

RESTRICTED

070

RESTRICTED HMAS MELBOURNE - ESCORT HANDOUT

NAVIGATIONAL DATA

1. Heights.

Top of TACAN	126 feet
293 aerial	103 feet
277Q aerial	78 feet
LWO2 aerial	92 feet
Steaming Light (upper)	96 feet
Steaming Light (lower)	62 feet
Port/Starboard Island Lights	51 feet
Overtaking Light	38 feet
Top Red Light of Flying Lights	111 feet
Starboard Side Light Forward	37 feet
Port Side Light Forward	33 feet
2. Side Lights. Under normal steaming conditions, the ship will show the Island Port and Starboard lights. During flying operations and when in pilotage waters, the forward side lights at flight deck level will be burned.
3. Turning. When manoeuvring, MELBOURNE uses 20° of wheel to give a standard tactical diameter of 1,440 yards. The use of 35° of wheel in an emergency gives a tactical diameter of 960 yards.
4. Acceleration/Deceleration.

Up to 17 knots	- as quickly as boilers can supply steam.
17 - 20 knots	- 3 minutes
20 - 22 knots	- 4 minutes

For decreasing speed, 1/4 of above times.

AIRCRAFT OPERATIONS

5. a. RESDES Single Carrier Operations. RESDES operations will be conducted in accordance with the provisions of ATP I (A) Volume I Chapter 15 unless otherwise directed, with the following exception - the rescue destroyer will only proceed to and from the rescue destroyer station when ordered. Rescue destroyer stations as laid down in ATP I (A) Volume I Figure 15 - 10 will be used.
- b. Station. The main consideration in the control and operation of rescue destroyers is that they should remain abast the beam of MELBOURNE whenever possible, in order to provide freedom of movement commensurate with maximum safety and efficiency.

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Accordingly, the rescue destroyer will normally occupy Station 1 (200° relative to the flying course at a distance of 1000 to 1500 yards), being ordered to form column when MELBOURNE is not actually operating aircraft.

- c. Horizon reference. On occasions, the rescue destroyer may be required to occupy Stations 3 or 3A in order to provide an horizon reference during takeoffs at night for pilots under training.
- d. Procedure. The following procedure will be observed unless otherwise ordered:
 - (1) The rescue destroyer will be formed in column.
 - (2) The signals "FOXTROT at the dip/CB 1" are informatory signals and the rescue destroyer is to take no action.
 - (3) MELBOURNE will turn into wind using the group "TURN FOXTROT JV1". When almost into wind the rescue destroyer will be ordered to take plane guard station.
 - (4) On completion of aircraft operations, the informatory signal "FOXTROT down/CB6" will be passed. As convenient the rescue destroyer will be ordered to form column by the groups "FORM ONE" or "FORMATION LIMA TWO", or stationed as required for further operations.
- e. Operating in company with other aircraft carriers. When operating in company with other aircraft carriers RESDES operations will be conducted in accordance with ATP I (A) Volume I Chapter 15 or as detailed in separate exercise / operation orders.

6. Patrol Boats. When acting as RESDES, patrol boats will be formed in column and are to move to the port side of the wake during flying operations. The Flying Programme will be passed on circuit 41W or 41X (TAC PRI).
7. The Flying Programme. The Flying Programme, a day in advance, will be passed to ships in company on circuit 42W (Tactical RATT), or 48W (CIP). Amendments will be passed as required.
8. Flying Course. The Flying Course will be with the wind approximately 10° - 15° on the port bow.
9. Lighting Measures. Unless otherwise ordered, lighting measure GREEN will be in force. During night flying operations MELBOURNE shows the following lights:

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- Dimmed forward side lights.
- Flying Lights (Red-White-Red) plus an additional red light 6 feet below the flying lights visible only over a narrow arc astern. This and the flying lights provide a vertical reference for the pilot. The additional red light will only be displayed during aircraft recovery.
- During aircraft recovery 3 red all round vertical drop lights over the stern visible at approximately 2 nautical miles. These, in conjunction with the deck lights, assist the pilot to align his aircraft down the centre of the angle.
- Two red masthead obstruction lights.
- "Moonlighting", consisting of clusters of quartz-iodine filaments which shine down on to and illuminate the flight deck from the mast and island. It is unlikely that these will be seen by escorts outside 2 cables.

10. RESDES Lighting. The RESDES is to conform to lighting instructions contained in ATP 1 (A) Volume I Chapter 15.

11. Crash Boat. RESDES capable of dropping a sea boat are to have their crash boat manned between FOXTROT/KILO at the dip (CB 1/2) and FOXTROT/KILO hauled down (CB 6/7). If available a free swimmer is to be at immediate notice during flying operations.

12. Crash on Deck. In the event of a crash on deck MELBOURNE will normally reduce speed and turn to port. However, the action will, of necessity, be dictated by the circumstances.

13. Boiler Power. Full boiler power is to be available unless otherwise ordered. DDGs need have only one boiler unless instructed to the contrary.

14. Speed. MELBOURNE's maximum speed when operating aircraft is approximately 24 knots.

15. Helicopter salvage - aircrew rescue procedure. ANO 476/67 gives specific instructions for the salvage of ditched helicopters. Detailed instructions for the rescue of aircrew from ditched aircraft are given in a separate brief distributed to all RESDES ships by MELBOURNE.

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16. CARRIER AIR GROUP

REMARKS	ENDURANCE	ROLE	CREW	SQDN	NO. CARRIED	AIRCRAFT
Two helos are for SAR duties. They carry a free swimmer but no sonar.	1 1/2 hours on task	All weather anti-submarine helo fitted M/R sonar.	2 pilots 1 observer 1 aircrewman	817	8	WESSEX 31B
Max. Strike Radius 600 miles. Normal Strike Radius 300 - 400 miles. Speed: Transonic.	2 hours CAP	Day fighter intercept	1 pilot	805	4	SKYHAWK A4G
Fitted APS 88 radar. Transit speed 140 knots. Maximum speed 240 knots.	4 1/2 hours on task. Max. 8 hours.	All weather ASW	2 pilots 1 observer 1 aircrewman	816	6	TRACKER S2E

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COMMUNICATIONS

17. Circuits. The following table shows the circuits to be manned and when to set watch on them:

Circuit	Description	Set Watch
04A1	Two-tone ORESTES	Two hours before joining if outside UHF range.
42W	Two-tone ORESTES	When within UHF range, close down on 04A1 when communications established.
41W	Tactical Primary	One hour before joining.
48W	CIP Pri/Helo Transfer	One hour before joining.
75W	MIL AIR DISTRESS	Whilst Flying Operations are in progress.
Y180* (338.0 MH3)	MELBOURNE LAUNCH/LAND	Bridge L/S watch from first CB 1/2 (FOXTROT/KILO at dip) until flying completed.
COMMAND INTERCOM	Type 689 Channel 8	To be available as required for UNCLASSIFIED officer-to-officer conversations.

CRASH BOAT Transportable type T.M.C.

- Test transmissions are NOT to be made by RESDES. Do not call MELBOURNE by light between FOXTROT/KILO at the dip (CB 1/2) and FOXTROT/KILO down (CB 6/7).

- Escorts are to maintain own Broadcast watch.
- When operating off the Australia Station or with foreign warships, communications circuits will be in accordance with local orders or as arranged.

RADHAZ

20. RADHAZ condition will be signalled in accordance with RANCO 2250.

21. The group XNC by visual/voice and RADHAZ - RADHAZ - RADHAZ by RATT will mean:

- Ships within 3 cables OFF all HF Radio
OFF all RADAR except 974/975/978 and SPS 10.
- Ships outside 3 cables Unrestricted RADAR, and HF Radar

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22. When escort has been stationed outside 1 mile, RADHAZ relay of traffic will be implemented as follows:

- a. MELBOURNE Transmit on circuit 42W.
- b. ESCORT relay to shore on ORESTES (Ship-Shore or Fixed Service).

23. If MELBOURNE has a fixed service termination, details will be passed on joining to allow escort to bring equipment to standby condition. If no fixed service is being maintained, the escort is to have a transmitter tuned on optimum ship-shore frequency.

RADHAZ condition will be terminated by signalling "NEGAT XNC" or "NEGAT RADHAZ".

REPLENISHMENT

24. Heavy Jackstay. Two positions either side of the FU1 aerial:

- a. Forward Position : Distance from roundup 372 feet
Distance from Bridge 126 feet
- b. After Position : Distance from roundup 348 feet
Distance from Bridge 102 feet

25. Light Jackstay. Four positions as follows:

- a. Forward of Island abreast 63 frame - Normal Position.
Distance from Roundown : 485 feet
Distance from Bridge : 40 feet
- b. Abreast FU1 aerial starboard side.
Distance from Roundown : 563 feet
Distance from Bridge : 118 feet
- c. Abreast mirror platform port side.
Distance from Roundown : 289 feet
Distance from Bridge : 156 feet

d. As for c. but on starboard side. Distances as for c. above.

26. Heaving Line. The usual positions are off MELBOURNE's port / starboard quarter, as ordered.

27. Fuelling. FFO can be supplied at the crane, by the small crane method. Swing bolt and quick release coupling can be provided. Pumping rate 250 tons/hour.

Distance crane to Roundown : 350 feet
Distance crane to Bridge : 94 feet

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28. Supply. The following are available as stocks permit:

- a. Wide range of Naval, Victualling and Canteen stores.
- b. Full range of Stationery.
- c. Emergency supply of 300 lbs of bread. 24 hours notice required.

MISCELLANEOUS

29. Towing. When providing gear aft, a tug wire is bent onto an 8" terylene line. The "messenger" is usually passed by helo.

30. Soot Blowing. Escorts are to request approval to blow soot when FOCAF is embarked. When MELBOURNE is operating as a private ship approval is only to be requested if an alteration of course is involved.

31. Chaplains. A Protestant and a Roman Catholic Chaplain are borne. Ship's services are generally held at 0930 each Sunday.

32. Medical. Two medical officers are borne. Ships are to report on joining whether or not a medical officer is carried.

Welcome to the fold. If you need assistance ask, and we will do our best to help. Please let us know if you have any suggestions that would improve this Handout.



(J.P. STEVENSON)
CAPTAIN

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