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H.M.A.S. PARRAMATTA,
At sea.

2nd May, 1965.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
H.M.A.S. MELBOURNE.

(Copies to: The Flag Officer Commanding H.M. Australian Fleet (RL)
The Commander, Far East Fleet.
The Flag Officer, Second in Command, Far East Fleet.
The Captain (F), First Frigate Squadron.

H.M.A.S. PARRAMATTA - REPORT OF PROCEEDINGS
APRIL, 1965.

Sir,

I have the honour to report the proceedings of
H.M.A.S. PARRAMATTA for the month of April, 1965.

2. Having cast off at 0730GH on Thursday 1st, PARRAMATTA proceeded in company with VICTORIOUS from Singapore Naval Base to take part in Exercise Victori in the Singapore Exercise area. On leaving Harbour LONDON, PLYMOUTH and later, CARYSPORT joined the exercise which was the Flag Officer Aircraft Carriers operational inspection of VICTORIOUS. Enemy forces were represented by EAGLE, CORUNNA, AMBUSH and R.A.F. aircraft from Singapore. VICTORIOUS had been ordered to achieve local air superiority by searching and striking for the enemy air and ground installations.

3. At 2200GH on Friday 2nd PARRAMATTA was detached and after fuelling from TIDESPRIING proceeded to rendezvous with your Flagship in position 0425N 10546E at 0800GH the next day for passage to Hong Kong. PARRAMATTA was employed as Rescue Destroyer throughout the passage. Seamanship, Gunnery and A.B.C.D. drills were also exercised during this period.

4. PARRAMATTA entered Hong Kong harbour on Wednesday 7th and berthed starboard side to on SUPPLY at West Arm Wall of the Dockyard at 1010H. The ship remained in this berth for the two weeks carrying out self maintenance.

5. PARRAMATTA cast off at 0904I on Wednesday 21st and proceeded independently to the Hong Kong exercise area to join ALLIANCE for a Casex A5. This serial was completed at 1530I and having detached ALLIANCE, course was set to rendezvous with MELBOURNE in position 1720N 11325E at 0800HI the following day for passage to the Singapore Exercise area. En route the ship was again employed as Rescue Destroyer and also completed a repeat annual full power trial on Thursday 22nd.

6. LONDON joined the force in the Singapore Exercise area at 1300GH on Sunday 25th. Local exercises were then carried out for the next two days. Apart from Rescue Destroyer duties, PARRAMATTA completed an A/S mortar sea check firing at Pulau Aur on Monday 26th. Later, in accordance with the exercise schedule LONDON was taken in tow and a towing speed of nine knots attained using 2 shackles of cable. It is considered that with such a tow four shackles of cable would have allowed a towing speed of 12 knots to be achieved.

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PARRAMATTA then anchored off Pulau Aur at 1811GH so that several steam loaks could be repaired before rejoining MELBOURNE for planeguard duties at 0230GH the next day.

7. The ship was detached at 0500GH, on completion of flying and course set for the DG Range at Pulau Bukom. Ranging was completed at 1035GH and having embarked a Malaysian interpreter, PARRAMATTA proceeded to her Patrol area in the Malacca Strait. No incidents occurred during the night and at 0730GH Wednesday 28th the ship proceeded to a new patrol area off Belawan, the port for Medan in Sumatra.

27th April

8. A full day was spent in this area and at 1800GH the next day, passage was made back to the patrol area off Port Swettenham. Again no incidents occurred though several fishing boats acting suspiciously were investigated. At sunrise on Friday 30th PARRAMATTA proceeded to rendezvous with TIDEREACH off Port Dickson to replenish F.F.O. and anchored in the same area on completion.

At 1800GH the same day, PARRAMATTA weighed and proceeded to her patrol area off Port Swettenham.

9. Engineering: The steering telemotor system gave considerable trouble early in the month, but the fault has been found and rectified (separately reported). Opportunity was taken during the stay in Hong Kong to have the D.G. compartment, Boiler room, Engine room and tiller flat bilges cleaned by coolie labour. Ship's staff carried out an external boiler clean although soot deposits in the boilers were extremely light. The annual full power trial was repeated during the month and was completed satisfactorily. Towards the end of the month, the forced draught blowers lubricating oil system had been starved of cooling water, resulting in high lubricating oil temperatures. This was due to blockages in cooling water lines, which have since been cleaned. All other machinery has continued to function satisfactorily.

10. Weapons, Radio and Electrical: The two weeks self maintenance period during this month enabled progress to be made on those Planned Maintenance tasks that can only be carried out when equipment is not running. However, the usual penalty for switching off electronic equipments was paid when during the first few days after proceeding to sea, an above average number of minor defects became apparent. These defects have since been made good. A hunt in Seacat elevation has been eliminated by repeated system tuning, but, as a form of insurance the advice of the Far East Fleet Weapons Auto Tuning team will be sought when the opportunity arises. An elusive squeal in LW 0 2 aerial rotating gear has started. This squeal becomes apparent only after prolonged running at aerial speeds above 4 rpm. It is not intended to strip this item at this stage, but the situation is being closely watched.

All radars have performed satisfactorily and have given little trouble. There has been no opportunity to assess gunnery performance. A sea check firing has revealed an error of 1° to the left in the MCS10. This is being investigated.

For use during patrols, firing supports for Bren Guns have been welded at selected sites around the upper deck, and trials have been carried out to investigate the usefulness of firing the Rocket Flares in the horizontal plane. It is considered that, whilst the accuracy of this weapon leaves a lot to be desired, its value in the deterrent role is high, particularly as the ship lacks a suitable close range weapon such as an oerlikon.

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APPENDIX "A".

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Distance steamed during month:	5,329.9 miles
Distance steamed since commissioning:	131,474.5 miles
Hours underway during month:	361 16/60 hours
Hours underway since commissioning:	10,036 21/60 hours

ECONOMICAL SPEED EXCEEDED.

Date	No. hours exceeded	Average speed	Tons Per hour	Dist Per ton	Reason.
1	9	19.5	2.4	8.0	Exercise Victori
2	14	20.6	2.7	7.6	Exercise Victori
3.	13	16.9	1.9	8.9	Exercise Chopstick
4	4	18.9	2.3	8.2	Exercise Chopstick
5	2	19.5	2.4	8.0	Exercise Chopstick
7	4	17.9	2.1	8.6	Exercise Chopstick
21	9	17.9	2.1	8.6	Exercise Ricebowl
22	21	17.3	2.0	8.7	Exercise Ricebowl
23	15	16.1	1.7	9.1	Exercise Ricebowl
24	18	16.4	1.8	9.0	Exercise Ricebowl
25	4	16.1	1.7	9.1	S.W.P.P. 17/65
26	7	18	2.1	8.5	S.W.P.P. 18/65
* 27	14	20.0	2.5	7.8	Malacca Strait Patrol
* 28	9	19.6	2.5	8.0	Malacca Strait Patrol
* 29	6	27.6	7.2	3.9	Malacca Strait Patrol
* 30	8	20.3	2.6	7.6	Malacca Strait Patrol

APPENDIX "B".

MOVEMENTS.

Date	Time	Place	Employment
Thursday 1st	0730GH	Proceeded Singapore Naval Base	Exercise Victori and Chopstick.
Wednesday 7th	1010H	Secured Hong Kong	
Wednesday 21st	0904I	Proceeded Hong Kong	Exercise Ricebowl then Malacca Strait Patrol from 27th.

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11. Health, conduct and morale:

- (a) The health, conduct and morale of the Ship's Company has been satisfactory.
- (b) The welfare committee has met during the month.



(Robert H. Percy)
Commander, R.A.N.
C A P T A I N.

Encls.

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