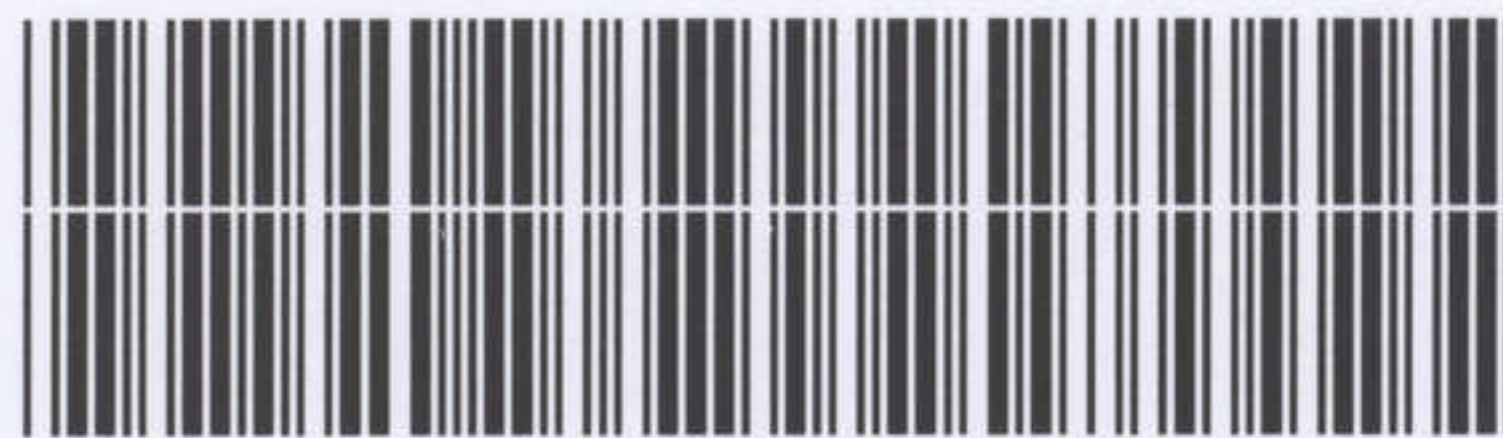


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS ADROIT**

**Item number: 4/1**

**Title: September 1968 - May 1973**



AWM78-4/1

[4/1]

CONFIDENTIAL

AMPS. ADK01T. 1968-73 ORIGINALS.

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from: 1 Nov 1990  
Authority Dig (N) Admin 18-13.  
Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 1 Nov 90



**RESTRICTED**

18/6/1992

DEPARTMENT OF THE NAVY  
MINUTE

17th August - 8th Sept '68

Report of proceedings

~~AS~~ **ADROTT**  
~~AS(NS)~~ 16/10  
~~D of O~~ 17/10  
~~DCNS~~ 19/10  
~~1NM~~ 21/10  
~~2NM~~ 22/10  
~~3NM~~ 25/10  
~~4NM~~ 28/10  
~~SBC~~ 30/10  
~~FAS(EG)~~ 10  
~~FAS(FM)~~  
~~of S~~ 31/10  
~~DPR~~ 1/11  
~~AS(NS)(NS5)~~ 2/11

ARCHIVES BRANCH

- NOTES: A. This report should be dealt with and passed on promptly.  
 B. On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-reference to this one.

DGOP	)	DPS	)	ACMD	)
D of P	)	DNR	)	ACDC	)
DAP	)	DNES	)	ACTP	)
DGFE	)	DFSD	)	DWE	)
DUW	)	MDG	)	DMED	)
DNSD	)	DSAP(M)	)	PNA	)
DSAW	)	DNS	)	PME	)
D of C	)	DMS	)	PEE	)
DNAP	)	D of S(A)	)	DSMR	)
DNI	)	D of V	)	DSMP	)
HPB	)	ASNS(NS5)	)	CONS	)
DCNP	)	ARCHIVES BRANCH	)	DNQA	)
DOA	)		)	D of R	)
DMT	)		)	DAS	)
DDM	)		)	ASNS(NS5)	)
				ARCHIVES BRANCH	)

SEPARATE  
REPORTS  
CIRCULATING

**RESTRICTED**

7/7/10  
1/22



To the Flag Officer Commanding (3)  
 Australian Fleet,  
 Fleet Headquarters,  
 Garden Island  
 Sydney N.S.W.

H.M.A.S. Adroit  
 at Brisbane.

18 SEP 1968

Copies: Commander Mine Warfare and Patrol Forces (1)  
 H.M.A.S. Waterhen,  
 Sydney N.S.W.

Naval Officer in Charge, Queensland (1)  
 H.M.A.S. Moreton,  
 Brisbane Q.

Sir,

Report of Proceedings - H.M.A.S. Adroit.

I have the honour to report the proceedings of Her Majesty's Australian Ship under my command for the period

- A. Ended 31st August 1968  
 and B. to 8th September 1968 when work-up period and Annual Continuous Training was completed.

2. Commissioning and Command. The ship was commissioned into the service on 17th August 1968 at 1115 at Brisbane, the Inspecting Officer being Commander O.M. May V.R.D., R.A.N.E.R. I relieved the first Commanding Officer Lieutenant Commander J.E.A. Toulouse R.A.N.V.R. on 28th August 1968, handing over to Lieutenant Commander H.J.G. Heath V.R.D. R.A.N.V.R. on completion of A.C.T.
3. Passage to Sydney and Class Items. 19th August 1968 the ship sailed 0945 for Moreton Bay, satisfactorily completed trials (steering gear motor) and at 1355 joined H.M.A.S. BARBETTE in Moreton Bay and proceeded to Sydney. At 1545 BARBETTE developed engine trouble, both ships returned to H.M.A.S. MORETON. 2000 sailed for Sydney as instructed, acting independently.

20th August 1968 the ship encountered moderate gale force winds and rising seas due to the depression off the N.S.W. coast. Although rough, the ship performed satisfactorily in these conditions, slow speed being necessary.

21st August 1968 at 0712 secured alongside WATERHEN and at 0907 moved to Cockatoo Island Dockyard for Class Items, alongside 0920.

In the period 21st to 27th August 1968 Class Items were completed apart from the stowage for the breathing apparatus, to be arranged next annual refit period, suitable alternative arrangements having been made in the interim. Radio modifications were completed, have performed entirely satisfactorily, but were not actually passed by the Trials Team owing to their absence from Sydney when the ship was in port during work-up.



RESTRICTED



1A

Work-up - Week 1. 27th August at 1320 moved to WATERHEN and fuelled.

28th August ammunitioned ship and the ship was swung for Magnetic Compass adjustment. The Compass Adjusting Officer advised me that he was not satisfied with the adjustment and that the ship magnetically was unlike her sisters which were adjusted satisfactorily. Final deviation maximum was  $11\frac{1}{2}^{\circ}$  W. Whilst the Magnetic Compass has provided a reasonable comparison datum, it has not remained entirely stable. It was not possible to have the ship swung again during the work up programme. PM. Gun Functioning Trials satisfactorily completed, team landed Watson's Bay. 1826 k in company with BARBETTE proceeded to Jervis Bay, O.O.W. Manoeuvres en route, formation anchorage on arrival 29th 0035k.

29th August AM. refuelled, O.O.W. Manoeuvres: PM. Sound range and commenced night encounter exercise with S.A.R., cancelled as rough seas made close inshore work dangerous. When weighing prior to exercise anchor winch motor failed. S/S disconnected, checked winch, clutch and motor, replacement motor obtained ex WATERHEN next day, no further problems.

30th August. Weighed anchor by hand. Using hand lever on winch takes five ratchet movements per link and 40 minutes per shackle. A light tackle reduces the time factor to acceptable limits. AM. Proceeded to Sydney with BARBETTE carrying out 10" S.P. visibility trials en route. PM. Fuelled, fitted anchor motor, loaded Commandos at Chowder Bay and proceeded to Broken Bay in company with BARBETTE and ASSAIL. 2330k Commandos into their boats near Lion Is., Gyro Compass power failure, finally corrected next day, due to intermittent fault in light, starboard wing repeat.

31st August early AM. Blind pilotage Coal and Candle Creek, anchored. 0430 Commando attacks commence, 975 clearly painting canoes as soon as they left the bank - sea glassy smooth. Following exercise Commandos aboard, taken to Chowder Bay; ship to WATERHEN, in company with BARBETTE and ASSAIL.

1st September alongside WATERHEN. Duty P.B.

5. Work up Week 2.

X 2nd September, gun after firing inspection, gun wharf and other stores. 1700 proceeded in company with BARBETTE to Jervis Bay. 1955 Radar U/s, located blown 250 milliamp fuse, spare not held, manual not held. 2300 arrived Jervis Bay PERTH at anchor. BARBETTE called PERTH on Tactical Primary and by light. ADROIT ordered alongside Marine Section. As unable to contact PERTH, BARBETTE instructed boat be sent to seek aid with radar problem.

3rd September. 0003 boat to PERTH, 0035 boat returned unable to make contact, having circled and hailed a number of times. Some radars in PERTH running, an internal exercise could have been in force. 0730 fuse obtained from Marine Section, set tuned and operational. 0900 joined operation Che Serra III ordered to patrol from Cape St. George to seaward to keep range clear for firing. Intercepted two fishing trawlers and one freighter. 1545 collected radio spare at Jervis Bay and proceeded to Crookhaven Bight independently, joined BARBETTE at anchor.

RESTRICTED



18

Wednesday 4th September. AM. Inshore infiltration exercise (0130-0425) PERTH, DUCHESS, BARBETTE, ADROIT on completion anchored Jervis Bay. Gyro repeats slipped 10° during exercise, suspect short period power failure, certain cause not determined. One injector starboard generator failed. Contacted STALWART by radio and later sent ERAL to the ship when she anchored as satisfactory identification not possible. STALWART unable to supply, replacement obtained WATERHEN on 5th. PM. fuelled at Marine Section proceeded to Crookhaven Bight in company with BARBETTE anchored 1700.

5th September. AM. F.P.B.X./ STYX (0230-0530) PERTH, DUCHESS, BARBETTE, ADRIOT anchored Jervis Bay on completion. This finalised our part in Che Serra III (narrative and plots of each phase already forwarded). I.L.R. and Helo winch demonstration Marine Section - good value. 1115 Photographer embarked sailed in company with BARBETTE - official photographs of BARBETTE, 1302 proceeded independently to WATERHEN, alongside 1700.

6th September. AM. refuelled. Browning cams fitted, team completed 40/60 cam adjustments - gun passed. Final base check and store. 1700 deployed to Brisbane.

7th September. At sea. AM. Gun drills PM steering gear break down. Exercise and SLR, AR and pistol firing.

8th September. 0900 alongside Moreton. PM discharge R.A.N.R. ship's company ashore completion A.C.T. (17 in number. P.N.F. sailors in ships company ERAD1 & LME).

6. Machinery. The only defect worthy of recording is/the fuel tank callibrations which are not accurate and are to receive attention at the next refit.

Generally, except as noted above and under, the machinery performed very satisfactorily. The Bloctube system indication of NEUTRAL on the throttles does not always ensure that the gear box is in neutral. Twice during workup this occurred. I am aware that this is not new, that the matter is receiving attention and that trial indicator lights have been fitted in ARCHER, but would recommend the early fitting of positive indication in other ships of the class.

7. Electrical and Weapons. Electrically the ship performed very satisfactorily except as noted above. However I would recommend some gyro-compass alarm system. Doubtless lights and bells associated with larger gyros would be costly, but in my view provided the reasonable and easy precaution of checking master and repeat and thus the follow up system is taken, a small indicator light showing that power is on the master is all that is required, preferably adjacent to the master compass.

Owing to the Che Serra exercise and work necessary to the Bofor Cam it was not possible to complete work up firings. It is recommended that this take place following the ships next A.C.T. on 16th November, 1968.

8. Health & Morale. The health of the ships company was good and morale was high.

*J. W. Boyd.*  
Lieutenant Commander R.A.N.R.

RESTRICTED



~~1A~~ 1C

Appendix A: Steaming Figures.

To ~~30.8.68.~~ <sup>8.9.68</sup> To ~~8.9.68.~~ <sup>30.8.68</sup>

(a)	Total distances steamed for month	974	666
(b)	Total hours underway for month	79	70
(c)	Total distance steamed during Commission	974	1640
(d)	Total hours underway since Commissioning	79	149
(e)	Periods exceeding economical speed:-		

Date	Speed	Hours	Reason
5.9.68.	22	$\frac{1}{2}$	Exercise Commitment.

Appendix B. Exercises carried out.

Dept.	Date.	Exercise.
Seamanship.	28, 29 & 30.8.68.	Seaboat Drill.
A.I.O.	28 & 30.8.68.	Relative Velocity.
Navigation.	29.8.68.	Man overboard & O.O.W. Man.
"	31.8.68.	Night Blind Pilotage.
"	4.9.68.	Inshore Infiltration.
"	7.9.68.	Steering gear Breakdown.
Gunnery	28.8, & 5 & 7.9.68.	Gun Drill.
"	5.9.68	FPBX/STYX.
"	7.9.68.	Small Arms Firing.
N.B.C.D.	29.8.68.	Emergency Stations.
"	29.8.68.	Leaving Ship Stations.
"	4 & 5.9.68.	Action Stations.
"	29.8, & 1.9.68.	Fire.
"	29 & 31.8 & 4 & 5.9.68.	Darken Ship.
S.E.	5.9.68.	Witness I.L.R. & Helo Winch Demo.
Combined Service.	30 & 31.8.68.	Clandestine Opex (Army Commandos).

RESTRICTED



18.6.1715

DEPARTMENT OF THE NAVY

9-13 OCT-1969

MAS ADROIT

Report of Proceedings - 1969

AS(NS) 24/11

D OF 25/11

DCNS 25/11

1NM 25/11

2NM

3NM 25/11

4NM 25/11

SEC 25/11

C OF S 25/11

AS (NS) (NS55) 25/11  
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- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

25/11

3



NAVY—CANBERRA

18 18-6-1538 1715

Ref. No. B20/2/22 Coogs 18/11/69

COMMONWEALTH OF AUSTRALIA



DEPARTMENT OF THE NAVY

Naval Staff Office,  
Edward Street,  
BRISBANE, Q., 4001

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20 NOV P.M.

REG. CLK.

TELEPHONE: 31-1611  
BOX 1416T G.P.O. BRISBANE, Q'LD., 4001

INDEX ON

LOG ASST.  
SECT.

1/30

19 NOV 1969

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600

REPORT OF PROCEEDINGS HMAS ADROIT 9-13 OCTOBER 1969

References: (a) Regulations & Instructions for the R.A.N. Appendix 29A  
(b) Navy Office memorandum 18/6/1538 of 20th October, 1969

Enclosure: Report of Proceedings HMAS ADROIT

The Report of Proceedings for HMAS ADROIT for the period 9th to 13th October, 1969 on the occasion of the ship's visit to Port Alma is forwarded as directed in reference (b).

(I.W. BROBEN)  
Commander, R.A.N.  
NAVAL OFFICER-IN-CHARGE  
QUEENSLAND.

AGS



Naval Officer-in-Charge,  
QUEENSLAND.

H.M.A.S. ADROIT - REPORT OF PROCEEDINGS  
9-13 OCTOBER 1969

The following is a report of the proceedings of HMAS ADROIT whilst under my command for the period 9-13 October, 1969 on the occasion of the ship's visit to Port Alma.

2. On Thursday, 9th October at 1800K a ship's company comprising 17 members of the Brisbane Division of RANR and 2 sailors from the P.N.F. joined HMAS ADROIT which was secured alongside HMAS MORETON.
3. At 2043K, 9th October ADROIT cast off and proceeded to Port Alma. In addition to sea training of RANR personnel, the purpose of the visit to Port Alma was the occasion of the Official Opening of Container Wharf (No. 2) and Bulk Cargo Wharf (No. 3) by the Premier of Queensland, the Honourable J. Bjelke-Petersen, M.L.A.
4. At 1115K 10th October, a transmitter failure occurred in the ANRU058. As this defect could not be rectified by ship's staff it was decided to proceed direct to Port Alma instead of anchoring overnight in Keppel Bay as scheduled. The ship secured alongside Container Wharf (No. 2), Port Alma at 1741K, Friday 10th October. On arrival the communication defects were reported to NOIC Queensland by telephone.
5. Whilst no official calls were paid by me, I was, on Saturday 11th October, an Official Guest at a Luncheon given in Rockhampton by the Chairman of the Rockhampton Harbour Board, Mr. M. Hinchliff, in honour of the Premier of Queensland. In the afternoon, I attended, again in an official capacity, the Opening of the port facilities at Port Alma referred to in para 3. At 1635K, the Premier of Queensland (the Hon. Johannes Bjelke-Petersen, M.L.A.), the Minister for Conservation, Marine and Aboriginal Affairs (the Hon. Neville Thomas Eric Hewitt, M.L.A.) accompanied by Mrs. Hewitt, the Minister for Local Government and Electricity (the Hon. Wallace Alexander Ramsay Rae, M.L.A.), the Chairman of the Rockhampton Harbour Board (Mr. M. Hinchliff) and the Director of Harbours and Marine Department (Mr. A.J. Peel) visited HMAS ADROIT until 1705K. In the evening I attended, as a member of the Official Party, the Civic Dinner given in Rockhampton by His Worship the Mayor (Alderman R.B.J. Pilbeam) and Aldermen of the Rockhampton City Council.
6. On conclusion of the ceremony marking the opening of the port facilities, ADROIT was open to visitors for inspection between 1600K and 1700K. A visit by some 25 Sea Scouts from Rockhampton was made to the ship during the forenoon.
7. On Sunday 12th October at 0758K ADROIT cast off and proceeded to Brisbane. After a somewhat lively passage ADROIT anchored off Pile Light, Moreton Bay at 0735K 13th October to square away and clean ship. Anchor was weighed at 1138K and ship handling exercises were carried out by both Lieutenants RANR as well as 40/60 Bofors Gun Drill by the QMG component borne. On completion of these exercises at 1314K the ship proceeded up the Brisbane River and secured alongside HMAS MORETON at 1454K. All C.N.F. personnel were discharged to shore by 1800K Monday 13th October.
8. Except for a fairly wide-spread incidence of sea-sickness on the return passage from Port Alma the health of the ship's company was very good. Their conduct was at all times of a high order and in general they acquitted themselves well both in the performance of their duties on board and their behaviour ashore. Except for the duty watch, all members of ship's company attended the Official Opening Ceremony of Port Alma and afterwards were entertained by the Rockhampton Harbour Board to afternoon tea and refreshments. The Naval Association arranged transport for all non-duty personnel to and from Rockhampton (some 85 miles) to attend a Social at the Returned Services League Club on Saturday night 11th October.

(Sgd)

*O.M. May*

(O.M. MAY)  
Commander, RANER  
CAPTAIN.  
12 NOV 1969



Naval Officer-in-Charge,  
QUEENSLAND.

H.M.A.S. ADROIT - REPORT OF PROCEEDINGS  
9-13 OCTOBER 1969

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*O.M. May*  
(Sgd) O.M. MAY

(O.M. MAY)  
Commander, RANR  
CAPTAIN,  
12 NOV 1969



APPENDIX TO H.M.A.S. ADROIT. REPORT OF PROCEEDINGS

- 9th to 13th November, 1969 -

- (a) Distance steamed during the month (Passage to Port Alma and return only) - 738 Miles.
- (b) Hours under way during the month (Passage to Port Alma and return only) -  $48\frac{1}{2}$  hours.
- (c) Total distance steamed since commissioning (not feasible due to week-end Reserve Training).
- (d) Total hours under way since commissioning:-
  - Port Main Engine 829 hours.
  - Starboard Main Engine 851 hours.

---oo00oo---



APPENDIX TO H.M.A.S. ADROIT. REPORT OF PROCEEDINGS

- 9th to 13th November, 1969 -

- (a) Distance steamed during the month (Passage to Port Alma and return only) - 738 Miles.
- (b) Hours under way during the month (Passage to Port Alma and return only) - 48½ hours.
- (c) Total distance steamed since commissioning (not feasible due to week-end Reserve Training).
- (d) Total hours under way since commissioning:-
  - Port Main Engine 829 hours.
  - Starboard Main Engine 851 hours.

---oo00oo---



46

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Brisbane, Q. 4001

Naval Staff Office,  
Edward Street,  
BRISBANE. Q.

In reply quote:  
B20/2/22

16 APR 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600

HMAS ADROIT - REPORT OF PROCEEDINGS

Reference: Navy Office letter 18/6/1538 of 13th April, 1970

The enclosure is forwarded in reply to the letter under reference.

*M. S. Lough*  
Lieutenant Commander, RANER  
for Commander, R.A.N.  
NAVAL OFFICER-IN-CHARGE  
QUEENSLAND.  
A.O.D.

Enclosure: Appendix to HMAS ADROIT Report of Proceedings 14th October,  
1969 - 31st March, 1970

*22/4*

*L of O*  
*22/4*

*circulation Required*

*AS/VS*

*Nil Shanker records  
extracted. appears there  
may be another file on this  
subject. F.V.A.*

*PA.*



Appendix to HMAS ADROIT Report of Proceedings 14th October 1969 - 31st March  
1970

- (a) Distance steamed during the period 1099 miles
- (b) Hours underway during the period 106
- (c) Total distance steamed since 9th October 1969 1837
- (d) Total hours underway since commissioning
- |                        |     |
|------------------------|-----|
| Port Motor Engine      | 926 |
| Starboard Motor Engine | 945 |



Recd 27/1 Pm Jg.

**RESTRICTED**

18/6/2479

DEPT. OF THE NAVY

HMAS Adroit

Report of proceedings 15<sup>th</sup>-26<sup>th</sup> Nov, 70.

AS(NS) *Ch. 4/1/71*

D of O *Instructions on salvage of helicopters are not clear or precise. Decisions on methods used are at the discretion of commanding officers (Para 9 of the Report).*

DCNS *It would be useful to have Focus' comments on para 9*

1NM *Please ask for Focus' comments on para 9*  
\* ACTION TAKEN ON  
FILE - 1234.51.468 *R.S.*

2NM (A02) *4/1*

3NM *4/1*

4NM *8/18/1*

SECRETARY *8/20/1*

Cof S *2/1*

DPR *2/26/1*

AS(NS) (NS55) *1/7/6*

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  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

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ASNS  
4/1

6/19



DFM CIRCULATION

TO:- *A/DFM(m)*

HMAS...*PROIT.*

REPORT OF PROCEEDINGS ~~QUARTERLY LETTER~~ INFORMATION

The following circulation is proposed in relation to the paragraphs sections shown.

PARAGRAPH	SUBJECT	PROPOSED CIRCULATION
<i>4.</i>	<i>Starboard Generator Failure. (Supercharger)</i>	<i>A/DFM(sm) noted n.d.4.</i>
<i>4.</i>	<i>NO.1. A/COND. FAN FAILURE.</i>	<i>A/DFM(se) A/27/1/71</i>
<i>4.</i>	<i>Gyro Compass retransmission unit replacement.</i>	<i>A/DFM(se).</i>
<i>5.</i>	<i>steering motor failure.</i>	<i>A/DFM(se).</i>
<i>7.</i>	<i>Recommendation for Heavy duty plug in connection for shore power connection.</i>	<i>A/DFM(nc) A/DFM(se) A/DFM(mod).</i>

~~RETURN TO A/DFM(MA)~~ ON COMPLETION OF DFM CIRCULATION REMOVE THIS SHEET AND FORWARD FILE TO:- *DonP*

11/70/MA.

*AW 20/1/71*





30 DEC A.M. **RESTRICTED**

NAVY

DEPARTMENT OF THE NAVY

NAVY—CANBERRA

18

6

2479

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Box 1416 GPO Brisbane 4001  
IN REPLY QUOTE B20-2-22

Naval Staff Office,  
Edward Street,  
BRISBANE Q'ld 4000

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA ACT 2600

**24 DEC 1970'**

HMAS ADROIT. REPORT OF PROCEEDINGS.  
15-28th NOVEMBER, 1970.

Reference : Regulations and Instructions for the R.A.N. Appendix 29A.  
-----

The enclosure is forwarded in accordance with the reference.

*W.W. O'Loughlin*

(W.W. O'Loughlin)  
Lieutenant-Commander, R.A.N.E.M.,  
for NAVAL OFFICER-IN-CHARGE,  
QUEENSLAND A.O.D.

*RT* Enclosure

Report of Proceedings HMAS ADROIT.

For Information

Flag Officer Commanding,  
Her Majesty's Australian Fleet,  
GARDEN ISLAND

Flag Officer Commanding,  
East Australia Area,  
GARDEN ISLAND

Commander,  
Australian Mine Warfare and Patrol Forces,  
HMAS WATERHEN  
WAVERTON

**RESTRICTED**



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H.M.A.S. ADROIT  
at BRISBANE

7th December, 1970

The Naval Officer-in-Charge,  
QUEENSLAND

Sir,

REPORT OF PROCEEDINGS - HMAS ADROIT

1. I have the honour to report the proceedings of H.M.A. Ship under my command for the period 15th-28th November, 1970.
2. On Sunday 15th November, 1970 Ship's Company joined ADROIT at HMAS WATERHEN, it comprised three (3) Reserve Officers, six (6) PNF and ten (10) Reserve sailors. The "Cloak and Dagger" spiriting of ADROIT away from Codock on Friday, 13th November, 1970 (by LCDR L.A. Brien of WATERHEN with PNF sailors from HMAS MORETON) beneath the noses of striking Painters and Dockers prevented at least one (1) week's delay in programme, but did not contribute to post refit cleanliness which was the subject of a signalled apology from Codock. Thus Sunday and Monday 16th were spent cleaning up Ship following refit and in storing. Gunnery H.A.T.S. were completed forenoon Monday, the whole day being employed by Dockyard on final refit items and as a result E.A.X.P. 46/70 Serial 1613 was cancelled.
3. Sea trials were attempted on Tuesday, 17th November, with the Trials Team and Dockyard Representatives embarked. The Ship sailed at 1000K. Runs at speeds above 16.8 Knots were rendered impossible due to the sea state (Wind Force 4); the countenance of Dockyard Electricians generally was noted to match their white overalls - not good, Patrol Boat P.R! Accordingly the Ship returned to harbour securing alongside WATERHEN at 1200K where Dockyard work was continued together with self maintenance and final storing.
4. The programme for Wednesday, 18th November commenced with ammunitioning Ship from a lighter off Spectacle Island, the Ship sailed at 0845K returning at 0940K. At 1315K slipped and proceeded to No.4 Buoy, Garden Island for magnetic compass swing, on completion returning to WATERHEN at 1550K. In marked contrast to the previous swing at this location (28th August, 1968) the result was very satisfactory, in which regard a different compass was fitted during refit. Whilst swinging Ship the starboard generator supercharger failed which led to the cancellation of the balance of E.A.X.P. No.46/70 Serials, although all were subsequently carried out (and rendered possible due to HMAS AWARE working on Sunday 22nd November, 1970) with the exception of MAXBUS. Thursday 19th and Friday 20th November, 1970 were spent at WATERHEN in dockyard hands primarily in connection with the generator, but in addition No.1 airconditioning fan failed, a new gyro compass retransmission unit was fitted and the gyro gun sight needed attention. Ship's Company was employed on self maintenance, instruction and internal drills.
5. On Saturday, 21st November ADROIT sailed at 0900K in company with HMAS ARCHER. Outside the heads both Ship's exchanged courtesies with U.S.S. AMERICA, thereafter carrying out OOW Manoeuvres prior to detaching ARCHER for Broken Bay at 1150K, ADROIT proceeding to Jervis Bay arriving at 1540K.

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- 2 -

High speed (though not full power) and turning trials were attempted in Jervis Bay during which the steering motor failed. The Ship was secured alongside AWARE at the Jervis Bay Wharf at 1620K. The defect was repaired by Ship's staff, but the following day's programme was slightly delayed obtaining technical information on the subject from WATERHEN.

6. Three (3) Cadet Midshipmen from H.M.A.S. CRESWELL were embarked for the day on Sunday 22nd. At 0857 a ~~Crash~~ sail for AWARE and ADROIT was followed by OOW Manoeuvres, TOWEX, BOARDX and Heaving Line transfers until 1415K. ADROIT then carried out full power, turning and stopping trials which were successfully completed by 1620K. The Ship's maximum speed averaged for the hour at full power was 23.9 Knots. The Ship returned alongside AWARE at Jervis Bay Wharf at 1640K.

7. The elusive Gun Functioning Trial was carried out on Monday 23rd November, 1970. A RANTAU representative arrived from Sydney at 0900K, ADROIT sailing following his arrival in company with AWARE for Exercise Area R445A. OOW Manoeuvres were carried out en route followed by G.F.T., S.U.C.R.F. (AWARE towing splash target), A.A.T.X. (target Macchi ex N.A.S.) A.A.C.R.F. (drogue target towed by Aero Commander from KAS) and simulated MAXBUS using 2" Rockets. Unfortunately the wind force increased up to force 4, the sea state making firing difficult, as a result accuracy, at times good, suffered; all systems functioned satisfactorily. A day of excellent value, the Ship's earlier problems precluding other live firings. However it is recommended that for Patrol Boats EAXP No.47/70 Serials such as 2313 and 2315 be separated by at least one hour to permit more adequate use of limited communication facilities. At 1610K ADROIT R/V with AWARE and returned to harbour alongside AWARE at Jervis Bay Wharf at 1700K. Serial 2319 was deferred due to Sea state. At 2330K ~~crash~~ sail AWARE, SAR duties, a Wessex Helicopter having ditched; ADROIT at Immediate Notice. ADROIT's shore power connection delayed AWARE, in part due to lack of expertise, but also due to the semi permanent nature of the connection. It is recommended that heavy duty plug in connections be provided at this location. \

8. At 0040K, 24th November, 1970, the Salvage Officer, LCDR H.W. Hartley and a diver from HMAS ALBATROS and an LSBA ex CRESWELL having joined, ADROIT sailed. The period 0115-0500K was spent in search patterns in company with AWARE, assisted by helicopters until 0300K, after which illuminants were used, searching for the ditched helicopter. At 0505K (first light) two S4E trackers located the wreckage which was marked by smoke float, not far from the searching Patrol Boats; both Ships proceeded to the scene. AWARE (O.I.C. Search) ordered ADROIT (salvage team embarked) to secure the ditched helicopter. At 0515K ADROIT stationed alongside the helicopter which had been 6 hours in the water by this time. It was floating upside down, one forward flotation bag having failed. At this time the sea state was moderate, wind force 3, the chart depth approximately 120 fathoms; in all not well aspected for successful salvage. Having witnessed a similar helicopter ditched, when in H.M.A.S. VAMPIRE some twelve months before, I had at least some slight appreciation of the problem. In the period up to 0550K the helicopter was secured by three berthing lines and the towline to the starboard bow with the aid of the diver and then carefully worked aft. TRV283 was sent to undertake the tow as its slower minimum speed in the prevailing sea state was less liable to damage the helicopter flotation. The drift and wind had moved ADROIT and its charge into 75 fathoms when the TRV arrived at 0630K at which time the Wessex showed signs of sinking. N.A.S. Nowra had instructed earlier that in the event of loss, the Wessex should be buoyed.

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- 3 -

This appeared impractical at first due to the lack of a suitable buoy. With the reduced depth it became possible to use a 70 fathom log line, using an 8 man raft as a buoy for this relatively light line. Accordingly the arrangement described was rigged and when the Wessex sank at 0635K, the after flotation failing first, it was buoyed in the position Point Perpendicular Light 087° 9:65. AWARE remained at the buoy, ADROIT returning to harbour in time for Serial 2405. Serial 2419 was cancelled due to the disruption caused by the helicopter ditching.

9. Both as a Civil Engineer and Reservist of similar rather long standing, I have tried to determine what action could be taken to support a large helicopter floating upside down in the water, because whilst a Patrol Boat is used for S.A.R. duties the situation may arise again. In this case the option was to avoid damage in the hope the flotation would last. I believe had we tried to tow, the flotation would have failed earlier. The only way I can envisage this being done, as has been suggested to me since, would be to over-ride the helicopter and support it each side on the bollards near the 40/60. This action would certainly damage the helicopter and in the sea state encountered probably the Patrol Boat, further failure of one side of the sling or aircraft could result in partial capsize. The question may be worthy of further consideration.

10. On Wednesday, 25th November, 1970 ADROIT sailed at 0200K for Sydney, thus completing the Night Steam programmed earlier and arrived in Sydney at 0800K. The Ship was fueled, stored and received base staff attention to defects primarily minor and electrical in nature.

11. At 0600K on Thursday, 26th November, 1970 the Ship sailed for Brisbane. When off Newcastle a strong wind warning was issued for the Hunter Area but this leg was negotiated with minor inconvenience. By 2030K the wind force increased to 6, the seas rising to rough, with an extensive electrical storm ahead, accordingly the Ship took shelter, Anchoring in the lee of Mutton Bird Island at Coffs Harbour. On Wednesday 27th November weighed at 0550K and proceeded, once again encountering winds of force 6 off shore, so ADROIT returned to Coffs Harbour remaining alongside or at anchor until 1630K. At this time the wind had moderated so the Ship weighed and proceeded to Brisbane arriving at HMAS MORETON. Securing outboard of HMAS ANZAC at 1000K on 28th November, 1970. At 1400K Ship's Company was discharged ashore.

Machinery:-

12. As defects progressively affected the operational state they have been described above. Following work up, no known mechanical defect remains and the Ship is fully operational. Considering the constraint of two weeks for trials and work up the Ship performed very well.

Weapons and Electrical:-

13. The 40/60 and 2' R.F.L. are fully operational and only three minor electrical defects, not affecting operational availability, remain.

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- 4 -

Health and Morale:

14. Only one minor dental problem arose (a P.N.F. sailor treated at HMAS PENGUIN) and one case ~~of~~ influenza occurred. The health of Ship's Company was good and the morale of the officers and sailors high; with no exceptions all worked willingly and well.

I have the honour to be  
Sir,

Your obedient servant



G.L. Boyd  
Lieutenant Commander R.A.N.R.  
CAPTAIN

For Information:

Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

Commander,  
Australian Mine Warfare and Patrol Forces,  
HMAS WATERHEN.

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APPENDIX A - STEAMING FIGURES

- (a) Total Distance Steamed for month 1,117 miles
- (b) Total Hours underway 76 hours
- (c) Total Distance Steamed for Commission 1,117 miles  
" " " since first  
commissioned 15,166.5 miles
- (d) Total hours underway for Commission 76 hours  
" " " since first  
commissioned 1,333 hours
- (e) Period exceeding economical speed

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Reason</u>
22 November 1970	23.9	1	Full Power Trial

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APPENDIX B - EXERCISE CARRIED OUT

<u>Department</u>	<u>Date</u>	<u>Exercise</u>
Seamanship	17 Nov 70	Handweighing Anchor (1 Shackle)
"	18 Nov 70	Seaboat Drill
"	22 Nov 70	Heaving Line Transfer
"	22 Nov 70	Towex
"	25 Nov 70	Swamp Test Boat
"	26 Nov 70	Pointing Ship
Navigation	21 Nov 70	Steering Gear Breakdown
"	22 Nov 70	Man Overboard
"	23 Nov 70	Blind Pilotage
Gunnery	23 Nov 70	S.U.C.R.F.
"	23 Nov 70	A.A.T.X.
"	23 Nov 70	A.A.C.R.F.
"	23 Nov 70	Boardex
N.B.C.D.	19 Nov 70	Action Stations
"	19 Nov 70	Emergency Stations
"	19 Nov 70	Leaving Ship Stations
"	Daily	Fire Party Drill

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18.6.2920.

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DEPARTMENT OF THE NAVY

HMAS ADROIT

Report of Proceedings 2-14 MAY, 1971.

AS(NS) *Ch. 28/7*

D of O *2/0*

~~DCNS~~

~~1NM~~ *2/10*

~~2NM~~ *2/10*

~~3NM~~ *10/8*

~~4NM~~ *11/8*

SECRETARY *11/8*

~~DCNS~~ *10/8*

C of S *16/8*

DPR *18/8*

AS(NS) (NS55) *11/8*

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

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*27/7*





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NAVY—CANBERRA		
18	6	2920

DEPARTMENT OF THE NAVY

TELEPHONE: 311611  
 Box 1416, G.P.O., Brisbane, Q.  
 IN REPLY QUOTE  
 B20-2-22

*20 JUL 1971*  
*NAVY 20*

Naval Staff Office  
 Edward Street  
BRISBANE. Q. 4000.

**20 JUL 1971**

The Secretary  
 Department of the Navy  
 Navy Office  
CANBERRA. A.C.T. 2600.

HMAS ADROIT

Reference: R.1 Appendix 29A.

The enclosure is forwarded in accordance with the reference.

(A.A.H. EVANS)  
 Commander, R.A.N.  
 NAVAL OFFICER-IN-CHARGE  
QUEENSLAND.

Enclosure: Report of Proceedings, HMAS ADROIT.

For Information:

Flag Officer Commanding  
 Her Majesty's Australian Fleet  
GARDEN ISLAND.

Flag Officer Commanding  
 East Australia Area  
GARDEN ISLAND.

Commander  
 Australian Mine Warfare and Patrol Forces  
 HMAS WATERHEN  
WAVERTON.

**CONFIDENTIAL**



CONFIDENTIAL

Brisbane.

29 May, 1971.

56

DEPT. OF THE NAVY

B20 - 2 - 22

BRISBANE

N.O.I.C. Queensland.

H.M.A.S. ADROIT - REPORT OF PROCEEDINGS, 2 - 14 MAY, 1971

Sir,

I have the honour to report the proceedings of H.M.A.S. ADROIT whilst under my command for the period 2 - 14 May, 1971.

2. An R.A.N.R. Training Cruise from Brisbane to Bowen and return was carried out during this period. Although ad hoc arrangements were made in Mackay to carry out O.O.W. manoeuvres with H.M.A.S. BAYONET in the Whitsunday area during the forenoon of 5 May these exercises had to be cancelled owing to the delayed departure of ADROIT from Mackay. Consequently ADROIT acted independently throughout the cruise. Whilst the principal purpose of the cruise was the training of R.A.N.R. personnel, visits to Heron Islet and Great Keppel Islands were scheduled in connection with the Naval Coastwatching Organisation.

3. To meet the requirements laid down in ANO 602/70, para. 12, it was necessary to post the P.N.F. E.R.A. borne in MORETON for Patrol Boat Charge Duties, as well as the Leading Radio Operator from Naval Staff Office, Brisbane. A Leading Cook and an ABQMG from the R.A.N.E.R. completed the minimum complement specified. As economy measures have restricted sea training opportunities, two additional Officers were borne. In spite of this somewhat "mixed bag" the ship's company settled in quite well and rapidly became a most capable and effective unit.

4. At 1521K on Sunday, 2 May, the ship cast off from the wharf at H.M.A.S. MORETON and proceeded to sea and arrived off Heron Islet at 1140K Monday, 3 May. As the anchorage was not considered satisfactory, the proposal to call upon the manager of the island resort to discuss matters relating to the Coastwatching Organisation was deferred until the return voyage. Furthermore, Monday being a public holiday, the activity ashore (the arrival and departure of two helicopters and the loading of the island vessel "Rigel Kemp" for passage to Gladstone) suggested that the occasion might not be appropriate to discuss matters of this nature. Accordingly a course was set for Great Keppel Islands and the ship anchored at 1648K off the resort which is situated on the western shore of Great Keppel. The manager of the resort was brought off at 1725K and all matters relating to the Coastwatching Organisation were completed by 1900K when he was landed.

5. On Tuesday, 4 May, the ship weighed at 0600K and proceeded to Mackay and secured alongside the Breast Wharf at 1701K. A small arms shoot using box targets, an improvised splash target and inflated balloons, was carried during the forenoon. On arrival at Mackay, H.M.A.S. BAYONET was secured alongside North Side No.1 Pier.

6. A breakdown of the port generator, requiring the provision of replacement parts from Brisbane, delayed sailing from Mackay until 1158K, 5 May. The ship proceeded to Seawell Island and thence to Brampton Island and made fast alongside Brampton jetty at 1648K.

7. At 0900K, Thursday, 6 May, the Naval Officer-in-Charge, Queensland, Commander A. Evans, R.A.N. was embarked and the ship cast off and proceeded to Parker Reef to inspect the wreck of "SLIDRE TIMUR". An inspection of the remains of the wreck was made in the ship's boat between 1101K and 1128K, when the boat was hoisted and the ship returned to Brampton Island. N.O.I.C. Queensland was landed at 1358K and at 1410K the ship proceeded to South Molle Island and secured alongside the main jetty at 1755K. Mr. and Mrs. Bauer, owners of South Molle Island resort and six other guests were entertained at a cocktail party on board at 1830K.

8. On Friday, 7 May, the ship cast off at 0907K and proceeded to Bowen to take on stores and fuel. O.O.W. exercises were carried out for 1½ hours during the forenoon. ADROIT secured alongside No.3 Berth at 1514K and due to the efficient

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organising by the Sub-Collector of Customs, Mr. Daghish storing and fuelling were completed by 1630K. This officer's assistance at Bowen was greatly appreciated.

9. ADROIT cast off at 0903K, Saturday 8 May and proceeded to Whitsunday area. O.O.W. exercises were carried out whilst en route. After a passage through the West Channel the ship anchored in Kennedy Sound at 1318K. At the invitation of Mr. Lach Nicholson, the ship made fast alongside the Lindeman Island jetty at 1745K. Mr. and Mrs. Nicholson and eight guests at the Island were entertained on board.

10. At 0858K Sunday 9 May, the ship cast off and proceeded to Hook Reef arriving at 1133K. ADROIT then proceeded to South Molle Island and secured alongside main jetty at 1407K. At the invitation of the proprietor, the ship's company proceeded ashore to play golf and swim. At night the ship's company were the guests of Mr. and Mrs. W. Bauer, owners of South Molle, aboard the island cruise launch "Crest" for a moonlight cruise, calling at Daydream Island en route.

11. On Monday, 10 May at 0730K the ship cast off from South Molle jetty and proceeded direct to Percy Islands. Upon anchoring at Percy Islands at 1445K, a visit was made to the Light Keepers on Pine Island. An offer to take off mail etc. was declined as the launch with provisions and mail was due early the next day. An interesting and informative period of 2½ hours was spent ashore by two Officers who spent much of this time observing the maintenance and starting of this almost unique lighthouse.

12. At 0801K, Tuesday 11 May, ADROIT weighed and proceeded to Great Keppel Island and anchored off the Great Keppel resort at 1613K. A small arms shoot was carried out during the forenoon followed by O.O.W. exercises. During the afternoon further ship handling experience was gained by all Officers and the "rigging of an improvised collision" mat was exercised. On arrival, a Director of Great Keppel Island Pty. Ltd. Mr. J.L. Nathan and Mr. S. Hogg, Manager of the resort, were entertained on board.

13. The ship's programme provided for ADROIT to proceed to Bundaberg Harbour for fuel on Wednesday, 12 May. However, a request from N.O.I.C. Queensland for ADROIT to proceed up the Burnett River to the Tourist Wharf was received and agreed to. This change in the programme necessitated a sailing at 0501K, 12 May in order to make the tide for the river passage. A Pilot was embarked at 1226K at the South Head entrance and the ship secured alongside the Tourist Wharf, Bundaberg at 1347K. The ship's visit created considerable interest. The Deputy Mayor, Alderman G. Boreham and other guests including the Sub-Collector of Customs, Mr. I. McDonald were entertained on board. Once again, the Sub-Collector of Customs was most helpful and his assistance was greatly appreciated.

14. The Pilot, Captain J. McNeill was embarked at 0807K on Thursday 13 May and the ship cast off and proceeded down river. The Pilot was transferred to the pilot vessel at 0925K and the ship proceeded to Brisbane via Breaksea Spit. Full power trials were successfully carried out between 0940K and 1004K. At 0023K, Friday, 14 May, ADROIT secured alongside the wharf at M.M.A.S. MORETON and the ship's company was discharged "to shore" at 1530K. on completion of a most successful period of continuous training.

15. Except for a gear failure on the water pump, of the port generator and a defective pyro press switch on port main engine, the material condition of the ship was very good indeed.

16. As the weather was fair throughout, sea-sickness was only a very minor problem. Health, generally, was very good indeed and morale was high at all times. The ship was underway everyday during the training cruise and there was a most obvious air of disappointment at its termination.

DEPT. OF THE NAVY  
CONFIDENTIAL 6 JUL 1971  
BRISBANE  
O.M. MAY  
CAPTAIN R.A.N.R.  
CAPTAIN



APPENDIX A.

(a)	Total distance steamed during period	1515.8 Miles
(b)	Total hours underway during period	104 $\frac{50}{60}$
(c)	Period exceeding economical speed	

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Reason</u>
13 May	23.0 kts.	$\frac{24}{60}$	Machinery Trials

APPENDIX B.

Exercises Carried Out.

<u>Dept.</u>	<u>Date</u>	<u>Exercise.</u>
Seamanship	3 May	Seaboat Drill
	5 "	" "
	6 "	" "
	8 "	" "
	10 "	" "
Gunnery	11 "	" "
	3 May	Gundrill
	5 "	Small arms firing
	6 "	Gundrill
	7 "	"
	11 "	Small arms firing
	11 "	Gundrill
	12 "	Gundrill
N.B.C.D.	2 May	Leaving Ships Stations
	2 "	Emergency Stations
	2 "	Fire Party Drill
	3 "	" " "
	4 "	Emergency Stations
	6 "	Leaving Ship Stations
	7 "	Fire Party Drill
	10 "	" " "
	11 "	Emergency Stations
	11 "	(Rigging "Collision" Mat)
	11 "	Leaving Ship Station
11 "	Fire Party Drill	
Navigation	13 "	" " "
	2 "	Man Overboard
	3 "	Steering gear breakdown
	4 "	Man Overboard
	6 "	Steering gear breakdown
	7 "	Man Overboard
	8 "	" "
	11 "	" "
11 "	Steering gear breakdown.	





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 NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY-CANBERRA  
 18-6-3527

**STAFF IN CONFIDENCE**

ASNS ~~HAB~~ 27-7-72  
 C

Telephone: J.G.  
 380444

REG. CLERK	H.M.A. FLEET HEADQUARTERS, GARDEN ISLAND, N.S.W. 2000
INDEXER	
INDEX ON	
LOG ASST SECT.	

1150

**25 JUL 1972**

A.F. 1/16/3

The Secretary  
 Department of the Navy

For Information: Commander  
 Australian Mine Warfare and Patrol Forces

*Feb. Board*

HMAS ADROIT - REPORT OF PROCEEDINGS - APRIL 1972

- References:
- A. Navy Office letter 18/6/3527N dated 14 July, 1972.
  - B. NOIC QLD B20/2/22, undated.

1. Forwarded.
2. The remarks of the Commander, Australian Mine Warfare and Patrol Forces are agreed and no further action is intended.
3. The recommendations in paragraphs 9 and 10 of the enclosure are endorsed, and I have requested Naval Officer-in-Charge, Queensland to personally inform LCDR BOYD on those lines. It is normal practice in the Fleet for Junior Commanding Officers to be given Tactical Command for training purposes.

*[Signature]*  
 Flag Officer Commanding.

Enclosure: Commander Australian Mine Warfare and Patrol Forces letter 1/16/64 dated 17th July, 1972.

**STAFF IN CONFIDENCE**

ASNS  
 G/118  
 NP 2/18  
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 hand 3/18  
 HQC CR 3/18  
 Sec 7/18  
 Sec 7/18  
 Dof. 1.9.72





1.16.3  
**STAFF IN CONFIDENCE**  
ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1.16.64

Office of the Commander  
Australian Mine Warfare  
and Patrol Forces  
HMAS WATERHEN  
WAVERTON NSW 2060

17 JUL 1972

Flag Officer Commanding  
HM AUSTRALIAN FLEET

HMAS ADROIT REPORT OF PROCEEDINGS  
FEBRUARY TO MARCH 1972

Reference: COMAUSFLT Message 050532Z Jul.72

1. The following comments on paragraph 20 of the above Report of Proceedings are made in accordance with the reference.
2. The ACT period, which is referred to in the paragraph, involved passage from Brisbane to Samarai, participation in Exercise PLANTI MANUA and return to Gladstone via Port Moresby.
3. Reserve Patrol Boats HMAS ADROIT and HMAS ARCHER participated in the exercise for the prime purpose of training.
4. The OTC was detailed by COMAUSMINPABFOR with this purpose in mind. It was his intention that training in tactical command should be given to both RANR Commanding Officers. For this reason, the Commanding Officer of ARCHER was made OTC from Sydney to Cairns. His responsibility included tactical command of ADROIT from Gladstone to Cairns.
5. It is observed that the Commanding Officer of ADROIT was OTC for the rest of the passage, both north to Samarai and south from Samarai via Port Moresby to Gladstone.
6. It is unfortunate that the matter of Lieutenant Commander Boyd's disappointment was not represented at the time to COMAUSMINPABFOR, who was in Cairns when the Patrol Boats arrived there and who undoubtedly would have explained those circumstances which influenced his decision.
7. It is apparent that there has been an oversight in not informing Lieutenant Commander Boyd of the reason for giving ARCHER some time as OTC, however, it is surprising that the reason did not occur to him.

*By DWS*

*I think the point really is that we need service practice is for Senior Officer to be OTC initially + then to pass it to more junior*

*3/8*



**STAFF IN CONFIDENCE**



STAFF IN CONFIDENCE

-2-

8. It is regretted that an officer with such a distinguished record in the RANR should be so disappointed at this stage in his career. It is felt, however, that this protest and the form of it reflects an attitude which is in itself disappointing. It is also felt that such a personal matter as this has no place in a Report of Proceedings.

9. It is recommended that NOIC Queensland should be requested to explain this matter personally to the officer concerned, pointing out that it is quite customary for Commanding Officers to be delegated the duties and responsibilities of OTC for training purposes, regardless of seniority.

10. It is further recommended that Lieutenant Commander Boyd be advised that a personal 'protest' such as this has no place in a Report of Proceedings, but should be represented separately and classified as Staff-in-Confidence.

*D. J. Orr*

(D. J. ORR)  
Commander RAN  
COMAUSMINPABFOR

STAFF IN CONFIDENCE



**CONFIDENTIAL**

18/6/3527

DEPARTMENT OF THE NAVY

Feb - March

HMAS

**ADROIT**

Report of Proceedings

**APRIL 72**

AS(NS)

D of O

DGOP

DCNS

1NM

2NM

3NM

4NM

SECRETARY

of S

DPR

AS(NS)

(NS55)

HISTORIAN

Re para 20. ADROIT had his turn as OTC for the CAENS - SAMARA reg. This seems reasonable.

The background to the situation in para 20 appears to have been handled badly & could well have been cleared by an early signal covering the OTC aspect. The matter has been referred to COS & COMAUSPNT by telephone with a request to investigate & clarify.

Agree DGOP. We give Reserves rank & seniority, and often seem reluctant to let them exercise it.

I would like to know what FocAF does to clear up this unhappy piece of internal P.R.

I agree CNS PL 6/7

- action taken, see letter opposite.

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

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HP 6/6



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DL:KH

18/6/3527N

C 01564 14JUL72

The Flag Officer Commanding  
HER MAJESTY'S AUSTRALIAN FLEET

HMAS ADROIT - REPORT OF PROCEEDINGS - APRIL 1972

Reference: NOIC Queensland B20-2-22 (undated) and enclosure

Early comments on any action or intended action by you with regard to matters raised in paragraph 20 of the enclosure to the reference would be appreciated.

*JG*  
Secretary

BEFORE DESPATCH

*DGOP*  
*G.L. 12/7*

*11<sup>th</sup>* Jul 72

*Allegans*  
AS(NS)

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DEPARTMENT OF THE NAVY

NAVY--CANBERRA		
18	6	3527

TELEPHONE: 311611

Box 1416, G.P.O., Brisbane, Q. *5.11IN A.M.*

IN REPLY QUOTE

B20-2-22

Naval Staff Office  
Edward Street  
BRISBANE. Q. 4000.

The Secretary  
Department of the Navy  
Navy Office  
CANBERRA. A.C.T. 2600.

001564

For Information:

Flag Officer Commanding  
Her Majesty's Australian Fleet  
GARDEN ISLAND. N.S.W. 2000.

Flag Officer Commanding  
East Australia Area  
GARDEN ISLAND. N.S.W. 2000.

Commanding Officer  
Australian Mine Warfare and Patrol Forces  
HMAS WATERHEN  
WAVERTON. N.S.W. 2060.

HMAS ADROIT - REPORT OF PROCEEDINGS

Reference: R.1 Appendix 29A.

1. The enclosure is forwarded.
2. It is considered Reports of Proceedings are inappropriate vehicles for the type of protest expressed in paragraph 20 and the Commanding Officer has been so informed. However as the officer entertained strong feelings on the matter, the paragraph has been let stand.
3. Whilst it is recognised that COMAUSHINPABFOR was correctly exercising his prerogative to detail O.T.C.'s as he saw fit, it is observed that the core of the Commanding Officer's complaint probably lies in what he feels is clumsy treatment. Also in general Reserve Officers probably feel more intensely their seniorities than their P.N.F. cousins.

(A.A'H. EVANS)  
Commander, R.A.N.  
NAVAL OFFICER-IN-CHARGE  
QUEENSLAND.

**CONFIDENTIAL**



HMAS ADROIT  
at BRISBANE  
28 APRIL 1972

The Naval Officer-in-Charge,  
QUEENSLAND.

REPORT OF PROCEEDINGS - HMAS ADROIT

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the period 28 February - 19 March 1972.

2. Ships company joined p.m. Sunday 27th and a.m. Monday 28th February. It comprised three (3) R.A.N.R. Officers, one (1) P.N.F., three (3) E.R. and thirteen (13) R.A.N.R. Sailors - virtually the united States of Australia - (an Officer and Sailor from ENCOUNTER, an officer from LONSDALE, a Sailor from HUON, two E.R.'s from N.S.W.; the balance MORETON and a local E.R.). It settled down quickly; finalised stowing and the ship sailed at 281230K Feb 72 - delayed two and a half hours due to a minor injury requiring medical attention. ADROIT proceeded independently to Gladstone arriving at 291000K Feb 72.
3. Departed Gladstone 291600K Feb 72 ARCHER (OTC) and BOMBARD in company for Cairns. At 011318K Mar 72 in position  $20^{\circ} 13' 4''$  Lat.  $148^{\circ} 51' 6''$  E Long. , ADROIT struck a heavy tree limb (subject of my report on the incident dated 3rd March 1972) and suffered damage to the Port Propeller. The ships continued to Cairns at 15 knots arriving 021020K Mar 72.
4. The ship was de-ammunitioned, de-fueled and docked at 022200K Mar 72. As a replacement three bladed screw was not available, the ship was fitted with two five bladed screws ex SAMARAI. At 041020 Mar 72 the ship was undocked, re-ammunitioned, refueled and carried out Sea Trials which were satisfactory and ADROIT (O.T.C.) sailed at 041430K Mar 72, BOMBARD in company, for SAMARAI.
5. At 042125K Mar 72 the starboard engine commenced to overheat. This was controlled by reducing revolutions. Intermittent problems were controlled by adjusting thermostats. By 050714K Mar 72 both engines were giving trouble and the port engine would not maintain revolutions or temperatures so the course was reversed for Cairns at 0730K. Both ships arrived at Cairns at 060300K Mar 72.
6. ADROIT'S main engine heat exchangers were replaced and the port main engine injectors serviced. During sea trials between 061400 and 061630K Mar 72 the starboard main engine was still tending to overheat. Accordingly both main engine intercoolers were replaced. Following this action the main engines ran satisfactorily.
7. At 071600K ADROIT (O.T.C.) and BOMBARD departed Cairns for SAMARAI. Heavy squalls were encountered near Bougainville Reef during the night and the port after life raft was found to be missing at morning twilight on 8th. North-westerly beam seas were being experienced which were uncomfortable but not too difficult. Apparently a sea must have come aboard; the hydrostatic release had operated correctly and the raft released itself. It is not unusual to roll  $45^{\circ}$  in PB's which was typical during this passage.
8. At 081842K W. Brumer Is. light was raised, the night was dark and weather overcast. At 1905K BOMBARD reported striking a submerged object. ADROIT'S echo sounder running at the time, showed no bottom at 50 fathoms so both by position and sounder the water was deep. The ships were in Formation 1 and BOMBARD sequence No.2. (similar to ADROIT para 3 above). The ships continued at the reduced speed of 13 Knots. Both ships arrived at SAMARAI at 082130K Mar 72, to participate in Exercise PLANTI MANUA. A subsequent diving examination confirmed that BOMBARD had port propeller damage.

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... / Paragraph 9  
On 9th March



9. On 9th March following a refuelling move ADROIT's port main engine gear box oil was found to be contaminated due to a lube oil intercooler failure. As spares were not held by ANZAC repairs were carried out onboard ANZAC.
10. At 100800K Mar 72 the ship proceeded as part of BLUE FORCE, but had to detach and proceed to Alotau to collect a life raft on loan from COMPAGM. Prior to arrival the lube oil cooler repair failed. After the raft arrived ANZAC was closed, the shaft locked and the part removed for repair. The P.R.O. Mr. Davies was then taken to Alotau. When returning to ANZAC Radar 975 failed when the power pack transformer burnt out. As spares were not held it was not possible to operate at night. Accordingly ADROIT berthed on ANZAC (at anchor) and the gearbox lube oil intercooler repair was completed.
11. On 11th following gearbox trials which were successful ADROIT rejoined the exercise, taking part in engagements employing breakup shot with the 40/60; patrolling etc. The radar restriction prevented night operation.
12. On 12th March the ship took part in the ceremonial sailpast Alotau and entry to SAMARAI. At 1600K ADROIT (O.T.C.) with ARCHER and BAYONET in company sailed for Port Moresby arriving at 130730K Mar 72, a Midshipman ex ANZAC sailed in ADROIT. In Port Moresby the Army life raft was returned and the replacement from C.S.S. received. Two lube oil intercoolers and the replacement radar transformer were also received and fitted.
13. At 141300K ADROIT (O.T.C.) with ARCHER and BAYONET in company sailed from Port Moresby for Cairns arriving at 151630K. The next day ADROIT (O.T.C.) and ARCHER sailed for Gladstone at 0600K, two hours ahead of programme as the southern weather forecast was not encouraging. After passing through the Whitsunday Passage heavy confused head seas were encountered, so both ships anchored in Refuge Bay at Seawell Is. at 170120K. We proceeded at 0645K taking the inshore route in order to try and get some shelter from the cross seas (wind force 5), but again found it necessary to seek shelter at 171140K in West Bay at Middle Percy Island.
14. On 18 March 1972 due to a fault in the battery charger ADROIT suffered a delay in starting main engines. Both ships sailed at 1000K and after an uncomfortable passage through S.B. seas (the cross sea had subsided), wind force 5-6 both ships arrived in Gladstone at 2359K. It was necessary to tack in the sea state and whilst taking a leg to seaward at dusk near Cape Capricorn a life raft was lost by ARCHER.
15. In view of the starting problem at Percy Island on arrival at Gladstone when main engines were stopped, the starboard engine was restarted satisfactorily, but when endeavouring to start the port engine a dead short resulted in a minor electrical fire in the battery bank and terminals were damaged. In view of this problem and the impossible weather conditions on the coast - ships company was discharged in Gladstone as advised by signal; the Naval Agent Mr. John Bates making travel arrangements. I remained onboard until 20th when the watchkeepers from MORRISON joined ERA Cash. A P.H.F. Crew LCDR J. McIntyre in command returned the ship to Brisbane arriving 290530 Mar 72.

#### MACHINERY

16. As this had a large bearing upon events the foregoing has described what occurred and the action taken. I have not sighted any technical reports following docking or repairs. It has not been possible for me to check the validity of my impression that the ship's "cooling elements" are renewed on the basis of engine hours and not elapsed time which I would deem to be more appropriate to ADROIT as used. Apart from the aspect which made our exercise participation extremely disappointing P.B.F. Cairns and ANZAC did a very good job as did C.S.S. Sydney and Ships Company, but it would be desirable for a ship filling ANZAC's role in the future to carry more P.B. Spares.

... / Para. 17

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WEAPONS AND ELECTRICAL

17. The 40/60 operated satisfactorily. The 2" R.F.L. was not used. RADAR 975 operated extremely well apart from the transformer in the critical exercise period. Communication equipment performed well apart from a minor keying relay in the ANURC for which the Cairns contractor holds no spares.

HEALTH AND MORALE

18. Minor accidents occurred to two sailors. The health of ships company was good and the morale of the officers and sailors high, despite a demanding period; with no exceptions all worked willingly and well.

MISCELLANEOUS

19. The inclusion of ADROIT and ARCHER in the exercise was a gesture for which I should like to record my appreciation and thanks to those responsible. It did produce availability difficulties being a three week period but does illustrate that a multi-state crew with instant workups can operate. However the weather period as it effects southern participants was not well chosen.

20. This A.C.T. period witnessed my greatest service disappointment and mortification to be advised on his arrival in Gladstone by the C.O. of ARCHER (three years my junior in seniority) that he was to be O.T.C. from Gladstone to Cairns. He telephoned WATERHEN and the Base Operations Officer advised me verbally that this was to be the case and that if I did not accept his advice, a signal in confirmation would be sent by COMAUSFLT. Looking back over nearly 22 years as a Reservist, almost 20 as an Officer or the three and a half years in which we have had ADROIT, in addition to this A.C.T., two others have been spent in command working up the ship following initial commissioning and last refit or of 35 weekend periods commanding local craft in the same period (25 in ADROIT), one wonders at the how, why and manner of receipt of such a complement. Having accepted the situation as the service requires I now protest against this occurrence.

I have the honour to be, Sir,

Your Obedient Servant,



G.L. BOYD  
Lieutenant-Commander, R.A.N.R.  
Commanding Officer.

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R E S T R I C T E D

APPENDIX A      STEAMING FIGURES

- (a) Total Distance steamed for month 4113.4 miles
- (b) Total hours underway 264
- (c) Total distance steamed for commission as for (a)  
" " " since first commissioned miles
- (d) Total hours under way for commission as for (b)  
" " " " since first commissioned
- (e) Period exceeding economical speed

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Reason</u>
4 March 1972	22	0.1	Trials, new screws.

APPENDIX B      EXERCISES CARRIED OUT

<u>Department</u>	<u>Date</u>	<u>Exercise</u>
Seamanship	9 - 12 MAR 72	Seaboat Drill
Navigation	8 MAR 72	Blind Pilotage
"	23 FEB 72	Man Overboard
"	4 MAR 72	Steering Gear Breakdown
Gunnery	11 MAR 72	MAXBUS
NBCD	10 - 11 MAR 72	Action Stations
"	29 FEB 72	Emergency Stations
"	29 FEB 72	Leaving Ship Stations
"	Daily	Fire Party Drill
PLANTI MANUA	10 - 11 MAR 72	Longex

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FILE 18/6/4395

DEPARTMENT OF THE NAVY

HMAS ADROIT

Report of Proceedings MAY 20TH -> JUNE 1ST '73

AS(NS) Ch. 18/9.

D of O 13/9

DONS 18/9

FCNS 2/9

CNP 17/9

CNTS 19/9

CNSW 19/9

SECRETARY 20/9

C of S 21/9

DPR 24/9

AS(NS) (NS55)

*Act Cruise. Weather poor but programme of survey assistance to Morossby was partly achieved.*

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

*file 12/9/73*

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20 SEP 1973  
NAVY REGISTRY

NAVY—CANBERRA  
18 6 4395

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B.20-2-22

DEPARTMENT OF THE NAVY

Naval Staff Office  
Edward Street  
Box 1416 GPO  
BRISBANE. Q. 4001.

7 SEP 1973

The Secretary  
Department of the Navy  
Navy Office  
CANBERRA. A.C.T. 2600

For information:

Flag Officer Commanding  
H.M. AUSTRALIAN FLEET.

Flag Officer Commanding  
EAST AUSTRALIA AREA.

Commanding Officer  
HMAS WATERHEN.

HMAS ADROIT - REPORT OF PROCEEDINGS

Reference: R.I. Appendix 29A para. 12.

1. The enclosure is forwarded.

(Peter V. Blackman)  
Commander R.A.N.  
NAVAL OFFICER-IN-CHARGE  
QUEENSLAND

Enclosure: Report of Proceedings - HMAS ADROIT.

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~~RESTRICTED~~

HMAS ADROIT  
at Brisbane.

29th June, 1973.

The Naval Officer-in-Charge,  
Queensland.

Sir,

Report of Proceedings : HMAS ADROIT.  
(All times in this report are Zone (-10)).

1. I have the honour to report the proceedings of HMA ship under my command for the period 20th May to 1st June, 1973.
2. Ship's company joined am Sunday, 20th May, 1973, and comprised five (5) Reserve Officers, one (1) PNF, two (2) E.R and thirteen (13) Reserve Sailors. The day was spent storing ship at MORETON (an evolution unavoidably necessitating the crossing of two LC.H's. - a measure of the build-up here), proving watch and station belts and in finally checking all systems.
3. ADROIT sailed at 21 1000, reached Caloundra at 1400, where despite earlier rough weather it was found that the sea primarily comprised a medium short SE swell. At 1601 a steering gear failure occurred which was reported to be an electric motor overload due to handling the quartering seas. As I was not entirely convinced, the ship was anchored behind Double Island Point in the period 1806 to 1832 to enable the gear to be checked in a more manageable sea state. Thereafter, no difficulty was experienced until 22 0232, again at 0343 (both motor overload cutouts) and finally at 0505 when approaching North Reef in rising quite steep seas, the rudder would only move about 5° on each side. Having spent an hour trying to correct the condition, at 0606 the course was altered to proceed to Gladstone (via Fairfax Is.), the ship berthing at Auckland Pt. No.2 Wharf at 1220. A novel, but dispensible experience, entering harbour displaying two black balls!
4. The fault proved to be shreds of rag which apparently progressively jammed the steering gear hydraulic control valves, in the box itself. As you are aware of the detailed steps taken, this can be summarised as follows:- replacement box received pm 23rd May and fitted at night, sea trials were satisfactorily completed in the period 0900 - 1000 on 24th May, 1973. Further, as this matter has been the subject of technical reports from the Base Engineer Officer, no additional comment shall be added.

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5. Meanwhile a series of large high pressure systems commenced crossing the Great Australian Bight, producing coastal ridge and unmanageable weather. It may have been possible, if uncomfortable, but I believe not prudent, to proceed further north, in conditions where forecasters could see no relieving low for at least a week. In the circumstances, a programme of self maintenance and internal drills was instituted. The Seaman Branch produced, amid other things, a cargo net type frap for the 40/60 gun cover, a practical and useful addition which later met raised eyebrows and considerable interest among other PB's.

6. Although the weather was still not good, authority to proceed to Hervey Bay was sought and obtained and the ship sailed 28 1000, anchoring in Platypus Bay, Frazer Island, at 1830. At 29 0900 the ship sailed to operate in Hervey Bay and later Great Sandy Strait. At about this time a signal was received from MORESBY, suggesting that if the weather moderated, it may still be possible to spend one of the three days programmed, as survey consort. Accordingly, the programme was rearranged, to fuel Bundaberg and to proceed to the Swain Reef area. ADROIT berthed at Bundaberg at 1452 at the oil wharf and sailed at 1740, some delay occurring due to advancing the refuelling time by 26 hours.

7. In the intervening period, the weather moderated and the ship R/V with MORESBY, BARRACADE and BOMBARD at Swain Reef at 0600 on 30th May. A valuable and interesting day was spent as survey consort, in which regard a copy of MORESBY's signal following completion is appended. BARBETTE and ARCHER joined pm the same day.

8. Prior to being detached at 31 0720 ADROIT's U.H.F. set was transferred to ARCHER as hers was U/S; it was subsequently returned in Brisbane on 5th June. ADROIT proceeded via North Reef to Bundaberg, fuelling in the period 1656 - 1825, sailing then for Brisbane, arriving alongside MORETON at 1015 on 1st June, 1973.

MACHINERY.

9. Apart from the steering gear failure noted above, the machinery operated very satisfactorily.

WEAPONS and ELECTRICAL.

10. It was not possible to use the 40/60, nor the 2" R.F.L. during the ACT. Apart from a malfunction in the tuning coupler of ANURC -58 in the period 22 2200 - 23 1200 May, which was corrected, no difficulty was experienced with communications. RADAR 975 operated very well as did the gyro compass. The absence of the two missing windscreen wipers is quite frustrating, especially when the remaining one failed for a period of 6 hours prior to it being possible to make repairs in harbour; otherwise the ship ran well.

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HEALTH and MORALE.

11. The health of ship's company was good, and the morale of officers and sailors high, and with no exception, all worked willingly and well. The only mishap occurred to me, when I broke my little finger, left hand, at 22 0305 May, when the ship rolled 47° and I lost my balance.

MISCELLANEOUS.

12. Whilst en route from Swain Reef to Bundaberg, a small arms shoot was held in Hervey Bay on 31st May, 1973.
13. Ship's company was discharged to shore pm 1st June, 1973.

I have the honour to be, Sir,  
your obedient Servant,



G.L. BOYD  
Lieutenant Commander RANR  
Commanding Officer

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APPENDIX A: STEAMING FIGURES.

- (a) Total distance steamed for month : 1371.5 miles
- (b) Total hours underway: 107 hours
- (c) Total distance steamed for commission: 1371.5 miles  
Total distance steamed since first commissioned: not recorded.
- (d) Total hours underway for commission 107 hours  
Total hours underway since first commissioned: not recorded.
- (e) Period exceeding economical speed: Nil.

APPENDIX B: EXERCISES CARRIED OUT

<u>DEPT.</u>	<u>DATE</u>	<u>EXERCISE</u>
Seamanship	26 May 73	Seaboat Drill
"	30 May 73	Heavingline Transfer
Navigation	21 and 31 May 73	Manoverboard
"	21 - 22 May 73	Steering gear Breakdown
N.B.C.D.	25 May 73	Action Stations
"	20 and 24 May 73	Emergency Stations
"	20 and 24 May 73	Leaving Ship Station
"	Daily	Fire Party Drill

APPENDIX C: SIGNAL FROM MORESBY. Reference page 2, paragraph 7.

P 010045Z JUN 73  
FM HMAS MORESBY  
TO RAYBAN/HMAS ADROIT  
INFO RAYBAN/NOIC QLD  
RAYWJ/COMAUSFLT  
RAYWNN/ACNB

THANK YOU FOR YOUR ASSISTANCE WHICH WAS THE EQUIVALENT OF A  
FULL DAYS WORK FOR MORESBY.  
2. YOUR SHIP HANDLING AND STATION KEEPING WERE EXCELLENT AS  
WERE THE RECORDS YOU RETURNED TO US.

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