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MR R. L. SMITH, RANEM 208CP91

[Signature]

H.M.A.S. SYDNEY,
At SYDNEY.

5th July, 1967

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

(Copy to:- The Flag Officer Commanding, H.M. AUSTRALIAN
FLEET (FLAG).

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - JUNE, 1967.

Sir,
I have the honour to report the proceedings of Her Majesty's Australian Ship SYDNEY, under my Command, for the month of June, 1967.

2. All times are Zone KILO (-10) unless otherwise stated.

3. At the start of the month the ship was on passage from Vung Tau, South Vietnam, to the Singapore Exercise Areas to rendezvous with R.F.A. OLEANDER for replenishment. H.M.A.S. STUART was in company.

4. Officer of the Watch manoeuvres, trials of the "Zodiac/swimmer of the watch" concept of Man Overboard and plotting exercises were conducted while on passage. A separate report of the Man Overboard trials has been forwarded. Advantage was taken of the Singapore exercise facilities during the forenoon of Friday 2nd, AA tracking, AA firings and a CASEX A17 being carried out. On completion of the exercises, Task Group 327.6, SYDNEY(CTG) and STUART proceeded to rendezvous with OLEANDER in the south eastern region of the Exercise areas. Replenishment of both ships began at 1430 (-8) and was not completed until 1700 (-8). H.M.A.S. DUCHESS joined the Task Group at 1600 (-8) and topped up from OLEANDER after STUART had completed replenishment.

5. On completion of the replenishment the Task Group proceeded on passage for the Darwin area. During the transit through the Java' Sea a lecture team consisting of Officers from 6 Battalion, R.A.R., was transferred to both STUART and DUCHESS to present the current situation in South Vietnam to the Ships' Companies.

6. The escorts were replenished from SYDNEY on Monday 5th and late the following evening the Task Group passed through Wotah Strait and set course for Darwin. Officer of the Watch manoeuvres and "S leap frog" exercises were conducted during the passage.

7. STUART and DUCHESS were detached at 2100 (-9) on Wednesday 7th to proceed to Darwin to refuel. At 0630 (-9) on the following morning off Darwin, mail was received from a RAAF Iroquois helicopter and the ship continued on passage independently for Brisbane via Clarence Strait.

8. During day flying operations on Friday 9th, Wessex 811 reported an emergency and was safely returned to the deck. The fabric at the extremity of the trailing edge of one blade had disintegrated. This incident has been reported separately.

9. The ship transitted Torres Strait during the forenoon of Saturday 10th and the spirits of the troops embarked improved in proportion to their proximity to their destination. Advantage was taken of the accrued time in hand to anchor off Lizard Island at 09'6 on Sunday 11th to prepare the ship's appearance for the arrival in Brisbane. By 1346 the ship resumed the passage through the Barrier Reef and identities were exchanged with H.M.A.S. *ALUMA* as the anchorage was cleared.
10. Customs, Health and Army personnel were embarked by helicopter from Townsville at 0900 Monday 12th. Experience gained during the previous voyage had shown that a two day period was required to clear the ship and the troops embarked through the Customs procedures prior to arrival at the disembarkation port.
11. At 1000 Tuesday 13th a helicopter transfer was again arranged from the mainland, this occasion being to embark from Rockhampton the General Officer Commanding, Northern Command, Major General T.F. CAPE, CBE, DSO. At the commencement of the second voyage I had invited Major General CAPE to join the ship for the final stage of the return passage as he wished to inspect the Battalion before disembarkation and view their conditions on passage.
12. SYDNEY steamed through Moreton Bay during the morning of Wednesday 14th, entered the Brisbane River at 0705 and finally berthed starboard side to BHP No. 3 berth in Hamilton Reach at 0854. Owing to the recent heavy rains in the Brisbane area a "fresh" of 5 knots was experienced in the river; the Pinkemba light float had been sunk and three other buoys had been swept out of station.
13. Immediately after berthing 6 R.A.R. disembarked and unit stores were off loaded. I was very pleased that the General Officer Commanding Northern Command had permitted the Ship's Band to integrate with the 6 R.A.R. Band for the march of the battalion through the streets of Brisbane. The practice onboard showed to perfection on the day.
14. The Midshipmen were given a two day "Introduction to the Army" course whilst the ship was in Brisbane. This proved to be a most successful "exped" for the Midshipmen despite their fatigue on completion of the compressed field instruction. The Midshipmen reported favourably on the quality of the instruction and the manner in which they were received. I have since received notification of the appreciation of their behaviour and bearing.
15. SYDNEY cast off from BHP No.3 at 1330 on Saturday 17th and, after turning in the river, proceeded for sea. The North West passage was cleared at 1800 and course was set for Sydney keeping 50 miles off the coast to complete tank cleaning. A major N.B.C.D. inspection was carried out by Fleet Staff Officers on Sunday 18th after completion of Church Services and the scattering of the ashes of the late Lieutenant Commander P. CROOKS. RANR.
16. At 0801 on Monday 19th the ship secured to No. 2 buoy in Sydney to de-ammunition. On completion the ship moved to the Fitting Out wharf, finally berthing at 1130. 725 Squadron (Sydney Flight) disembarked prior to the ship entering harbour.
17. The final board of examination for the Midshipmen (OLEN) was conducted on Thursday 22nd.
18. The ship was moved by tugs from the Fitting Out wharf to Cockatoo Island during the forenoon of Friday 23rd and at 1102 she berthed at the Sutherland Wharf to begin the long period of refit. Because of many factors beyond the control of the ship the Refit conference was not held until Wednesday 28th, 50 percent of the defect list being committed at the conference.

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ENGINEERING AND ELECTRICAL

19. The main and auxiliary machinery has operated satisfactorily throughout the month. No major defects have occurred. The only electrical equipment which proved troublesome during the month was Radar type 974. It became defective on three occasions giving a total non-operational period of approximately six days.

TRAINING AND WELFARE

20. The ship has been operating in the primary role for 50 percent of the month. Training has, however been progressed.

21. The health and morale of the Ship's Company has remained good throughout the period.

22. A proportion of the Ship's Company was tested to ascertain rate of physical recovery using the Harvard Step Test. The results of this test are shown in Appendix "D".

23. The Ship's Company and embarked Army personnel were addressed on several occasions during the quarter on the need for security, in particular the unauthorised disclosure of official information concerning the ship's and escorts' movements.

I have the honour to be

Sir,

Your obedient Servant,


(E.J. Peel)

CAPTAIN

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STEAMING FIGURES.

Distance steamed during the month 5,296.5 miles
 Hours underway during the month 357 hours 8 mins.
 Total distance steamed since recommissioning 142,544.3 miles
 Total hours underway since recommissioning 9,741 hours 5 mins
 Occasions of exceeding economical speed

<u>Time</u>	<u>Speed</u>	<u>Dist/ton fuel</u>	<u>Fuel burnt/ hour</u>	<u>Reason</u>
1 hour	18.7	1.77	7.55	To offset the fresh in the Brisbane River and Moreton Bay.

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APPENDIX "B" - SHIPS MOVEMENTS

<u>Date</u>	<u>Time</u>	<u>Movement</u>
2nd	1430	Rendezvous for RAS in Singapore Exercise area.
	1700	Proceeded for Darwin Area STUART and DUCHESS in company.
7th	2100	Detached STUART and DUCHESS for DARWIN
8th	0630	Mail delivery by RAAF helicopter off DARWIN
10th	AM	Torres Strait
11th	0916	Anchored 1 mile north west of Lizard Island.
12th	1346 0900	Weighed and proceeded for Brisbane. Embarked Customs, Health and Army personnel off Townsville by helo.
13th	1000	Major General T.F. CAPE embarked by helicopter from Rockhampton.
14th	0854	Berthed starboard side to BHP No. 3 in Hamilton Reach, Brisbane River.
17th	1330	Cast off from BHP No. 3 and proceeded for Sydney.
19th	0801	Secured to No. 2 buoy Sydney Harbour and de-ammunitioned ship.
	1057	Slipped from No. 2 buoy
	1130	Berthed starboard side to Fitting Out Wharf, Garden Island.
23rd	0943	Cast off from Fitting Out Wharf. Cold move to Cockatoo Island.
	1102	Berthed port side to Sutherland Wharf

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APPENDIX "C" - EXERCISES CARRIED OUT DURING THE MONTH

<u>Exercise.</u>	<u>Number/Period</u>	<u>Dates</u>
<u>Seamanship.</u>		
O.O.W. Manoeuvres	4	1, 5, 6, 7.
RAS (Receiving)	1	2
RAS (Supplying)	2	5
RAS Deep frogs	2	7
Light Jackstay transfers	5	2, 5, 7.
Manoverboard drills	3	1, 5, 7.
Steering Gear breakdown	1	1
<u>Gunery</u>		
RATT	1	2
CRANF	1	2
CRSIF	1	9
<u>T.A.S.</u>		
CACEX A17	1	2
<u>N.B.C.D.</u>		
Major NBCDX	1	12
Section drills	1	5
NBOD Inspection	1	18
<u>A.I.O.</u>		
Multi LOP	2	1, 7.
Helo direction	15hrs	1, 2, 4, 5, 6, 7, 9, 12, 13, .
<u>Communications.</u>		
NAVCOMEX	8	1, 2, 5, 6, 7, 8, 9, 12.
" " 202	8	1, 2, 5, 6, 7, 8, 9, 12.
" " 301	4	1, 6, 9, 12.
" " 405		

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APPENDIX 'C' (Continued)

<u>EXERCISE</u>	<u>NO/TIME</u>	<u>DATES</u>
<u>Communications.</u>		
Navcomex 202	18	1, 2, 3, 4, 5, 10, 11, 15, 16, 17, 18, 19, 22, 23, 24, 25, 26, 31.
Navcomex 206	2	25, 26.
Navcomex 417	1	24.
EWX	2	21, 24.
<u>Diving.</u>		
Cleaning hawbers	1	18.
Repack stern gland	2 hrs.	23.
Operation AWKWARD ship bottom searches	7 hrs.	30.

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APPENDIX "D" - RESULTS OF PHYSICAL TESTS

<u>Personnel Under Training.</u>	<u>Number Tested</u>	<u>Number Failed Test</u>
ORIS under training	88	60 = 68%
Ship's Company	44	17 = 39%
Midshipmen	13	11 = 84%
CPO's and PO's	12	5 = 41%
Divers	13	1 = 7%

Total number tested = 157

Total number failed = 93 = 59%

Note. The Midshipmen who failed the first test were given 8 days Dog Watch Physical Training then re-examined and all passed at that attempt.

MINUTE PAPER

1285/201/62 *Series 7*

HMAS SYDNEY - REPORT OF OPERATION RUMBLING

Reference:- FOCAF memo AF 1623/1/13 dated 9 Aug 67 and enclosure.

~~DNI~~ *Noted* *14/9*

~~DNI~~ *Training matters have been or are being raised & dealt with separately* *14/9*

D of C (F.N.A. re para 2 of ref please)
action being taken with COMAFV staff concerning supply of accommodations *noted* *14/9*

~~DNAP~~ *Noted* *14/9*

D of P *14/9*

~~DCNS~~ *14/9*

~~DAC~~ *14/9*

By D of O

13/10
23/10/67
3/11
5/11
15/11

The enclosure is the report by the Captain HMAS SYDNEY on the two troop carrying passages from Australia to SVN and return RUMBLING 1 and 2.

2. It is considered that the following points are worthy of note -

- (a) Wessex ASW helos - paras 3(b), 6, 19, 20;
- (b) Little "d" training - para 20;
- (c) Helos to disembark and embark troops - para 10;
- (d) Training of Ords various - paras 3(c), 38, 39, 40;
- (e) Delay in "darken ship" - para 18, 23 ;
- (f) Communications and recognition publications - paras 27-31 and FOCAF memo para 2;
- (g) Accommodation and Stowage of personal gear - para 35, 36, 37, and
- (h) Security and Defence - paras 22-26 and 32-34.

4 September, 1967.

Mark Belack
Director of Operations.