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Series AWM 78 Item 290/3

Reports of Proceedings

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

1st June, 1965.

The Flag Officer Commanding,
H.M. Australian Fleet,
H.M.A.S. MELBOURNE.

(Copies to: The Flag Officer Commanding H.M. Australian Fleet,
Fleet Headquarters, Garden Island, Sydney.
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
MAY, 1965.

Sir,

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

2. The month generally was a very busy one, during which time the ship steamed nearly 9,000 miles and was underway for 26 days. At the beginning of the month, PARRAMATTA was carrying out Anti-infiltration patrol duties off Port Swettenham. No incidents occurred during the 1st May and at sunrise on Sunday 2nd, course was set for Singapore Naval Base. Mail was collected by seaboat from H.M.S. CAESAR enroute. At 1600GH the same day PARRAMATTA secured port side to No. 13 berth, Singapore Naval Base.
3. Due to a blown steam joint on the starboard boiler, departure for Manila was delayed until 0900GH on Tuesday 4th. After departing the Singapore area, course was set to join your Flagship for the entry into Manila Bay. Rendezvous was effected at 1800H on Thursday 6th and shortly after PARRAMATTA replenished with FFO from SUPPLY. At 0900H the force having entered Manila Bay, PARRAMATTA anchored in her allotted SEATO anchor berth.
4. A pre-sail conference for the work-up phase of Exercise SEA HORSE was held in MELBOURNE at 0900H on Saturday 8th. Having weighed at 0454H on Monday 10th, PARRAMATTA proceeded out of harbour in company with MELBOURNE, VAMPIRE and YARRA. PARRAMATTA was later detached to join PLYMOUTH and AGINCOURT for surface and AA firings. On completion of these firings, Casex and screening exercises were carried out. These were followed by night steaming in company with VICTORIOUS. Early the next day all ships replenished with FFO and then proceeded to their anchor berths in Manila Bay. At 1400H the pre-sail conference for Exercise SEA HORSE was held in U.S.S. BENNINGTON.
5. Exercise SEA HORSE was a combined SEATO Maritime Exercise which was conducted in the South China Sea and Gulf of Thailand during the period 1st May to 24th May. The United States of America and Australia were the co-sponsors and Thailand was the host nation.

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6. A military convoy was assembled in Manila, Philippine Islands and sailed for Saigon, Vietnam. Enroute the convoy was opposed by Aggressor Forces and was re-routed to Bangkok. Air operations in support of the exercises were conducted from the Philippines, North Borneo, Malaya, Singapore and from a Seadrome in the exercise area.

7. At 0558H on Wednesday 12th, PARRAMATTA weighed and proceeded with all other escorts to form a departure screen for the convoy leaving Manila Bay. At 1330H the ship joined the screen on VICTORIOUS who provided air defense as well as offensive air operations against the convoy throughout the exercise.

8. On the 16th May, after experiencing excessive feed water consumption, an investigation showed a superheater tube (F 10) failure in the port boiler. The tube was plugged.

9. PARRAMATTA was re-assigned to the convoy screen on Tuesday 18th and remained there until the end of the exercise.

10. At 0655G Saturday 22nd, having embarked a pilot, the ship proceeded up the Bangkok River and berthed starboard side to on YARRA at Klong Toey at 1115G. During the visit PARRAMATTA was honoured to wear your Flag from Midday on Saturday 22nd until 0900 Monday 24th May.

11. During the time alongside it was found necessary to plug another superheater tube (B 20) on the port boiler. This failure had been detected on shutting down. The post exercise critique for SEA HORSE was held at 0930G Monday 24th at the Royal Thai Naval Academy.

12. On casting off at 0530G Tuesday 25th, PARRAMATTA with pilot embarked, proceeded in company with VAMPIRE down the Bangkok River, detaching at the bar to join MELBOURNE in order to replenish with PFO. At 1115, on completion of the replenishment, PARRAMATTA was detached and set course for Tawau to refuel.

13. On the 27th May, yet another superheater tube (F 10) failure occurred, this time in the starboard boiler. The boiler was shut down and the tube was plugged.

14. At 0825H on the 29th May, PARRAMATTA berthed alongside RFA GOLD RANGER, anchored off Tawau. After fuelling, storing and landing one sailor who was suffering from sub-acute appendicitis, PARRAMATTA cast off at 1120H and proceeded for a rendezvous with SYDNEY and DUCHESS in position 00°30'S, 143°30'E, for escorting duties. Embarked in SYDNEY is the 1st Battalion 1 R.A.R., who are proceeding for duty in South Vietnam.

ENGINEERING:

15. The repair of a defective joint between the steam drum and the line to the pilot valve on the starboard boiler required the assistance of Singapore Dockyard early in the month. The day spent in the Dockyard allowed the Ship's staff to rectify several minor defects also.

16. During the latter part of the month there have been three failures with superheater tubes. The first and second were in the port boiler and the third was in the starboard boiler. Repairs by plugging of the first and third were undertaken and completed at sea. The second was repaired in Bangkok. All failures have been reported separately.

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17. In the report of the last Wear and Waste Test of August, 1964, it was recommended that the superheater tubes of both boilers be replaced in August, 1966. As all drills connected with the boilers appear to have been carried out correctly since the last refit, it is considered that the life of the remaining tubes must now be reviewed in the light of the recent number of failures. The ship has steamed 30,000 miles since the refit.

18. Apart from the superheater tube failures, other steam leaks within the boiler room continue to cause some concern and annoyance. This subject has also been reported separately.

19. The steering telemotor system which has been mentioned in previous reports of proceedings, has functioned satisfactorily throughout the month.

WEAPONS, RADIO & ELECTRICAL:

20. This busy month has produced a further opportunity to assess all systems under conditions of constant use. They have performed well with the following exceptions:

- (a) Sonar 170. This required regular attention to correct minor defects, but notwithstanding this was in operation for 223 hours.
- (b) Radar 293. The tuning of this required attention and it again suffered from oil contamination of the wave guide. It is now apparent that the oil is coming from the aerial gearbox, but the actual point of ingress has not yet been determined.
- (c) Transmitter type 603. Outstanding stores items are awaited to correct a modulation defect.

21. Radar LW02 has performed well and the elusive 'squeal' in the aerial which was reported earlier has only been detected once. The Far East Fleet Weapons Auto Tuning Team were unable to remove the occasional hunt in the Seacat elevation and this item is now subject to Indef action for investigation by Singapore Dockyard during the forthcoming Self Maintenance Period.

22. Satisfactory surface and AA firings were carried out and above average results are expected.

23. Since leaving Bangkok where the cathodic protection potentials fell due to the different water conditions, the system potentials have not yet returned to the recommended levels and this is being investigated.

24. The Ship's programme for the month was very interesting, both with respect to exercises and operational commitments, all of which were met. For the future however, the state of the superheaters and the number of steam leaks cause concern. Whilst the latter remain minor, although annoying, they can in the main be handled by the Ship's staff. In the case of the superheaters however, three superheater failures within twelve days would appear to be more than co-incidental. Likewise it would appear doubtful that the failures have been caused by human error, as the same people had worked the boilers for the previous eight months without incident. I shall remain apprehensive until a thorough examination is carried out during the forthcoming self maintenance period in Singapore.

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25. 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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APPENDIX "B"

MOVEMENTS.

<u>Date</u>	<u>Time</u>	<u>Place</u>	<u>Employment</u>
Sunday 2nd	1559GH	Secured Singapore Naval Base	
Tuesday 4th	0903GH	Proceeded Singapore Naval Base	Passage to Manila
Friday 7th	0900H	Anchored Manila Bay	
Monday 10th	0454H	Proceeded Manila Bay	Exercise SEA FOAL
Tuesday 11th	1113H	Anchored Manila Bay	
Wednesday 12th	0558H	Proceeded Manila Bay	Exercise SEA HORSE
Saturday 22nd	1115G	Secured Kloug Toey	
Tuesday 25th	0540G	Proceeded Kloug Toey Bangkok	Passage to Tawau
Saturday 29th	0825H	Secured alongside RFA GOLD RANGER, Tawau	
Saturday 29th	1120H	Proceeded Tawau	Passage to R/V with SYDNEY

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APPENDIX "A".

Distance steamed during the month: 8,731.0 miles
 Distance steamed since commissioning: 140,205.5 miles
 Hours underway during the month: 538.54/60 hours
 Hours underway since commissioning: 10,575.15/60 hours

ECONOMICAL SPEED EXCEEDED.

Date	Hours Exceeded	Average Speed	Tons per Hour	Distance per Ton	Reason
1st	5	22.0	3.1	6.9	Malacca St. Patrol
2nd	7	23.0	3.5	6.4	Malacca St. Patrol
4th	14	19.5	2.4	8.0	Passage to Manila
5th	24	20.1	2.5	7.8	Passage to Manila
6th	21	19.9	2.5	7.8	Passage to Manila
10th	14	19.4	2.4	8.0	SEA FOAL
11th	2	20.6	2.7	7.6	SEA FOAL
12th	7	19.3	2.4	8.1	SEA HORSE
13th	14	18.1	2.1	8.6	SEA HORSE
14th	11	18.0	2.1	8.6	SEA HORSE
15th	21	17.2	1.9	8.8	SEA HORSE
16th	13	17.9	2.1	8.6	SEA HORSE
17th	22	18.5	2.2	8.4	SEA HORSE
18th	11	17.4	1.9	8.7	SEA HORSE
19th	17	17.3	1.9	8.7	SEA HORSE
20th	5	18.9	2.3	8.2	SEA HORSE
21st	9	17.4	1.9	8.7	SEA HORSE
25th	15	18.3	2.2	8.5	Passage to Tawau
26th	24	17.0	1.9	8.8	Passage to Tawau
27th	9	16.9	1.8	8.9	Passage to Tawau
28th	13	16.1	1.7	9.1	Passage to Tawau
29th	20	17.5	2.0	8.7	Passage to Tawau
30th	23½	18.0	2.1	8.6	Passage to R/V SYDNEY
31st	23½	18.0	2.1	8.6	Passage to R/V SYDNEY.

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