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HMAS SWAN
At Sea

4 December 1977

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Commander
Task Group 327.4

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON

HMAS SWAN REPORT OF PROCEEDINGS
NOVEMBER 1977

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of November 1977. Times throughout are as stated.

2. At 0001 (HI) on Tuesday 1 November HMAS SWAN was in the Madura Straits, Indonesia on passage with Task Group 327.4 for Exercise Sindex 77. Since sailing from anchorage off Cairns seven days before, passage exercises were carried out. These exercises continued until 1803 (GH) on Wednesday 2 November when, after passage through the Java Sea and Carimata Strait, SWAN detached from the Task Group and proceeded independently to Port Kelang.

3. After an overnight steam landfall was made on the Lingga Archipelago and a picturesque and interesting passage followed through the Dempo and Durian Straits up to the Malacca Strait which was entered at 1800 (GH) on Thursday 3 November. The Malacca Strait remained true to its reputation, with a great number of ships, of all sizes, being encountered. Its passage was interesting, if sleepless, and provided much experience for my Officers of the Watch.

4. The ship anchored in the approaches to the South Kelang Strait at 0705 (GH) on Friday 4 November in order to attach grills to the main circulation pump inlets and, after embarking a pilot, proceeded up the strait and berthed at New Wharf, North Port, Port Kelang at 1010 (GH).

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5. The port facilities encountered at Port Kelang were quite different to those expected as much of the new work has not yet been included on charts, in Sailing Directions or port guides. This included SWAN's very modern new wharf which was not on the chart. Port Kelang is now the busiest port in Malaysia and accordingly has very modern and adequate facilities. The old port (formerly Port Swettenham) is seldom used except for local coastal traffic. A hydrographic note detailing the changes to the port has been forwarded and a proposed entry to the Australian Fleet Port Guide will be forwarded shortly.
6. The visit to Port Kelang, being the first overseas visit by SWAN since October 1975 and one of the few visits away from the rest of the Task Group was interesting and enjoyable. There was little to attract the ships company in Kelang itself but Kuala Lumpur, although 48 kilometres away, was well serviced by buses arranged by the Australian High Commission. A number of sporting fixtures was arranged mostly against the Royal Malaysian Navy in Kuala Lumpur. Coach tours of Kuala Lumpur and the surrounding countryside proved popular.
7. I made the following official calls during the visit to Port Kelang: The Deputy Director-General Port Kelang Authority, Encik Mohd Hashir bin Haji Abdullah; the Deputy Chief of Naval Staff, Royal Malaysian Navy, Commodore Abdul Wahib bin Hj Nawi, and the Australian High Commissioner, His Excellency Mr G.B. Feakes. An official reception hosted by myself and my officers was held onboard on Friday 4 November.
8. The ship cast off and proceeded from Port Kelang at 1017 (GH) on Monday 7 November. The passage through the Malacca and Singapore Straits was made in the afternoon and night of 7 November while proceeding to the Singapore exercise areas. A rendezvous was made with KD RAHMAT off Tg. Piai at the Western entrance to Singapore Strait at 2020 (GH) that night and then both ships steamed in company.
9. At 0530 (GH) on Tuesday 8 November, a series of exercises with the armed forces of Malaysia and Singapore began. A night encounter exercise was carried out followed by OOW Manoeuvres with the Royal Malaysian Navy Ships KD RAHMAT, KD PERDANA, KD PAUS, KD BAUNG, KD YU and KD SERANG and the Republic of Singapore Ships RSS DAUNTLESS, RSS SEA TIGER and RSS SOVEREIGNTY. Operating with Exocet and Gabriel armed patrol boats was most beneficial for SWAN's operations team.
10. The third in the series of exercises, a firing at a splash target towed by SWAN by Skyhawk jets of the Republic of Singapore Air Force ended in an abrupt and tragic manner at 1407 (GH) when one aircraft crashed into the sea 500 yards astern of the ship. The accident was first reported by SWAN's message RTT 800648Z NOV 77 and followed at regular intervals by a number of sitrep signals. SWAN carried out immediate steps to recover the pilot, who ejected before the crash and landed about 1000 yards from the ship. However, on reaching the pilot entry point only a helmet and a small amount of debris was recovered at 1412 (GH).

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SWAN assumed the duty of search force commander and co-ordinated the ten ship search of the area for the pilot assisted by RSAF aircraft, until 1730 (GH) on Wednesday 9 November with no results. Before departing the area SWAN located the wreckage of the aircraft with sonar some 15 miles south of Pu Aur and classified it using type 162M. A danbuoy was laid in the position and a patrol boat (RSS SEA TIGER) assigned to standby the danbuoy as a safeguard. Details of the crash and search have been reported separately.

12. SWAN proceeded to Singapore on completion of the search and berthed alongside HMAS SUPPLY at No. 7 berth Sembawang Ship yard at 0907 (GH) on Thursday 10 November. After fuelling, berth was shifted to alongside HMAS STALWART which was at anchor in Dockyard Reach, off the Shipyard, and an AMP commenced.

13. The AMP in Singapore was too short for the amount of work required and resulted in an increased work load for the Marine Engineering department compared to other departments. The ship had two cold moves during the AMP - one from alongside HMAS STUART (on HMAS STALWART) to alongside HMAS STALWART; the other from the anchorage in Dockyard Reach to alongside No. 6 berth, Sembawang Basin. Both moves were conducted by local pilots who controlled the civilian tugs well.

14. Singapore remains popular as a "run ashore" and for shopping despite the rigours of boats for libertymen. The performance of the 26' FUB was in this period disappointing. After three days hard running it deteriorated steadily until it could no longer be used (URDEF 38/79) refers.

15. Sindex stage 7 began at 0916 (GH) on Tuesday 22 November when SWAN slipped from Sembawang and proceeded in company with HMA Ships STALWART and STUART through the Johore and Singapore Straits. A rendezvous was effected with the remainder of the Task Group and under the command of CTG 327.4 all ships proceeded through the Malacca Strait to the Bay of Bengal and the Indian Ocean conducting passage exercises enroute.

16. On departing Sembawang, heavy movement was noticed in the Starboard shaft inner stern gland. Once clear of Johore Strait SWAN was detached to effect repairs, following the task group on one shaft.

17. The defect (URDEF 37/79) proved extensive and repairs were not completed until 25 November. There was considerable doubt whether SWAN could participate in future exercises or even proceed in company with the task group. However after commendable efforts by the Marine Engineering department and the FMU from HMAS STALWART the movement on the stern gland was reduced to a satisfactory level and the ship was able to resume its task.

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18. SWAN's participation in exercises up to the 25 November was restricted to non-manoeuving serials with the exception of a RAS (L) on one engine. No difficulty was experienced in maintaining station alongside HMAS SUPPLY at a speed of 10 knots. Fuel consumption and speed figures were also obtained for single engine steaming. Not unexpectedly considerable difference was evident between trailing the unserviceable shaft and having it locked.

19. From Sunday 22 November until the end of the month SWAN participated in Exercise Compass 77 with ships of the Royal Navy and the United States Navy. This exercise was under the tactical command of the Commander U.S. Carrier Group Three and took the form of passage exercises. Compass 77 covered the north eastern part of the Indian Ocean from the Nicobar Islands to the SW tip of Sri Lanka to an RN/RAN detaching position to the NE of the Cocos Islands.

20. The exercise commenced with a NEX between the RAN Task Group and a RN group consisting of HMS CLEOPATRA, HMS AMAZON and the RFA GREY ROVER on the 26 November some 60 miles to the SE of Sri Lanka. The RAN group then continued to the SE and conducted SAGOPS against the combined USN/RN group and on completion integrated and commenced passage exercises.

21. On Thursday 3 November I gave the quarterly address to the Ships Company on security matters. On Friday 11 November I conducted Messdeck rounds of the ship.

MARINE ENGINEERING

22. The visit to Port Kelang was marred only by the fouling of a rope on the port circulator. It had been intended to fit mesh guards over the major inlets however the current proved excessive and as a result a length of 10 mm terylene rope was left secured to a grating. This was ingested in the Port main circulator during the cooling down period. Having gained experience in these matters prior to the 1976 refit, the clearing of the circulator was quickly accomplished. The outer harbour (new wharf) proved to be quite free of foreign matter and grates were not required.

23. Neox consumption rose sharply during the last day of the exercises prior to entering Johore Strait. Repairs of the inboard gland during AMF (URDEF 37/79) proved difficult due to lack of experience with the gland. The defect was not rectified until three days after sailing and then only with FMU assistance. Further attention is still required to rectify the defects in the starboard stern glands. Current consumption is erratic, particularly during transient conditions.

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24. The short period allocated for AMP (7 working days) including Fleet programmed make and mends caused a great deal of overtime to be worked by the ME department. The Port boiler inspection provided considerable extra work when N7 tube was found to be distorted (URDEF 36/79). The assistance of FMU during the period was greatly appreciated, however the foreshortened period undoubtedly reduced the overall results of the maintenance period.

25. The steaming period since sailing from Singapore has, after rectification of the Port main stern gland, been without incident.

WEAPONS ELECTRICAL ENGINEERING

26. This has been a busy period for the WE department both in technical and administrative areas.

27. Technical activity has been maintained at a high pitch due to the AMP period in Singapore, the full exercise programme during the remainder of the month and the damp tropical weather experienced in the Singapore area. Continuous high humidity and very heavy rainfalls have exposed weaknesses not normally troublesome. Resulting defects include temporary loss of M44 radar, UA9. 24 volt power supply and numerous upper deck communications facilities.

28. The M22 radar has continued to be a disappointment particularly because of the failure of Navy Office representatives to rectify the defect or to isolate the design deficiency. However, it is now understood that HSA has recognised the existence of a design deficiency which is generally caused by a high VSWR at the isolator and by excessive magnetron power for the waveguide design.

29. In other areas performance has been gratifying. Examples are sonar tracking of an unknown contact at high speed, successful EW exercises and a high level of communication availability.

30. The two major administrative activities were return of PP1As and completion of the Christmas AMP list. The PP1A reporting periods continue to provide value to both the divisional staff and to the sailors being assessed.

SUPPLY AND SECRETARIAT

31. The only storing evolution during the month took place in Singapore. All signalled demands for stores for delivery in Singapore were met and were well handled by the RAAF. Fresh provisions supplied by the New Zealand Forces were generally satisfactory with potatoes being supplied by another contractor.

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32. Stores support from within the Task Group has been good and has considerably reduced signal traffic to FOCEA.

33. The next major storing for victuals will take place in Fremantle in December.

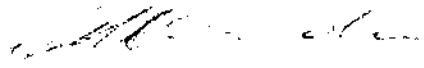
HEALTH, WELFARE AND MORALE

34. The health and welfare of the ships company remains good. Conduct has been excellent and morale is high.

I have the honour to be

Sir

Your obedient servant


(A.M. CARWARDINE)
Commander RAN
Commanding Officer

Enclosures: 1. Annex A
2. Annex B

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Annex A to
HMAS SWAN letter
1/16/1 dated
4 December 1977

STEAMING FIGURES

1. Total miles steamed during the month 4941.5
2. Total miles steamed since commissioning 217,709.1
3. Total hours underway during the month 358
4. Total hours underway since commissioning 16,456 $\frac{50}{60}$
5. Occasions for exceeding fast routeing speed:
As required for exercises.

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Annex B to
HMAS SWAN letter
1/16/1 dated
4 December 1977

EXERCISE RETURN

<u>DATE</u>	<u>EXERCISE NUMBER</u>	<u>EXERCISE SHORT TITLE</u>
1. <u>Navigation/Seamanship</u>		
1st	10	OOW manoeuvres
	25	Screenplay
2nd	13	Jackstay
	14	RAS (L)
8th	10	OOW manoeuvres
9th	11	Danlay
23rd	12	RASAP (one engine)
24th	14	RAS (L) (one engine)
25th	14	2 X RAS (L)
26th	25	Screenplay
	14	RAS (L)
	13	Jackstay
28th	14	RAS (L)
29th	10	OOW manoeuvres
2. <u>Gunnery</u>		
25th	159	AAROF/AACRF
26th	152	SU3
3. <u>AIO</u>		
22nd	36	GOPEX
23rd	37	ARRX
24th	36/37	GOPEX/ARRX
30th	39	ADEX
4. <u>Tactical</u>		
8th	3/5	NEX/Anti PTGEX
26th	2	TACTEX
5. <u>ASW</u>		
1st	-	SAU procedure
	62	UWT drills
2nd	53	Exdak checks
30th	-	SSK transit
6. <u>NBCD</u>		
29th	80	Closing down drills Minor DCX daily in harbour

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7. Communications

	8	NCX 405
7th	-	NCX 411
	129	NCX 651
	8	NCX 405
8th	-	NCX 415
	-	NCX 416
	-	NCX 653
	-	NCX 653
9th	36	NCX 201
	36	NCX 202
17th	133	NCX 657
21st	-	NCX 406
	8	NCX 405
22nd	36	NCX 201
	36	NCX 202
	8	NCX 405
23rd	8	NCX 405
26th		

8. Electronic Warfare

	91	EWX 5
2nd	106	EWX 22
22nd	106	EWX 22
24th	92	EWX 6
29th	106	EWX 22
30th	107	EWX 23

9. Diving

4th	Fitting of grates over main circulation pump inlets. Removal of rope from inlet.
7th	Remove grates from inlets
18th	Routine hull survey of fittings, rudder and propellers and cleaning of hull outfits.

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