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Commander's Office,
HMAS SYDNEY,
at Sea.

26th November, 1969.

EXECUTIVE OFFICER'S TEMPORARY MEMORANDUM NO.62/69.

CARGO OPERATION ORDER No.11/69.

DISCHARGE/BACKLOAD - VUNG TAU.

1. TASK.
 - (a) To discharge 8 RAR vehicles and stores and vehicles and stores for civilian agencies. (See Annex A)
 - (b) To backload military vehicles and stores. (See Annex B)
 - (c) To complete movement documentation assisted by 11 MC Gp staff.
2. FACILITIES.

Forward aircraft lift;
Ship's cranes, slings, vehicle trays and associated gear.
4 x Fork lift trucks.
1 x Mobile crane.
Catamarans lighter mooring lines and tyre fenders.
3. PREPARATION.
 - (a) All equipment in para 2 to be checked and ready by 1800 27th November, 1969.
 - (b) Military vehicles to be checked and engines run for at least 15 minutes during 26th November, 1969. (Action: Army Staff).
 - (c) 'A' Hangar to be cleared of all gym and sports equipment; (Action: Sports Officer).
 - (d) One vehicle tray to be positioned for use on Port 3 ton crane.
 - (e) 1 x pallet sling to be ready at each forward crane. Spare sling held abaft sea-plane crane.
 - (f) 2 x sets Land-Rover slings ready at 15 ton crane.
 - (g) RAS tripod to be unshipped.
 - (h) Slings for a/c wings to be positioned at starboard 3 ton crane.
 - (i) Sandbags (2) and aircraft lifting sling to be positioned in proximity of 0 spot by 0845, 28th November, 1969. (Action: PO KELLY).
4. PRE-STOW.

Subject to Captain's approval and satisfactory weather conditions, cargo is to be pre-positioned for discharge as follows:-

 - (a) Of the 140 pallets in A hangar, 109 are to be stacked in 4 rows, 2 tiers high, from 6 feet abaft Stbd forward crane; and 31 in 4 rows, just clear and abaft port forward crane.
 - (b) 7 Land Rovers, to be ranged as necessary fwd of the after lift..
 - (c) Kombi Vans to be ranged 2 deep abreast of pallet stow, portside.
 - (d) Aircraft to be positioned around 1 spot as follows - 1a/c fwd of 1 spot, 2a/c positioned abreast and aft of 1 spot.

Note: (i) Pre-stow should be complete by 1800 27th November.
(ii) Pallets to be well covered by tarpaulins and properly secured in their new position. Land Rovers must also be secured.
(iii) Vehicles having a weight exceeding 15,000 lbs must not be driven on or over the lift unless securing keeps on the lift are fitted.

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5. ARRANGEMENTS OF BARGES.
It is planned lighters will be secured and utilised as follows:-
LSM Clive Steele. To bring out back-load vehicles and take maximum number of discharge vehicles, loading heavy ones first.

First Barge (No.1). Backload pallets and containers. To secure port side forward and take pallets and Kombi vans, crane working through aft arc.

Second Barge (No.2). No back load. To secure on starboard side under 3 ton crane. To offload a/c wings and 109 pallets.

6. HELICOPTER OPERATIONS.

(a) US Army Chinook helos will be lifting Porter a/c from 1 spot (fwd end of Flight Deck) at 0900 28th November. All personnel not directly involved with this operation remain abaft fwd lift.

(b) The after end of the Flight Deck including the after lift will be out of bounds to all personnel, except helo ops personnel, on completion of ICM lowering until further notice.

7. EXECUTION.

Port watch to close up at 0630. To uncover pallets, make up and secure tarpaulins and send below. Release all vehicle securing chains. Two hands detailed to gather chains, bottle screws and shackles, etc., and to place them on pallets near sea-plane crane. At 0930 Starboard watch will take over progressively, so that work is not delayed while reliefs are awaited. At 1200 - on Port watch, Starboard watch secure (See watchbill and Daily Orders).

CLIVE STEELE. Complete backload of all vehicles. Offload 4 APCs, 2 MKs, 5 trucks, 2 APC trailers and 7 landrovers if space permits.

No.1 Barge. To work through without interruption until all pallets and Kombi Vans discharged and backload completed.

No.2 Barge. Off load pallets and a/c wings.

A Hangar. Pallets to be stowed against buttressing and blocked off by containers. Doors of containers carrying personal effects to be accessible for Customs inspection. All back-load vehicles and pallets to be secured for sea as soon as possible. (Action: Shipwright Officer, Special Party).

Note:

- (i) PERSONNEL NOT CONNECTED WITH CARGO OPERATIONS TO REMAIN CLEAR OF FLIGHT DECK AND 'A' & 'B' HANGARS AT ALL TIMES. Chinese trader will not be open for business and "window shopping" will not be permitted.
- (ii) Supply Officer is requested to supply refreshments for working parties.
- (iii) Aircraft spots No,1, 5 & 6 to be kept clear for helo operations.
- (iv) Transport Office to be available for use by 11 MC staff.

8. CARGO CHECKERS.

Checkers to be posted: 1 'A' Hangar.
1 Port forward crane.
1 Stbd forward crane.
2 NCK & 15 ton cranes.

Check sheets to show clearly location, load or back-load, times of commencement and completion and totals. On and back load not to be entered on the same sheet. On completion all check sheets to be signed and handed to Cargo Officer or Duty Cargo Midshipman.

9. RIG.

Working parties to wear overalls, or No.8's shoes or boots, helmet.

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10. SAFETY.

Standing Orders for cargo operations are to be followed at all times. The Flight Deck will be a noisy place and warning shouts will not, in all probability, be heard, so be particularly alert against possible dangers.

Remember The block of a crane, even with no weight attached can be lethal when swinging.

these Keep well clear of fork lift trucks.

Keep feet and legs clear when guiding sea-containers. Do not allow fingers or hands to get caught when guiding a sling to 'take up the weight'.

Points Make sure pallet-bars are correctly inserted before hoisting set hand brakes on vehicles positioned on lighters.

11. Cancel this memorandum 30th November, 1969.

Distribution:

Captain
Commander
All Officers
Chief Bosun Mate
Dogmen
Transport Office (3)
Cargo Officer (4)
Army Staff (2)
11 MC Gp (2)

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(K.A. YOUNG)
COMMANDER RAN
EXECUTIVE OFFICER

- ANNEX
- A. SUMMARY OF OFF-LOAD CARGO
 - B. SUMMARY OF BACK-LOAD CARGO
 - C. MIPSHIPMEN'S DUTIES AT VUNG TAU (MTO 55/69) (DISTRIBUTED SEPARATELY)
 - D. DEFENCE STATION & CARGO OPERATION WATCHBILL
 - E. SECURITY WHILST UNLOADING AT VUNG TAU
 - F. SHIP'S DIVERS
 - G. ORDERS FOR SENTRIES

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ROUTINE AT YUNG TAU

- 0600 Call Port Watch cargo party and special cargo parties -
Breakfast.
- 0630 Port Watch cargo party and special cargo parties close up as
detailed.
Fall out 1st Starboard defence watch - Breakfast.
- 0815 Starboard Watch fall in 'A' Hangar (CPORP BENSON detail
communal duties).
Party to be detailed to unload meat.
- 0930 Starboard Watch cargo party close up.
Port Watch secure - Stand Easy 1 hour.
- 1030 Port Watch cargo party fall in 'A' Hangar.
- 1115 Port Watch cargo party to dinner.
- 1200 Starboard watch cargo party secure.
On Port Watch cargo party.
- 1210 Starboard Watch cargo party to dinner.
- 1400 Starboard watch cargo party close up if still unloading.
2nd Starboard defence watch close up.
- On completion loading operation - Pipe Down.

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ANNEX A TO CARGO OPERATION ORDER NO. 11/69.

SUMMARY OF OFF-LOAD CARGO.

<u>Military Vehicles.</u>	Total Weight (Short Tons)
4 x APCs	41.2
2 x APC Trailers	11.2
2 x 5 ton trucks G.S.	14.2
7 x Land Rovers ($\frac{3}{4}$ ton)	12.0
7 x Kombi Vans	<u>9.6</u>
Total 22 vehicles	<u>88.2</u> Ton

<u>Aircraft.</u>	
3 x Porter Pilatus	3.7
6 x Mainplanes crated	<u>5.1</u>
	<u>8.8</u> Tons

<u>General Cargo.</u>	
40 pallets (AFOF GIFTS)	28.4
85 pallets (P.E.)	22.2
10 pallets (UNIT STORES)	2.4
Contents of Refria	<u>3.4</u>
	<u>56.4</u> Tons

TOTAL OFF LOAD CARGO = 153.4 TONS

ANNEX B TO CARGO OPERATION ORDER No. 11/69

SUMMARY OF BACK LOAD CARGO.

<u>Cargo</u>	
Pallets 62	45 tons
Containers 18	<u>36</u> tons
	<u>81</u> tons
<u>Vehicles</u>	
28 x Land Rovers ($\frac{3}{4}$ ton)	49 tons
28 x Trailers	<u>14</u> tons
	<u>63</u> tons

TOTAL BACK LOAD CARGO = 144 TONS

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DEFENCE STATION & CARGO OPERATION WATCHBILL.

	PORT	STARBOARD
PORT 3 TON CRANE DRIVER	PORP EXLEY	LSRP DOOLIN
" " " " DOGMAN	LAAH ACKLAND	POQMG MOORE
" " " " PARTY	NASE MOFFATT	SAP LANGTRY
	ABQMG DOUGLAS	EMP WHITTLE
	ORDME CHETCUTI	OEM WARRINER
	ORDWTR ROGERS	ORDEM DOWER
" " " " LIGHTER PARTY	NS3 BLAKELOCK	SAP DAVIES
(Muster at crane)	ABWM WHITE	EM MUNRO
	ORDUW RIDDOCK	ORDFC KERR
	ORDME ROSSI	ORDEM MACKLIN
STBD 3 TON CRANE DRIVER	NAAH HAYWARD	POAAH MULHALL
" " " " DOGMAN	POUW EKAMN	CPOCOX HOLMES
" " " " PARTY	ORDQMG McDONALD	ABRP SUMMERS
	ABUW KERR	EM SHIELDS
	ORDME DARCY	EM LEE
	ORDWTR MILGATE	EM SHAW
" " " " LIGHTER PARTY	ORDWM HOWLETT	ABWM BLANNING
(Muster at crane)	ABQMG GUTHRIE	EM GILLIES
	ORDME PARSLOW	ORDEM ELMS
	ORDME BURDEN	EM TAULIEN
PORT 15 TON CRANE DRIVER	POASE DUNNER	ABQMG JACKSON
" " " " DOGMAN	POWM KNIGHT	LSPT TWIGG
" " " " PARTY	LSUC O'LEARY	ABWM WESTNEAT
	ABWM DONALDSON	ABFC McDONOUGH
	ORDME FOLEY	ORDRP ASSENDER
	ORDRP PETERSON	ORDCO LEWY
" " " " LIGHTER PARTY	LAAH JOHNSTON	ABQMG ROIT
(Muster at Crane)	ABWM BENTLEY	ORDCK CLEGHORN
	ORDME ANSTEE	ORDWM DAVIES
	ORDUW WILLIAMS T	ORDSA NORTHCOTE
NCK CRANE DRIVER	LAAH KALMAN	POAAH EGAN
" " DOGMAN	CPOPT GOLOTTA	POPT MULLINGER
" " PARTY	NS3 WRAY	ABRP UGLOW
	ABRP McLENNAN	EM VAN DER WAL
	ABRP GIBSON	ORDME SMITH G
	ORDME PASSMORE P	ORDEM BARRETT GC
" " LIGHTER PARTY	NSA WEST	ABQMG BROWNE
(Muster at crane)	ABWM HADFIELD	ORDWTR FUSS
	ORDSTD INGRAM	ORDQMG TOWNLEY
	ORDCO HARDING	LSRP McCUTCHEON
SEAPLANE CRANE DRIVER	LEM McINTOSH	LEM MUNNINK
" " DOGMAN	BOSUNS PARTY	"
" " PARTY	"	"
" " LIGHTER PARTY	"	"
FORK LIFT DRIVERS	NAAH MAULTBY	NAAH STEPANOV
(Muster A Hangar)	ABQMG HAGSTROM	NAAH RIED
	LSAN TARRY	CPOCOX DENMEAD
	POCOX MARTAIN	LCOX DAVIS
CHECKERS	MUSN BASKERVILLE	MUSN PANKHURST
	MUSN BLANKESTEIJN	MUSN PIGGOTT
	MUSN EZERGAILIS	MUSN RIDLEY
	MUSN McNALLY	MUSN RUSHWORTH

	<u>PORT</u>	<u>STARBOARD</u>
No.1 HANDLING TEAM (Port Watch lowers No.2 M.C.)	POMUSN ARGENT ORPRP TOPPLS ABWM CHARLTON ORDME BYRNES ORDEM ELTON ORDDA KLEIN ORDME LEES	POQMG BURGESS ABQMG FOX ABWM VOUVOUPLIS ORDME COOK ORDCK BRISCOE ORDQMG SCARR ORDME PASSMORE F
No.2 HANDLING TEAM (Port Watch lowers No.1 M.C.)	CPOMUSN LINCOLN ABQMG TRAIL ORDRP KIDMAN ORDME JOHNSON ORDME WILSON	CPORP BENSON ORDCO ADAMS ORDME BRZESKI ORDWM PES ORDME HOLDEN
FORWARD LIFT DRIVER AFTER LIFT DRIVER	ABQMG KNEEVES ABRP WORDEN	ABRP AUSTIN ABRP STEVENSON
BRIDGE MESSENGER	LMUSN CLARKE	LMUSN WATSON
HELO DIRECTION SUITMAN	POAAH O'DWYER NAAH NROWN	LAAH FISCHER NAAH BOUGHTON
OPERATIONS ROOM	LSRP CARPENTER ABRP NEWELL	PORP RODGERS ABRP TOOKE
GDO(V) G1 AIMER G1 LOADER G2 AIMER G2 LOADER S1 LOOKOUT P1 LOOKOUT GUNNER'S YEOMAN	CPOWM LAMBOURNE ABQMG TWOHILL ABQMG THORNTON ABQMG FOORD ABQMG BILLMAN ORDWM CLAYPOLE ORDUC BROWN ABFC BILLING	POQMG DODDS ABQMG BLANKLEY ABQMG CONFOY ABQMG CANNING ABQMG McLAREN ORDQMG SMITH A ORDCO McQUESTIN
WHEELHOUSE	LSUW BOWES	LSRP MURRAY

The following personnel are required to close up at 0630 and will remain closed up working as required until completion of cargo unloading.

DIVERS & AWKWARD SENTRIES POCD BRUMLEY	ISCD BARTHOLOMAI ORDCD EDDY ABWM CHALKLEN ORDQMG TIERNEY ABWM CELEBAN	LSCD JACKSON ABCD TROMPP ABQMG WILKINSON ORDQMG PETTIGROVE ABRP HOOF
BARGE SECURING PARTY CPOWM LOWIEN I/C	LSUC COUSINS ABRP CALDWELL ABQMG HALVORSEN ORDME GIBB ORDME McNAMEE ORDQMG GIBSON	ORDME DALGLEISH ORDUW O'NEILL ABWM LOGAN ORDUC McCORKACK ORDUW WOOD ORDQMG CADD
LADDER LOWERING & HOISTING PARTY (Muster A.X.)	POUC DALY ABUC PICKETT ORDME CHAPMAN	LSUC COUSINS ABWM BROOKE ORDME KAMEL
LCM SECURING PARTY	PORT STBD ORDFC ISTED ORDCO SHAW	ORDSTD LANGTON ORDCO BELL
CATAMARAN SECURING & LOWERING PARTY I/C BOSUNS PARTY	LASE BUSH NASE HITE ABFC SUNDERLAND	ORDQMG GILL ORDUW KELLY ORDEM BARRETT GH

No.1 M.C.

COX MIDN HARRISON
BOW ABWM HALL ORDUW DIGGLE
DVR ME KELLY

No.2 M.C.

COX MIDN OTTER
BOW ABRP WILLIAMS ORDFC ALLEN
DVR ME BOGG

LCM CREWS:

754
COX MIDN CAMERON
COMM MIDN CALDWELL
ENG SBLT SHAW
BOW ABUW BINNEY
STERN ORDQMG DAU

762
MIDN HODGES
MIDN MILFORD
LEUT WHITTEN
ABWM McCULLOCH
ORDUW WOODS

763
MIDN MURRAY
MIDN OLNEY
LEUT STEWART
ABRP NEALE
ORDFC HALLORAN

753
COX MIDN ADAMS
COMM MIDN BUTTERWORTH
ENG SBLT TWELLS
BOW ABQMG PRZETOCKI
STERN ORDQMG MARTIN

760
MIDN FARQUHAR
MIDN CURTIS
SBLT THIEDERMAN
ERA McNAMARA
ABWM ATKINSON
ORDWM BREW

761
MIDN GEE
MIDN DUNCAN
LEUT HORNSBY
ABWM CROCKETT
ORDQMG CHAMBERS

LCM DAVIT HEAD CREW

LOCKERMAN (CARGO)

ABRP PERRY
ABUW CHILCOTT

ABWM GARRARD

GUIDES FOR INCOMING ARMY
(Report to RSM ATKINSON in
C Hangar as required)

ABUW DAVIS
ISWM IRVINE
NS3 THOMPSON
LDA ALBERT
LWTR STABB
LWTR BOREHAM

ABWM COLLINS
NS3 HASTWELL
WTR NASH
WTR ROSEWARNE
WTR WILLIAMS

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ANNEX 'E' TO CARGO OPERATION ORDER NO. 11/69.

SECURITY WHILST AT VUNG TAU.

1. The risk of an enemy attack on HMAS SYDNEY whilst at anchor in the Vung Tau area is very real, as this ship, due to its size and role, is considered to be the prime RAN target.

2. PROBABLE THREATS.

- Attacks may be made by:
- (a) Surface or underwater swimmer.
 - (b) Floating charges.
 - (c) Drifting mines.
 - (d) Boats or surfboard type craft.
 - (e) Shore mortars.
 - (f) Rockets.

The danger is greatest at night, at slack water and when the ebb stream/river current is running. All local traffic is under curfew from sunset to sunrise, but in the past, local fishing craft have been observed underway. Air attack is considered unlikely.

3. PRECAUTIONS.

- (a) Divers.
- (b) Sentries.
- (c) Armament.
- (d) Guard boats.
- (e) Damage control.

DIVERS. All ship's divers are required as diving party. Divers will be required to carry out searches as directed by the Diving Officer.

SENTRIES. Sentries will be detailed by the Commander's Regulating Office. Sentries are to be posted as follows:

FX	- 1 armed sentry
AX	- 1 armed sentry
Port fwd MC space	- 1 sentry
Stbd fwd MC space	- 1 sentry
Port aft MC space	- 1 sentry
Stbd aft MC space	- 1 sentry

ARMAMENT. All 40/60 guns are to be cleared away and letter box racks loaded. One guns crew is to be closed up continuously on the mounting closest to the shore, or as directed by the PCO.

GUARD BOATS. Both motor cutters are to be in the water and patrolling with towed obstructions. Boats are to stream obstructions immediately the patrol is commenced. They are to be positioned, one 200 yards and one 150 yards up tide from the ship, patrolling an overlapping line as directed by the Operations Room Officer.

Guard boats are to carry the following:
1 Aldis; 1 Type 634 radio;
1 Automatic weapon and 2 full magazines;
towed underwater obstructions;
25 primed scare charges.

If a boat should be required for other duties, the ORO will direct one of the motor cutters to return, advise the PCO and adjust the patrol line of the remaining motor cutter. In the event of a guard boat locating an obstruction, the Diving Officer is to despatch a gemini to investigate as directed by the PCO. The second gemini is to be available for normal ship's duties as directed by the COO.

DAMAGE CONTROL. The ship is to be in NBCD State 2 Condition Yankee whilst at anchorage.

COMMUNICATIONS. No boat or LCM is to leave the ship unless specifically ordered by the PCO, until communications have been tested and found correct.

STATE OF READINESS. The ship will maintain AWKWARD State 2 whilst at anchor, unless otherwise ordered. AWKWARD State 1 is to be assumed on receiving positive evidence of an imminent or completed attack. AWKWARD State 1 may be ordered on evidence of a probable attack. The ship is to remain in the 3rd degree of A.A. readiness whilst at anchor.

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4. REQUIREMENTS.

<u>WHAT</u>	<u>WHERE</u>	<u>WHEN</u>	<u>RESPONSIBILITY</u>
Ladders, Boom.	Both after ladders & stbd stern boom.	On arrival	AX Officer
Anchor Buoys.	(i) Prepared on FX in case cable has to be slipped. (ii) Substantial buoy is to be streamed from anchor, to prevent coupled charges fouling ship.	On arrival	FX Officer
2 SLR's and 2 magazines	1 each to FX and AX sentries	On arrival	Gunnery Officer
2 SLR's	1 to each 1 & 2 MC's	On arrival	Gunnery Officer
100 Scare Charges	10 each to FX & AX sentries. 10 each MC. 10 to Diving Officer AX.	On arrival	Gunnery Officer
Towed Obstructions.	Both MC's	On arrival	Boats Officer
Diving Equip. AX		At 1700 on 27 November.	Diving Officer
Radios	5 TMC, 1 - OOW, 1 PCO (Bridge), 1 LEUT GREEN, 1 Each gemini. 2 x 634, 1 each MC. 1 PRC 25 - PCO Bridge.	On arrival	SCO
Whistles	Issued to each sentry by Diving Officer AX	On arrival	Gunnery Officer
First Aid Boxes	3 required. 1 to each MC, 1 to AX	On arrival	Medical Officer

5. OFFICER'S DUTIES.

PRINCIPAL CONTROL OFFICER. Stationed on the bridge. In overall charge of all operations affecting this ship and ships in company. Movement of LCM's.

OPERATIONS ROOM OFFICER.

- (a) The controlling of AWKWARD measures between ships, under the general direction of the PCO.
- (b) Control guard boat patrols and, in conjunction with the OOW, the relief of crews.

OFFICER OF THE WATCH.

- (a) Running of the ship's routine.
- (b) In conjunction with the ORO, relieve boat crews.
- (c) Informative pipes concerning divers entering and leaving the water.
- (d) Controlling the second gemini whilst on normal ship's duties.
- (e) Liaise with Ship's Army Staff in disembarkation and embarkation of troops via ladders.

DIVING OFFICER.

- (a) Safety of Ship's boats secured at the quarter boom.
- (b) General supervision of ship's divers and sentries.

DIVING SUPERVISOR. To place, instruct and relieve sentries as detailed in para 3(b) of this annex. All sentries are to be conversant with the provisions of "Orders for Sentries" attached as Annex "G".

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6. SAFETY PRECAUTIONS.
- (a) Divers are not to enter the water until the OOW and PCO have been informed.
 - (b) Scare charges are to be thrown or dropped by sentries, or boats crews, ONLY by order of the PCO or Diving Officer as relayed to the diving supervisor or the ORO.
 - (c) If scare charges are used, they are to be thrown at least 20 feet clear of boats or the ship's side.
 - (d) Rifles are only to be loaded and fired if the ship is being directly menaced by a swimmer and on instruction from an officer.
 - (e) Each diver is responsible for the maintenance and replenishment of his own equipment. All such equipment is to be brought back to a state of readiness on the completion of each dive.
 - (f) When informed that divers are about to enter the water, the PCO should notify-
 - (i) Engine room.
 - (ii) Ships in company.
 - (iii) Guard boats, through the ORO.
 - (iv) Ship's company, through the OOW.

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ANNEX F TO CARGO OPERATION ORDER No.11/69.

SHIPS DIVERS.

1. PERSONNEL.

The ships divers will work in a one watch system under the supervision of the Diving Officer.

They are:-

POCD BRUMLEY
ABCD TROMPP
A/ERA HOLDING
ME GRAHAM

ISCD BARTHOLOMAI
POME COTTERALL
A/ERA BATEMAN
ORDCD EDDY

ISCD JACKSON
A/MECH TAYLOR
LSBA GILLON
ORDUW FINCH.

The following personnel will be employed as sentries under the supervision of the Diving Officer and will be relieved for meals as the opportunity arises by members of the Diving Team.

ABWM CHALKLEN
ORDQMG FETTINGROVE

ABQMG WILKINSON
ABWM CELEBAN.

ORDQMG TIERNEY

2. EMPLOYMENT.

- (a) The diving team is to search the ships hull, anchor cable and anchor buoy riser as directed by the Diving Officer or PCO.

3. TIMING.

- (a) All divers are required to muster in the Diving Store at 1630 Thursday 27 November for briefing in their tasks and for positioning of diving equipment.
- (b) All ships divers not on watch are to muster on the AX at 0630 Friday 28 November.
- (c) All Morning Watch SSD ships divers are to muster on the AX on completion of anchoring.

4. DIVING BOATS.

Both Geminis are to be lowered on arrival and secured aft. They are to be used only as directed by the Diving Officer.

5. COMMUNICATIONS.

- (a) The SCO is to provide the diving party with 3 TMC 214 for the Geminis and AX.
- (b) A sound powered telephone is to be connected as a direct link between AX and the Forward Machinery Space.

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ANNEX 'G' TO CARGO OPERATION ORDER NO.11/69.

ORDERS FOR SENTRIES.

(TO BE READ BY ALL SENTRIES BEFORE BEING POSTED).

1. DRESS.

Dress for sentries will be No.8's.

2. You are to patrol your post, keeping a sharp eye out for any signs of underwater activity. For example:

- (a) Bubbles rising to the surface.
- (b) Floating boxes, lumps of straw, seaweed or vegetation, or any other object likely to hide a swimmer. Especially compare the movement of objects in relation to the tide and prevailing wind.
- (c) A swimmer's head or body, if the water is clear.
- (d) Any unidentified object.
- (e) If friendly boats are patrolling the area, challenge the boat. Your challenge is "BOAT AHOY". If you don't get any reply, inform the PCO.
- (f) Any non-service boat coming close to the ship should be regarded with suspicion, and reported to the PCO.
- (g) On sighting a suspicious object, blow your whistle and report by telephone to the PCO(extension 10 or 20).

3. You are reminded that your prime duty is to keep an efficient lookout, report all incidents and act in accordance with these orders, which should be read thoroughly. If you have any questions in regard to your duties, make sure you get the answers before going on watch.

WARNING: Any sentry found looking inboard, or talking to any person other than his relief, will be immediately placed in my report and can expect to be fined in accordance with the seriousness of this negligence of duty. The person found talking to the sentry will be similarly charged.

4. ARMED SENTRIES.

The FX and AX sentries will be armed with SLR rifles and one magazine each. Ten one pound scare charges will be placed on the FX and AX under the supervision of the sentries concerned.

Rifles are only to be loaded and fired if the ship is being directly menaced by an observed swimmer, and on instruction from an officer.

One pound scare charges are only to be fired or thrown when, on sighting a bubble trail or suspicious object, and on direction by the PCO or ORO.

5. SAFETY.

No rifles or charges are to be fired or thrown when ship's divers are in the water. Pipes will be made before any ship's divers enter the water. Charges are to be thrown to explode at least 20 feet clear of boats and the ship's side.

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