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H.M.A.S. DERWENT,  
at Hong Kong.

2 May 1966.

REPORT OF PROCEEDINGS - APRIL 1966

(All times local)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship DERWENT, for the month of April 1966.

2. At the beginning of the month DERWENT was carrying out the duties of guardship at Tawau. During the ship's tour of duty from 22 March to 27 April a total of 29 nights were spent on patrol during which 35 kumpits and jonkongs were boarded and searched. It is interesting to compare these figures with those obtained during DERWENT's previous tour of duty at Tawau in December 1964/January 1965 when a total of 15 nights were spent on patrol during which 29 boardings were achieved.

3. Patrol vessels operated by DERWENT (on behalf of COMNAVFOR) during the month at Tawau, were as follows:

HMNZS SANTON	-	(Lt.Cdr. L.J. TEMPERO, RNZN)
HMS WOOLASTON	-	(Lt.Cdr. D.J. LOVELL, R.N.)
HMS HOUGHTON	-	(Lt.Cdr. R.P. BURDETT, R.N.)
KD LEDANG	-	(Lt.Cdr. B. CORMACK, R.N.)
HMAS HAWK	-	(Lt. J.D. FOSTER, R.A.N.)
KD SRI NEGRI	-	
SEMBILAN	-	(Lt. R. CLIVE, R.N.)
KD SRI MELAKA	-	(Lt. C. MAY, R.N.)
KD SRI PERAK	-	(Lt. D. LOCKYER, R.N.)
RFA GOLD RANGER	-	(Captain J.G.M. COULL)
RFA EDDYROCK	-	(Captain G. BAKER)

Ship availability remained high and except for HMNZS SANTON who had a major fire in her switchboard all vessels were able to carry out their allocated patrols when required.

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THE FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET.

(Copy to: The Commander, Far East Fleet.  
The Flag Officer, Second-in-Command, Far East Fleet.  
The Captain (F), First Frigate Squadron.  
The Captain (d), Tenth Destroyer Squadron.  
The Commander, Naval Forces Borneo.)

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4. I was the President of a Board of Inquiry which sat on board DERWENT on Monday 4 April and Thursday 7 April, to investigate a shooting incident which had taken place on board HMAS HAWK on 29 March. Other members of the Board were Surgeon Commander F.J. O'KELLY, R.N. and Lieutenant Commander L.J. TEMPERO, R.N.Z.N.
5. Naval Gunfire Support Firings were carried out on four occasions during the month. Firings on Tuesday 5 April and Tuesday 19 April were conducted at anchor in the Wallace Bay region. The results of these two firings were disappointing as there appeared to be a substantial error for both range and line. To prove the gunnery system a calibration shoot was carried out against a dan buoy target and the results were satisfactory. It is thought that inaccuracies in the gridded army chart could account for the poor accuracy of the initial salvos. Firings on Tuesday 12 April and Wednesday 27 April were carried out underway against targets on Sebatik Island and good results were obtained. The latter firing was a two ship bombardment with HMS CHICHESTER. Both air and ground spotting were exercised during bombardments.
6. At 1000 on Wednesday 20 April Mr. Neville Brown, defence correspondent of the "New Statesman" visited DERWENT as part of his tour of the East Brigade area. In view of Mr. Brown's stated interest in maritime anti-confrontation activities he was given a briefing on the activities of RN, RNZN, RMN and RAN ships in the Tawau area including liaison with military and police authorities.
7. The civil aid project assigned to DERWENT was completed on Thursday 21 April. The natives will build the walk-away from the loading platform to the shore. A construction party of nine sailors lived ashore under canvas for 14 days.
8. DERWENT carried out jamming exercises on 16 and 23 April. The intention was to investigate the performance of the type 667 against a low aerial radar, to simulate defence against a KOMAR attack. The exercises were carried out using the RMN patrol craft KD SRI NEGRI SEMBILAN and KD SRI PERAK as targets, both of whom are commanded by RN officers. Throughout the first serial the 667 was jamming on an ahead bearing and the results were most disappointing as at no stage was range denied to the target radar. The second serial was carried out with the jammer operating through the stern and this proved more successful with range being denied down to 3.2 miles. A full report of this trial will be forwarded separately.
9. At 1100 on Wednesday 27 April HMS CHICHESTER relieved DERWENT as guardship.
10. DERWENT spent a total of 37 days in the Tawau area which enabled a good liaison to be established with shore based forces and for the ship to become an integrated and it is hoped, an effective force in the area. By encouraging

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exchange visits with the other services and as many sporting fixtures as possible when in harbour, and at other times numerous banyans and fishing competitions the boring routine of patrol was broken and the time in Tawau passed quickly. However, general maintenance and ship husbandry has suffered because of the need to be in three watches mostly at defence stations throughout the period.

11. At 1100 on Wednesday 27 April DERWENT sailed for Hong Kong arriving at the Victoria Basin at 1030 30 April where she secured to the south wall.

12. The operational availability and current state of the Ikara Weapon System has been reported separately in my 271520Z. Modified missile detection photo electric units were fitted to the magazine and handling equipment on 25 April. These units appear to be working correctly and the handling equipment can now be used in the Automatic Mode.

*Being investigated  
26/7 ADW/10*

13. Whilst carrying out Ikara Missile Assembly Room drill on 28 April, it was observed that the drill as laid down in Operating Instructions and Drill Book part 1, for reverting to the stand by state from the action state, could not be carried out. Initial investigations indicate that circuit design will not permit the trolley to move to the after station when the system is switched to recall and a missile is present at the transfer position. Investigations will continue and a further report will be made.

14. The reliability achieved by both the sonar and MRS 3 systems has been most encouraging. During the time in Tawau there have been very few defects affecting the operational performance of these systems and a satisfactory level of availability has been maintained.

15. All radars and communication systems have been operated continuously since leaving Singapore on 18 March and have achieved an excellent availability record. Only minor adjustments have proved necessary and the few minor faults which developed are attributed to wear on the components concerned.

16. The gyro compass Type 5005 has proved reliable and accurate, but the AGMC6 compass is operational in only the pure magnetic mode because of an unserviceable gyro element. It is intended to arrange for the repair of this gyro unit in Singapore Dockyard during the ships stay in Hong Kong, and to replace the gyro unit in the ship prior to departure for exercise Sea Imp.

17. A considerable technical maintenance effort has been expended on running repairs to minesweepers and patrol craft in company while acting as guardship at Tawau. Both HMNZS SANTON and HMS WOOLASTON suffered serious fires while on patrol duty in the area. The fire in HMNZS SANTON severely damaged the main switchboard but by rigging emergency supplies to critical services it was possible for her to proceed safely to Hong Kong for repairs. HMS WOOLASTON was repaired with temporary cable runs and distribution boards and was able to remain operational in the patrol role in the Tawau area until return to Singapore Naval Base for dockyard repairs.

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18. Throughout the month the ship's company has been in three watches in harbour and at sea and there has been little to relieve the monotony of patrol duties. Frequently the ship was in harbour during the day, usually from 0700 to 1700, but leave was given only when the ship stood down from patrol duties, on most occasions each fifth night. Leave was then given to one watch of the privileged leave list until 2300. Men not on the privilege leave list have been given leave once. In this way it was hoped that a reasonable balance would be struck between the need to give as much leave as possible without overwhelming the very limited facilities ashore. It now appears that the ship's company accepted these arrangements in good spirit. There have been no embarrassing incidents ashore and their morale is high.

I have the honour to be,

Sir,

Your obedient servant,

*J.D. Stevens*

(J.D. STEVENS)  
COMMANDER R.A.N.  
CAPTAIN

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