bunker destroyed.

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DATE	AREA	TARGET DESCRIPTION	AIR/GROUND SPOT	MEAN GUN RANGE	NO. OF RDS/TYPE	GDA
300935	IVMR	1 MILITARY STRUCTURE	AIR	20,050	4 HC	1 military structure damaged.
300944	IVMR	1 BUNKER	AIR	19,945	3 HC	1 bunker destroyed, 1 secondary explosion.
300945	IVMR	MILITARY STRUCTURES AND BUNKERS COMPLEX	AIR	19730	17 HC	1 bunker destroyed, 1 secondary explosion, 1 military structure destroyed, 1 military structure damaged, 1 probable K.I.A.
300951	IVMR	MILITARY STRUCTURES	AIR	20,050	13 HC	2 military structures destroyed.
301015	IVMR	MILITARY STRUCTURES AND BUNKER COMPLEX	AIR	19,200	32 HC	1 military structure destroyed, 2 military structures damaged, 1 bunker destroyed.
301408	IVMR	MILITARY STRUCTURES	AIR	19,120	10 HC	2 camouflaged military structures destroyed. 1 camouflaged military structure damaged.
301434	IVMR	MILITARY STRUCTURES AND BUNKER COMPLEX	AIR	19,050	3 HC	1 camouflaged military structure destroyed.
301435	IVMR	MILITARY STRUCTURES AND BUNKER COMPLEX	AIR	19,050	3 HC	1 camouflaged military structure destroyed.
301520	IVMR	MILITARY STRUCTURES AND BUNKER COMPLEX	AIR	19,050	3 HC	1 camouflaged military structure destroyed.
301521	IVMR	CAMOUFLAGED MILITARY STRUCTURES	AIR	19,120	10 HC	2 camouflaged military structures destroyed. 1 camouflaged military structure damaged.
301535	IVMR	CAMOUFLAGED MILITARY STRUCTURES	AIR	19,120	10 HC	2 camouflaged military structures destroyed. 1 camouflaged military structure damaged.
301536	IVMR	1 CAMOUFLAGED MILITARY STRUCTURE	AIR	19,050	3 HC	1 camouflaged military structure destroyed.
301540	IVMR	1 CAMOUFLAGED MILITARY STRUCTURE	AIR	19,050	3 HC	1 camouflaged military structure destroyed.

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DATE	NAME OF SHIP AND NO.	STORES EMBARKED	STORES DISEMBARKED	STATIONS	NAME OF CAPTAIN	REMARKS
02 JUN	PASSUMPSIC AO 107	FFO 261 ton STORES 1 ton		4 PROBE 6 MHF	CAPT. F. B. BRUMLEY	First Gun ALL Gone 2230 2334
05 JUN	HASSAYAMPA AO 145	FFO 170 ton		4 PROBE 8 PROBE 6 MHF	CAPT. J. E. EDMONSON	FG AG 0138 0208
06 JUN	VESUVIUS A 15	HC 192 AAC 48		6 MHF	CAPT. J. H. CHAPMAN	FG AG 1756- 1840
07 JUN	REGULUS AF 57	STORES 5 ton	200 RETRO	6 MHF	CAPT. F. NELSON	FG AG 1531 1640
08 JUN	PASSUMPSIC AO 107	FFO 226 ton STORES 2 ton		4 PROBE 6 MHF	CAPT. F. B. BRUMLEY	FG AG 1812 1849
12 JUN	HASSAYAMPA AO 145	FFO 245 ton STORES 4 ton		8 PROBE 4 PROBE 6 MHF	CAPT. J. E. EDMONSON	FG AG 0016 0100
24 JUN	KANSAS CITY AOR 3	FFO 206.5 ton WATER 5 ton		8 PROBE 4 PROBE 6 WATER 8 PROBE VERTREP	CAPT. C. CHRISTOLPH	FG AG 1211 1300
26 JUN	NIAGARA FALLS AFS 3	STORES 2 bearings STORES 8 ton			CAPT. M. COCKE	Time inst, Finished 0601 0702
28 JUN	CHARA AE 31	AAC 104 HC 192 NALO 351	300 RETRO	8 MHF	CAPT. F. K. FEAGIN	FG AG 1613 1731
28 JUN	CHARA AE 31		TRANSFER MEDICAL OFFICER	8 HLT	CAPT. F. K. FEAGIN	FG AG 2031 2116
28 JUN	PASSUMPSIC AO 107	FFO 246.8 ton STORES 70lb		4 PROBE 6 MHF 8 PROBE	CAPT. F. B. BRUMLEY	FG AG 2219 2307

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ANNEX "F"

WEAPONS ELECTRICAL EQUIPMENT AVAILABILITY

EQUIPMENT/SYSTEM	DOWNTIME (HOURS)	AVAILABILITY (PERCENT)
<u>GUN SYSTEM</u>		
FCS1 (overall)	312	
Mount 51	104	41
Mount 52	8	80
		98
<u>TARTAR</u>		
FCS2	0	
FCS3	0	100
WDE	0	100
Launcher	0	100
		100
<u>IKARA/SONAR</u>		
System (overall)	316	
AN/SQS 23	4	41
		99
<u>RADAR</u>		
AN/SPS 52	24	
AN/SPS 40	15	95
AN/SPS 10	0	97
975	2	100
Displays (average)	18	99
		97
<u>ECM</u>		
Passive	99	
Active	0	81
		100
<u>COMMUNICATIONS</u>		
Average for 40 items	24	95
<u>TACAN</u>		
	168	68

- NOTES
1. Availability = $\frac{\text{UPTIME}}{\text{UPTIME} + \text{DOWNTIME}} \times 100$ percent
 2. Based on 528 hours at sea. (Equals Uptime + Downtime)
 3. Time spent on planned maintenance not considered downtime.