

SECRET

HMAS BRISBANE,
at Sea.

File: 1/16/2

1st October, 1971.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

Sir,

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

2. The first half of the month was spent on the gunline off the Demilitarised Zone (DMZ) in the Republic of Vietnam (RVN) followed by a rest and recreation period in Singapore. The second half saw BRISBANE at Subic Bay under maintenance and finally outchopping from the Seventh Fleet on 30th September.
3. On Wednesday, 1st September, the ship was off the DMZ in company with USS EDSON (Commander T. Wallace, USN) with COMDESRON 35, (Captain C.D. Lilly, USN) embarked. EDSON was the duty firing ship and BRISBANE the standby ship. With only a little over five hundred rounds left to fire before the barrels reached the limit of wear, BRISBANE's role was reduced to that of only firing whilst EDSON was away from the gunline for Underway Replenishment (UNREP) or in the event of a casualty in her firing ability.
4. Shortly before 0700H (-8) EDSON developed a defect in the stable element of her Fire Control System and turned over the duty of firing ship to BRISBANE. At 0702 H (-8) eleven harassment targets, all suspected enemy positions were fired on and 76 rounds were expended. A further call for fire was received at 0820H (-8) against a suspected rocket site. This mission was observed by a ground spotter and for an expenditure of 20 rounds a Gun Damage Assessment (GDA) of area well covered and very fine shooting was given. By 0900H (-8), EDSON had rectified the stable element defect and resumed the duty of firing ship. BRISBANE patrolled a racetrack to the east while remaining at standby. At 1330H (-8) course was set to rendezvous with USS TALUGA (Commander H.E. Ruhle, USN) and a fuel Unrep was carried out between 1415H (-8) and 1452H (-8). On completion, BRISBANE returned to the gunline to relieve EDSON who departed for Unrep. Between 1800H (-8) and 2000H (-8), four calls for fire were received against suspected enemy caches, active rocket and mortar sites. While firing on the suspected enemy caches, 7 secondary explosions were obtained. During these firings, 131 rounds were expended and the ship drew very high praise from the ground spotters on the accuracy of fire. EDSON returned to the gunline at 2000H (-8) and resumed duty firing ship whilst BRISBANE patrolled a racetrack throughout the night.
5. The ship departed the gunline to rendezvous with USS MAUNA KEA (Commander G. Graffius, USN) at 1400H (-8) on Thursday, 2nd September. On completion of rearming at 1550H (-8) BRISBANE returned to the gunline and relieved EDSON as duty firing ship; EDSON then departed for Unrep. During BRISBANE's duty period, 3 calls for fire were received.

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SECRET

5 (Cont'd)

All missions were spotted against active rocket sites, suspected enemy locations and lights in the open; 89 rounds were fired. EDSON returned to the gunline at 2145H (-8) and BRISBANE reverted to the standby role and patrolled the usual racetrack for the remainder of the night. At 1156H (-8) 3rd September, the ship set course to rendezvous with USS NIAGARA FALLS (Captain M. Cocke, USN) for a stores VERTREP. On completion at 1310H (-8) one sailor was transferred to NIAGARA FALLS for onward passage to USS ENTERPRISE (Captain F.C. Petersen, USN) for emergency dental treatment. The ship returned to the gunline at 1345H (-8) and relieved EDSON as duty firing ship. A call for fire was received against personnel in the open from an air spotter at 1403H (-8). The mission progressed and fire for effect was met but it was apparent that the spotter was having difficulty in getting rounds on the target and he reported excessive spread for range in the fire for effect compared to previous missions. No GDA was given. For some days, it had been apparent that the guns were firing in excess of the range which should have been achieved after corrections were applied for the current Bore erosion Gauge Readings (BEGR). Initial corrections after the first salvo were invariably between 200 and 400 yards down. As the barrel wear was nearing its limit, it was considered prudent to carry out a surface pre-action calibration exercise (SUPAC). At 1515H (-8) when EDSON returned, the ship retired to the east to do so. The SUPAC was carried out at 18000 yards and it was found that:

- a. range dispersions were in the order of 150 yards,
- b. the guns were producing a consistently tight MPI which was not indicative of excessive barrel wear; and
- c. BEGR were no longer in sympathy with overall barrel wear. The BEGR is taken at the chamber and the Initial Velocity (IV) ballistic calculations are deduced from this measurement. The SUPAC revealed that gun chamber BEGR's were in excess of actual overall barrel wear and initial salvo errors of 400 yards 'over' were possible. IV settings on the Mk47 computer were adjusted to compensate for this range factor in the remaining missions fired.

On completion of the SUPAC, BRISBANE returned to the standby station and patrolled a racetrack throughout the night. At 0515H (-8) on Saturday, 4th September, course was set to rendezvous with USS WICHTIA (Captain J. Stevens, USN). A fuel and stores Unrop was carried out between 0622H (-8) and 0701H (-8) in company with USS BRINKLEY BASS (Commander J.W. Tucker, USN) who had arrived for gunline duty off the DMZ. BRISBANE relieved EDSON at 0830H (-8) as duty firing ship and BRINKLEY BASS arrived at 0900H (-8). BRINKLEY BASS had a defect in her gyro so BRISBANE retained firing ship, and between 0955H (-8) and 1752H (-8) answered 4 spotted calls for fire and expended 77 rounds.

6. EDSON resumed the duty at 1800H (-8) and BRISBANE patrolled a racetrack clear of EDSON and BRINKLEY BASS for the remainder of the night. At 0110H (-8) on Sunday, 5th September, BRINKLEY BASS was detached to Subic Bay to effect repairs and at 0530H (-8), USS LANG (Commander F.H.N. Kinley, USN) arrived from Yankee Station to relieve BRINKLEY BASS. EDSON departed the gunline for Submarine exercises at 0900H (-8) and the LANG assumed primary firing ship. BRISBANE remained standby firing ship until 1700H (-8) when LANG departed for ASW exercises and at this time, BRISBANE assumed the duty.

6 (Cont'd)

Between 1740H (-8) and 2200H (-8), 2 spotted missions and 3 unobserved missions were carried out, the unobserved mission consisting of a total of eleven targets. These were the last targets engaged by the ship in the present deployment and the 123 rounds fired brought the gun barrel totals to 4502 for Mount 51 and 4501 for Mount 52. On completion of the harassment target firings EDSON, having returned from ASW exercises, assumed primary firing ship and BRISBANE was given permission to leave the gunline, having reached the limit of allowed barrel wear.

7. A rendezvous had been arranged with USS ORISKANY (Captain F.S. Haak, USN) with COMCARDIVSEVEN, (Rear Admiral James) embarked, for the following day to retrieve the dental patient, who had been transferred from USS ENTERPRISE and also to collect mail which was being flown in from Subic that day. Because of this rendezvous the ship remained in the vicinity of point ALLISON until 0715H (-8) on Monday, 6th September, and then shaped course to meet ORISKANY. A helicopter transfer of the sailor and mail took place at 1455H (-8) Monday, 6th September and on completion, BRISBANE took departure and set course for Singapore.

8. After an uneventful passage, BRISBANE arrived at Singapore Naval Base (SNB) at 1030GH (-7½) on Friday, 10th September securing starboard side to at number 6 berth in the Naval Stores Basin. At 1430GH (7½), I called on the Commander, Far East Fleet, Rear Admiral J.A.R. Troup DSC. A cocktail party was held onboard that evening and was well attended by officers and their wives of the Royal Navy and of the advance group of the ANZUK force. The Commander, Far East Fleet, returned my call at 1130GH (-7½) on Monday, 13th September, and he took this opportunity to informally walk around the ship.

9. The visit was for rest and recreation and leave was granted accordingly. Quite a few games of sport were played during the visit with DERWENT as the most common adversary. On Wednesday, 15th September, the Interim Pay Scheme Educational team, consisting of Captain J. Davidson, RAN and Mr. R.D. Martin, lectured to the Ship's Company and later took individual or group enquiries. The lecture was well received and one of the most common comments heard was that the team knew what they were talking about in contrast to the teams who explained the Group Pay Scheme when it was introduced. Practically all the questions which sailors wished to ask were answered to their satisfaction except for those relating to sailors who believed they were in a pay level lower than they are worth - a carry over from the Group Pay. However, these sailors are now putting their faith on the work value study which is looking into their situations now. They all fervently believe that any adjustment made under this study should be backdated to 27th August, 1971 but the Team was unable to re-assure them on this. Captain Davidson was able to spend a short time with the officers discussing the possible outcome of the enquiry into their pay. He was not, of course, able to be specific but the re-action of officers on conclusion of his talk was that they should not become over optimistic of the result. The Special Duties Officer's are concerned that their pay as an officer may not even be equivalent to a Chief Petty Officer or a Warrant Officer let alone above. The Junior Officer's are concerned at the degree of preparation of sailor's pay into officer's pay. It is of interest that a Master Chief Petty Officer in the US Navy receives slightly less pay than a Lieutenant on promotion, and a Chief Warrant Officer (of which there are 3 grades) receives, at the highest grade, slightly less than a Lieutenant Commander.

9 (Cont'd)

My officers are not unduly concerned at this stage as they find it difficult to believe that the Committee can come out strongly in favour of recognising rank amongst sailors and then fail to do so in the officer structure or even reverse their philosophy.

10. BRISBANE cast off at 0900GH (-7½), Thursday, 16th September, and, when clear of the Johore River, set course for Subic Bay. Attempts had been made to arrange ASW exercises with the Nuclear Attack Submarine USS SCAMP (Commander D.M. Smith, USN) either on departure from Singapore or on passage to Subic, but it became impracticable. As an alternative a request was forwarded to USN authorities asking for an exercise to be programmed in the Subic Exercise Areas. Although a reply had not been received on departure, speed was adjusted on the assumption that it would be approved. Clocks were advanced 30 minutes to Zone H(-8) at 2345GH (-7½) Saturday, 18th September.

11. Approval was received for the ASW exercise and BRISBANE rendezvoused with SCAMP at 1410H (-8) Sunday, 19th September, in the Subic Exercise areas. The exercise was eagerly anticipated as the ship had not been with a submarine since February and as SCAMP was nuclear powered, the ASW team looked forward to the planned unrestricted two hours with the submarine at high speeds. When at periscope depth, the submarine could be held out to 9000 yards but there was a layer at 60 feet and as soon as she dived, it was difficult to maintain contact at more than 1000 yards. So it proved to be a frustrating exercise and it was impractical to allow the submarine unrestricted movement. On the other hand, it was a boost to the morale of the UC sailors who had spent many long and dull hours during the deployment carrying out passive procedures. When the exercise completed at 2000H (-8) the ship set course for Grande Island and arrived nearby at 0600 Monday, 20th September. Technicians from the Subic Repair Facility (SRF) embarked by boat and a ULQ-6A calibration was subsequently carried out successfully. BRISBANE then entered Subic Bay and secured at Rivera Pier at 0834H (-8) after making a sternboard.

12. During the 10 day upkeep period a lot of minor defects were made good and planned maintenance made great strides. The barrels of both mounts were changed within 2 days commendably. The Ship's appearance continued to improve and it is anticipated that it will be not far short of annual inspection standard on return to Sydney. Inter part sport was played throughout the period and the combined team of Wardroom and Chief Petty Officers emerged the winner of the J.D. STEVENS Shield. Most of the sailors had Barbecues by messes or by divisions at the beach and they all seemed to enjoy them thoroughly. Two US Ships, a DDG20, GOLDSBOROUGH (Lieutenant Commander J. Major, USN) and MORTON (Commander J.D. Fairchild, USN) were berthed outboard for 7 days and as they were scheduled for the gunline they requested a briefing by my officers. This was conducted by Lieutenant Commander R.T. Derbidge and Lieutenant I.R. McDougall for two hours and was greatly appreciated by the Americans. An official farewell cocktail party was held onboard on Thursday, 23rd September. The Commander, US Naval Forces, Philippines (COMUSNAVPHIL), Rear Admiral G.R. Muse, and his wife attended. The Australian Ambassador for the Philippines, Mr. J.C. Ingram had accepted the invitation to attend but was unfortunately prevented from doing so at the last moment. It was a very cheerful occasion and the Commanding Officer USS KANSAS CITY (Captain C. Christolph, USN) astounded me by presenting the ship with a huge silver plated tray on which was enscripted:

"Presented to HMAS BRISBANE 'The Professionals' by USS KANSAS CITY 23rd September, 1971".

After thanking the KANSAS CITY for this presentation, I took the opportunity of thanking the assembled Americans for the assistance and generous hospitality they had offered Australian Ships during the past four years, and expressed the hope that USN-RAN co-operation would continue to build upon the mutual respect which had been established. Admiral Muse replied briefly and expressed his regret that an Australian ship could no longer be serving in the US Seventh Fleet. I later dined with Admiral and Mrs Muse along with the Australian Services Attache, Lieutenant Colonel J. Moyle.

13. BRISBANE cast off at 0950H (-8) Thursday, 30th September to the strains of the Fire Brigade Band playing 'Waltzing Matilda', and proceeded alongside the Naval Magazine jetty. Some ammunition was landed and some embarked so that the ship would return with substantially the same outfit as was carried on departure from Australia. At 1300H (-8) the ship cast off and sailed from Subic Bay to be in the Exercise Areas by 1445H (-8). This was to enable the pilots of VC-5 detachment at Cubi Point to farewell the ship with a Gun Direction Exercise combined with a short flying demonstration. BRISBANE then set course to take the ship south to Verde Island Passage thence San Bernadino Straits, Manus and Australia.

14. And so BRISBANE's second deployment to the US Seventh Fleet came to an end and, concurrently, the RAN's participation in the Vietnam conflict. The last assignment to the gunline had been a very active period off the DMZ and all onboard felt that we had left on a high note, despite the niggling restrictions being forced on the ship by barrel wear during the last few days. As BRISBANE left the gunline she received some pleasing signals praising the ship's gunnery capability and on leaving Subic Bay, further signals were received which were most gratifying in their praise of the ship's performance throughout the deployment.

MARINE ENGINEERING

15. Main propulsion and associated systems and auxiliaries have functioned well. All Boilers were externally cleaned during the month and planned maintenance is well advanced. Inspection of the forward boiler uptakes has revealed accelerated corrosion in 1B Boiler and this will be reported separately to initiate more thorough causal analysis and rectification. Training has progressed well in the Engineering Department despite a heavy maintenance load; 2 EFWC and 2 AWC have been awarded and 24 AWC subjects passed.

WEAPONS ELECTRICAL

16. The performance of the Weapons Electrical equipment during September was generally satisfactory; a statement of availability is at Annex "D". The period 20-30th September in Subic Bay was used to good effect and the ship has few defects and is substantially up-to-date with planned maintenance.

All calls for fire were met effectively, despite a serious defect in the carrier for Mount 51. The expenditure of ammunition was conserved when both mounts neared the maximum number of rounds normally permitted from the Mod 1 barrels. The carrier defect, which was mentioned in my last report was basically caused by a broken screw which allowed the lower locking ring to work loose and become damaged.

16 (Cont'd)

It is very difficult to see the lower locking ring but fortunately the defect was noted before damage occurred to the carrier itself. After temporary repairs were made by Ship's Staff, Mount 51 continued firing until the gunline period was over. Both the locking ring and the gun barrels were replaced by SRF, Subic Bay.

17. The Sonar and Ikara performed well, the longest downtime being due to the need to obtain parts from Sydney. The opportunity was taken on passage to Singapore to carry out a sonar assessment and self-noise trial. The results were satisfactory but show some changes since the last tests. The radar gave good service with the exception of 975 which, after months of almost trouble-free service, broke down and was not available for a night approach to Singapore. Water had penetrated the antenna causing the bearings to fail. Replacements were obtained from Sydney and fitted in Singapore. On entering Subic Bay on 20th September, the AN/ULQ - 6A was tested with complete success. The Tartar, Communications, Navigational aids and electrical service equipments have all given satisfactory service. The Department appears to be satisfied, by-and-large, with the Interim Pay Scheme. The Systems Artificers consider that their grouping is too low, by comparison with electricians but they appear to have accepted the explanations of the 'Education Team'.

TRAINING

18. On arrival at Subic Bay, training commenced for a Section 1 Board. The Section 1 Part 1 Board was convened on Thursday, 23rd September and the Section 1 Part 2 Board on Friday, 24th September. Results were as follows:-

| | | |
|------------------|------------|-----------|
| Section 1 Part 1 | PO for CPO | 9 passed |
| | LH for PO | 4 passed |
| | AB for LH | 17 passed |
| Section 1 Part 2 | PO for CPO | 8 passed |
| | LH for PO | 5 passed |
| | AB for LH | 21 passed |

All candidates passed, which reflects credit on them and their instructors but which probably also reflects the effect of the Interim Pay Scheme with its emphasis on increased pay for rank. Results of the August BTT to date have been disappointing with only 8 passing completely out of a total of 48 candidates. However, the results are not altogether surprising as the more highly motivated personnel have already passed and the present candidates have mostly had to be persuaded into taking the tests. The ship's overall training effort is reflected by the statistics at Annex F.

19. Formal training for Ordinary Seamen was completed early in the month and efforts were then spent on consolidating where necessary. The sea training test is planned to be conducted on Tuesday, 5th October.

HEALTH, MORALE AND CONDUCT

20. The general health of the Ship's Company remains good. While in Subic Bay a small outbreak of Purulent Conjunctivitis occurred, the source of which was not apparent. Over 20 personnel were affected by it but in each case the natural course of the complaint was to improve after 48-72 hours. Throughout the deployment, 103 members of the Ship's Company have contracted venereal disease, some 40 of them more than once. More than 75% of the cases were contracted in the Philippines which indicates the lack of control of the disease in that country. Six individuals have been landed for treatment during the deployment - four medical and two dental. One was not returned to the ship but went to Australia for survey of his medical category. The morale of the Ship's Company is naturably very high as BRISBANE steams homeward. All personnel have pride in the ship and in its achievements over the past six months, and feel they are returning home for a well deserved leave. The conduct of the Ship's Company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant


(R.G. LEOSLI)
CAPTAIN, RAN

- Annexes:-
- A. Steaming Figures
 - B. Ship's Movements
 - C. Exercises for month of September
 - D. Availability of Electrical Systems
 - E. Gunnery and Replenishments
 - F. Training and Promotion Summary

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

STEAMING FIGURES

| | |
|--------------------------------------------|-------------|
| Total Miles steamed - September, 1971 | 3606.8 |
| Total Miles steamed - Since Commissioning | 130848.7 |
| Total Hours underway - September, 1971 | 316 27/60 |
| Total Hours underway - Since Commissioning | 10979 31/60 |

OCCASIONS OF EXCEEDING FAST ROUTEING SPEED

| <u>DATE</u> | <u>SPEED KNOTS</u> | <u>DISTANCE MILES</u> |
|-------------|--------------------|---------------------------|
| 02SEP | 21 24 | 21 24 |
| 19SEP | 21 | 62 |

SHIP'S MOVEMENTS - SEPTEMBER, 1971

SEPTEMBER

01 - 06 Assigned TU70.8.9 (Gunline) IMR
06 - 10 Enroute Singapore
10 - 16 Visit Singapore (R & R) Opcon ACNB
16 - 19 Enroute Subic Bay Opcon COMSEVENTHFLT
19 Casex Subic Op Areas USS SCAMP
20 - 30 Subic Bay - Upkeep
30 Outchop from SEVENTHFLT (Opcon ACNB) Passage to Manus

FORECAST MOVEMENTS - OCTOBER

OCTOBER

01 - 06 Passage to Manus
06 Fuel Manus
06 - 11 Passage to Brisbane
11 - 13 Visit Brisbane
13 - 15 Passage to Sydney
15 - 31 Sydney - Leave and MCD

ANNEX 1 **SECRET**

EXERCISES FOR MONTH OF SEPTEMBER, 1971

AIO

| <u>DATE</u> | <u>EXERCISE</u> | <u>REMARKS</u> |
|-------------|-----------------|----------------------------------------|
| 16SEP | AATX | 2 sorties with Meteor a/c |
| 19SEP | CASEX A1 | 6 hours CASEX with USS SCAMP (SSN 588) |
| 30SEP | AAWEX | 1 hour in Subic areas |

TAS

TAS training continued to consist mainly of PME tapes, but included one 6 hour Casex with the USN Nuclear submarine SCAMP on 19th September, in the Subic Op areas.

DIVING

Divers were exercised on five days during the upkeep period in Subic Bay. All divers achieved 90 minutes for the month, free ascents and other safety drills were carried out and night diving was conducted.

COMMUNICATIONS

Daily Communications Exercises

NBCD

01-06SEP Daily Communication Exercises

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SECRET

S E C R E T

ANNEX 'C' (Cont'd)

GUNNERY EXERCISES FOR MONTH OF SEPTEMBER
1971

| <u>DATE</u> | <u>EXERCISE</u> | <u>NO.</u> |
|---------------------------------|------------------------------|------------|
| 2,3,4,5SEP | BALLOON TRACK | 5 |
| 16SEP | AATX | 2 |
| 30SEP | MTX | 1 |
| 16,30SEP | AAGDX | 2 |
| 3SEP | SUPAC | 2 |
| 1-5SEP for all NGFS Missions | NGFS Reflector Buoy Track | Daily |
| 2SEP | AMMUNITION SHIP (UNREP) | 1 |
| 30SEP | AMMUNITION SHIP (HARBOUR) | 1 |

S E C R E T

S E C R E T

ANNEX 'D'

WEAPON ELECTRICAL EQUIPMENT AVAILABILITY

| <u>EQUIPMENT/SYSTEM</u> | <u>DOWNTIME (HOURS)</u> | <u>AVAILABILITY (PERCENT)</u> |
|-------------------------|-----------------------------|-----------------------------------|
| <u>GUN SYSTEM</u> | | |
| GFC5 68 | 11 | 97 |
| Mount 51 | 4 | 99 |
| Mount 52 | NIL | 100 |
| <u>TARTAR</u> | | |
| FCS1 | NIL | 100 |
| FCS2 | NIL | 100 |
| WDE | 1 | 99.9 |
| GMLS13 | NIL | 100 |
| <u>IKARA/SONAR</u> | | |
| Overall | NIL | 100 |
| EXDAK | 216 | 35 |
| Test Room | 81 | 76 |
| Port Launcher | 3 | 99 |
| <u>RADAR</u> | | |
| AN/SPS 52 | NIL | 100 |
| AN/SPS 40 | NIL | 100 |
| 975 | 57 | 83 |
| IFF No. 1 | 6 | 98 |
| IFF No. 2 | 6 | 98 |
| Displays | NIL | 100 |
| ECM | NIL | 100 |
| Communications | 20 (average) | 94 |
| TACAN | 3 | 99 |

NOTE:

The availability of the overall IKARA/SONAR system was 100 percent despite the defects in EXDAK, Test Room and Port Launcher. None of these defects would have prevented a successful engagement using the ship's own sensors.

S E C R E T

GUNNERY FOR MONTH OF SEPTEMBER, 1971

| DATE | AREA | TARGET DESCRIPTION | AIR/GROUND SPOT | MEAN GUN RANGE | NO. OF RDS/TYPE | GDA |
|--------|------|-------------------------------------------------------------|-----------------|----------------|-----------------|-------------------------------------------------------|
| 010702 | IMR | 11 SUSPECTED ENEMY POSITIONS | NONE | 13,895 | 40 AAC | No GDA. Unobserved harrassment. |
| 010748 | | | | | 36 HC | |
| 010820 | IMR | 1 SUSPECTED ROCKET SITE | GROUND | 15,540 | 20 AAC | Area well covered. Very fine shooting. |
| 010840 | | | | | | |
| 011806 | IMR | 1 SUSPECTED ENEMY CACHE | GROUND | 13,800 | 70 AAC | 7 secondary explosions. |
| 011835 | | | | | | |
| 011855 | IMR | 1 ACTIVE ROCKET SITE | GROUND | 16,170 | 26 HC | Area well interdicted. Rockets silenced. |
| 011905 | | | | | | |
| 011907 | IMR | 1 ACTIVE MORTAR POSITION | GROUND | 18,600 | 21 HC | Area well covered. Mortar silenced. |
| 011920 | | | | | | |
| 011949 | IMR | 1 ACTIVE MORTAR POSITION | GROUND | 18,520 | 14 HC | Area well covered. |
| 011958 | | | | | | |
| 021810 | IMR | 1 ACTIVE ROCKET SITE | GROUND | 16,740 | 42 HC | 2 secondary explosions. |
| 021825 | | | | | | |
| 021917 | IMR | 1 SUSPECTED ENEMY LOCATION | GROUND | 14,325 | 21 AAC | Area well covered. |
| 021935 | | | | | | |
| 022055 | IMR | LIGHTS IN THE OPEN | GROUND | 14,550 | 26 AAC | Lights extinguished. Area extremely well covered. |
| 022106 | | | | | | |
| 031403 | IMR | PERSONNEL IN THE OPEN | AIR | 18,340 | 3 HC | No GDA. |
| 031450 | | | | | | |
| 040955 | IMR | 1 SUSPECTED ROCKET SITE | GROUND | 17,380 | 10 AAC | Area extremely well covered. |
| 041011 | | | | | 9 AAC | |
| 041450 | IMR | 1 SUSPECTED ENEMY LOCATION | AIR | 18,250 | 12 HC | Area well interdicted |
| 041504 | | | | | | |
| 041711 | IMR | 1 SUSPECTED ENEMY LOCATION | AIR | 15,350 | 33 AAC | Area very well covered. 1 military structure damaged. |
| 041730 | | | | | | |
| 041738 | IMR | TRAIL THAT APPEARS WELL USED WITH BUILDING MATERIALS NEARBY | AIR | 14,590 | 23 HC | Trail very well interdicted. |
| 041752 | | | | | | |
| 051740 | IMR | 1 BRIDGE | AIR | 16,760 | 29 HC | 1 bridge damaged. |
| 051800 | | | | | | |
| 052025 | IMR | 1 SUSPECTED ENEMY LOCATION | GROUND | 18,660 | 1 HC | Area well covered. |
| 052043 | | | | | 12 AAC | |

| DATE | AREA | TARGET DESCRIPTION | AIR/GROUND STOT | MEAN GUN RANGE | NO. OF RDS/TYPE | GDA |
|--------|------|-----------------------------|-----------------|----------------|-----------------|--------------------------------|
| 052109 | IMR | 9 SUSPECTED ENEMY POSITIONS | NONE | 15,425 | 15 AAC | No GDA. Unobserved harassment. |
| 052127 | | | | | 21 HC | |
| 052133 | IMR | 2 SUSPECTED ENEMY POSITIONS | NONE | 19,200 | 24 AAC | No GDA. Unobserved harassment. |
| 052136 | | | | | 6 HC | |
| 052153 | IMR | 1 SUSPECTED ENEMY POSITION | NONE | 18,335 | 15 HC | No GDA. Unobserved harassment. |
| 052154 | | | | | | |

| DATE | NAME OF SHIP AND NO. | STORES EMBARKED | STORES DISEMBARKED | STATIONS | NAME OF CAPTAIN | REMARKS |
|-------|-------------------------|-----------------------------------------|-----------------------------------------------|-----------------------------------|-----------------------|---------------------------------------|
| 01SEP | TALUGA AO62 | FFO 210 ton | Nil | 4 Probe 8 Probe | COMMANDER RUHLE | First Gun ALL Gone 1415 1451 |
| 02SEP | MAUNA KEA AF22 | AMMO 94AAC 144HC, 273NACO | 300 RETRO | 6 MHF | COMMANDER GRAFFIUS | First Gun ALL Gone 1502 1549 |
| 03SEP | NI'GARA FALLS AFS3 | STORES 6 ton | MAIL 1 PERSON TRANSFERRED FROM BRISBANE | VERTREP | CAPTAIN N. COCKE | VERTREP 1253 to 1311 |
| 04SEP | WICHITA AOR1 | FFO 149 ton STORES $\frac{1}{2}$ ton | MAIL | 4 Probe 6 Stream trav. surf | CAPTAIN J. STEVENS | First Gun ALL Gone 0621 0703 |

NAVAL GUNFIRE SUPPORT STATISTICS THROUGHOUT
DEPLOYMENT

| | TOTAL | PERCENTAGE |
|--------------------------------|-------|------------|
| Days on GunLine | 85 | N.A. |
| Days fired | 72 | 85 |
| Days without firing | 13 | 15 |
| No. of Missions ** | 351 | N.A. |
| No. of observed Missions | 264 | 75 |
| No. of unobserved Missions | 87 | 25 |
| No. of extended range Missions | 79 | 22 |
| No. of computer range Missions | 272 | 78 |
| Observed rounds fired | 4931 | 64 |
| Unobserved rounds fired | 2829 | 36 |
| Total combat rounds fired * | 7760 | N.A. |

* Final Military Region totals:-

| | |
|-------|--------------------|
| IMR | 4796 rounds |
| IIMR | 0 rounds |
| IIIMR | 625 rounds |
| IVMR | <u>2339 rounds</u> |
| | <u>7760 rounds</u> |

** Total number of targets engaged

826

Rounds fired during 1969 deployment
Rounds fired during 1971 deployment
Total rounds fired in the Vietnam War

9317
7760
17077

GUN DAMAGE ASSESSMENT

| | | | |
|--------------------------------|-----|------------------------------|---|
| Confirmed Killed in Action | 6 | Active rocket sites silenced | 4 |
| Probable Killed in Action | 8 | or destroyed | |
| Secondary Explosions | 59 | Mortar positions silenced or | 8 |
| Enemy weapons emplacements | 9 | destroyed | |
| destroyed | | Sniper positions silenced or | 6 |
| Waterborne Logistic Craft | 7 | destroyed | |
| destroyed | | | |
| Military Structures destroyed | 103 | | |
| Military Structures damaged | 147 | | |
| Bunkers destroyed | 96 | | |
| Bunkers damaged | 44 | | |
| Landing Zone preparations | 8 | | |
| Arms Caches destroyed | 2 | | |
| Enemy camp sites destroyed | 3 | | |
| Bridges destroyed | 3 | | |
| Fish Traps destroyed | 2 | | |
| Dams destroyed | 2 | | |
| Metres of trail destroyed | 540 | | |
| Lights in the DMZ extinguished | 15 | | |
| Secondary fires started | 12 | | |
| Machine Gun positions | 2 | | |
| destroyed | | | |
| Target areas well covered or | 81 | | |
| interdicted | | | |