

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

HMAS ADVANCE

**Item number: 5/6**

**Title: January-December 1976**



AWM78-5/6

[5/6]

ADVANCE

no originals

for JURY AUGUST

SEPTEMBER OCTOBER

Originals 1976

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from: 1 NOV 1992  
Authority Dig (N) Admin 18-13.  
Reviewer: LCDR R. L. Smith (RANEM)

Signature: [Signature] Date: 1 NOV 92

~~DECLASSIFICATION AUTHORITY — DEFENCE RECORDS  
This record has been reviewed and declassified by Dept. of  
Defence. It will be available for Public Access from~~

~~..... 1 JAN 2007 .....~~

~~AUTHORITY: DIG(N) ADMIN 8/3~~

~~REVIEWER: [Signature] CDR RAN  
(for DSSI (Navy)).~~

~~Date: 29 March 93~~

**RESTRICTED**

FILE: 428/3/1377

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ADVANCE Report of Proceedings JANUARY '76

~~ASRP-N~~ 24/2/76

DNO ADVANCE was in DARWIN maintaining for the  
early part of the month. On 10 Jan, after  
DGNOP a false start due to a radar defect, she sailed for  
a NW coast patrol visiting numerous bays &  
DCNS harbours, Koolan's and Broome. The ship  
returned to DARWIN on 26 Jan where she  
CNS 6/8 remained for the rest of the month.

~~CNP~~ 7/4 A good descriptive R.P.

~~CNTS~~ 12/4

~~CNSW~~ 16/4 LOG-N. 13/4

~~CNM~~ 15/4

FAS C of S - N 24/4/76

~~PRLO-N~~ 24/4

~~ASRP-N~~ (NS55) 23/4

- 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.

AB 23/2/76

**RESTRICTED**

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## ROYAL AUSTRALIAN NAVY

TELEPHONE: 802911

IN REPLY QUOTE 1/16/3

Naval Headquarters  
 9th Floor  
 MLC Building  
 Smith Street  
 DARWIN NT

19 2 FEB 1976

Department of Defence (Navy Office)  
 CANBERRA ACT 2600

Attention: ASRP - NFor Information

The Flag Officer Commanding HM AUSTRALIAN FLEET  
 The Commander AUSTRALIAN MINE WARFARE AND PATROL FORCES  
 The Commanding Officer HMAS ADVANCE

HMAS ADVANCE - REPORT OF PROCEEDINGS - JANUARY 1976Reference: A. RI Appendix 29A

1. Forwarded.

(T.A. DADSWELL)  
 Captain RAN  
 Naval Officer Commanding  
 NORTH AUSTRALIA AREA

Enclosure: HMAS ADVANCE letter 1/6/2 of 3 February 1976

CENTRAL REGISTRY

DEPT OF DEFENCE

13 FEB 1976

RECEIVED

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ASRP-N  
 (A)

RESTRICTED

2564 (4)

RECEIVED

17 FEB 76 15 39

DEPT. OF DEFENCE  
CENTRAL REGISTRY

ENCLOSURE: HIVE VDAVAGE JEPPEL T\E\3 OF 3 BERLINIA TALE

NOBLEH VISEBVTIV VBEV  
HEAVY OFFICER COMMANDING  
SERVANT UN  
(L.V. DVIDSMET)



I. [unclear]

Reference: V. NI YBBENDIX SDA

HIVE VDAVAGE - REPORT OF PROCEEDINGS - JMWVIA TALE

THE COMMANDING OFFICER HIVE VDAVAGE  
THE COMMANDER VISEBVTIV HIVE VDAVAGE AND BUNNOT BONDOR  
THE BICE OFFICER COMMANDING IN VISEBVTIV BICE

FOR INFORMATION

Reference: V2B - M

COMBENNY VCL 5000  
Department of Defence (HEAVY OFFICE)

45 FEB 1976  
DUNNIN NJ  
SUTER BILLET  
MFC BOUTING  
JAN BLOK  
HEAVY HEADQUARTERS

IN BETA BLUE T\E\3

TELEPHONE: 803811



ROYAL AUSTRALIAN NAVY

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1/6/2

HMAS ADVANCE  
at DARWIN

3rd February 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - JANUARY 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of January 1976.
2. ADVANCE was secured alongside the Patrol Boat Landing at the beginning of the month, where work was progressed in planned maintenance and ship husbandry. A planned sailing date of Wednesday 7th had to be postponed due to a defect in the gyro unit which became evident on the 5th. A new gyro was supplied and fitted on Thursday 8th and, after successful completion of trials, the ship sailed for a north-west coast patrol at 0900 (-9½) on Friday 9th.
3. Five hours out from Darwin the 975 radar became unserviceable and at 1800 (-9½) the decision was made to return to Darwin as the ship's maintainer was unable to trace the fault. ADVANCE again berthed alongside the Patrol Boat Landing at 0100 (-9½) on Saturday 10th. With the assistance of Base Staff, the fault in the 975 was located and rectified and, having topped up with fuel, ADVANCE again sailed at 1300 (-9½) on Saturday 10th to recommence her patrol.
4. Napier Broome Bay was entered at 0930 (-8) on Sunday 11th and the ship proceeded down to Mission Cove, situated in the south-east part of the bay, whereupon she anchored in three fathoms of water at 1100 (-8). A party was sent ashore and walked through the remains of the old Pago Mission which was started as a Spanish Mission during the last century. A gravestone, dated 1920, belonging to a seaman from HMAS GERANIUM, was found amongst the remains of the old cemetery.
5. The anchor was weighed at 0815 (-8) on Monday 12th and the ship proceeded clear of Mission Cove and transitted westwards across Napier Broome Bay to anchor in West Bay at 1000 (-8) that forenoon. A party was put ashore and made the 14 mile return hike into the abandoned Truscott airstrip. The walking was made relatively easy by the use of the sealed all weather road which leads from the beach into the airstrip and which has remained in remarkably good condition.

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Nothing was found at the airstrip as all material had been removed to the beach for embarking into barges. That which remains near the beach is of no value. The airstrip itself is partially overgrown although the parking bay end is still clear and has been used in recent years by light aircraft.

6. ADVANCE proceeded from West Bay at 0815 (-8) on Tuesday 13th and, after transitting around the coast and reef areas off Cape Bougainville, anchored at 1730 (-8) that evening south of Fenelon Passage.

7. The weather experienced since leaving Darwin had been continuously overcast with frequent heavy rain squalls and reduced visibility. These conditions persisted when ADVANCE weighed anchor on Wednesday forenoon at 0800 (-8) and proceeded south towards Bigge Island. Having passed the Maret Island group ADVANCE continued south and anchored in the shelter of Coronation Island late that afternoon.

8. Anchor was weighed at 1000 (-8) on Thursday 15th when ADVANCE moved further into the calm waters of Port Nelson to conduct Man Overboard Exercises and a Small Arms Shoot. At 1500 (-8) word was received to proceed to Koolan Island to fuel, in view of the tropical cyclone which was forming off Broome. The ship sailed direct for Koolan Island and berthed at the Koolan Island wharf at 2330 (-8) that evening.

9. On completion of fuelling, ADVANCE cast off from the Koolan Island wharf at 0900 (-8) on Friday 16th and sailed around the waters of Yampi Sound before anchoring in the mouth of the Coppermine Creek, where the ship remained until 2000 (-8). An overnight passage was then made to Broome where the ship berthed at 0900 (-8) on Saturday 17th.

10. ADVANCE departed Broome at 0600 (-8) on Sunday 18th and proceeded north along the coast to Cape Leveque where it was intended to anchor for the night. A heavy swell rolling in from the north-west rendered the Cape Leveque anchorage unsuitable and the ship then proceeded into King Sound via Escape Passage. ADVANCE's transit of this passage was made one hour after high water at Derby and extremely heavy overfalls approximately five feet high were encountered on approach to the passage with a tidal stream of 8 - 12 knots rushing out of the Sound. Once clear of the passage, ADVANCE altered course for Cygnet Bay where the ship anchored in a sheltered anchorage at 1815 (-8) that evening.

11. Blessed with the first fine weather of the patrol, ADVANCE remained in Cygnet Bay until the forenoon of Tuesday 20th when anchor was weighed at 1000 (-8) and the ship steamed north and clear of King Sound towards Koolan Island. Upon arrival at Koolan Island, ADVANCE secured alongside the 85,000 tonne iron-ore carrier, MV MOSLANE, which obligingly lowered her accommodation ladder for the ship's use.

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- 3 -

12. Upon departing Koolan Island at 1000 (-8) on Wednesday 21st, ADVANCE set course for Deception Bay, 60 miles to the north, and anchored in the southern portion of the bay at 1600 (-8) that afternoon. Having remained in Deception Bay overnight, ADVANCE sailed at midday on Thursday 22nd on passage to Broome and berthed at 1800 (-8) on Friday 23rd at the inner Broome wharf.

13. ADVANCE cast off at 0600 (-8) on Saturday 24th and effected a rendezvous with ADROIT two hours later for the transfer of mail via a heaving line transfer. On completion, ADVANCE continued on passage for Darwin where she arrived at 0900 (-9½) on Monday 26th, berthing at the Patrol Boat Landing.

14. Twenty RAAF Cadets were embarked early in the forenoon of Wednesday 28th prior to the ship casting off to conduct helicopter transfers of personnel with an RAAF Iroquois helicopter. A total of 25 winchings were conducted throughout the day, including 17 of ADVANCE's ship's company. ADVANCE returned alongside the Patrol Boat Landing at 1400 (-9½) where she stayed for the remainder of the month.

Hull and Marine Engineering

15. The weld over the crack in the block of the port main engine re-opened on the 24th. (ADVANCE's signal DDW 250117Z JAN 76 refers). This was repaired by Base Staff on 29th and 30th by grinding the existing weld back and re-welding.

16. The amount of water leaking into the tiller flat through the rudder post glands increased during the month necessitating pumping of the tiller flat four hourly. This was due to excessive wear on the top rudder post bearing, thus allowing the rudder post to move laterally during its normal movement. All parts have been packed with grease to ensure the problem will not be aggravated with further use as it is not possible to rectify the defect until the forthcoming refit in October.

Weapons and Electrical Engineering

17. The Arma Brown Gyro compass failed on the 5th (URDEF 25/76 - ADVANCE signal DQR/OWR 050714Z JAN 76 refers) and a new compass was ordered. This was subsequently received from Sydney and fitted on the 8th, and has worked well for the remainder of the month.

18. The 975 radar became unserviceable on the 9th. This was rectified the following day with Base Staff assistance, the fault being located in the brushes in the motor generator.

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19. Difficulties were experienced with the type 696 UHF Transceiver, especially in the receiving mode. As test equipment is not available locally and the set also requires re-alignment, a new type 696 has been ordered. The Racal RA 217 receiver was unserviceable throughout the month and this is being investigated by Base Staff.

20. The port engine room fan burnt out on the 9th and was removed and a replacement ordered, the new fan being received and fitted on the 28th. The 40/60mm befor remains partially serviceable with the 24 volt system still unserviceable awaiting replacement wiring.

General Remarks

21. The health and conduct of the ship's company has been good and morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.D. EAMES)  
Lieutenant RAN  
COMMANDING OFFICER

Annexes: "A" - Steaming Figures  
"B" - Operational and Training  
"C" - Monthly Return of Ship Availability  
"D" - Photographs

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ANNEX "A" TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
JANUARY 1976

STEAMING FIGURES

- 1. Distance steamed during January 2407.8
- 2. Hours underway during January 186.5
- 3. Total distance steamed since commissioning 210199.9
- 4. Total hours underway since commissioning 15835.3
- 5. Occasions for exceeding fast routeing speed:

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
15th	19 knots	8	Passage to Koolan Island to fuel due to close proximity of tropical cyclone

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ANNEX "B" TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
JANUARY 1976

OPERATIONAL AND TRAINING

<u>Date</u>	<u>Activity</u>
10 - 26	Fishery Surveillance Patrol
12	Exercised Landing Party
13	SUX, 40/60
14	Small Arms Shoot
14	Man Overboard Exercises
14	NBCD Exercise
18,21	Exercised Blind Pilotage
24	Heaving Line Transfer with ADROIT
27	Alongside Practices for OOW's
28	25 Helo winchings with RAAF Iroquois

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ANNEX 'C'

MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

AGE SINCE FIRST COMMISSIONING .....8..... YEARS

PROGRESSIVE TOTAL ENGINE HOURS

MILES STEAMED SINCE FIRST COMMISSIONING 210,199 MILES

PORT .....1133.....

STBD .....2652.....

HMAS .....ADVANCE.....

DATE .....JANUARY.....1976.

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	CASUALTY TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS					
	1	2													H	E	L	G	TAS	ND	C	FW	DL							
1	✓												✓																	
2	✓												✓																	
3	✓												✓																	
4	✓												✓																	
5		✓											✓				12										GYRO U/S			
6		✓											✓				24													
7		✓											✓				24													
8	✓												✓				12										NEW GYRO FITTED			
9	✓												✓				9										975 RADAR U/S, PORT ENGINE ROOM FAN			
10	✓		✓										✓				10										RADAR REPAIRED, SAILED ON PATROL (U)			
11	✓		✓										✓																	
12	✓		✓										✓																	
13	✓		✓		✓								✓																	
14	✓		✓		✓								✓																	
15	✓		✓										✓																	
16	✓		✓										✓															O/N BROOME		
17	✓		✓										✓																	
18	✓		✓										✓																	
19	✓		✓										✓																	
20	✓		✓										✓															O/N KOOLAN IS		
21	✓		✓										✓																	
22	✓		✓										✓																O/N BROOME	
23	✓		✓										✓																	
24	✓		✓										✓																	
25	✓		✓										✓																CRAIK RE-APPEARED IN PORT M/E	
26	✓		✓										✓																ARRIVED DARWIN	
27	✓		✓										✓																	
28	✓		✓	✓									✓																CONDUCTED HELD TRANSFERS IN HARBOUR	
29		✓											✓																NEW PORT ENGINE ROOM FAN FITTED	
30		✓											✓																	
31		✓											✓																	
TOTAL	25	6	17	1	2								3	17																

CRACK IN PORT M/E

(A)

ANNEX 'D' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
JANUARY, 1976



Headstone at old cemetery  
in Mission Bay.



Equipment left on the beach at West Bay. The above beach was the  
landing area for equipment being transported to Truscott Airfield.



Part of the sealed road leading the seven miles from  
the beach into the Truscott Airfield



Cleared section of the old Truscott Airstrip.

File Number

N	428	3	1377
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

RESTRICTED

\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ADVANCE - REPORT OF PROCEEDINGS - JANUARY 1976

Mark to ASRP-N (Name or Designation) ~~SEA~~ A (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS ADVANCE	AS TITLE	

LOGGING

Originator	Originator's Reference	Date	Initials
NOCNAA	1/16/3	12/2/76	

Information Classifier S. KIRK (Signature) 12/2/76 (Date)

RESTRICTED

1/16/2

HMAS ADVANCE  
at Darwin

1 March 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - FEBRUARY 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of February 1976.
2. For the first four days of the month ADVANCE was secured alongside the Patrol Boat Landing in Darwin completing a self maintenance period. At 0830 (-9½) on Thursday 5 the ship cast off and proceeded clear of Darwin Harbour to rendezvous 30 minutes later with a RAAF Iroquois helicopter to conduct helicopter winchings. Four winchings of personnel were effected from the quarterdeck prior to completion of the winchings at 0930 (-9½) when ADVANCE continued on passage towards the Gulf of Carpentaria.
3. Throughout the remainder of Thursday 5 and Friday 6 ADVANCE patrolled around the Goulburn Islands and north of the Declared Fishing Zone across the top of Arnhem Land. No vessels were sighted and by Friday evening ADVANCE had rounded the Wessel Group and was proceeding south past Gove towards Cape Arnhem. Course was then set for Weipa and after crossing the Gulf the ship berthed outboard of BARRICADE at the Weipa small ships wharf at 1300 (-10) on Sunday 8.
4. ADVANCE sailed from Weipa at 1000 (-10) on Monday 9 to resume patrolling the Gulf. Unfortunately the 975 radar became unserviceable that forenoon (URDEF 27/76, ADVANCE signal 090330Z FEB 76 refers) and subsequently restricted the ship's night surveillance capability. ADVANCE steamed southwards throughout daylight hours and investigated nine Taiwanese trawlers at varying positions between 14 and 25 miles off the coast.
5. During the evening of Monday 9 ADVANCE steamed northwards before again running south along the Declared Fishing Zone between Weipa and the Mitchell River. A further 14 Taiwanese trawlers were sighted before ADVANCE turned northwards for passage to Thursday Island at sunset on Tuesday 10. Booby Island light was passed at 1830 (-10) on Wednesday 11 and the ship continued on to anchor two hours later in the approaches to Thursday Island. The ship remained at anchor until 1115 (-10) on Thursday 12 when she proceeded into Thursday Island and secured alongside the Caltex Jetty at midday.
6. ADVANCE departed from Thursday Island at 1000 (-10) on Friday 13 with the 975 radar temporarily repaired. However this was only to run for 20 hours before again becoming unserviceable and remaining so for the remainder of the patrol. Once in the Gulf ADVANCE again patrolled south along the east coast. Two Taiwanese trawlers were sighted within eight miles of the coast at 0200 (-10) on Saturday 14. These vessels were stopped and boarded but were found to be legal, having no fish on deck and having only recently sailed from an anchorage in the approaches to Weipa. ADVANCE then continued on patrol as far south as the Mitchell River before setting course for the Wallisley Island Group.
7. Mornington Island was sighted at 0700 (-10) on Sunday 15 and two hours later the ship cruised around Rocky and Manowar Islands. No foreign vessels were sighted in the area and ADVANCE proceeded a further 50 miles to the north west before heading northwards towards Gove. Only one Taiwanese fishing vessel was sighted during the passage to Gove where the ship arrived at 1300 (-9½) on Monday 16 and secured alongside the Mission Wharf.

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8. Having remained overnight in Gove ADVANCE sailed at 1000 (-9½) on Tuesday 17, and an hour later conducted a Weapon Direction exercise against a RAAF Dakota aircraft which was engaged on a surveillance flight in the area. On completion of the exercise the ship proceeded to the Hole in the Wall passage in the Wessel Island Group, anchoring to the east of the passage at 1500 (-9½) that afternoon. Three hours were spent in the area gathering information on tidal streams and depths in the passage by use of the ship's boat. ADVANCE weighed anchor at 1800 (-9½) and sailed northwards to round Cape Wessel three hours later and continue on passage westwards.

9. New Year Island was sighted during the afternoon of Wednesday 18 and ADVANCE anchored on the lee side of the island at 1600 (-9½). Having remained overnight the ship weighed anchor and proceeded at 0800 (-9½) the following morning, patrolling north of Croker Island and along the Declared Fishing Zone to eventually anchor in Alcaro Bay at 1530 (-9½) on Thursday 19. Anchor was weighed at midnight and passage made to Darwin where the ship berthed at 1000 (-9½) at the Patrol Boat Landing the following forenoon.

10. The remainder of the month was spent alongside carrying out self maintenance and ship husbandry. The only exception being on Tuesday 24 when the ship was required to move from her berth and the occasion was utilised to provide berthing practice for an hour and a half for all Officers of the Watch.

Hull and Marine Engineering

11. All machinery ran well during the month. An URDEF (URDEF 28/76, ADVANCE's signal DDW 250335Z FEB 76) was raised when the governor solenoid on the starboard main engine failed. This was replaced and the engine again became fully serviceable on 28 February.

Weapons and Electrical Engineering

12. The 975 radar presented problems throughout the month; these initially being due to the failure of the EHT transformer (URDEF 27/76, ADVANCE's signal DQR/OWR 090330Z FEB 76 refers). This was replaced on 13, but the radar again became unserviceable after only 20 hours running. The fault was unable to be traced until 27 February after the ship had returned to Darwin. Two leads on the klystron had open circuited as well as the klystron itself being unserviceable.

13. Failure of the static inverter rendered the Arma Brown gyro unserviceable on 25 (URDEF 29/76, ADVANCE's signal DQR/OWR 260050Z FEB 76 refers). This was replaced on 28 and the unit again became serviceable.

General Remarks

14. The health and conduct of the ship's company has been good and morale remains high.

I have the honour to be,

Sir,

Your obedient servant,



(R.D. EAMES)  
Lieutenant RAN  
Commanding Officer

Annexes - 'A' - Steaming Figures  
          'B' - Operational and Training  
          'C' - Monthly Return of Ship Availability

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ANNEX 'A' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
FEBRUARY 1976

STEAMING FIGURES

1. Distance steamed during February	3256.4
2. Hours underway during February	241.1
3. Total distance steamed since commissioning	213456.3
4. Total hours underway since commissioning	16076.4
5. Occasions for exceeding fast routeing speed	Nil

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ANNEX 'B' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
FEBRUARY 1976

OPERATIONAL AND TRAINING

<u>Date</u>	<u>Activity</u>
5 - 20	Fishery Surveillance Patrol
5	Helo winchings with RAAF Iroquois
6	Exercised Boarding Party
14	Boarded Taiwanese Trawler
6, 17	Exercised Action Stations, Minor NBCD Exercise
17	Weapon Direction Exercise with RAAF DC3
24	Alongside and manoeuvring practice for OOW's

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MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

HMAS ...ADVANCE.....

DATE ...FEBRUARY.....

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING ...8 1/2... YEARS

MILES STEAMED SINCE FIRST COMMISSIONING ...213456... MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT ...1347.....

STBD ...258.....

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS	
	1	2													I	E	L	G	TAS	ND	C	W	DL			
1	✓												✓													
2	✓									✓			✓													
3	✓									✓			✓													
4	✓									✓			✓													
5	✓		/																							SAILED FROM DARWIN FOR GULF PATROL
6	✓		/																							
7	✓		/																							
8	✓		/										✓													OVERNIGHT WEIPA
9	✓		/																							975 RADAR U/S
10	✓		/																							
11	✓		/																							
12	✓		/																							
13	✓		/										✓													OVERNIGHT THURSDAY IS.
14	✓		/																							975 RADAR SERVICEABLE FOR 24 HRS
15	✓		/																							
16	✓		/										✓													OVERNIGHT GOVE
17	✓		/																							
18	✓		/																							
19	✓		/										✓													ARRIVED DARWIN
20	✓		/																							
21	✓		/										✓													
22	✓		/										✓													STATIC INVERTER FOR GYRO U/S
23	✓		/										✓													
24	✓		/							✓			✓													GOVERNOR ON STBD M/E U/S
25	✓		/							✓			✓													
26		✓								✓			✓													
27		✓								✓			✓													975 RADAR AND GYRO DEFECT REPAIRED
28		✓								✓			✓													
29	✓												✓													
30																										
31																										
TOTAL	26	3	16							8			17													

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

MARCH 1976

HMAS ADVANCE REPORT OF PROCEEDINGS

~~ASRP-N~~ 12/5

DNO

+ ~~DGNOP~~ 13/5

~~DCNS~~ 14/5

~~CNS~~ 17/5

~~CNP~~ 18/5

~~CNTS~~ 19/5

~~DGLOG-N~~ 24/5

~~CNM~~ 24/5

~~DGSUP-N~~ 25/5/76

~~PRLO-N~~ 13/8/76

~~ASRP-N~~ (NS55)

From 1 - 23 March, ADVANCE undertook a patrol of the NW - while there was plenty of "trade" in the area, no apprehensions were made and it would appear that the Taiwanese are becoming much more wary.

1/12/5

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

AB 10/5/76



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ROYAL AUSTRALIAN NAVY

TELEPHONE: 802911

IN REPLY QUOTE 1/16/3

Naval Headquarters  
 9th Floor  
 MLC Building  
 Smith Street  
 DARWIN NT 5790

APR. 29 1976

Department of Defence (Navy Office)  
 CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

For Information

The Flag Officer Commanding HM AUSTRALIAN FLEET  
 The Commander AUSTRALIAN MINE WARFARE AND PATROL FORCES  
 The Commanding Officer HMAS ADVANCE

HMAS ADVANCE - REPORT OF PROCEEDINGS - MARCH 1976

Reference: RI Appendix 29A

1. Forwarded.

(T.A. DADSWELL)  
 Captain ADC RAN  
 Naval Officer Commanding  
 NORTH AUSTRALIA AREA

Enclosure: HMAS ADVANCE letter 1/16/2 of 1 April 1976

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 DEPT. OF DEFENCE

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#2155-4

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4 MAY 76 08 20

DEPT. OF DEFENCE  
CENTRAL REGISTRY

Reference: HMVS VDAVISE - RECORD OF PROCEEDINGS - MARCH 1946

COMMANDING OFFICER  
HMVS VDAVISE  
(J.V. DUNSMITH)



1. Forwarded.

Reference: HI 4880/13 50V

HMVS VDAVISE - RECORD OF PROCEEDINGS - MARCH 1946

The commanding officer HMVS VDAVISE  
The commanding officer HMVS VDAVISE  
The commanding officer HMVS VDAVISE

For information

Attention: Assistant Secretary Resources and Planning, Navy

Department of Defence (Navy Office)

NAVY SECRETARIAT  
DARWIN ME 2130  
SMITH STREET  
MTC BUILDING  
2ND FLOOR  
NORTH BRISBANE

IN REPLY QUOTE 1/12/3  
TELEPHONE: 805211



ROYAL AUSTRALIAN NAVY

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1/16/2

HMAS ADVANCE  
at Darwin

1 April 1976

Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - MARCH 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of March 1976.

2. ADVANCE cast off from the Patrol Boat Landing in Darwin at 1500 (-9½) on Monday 1, and proceeded to sea to commence a patrol of the north west coast between Darwin and North West Cape. Embarked in the ship for the patrol was Mr E. Little, a Fisheries Inspector from the WA Department of Fisheries and Fauna.

3. From the early hours of Tuesday 2, ADVANCE steamed into the Joseph Bonaparte Gulf in an attempt to locate two Indonesian fishing vessels which had been reported in the area four days previously. Contact was made with a Navy 748 passing through the area at 1015 (-9½) that forenoon and again at 1100 (-9½) when the aircraft passed a Contact Report on the two Indonesian craft. ADVANCE immediately proceeded on passage to the area at 16 knots to arrive there before dusk. Communications were established at 1530 (-9½) with a RAAF P3B ORION transitting the area who volunteered to update the position of the fishing vessels. Their updated position was subsequently passed to ADVANCE who intercepted and boarded three type two Indonesian fishing vessels ten miles north east of Lesueur Island at 1700 (-9½). (ADVANCE's signal KBG 021215Z MAR 76 refers.)

4. On completion of boarding the three Indonesian vessels and ensuring that they departed from the 12 mile Declared Fishing Zone, ADVANCE set course for Ashmore Reef, passing north of Holothuria Banks during the evening of Tuesday 2. Ashmore Reef was sighted at 1530 (-8) on Wednesday 3, and the ship then anchored 45 minutes later on the sheltered eastern side of the reef, remaining at anchor overnight.

5. Anchor was weighed at 0815 (-8) on Thursday 4, and the ship cruised around the northern side of the reef to eventually anchor inside the protected inlet on the north west of the reef some three hours later. Two type one Indonesian fishing vessels could be seen near West Island and a boarding party was despatched to investigate (ADVANCE's signal KBG 041000Z MAR 76 refers).

6. On completion of boarding the Indonesian vessels the boarding party investigated West Islet for any sign of Indonesian activity prior to returning onboard at 1400 (-8). ADVANCE then

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weighed anchor some 30 minutes later to proceed around the southern side of the reef, eventually anchoring at 1645 (-8) in the same position as the previous evening. Anchor was weighed again at midnight and the ship then proceeded on passage for Browse Island, 105 miles to the south.

7. Browse Island was sighted at 0930 (-8) on Friday 5. The ship then anchored for 40 minutes on the north west side of the island whilst a party was sent ashore to communicate with a survey party of two employed by Off-Shore Navigation. The party had spent the previous six weeks camped on the island but had nothing to report with the exception of a few passing merchantmen. ADVANCE then sailed for Broome, securing alongside the inner Broome wharf at 1000 (-8) on Saturday 6.

8. Difficulties were experienced with the HF transceiver whilst alongside and thus when ADVANCE cast off from the Broome wharf at 1100 (-8) on Monday 8, it was with a very much reduced HF capability (paragraph 22 refers). Course was set for the Monte Bello Islands, in which area the ship arrived in the afternoon of Tuesday 9, after an uneventful overnight passage. Several pairs of Taiwanese fishing trawlers were detected on radar outside the Declared Fishing Zone. ADVANCE, however, remained well clear so as not to reveal her presence and thus subsequently have all the Taiwanese vessels in the area warned.

9. During the evening of Tuesday 9, ADVANCE patrolled along the eastern side of the Monte Bello Islands prior to passing north of the Island group during the morning watch. The ship then cruised along the Declared Fishing Zone as far as North West Cape where it was hoped to obtain assistance in rectifying the defective HF transceiver.

10. ADVANCE attempted to berth on the inside of Port Murat wharf at 1300 (-8) on Wednesday 10. However a six foot swell running through the wharf prevented the ship lying closer than ten feet to the wharf, despite all lines being passed. Fresh bread and signal traffic was passed to the ship before she cast off and proceeded to Long Island to anchor at 1600 (-8), remaining there overnight.

11. ADVANCE weighed anchor at 0700 (-8) on Thursday 11, and patrolled along the Declared Fishing Zone and through Barrow Island passage. Upon exit from the passage four groups of Taiwanese trawlers were detected on the eastern side of the Monte Bellos Island group. Although these vessels were outside the Declared Fishing Zone, they were operating 12 - 14 miles from Steamboat Island. ADVANCE then passed well to the south of these vessels to anchor close inshore to Steamboat Island at 1745 (-8). The ship remained at anchor overnight, keeping the Taiwanese vessels under radar surveillance.

12. Anchor was weighed at 0620 (-8) on Friday 12, and ADVANCE proceeded to Dampier, berthing alongside the Dampier Service wharf at 1000 (-8) that forenoon. Two hours later the ship cast off to investigate four Taiwanese contacts reported inside the Declared

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Fishing Zone (DEFNAV Canberra's signal FBG 120023Z MAR 76 refers). As the seas were mirror calm the opportunity was taken to conduct the quarterly full power trial en route to the area. The assumption that the reported trawlers were the same vessels that ADVANCE had had under surveillance during the previous evening turned out to be correct with the trawlers being detected on radar at 1330 (-8). All vessels were at least three miles outside the Declared Fishing Zone and ADVANCE then altered course for Dampier, returning alongside the Service wharf at 1515 (-8) that afternoon.

13. ADVANCE departed from Dampier at 1030 (-8) on Saturday 13, steaming westwards towards Steamboat Island where the ship anchored at 1435 (-8). The Taiwanese trawlers to the north were operating very close to the 12 mile limit and during the early part of the evening several minor transgressions were observed with the vessels closing to 11.5 miles before altering away. At 0020 (-8) on Sunday 14, ADVANCE weighed anchor to investigate what appeared to be further contacts to the west and inside the Declared Fishing Zone. These were soon classified as false echoes and the ship then continued west to Barrow Island before returning to again anchor off Steamboat Island at 0600 (-8) on Sunday 14.

14. Anchor was weighed at midday and course laid off to close the Taiwanese vessels which were at this time operating between 13 and 15 miles off Steamboat Island. Upon sighting ADVANCE all vessels recovered nets and steamed away from the Declared Fishing Zone in varying directions. The next two hours were then spent identifying and photographing the ten trawlers in the area (ADVANCE signal KBG 140800Z MAR 76 refers).

15. On completion of identifying the trawlers ADVANCE proceeded northwards where several contacts were held on radar in the vicinity of the oil drilling rig OCEAN DIGGER. Upon closing the rig these contacts were found to be the tenders LADY VERA and TASMAN TIDE, with another supply vessel closing from the east. Not being able to gain communications with the OCEAN DIGGER, ADVANCE secured alongside the tender TASMAN TIDE at 1640 (-8). Little information was available in regards to the movements of Taiwanese in the area and after screening a movie onboard the TASMAN TIDE, ADVANCE cast off at 2200 (-8) and continued on passage to Port Hedland where the ship berthed at 1400 (-8) on Monday 15.

16. Owing to the formation of Tropical Cyclone Linda to the north, the ship's proposed patrol route from Port Hedland to the Rowley Shoals area was cancelled and when ADVANCE sailed from Port Hedland at 1600 (-8) on Tuesday 16, it was for the Monte Bellos area. The Taiwanese trawlers previously encountered were now all 20 miles or further from the coast. Having ascertained the position of all the Taiwanese trawlers in the area ADVANCE proceeded to Legendre Island, anchoring at 1540 (-8) and remaining there overnight.

17. The ship weighed anchor at 0500 (-8) on Thursday 18, and steamed in a north easterly direction towards Broome where she secured alongside the Broome wharf at 1000 (-8) on Friday 19. ADVANCE then sailed prematurely at 2300 (-8) the same evening in order to commence a Barrier Patrol in the Cape Leveque area at

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0400 (-8) the following morning. The patrol was aimed at providing assistance to a Department of Customs operation and after 36 hours on station ADVANCE completed her task and continued on passage to Darwin.

18. ADVANCE arrived alongside the Patrol Boat Landing in Darwin at 1100 (-9 $\frac{1}{2}$ ) on Tuesday 23. The remainder of the month was spent alongside carrying out self maintenance and ship husbandry.

Hull and Marine Engineering

19. All machinery performed well during the month with the exception of the Deep Freeze unit. This became unserviceable on 4 March when an open circuit occurred in the field coils of the compressor motor. (INDEF 7/76, ADVANCE's signal DDW 041030Z MAR 76 refers.) Upon return to Darwin the compressor motor was replaced and the unit became serviceable on 26 March.

20. On 21 of the month the weld over the crack in the port main engine block re-opened. This was repaired again on 24 when the ship returned to Darwin.

Weapons and Electrical Engineering

21. The 40/60 mm bofor has been unserviceable throughout the month due to an earth on the secondary windings of the transformer. This was aggravated by sea water corrosion of the slip rings (URDEF 30/76, ADVANCE's signal DSM/KOD 060830Z MAR 76 refers).

22. On 6 of the month the AN/URC 58 HF transceiver developed a dry joint in its power supply resulting in a 95% power loss. (URDEF 31/76, ADVANCE's signal KLI/KLG 080100Z MAR 76 refers.) Despite spares being received repair of the set was beyond the capability of ship's staff and the communications remained in an unsatisfactory state until the defect was repaired by an AWA technician in Port Hedland on 15 March.

General Remarks

23. The health and conduct of the ship's company has been good and morale remains high.

I have the honour to be,

Sir,

Your obedient servant,

(R.D. EAMES)  
Lieutenant RAN  
Commanding Officer

Annexes: 'A' Steaming Figures  
'B' Operational and Training  
'C' Monthly Return of Ship Availability

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ANNEX 'A' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
MARCH 1976

STEAMING FIGURES

1. Distance steamed during March 3989.6
2. Hours underway during March 325.6
3. Total distance steamed since commissioning 217445.9
4. Total hours underway since commissioning 16402.0
5. Occasions for exceeding fast routeing speed:-

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REMARKS</u>
12MAR76	20.5	2 HOURS	Full Power Trial

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ANNEX 'B' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
MARCH 1976

OPERATIONAL AND TRAINING

<u>DATE</u>	<u>ACTIVITY</u>
1 - 23	Fishery Surveillance Patrol
2	Boarded three Type Two Indonesian Fishing Vessels
3	Boarded two Type One Indonesian Fishing Vessels
8	Exercise Man Overboard for all OOW's
15	Small arms shoot and general OOW manoeuvres
18	Exercised steering gear breakdowns and minor NBCD drills
20 - 21	Barrier Patrol

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MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

HMAS ADVANCE  
DATE MARCH 1976

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 8 2/12 YEARS  
MILES STEAMED SINCE FIRST COMMISSIONING 217,445 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 1552  
STBD 2939

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	MESSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													I	E	L	G	TAS	ND	C	W	DL		
1	✓		✓																				SAILED FROM DARWIN ON NW COAST PATROL		
2	✓		✓																						
3	✓		✓																						
4	✓		✓																						
5	✓		✓																						
6	✓		✓										✓											ARRIVED BROOME	
7	✓		✓										✓											DEPARTED BROOME	
8	✓		✓																						
9	✓		✓																						
10	✓		✓																						
11	✓		✓																						
12	✓		✓										✓											ARRIVED DAMPIER - OVERNIGHT	
13	✓		✓																						
14	✓		✓																						
15	✓		✓										✓											OVERNIGHT PORT HEDLAND	
16	✓		✓																						
17	✓		✓																						
18	✓		✓																						
19	✓		✓																					12 HRS - BROOME - 475 U/S	
20	✓		✓																						
21	✓		✓																						
22	✓		✓																						
23	✓		✓										✓											ARRIVED DARWIN	
24	✓		✓							✓			✓												
25		✓								✓			✓											CRACK IN BLK OF PORT M/E RE-WELD	
26		✓								✓			✓												
27	✓		✓										✓												
28	✓		✓										✓												
29	✓		✓							✓			✓												
30	✓		✓							✓			✓												
31	✓		✓							✓			✓												
TOTAL	29	2	23							6			13												

File Number

NH28	3	1490	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

Rest.

\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS Advance - Report of Proceedings -  
March 1976

Mark to ASRP. N (Name or Designation) A. (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials
R24.2	As above.	

NAME INDEX

Heading	Precis	Initials
HMAS Advance	As above.	

LOGGING

Originator	Originator's Reference	Date	Initials
Rep. N. Curt	1.16.3	29.4.76	

Information Classifier [Signature] (Signature) 4.5.76 (Date)

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS APR 76

~~ASRP-N~~ 28/5

~~DNO~~ A 23 day patrol - one arrest. *P 10/7*

~~DGNOP~~ *02/7*

~~DCNS~~

~~CNS~~ 7/7

~~CNE~~ *10/7*

~~QRTS~~ 14/7

~~DGLOG-N~~ *10/7*

~~CNM~~ 16/7

~~DGSUP-N~~ *26/7*

~~PRLO-N~~ *18/8*

~~ASRP-N (NS55)~~ 12/8

- 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 or reference to another Branch a new file should be raised, a suitable note being made above.

*28/5*





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ROYAL AUSTRALIAN NAVY

TELEPHONE: 802911

IN REPLY QUOTE 1/16/3

Naval Headquarters  
DARWIN NT 5790

MAY 17 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

For Information:

- The Flag Officer Commanding, HM AUSTRALIAN FLEET
- The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES
- The Commanding Officer, HMAS ADVANCE

HMAS ADVANCE - REPORT OF PROCEEDINGS - APRIL 1976

Reference: A. RI Appendix 29A

- 1. Forwarded.

*T.A. Dadswell*  
 H- (T.A. DADSWELL)  
 Captain ADC RAN  
 Naval Officer Commanding  
 NORTH AUSTRALIA AREA

*J* Enclosure: HMAS ADVANCE letter 1/16/3 of 3 May 1976

CENTRE  
 INFORMATION UNIT  
 DEPT OF DEFENCE  
 MAY 21 12 28 PM '76

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MAY 21 15 54 '75  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

Enclosure: HMAS VDAVINCE letter 14013 of 3 May 1975

ROBIN WILSON  
Major, Officer Commanding  
HMAS VDAVINCE  
(1.1.1.1)

Reference: HMAS VDAVINCE

Reference: A. 1. 1. 1. 1. 1.

HMAS VDAVINCE - REPORT OF PROCEEDINGS - 1975

The Commanding Officer, HMAS VDAVINCE  
The Commander, AUSTRALIAN MARINE AVIATION AND AIRBORNE FORCES  
The Fleet Officer Commanding, RN AUSTRALIAN FLEET

For information:

Attention: Assistant Secretary (Operations and Plans)

Canberra VCI 2800  
Department of Defence (Naval Office)

MAY 13 1975

DAVID WILSON  
Major, Officer Commanding

IN REPLY QUOTE 14013  
TELEPHONE: 805811



ROYAL AUSTRALIAN NAVY

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1/16/3

HMAS ADVANCE  
at Darwin

3 May 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - APRIL 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of April 1976.
2. At the beginning of the month ADVANCE was alongside the Patrol Boat Landing in Darwin where she remained until Wednesday 7, carrying out self maintenance and ship husbandry.
3. At 1400 (-9½) on Wednesday 7, ADVANCE cast off and proceeded out of harbour with ATTACK in company. Basic OOW manoeuvres were conducted for an hour as the ships left harbour with ATTACK detaching at 1500 (-9½) to commence a north west coast patrol and ADVANCE altering course northwards to commence her passage to the Gulf of Carpentaria.
4. After crossing the top of Arnhem Land ADVANCE altered course to the southeast to investigate the Castlereagh Bay area where there had been reports of Taiwanese activity earlier in the week. At 2100 (-9½) on Thursday 8, the first of four Taiwanese fishing vessels operating in the area was sighted. All vessels had nets laid of approximately two to four miles in length and in positions varying between 12 and 15 miles off the coast. After identifying the four vessels (ADVANCE signal KBG 082200Z APR 76 refers) ADVANCE cruised around the Wessel Island group throughout the evening before setting course for Weipa. South easterly seas were encountered whilst crossing the Gulf, making for an uncomfortable passage for the 24 hours prior to the ship's arrival in Weipa at 1300 (-8) on Saturday 10.
5. ADVANCE cast off from the Evans Landing Wharf with its fleet of prawning boats and sailed from Weipa at 1000 (-9½) on Sunday 11. For the next 24 hours the ship patrolled southwards along the east coast of the Gulf before altering course at midday on Monday 12 to proceed in a westerly direction for Mornington Island. Four Taiwanese fishing vessels were encountered before ADVANCE arrived north of Mornington Island at 1800 (-10) that evening.
6. After cruising around Rocky Island, situated some 12 miles north of Mornington Island, the ship proceeded to investigate a radar contact held 11 miles to the west. This contact was found to be the Taiwanese vessel FONG TA No. 1, registration number CT6-0034, and was drifting 11 miles off the coast with nets laid nearby and commencing 10.8 miles off the coast. At 2000 (-10) ADVANCE came alongside the FONG TA No. 1 and boarded the vessel which was subsequently placed under arrest (ADVANCE signal KBG 121230Z APR 76 refers). The FONG TA No. 1 was then instructed to recover his net; this being a four and a quarter hour task which was completed at 0100 (-10) on Tuesday 13. ADVANCE then began the task of escorting the vessel to Thursday Island.
7. A strong easterly wind and six to eight foot swell was experienced throughout Tuesday 13, making for an uncomfortable passage in ADVANCE as the ship was continually altering course to remain within communication range of the FONG TA No. 1 with her speed of seven knots. During this period the six members of the Boarding Party enjoyed a comfortable passage embarked in the FONG TA No. 1 with its remarkably good sea keeping qualities despite its lack of home comforts. It thus became necessary by the afternoon of Tuesday 13 to transfer further urgently required items to the FONG TA No. 1; not the least important of these being toilet paper. As the state of the weather prohibited use of the ship's boat, ADVANCE conducted a successful underway heaving line transfer with the FONG TA No. 1 at 1600 (-10) that afternoon.

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8. By the afternoon of Wednesday 14 the weather had abated and with a small amount of persuasion the FONG TA No. 1 was able to increase her speed to 9.5 knots. With this newly acquired burst of speed ADVANCE and her "charge" were able to arrive in the approaches to Thursday Island at 0700 (-10) on Thursday 15. Anchorage was attempted in Normanby Sound, however a fast running tidal stream of approximately eight knots prevented the ships from holding and ADVANCE then escorted the FONG TA No. 1 into Thursday Island and anchored the vessel in the stream amidst the other five apprehended Taiwanese vessels that were present. ADVANCE remained alongside the FONG TA No. 1 until 1400 (-10) when she berthed alongside the Caltex wharf, fuelling and remaining there overnight.

9. An interpreter and Crown Law representative, who had flown to Thursday Island to assist in the case against the FONG TA No. 1, were embarked when ADVANCE sailed at 1200 (-10) on Friday 16 for a 21 hour patrol west of Booby Island where Taiwanese fishing vessels had been reported 10 days earlier. Unfortunately the talents of the two visitors could not be utilised as no Taiwanese vessels were sighted and ADVANCE again berthed at the Caltex wharf, outboard of HMAS BUCCANEER, at 0900 (-10) on Saturday 17.

10. At 1300 (-10) on Sunday 18, ADVANCE cast off and proceeded to sea to continue patrolling the eastern side of the Gulf. By Tuesday evening the ship had covered the eastern and southern side of the Gulf as far west as the Sir Edward Pellew Group. ADVANCE then returned towards Karumba on an easterly course, sighting six Taiwanese drift net type fishing vessels between 20 and 30 miles northwest of Karumba (ADVANCE signal KBG 210220Z refers).

11. ADVANCE entered the port of Karumba and berthed at the Craig Mostyn fuelling wharf at 1300 (-10) on Wednesday 21. With the entrance channel being well defined by buoys and with a high tide of 3.4 metres, ADVANCE experienced no difficulty in crossing the bar and entering the port. Having remained overnight, the ship sailed at midday on Thursday 22 to continue patrolling the southern areas of the Gulf.

12. Upon leaving Karumba the Taiwanese vessels sighted the previous day were again sighted, together with a further two, in the area. Communications with a RAAF SP2H Neptune patrolling the area gave information on a ninth Taiwanese fishing vessel 40 miles to the north. The ship then proceeded to investigate this vessel prior to setting a westerly course for the Wellesley Island group at 2300 (-10) that evening.

13. No foreign vessels were sighted in the vicinity of the Wellesley Islands and throughout Friday 23 ADVANCE steamed westwards along the coast to the Sir Edward Pellew Group where upwards of 15 Australian Prawn Trawlers were operating. Again no foreign vessels were sighted and the ship proceeded to Limmen Bight before returning and anchoring at the Sir Edward Pellew Group at 1700 (-10) on Saturday 24. Anchor was weighed at midnight the same evening and the ship proceeded to Groote Eylandt, berthing alongside the Alyangula wharf at 0700 (-9½) on Sunday 25 and thus enabling the ship's company to participate in the ANZAC Day march and service.

14. ADVANCE sailed from Alyangula at 1100 (-9½) on Monday 26 and conducted OOW berthing practice and man overboard drills before proceeding north to Blue Mud Bay to conduct a small arms shoot. On completion the ship returned to Groote Eylandt and anchored on the northern side of the island during the evening of Monday 26.

15. Having weighed anchor at 0800 (-9½) on Tuesday 27, ADVANCE patrolled northwards to the Wessel Islands, rounding Cape Wessel at midnight on Tuesday 27 and proceeding west along the top of Arnhem Land. Numerous Australian prawn trawlers were sighted on ADVANCE's return passage to Darwin; however no foreign boats were sighted and ADVANCE berthed at the patrol boat landing in Darwin at 1000 (-9½) on Friday 30.

Hull and Marine Engineering

16. All main and auxiliary machinery performed well during the month.

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Weapons and Electrical Engineering

17. The 40/60 mm bofor again remained unserviceable throughout the month. Difficulties in obtaining stores have prevented rectification of the several defects affecting the mounting, included in these being the slipping and new wiring both for the 24 volt and 240 volt systems.

18. Two of the three control units for the Battery Charger failed during the month (INDEF 8/76, ADVANCE signal DDW 070252Z APR 76 refers). Replacements were immediately ordered and these are expected shortly.

General Remarks

19. The health and conduct of the ship's company has been good and morale remains high.

I have the honour to be,

Sir,

Your obedient servant,



(R.D. EAMES)  
Lieutenant RAN  
Commanding Officer

Annexes 'A' Steaming Figures  
'B' Operational and Training  
'B' Monthly return of Ship Availability

RESTRICTED

ANNEX 'A' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
APRIL 1976

STEAMING FIGURES

1. Distance steamed during April	4450.6
2. Hours underway during April	353.3
3. Total distance steamed since commissioning	221896.5
4. Total hours underway since commissioning	16755.3
5. Occasions for exceeding fast routeing speed	Nil

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ANNEX 'B' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
APRIL 1976

OPERATIONAL AND TRAINING

<u>DATE</u>	<u>ACTIVITY</u>
7 - 30	Fishery Surveillance Patrol
7	OOW Manoeuvres with HMAS ATTACK
7	Minor NBCD Exercises
12	Boarded and apprehended Taiwanese Fishing Vessel
13	Heaving Line Transfer with FONG TA No. 1
26	OOW Berthing Practice and Man Overboard Drills
26	Small Arms Shoot

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MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

HMAS ADVANCE  
DATE APRIL, 1976

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 8 3/12 YEARS  
MILES STEAMED SINCE FIRST COMMISSIONING 221,896 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 1821  
STBD 3141

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													F	E	L	G	TAS	ND	C	LW	DL		
1	✓									✓			✓												
2	✓									✓			✓												
3	✓									✓			✓												
4	✓									✓			✓												
5	✓									✓			✓												
6	✓									✓			✓												
7	✓		✓																					SAILED FROM DARWIN FOR GULF PATROL	
8	✓		✓																						
9	✓		✓																						
10	✓		✓										✓											OVERNIGHT WEIPA	
11	✓		✓																						
12	✓		✓																					APPREHENDED TAIWANESE FISHING VESSEL	
13	✓		✓																						
14	✓		✓																						
15	✓		✓										✓											OVERNIGHT THURSDAY IS.	
16	✓		✓																						
17	✓		✓										✓											OVERNIGHT THURSDAY IS.	
18	✓		✓																						
19	✓		✓																						
20	✓		✓																						
21	✓		✓										✓											OVERNIGHT KARUMBA	
22	✓		✓																						
23	✓		✓																						
24	✓		✓																						
25	✓		✓										✓											OVERNIGHT ALYANGULA	
26	✓		✓																						
27	✓		✓																						
28	✓		✓																						
29	✓		✓																						
30	✓		✓										✓											ARRIVED DARWIN	
TOTAL	30		24							4			12											30	

↑  
4-8/60 U/S  
↓



File Number

NH28	2	1527	
------	---	------	--

DETAILS OF INFORMATION  
ANALYSIS

Security Classification

best.
-------

\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ADVANCE - REPORT OF PROCEEDINGS - APRIL 1976.

Mark to ASRP-N (Name or Designation) A (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials
R24.2	<i>As above</i>	

NAME INDEX

Heading	Precis	Initials
HMAS Advance	<i>As above</i>	

LOGGING

Originator	Originator's Reference	Date	Initials
<i>N.O.C. Nth Coast</i>	<i>1.16.76</i>	<i>1/1</i>	

Information Classifier *[Signature]* (Signature) 24.5.76 (Date)

File Number

NH28	3	1573	
------	---	------	--

DETAILS OF INFORMATION  
ANALYSIS

Security Classification

Rest.
-------

\*NOTE: Please print all entries clearly.

REGISTRATION

Title AMAS ADVANCE Report of Proceedings  
May 1976

Mark to ASAP-N (Name or Designation) A. (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials
R24.2	As above.	

NAME INDEX

Heading	Precis	Initials
AMAS Advance	As above.	

LOGGING

Originator	Originator's Reference	Date	Initials
N.C. N.H. Cust.	1.16.76	11.6.76	

Information Classifier [Signature] (Signature) 18.6.76 (Date)

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

May 76

HMAS

*Advance*

REPORT OF PROCEEDINGS

~~ASRP-N~~

DNO

DGNOP

DCNS

CNS

CNP

CNTS

DGLOG-N

CNM

DGSUP-N

PRLO-N

ASRP-N

(NS55) 5/10

*one extended patrol of the NSW -  
no arrests.*

*2/9*

- NOTES:
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  - 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.

*AS 17/76*



**RESTRICTED**

ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911

IN REPLY QUOTE 1/16/3

Naval Headquarters  
Larrakeyah Barracks  
DARWIN NT 5790

JUN. 1 1 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

For Information


The Flag Officer Commanding, HM AUSTRALIAN FLEET  
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Commanding Officer, HMAS ADVANCE

HMAS ADVANCE - REPORT OF PROCEEDINGS - MAY 1976

Reference: A. RI Appendix 29A

1. Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

 Enclosure: HMAS ADVANCE letter 1/16/3 of 4 June 1976

CENTRE  
INFORMATION SERVICES  
DEPT OF DEFENCE

JUN 15 12 21 PM

ASRP-N  
(A)

**RESTRICTED**

(14)  
K56-4

RESTRICTED

JUN 17 15 51 '75

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

Enclosure: HMS VDAVICE letter 1/10/3 of 4 June 1975

NOBLE ASSISTANT VICE  
MAST OFFICER COMMANDING  
SOUTH VDC BVA  
(J.V. DUNSMITH)



I: Forwarded.

Reference: V. BT 48801X 50V

HMS VDAVICE - REPORT OF PROCEEDINGS - MAY 1975

The commanding officer, HMS VDAVICE  
The commander, ASSISTANT VICE MAINE MAINE AND BATHON BONES  
The flag officer commanding, HM ASSISTANT VICE

For information

Attention: Assistant Secretary Resources and Planning, Navy

COMMUNIC VCL 5000  
Department of Defence (Navy Office)

JUN 11 1975

DUNSMITH NJ 2130  
GALLAGHER BATTLESEA  
MAST HEADQUARTERS

IN REPLY QUOTE 1/10/3

TELEPHONE: 800011



ROYAL AUSTRALIAN NAVY

RESTRICTED

RESTRICTED

1/16/3

HMAS ADVANCE  
at DARWIN

4 June 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - MAY 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of May 1976.
2. For the first ten days of the month ADVANCE was secured alongside the patrol boat landing in Darwin where work was progressed on planned maintenance and ship husbandry. At 1630 (-9 $\frac{1}{2}$ ) on Tuesday 11th, the ship cast off and departed Darwin harbour to commence a patrol of the north west coastal areas.
3. Passage from Darwin to Port Hedland was without incident with calm weather conditions being experienced and no foreign fishing vessels sighted. ADVANCE berthed at Port Hedland at 1200 (-8) on Friday 14th, sailing three hours later on completion of fuelling.
4. Several Taiwanese stern trawlers were sighted as ADVANCE patrolled along the coastline from Port Hedland to Carnarvon. Although the majority of these vessels were between 15 and 25 miles off the coast and operating on the Continental Shelf, the rough nature of the prevailing weather conditions prohibited boarding of the vessels.
5. ADVANCE entered Shark Bay during the forenoon of Monday 17th and proceeded to the port limits of Carnarvon where a pilot was embarked for the passage through the narrow channel into the Carnarvon boat harbour in which the ship berthed at 1400 (-8). Having remained overnight, the ship sailed at 1000 (-8) on Tuesday 18th to continue patrolling the areas west of Shark Bay.
6. Throughout the evening of Tuesday 18th ADVANCE patrolled along the coast to the southern end of Shark Bay, locating only one pair of Taiwanese stern trawlers which were boarded at first light on Wednesday 19th (ADVANCE signal KYB/KBG 190230Z MAY 76 refers). The ship then proceeded northwards to an area adjacent to the northern portion of Shark Bay where a further 20 Taiwanese stern trawlers were found to be operating at distances between 14 and 24 miles

.../2.

RESTRICTED

RESTRICTED

- 2 -

off the coast. Between 1500 (-8) on Wednesday 19th and 0500 (-8) the following morning, ADVANCE boarded 19 of these vessels, with the remaining trawler having been boarded by HMAS ASSAIL 48 hours previously.

7. All of the Taiwanese vessels boarded were searched for signs of sedentary organisms and their Captains questioned with the aid of Chinese language cards (ADVANCE signal KYB/KBG 200200Z MAY 76 refers). No sedentary organisms were found and the crews of the Taiwanese vessels were most helpful and gave the Boarding Party no cause to draw or brandish their weapons. V

8. Throughout the forenoon of Thursday 20th, ADVANCE patrolled northwards to Cape Cuvier before again returning southwards and eventually anchoring that afternoon on the western side of Shark Bay in the lee of Bernier Island. The ship remained at anchor overnight before weighing at 1000 (-8) on Friday 21st and proceeding to Carnarvon, berthing at the boat harbour at 1300 (-8) that afternoon.

9. ADVANCE sailed from Carnarvon at 0730 (-8) on Saturday 22nd and patrolled northwards along the coast. Two Taiwanese stern trawlers were encountered and boarded west of the Monte Bellos at 0630 (-8) on Sunday 23rd (ADVANCE signal KYB/KBG 230200Z MAY 76 refers). The ship then continued towards Broome, encountering bad weather conditions and problems with the main engines. The turbocharger on the starboard main engine became unserviceable on the evening of the 23rd, with the situation being aggravated by the re-appearance of the crack in the port main engine block two days previously.

10. Upon arrival in Broome at 1730 (-8) on Monday 24th, assistance was sought from a local contractor for repairs to the main engines. These were completed on Wednesday 26th and ADVANCE sailed from Broome at 2300 (-8) that evening to enable a rendezvous with ADROIT at Beagle Bay the following morning.

11. ADVANCE anchored in Beagle Bay at 0800 (-8) on Thursday 27th, remaining at anchor until 1430 (-8) that afternoon when the rendezvous with ADROIT was effected and a cameraman from the ABC "Big Country" film crew was embarked to enable sequences of ADROIT underway to be filmed. ADVANCE continued on passage with ADROIT until directed to return to Darwin at 2130 (-8) that evening when the two ships closed for a personnel transfer with ADVANCE then proceeding on passage to Darwin.

12. Passage to Darwin was without incident, despite uncomfortable weather being encountered, and the ship berthed at the patrol boat landing in Darwin at 1200 (-9½) on Sunday 30th.

.../3.

RESTRICTED

RESTRICTED

- 3 -

Hull and Marine Engineering

13. Both main engines posed problems during the month. As mentioned earlier, the turbocharger on the starboard main engine became unserviceable on the 23rd. (URDEF 33/76 ADVANCE signal DDW 231805Z MAY 76 refers). Although the fault is thought to have been caused by seizure of the bearings, a locking plate was manufactured by a local contractor in Broome which enabled the engine to be used as standby engine for the passage back to Darwin. A replacement turbocharger is on order and will be fitted on its arrival in Darwin.

14. One of the cracks in the forward end of the block of the port main engine again reappeared during the month, on this occasion it being the upper of the two cracks, which had increased to six inches in length before being rewelded by a local contractor in Broome.

15. An increase in the volume of water leaking into the tiller flat through the starboard rudder post was evident during the month. During the ship's forthcoming maintenance period in Darwin it is hoped to seal the leak with the assistance of divers to stop the inflow of water and thus enable the welding into place of the two missing retaining bolts on the rudder post. This in turn will allow pressure to be reapplied to the packing in the gland through which water is currently seeping.

Weapons and Electrical Engineering

16. The 40/60mm bofor again remained unserviceable throughout the month. A lack of stores, together with the amount of time spent at sea, have prevented any work being done on the mounting. Currently unserviceable and awaiting replacement are the transformer rectifier, the 24 volt system which requires rewiring and replacement of parts, the header tank air pump and oil filter, gauges and the trigger and cable.

17. The 975 radar became unserviceable on the 22nd, with the set transmitting but achieving no receiver monitor. (URDEF 32/76, ADVANCE signal DRQ/OWR 220534Z MAY 76 refers). The cause of the problem has not yet been traced.

18. Two of the three control units for the battery charger are still unserviceable awaiting replacement units (INDEF 8/76). Both of the ship's KL7 Off Line Units became unserviceable during the month (URDEF 34/76, ADVANCE signal DAU 260640Z MAY 76 refers). This defect will be investigated by Base Staff during the current maintenance period.

.../4.

RESTRICTED



RESTRICTED

- 4 -

General Remarks

19. The health and conduct of the ship's company has been good throughout the month and morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.D. EAMES)  
Lieutenant RAN  
COMMANDING OFFICER

Annexes: "A" - Steaming Figures  
"B" - Operational and Training  
"C" - Monthly Return of Ship Availability  
"D" - Photographs

RESTRICTED

ANNEX "A" TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
MAY 1976

STEAMING FIGURES

1. Distance steamed during May	4127.7
2. Hours underway during May	315.5
3. Total distance steamed since commissioning	226024.2
4. Total hours underway since commissioning	17070.8
5. Occasions for exceeding fast routeing speed	Nil

RESTRICTED

RESTRICTED

ANNEX "B" TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
MAY 1976

OPERATIONAL AND TRAINING

<u>Date</u>	<u>Activity</u>
11 - 30	Fishery Surveillance Patrol
11	Minor NBCD Exercises
19 - 20	Boarded and searched 21 Taiwanese Fishing Vessels
23	Boarded two Taiwanese Fishing Vessels
27	Heaving Line Transfer with ADRCIT

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ANNEX 'C'

MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

AGE SINCE FIRST COMMISSIONING 8<sup>4</sup>/<sub>12</sub> YEARS  
MILES STEAMED SINCE FIRST COMMISSIONING 226,024 MILES

PROGRESSIVE TOTAL ENGINE HOURS

HMAS ADVANCE  
DATE MAY, 1976

PORT 2107  
STBD 3279

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													H	E	L	G	TAS	ND	C	EW	DL		
1	✓												✓											ALONGSIDE IN DARWIN	
2	✓												✓												
3	✓									✓			✓												
4	✓									✓			✓												
5	✓									✓			✓												
6	✓									✓			✓												
7	✓									✓			✓												
8	✓									✓			✓												
9	✓									✓			✓												
10	✓									✓			✓												
11	✓		✓										✓											SAILED FROM DARWIN FOR NW COAST PATROL	
12	✓		✓										✓												
13	✓		✓										✓												
14	✓		✓										✓												
15	✓		✓										✓												
16	✓		✓										✓												
17	✓		✓										✓											OVERNIGHT CARRARVOY	
18	✓		✓										✓												
19	✓		✓										✓												
20	✓		✓										✓												
21	✓		✓										✓											OVERNIGHT CARRARVOY - 975 RADAR V/S	
22	✓		✓										✓											CRACK IN PORT M/E BLOCK RE-OPENED	
23	✓		✓										✓												
24		✓										✓	✓											TURBO-CHARGER ON STBD M/E V/S - ARRIVED IN	
25		✓										✓	✓											BROOME - REPAIRS TO PORT M/E	
26		✓											✓											SAILED FOR DARWIN	
27		✓											✓												
28		✓											✓												
29		✓											✓												
30		✓								✓			✓											ARRIVED DARWIN	
31		✓								✓			✓												
TOTAL	23	8	13					4		6		3	16												

ANNEX 'D' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
MAY, 1976.

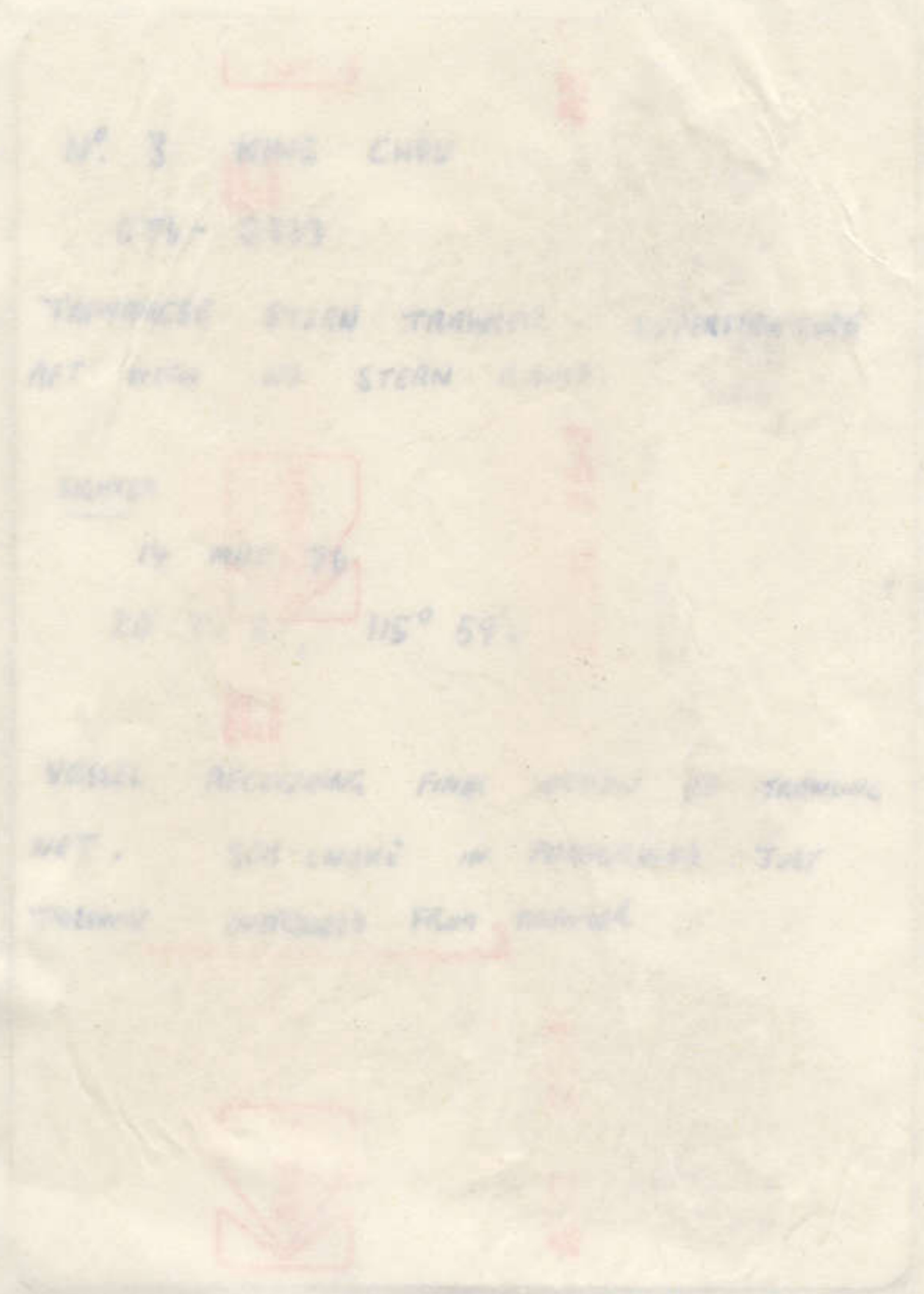


Final portion of trawl net being recovered by a Taiwanese stern trawler. An example of this older type of vessel which recover their nets over the ship's side is shown below.



ANNEX 'D' TO HMS ADVANCE  
 REPORT OF PROCEEDINGS  
 MAY, 1946.

Final portion of trawl net being  
 recovered by a Taiwanese stern  
 trawler. An example of this  
 older type of vessel which recover  
 their nets over the ship's side is  
 shown below.



H.M.A.S. ADVANCE

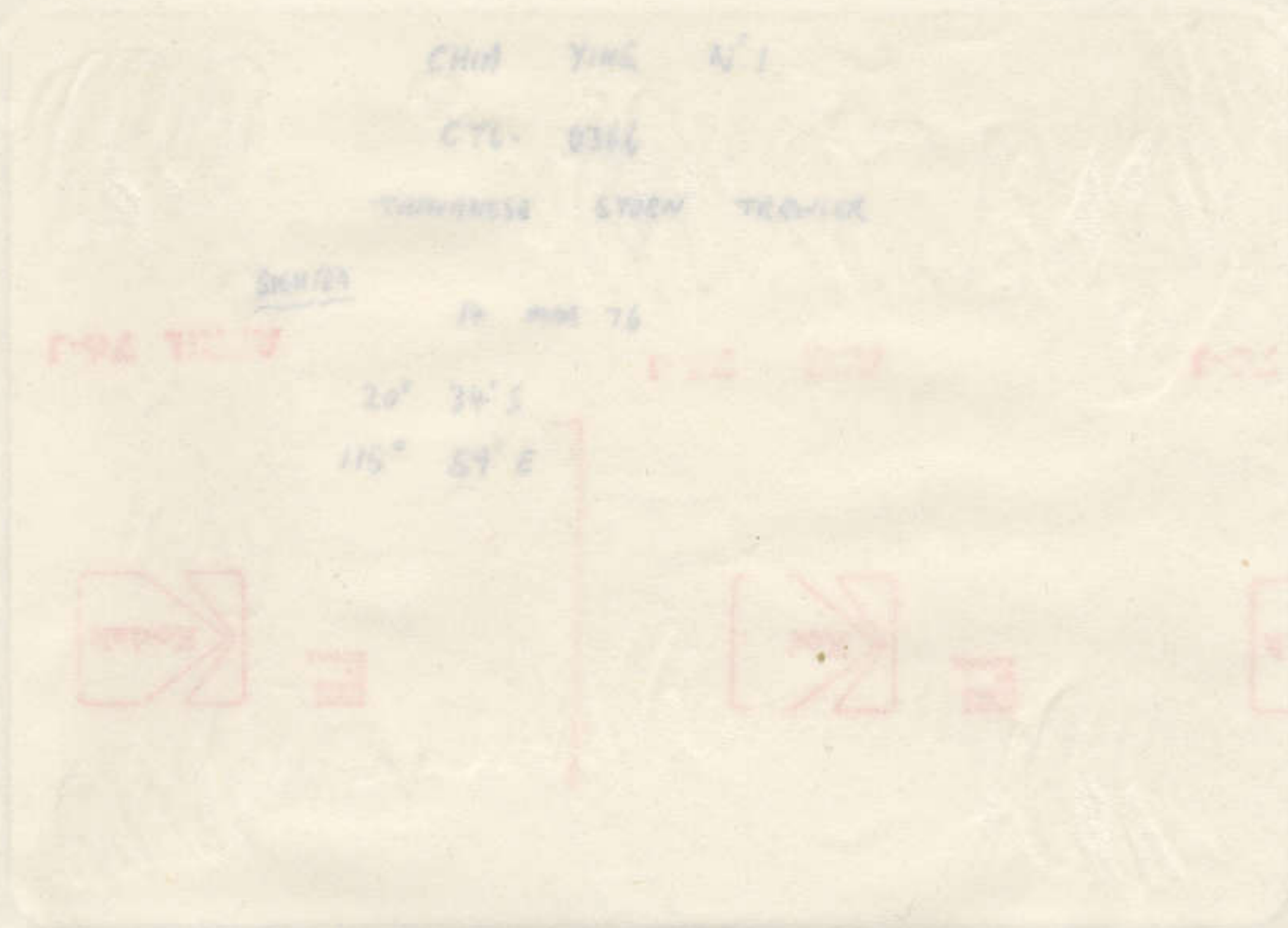
LONG 175° 21' E No 2  
 175-211  
 TAIWANESE TRAWLER - BLUE HULL.  
 104° 15' 10' 66 76  
 13° 26' S 141° 18' E  
 104° 15' 10' 66 76  
 13° 26' S 141° 18' E  
 VESSEL CAPTURED IN THIS TRAWL WITH LURE MADE THIS



An example of the style of stern trawler most commonly encountered in the Gulf and Northwest Coastal areas.



A Taiwanese stern trawler of the type shown above recovering the final portion of the trawl. The hawser for the next trawling net, which will be fed out by the accompanying trawler, has already been passed by heaving line and can be seen leading from the port quarter.



An example of the style of stern trawler most commonly encountered in the Gulf and Northwest Coastal areas.

A Taiwanese stern trawler of the type shown above recovering the final portion of the trawl. The hawser for the next trawling net, which will be fed out by the accompanying trawler, has already been passed by heaving line and can be seen leading from the port quarter.





A type two Indonesian fishing vessel sighted by ADVANCE earlier in the year.



The FONG TA No 1 which was apprehended by ADVANCE on 12th April, 1976, for illegally fishing within the Declared Fishing Zone.

INDONESIA TYPE TWO FISHING VESSEL

"TUNAS MUDA" 217-2540

E [K] E [K] E [K] E [K]  
8-01000 1 MAR 76

12 APR 76

N 1761 E 101137 A 1

INDONESIA 2000 K 12 APR 76

A type two Indonesian fishing vessel sighted  
by ADVANCE earlier in the year.

ADVANCE

FONG TA N 1

CTI - 0034

INDONESIA GILL NETTER, EX JAPANESE LONG LINER

Sighted - 2000 K 12 APR 76 IN POSITION 16° 17' S 129° 05' E  
WITH 100 M NET HEIGHT, NET  
LAD 10' IN FROM GUNWALE, VESSEL BEARING  
090 DEG, DISTANCE 1000 YDS  
12 APR 76

The FONG TA No 1 which was apprehended by ADVANCE on 12th  
April, 1976, for illegally fishing within the Declared  
Fishing Zone.

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ADVANCE

REPORT OF PROCEEDINGS *JUNE 1976*

~~ASRP-N~~

~~DNO~~

*Many boardings and sightings but  
no arrests.*

~~DGNOP~~

*07/23/8*

~~DCNS~~

*Lidy*

~~CNS~~

*24/8*

~~CNP~~

*07/23/8*

~~CNTS~~

*Para 3, Para 13*

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

*19/9*

~~PRLO-N~~

~~ASRP-N~~

*(NS55) 23/9*

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*AB 12/18/76*



**RESTRICTED**  
**ROYAL AUSTRALIAN NAVY**

TELEPHONE: 890911  
IN REPLY QUOTE 1/16/3

Naval Headquarters  
Larrakeyah Barracks  
DARWIN NT 5790

JUL 21 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

For Information

The Flag Officer Commanding HM AUSTRALIAN FLEET  
The Commander AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Naval Officer Commanding WEST AUSTRALIA AREA  
The Commanding Officer HMAS ADVANCE

HMAS ADVANCE - REPORT OF PROCEEDINGS - JUNE 1976

Reference: A. RI Appendix 29A

1. Forwarded.
2. It is noted that numerous sightings of foreign fishing vessels were made by the ship whilst on voyage Darwin to Fremantle. This is a commendable effort as during this time the ship was without radar.
3. The type of defect as mentioned in paragraph 13 of the enclosure occurs when mild steel balls are used instead of stainless steel balls. The packages of balls supplied contain a mixture of both and this aspect of supply is being investigated with a view to raising a TMI79.

*Differentiation  
is simple. MS  
is magnetic.  
Stainless is not.  
MS is magnetic!*

KNS  
A

  
(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

Enclosure: HMAS ADVANCE letter 1/16/3 of 5 July 1976

**RESTRICTED**

RESTRICTED

Enclosure:

JUL 28 15 33 1975  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

MOBIL VASLIVIA VBEV  
HEAD OFFICE COMMANDING  
OFFICER VDC RVI  
(J.V. DAVIS)

A  
CIS

*Handwritten notes in blue ink:*  
The subject is being investigated with a view to identifying a possible  
subject of concern in relation to the above mentioned subject of  
interest of intelligence interest. The packages of the  
of the enclosure occur when with other parts are used  
3. The type of defect as mentioned in paragraph  
during this time the ship was without radar.  
delay to identify. This is a commendable effort as  
identifying vessels were made by the ship master on 10/10/75  
5. It is noted that numerous signatures of foreign  
1. forwarded.

Reference: V. NI Vpbenydx SDV

HMVS VDAVICE - RECORD OF PROCEEDINGS - JUNE 1975

The Commanding Officer HMVS VDAVICE  
The Head Office Commanding Officer MOBIL VASLIVIA VBEV  
The Commander VASLIVIA WINE MAREVNE VMD BULHOT BOWSES  
The Head Office Commanding Officer HM VASLIVIA VBEV

For information

Attention: Assistant Secretary Resources and Planning: ISLA

SMIBEVVA VCL 2800  
Department of Defence (ISLA Office)

15 JUL 1975

DVHMIA ML 2130  
Palkakelap Palkaska  
Head Headquarter

IN BEVLA BUOTE 1/10/75

TELETYPE NO: 880811



MOBIL VASLIVIA WINE  
RESTRICTED

RESTRICTED

1/16/3

HMAS ADVANCE  
at Darwin

5 July 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - JUNE 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of June 1976.
2. On the first of the month ADVANCE was secured alongside the Patrol Boat Landing in Darwin where she remained until Monday 14 during which time planned maintenance was carried out and defects rectified. Successful sea trials were then conducted during a brief run at sea on the afternoon of Friday 11.
3. At 1100 (-9½) on Monday 14 ADVANCE cast off and proceeded out of harbour to commence a patrol of the northwest coast. Passage was made direct to Port Hedland where the ship berthed at 1100 (-8) on Thursday 17. Whilst en route to Port Hedland four Taiwanese stern trawlers were encountered and boarded during the afternoon of Wednesday 16 (ADVANCE signal KYB/KBG 161315Z JUN 76 refers).
4. ADVANCE remained alongside in Port Hedland for three hours to enable fuelling and sailed at 1400 (-8) that afternoon with Mr C. Ostle, a Fisheries Officer from the WA Department of Fisheries and Wildlife, embarked. The ship then patrolled along the Declared Fishing Zone until north of Dampier before heading north to the fishing grounds north of Dampier Archipelago and the Monte Bello Islands. Two Taiwanese stern trawlers were sighted at midnight and subsequently boarded (ADVANCE signal KYB/KBG 172320Z JUN 76 refers). ADVANCE then continued patrolling the area boarding a further two Taiwanese during the forenoon of Friday 18.
5. From the area north of the Monte Bello Islands ADVANCE patrolled around North West Cape and southwards towards Shark Bay. A rendezvous was effected with ASSAIL at 0900 (-8) on Saturday 19 as she was proceeding northwards along the coast. Light stores were transferred prior to the vessels proceeding in their respective north-south directions.
6. Two Taiwanese vessels were boarded during the afternoon of Saturday 19 with the boarding party remaining onboard for several hours and witnessing the recovery and sorting of one trawl. ADVANCE then continued patrolling the Shark Bay area and boarded two more Taiwanese stern trawlers at 0100 (-8) on Sunday 20. Before departing from the Shark Bay area a further four Taiwanese stern trawlers were encountered and boarded throughout the afternoon of Sunday 20 (ADVANCE signal KYB/KBG 200700Z JUN 76 refers).
7. From early on Monday 21 ADVANCE continued on passage southwards passing Geraldton during the forenoon and with the only sightings being Australian Snapper and Cray fishing boats. Freshening winds during the afternoon of Monday 21 together with the receipt of gale warnings were the cause for review of the ship's programmed arrival in Fremantle. ADVANCE entered Fremantle Harbour and effected an amended arrival time of 0030 (-8) on Tuesday 22, berthing alongside DIAMANTINA at North Quay.
8. ADVANCE remained alongside in Fremantle for two days during which time commendable assistance was received from LEEUWIN Base Staff in organising the rectification of various ship's defects including the 975 radar. The ship sailed from Fremantle at 1100 (-8) on Thursday 24 and proceeded on passage northwards towards the Shark Bay area.

RESTRICTED

../2.

9. Saturday 26 and Sunday 27 were spent patrolling the fishing areas off Shark Bay where the Taiwanese stern trawlers were operating. Ten Taiwanese stern trawlers were boarded and a further two sighted which had previously been boarded whilst ADVANCE was on passage south (ADVANCE signals KYB/KBG 271415Z JUN 76 and 272305Z JUN 76 refer). All vessels were 15 - 25 miles off the coast and contained no sedentary organisms with the crews being friendly and helpful.

10. From Shark Bay ADVANCE proceeded to Barrow Island, situated south of the Monte Bello Islands, where there had been reports of Taiwanese activity within the Declared Fishing Zone. Throughout Monday 28 the ship cruised around Barrow Island and the Monte Bello Islands without any foreign vessels being sighted. ADVANCE then continued east around the Dampier Archipelago where two Taiwanese stern trawlers were sighted and boarded at 0330 (-8) on Tuesday 29 (ADVANCE signal KYB/KBG 290600Z JUN 76 refers). On completion the ship proceeded direct to Port Hedland, arriving at 0900 (-8) that forenoon.

11. Having fuelled, ADVANCE sailed from Port Hedland at 1400 (-8) on Tuesday 29 and continued on patrol. At the end of the month the ship was north of Yampi Sound and en route to Darwin in calm weather.

#### Hull and Marine Engineering

12. A new turbocharger was fitted to the starboard main engine at the beginning of the month with successful trials being conducted on Friday 11. During this period alongside the welding of bolts on the starboard rudder post was completed, thus enabling pressure to be applied to the packing in the gland and reducing the inflow of water to an acceptable level.

13. Due to the fitting of non-stainless steel balls the valve piece in the main sea suction valve dropped on 19 June. This necessitated replacement of the balls at sea with the aid of the damage control mat over the sea suction and a perspex sheet over the valve body flange. The task was completed in 30 minutes with no difficulties being encountered.

#### Weapons and Electrical Engineering

14. The 40/60 mm bofor again remained unserviceable throughout the month due to lack of stores and maintenance time. The galley refrigerator was also unserviceable from the beginning of the month but was repaired by local contractors whilst the ship was in Fremantle. Other problems included the galley range which became unserviceable on 23 June (INDEF 10/76, ADVANCE signal DDW 240030Z JUN 76 refers) and requires rewiring.

15. The 975 radar became unserviceable the second day out from Darwin and remained unserviceable until the ship arrived in Fremantle where it was partially repaired by local contractors; a reasonable picture now being received on the 12 and 24 mile scales only. The port engine room fan burnt out on 30 June and a new fan has been ordered.

#### General Remarks

16. The health and conduct of the ship's company has been good throughout the month and morale remains high.

I have the honour to be,

Sir,

Your obedient servant,

*R.D. Eames*  
(R.D. EAMES)  
Lieutenant RAN  
Commanding Officer

Annexes - 'A' Steaming Figures  
'B' Operational and Training  
'C' Monthly Return of Ship Availability

RESTRICTED

ANNEX 'A' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
JUNE 1976

STEAMING FIGURES

1. Distance steamed during June	3920.5
2. Hours underway during June	311.8
3. Total distance steamed since commissioning	229944.7
4. Total hours underway since commissioning	17382.6
5. Occasions for exceeding fast routeing speed	111

RESTRICTED



RESTRICTED

ANNEX 'B' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
JUNE 1976

OPERATIONAL AND TRAINING

<u>Date</u>	<u>Activity</u>
14 - 30	Fishery Surveillance Patrol
14	Minor NBCD Exercises
16	Boarded four Taiwanese Fishing Vessels
18	Boarded four Taiwanese Fishing Vessels
19	Boarded two Taiwanese Fishing Vessels
20	Boarded four Taiwanese Fishing Vessels
26	Boarded two Taiwanese Fishing Vessels
27	Boarded eight Taiwanese Fishing Vessels
29	Boarded two Taiwanese Fishing Vessels

RESTRICTED

MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

HMAS ADVANCE

DATE JUNE 1976

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 8 1/2 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING .....

PROGRESSIVE TOT ENGINE HOURS

PORT 2419

STBD 3366

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	CASUALTY TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)									REMARKS
	1	2													H	E	L	G	TAS	ND	C	EW	DL	
1		✓								✓			✓										ALONGSIDE IN DARWIN - REPAIRING	
2		✓								✓			✓										TURBOCHARGER STBD M/E	
3		✓								✓			✓											
4		✓								✓			✓											
5		✓								✓			✓											
6		✓								✓			✓											
7		✓								✓			✓											
8		✓								✓			✓											
9		✓								✓			✓											
10		✓								✓			✓										975 RADAR REPAIRED	
11	✓									✓			✓										SUCCESSFUL SEA TRIALS	
12	✓									✓			✓											
13	✓									✓			✓										SAILED FROM DARWIN FOR NW COAST PT	
14	✓		✓							✓			✓										975 RADAR U/S	
15	✓		✓							✓			✓											
16	✓		✓							✓			✓											
17	✓		✓							✓			✓											
18	✓		✓							✓			✓											
19	✓		✓							✓			✓											
20	✓		✓							✓			✓											
21	✓		✓							✓			✓											
22	✓		✓							✓			✓										ARRIVED FREMANTLE	
23	✓		✓							✓			✓										975 REPAIRED BY AWA	
24	✓		✓							✓			✓										SAILED FROM FREMANTLE	
25	✓		✓							✓			✓											
26	✓		✓							✓			✓											
27	✓		✓							✓			✓											
28	✓		✓							✓			✓											
29	✓		✓							✓			✓											
30	✓		✓							✓			✓											
TOTAL	20	10	17							9			16											

File Number

N 428	3	1650
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

Rev.
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\* NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ADVANCE - REPORT OF PROCEEDINGS  
JUNE 1946.

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Heading	Precis	Initials
HMAS ADVANCE	As above	

LOGGING

Originator	Originator's Reference	Date	Initials
N.O.P. N <sup>o</sup> Curt.	1. 16. 3	21. 7. 46	

Information Classifier [Signature] (Signature) 29. 7. 46 (Date)



RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE: 290811

IN REPLY QUOTE 1/16/3

Naval Headquarters  
Larrakoyah Barracks  
DARWIN NT 5790

AUG 25 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

For Information

Flag Officer Commanding HM AUSTRALIAN FLEET  
Commander AUSTRALIAN MINE WARFARE AND PATROL FORCES  
Commanding Officer HMAS ADVANCE

HMAS ADVANCE - REPORT OF PROCEEDINGS - JULY 1976

Reference: A. RI Appendix 29A

1. Forwarded.

2. It has been ascertained that the unserviceability of the 40/60 mm bofor mounting is due to the ingress of water into the main cable between the mounting and connection box, effectively earthing the system. A new cable has been ordered but as the mounting is due for exchange this cable will probably not be fitted.

*T.A. Dadswell*

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

*J*  
Enclosure: HMAS ADVANCE letter 1/16/3 of 6 August 1976

~~ASRP-N~~  
(A)

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1/16/3

HMAS ADVANCE  
at Darwin

6 August 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - JULY 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of July 1976.
2. On the first day of the month ADVANCE was north of Yampi Sound on passage from Port Hedland to Darwin in calm weather. No shipping was sighted en route and ADVANCE berthed alongside the Patrol Boat Landing in Darwin at 1400 (-9½) on Friday 2.
3. ADVANCE remained alongside in Darwin carrying out planned maintenance until Monday 12 when she sailed at 1100 (-9½) on passage to the New Year Island area to rendezvous with PARRAMATTA. The rendezvous was effected at 0700 (-9½) on Tuesday 13 with ADVANCE being detached an hour later to proceed ahead for an FPB attack during the afternoon. This exercise was completed at 1500 (-9½) and ADVANCE again detached to proceed to the Cape Don area for a Night Encounter exercise during the early part of the evening.
4. With the aid of darkness the Night Encounter exercise was more realistic and beneficial for both ships, the exercise being conducted between 2030 and 2130 (-9½). On completion ADVANCE joined PARRAMATTA for a night steam in company and passage to Darwin where both ships berthed at 0800 (-9½) on Wednesday 14. At 0900 (-9½) that forenoon I paid an official call on the Commanding Officer of PARRAMATTA, Commander G.W. Furlong RAN.
5. Having completed fuelling ADVANCE cast off from the Patrol Boat Landing at 1400 (-9½) that afternoon to rendezvous with PARRAMATTA 15 minutes later for departure from Darwin harbour. OOW manoeuvres were conducted until 1700 (-9½) when ADVANCE was detached to proceed on a north west coast patrol.
6. At 0815 (-8) on Thursday 15 ADVANCE entered the bay south of Lesueur Island, into which the King George River runs. The ship anchored a mile from the mouth of the river at 1000 (-8) that forenoon and the ship's boat was despatched to investigate the river which is navigable for approximately five miles from the mouth. Although the depth of water in the river was ample for a patrol boat, a sand bar at the river mouth with a least depth of three feet at low water prevented ADVANCE from entering the river.
7. Anchor was weighed at 1300 (-8) on Friday 16 and the ship proceeded clear of the bay and proceeded on passage for Ashmore Reef via Cartier Island; the latter being sighted at 0800 (-8) on Saturday 17. ADVANCE continued on and cruised around the southern edge of Ashmore Reef at 1100 (-8) that forenoon and anchored in the inlet on the north western side of the reef at 1310 (-8) that afternoon. No Indonesian fishing vessels were sighted on the reef and a party that was sent ashore saw no signs of recent Indonesian activity.
8. ADVANCE weighed anchor at midnight on Saturday 17 and after clearing Ashmore Reef set course for Seringapatam and Scott Reefs. Seringapatam Reef was passed early in the forenoon of Sunday 18 with the ship entering Scott Reef two hours later and anchoring off Sandy Islet at midday. No foreign fishing vessels were sighted and ADVANCE remained at the anchorage until 1315 (-8) on Monday 19 when the ship departed from Scott Reef and proceeded on passage for Broome. ADVANCE berthed at the inner side of the Broome wharf at 1200 (-8) on Tuesday 20.

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9. Worn bolts on the port main engine fuel pump had rendered the port engine unserviceable (URDEF 36/76, ADVANCE signal DDW 202350Z JUL 76 refers) and as replacement parts had not arrived ADVANCE sailed for Darwin at 0900 (-8) on Wednesday 21 with ADROIT in company as escort. After a two day passage without incident both ships arrived in Darwin at 1700 (-9½) on Friday 23 and berthed at the Patrol Boat Landing.

10. The port main engine was rendered serviceable on Monday 26 and ADVANCE sailed for three hours during the forenoon of Tuesday 27 to effect a compass swing. This was successfully completed and the ship returned alongside the Patrol Boat Landing.

11. The annual Squadron exercises for the Third Australian Patrol Boat Squadron were conducted during Wednesday 28 and Thursday 29 with COMAUSMINPABFOR (Commander G. Halley RAN) embarked in ADVANCE as an observer. The exercises commenced at 0815 (-9½) on Wednesday 28 when ADVANCE cast off and proceeded to the exercise areas with ADROIT and ATTACK in company.

12. A complete list of exercises conducted during the SQUADEX is given in Annex 'B'. The SQUADEX concluded at 1830 (-9½) on Thursday 29 when the boats returned alongside the Patrol Boat Landing in Darwin where a washup on the two days of exercising was held. It was considered that the two days of exercises had provided a valuable furthering of experience for the Squadron.

13. The remainder of the month was spent alongside in Darwin where the opportunity was taken on Friday 30 to lecture the ship's company on security matters.

Hull and Marine Engineering

14. As previously mentioned the port main engine became unserviceable on 17 July. This was due to the fitted bolts on the drive hub of the fuel pump drive shaft becoming worn. The result being retarding of the fuel pump timing resulting in incomplete combustion and final combustion in the exhaust uptakes. This was rectified on 26 July.

15. The starboard main engine also presented problems during the month with an exhaust leak in the exhaust bellows on the forward turboblower exhaust turbine (INDEF 12/76, ADVANCE signal DDW 200500Z JUL 76 refers). This was repaired on 30 and 31 July.

Weapons and Electrical Engineering

16. The port main engine room fan motor which burnt out at the end of June was replaced and the defect rectified on 10 July. The 40/60 mm bofor remained unserviceable throughout the month. All required stores for rectification have been received but power cannot be supplied to the mounting and the fault has not yet been traced.

General Remarks

17. The health and conduct of the ship's company has been good throughout the month and morale remains high.

I have the honour to be,

Sir,

Your obedient servant,

*R.D. Eames*  
(R.D. EAMES)  
Lieutenant RAN  
Commanding Officer

Annexes - 'A' Steaming Figures  
'B' Operational and Training  
'C' Monthly Return of Ship Availability

RESTRICTED

RESTRICTED

ANNEX 'A' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
JULY 1976

STEAMING FIGURES

1. Distance steamed during July 3031.5
2. Hours underway during July 251.3
3. Total distance steamed since commissioning 232976.2
4. Total hours underway since commissioning 17633.9
5. Occasions for exceeding fast routeing speed :

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
13	19.5	8	Exercising with PARRAMATTA
14	19.5	3	Exercising with PARRAMATTA

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ANNEX 'B' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
JULY 1976

OPERATIONAL AND TRAINING

<u>DATE</u>	<u>DURATION</u> (Hours)	<u>EXERCISE</u>	<u>PARTICIPANTS</u>
12	$\frac{1}{2}$	Blind pilotage	ADVANCE
13	$1\frac{1}{2}$	PTF attack	PARRAMATTA, ADVANCE
13	1	NEX	PARRAMATTA, ADVANCE
13	2	Stationmaster	PARRAMATTA, ADVANCE
14	$2\frac{1}{2}$	OOW manoeuvres	PARRAMATTA, ADVANCE
19	1	Small arms, .50 cal firings	ADVANCE
27	3	Compass swing	ADVANCE
28	$3\frac{1}{2}$	OOW manoeuvres	ADVANCE, ADROIT, ATTACK
28	$\frac{3}{4}$	Heaving line transfers	ADVANCE, ADROIT, ATTACK
28	$1\frac{1}{2}$	AACRF, .50 cal at sleeve target	ADVANCE, ADROIT, ATTACK, XAS aircraft
28	$\frac{1}{2}$	Competitive manoverboard exercises	ADVANCE, ADROIT, ATTACK
28	$1\frac{1}{2}$	Helo transfers	ADVANCE, ADROIT, ATTACK, RAAF Iroquois
28	$\frac{1}{2}$	Internal NBCD exercise	ADVANCE
28	5	Infiltration exercise	ADVANCE, ADROIT, ATTACK
29	$2\frac{1}{2}$	AACRF, .50 cal at 2" rocket flares and at sleeve target	ADVANCE, ADROIT, ATTACK, XAS aircraft
28	1	OOW manoeuvres	ADVANCE, ADROIT, ATTACK
28	$\frac{3}{4}$	WDX	ADVANCE, ADROIT, ATTACK, XAS aircraft
28	1	TOWEX	ADVANCE, ADROIT, ATTACK
28	1	BOARDX	ADVANCE, ADROIT, ATTACK
12 -23		Fishery Surveillance Patrol on North West Coast	

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MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

HMAS ...ADVANCE.....

DATE ...JULY.....1976...

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING .....8  $\frac{6}{12}$ ..... YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 232976 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 2569.....

STBD 3553.....

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													F	E	L	G	TAS	ND	C	LW	DL		
1	✓		✓																						
2	✓		✓										✓											ARRIVED DARWIN	
3	✓												✓												
4	✓												✓												
5	✓												✓												
6	✓												✓												
7	✓												✓												
8	✓												✓												
9	✓												✓												
10	✓												✓												
11	✓												✓												
12	✓		✓																					SAILED FROM DARWIN	
13	✓		✓	✓																					
14	✓		✓	✓																				FUELLED DARWIN	
15	✓		✓																						
16	✓		✓																						
17	✓		✓																					PORT M/E U/S	
18	✓		✓																						
19	✓		✓																						
20	✓												✓											ARRIVED BROOME	
21		✓																						SAILED FROM BROOME IN COMPANY WITH ADROIT	
22		✓																							
23		✓											✓											ARRIVED DARWIN	
24		✓											✓												
25	✓												✓												
26	✓												✓											PORT ENLINE DEFECT RECTIFIED	
27	✓												✓												
28	✓			✓																				SAILED FOR TWO DAY SQUADEX	
29	✓			✓									✓											RETURNED DARWIN	
30		✓											✓											REPAIRS TO STBD M/E	
31		✓											✓												
TOTAL	25	6	10	4						5			19												

PORT M/E

U/S 40/60

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RESTRICTED

1/16/3

HMAS ADVANCE  
at Sea

8 September 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - AUGUST 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of August 1976.
2. At the beginning of the month ADVANCE was alongside the patrol boat landing in Darwin from where she sailed at 1500 (-9½) on Wednesday 4 on passage for Port Essington. The ship's task was to render assistance to the Historical Society of the Northern Territory in their survey of Fort Victoria and also to attempt to locate fuel tanks reported to exist at Malay Bay (NOCNA's letter 21/2/2 of 16 August 1976 refers).
3. Embarked for the passage were yourself, sir, as well as the Commander 7th Military District, Lieutenant Colonel D.P. Burnett, and two soldiers from the 7th Military District. ADVANCE arrived off Black Point at Port Essington at 0600 (-9½) on Thursday 5 and after paying a call on the Wildlife Ranger weighed anchor at 0900 (-9½) to proceed further into Port Essington to anchor off the abandoned settlement an hour and a half later. The ship remained at anchor at this position until 1600 (-9½) that afternoon when the return 1½ hour journey was made to Black Point where suitable anchorage was found and the ship remained overnight.
4. ADVANCE weighed anchor and proceeded clear of Port Essington at 0400 (-9½) on Friday 6 and set course for Mission Bay on Croker Island where a local guide was embarked at 1000 (-9½) that forenoon. The ship then proceeded to Malay Bay in an attempt to locate the fuel tanks reported to exist there. Having proved the rumour to be a fallacy the ship proceeded clear of Malay Bay at 1500 (-9½) and returned to Port Essington via Mission Bay, anchoring off Black Point at 2030 (-9½) that evening.
5. The ship weighed anchor at 1345 (-9½) on Saturday 7 and proceeded west from Port Essington to the Cape Don area where anchorage was obtained in Alcaro Bay and a visit paid on the Coastwatcher at Cape Don Light station. Having remained overnight in Alcaro Bay, ADVANCE weighed anchor at 0530 (-9½) on Sunday 8 and returned to Fort Victoria where further assistance was given to the members of the Historical Society before their being finally disembarked at Black Point at 1600 (-9½) that afternoon.
6. ADVANCE departed Black Point at 2145 (-9½) on Sunday 8 and proceeded on overnight passage to Darwin where the ship berthed at 0815 (-9½) on Monday 9 alongside the patrol boat landing. Ship husbandry and planned maintenance was carried out throughout the week commencing Monday 9 whilst the ship remained alongside in Darwin.
7. At 0730 (-9½) on Saturday 14 the ship commenced embarking 15 Army personnel from SAS Swanborne, together with their equipment including inflated dinghies and assault craft. Upon sailing an hour later passage was made from Darwin to the Cambridge Gulf where the Army personnel were inserted at 0030 (-8) on Sunday 15 as part of Exercise Swampfox. ADVANCE then returned to Darwin, arriving alongside the patrol boat landing at 1700 (-9½) on Sunday 15.

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2.

8. A further 11 Army personnel were embarked at 0800 (-9½) on Monday 16 and ADVANCE departed Darwin harbour two hours later to again proceed on passage to the Cambridge Gulf area, entering the Gulf at 0100 (-8) on Tuesday 17. On completion of disembarking the Army personnel and equipment the ship proceeded several miles further into the Gulf to finally anchor at 0300 (-8).

9. Anchor was weighed at 1215 (-8) on Tuesday 17 and ADVANCE completed the 16 mile passage to Wyndham, berthing alongside at 1400 (-8). Having remained in Wyndham for two days the ship sailed at 0700 (-8) on Thursday 19 to proceed back to Darwin. The ship experienced a quiet passage without incident and berthed at the patrol boat landing in Darwin at 0815 (-9½) on Friday 20.

10. ADVANCE's annual inspection commenced on Monday 23 when the departmental harbour inspections were conducted. Divisions and a formal harbour inspection by you, Sir, were conducted during the forenoon of Tuesday 24. ADVANCE then spent the remainder of the week alongside preparing for the forthcoming visit to Indonesia and Papua New Guinea.

11. At 0815 on Monday 30 ADVANCE cast off and with ATTACK in company proceeded out of Darwin harbour and set a northerly course for Sorong on the western side of West Irian. At the end of the month both ships were south of Sele Strait and approximately 120 miles from their destination.

#### Hull and Marine Engineering

12. Both main engines and auxiliary equipment ran well during the month. The only defect being the replacement of four fuel injector lines on the main engines.

#### Weapons and Electrical Engineering

13. The Arma Brown gyro retransmission unit bearings failed on 17 August, thus rendering all the repeats unserviceable (INDEF 13/76, ADVANCE signal DQR/OWR 180230Z AUG 76 refers). This was rectified upon the ship's return to Darwin on 23 August. Difficulties were also experienced with the deep freeze when the compressor motor field coils open circuited (URDEF 37/76, ADVANCE signal DDW 250500Z AUG 76 refers). This was repaired on 29 August.


#### General Remarks

14. The health and conduct of the ship's company has been good throughout the month and morale remains high.

I have the honour to be,

Sir,

Your obedient servant,

  
(R.D. EAMES)  
Lieutenant RAN  
Commanding Officer

Annexes - 'A' Steaming Figures  
'B' Operational and Training  
'C' Monthly Return of Ship Availability

RESTRICTED

RESTRICTED

ANNEX 'A' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
AUGUST 1976

STEAMING FITURES

1. Distance steamed during August	2264.1
2. Hours underway during August	160.1
3. Total distance steamed since commissioning	235240.3
4. Total hours underway since commissioning	17794.0
5. Occasions for exceeding fast routeing speed	N11

RESTRICTED

RESTRICTED

ANNEX 'B' TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
AUGUST 1976

OPERATIONAL AND TRAINING

- 4 - 9 Coastwatcher visit and assistance to NT Historical Society at Port Essington
- 14 - 17 Participation in Exercise Swampfox
- 24 Divisions and Annual Inspection
- 30 Minor NBCD drills
- 31 Heaving line transfers with ATTACK

RESTRICTED

MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

HMAS ..ADVANCE.....

DATE ..AUGUST 1976.....

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING ...8 1/2... YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 235,240 MILES

PROGRESSIVE TOT ENGINE HOURS

PORT ..2711.....

STBD ..3692.....

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)									REMARKS
	1	2													ND	E	L	G	TAS	H	C	EW	DL	
1	✓												✓											
2	✓									✓			✓											
3	✓									✓			✓											
4	✓					✓																	SAILED FROM DARWIN	
5	✓					✓																	ARRIVED PORT ESSINGTON	
6	✓					✓																		
7	✓					✓																		
8	✓					✓																		
9	✓					✓							✓										ARRIVED DARWIN	
10	✓									✓			✓											
11	✓									✓			✓											
12	✓									✓			✓											
13	✓									✓			✓											
14	✓		✓										✓										DEPARTED DARWIN - ARMY SAS EMBARKED	
15	✓		✓										✓										OVERNIGHT DARWIN	
16	✓		✓										✓											
17	✓		✓										✓										OVERNIGHT WYNDHAM	
18	✓												✓										OVERNIGHT WYNDHAM	
19	✓												✓										ARRIVED DARWIN	
20	✓												✓											
21	✓												✓											
22	✓												✓											
23	✓												✓											
24	✓												✓										ANNUAL INSPECTION	
25	✓												✓											
26	✓												✓											
27	✓												✓											
28	✓												✓											
29	✓						✓						✓										SAILED FROM DARWIN - ATTACK IN CAMP	
30	✓						✓						✓											
31																								
TOTAL	30		4			6	2			6			20		168			120	744					

RESTRICTED

1/16/2

HMAS ADVANCE  
at DARWIN

28 September 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS  
1 - 28 SEPTEMBER 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command from the 1 to 28 September 1976.
2. At the beginning of the month ADVANCE was on passage to Sorong with ATTACK in company. Having transitted Sele Strait during the early morning of Wednesday 1st, both ships arrived off the entrance to Sorong harbour at 0800 (-9) where a pilot was embarked prior to the vessels berthing alongside 30 minutes later.
3. During the forenoon of Wednesday 1st the Commanding Officer of ATTACK, Lieutenant J.R. Stapleton RAN, and myself paid official calls on the Bupati (the Senior Administrator), Let Kol (Al) Soetadji and the Commander of the Naval Station, Komandan Stasion Angkatan Laut. Accompanying us on the calls and providing valuable assistance and advice was the Australian Assistant Air Attache from Jakarta, Squadron Leader R.R. Walke, RAAF. It was unfortunate that heavy rain during the brief visit forced the cancellation of a planned cocktail party and organised sport.
4. ADVANCE and ATTACK cast off and proceeded from Sorong at 0900 (-9) on Thursday 2nd on passage to Jayapura. At 0948 (-9) on Friday 3rd, ADVANCE struck a partially submerged log whilst steaming on the port main engine. This resulted in the damage of three blades on the port propeller causing excessive vibration at speeds above slow ahead on the port engine. (ADVANCE signal KKE/DAU 030330Z SEP 76 and ADVANCE letter 16/14/1 of 10 September 1976 refer). ADVANCE continued on passage using the starboard engine and both ships arrived in Jayapura at 0900 (-9) on Saturday 3rd.
5. Official calls were paid during the forenoon of Saturday 3rd, with assistance again being given by the Australian Assistant Air Attache. The three calls were on the Bupati, Th Messet, the Senior Naval Officer, Kolonel Laut Soetojo S. and Dandim, LTK Laut Muhadi. A cocktail party was held onboard on Saturday evening and both vessels participated in various sporting activities against our host service over the weekend. Both ADVANCE and ATTACK sailed from Jayapura at 0800 (-9) on Monday 6th after what was considered a highly successful two day visit.

.../2.

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6. Having steamed in company throughout Monday night, ATTACK was first to arrive in Madang with ADVANCE berthing an hour later at 1630 (-10) due to her restriction of only one engine. ADVANCE de-ammunitioned early in the forenoon of Wednesday 8th and was then slipped on the Madang slipway at 1100 (-10) to effect repairs to the damaged port propeller. The spare propeller arrived on Friday 10th and ADVANCE was again able to enter the water at midday on Saturday 11th. Fuelling and ammunitioning were completed during the afternoon and ADVANCE sailed from Madang at 2030 (-10) on Saturday 11th on passage for Rabaul.

7. ADVANCE arrived in Rabaul at 0800 (-10) on Monday 13th after a rough passage from Madang during which strong winds and southerly seas were encountered. Having fuelled, ADVANCE rejoined with ATTACK and the two ships remained in Rabaul until 2000 (-10) that evening. Upon sailing from Rabaul a southerly course was steered for the Milne Bay area to pass west of the Trobriand Islands, a course that was most uncomfortable in view of the continuing strong southerly winds.

8. ADVANCE, with ATTACK in company, arrived in Milne Bay during the forenoon of Wednesday 15th to rendezvous with PNGS AITAPE (LCDR G.D. Prass RAN). Owing to the extreme water shortage at Samarai Island, all ships proceeded to Alotau carrying out manoeuvres en route and berthing alongside the Alotau Government Wharf at 1145 (-10) that forenoon. Having remained alongside overnight the three ships again sailed in company on passage to Samarai Island the following morning to arrive at 1000 (-10) on Thursday 16th.

9. At 1000 (-10) on Friday 17th ADVANCE cast off and proceeded clear of China Strait to set course for Port Moresby with ATTACK in company. Both ships arrived in Port Moresby after an overnight passage and berthed at the PNG LANCRON wharf at 0800 (-10) on Saturday 18th. Much assistance and hospitality was received from the RAN personnel serving in Port Moresby and it was with reluctance that the ships sailed from Port Moresby at 1400 (-10) on Monday 20th.

10. Four days of easterly seas gave a pleasant return passage to Darwin with a speed of advance of 13.5 knots that enabled ADVANCE to complete the 1100 mile passage with 50 per cent fuel remaining. Both ADVANCE and ATTACK berthed at the patrol boat landing in Darwin at 1000 (-9 $\frac{1}{2}$ ) on Friday 24th.

11. On Tuesday 28th I reluctantly relinquished command of ADVANCE to Lieutenant B.D. Robertson RAN.

#### Hull and Marine Engineering

12. As previously mentioned, the ship struck a submerged log on Friday 3rd which necessitated an emergency slipping in Madang. Once the ship was slipped it was observed that the bearing clearances on both 'P' brackets, both outer stern tube bearings and the starboard rudder were well above the maximum allowable. (ADVANCE signal DAU/DDW 080645Z SEP 76 refers).

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cripps  
r post.  
ship  
1975

- 3 -

Thus, as well as the new propeller being fitted, all bearings were replaced with the exception of the starboard rudder post. The excessive clearances are considered a result of the ship having steamed over 32,000 miles since the previous slipping at the end of November, 1975.

General Remarks

13. The health and morale of the ship's company continues to be very good.

I have the honour to be,

Sir,

Your obedient Servant,



(R.D. EAMES)  
Lieutenant RAN  
COMMANDING OFFICER

RESTRICTED

51 3800

HMAS ADVANCE  
AT CAIRNS

1/16/2

4th October, 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS  
28TH TO 30TH SEPTEMBER 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command from 28th to 30th September 1976. All times are zone IK (-9½).
2. On Tuesday 28th I assumed command of HMAS ADVANCE from Lieutenant R.D. EAMES, RAN. At this time ADVANCE was berthed at Inner Stokes Hill Wharf, Darwin, undergoing maintenance and preparing for the passage to Cairns, where ADVANCE is to enter refit.
3. ADVANCE cast off and proceeded on passage to Thursday Island at 1400 Wednesday 29th.
4. At the end of the month ADVANCE was 12 miles to the north west of Cape Wessel making way into an easterly force four.

HULL AND MARINE ENGINEERING

5. The marine engineering department and equipment have functioned satisfactorily.

WEAPONS AND ELECTRICAL ENGINEERING

6. The 40/60 bofor gun remained unserviceable.
7. The port forced draught fan motor, which burnt out on 24th, remained unserviceable. This was the fourth time in twelve months this defect has occurred and defective wiring is suspected. A TM 200 for the second supplementary defect list has been raised.

GEN/2

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2.

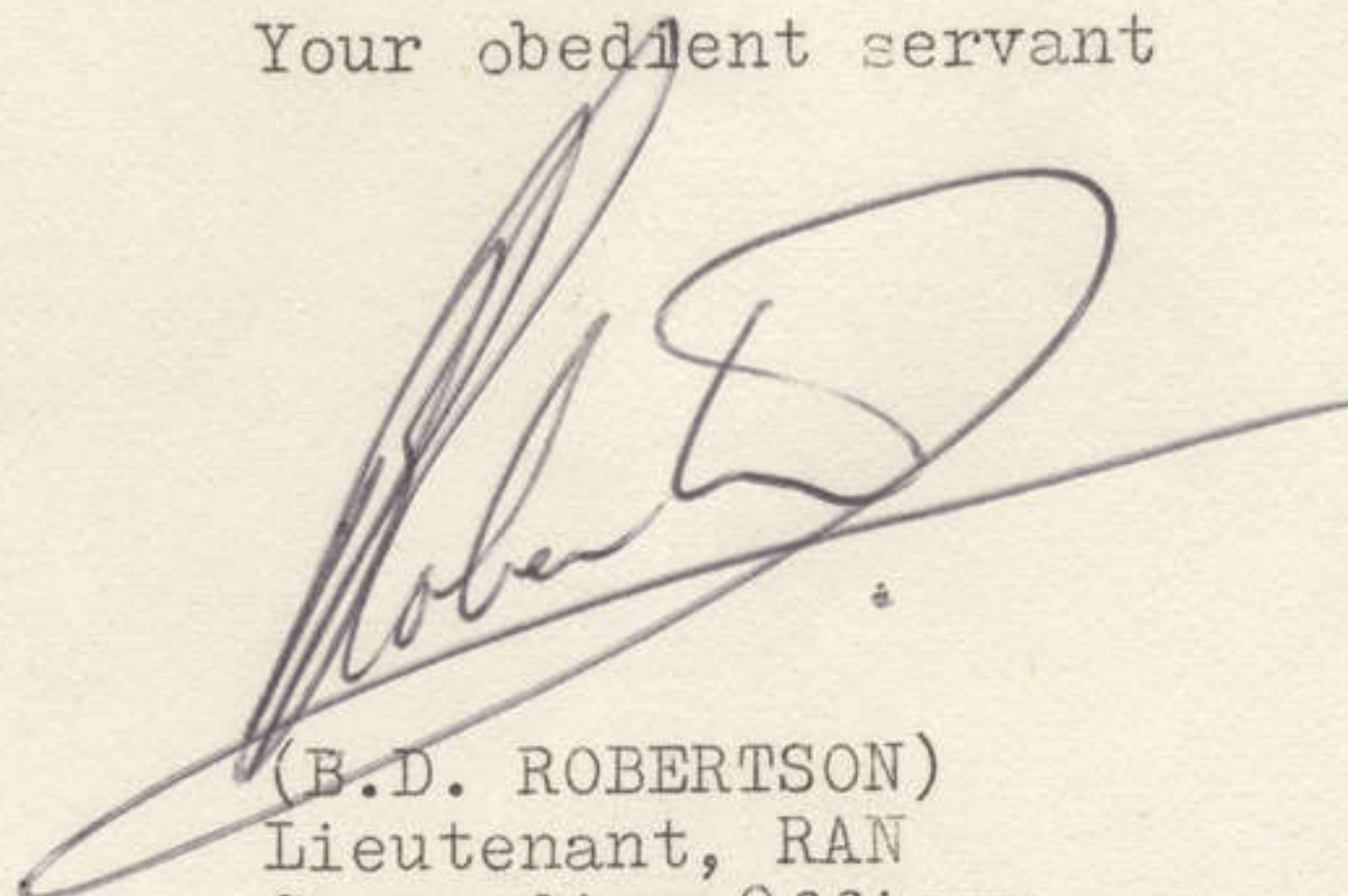
GENERAL REMARKS

8. The health, conduct and morale of the ship's company are satisfactory.

I have the honour to be

Sir,

Your obedient servant

A large, stylized handwritten signature in dark ink, appearing to read 'Robertson', is written over the typed name and title.

(B.D. ROBERTSON)  
Lieutenant, RAN  
Commanding Officer

- Annexes:
- A. Steaming Figures.
  - B. Operational and Training
  - C. Monthly Return of Ship Availability

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ANNEX A to HMAS ADVANCE  
Report of Proceedings

September 1976

STEAMING FIGURES

1.	Distance steamed during September	3907.7
2.	Hours underway during September	312.7
3.	Total distance steamed since commissioning	239,147.0
4.	Total hours underway since commissioning	18,106.7
5.	Occasions for exceeding fast routeing speed	NIL

**RESTRICTED**

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Annex B to HMAS ADVANCE  
Report of Proceedings

September 1976

OPERATIONAL AND TRAINING

<u>Date</u>	<u>Duration</u> (hours)	<u>Exercise</u>	<u>Participants</u>
6th	$\frac{3}{4}$	Small arms shoot	ADVANCE
23rd	$\frac{1}{2}$	Small arms shoot	ADVANCE
28th	1	Ship Handling	ADVANCE

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ANNEX 'C'

MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

AGE SINCE FIRST COMMISSIONING ... 8 8/12 YEARS

PROGRESSIVE TOTAL ENGINE HOURS

HMAS ... ADVANCE

MILES STEAMED SINCE FIRST COMMISSIONING 239,147.0 MILES

PORT 2937

DATE ... SEPTEMBER 1976

STBD 3826

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													H	E	L	G	TAS	ND	C	TW	DL		
1	✓							✓	✓															SORONG	
2	✓							✓	✓															SORONG	
3	✓							✓	✓																
4	✓							✓	✓															JAYAPURA	
5	✓							✓	✓															JAYAPURA	
6	✓							✓	✓															JAYAPURA	
7	✓							✓	✓															MADANG	
8		✓										✓			✓									} PROPELLER CHANGE	
9		✓										✓		✓											
10		✓										✓		✓											
11	✓							✓	✓																
12	✓							✓	✓																
13	✓							✓	✓															RABAUL	
14	✓							✓	✓																
15	✓							✓	✓															ALOTAU	
16	✓							✓	✓															ALOTAU / SAMARAI	
17	✓							✓	✓															SAMARAI	
18	✓							✓	✓															PORT MORESBAY	
19	✓							✓	✓																
20	✓							✓	✓																
21	✓							✓	✓																
22	✓							✓	✓																
23	✓							✓	✓																
24	✓							✓	✓															DARWIN.	
25	✓									✓														} PORT FORCE DRAUGHT FAN U/S	
26	✓									✓															
27	✓									✓															
28	✓									✓															
29	✓							✓	✓																
30	✓							✓	✓																
31																									
TOTAL	27	3						21	12	4		3													

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# RESTRICTED

51 3800

HMAS ADVANCE  
AT CAIRNS

1/16/2

1st November 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

## HMAS ADVANCE - REPORT OF PROCEEDINGS - OCTOBER 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of October 1976.
2. The times are zone 1K (-9½) until 2359 1st October and thence zone K (-10).
3. At the beginning of the month HMAS ADVANCE was 12 miles to the north west of Cape Wessel passing east across the Gulf of Carpentaria. This passage was hampered by deteriorating weather conditions, but the desired speed was made good. Minor flooding to the wardroom was suffered due to a warped screen door.
4. At 0719 on Saturday 2nd October HMAS ADVANCE secured outboard of HMAS ADROIT at the Caltex Jetty, Thursday Island. At 1000, after taking on fuel and water, ADVANCE, with ADROIT in company, cast off and proceeded on passage to Cairns via the inner reef recommended track. The strong winds and a short swell continued to hamper the passage. The 40/60 bofor cover ripped, the winch became unserviceable and minor flooding continued in the wardroom.
5. At 1422 the ship deviated from the recommended track to take the opportunity of shelter offered by the Lizard Island group to conduct OOW manoeuvres and then to drift in the lee to clean ship. At 2100 ADVANCE and ADROIT continued the passage south.
6. At 1001 Monday 4th ADVANCE secured alongside wharf No 1, Cairns, ADROIT secured outboard.
7. On the same afternoon it was decided HMAS ADVANCE was to enter dry dock on the high tide the following evening, instead of Monday 11th. Deammunitioning and defuelling were commenced immediately and the following day was taken up with destoring.
8. At 1901 Tuesday 5th ADVANCE cast off and proceeded to the North Queensland Engineers and Agents dry dock, situated on Smiths Creek, which the ship entered at 1924. The ship was correctly positioned by 2110 and docked down at 2258.
9. ADVANCE remained in the dry dock for the remainder of the month.
10. At 1345 Tuesday 19th, the Naval Officer Commanding Queensland, Captain D. Nicholls OBE, RAN, visited HMAS ADVANCE. After an informal walk round, Captain Nicholls departed at 1435 to visit HMAS FLINDERS.

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**RESTRICTED**

11. HULL AND MARINE ENGINEERING

The main engines and auxiliary equipment functioned satisfactorily during the passage to Cairns. Since entering refit both main engines, all pumps and supporting equipment have been removed from the engineroom. Two new engines were installed on Tuesday 19th.

12. During the last three working days of the month the progress of the refit has been adversely affected. Maintenance workers at the Collinsville Power Station have been on strike resulting in no industrial power to Cairns, and all workers at the NQEA yard have been stood down. Ships Staff have progressed with refit maintenance satisfactorily.

13. WEAPONS AND ELECTRICAL

The refit has progressed satisfactorily in the Weapons and Electrical Department. A majority of motors have been removed for overhaul, all airconditioning units have been removed as has the 40/60 bofor. The winch motor which became unserviceable at the beginning of the month has been removed and is due to be replaced by a new unit during the refit.

14. GENERAL REMARKS

The health, conduct and morale of the ship's company are satisfactory.

I have the honour to be,

Sir,

Your obedient servant



(B.D. ROBERTSON)  
Lieutenant, RAN  
Commanding Officer

- Annexes: A. Steaming Figures  
B. Operational and Training  
C. Monthly Return of Ship Availability

**RESTRICTED**



**RESTRICTED**

Annex A to HMAS ADVANCE  
Report of Proceedings  
OCTOBER 1976

STEAMING FIGURES

1.	Distance steamed during October	926.5
2.	Hours underway during October	80.1
3.	Total distance steamed since commissioning	240,073.5
4.	Total hours underway since commissioning	18,186.8
5.	Occasions for exceeding fast routeing speed	NIL

**RESTRICTED**

**RESTRICTED**

Annex B to HMAS ADVANCE  
Report of Proceedings  
OCTOBER 1976

OPERATIONAL AND TRAINING

<u>Date</u>	<u>Duration</u>	<u>Exercise</u>	<u>Participants</u>
3rd	$\frac{1}{2}$ hr	OOW Manoeuvres	ADVANCE, ADROIT
3rd	$\frac{1}{2}$ hr	Heaving line transfer	ADVANCE, ADROIT

**RESTRICTED**

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ANNEX 'C'

MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

AGE SINCE FIRST COMMISSIONING 8 9/12 YEARS

PROGRESSIVE TOTAL ENGINE HOURS

HMAS ADVANCE

MILES STEAMED SINCE FIRST COMMISSIONING 240,073.5 MILES

PORT 3016

STBD 3831

DATE 1 NOV. 76

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													I	E	L	G	TAS	ND	C	EW	DL		
1	✓																								
2	✓								✓															THURSDAY ISLAND	
3	✓			✓																				CAIRNS	
4	✓																								
5		✓									✓														
6		✓									✓														
7		✓									✓														
8		✓									✓														
9		✓									✓														
10		✓									✓														
11		✓									✓														
12		✓									✓													40/60 B/F, M/Es, No 2 A/E UNITS - WINDLASS REMOVED	
13		✓									✓													No 3 A/E UNIT REMOVED	
14		✓									✓														
15		✓									✓														
16		✓									✓														
17		✓									✓														
18		✓									✓														
19		✓									✓													RADAR A/E REMOVED	
20		✓									✓													M/Es INSTALLED	
21		✓									✓														
22		✓									✓														
23		✓									✓														
24		✓									✓														
25		✓									✓														
26		✓									✓														
27		✓									✓														
28		✓									✓														
29		✓									✓														
30		✓									✓														
31		✓									✓														
TOTAL	4	27						4			27													RESTRICTED	

40/60 B/F 4/5

40/60 B/F, M/Es, No 2 A/E UNITS - WINDLASS REMOVED  
No 3 A/E UNIT REMOVED  
RADAR A/E REMOVED  
M/Es INSTALLED  
NIGRA DRY DOCK.

FILE: 428/3/1921

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS NOVEMBER 70

~~DNO~~ Advance remained in refit in Cairns throughout the month 11/11

~~DGNOP~~

~~DCNS~~ 13/11

~~CNS~~

~~CNP~~

~~CNTS~~ 18/11

~~DGLOG-N~~

~~CMM~~ 21/11

~~DGSUP-N~~ 1/12

~~PRLO-N~~ 10/13

~~LADMIN-N~~ AB 11/3/77

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Heads of Division 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 Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

AB 11/1/77

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DEPARTMENT OF DEFENCE

(NAVY OFFICE)

Telephone: 890911

In Reply Quote: 1/16/3

Naval Headquarters  
Larrakeyah Barracks  
DARWIN NT 5790

Department of Defence (Navy Office)  
CANBERRA ACT 2600

DEC. 1 0 1976

Attention: Assistant Secretary Resources Planning, Navy

For Information

Flag Officer Commanding HM AUSTRALIAN FLEET  
Commander AUSTRALIAN MINE WARFARE AND PATROL FORCES  
Commanding Officer HMAS ADVANCE

HMAS ADVANCE - REPORT OF PROCEEDINGS

NOVEMBER 1976

Reference: RI Appendix 29A

1. Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

*AM* Enclosure: 1. HMAS ADVANCE letter 1/16/2 of 1 December 1976

*CNS  
(A)*

*up how*  
RESTRICTED

nr NOM: HMAS ADVANCE

Handwritten initials or marks in the top left corner.

Enclosure: 1. HMAS ADVANCE letter dated 1 December 1950

COMMUNAL OFFICER COMMANDING  
HMAS ADVANCE  
(1.1.1950)

Handwritten signature or name.

Reference: HMAS ADVANCE

Reference: HMAS ADVANCE

NOVEMBER 1950

HMAS ADVANCE - REPORT OF PROCEEDINGS

Commanding Officer HMAS ADVANCE  
Commander HMAS ADVANCE  
Officer Commanding HMAS ADVANCE

For information

Attention: Assistant Secretary Resources Planning, Navy

CAMDEN NSW 2050  
Department of Defence (Navy Office)

In Reply Quote: 1/10/3

Telephone: 880811

DEC 1 1950

DURHAM NSW 2300  
Department of Defence  
Navy Headquarters

(NAVY OFFICE)

DEPARTMENT OF DEFENCE



RESTRICTED

RESTRICTED

51 3800  
1-16-2

HMAS ADVANCE  
At Cairns

1st December 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - NOVEMBER 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of November 1976.
2. All times are zone Kilo (-10).
3. At the beginning of the month HMAS ADVANCE was docked down in the North Queensland Engineers and Agents dry dock, Smiths Creek, Cairns, undergoing a programmed refit.
4. At 1030 Monday 15th November the second refit progress meeting was held. The minutes were recorded and there was no business of particular note seriously affecting the progress of the refit. The more important dates of the refit were promulgated as below:

a.	Harbour Acceptance Trials	06 Dec
b.	Sea Acceptance Trials	07 Dec
c.	Terminal Date	06 Dec
d.	Completion Date	10 Dec
5. At 1500 on Wednesday 17th NQEA commenced flooding the dock. By 1750 ADVANCE was clear of the dock and Tug DALY secured to the port quarter at 1753. At 1820, after a successful cold move, ADVANCE secured to No 1 Wharf, Cairns.
6. At 0900 Friday 19th I called on Commander R.G. Harris RAN, Commanding Officer, HMAS DUCHESS.
7. At 0950 Monday 22nd HMAS BARRICADE secured alongside ADVANCE's port side. All lines were trebled and a cold move commenced to outboard HMAS FLINDERS, berthed at No 10 wharf. At 1020 the cold move was completed and BARRICADE remained secured outboard. This move was necessitated by the dredging of the Cairns main wharf by the dredge TRINITY BAY, one of the oldest craft in Australia. This was the last task undertaken by the dredge which was built in Prussia in 1912 and has served ports around Australia since 1913. The dredge was sold for \$10,000 and will become a harbour side tourist attraction.
8. At 1520 Tuesday 23rd November 1976 ADVANCE cast off FLINDERS and was conveyed back to No 1 wharf by BARRICADE securing at 1640. ADVANCE remained alongside No 1 wharf for the remainder of the month.

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9. On Friday 26th the third refit meeting was held. Work was reported to be progressing to Naval standards.

10. During the afternoon of Tuesday 30th I, accompanied by the Commanding Officer HMAS BAYONET and the Operations Officer HMAS CAIRNS, viewed the cyclone anchorages in Falls Creek, some 4 miles from Cairns up Trinity Inlet. These anchorages appear most suitable, being protected by surrounding hills and mangrove swamps.

HULL AND MARINE ENGINEERING

11. Refit work in the Hull and Marine Engineering Department has progressed satisfactorily. Ship's Staff have been employed stripping and repainting the ships side, deck and screens, as well as refitting valves and overhauling a variety of ancillary equipment. Basin trials are expected to take place on 3rd December.

12. The strike by maintenance workers at Collinsville at the beginning of the month was resolved without adversely affecting the dates of the refit.

WEAPONS AND ELECTRICAL

13. Refit work has progressed satisfactorily in this department. The 40/60 Bofor mounting was installed on Wednesday 24th and gun functioning trials are programmed for 7th December.

14. The radar, gyro and radio equipment are due to be installed during the first week of December. The absence of an ABTC during the entire refit has adversely affected the monitoring of work in this field.

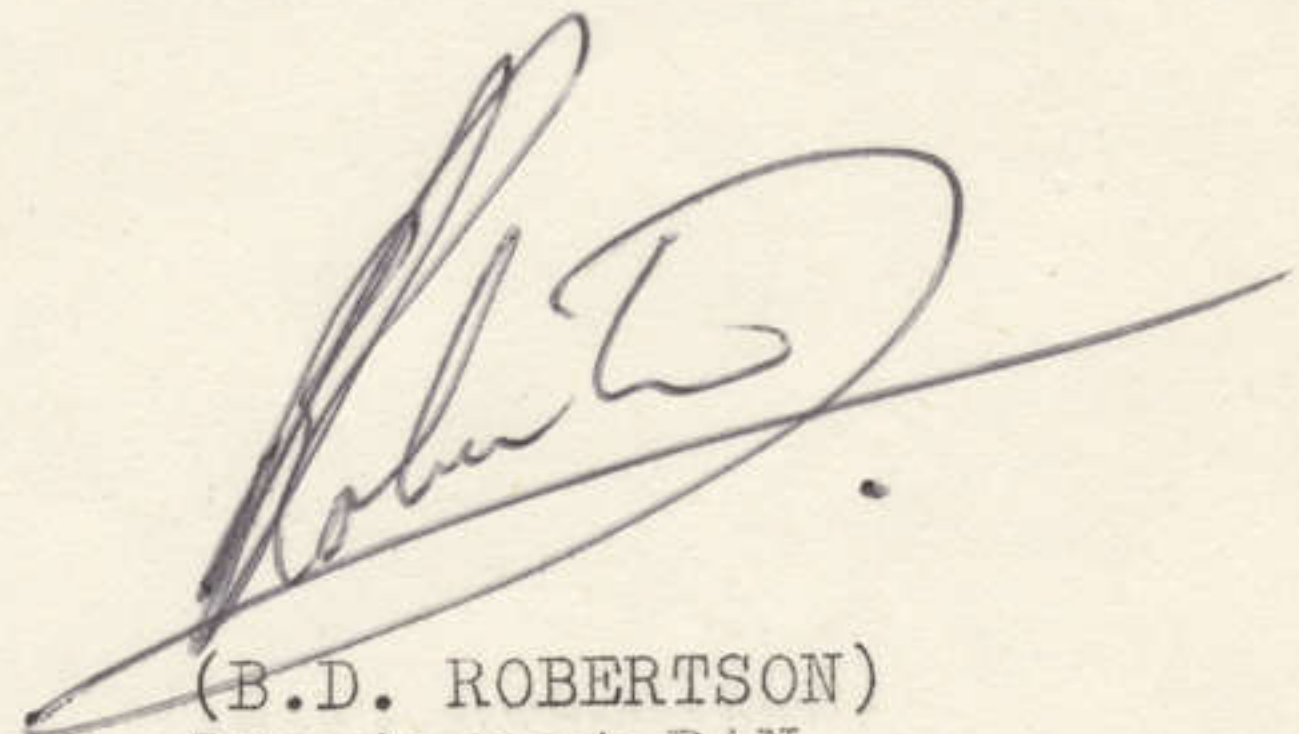
GENERAL REMARKS

15. The health, conduct and morale of the ships company are satisfactory.

I have the honour to be,

Sir,

Your obedient servant



(B.D. ROBERTSON)  
Lieutenant RAN  
Commanding Officer

Annexes: A. Steaming Figures  
B. Operational and Training  
C. Monthly Return of Ships  
Availability

RESTRICTED



RESTRICTED

ANNEX A TO HMAS ADVANCE  
REPORT OF PROCEEDINGS  
NOVEMBER 1976

STEAMING FIGURES

1.	Distance steamed during November	NIL
2.	Hours underway during November	NIL
3.	Total distance steamed since commissioning	240,073.5
4.	Total hours underway since commissioning	18,186.8
5.	Occasions for exceeding fast routeing speed	NIL

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RESTRICTED

ANNEX B TO HMS ADVANCE  
REPORT OF PROCEEDINGS  
NOVEMBER 1976

OPERATIONAL AND TRAINING

DATE

EXERCISE

PARTICIPANTS

2nd and 3rd

Training and Board  
for Promotion

One Senior Sailor  
Two Junior Sailors

RESTRICTED

RESTRICTED

ANNEX 'C'

MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

AGE SINCE FIRST COMMISSIONING 8 10/12 YEARS

PROGRESSIVE TOTAL ENGINE HOURS

MILES STEAMED SINCE FIRST COMMISSIONING 240,073.5 MILES

PORT 3016

HMAS ADVANCE

STBD 3831

DATE 1 DEC 76

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)									REMARKS
	1	2													I	E	L	G	TAS	ND	C	LW	DL	
1		↑									↑													
2																								
3																								
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24																								
25																								
26																								
27																								
28																								
29																								
30																								
TOTAL	-	30									30													

NGEA DRY DOCK.

UNDOCKED - MOVE TO NO 1 BERTH.

COLD MOVE TO NO 10 BERTH  
COLD MOVE TO NO 1 BERTH.

RESTRICTED

File Number

N.428	3	1921	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

RESTRICTED <del>UNCLAS.</del>
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title ..... REPORT OF PROCEEDINGS — HMAS ADVANCE  
.....  
.....  
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.....  
.....

Mark to ..... CNS ..... 'A' .....  
(Name or Designation) (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials
R24.2	AS ABOVE	

NAME INDEX

Heading	Precis	Initials
HMAS ADVANCE	AS ABOVE	

LOGGING

Originator NAVAL HQ. DARWIN	Originator's Reference 1/16/3.	Date 10, 12, 76	Initials
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Information Classifier E. f. Mans (Signature)	Date 30, 12, 76. (Date)
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FILE: 428/3/ 2907

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS DECEMBER 76

~~DNO~~ This report covers completion of repair + work-up in the  
Cairns / Townsville area. fr. 9/2

~~DGNOP~~

~~DCNS~~

~~CNS~~ 15/2

~~CNE~~ *Chalder*

~~CMCS~~ 17/2

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~ 1/3

~~PRLO-N~~ 10/3

~~LADMIN-N~~ AS 11/3/77

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Heads of Division 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 Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

AS 7/2/77



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ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911

IN REPLY QUOTE 1/16/3

Naval Headquarters  
Larrakeyah Barracks  
DARWIN NT 5790

JAN. 21 1977

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

For Information

The Flag Officer Commanding, HM AUSTRALIAN FLEET  
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Commanding Officer, HMAS CAIRNS  
The Commanding Officer, HMAS ADVANCE

HMAS ADVANCE - REPORT OF PROCEEDINGS - DECEMBER 1976

Reference: A. RI Appendix 29A

1. Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

Enclosure: 1. HMAS ADVANCE letter 1/16/2 of 4 January 1977

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DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

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ENCLOSURE: 1. HMAS ADVANCE letter 1/10/77 of 4 January 1977

NOBLE VASILEVICH VBEV  
NAVY OFFICER COMMANDING  
SUBSISTENCE VDC RVN  
(J.V. DUDSMITH)

1. Forwarded.

Reference: 1. RI 1/10/77 52V

HMAS ADVANCE - REPORT OF PROCEEDINGS - DECEMBER 1976

- THE COMMANDING OFFICER: HMAS ADVANCE
- THE COMMANDING OFFICER: HMAS SWINNA
- THE COMMANDER: AUSTRALIAN MARINE AVIATION AND SUPPORT FORCES
- THE FLAG OFFICER COMMANDING: HM AUSTRALIAN FLEET

FOR INFORMATION

Attention: Assistant Secretary Resources and Planning, DASA

GVIBEBV VCL 5000  
Department of Defence (DASA Office)

1/10/77

DVBMIN JL 2130  
PILLSKELER PILLSCHE  
DASA HEADQUARTERS

IN BEYLA OPOLE 1/10/77

TELEPHONE: 880811



ROYAL AUSTRALIAN NAVY

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1/16/2

HMAS ADVANCE  
at CAIRNS

4 January 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - DECEMBER 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of December 1976.
2. All times are zone Kilo (-10).
3. At the beginning of the month ADVANCE was berthed starboard side to No. 1 wharf Cairns undergoing a programmed refit.
4. At 0910 Tuesday 7th ADVANCE cast off and proceeded to sea for sea trials. All trials were completed satisfactorily and the ship berthed alongside No. 10 wharf at 1413. After fuelling and re-ammunitioning, ADVANCE shifted berth to alongside No. 1 wharf at 1635.
5. On Friday 10 December the refit contractors officially terminated work onboard but many last minute tasks were completed over the weekend. Saturday 11th and Sunday 12th were fully committed to preparing the ship for sea.
6. At 0900 Monday 13th ADVANCE cast off and proceeded to sea in company with HMAS BARBETTE, who was proceeding on patrol. The opportunity was taken to accompany BARBETTE as far north as Low Islets in order to conduct exercises. BARBETTE was detached at 1645 and ADVANCE steamed south towards Fitzroy Island where, at 1955, the ship anchored.
7. An attempt to weigh anchor was made at 0630 Tuesday 14th but, due to a windlass defect, this was delayed until 0720. When the cable was brought home it was discovered that the tapered pin of the anchor shackle lug had sheared and the anchor was missing. A separate report has been forwarded. At 0800 ADVANCE shaped a course for the firing area and proceeded with the work-up programme. During the forenoon successful gunnery exercises and OOW manoeuvres were conducted. Further work-up exercise targets were achieved during the afternoon.
8. Defects to the starboard main engine, AN-URC 58 HF transmitter and port gear box threatened to affect the work-up programme; however, at 1929 ADVANCE anchored on the western side of Great Palm Island and the Executive Officer was landed to pass the PIM report.

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9. ADVANCE remained at anchor overnight and sailed at 0538 after a delay of over an hour caused by the persistent windlass defect.

10. At 0700 Wednesday 15th HMAS BAYONET rendezvoused with ADVANCE for the entry into Townsville and both ships berthed at 0800.

11. A function hosted by the Officers of ADVANCE was held onboard BAYONET at 1200 to mark the presentation of the RSL Sword to Sub-Lieutenant R.M. McMillan RAN by the Queensland State President of the RSL, Mr A.F. Abbott, CBE.

12. At 0833 Thursday 16th ADVANCE and BAYONET sailed from Townsville and conducted exercises while making ground to the north.

13. At 0010 Friday 17th, on completion of a Night Encounter Exercise, ADVANCE secured alongside BAYONET who was at anchor to the north of Fitzroy Island. It was considered that this berth was unsuitable for the night and at 0030 ADVANCE lay astern on the towing hauser, a most suitable arrangement.

14. ADVANCE and BAYONET sailed at 0500 and rendezvoused with BARRICADE and BARBETTE at 0700. A successful surface firing was conducted followed by OOW Manoeuvres before proceeding to Cairns. ADVANCE secured starboard side to No. 1 wharf at 1100.

15. On the morning of Monday 20th it was announced that the weather conditions precluded a scheduled AACRFX and that AUSPABRON TWO would not sail. At 0901 ADVANCE cast off and proceeded to the firing area in the hope that the weather would clear for a quick surface firing. This did not eventuate and ADVANCE returned to harbour berthing starboard side to BARBETTE at 1302.

16. ADVANCE remained alongside for the Christmas leave break.

17. At 0850 on Friday 31st ADVANCE proceeded to sea for internal exercises, returning alongside BARBETTE at 1320.

18. ADVANCE remained alongside for the remainder of the month.

Hull and Marine Engineering

19. Refit work progressed satisfactorily with many rush jobs reaching fruition in the last hours of the refit. Several URDEFS and INDEFS occurred during the work-up period as was to be expected. The majority have now been completed and a list is contained at Annex "D".

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Weapons and Electrical

20. The 40/60 Bofor gun completed Gun Functioning Trials on Tuesday 7th. This event was much awaited as it was the first time in two years the main armament of ADVANCE had been fired. The .50 calibre machine guns are presently unserviceable and have been since ship's staff became aware, during refit, that the lack of certain stores in the mounting rendered the weapon dangerous to fire. Vital stores have not yet been received.

21. Apart from teething problems, the radar, radio and gyro have operated satisfactorily. Both electrical rate sailors have posted in during the refit and are inexperienced with PTF's, but are learning quickly.

General Remarks

22. The health and conduct of the ship's company are satisfactory. The morale has improved since the refit completed and is good.

I have the honour to be,

Sir,

Your obedient Servant,



(B.D. ROBERTSON)  
Lieutenant RAN  
COMMANDING OFFICER

- Annexes:
- A. Steaming Figures
  - B. Operational and Training
  - C. Monthly Return of Ship Availability
  - D. List of URDEFs and INDEFs.

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ANNEX "A" TO  
HMAS ADVANCE LETTER 1/16/2  
OF 4 JANUARY 1977

STEAMING FIGURES

1. Distance steamed during December 697.4
2. Hours underway during December 62.8
3. Total distance steamed since commissioning 240,770.9
4. Total hours underway since commissioning 18,249.6
5. Occasions for exceeding fast routeing speed:

<u>Date</u>	<u>Duration</u>	<u>Occasion</u>
7th	3½ hours	Sea Trials
13th	4½ hours	Work-up exercises with BARBETTE
14th	5 hours	Work-up exercises
15th	2 hours	Work-up exercises
16th	13 hours	Work-up Exercises with BAYONET
17th	5 hours	Work-up and exercises with BARRICADE, BARBETTE and BAYONET
20th	2 hours	Work-up Exercises
31st	4 hours	Work-up Exercises

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ANNEX "B" TO  
HMAS ADVANCE LETTER 1/16/2  
OF 4 JANUARY 1977

OPERATIONAL AND TRAINING

<u>Date</u>	<u>Duration</u>	<u>Exercise</u>	<u>Participants</u>
7th		Sea Trials	ADVANCE, NQEA Dockyard Personnel
13th	$\frac{1}{2}$ hour	Action Stations Emergency Stations Leaving Ship Stations	ADVANCE
	1 hour	OOW Manoeuvres	ADVANCE, BARBETTE
	$1\frac{1}{2}$ hours	Boarding Exercise	ADVANCE, BARBETTE
	$\frac{1}{2}$ hour	NAVCOMMEX 202	ADVANCE, BARBETTE
	1 hour	OOW Manoeuvres	ADVANCE, BARBETTE
	1 hour	Towing Exercise	ADVANCE, BARBETTE
	$1\frac{1}{2}$ hours	RAS Approaches	ADVANCE, BARBETTE
	2 hours	Gun Drills	ADVANCE
	$\frac{1}{2}$ hour	Blind Pilotage	ADVANCE
14th	1 hour	Gun Drills	ADVANCE
	$1\frac{1}{2}$ hours	SUFEX	ADVANCE
	$\frac{1}{2}$ hour	AAROFX	ADVANCE
	1 hour	Fire Pump Drills	ADVANCE
	$\frac{1}{2}$ hour	MOBX	ADVANCE
	2 hours	Action Stations and NBCDX	ADVANCE
	$1\frac{1}{2}$ hours	OOW/Engineering Drills	ADVANCE
	$\frac{1}{2}$ hour	Blind Pilotage	ADVANCE
15th	8 hours	Standard Naval Rifle Range Course	ADVANCE
16th	$1\frac{1}{2}$ hours	OOW Maneuvres	ADVANCE, BAYONET
	$\frac{1}{2}$ hour	Towing Exercise	ADVANCE, BAYONET
	$\frac{1}{2}$ hour	Emergency Party Exercise	ADVANCE, BAYONET
	1 hour	Formation Anchorage	ADVANCE, BAYONET
	2 hours	OOW Manoeuvres	ADVANCE, BAYONET

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<u>Date</u>	<u>Duration</u>	<u>Exercise</u>	<u>Participants</u>
	$\frac{1}{2}$ hour	Heaving Line Transfer	ADVANCE, BAYONET
	1 hour	OOW Manoeuvres	ADVANCE
	4 hours	Night Encounter Exercise	ADVANCE, BAYONET
	1 hour	Blind Pilotage	ADVANCE
17th	2 hours	SUFX (Splash Target)	ADVANCE, BARRICADE, BARBETTE, BAYONET
	2 hours	OOW Manoeuvres	ADVANCE, BARRICADE, BARBETTE, BAYONET
20th	$\frac{1}{2}$ hour	XO con ship	ADVANCE
31st	$\frac{1}{2}$ hour	Steering Gear Break-downs	ADVANCE
	$\frac{1}{2}$ hour	Minefield Transit	ADVANCE
	$\frac{1}{2}$ hour	Boarding Stations	ADVANCE
	$\frac{1}{2}$ hour	Emergency Party Exercise	ADVANCE
	$\frac{1}{2}$ hour	Action Missing	ADVANCE
	$\frac{1}{2}$ hour	NBCDX	ADVANCE

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ANNEX "D" TO  
HMAS ADVANCE LETTER 1/16/2  
OF 4 JANUARY 1977

LIST OF URDEF's AND INDEF's

<u>Date</u>	<u>Equipment</u>	<u>URDEF/INDEF</u>	<u>DTG of Signal</u>	<u>Completed</u>
14DEC	Stdb. N/E	URDEF 1/79	DDW 140330Z DEC 76	20DEC76
15DEC	Port G/B	2/79	DDW 142142Z DEC 76	20DEC76
15DEC	Fuel Trans. Pump	3/79	DDW 150100Z DEC 76	20DEC76
15DEC	Port D/A	4/79	DDW 150100Z DEC 76	07JAN77
15DEC	AN/URC 58	5/79	DLL 150050Z DEC76	20DEC76
21DEC	.50 Cal. Mountings	6/79	DSC 220020Z DEC76	Outstanding
30DEC	975 Radar	7/79	DGR/OWR 300530Z DEC 76	07JAN76
14DEC	Windlass	INDEF 1/79	DDW 140250Z DEC 76	20DEC76
15DEC	Windlass	2/79	DDW 150100Z DEC 76	20DEC76
15DEC	No. 2 A/C Unit	3/79	DDW 150100Z DEC 76	20DEC76
05JAN	Fresh water pump	4/79	DDW 052003Z JAN 77	Outstanding

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File Number

N428	3	2007	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ADVANCE - REPORT OF PROCEEDINGS - DECEMBER 1976

Mark to DCNS (Name or Designation) A (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

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NAME INDEX

Heading	Precis	Initials
HMAS ADVANCE	afa	

LOGGING

Originator	Originator's Reference	Date	Initials
NOCNAA	1/16/3	21/1/77	

Information Classifier		
<u>Debbie</u> (Signature)		<u>2, 2, 76</u> (Date)