

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

HMAS ADVANCE

**Item number: 5/7**

**Title: January - November 1977**



AWM78-5/7

[5/7]

**ADVANCE**

no report for Dec

**Originals 1977**

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

Signature: R. Smith Date: 1 Nov 90

**DECLASSIFICATION AUTHORITY — DEFENCE RECORDS**

This record has been reviewed and declassified by Dept. of  
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1 JAN 2008

AUTHORITY: DIG(N) ADMIN 8/3

REVIEWER: R. Smith LCDR RAN  
(for DSSI (Navy))

Date: 29 March 90

FILE: 428/3/2048

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS JANUARY 1977

~~DNO~~ Completion of refit in Cairns, followed by ORE, passage to Darwin, SMP, and NW coast patrol. 10/3

~~DGNOP~~ 11/3

~~DCNS~~

~~CNS~~ 15/3

~~CNP~~ 9/3/77

~~CNTS~~

~~DGLOC-N~~ 23/3

~~CNM~~

~~DGSUP-N~~ 24/3

~~PRLO-N~~ 28/3

~~IADMIN-N~~ AB 30/3/77

- 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 9/3/77



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ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911

IN REPLY QUOTE 1/16/3

Naval Headquarters  
Larrakeyah Barracks  
DARWIN. N.T. 5790

Department of Defence (Navy Office)  
CANBERRA ACT 2600.

FEB. 23 1977

Attention: Chief of Naval Staff

For information:

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

HMAS ADVANCE - REPORT OF PROCEEDINGS - JANUARY 1977

Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
North Australia Area

Enclosure: HMAS ADVANCE letter 1/16/2 of 1 February, 1977.

CEM 186  
INFORMATION ANALYSIS  
DEPT. OF DEFENCE

FEB 22 12 55 PM '77

DCNS  
(A)

RECEIVED

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Nom **RESTRICTED** HMAS ADVANCE  
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FEB 25 15 22 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

*[Handwritten signature]*  
Enclosure: HMAS ADVANCE letter to SAIT dated 1 February 1977.

Naval Officer Commanding  
Submarine VDC RAN  
(Lt. A. J. DUNNELL)

*[Handwritten signature]*

Forwarded

HMAS ADVANCE - REPORT OF PROCEEDINGS - JANUARY 1977

Commanding Officer, HMAS ADVANCE  
Commanding Officer, HMAS SYDNEY  
Commander, AUSTRALIAN HOME DEFENCE & PATROL FORCES  
Flag Officer Commanding HM AUSTRALIAN FLEET

For information:

Attention: Chief of Staff 21977

SYDNEY VCL 5800  
Department of Defence (Naval Office)

FEB 23 1977

DARWIN N.T. 2580  
General Manager  
Naval Headquarters

IN REPLY QUOTE 1/10/77

TELEPHONE: 880011



ROYAL AUSTRALIAN NAVY  
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1/16/2

HMAS ADVANCE  
at Sea

1 February 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - JANUARY 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of January 1977.
2. Times are zone Kilo (-10) until 1755 Monday 10th, zone India Kilo (-9½) until 1730 Tuesday 25th and thence zone Hotel (-8) for the remainder of the month.
3. At the beginning of the month ADVANCE was berthed outboard of HMAS BARBETTE at No. 1 Wharf, Cairns.
4. On Wednesday 5th and Thursday 6th ADVANCE exercised with the Second Australian Patrol Boat Squadron, the latter day incorporating ADVANCE's Operational Readiness Evaluation (ORE). ADVANCE sailed from Cairns for Darwin on Friday 7th, fuelled at Thursday Island on Sunday 9th and berthed in Darwin on Tuesday 11th. After a 13 day SMP ADVANCE proceeded on a patrol of areas N, P and Q on Monday 24th. This patrol took ADVANCE down the North west coast of Australia and surveillance duties were conducted in the Rowley Shoals to Monte Bello Island area, with one day visits to Broome and Port Hedland on Thursday 27th and Sunday 30th respectively.
5. At 0801 Wednesday 5th ADVANCE cast off and proceeded with all despatch to sea with HMA Ships BARRICADE, BAYONET and BARBETTE in response to a signal from HMAS CAIRNS detailing the scenario for a search and rescue exercise. This exercise was the first of many throughout the day and formed part of "SQUADEX 1977" which was conducted by HMAS CAIRNS. All varieties of PTF exercises were conducted culminating with a night encounter exercise late into the evening. On completion of the Squadex, all boats returned to harbour; ADVANCE proceeded to No. 1 wharf and berthed at 2349.
6. At 0641 Thursday 6th, ADVANCE cast off and proceeded after a short delay caused by the failure of the starboard main engine to start. This defect was overcome by starting the engine by the emergency start procedure and ADVANCE proceeded out of harbour for her ORE in company with BARRICADE and BARBETTE.

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7. Onboard for the day to conduct the ORE were Commander G. Halley RAN and three staff officers, Lieutenant Commander B.L. Swan RAN, Lieutenant K.S. Tuckey RAN and Lieutenant F. Bates RN. The ORE was conducted in accordance with COMAUSMINPABFOR EXOPORD 1/77.
8. The scenario for the ORE was based on the fishery surveillance tasks to be conducted by ADVANCE during the forthcoming year, with a certain amount of the time allocated to PTF exercises and emergency procedures. The ORE terminated with OOW manoeuvres and an entry into Cairns by the four participating PTF's. ADVANCE berthed at No. 1 wharf, Cairns, at 1540.
9. At 1830 the same evening the Officers and Senior Sailors hosted a cocktail party to mark the completion of work-up and the forthcoming departure from Cairns.
10. At 1016 Friday 7th ADVANCE proceeded to Trinity Inlet to conduct a compass comparison swing prior to fuelling at No. 10 berth. Fuelling completed at 1200 and ADVANCE shifted berth to outboard HMAS BAYONET at No. 1 wharf, securing starboard side to at 1210.
11. ADVANCE's final departure from Cairns took place at 1430 and, witnessed by a modest gathering of well wishers, ADVANCE, in company with BARRICADE and BAYONET, sailed down the channel and turned north towards home waters.
12. BARRICADE detached ADVANCE and BAYONET at 1516 and, with BAYONET in column astern, ADVANCE proceeded to the Flinders Island Group, where it was hoped to give the ship's company some post work-up sport and recreation.
13. The Flinders Island Group were sighted the following morning, Saturday 8th, and passage was taken through the Owen Channel, a narrow strait of water which lies between the two major islands, Flinders Island and Stanley Island. This passage was most interesting as it offered the opportunity to conduct blind pilotage and a formation anchorage in a channel which at its narrowest is 3 cables wide. The area which was surveyed in 1899 by HMS BLAKE is also very scenic and historically interesting.
14. ADVANCE and BAYONET anchored at 0644. However, at 0905 ADVANCE was ordered to sail for Darwin immediately as the operational situation required her in northern waters. At 0921 ADVANCE weighed anchor and proceeded to Thursday Island, berthing at the Caltex Jetty at 0801 Sunday 9th. Fuelling was quickly completed and ADVANCE cast off at 0930 and proceeded for Darwin.
15. ADVANCE berthed outboard of HMAS ATTACK at the patrol boat landing, Inner Stokes Hill Wharf, Darwin, at 1159 Tuesday 11th.

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16. During the following thirteen days an SMP was conducted during which much needed work was progressed on the ship's interior and weather decks, for although having just completed a refit, the work-up had distracted the efforts of regular maintenance.
17. The Command Marine Engineer Officer, Lieutenant J.A. Johnson RAN, conducted an inspection of the Engineering Department on Wednesday 19th.
18. A cocktail party, for some 90 guests, was hosted onboard by the Officers and Senior Sailors of ADVANCE to mark the ship's return to Darwin and the reintroduction of many acquaintances.
19. ADVANCE sailed from Darwin for patrol duties on the north west coast at 1402 Monday 24th after a three hour delay as a result of minor flooding in the after void spaces caused by failure of the centre line aft fresh water valve.
20. The first leg of the patrol was a passage to Broome via the Joseph Bonaparte Gulf, the Fenelon Passage and the Bonaparte Archipelago. At 1530 on Tuesday 25th, ADVANCE anchored two cables from the eastern beach of Fenelon Island. During this short stay the opportunity was taken to play a game of softball and enjoy the evening meal ashore. At 2200, ADVANCE weighed anchor and continued passage to Broome, berthing at the inner wharf at 0900 Thursday 27th.
21. After a brief stay to fuel, ADVANCE proceeded on patrol at 1600 bound for Rowley Shoals. Landfall was made on Cunningham Island, part of the southernmost of three reefs, at 0500. At 0715 a shore party was landed to check the security of the Automatic Weather Station. As all was in order, the shore party was recovered and ADVANCE proceeded north to Mermaid Reef, passing to the west of Clerke Reef and arriving at 1335. With the ship's boat sounding ahead, ADVANCE cautiously steamed through the boat passage to the inner lagoon of Mermaid Reef. This proved a most beneficial exercise in reef navigation and the serenity and colour of the lagoon was a most welcome reward. ADVANCE anchored in the lagoon at 1403 but weighed shortly afterwards at 1500 in order to proceed out of the lagoon before the sun became too low for safe reef navigation. A new anchorage was found on the north eastern bank at 1515.
22. With no sign of foreign fishing activity, ADVANCE proceeded south towards Bedout Island at 1900.
23. At 0120 Saturday 29th two contacts, believed to be Taiwanese, were investigated but proved to be two merchant bulk ore carriers.
24. At 0522 HO CHENG No. 21 and No. 22 were sighted and boarded.

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25. ADVANCE continued to patrol south to Bedout Island without success, so attention was directed further to the west. Between 1900 and 0400 Sunday 30th, ten pair trawlers were intercepted, of which eight were boarded. The details are at Annex "B".

26. On completion of the boardings, ADVANCE proceeded to Port Hedland, berthing on No. 1 wharf at 0859 Sunday 30th.

27. At 1001 Monday 31st ADVANCE cast off and proceeded via the Declared Fishing Zone to the Monte Bello Islands Group. Landfall was made at 2350 and ADVANCE proceeded to circumnavigate the entire island group. At the end of the month ADVANCE was on a course of 270°, five miles to the east of Trimouille Island, and no sightings had been recorded for the evening.

Hull and Marine Engineering

28. The frequency of URDEFs and INDEFs was greatly reduced during January. A fractured oil line on the port main engine (URDEF 8/79) was temporarily repaired by ship's staff using soft solder, and a burnt out motor on the fresh water pump was replaced (INDEF 4/79). The state of URDEFs/INDEFs is displayed at Annex "D".

29. The main engines have functioned satisfactorily during the month. The failure of the starboard engine to start on Thursday 6th was traced to the batteries. This defect has been rectified.

30. The state of the upperdeck, and especially the forecastle, has deteriorated significantly during the month. It is hoped the use of a sandblasting machine during the forthcoming SMP will solve the majority of this problem.

Weapons and Electrical

31. The 40/60 Bofor gun continues to function satisfactorily although the appearance of the gun is continually marred by the ever present rust problem.

32. Progress on the defect of the .50 calibre machine guns has rectified the after mounting. The lack of spare parts continues to render the forward mounting unserviceable.

33. The radar, gyro and radio have functioned well throughout the month.

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General Remarks

34. The health, conduct and morale of the ship's company have been 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  
"D" - State of URDEFs and INDEFs

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

STEAMING FIGURES

1. Distance steamed during January 3040.0
2. Hours underway during January 249.0
3. Total distance steamed since commissioning 243810.9
4. Total hours underway since commissioning 18499.2
5. Occasions for exceeding fast routeing speed:

<u>Date</u>	<u>Duration (hours)</u>	<u>Occasion</u>
5th	8	AUSPABRON 2 SQUADDEX 1977
6th	8	ADVANCE'S ORE

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

OPERATIONAL AND TRAINING1. EXERCISES

<u>Date</u>	<u>Duration (hours)</u>	<u>Exercises</u>	<u>Participants</u>	
4th	1	SAREX	ADVANCE, AUSPABRON 2	
	1½	OOW Manoeuvres	ADVANCE, AUSPABRON 2	
	1	RAS Approaches	ADVANCE, AUSPABRON 2	
	1	SUFX	ADVANCE, AUSPABRON 2	
	1	Competitive Drills	ADVANCE, AUSPABRON 2	
	2	AATFX	ADVANCE, AUSPABRON 2	
	½	BOARDX	ADVANCE, BARRICADE	
	½	TOWEX	ADVANCE, BARRICADE	
	4	NEX	ADVANCE, AUSPABRON 2	
	½	OOW Manoeuvres	ADVANCE, AUSPABRON 2	
	5th (ORE)	½	Minefield Transit	ADVANCE, AUSPABRON 2
		2	Action Stations (throughout the day)	ADVANCE
		1	OOW Manoeuvres	ADVANCE, AUSPABRON 2
		1	SUFX (splash target)	ADVANCE, AUSPABRON 2
½		Emergency Party Exercise	ADVANCE, BARRICADE	
½		TOWEX	ADVANCE, BARRICADE	
½		AAWDX	ADVANCE, AUSPABRON 2	
½		AATFX	ADVANCE, AUSPABRON 2	
½		NBCDX	ADVANCE	
1		Action Messing	ADVANCE	
1		Boardex	ADVANCE, BARRICADE	
1		OOW Manoeuvres	ADVANCE, AUSPABRON 2	
7th		½	OOW Manoeuvres	ADVANCE, BARRICADE, BAYONET
		½	Formation Anchorage	ADVANCE, BAYONET
25th	½	SUFX (40/60 and .50 cal. GFT)	ADVANCE	

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2. OPERATIONS

<u>Date</u>	<u>Event</u>	<u>Trawler/Location</u>	<u>DTG of Referring Signal</u>
28th	Automatic Weather Station Security Visit	Cunningham Island	FEH/KAA 280300Z JAN 77
29th	Boarding	No. 21 HO CHENG No. 22 HO CHENG	KBG 282333ZJAN 77
29th	Boarding	No. 1/2 HUNG CHOU	KBG 300130Z JAN 77
29th	Boarding	No. 11/12 CHING HONG	KBG 300130Z JAN 77
30th	Boarding	No. 1/2 HONG SHING	KBG 300130Z JAN 77
30th	Boarding	No. 1 SAN CHAIR	KBG 300130Z JAN 77
30th	Boarding	ANN MANN 101	KBG 300130Z JAN 77
30th	Sighting	No. 2 SAN CHAIR	KBG 300130Z JAN 77
30th	Sighting	ANN MANN 102	KBG 300130Z JAN 77

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

HMAS ADVANCE

DATE 1 FEB 77

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 9 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 243,810.9 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 266

STBD 205

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	FW	DL		
1	✓												✓											CAIRNS	
2	✓												✓											↓	
3	✓												✓												
4	✓												✓												
5	✓			✓	✓								✓	✓										SQUADEX ORE	
6	✓			✓	✓								✓	✓											
7	✓							✓					✓	✓											
8	✓							✓					✓	✓											
9	✓							✓					✓	✓										THURSDAY IS	
10	✓							✓					✓	✓											
11	✓							✓					✓	✓											
12	✓									✓			✓	✓										DARWIN SMP	
13	✓									✓			✓	✓											
14	✓									✓			✓	✓											
15	✓									✓			✓	✓											
16	✓									✓			✓	✓											
17	✓									✓			✓	✓											
18	✓									✓			✓	✓											
19	✓									✓			✓	✓											
20	✓									✓			✓	✓											
21	✓									✓			✓	✓											
22	✓									✓			✓	✓											
23	✓									✓			✓	✓											
24	✓									✓			✓	✓										↓	
25	✓		✓		✓								✓	✓										PATROL "N P Q"	
26	✓		✓										✓	✓											
27	✓		✓										✓	✓										BROOME	
28	✓		✓										✓	✓											
29	✓		✓										✓	✓											
30	✓		✓										✓	✓										PORT HEDLAND	
31	✓		✓										✓	✓										↓	
TOTAL	31		7	2	3			5		13			19												

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

STATE OF URDEFs AND INDEFs

<u>Date</u>	<u>Equipment</u>	<u>URDEF/INDEF</u>	<u>DTG of Signal</u>	<u>Completed</u>
21DEC76	.50 cal mountings	URDEF 6/79	DSC 220020Z DEC76	Outstanding
10JAN77	Port main engine	URDEF 8/79	DDW 100300Z JAN77	12JAN77
05JAN77	Fresh water pump	INDEF 4/79	DDW 052003Z JAN77	17JAN77

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File Number

N428	3	2048
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

REST
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ADVANCE - REPORT OF PROCEEDINGS  
JANUARY 1977

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

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

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Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS ADVANCE	a/a	

LOGGING

Originator	Originator's Reference	Date	Initials
NOCNAA	1/16/3	28, 2, 77	

Information Classifier <u>Debbie</u> (Signature)	<u>28 2 77</u> (Date)
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DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS FEBRUARY 1977

DNO Report covers NW coast + Gulf Pahols + SMP in Darwin.  
DGNOP Para 8 has been discussed with NOCNA. The CO was 5-6  
DCNS miles from the wharf at the time + there was a possibility  
of damage if Advance was not moved immediately 16/5

- CNS
- CNP 18/5
- CNTS 18/5
- DGLOG-N 21/5
- CNM 23/5
- DGSUP-N 26/5
- PRLO-N 27/5
- IADMIN-N 30/5

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AS 13/5/77



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ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911

IN REPLY QUOTE 1/16/3(1)

Naval Headquarters  
Larrakeyah Barracks  
DARWIN. N.T. 5790

APR 21 1977

Department of Defence (Navy Office)

Attention: Chief of Naval Staff

For Information:

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

HMAS ADVANCE - REPORT OF PROCEEDINGS - FEBRUARY, 1977  
\*\*\*\*\*

Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
North Australia Area

Enclosure: HMAS ADVANCE letter 1/16/2 of 1 March, 1977.

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1/16/2

HMAS ADVANCE  
At Sea

1 March, 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS

FEBRUARY, 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of February, 1977.
2. Times are zone Hotel (-8) until 1500 on Tuesday 8th, thence zone India Kilo (-9½) until 0001 on Saturday 26th, thence zone Kilo (-10) until the end of the month.
3. At the beginning of the month ADVANCE was on a Fishery Surveillance Patrol of the North West Coast of Australia, and was on passage to the Monte Bello Islands area. ADVANCE completed the patrol on Friday 11th and after a ten day SMP in Darwin proceeded on patrol of the Gulf of Carpentaria.
4. During the previous month foreign fishing activity had been located along the forty fathom line between Cape Legendre and Bedout Island. So far the present patrol had revealed no activity further south than Cape Legendre.
5. During the morning of Tuesday 1st ADVANCE passaged north about the Monte Bello Islands. At 0900, after entering the channel to the north east of Barrow Island, the ship anchored off the northern shore of Double Island.
6. At 1800 ADVANCE weighed anchor and proceeded to patrol the fishing grounds to the north of Monte Bello Islands.
7. At 0400 Wednesday 2nd, two contacts were detected to the South of Tryal Rocks and assumed to be within the Declared Fishing Zone. The course and speed of the contacts were assessed, and by the configuration of the vessels' lights it was concluded they were Taiwanese. As ADVANCE had been steaming by dead reckoning for some six hours, it was deemed necessary to close the coast for a fix, prior to apprehending the vessels. This was done and the two contacts were again closed, stopped and the boarding party transferred at 0226. At 0660 a signal was received to the effect that insufficient evidence existed to warrant apprehension and at 0612, after the boarding party had been recovered, the two stern trawlers were allowed to proceed.
8. At 1600 ADVANCE berthed starboard side to Point Murat wharf. The weather at this time was a light westerly, resulting in calm conditions at the wharf, so it was decided to remain alongside for the night. However, the treachery of the weather at this wharf was well known and, at approximately 2200, the wind increased to force five. At this time I gave instructions by phone to the Executive Officer to proceed to sea and anchor. When the ship returned alongside at 0748 the next morning, the weather was calm.
9. At 0930, on Wednesday 2nd, I called on the Commanding Officer, Captain C.O. Paddock USN.
10. Prior to departure from Point Murat, members of the ship's company were conducted on a tour of United States Naval Communications Station, HAROLD E. HOLT, and the VLF installation.
11. At 1000, ADVANCE cast off and proceeded on patrol, steaming north towards Broome. Several fishing vessels were intercepted and the details are contained at Annex B.

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12. At 1730 Friday 4th, ADVANCE anchored  $1\frac{1}{2}$  cables to the east of Bedout Island. Whilst at anchor, the ship experienced a severe front with winds up to 25 knots, followed by a vast red dust storm, which necessitated the ship's ventilation being shut down. Once the storm had passed, a red dust deposit covered the ship.
13. ADVANCE weighed anchor at 0904 Saturday 5th, and shaped a course for Broome. No fishing vessels were detected and at 0900 Sunday 6th, ADVANCE secured to the Broome Wharf.
14. HMAS ATTACK berthed outboard at 1430 and, after fuelling, proceeded at 1926.
15. At 1000 Monday 7th, ADVANCE cast off and proceeded on passage to Darwin.
16. At 1427, Tuesday 8th, the ship anchored 2 cables off the western shore of Fenelon Island. Whilst at anchor the opportunity was taken to conduct fair weather maintenance.
17. ADVANCE weighed anchor and proceeded at 0200 Thursday 10th. Unfortunately the exercise programmed with ADROIT on Friday morning was cancelled due to ADROIT's inability to make the rendezvous as a result of bad weather, and subsequently ADVANCE berthed at the Patrol Boat Landing at 0900 Friday 11th.
18. The next ten days were spent alongside in Darwin, where an SMP was conducted.
19. At 1320 on Monday 21st, ADVANCE cast off and proceeded on passage to Gove, the first port of call scheduled during the Gulf of Carpentaria patrol. ADVANCE transitted the boundary of the Declared Fishing Zone but, despite considerable activity during the previous month, only one driftnetter was sighted.
20. For the first few days of the patrol a new surveillance 'tactic' was employed.
21. Owing to the opinion that foreign FFVs monitor patrol boat movements, it was decided to attempt the passage from Darwin to Mornington Island, at the bottom of the Gulf, without detection by FFVs outside the DFZ. Despite continuous alterations of course to avoid detection, the task became considerably more difficult as large concentrations of FFVs were encountered, although the main aim of searching the DFZ was maintained. The effectiveness of this method cannot be readily assessed as the fishing activity in the Mornington Island area was sparse, however it is considered that any steps that can be taken to deprive the FFVs of patrol boat movements must prove beneficial to the success of surveillance patrols in the long term.
22. At 0804 on Wednesday 23rd, ADVANCE anchored off the southern shore of Truant Island for five hours prior to proceeding to Gove.
23. ADVANCE arrived at Gove Harbour at 1550, but was required to anchor to await the departure of two Australian trawlers from ADVANCE's allocated berth. ADVANCE proceeded alongside the Mission Wharf at 1704.
24. The following morning at 1010 Thursday 24th, ADVANCE cast off and resumed her patrol to the southern waters of the Gulf. ADVANCE continued to avoid detection outside the DFZ however identification of the FFVs was made possible by the configuration of their lights and the disposition of the contacts on radar.
25. At 1700 Friday 25th, the FONG TA No. 3, which was aground on Man o' War Island, was boarded. This vessel had obviously been well visited as a majority of her fittings had been removed.
26. The boarding party was recovered and ADVANCE remained at anchor until midnight, but no contacts were observed within 12 miles.
27. At 0030 Saturday 26th, ADVANCE weighed anchor and proceeded eastwards towards the coast. Four Taiwanese driftnetters were encountered before landfall was made at 1000 and ADVANCE altered course to the north to patrol the DFZ to Weipa.

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28. Fishing activity in the area appeared to be reduced and thus ADVANCE berthed at Weipa at 1000 Sunday 27th, without obtaining any further sightings.

29. ADVANCE cast off and proceeded from Weipa at 1000 Monday 28th. For the remainder of the month, ADVANCE patrolled the waters to the west and north west of Weipa, carrying out triangular search patterns, but without success. This and previous observations indicate that the Taiwanese fishing season in the Gulf may be drawing to a close.

HULL AND MARINE ENGINEERING.

30. The efforts of Base Staff, coupled with the Ship's Staff workforce, produced pleasing results during the SMP between 11th and 21st. The success of the SMP was marred slightly by the unavailability, due to the lack of stores, of the sandblaster and metal spray unit required for urgent upperdeck maintenance. Jason pistols were obtained, however, and proved most useful in the maintenance of non aluminium surfaces.

31. The procedure of giving the main engines a high speed run after a period of low revolution running appears to be most successful and very few problems have occurred during the month.

WEAPONS AND ELECTRICAL

32. Some problems with the airconditioning units were experienced during the month. A fractured gas line in No. 2 unit was repaired and a new compressor motor was installed in the No. 3 unit.

33. The 40/60 Bofor gun continues to function satisfactorily, but the lack of spare parts continues to render the forward .50 cal. mounting unserviceable. A 40/60 Series Inspection was conducted during the SMP.

34. The radar, gyro and radio have functioned well throughout the month.

35. The Galley Refrigerator became unserviceable on the 23rd due to the start/run relay, overload relay and sealed unit malfunctioning. These defects will be rectified on return to Darwin.

GENERAL REMARKS

36. The health conduct and morale of the ship's company have been 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
  - D. STATE OF URDEFS AND INDEFS

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ANNEX "A" TO  
HMAS ADVANCE LETTER 1/16/2  
OF 1ST MARCH, 1977.

STEAMING FIGURES

1. Distance steamed during February	3488.4
2. Hours underway during February	270.3
3. Total distance steamed since commissioning	247,299.3
4. Total hours underway since commissioning	18,769.5
5. Occasions for exceeding fast routeing speed	NIL

ANNEX B TO  
 HMAS ADVANCE LETTER 1/16/2  
 11<sup>th</sup> MARCH 1977.

OPERATIONAL AND TRAINING

1. OPERATIONS

<u>DATE</u>	<u>EVENT</u>	<u>FISHING VESSEL</u>	<u>DTG OF REFERRING SIGNAL</u>
2nd	Boarding	No. 21 YUNG HSIN No. 22 YUNG HSIN	1. KBG 011915ZFEB77 2. KBG 040030ZFEB77
4th	Sightings	Name unknown CT6-34976 No. 1/2 HORNG SAING ANN MANN 101/102 No. 1/2 HUNG CHOU	KBG 050005ZFEB77
23rd	Sightings	One unknown driftnetter	KBG 230255FEB77
24th	Sightings	No. 51 FENG HWA	KBG 250645ZFEB77
25th	Sightings	8 unknown driftnetters 4 unknown stern trawlers 1 unknown longliner	KBG 250645ZFEB77
26th	Sightings	No. 1 CHING LUNG No. 2 FU MIN No. 3 LONG LIFE FONG KUO No. 112	KBG 252350ZFEB77

2. EXERCISES

<u>DATE</u>	<u>DURATION</u>	<u>EXERCISE</u>	<u>PARTICIPANTS</u>
3rd	½ hr	XO CON SHIP	ADVANCE
8th	1 hr	SUFEX (.50 CAL AND 40/60)	ADVANCE
11th	½ hr	XO CON SHIP	ADVANCE





ANNEX D TO  
 HMAS ADVANCE LETTER 1/16/2  
 OF 1ST MARCH, 1977

STATE OF URDEFS AND INDEFS

<u>DATE</u>	<u>EQUIPMENT</u>	<u>URDEF/INDEF</u>	<u>BTG OF SIGNAL</u>	<u>COMPLETED</u>
21DEC76	.50 cal mountings	URDEF 6/70	PSC 220020Z DEC 76	OUTSTANDING
3FEB77	Port M/E Auto Alarm Panel	INDEF 5/79	C40600Z FEB 77	7 FEB 77
9FEB77	INO 40/60 Series Inspection	INDEF 6/79	DSO 260202Z JAN 77	18FEB77
19FEB77	No 2 A/C Unit Compressor Motor	INDEF 7/79	DDW/CWR 190745ZFEB77	21FEB77
23FEB77	15 CU/FT Galley Refridgerator	INDEF 8/79	DDW/CWR 230200ZFEB77	OUTSTANDING
25FEB77	No 2 A/C Unit Gasline	INDEF 9/79	DDW/CWU 262205ZFEB77	27FEB77

File Number

N 428	3	2163
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

u/c

\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ADVANCE - REPORT OF PROCEEDINGS FEBRUARY 1977

Mark to CNS (Name or Designation) \_\_\_\_\_ (Location)

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

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SUBJECT INDEX

Posting	Precis	Initials
R24-2	AS TITLE	

NAME INDEX

Heading	Precis	Initials
HMAS ADVANCE	AS TITLE	

LOGGING

Originator	Originator's Reference	Date	Initials
		/ /	

Information Classifier

[Signature] (Signature)

3 / 5 / 77 (Date)

# REQUEST FOR REGISTRATION

CR142  
(1973)



NOTE: After Registry action, this form is NOT to be removed from the file.

## OIC Registry

● (Tick appropriate box)

Please register

- Paper/s (attached)
- Signal DTG No. (attached)
- This form

As a  RESTRICTED  CONFIDENTIAL  SECRET File

On File No. 428 / 3 / SERIES

As a New File Titled HMAS Advance - Report of  
Proceedings February 1977.

Related Files .....

and

Forward to CNS Branch

Ring ..... for collection by hand

Return to officer awaiting at counter

Signature

*ABurns*

2 15 77

Branch

IADMIN-N

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS MARCH 1977

DNO *Guilty patrol in which 1 FFV was apprehended + very rough weather from cyclone Otto experienced. At the end of the month Advance was on a NW coast patrol rounding up +*  
 DGNOP *downing Indonesian fishing vessels out of Australian waters. 3/5*  
 DCNS *paras 12 to 15 ought to be embraced by the PC PD as evidence against the "Schalghel" school of "small patrol boats" noted, from ops viewpoint 2/6*  
 CNS  
 CNP *2/6*  
 CNTS *4 2/6*  
 DGLOG-N *2/6*  
 CNM *2/6*  
 DGSUP-N *29/6*  
 PRLO-N *2/6*  
 IADMIN-N *13/17*

- 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 31/5/77*



**RESTRICTED**  
**DEPARTMENT OF DEFENCE**

Telephone: 890911

In Reply Quote: 1/16/3

Naval Headquarters  
Larrakeyah Barracks  
DARWIN, N.T. 5790

MAY 1 0 1977

Department of Defence (Navy Office)

Attention: Chief of Naval Staff


For Information:

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

**HMAS ADVANCE - REPORT OF PROCEEDINGS - MARCH 1977**  
.....

1. Forwarded.
2. The holes in the deck mentioned in paragraph 36 have been sheathed by Base Staff.
3. With regard to the bilge levels mentioned in paragraph 38, the Ship's Staff has been advised to maintain a low bilge level in order to reduce the danger of splashing electrical equipment.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
North Australia Area

 Enclosure: HMAS ADVANCE letter 1/16/2 of 1 April, 1977.

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SECTION  
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MAY 11 1977  
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INFORMATION ANALYSIS  
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HMAS ADVANCE - REPORT OF PROCEEDINGS - 1977

Commanding Officer  
HMAS ADVANCE  
(I.V. DAVENPORT)

- 1. Forwarded.
- 2. The notes in the deck mentioned in paragraph 1 of the report are to be placed in the file of the ship's log.
- 3. The notes in the deck mentioned in paragraph 2 of the report are to be placed in the file of the ship's log.

HMAS ADVANCE - REPORT OF PROCEEDINGS - 1977

Commanding Officer, HMAS ADVANCE  
Commander, AUSTRALIAN NINE HOUR AND SIXTY FIVE FORCE  
Flag Officer, Commanding, HM AUSTRALIAN FLEET

Attention: Chief of Staff  
Department of Defence (Naval Office)

MAY 1 0 1977

DAVID M. H. I. 2100  
General Manager  
Naval Headquarters

in reply to: 1/10/77  
reference: 880811

DEPARTMENT OF DEFENCE  
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1/16/2

HMAS ADVANCE  
at Sea

1 April 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - MARCH 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of March 1977.
2. Times are zone Kilo (-10) until 1800 Saturday 12th, zone India Kilo until 1900 Saturday 26th, thence zone Hotel until the end of the month.
3. At the beginning of the month ADVANCE was on patrol of the east coast of the Gulf of Carpentaria. The Gulf patrol was extended to Monday 14th as a result of electrical defects which were repaired at Thursday Island. ADVANCE conducted an AMP in Darwin, from Monday 14th to Friday 25th, prior to proceeding on patrol down the north west coast of Australia.
4. At 0725 Tuesday 1st the first of 24 Taiwanese pair trawlers was sighted in the vicinity of Carpentaria Shoal Light. Throughout the day boardings were conducted until all the senior trawlers had been searched and warned of the Australian fishing laws; the details are contained at Annex B.
5. At 2310 the ship anchored three cables off the south eastern shore of Booby Island, where she remained overnight. ADVANCE was scheduled to berth at Thursday Island at 1000 the following morning, but due to the unavailability of a berth this was postponed until 1400.
6. At 1220 Wednesday 2nd ADVANCE weighed anchor and proceeded to Thursday Island, berthing at the Caltex Wharf at 1410.
7. At 1000 Thursday 3rd ADVANCE cast off and proceeded out of harbour. The next port of call was to have been Alyangula and it was intended to patrol the Declared Fishing Zone from Thursday Island to Groote Eylandt, via the Mornington Island area.
8. At 0100, Friday 4th, ADVANCE investigated the KWANG YANG No. 12 which was a pair trawler fitted for, and conducting, gill net fishing.
9. At 0205 another contact, which initially appeared very close to the Declared Fishing Zone, was closed at best speed. The vessel, FONG KUO No. 82, a driftnetter which was recovering her net, was inside the Declared Fishing Zone and

/was subsequently

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- 2 -

was subsequently boarded and apprehended. The crew was ordered to recover the net and, at 0425, ADVANCE commenced escorting the apprehended foreign fishing vessel to Weipa.

10. The slow passage to Weipa was uneventful except for the deteriorating weather conditions, and ADVANCE berthed at Evans Landing at 1520; the FONG KUO No. 82 was despatched with a pilot to join her three luckless sister ships at the Taiwanese mooring.

11. At 1600 Saturday 5th the tabulation of statements and evidence against the FONG KUO No. 82 was drawing to a close, when ADVANCE was ordered to sail for Thursday Island in order to clear the expected path of tropical cyclone OTTO.

12. At 1603 ADVANCE cast off and proceeded. During the passage through the South Channel the swell increased to a steep 12 feet and the wind was approximately force five. In the channel ADVANCE passed the landing barge MV ALBANY, running for shelter.

13. Once at sea the swell lengthened slightly, but the wind increased to Force 7, making conditions onboard most uncomfortable. The ADVANCE was reacting most violently to the sea conditions and on several occasions deep sea suction for the main engine cooling was lost and the engines shut down, leaving ADVANCE in a perilous situation beam on to a now 20 ft sea.

14. The engine room crew responded well and the engines continued to restart and function satisfactorily. Due to the sea conditions, however, ADVANCE could only steer with the weather 40 degrees on the port bow, necessitating a dogleg course to Thursday Island.

15. Throughout the night few slept. Damage sustained included the loss of a 20-man liferaft, the forward mess suffered minor flooding, and many fittings broke loose. At one stage the spare anchor broke away, and caused superficial damage to the forecastle, before being arrested and secured in the port ladder space. The windlass suffered ingress of water and became unserviceable, leaving no power to clear the cable, which had tossed and turned itself into an uncomprising tangle.

16. ADVANCE berthed on HMAS BAYONET, which was secured to the Caltex Wharf, Thursday Island, at 1100 Sunday 6th. A quite substantial mopping up operation was commenced immediately. As if to say "I've had enough" the radar became unserviceable when the first line was passed, but was soon repaired by installing a new trigatron.

17. At 1250 Monday 7th, ADVANCE cast off and moved to the Thursday Island jetty, where she berthed at 1309. BAYONET was to do the same, in order to clear her berth for other vessels which wished to fuel, but a defect in her starting motors and battery banks prevented this. ADVANCE returned alongside BAYONET at 1403, as it was intended to tow her, but this was decided against due to Force 6 gusts on the harbour.

/At this

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At this time it was discovered ADVANCE had starting motor and battery bank defects as well.

18. URDEF action was initiated and as a result a Nickel-Cadmium battery specialist team from HMAS WATERHEN arrived on the evening of Thursday 10th with four main engine starting motors, two generator starting motors and two battery banks. The team worked well and made ADVANCE ready for sea by 2200 Friday 11th.

19. At 0630 Saturday 12th, ADVANCE cast off and proceeded for Darwin. The weather had abated considerably but Force 4/5 conditions made the passage uncomfortable.

20. At 0411 Monday 14th the starboard main engine tripped whilst ship's staff were attempting to start the port main engine. Attempts to restart revealed the batteries had insufficient charge. This left ADVANCE 12 miles off a lee shore with no engines and no anchoring capability.

21. The batteries were charged as quickly as possible and at 0437 the starboard main engine was restarted.

22. The remainder of the passage to Darwin was uneventful and ADVANCE berthed at the Patrol Boat Landing at 1500.

23. ADVANCE remained in Darwin until 1300 Friday 25th during which time many defects were rectified. ADVANCE intended to sail on Thursday 24th; however, due to a combination of the presence of tropical cyclone LEO on the north west coast, and the return of the windlass motor being delayed, it was decided to remain in Darwin for another day.

24. ADVANCE sailed at 1300 Friday 25th en route for Broome via Fenelon Passage. Mr E.J. Little, a Western Australian Fisheries Officer, was embarked for the duration of the patrol.

25. At 1204, Saturday 26th, after rounding Cape Bouganville, an Indonesian 'type two' fishing vessel was sighted in Parry Harbour. The foreign fishing vessel was boarded and reported, with the result he was ordered from Australian waters.

26. ADVANCE had anchored during the boarding and, after monitoring the foreign fishing vessel's progress to clear the Declared Fishing Zone, weighed anchor and resumed patrol at 2022.

27. A light aircraft search was organised to cover the King Sound area where recent sightings of Indonesian fishing vessels had been reported. The aircraft located five to the north of Margaret Island and ADVANCE altered course to investigate.

28. One vessel was sighted at 1541 Sunday 27th and the ship's boat was despatched to intercept. The extent of the search that lay ahead soon became apparent and it was decided to anchor ADVANCE at the mouth of a small bay on the south

/side of

side of Margaret Island, thus forming a "corral" out of the considerable tidal stream, and to use the ship's boat to "round up" the offending foreign fishing vessels.

29. ADVANCE anchored at 1628 and quite surprisingly there were two foreign fishing vessels already in the "corral", very cleverly concealed on a beach behind a small island.

30. Rounding up operations continued until approximately 2200 when a total of four foreign fishing vessels had been located and escorted to the bay.

31. At first light, 0530 Monday 28th, the search continued and by 1900 a further three had been located. A total of seven now lay at anchor in the bay.

32. At 0730 Tuesday 29 March after all catches of trochus and clam meat had been ditched, I formally addressed the seven captains and issued a reprimand, gesticulating as necessary to ensure the content of my message was understood by these simple fishermen, who cannot read their own language let alone understand English.

33. By 1010 a tow was formed with all seven foreign fishing vessels in line astern; the towing hauser was rigged from ADVANCE to each boat in succession. At 1020, after issuing fresh water to those foreign fishing vessels in need, the tow was commenced and proved quite successful. The tow was released some five miles north of North East Twin Island, after some four and a half hours of towing. The progress of the foreign fishing vessels to clear the Declared Fishing Zone was monitored until 1730, at which time ADVANCE shaped a course for Broome.

34. ADVANCE berthed at the Broome wharf at 0800, Wednesday 30th.

35. At 1600 Thursday 31st, ADVANCE cast off and proceeded out of Broome. At the end of the month ADVANCE was on passage to the King Sound area to search the numerous small islands for further signs of Indonesian fishing vessels.

#### Hull and Marine Engineering

36. The condition of the hull remains satisfactory, although in areas rust has appeared, this mainly as a result of boardings. The waterline on the port side has deteriorated significantly due to the bad positioning of the fendering arrangements at the patrol boat landing. (ADVANCE letter 16/3/1 of 16 February 1977 refers). The upper deck is in poor condition and satisfactory maintenance has been held up due to the lack of stores for the metal spray equipment. Ship's staff have attempted to arrest the ever increasing rust problem and results are expected to be more favourable with the onset of the dry season. Several holes in the deck have appeared throughout the month.

/37. The main

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- 5 -

37. The main engines have functioned well. During the passage to Thursday Island, under the effects of cyclone OTTO, the engines were overheating and shutting down every half hour or so, due to the intake of air to the cooling system. This was caused by the violent motion of the boat and no defect as such.

Weapons and Electrical

38. The defects suffered at Thursday Island were attributed to the rough weather as well. Shorts in the main engine starter motors were caused by bilge water and oil splashing over them, which assisted the build up of dirt in the motors, thus resulting in shorts. The fracture of two battery cells could have been caused by spilt electrolyte.

39. The ingress of water to the windlass motor rendered it unserviceable and necessitated it to be rewound. The windlass continues to lose torque when under load and further rectification action is in hand.

40. During the month the .50 calibre machine gun mountings were rectified, but the 40/60 Bofor was rendered unserviceable due to a defective header tank air pump assembly.


General

41. The health, welfare 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  
"D" - State of URDEFs and INDEFs

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

STEAMING FIGURES

1. Distance steamed during March	2,526.4
2. Hours underway during March	207.25
3. Total distance steamed since commissioning	249,825.7
4. Total hours underway since commissioning	18,976.75
5. Occasions for exceeding fast routeing speed	Nil

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

OPERATIONAL AND TRAINING

<u>Date</u>	<u>Event</u>	<u>FFV</u>	<u>DTG of Referring Signal</u>
1st	Boarding	No. 1/2 HORNG DER KON CIH HUA MON No. 1/2	KBG 282355Z MAR 77
1st	Boarding	GLORY No. 1/2 PAO YUAN No. 1/2 DUAN LONG No. 1/2 HWA YNG No. 11/12 LUNG MAO No. 1/2 CHI LUNG No. 1/2 MENGRI No. 201/2 CHIEN CHUAN No. 1/2 CHARNG SHENG No. 1/2 SAN YUAN No. 1/2	
4th	Boarded, apprehended and escorted to Weipa	FONG KUO No. 82	KBG 031725Z MAR 77
26th	Boarding (and expulsion from DFZ)	HIDUP BAHAGIA	KBG 260553Z MAR 77
27/28	Boarding (and towed from DFZ)	SINAR HARAPAN LAMBANG BAGAGIA TARUNA BAHAGIA CARI DAMAI PANCA SILA KARUNIA ILAHI KELASI PALAPA	KBG 290610Z MAR 77

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

STATE OF URDEFs AND INDEFs

<u>Date</u>	<u>Equipment</u>	<u>URDEF/INDEF</u>	<u>DTG of Signal</u>	<u>Completed</u>
21DEC76	.50 cal mounting	URDEF 6/79	220020Z DEC 76	24MAR77
08MAR77	No. 3 main engine starting battery banks	URDEF 9/79	080350Z MAR 77	11MAR77
08MAR77	Port and starboard main engine starter motor	URDEF 10/79	080517Z MAR 77	11MAR77
16MAR77	Battery Banks	URDEF 11/79	160159Z MAR 77	24MAR77
26MAR77	40/60 Bofor	URDEF 12/79	260510Z MAR 77	Out-standing
27MAR77	20 hp outboard motor	URDEF 13/79	271000Z MAR 77	1APR77
30MAR77	Main engine cooling	URDEF 14/79	300230Z MAR 77	1APR77
23FEB77	15 cu/ft Galley refrigerator	INDEF 8/79	230200Z FEB 77	17MAR77
07MAR77	Windlass motor (ingress of water)	INDEF 10/79	071005Z MAR 77	24MAR77
07MAR77	Port Bridge wing gyro repeater	INDEF 11/79	071010Z MAR 77	24MAR77
11MAR77	No. 2 air conditioning unit	INDEF 12/79	120330Z MAR 77	24MAR77
28MAR77	AN/URC 58 (off frequency)	INDEF 13/79	280330Z MAR 77	Out-standing
29MAR77	Windlass (low torque)	INDEF 14/79	300450Z MAR 77	Out-standing

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File Number

N 428	3	2211	
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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 -  
MARCH 1977.

Mark to CNS (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

NAME INDEX

Heading	Precis	Initials
<u>HMAS ADVANCE</u>	<u>as title</u>	

LOGGING

Originator	Originator's Reference	Date	Initials
		/ /	

Information Classifier

Noelle (Signature) 24, 5, 77 (Date)



FILE: 428/3/2218

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS APRIL 1977

~~DNO~~ Two NW coast patrols + an AMP in Darwin. J1/6

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CNP~~

~~CNTS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~IADMIN-N~~

- NOTES:
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  - 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 31/5/77



**RESTRICTED**  
**DEPARTMENT OF DEFENCE**

Telephone: 890911

In Reply Quote: 1/16/3

Naval Headquarters  
Larrakeyah Barracks  
DARWIN, N.T. 5790

MAY 17 1977

Department of Defence (Navy Office)

Attention: Chief of Naval Staff

For Information:

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

HMAS ADVANCE - REPORT OF PROCEEDINGS - APRIL 1977

Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
North Australia Area

Enclosure: HMAS ADVANCE letter 1/16/2 of 1 May, 1977.

**RESTRICTED**

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1/16/2

HMAS ADVANCE  
at Sea

1 May 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE REPORT OF PROCEEDINGS - APRIL 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of April 1977.
2. Times are Zone Hotel (-8) until 2330 Monday 4th; zone India Kilo (-9 $\frac{1}{2}$ ) until 1630 Tuesday 19th, thence zone Hotel (-8) until the end of the month.
3. At the beginning of the month ADVANCE was on patrol of the north west coast of Australia, proceeding towards Adele Island. ADVANCE continued patrol of the many island groups until return to Darwin on Thursday 7th. An AMP was conducted until Monday 18th when ADVANCE sailed for Port Hedland to commence another patrol of the north west coast, which continued until the end of the month.
4. During the dawn hours of Friday 1st, ADVANCE investigated Adele Island for signs of Indonesian fishing activity. During the previous month ADVANCE expelled seven foreign fishing vessels from Australian waters, all of which had been reported in the vicinity of Adele Island. However, no indications of activity were found, and ADVANCE altered course to continue searching the King Sound area.
5. To increase the efficiency of the search, the ship's boat was used to extend the area covered to include behind islands, and in the more treacherous areas of the Sound.
6. At 1353, whilst ADVANCE was searching Cascade Bay, a 14 ft. dinghy with three people on board was located on the north easterly beach. ADVANCE altered to investigate and anchored at 1404. The dinghy's outboard motor was un-serviceable and attempts to rectify the defect were unsuccessful.
7. ADVANCE remained at anchor overnight and at 0730 Saturday 2nd, after embarking the boat, the three personnel and all their accompanying luggage, weighed anchor and proceeded to Koolan Island.
8. The search for Indonesian foreign fishing vessels was continued en route, using the ship's boat to assist as necessary. The majority of islands in the King Sound area were searched and the presence of undetected foreign fishing vessels is considered remote.

/9. ADVANCE berthed

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- 2 -

9. ADVANCE berthed on the Koolan Island Wharf at 1315. The three passengers and all their accompanying gear were off-loaded and ADVANCE cast off and proceeded at 1535.
10. After a short trip down the Canal, ADVANCE found anchorage for the night off the south western side of Nares Point at 1547.
11. At 0948 Sunday 3 April ADVANCE weighed anchor and proceeded to Koolan Island, as programmed, for a one day visit. ADVANCE berthed at 1000.
12. During the afternoon a game of cricket was played on the longest golf hole in the world, which also constitutes the Koolan Island airstrip. An enormous stretch of red dirt on top of the island, with panoramic views of the surrounding islands, was not the best pitch one could imagine and, unfortunately, the visitors were defeated.
13. At 1024 Monday 4th, ADVANCE cast off and continued patrol northwards. The western islands of the Bonaparte Archipelago were searched without any sightings.
14. At 1147 Tuesday 5th, communications were established with a P3B ORION and HMAS ASSAIL, but no profitable information was gleaned. At 1437 ADVANCE rendezvoused with ASSAIL and the opportunity was taken to handover relevant pieces of search and FFV information.
15. At 1527 ADVANCE proceeded to Cassini Island and anchored at 1809. No sightings were made in the Fenelon Island area.
16. ADVANCE weighed anchor and proceeded to Darwin at 0339 Wednesday 6th, berthing at the Patrol Boat Landing at 0800 Thursday 7th.
17. ADVANCE was duty boat for the Easter weekend, from Thursday 7th until Tuesday 12th.
18. An AMP was conducted from Wednesday 13th until Monday 18th; a short week of maintenance due to public holidays.
19. ADVANCE proceeded on a west coast patrol at 1030 Monday 18th. The first port of call was Port Hedland and during an uneventful passage only two pair trawlers were sighted, these trawling along the 40 fathom line north west of Bedout Island.
20. ADVANCE berthed at Port Hedland at 1442 Thursday 21st and, after fuelling, proceeded at 1700.
21. The night of 21/22 April was spent patrolling the coast to Legendre Island to ensure no violations of the Declared Fishing Zone had been made, and thence north to the more popular fishing grounds off the 40 fathom line.

/22. At 0155

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- 3 -

22. At 0155 Friday 22nd, fourteen contacts were investigated, and by 0530 all seven pairs of trawlers had been identified and reported. The details are contained at Annex "B". At 0800 another two trawlers were investigated and boarded.

23. The remainder of the patrol to Broome was uneventful and ADVANCE berthed on the Broome wharf at 1000 and remained in Broome for the Anzac Day weekend. On Anzac Day the ship's company paraded at the Dawn Service and were entertained throughout the day by the small RSL Branch in Broome.

24. After a successful visit, ADVANCE sailed at 1145 Tuesday 26th; the sailing time was delayed by some 40 over-enthusiastic school children from St Mary's School and Nulungu College who visited the ship during the forenoon.

25. At 1600 on the 27th, the passage home to Darwin was interrupted when ADVANCE was despatched, at full speed, to Cape Leveque to investigate a sighting of an Indonesian FFV. The high speed dash took ADVANCE 110 miles south west of her position and she arrived in the area at 2200. ADVANCE anchored three and a half miles north east of Cape Leveque.

26. The search was commenced immediately with the aid of flares, but without success. The search along the coast from Cape Leveque to Swan Point was continued until sunrise. To search in daylight is considered most necessary as the FFV's are usually very well concealed behind rock faces, or in mangrove swamps, and the task of searching at night is made more hazardous by the considerable tidal rips and overfalls, and submerged dangers.

27. At 0827, after the boarding party had been recovered, ADVANCE closed HMAS MORESBY, which had just appeared from King Sound through the Meda Pass. MORESBY's presence solved two problems. Her helicopter was able to extend the search area, and ADVANCE was able to refuel, which enabled more time in the search area.

28. A co-ordinated search was conducted of the Sunday Island area on the west of the Sound and Cascade Bay, Cone Bay and Strickland Bay areas on the east. Towards the completion of the helicopter's time on task, a foreign fishing vessel was sighted in the central cove of Sunday Island's north coast. ADVANCE increased speed to investigate. The vessel, HIDUP BAHAGIA, was well hidden behind an outcrop of rock with only her mast visible. A boarding party was despatched to await the high tide, so the vessel could be re-floated, and ADVANCE returned to MORESBY at 1352 for fuel.

29. On completion of fuelling, ADVANCE returned to Sunday Island and took the FFV in tow. At 2010 the FFV was released with a severe reprimand and strong encouragement for a speedy trip to Roti. At 2020 ADVANCE resumed passage for Darwin.

/30. At 1412

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30. At 1412 Friday 29th a signal was received declaring "Tropical Cyclone Warning - Condition Yellow" was in force in Darwin. As a result, ADVANCE was ordered to reverse course and proceed to Broome.

31. The weather remained good for the passage to Broome, where ADVANCE berthed at 1800 Saturday 30th. At the end of the month ADVANCE was berthed on the inner arm of Broome wharf.

#### Hull and Marine Engineering

32. The holes in the deck that appeared during the previous month have now been patched, and apart from the underlying rust problem, the maintenance has been satisfactory.

33. The main engines continue to function satisfactorily without major problems. A burst fuel line to the starboard B8 injector was repaired by replacement, as was a cracked lube oil line to the thermostat.

34. At the beginning of the month troubles were experienced with the steering gear, due to ingress of water to the gear box, causing loss of compression and inefficiency. This fault has been rectified but problems are still being experienced as a result of an unidentified oil leak. It is hoped this will be rectified on return to Darwin.

35. During the AMP the 500 hour routine on the port main engine and the 1000 hour routine on the starboard diesel alternator were completed.

#### Weapons and Electrical

36. Successful Gun Functioning Trials were conducted on Wednesday 20th and all weapons have been fired during the month.

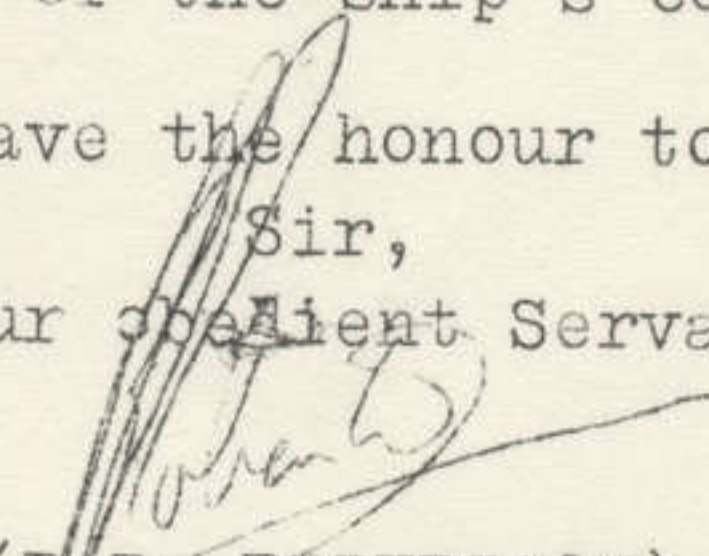
37. Whilst in Darwin the AN/URC 58 experienced loss of power output and offset frequency tuning difficulties. These were rectified prior to sailing; however, the set cannot be tuned in the 4, 9 and 11 MHZ bands.

38. On the 29th, the port engine room forced draught fan became unserviceable and is unable to operate at high speed due to an open circuit in the high speed windings. During the AMP the fresh water pump motor burnt out and was replaced. The radar and gyro have operated well during the month.

#### General Remarks

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

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

  
(E.D. ROBERTSON)  
Lieutenant RAN  
Commanding Officer

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

STEAMING FIGURES

1. Distance steamed during April	3,409.1
2. Hours underway during April	274.35
3. Total distance steamed since commissioning	253,234.8
4. Total hours underway since commissioning	19,250.1
5. Occasions for exceeding fast routeing speed:	Nil

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

OPERATIONAL AND TRAINING

1. Operations

<u>Date</u>	<u>Event</u>	<u>Vessel</u>	<u>DTG of Referring Signal</u>
1st	Rescue	14 ft. Dinghy	KAA 010820Z APR 77
21st	Boarding	No. 1/2 LEN LEE	KBG 210500Z APR 77
22nd	Sightings	HWA CHUAN No. 1/2 HWA YONG No. 1/2 KWANG CHAO No. 3/5 GLORY No. 1/2 No. 1/2 HUNG CHOU No. 3/5 KWANG JANN	KBG 220020Z APR 77
22nd	Boarding	DAH JAAN No. 1/2	KBG 220730Z APR 77
28th	Boarding, tow and expulsion from DFZ	HIDUP BAHAGIA	KBG 280455Z APR 77

2. Exercises

<u>Date</u>	<u>Duration (Hours)</u>		<u>Participants</u>
5th	$\frac{1}{2}$	Small Arms Shoot	ADVANCE
20th	1	SUFX (40/60 and .50 cal)	ADVANCE
26th	$1\frac{1}{2}$	Action Stations NBCDX	ADVANCE
26th	$\frac{1}{2}$	Man Overboard Exercise	ADVANCE
30th	$\frac{1}{2}$	XO Con Ship	ADVANCE

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

STATE OF URDEFs AND INDEFs

<u>Date</u>	<u>Equipment</u>	<u>Consec. No.</u>	<u>Date of Referring Signal</u>	<u>Date Completed</u>
<u>URDEFs</u>				
26 MAR	40/60 Header Tank	12/79	DSC/OHA 260510Z MAR 77	07APR77
27 MAR	20 HP Outboard	13/79	DAU/OWU 271000Z MAR 77	01APR77
30 MAR	Main Engine S/W Cooling	14/79	DAU 300230Z MAR 77	01APR77
<u>INDEFs</u>				
23 MAR	AN/URC 58 Tuning	13/79	DLM 280330Z MAR 77	Outstanding
30 MAR	Windlass Motor (low torque)	14/79	DDW 300454Z MAR 77	Outstanding
27 APR	Racal 217	15/79	DLM 270010Z APR 77	Outstanding

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File Number

N 428	3	2218	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

RESTRICTED

\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ADVANCE - REPORT OF PROCEEDINGS - APRIL 1977

Mark to CNS (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		

NAME INDEX

Heading	Precis	Initials
HMAS ADVANCE		

LOGGING

Originator	Originator's Reference	Date	Initials
LARRAKEYAN BARRACKS N.T.	1-16-3	17/5/77	

Information Classifier

E Jajh  
(Signature)

25/5/77  
(Date)

# REQUEST FOR REGISTRATION

CR142  
(1973)



NOTE: After Registry action, this form is NOT to be removed from the file.

## OIC Registry

● (Tick appropriate box)

Please register

- Paper/s (attached)
- Signal DTG No. (attached)
- This form

As a  RESTRICTED  CONFIDENTIAL  SECRET File

On File No. 428 / 3 / SERIES

As a New File Titled HMAS ADVANCE - Report of  
Proceedings - April 1977

Related Files .....

and

Forward to CNS Branch

Ring ..... for collection by hand

Return to officer awaiting at counter

Signature

ABurn 24, 5, 77

Branch

IADMIN-N

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS MAY 1977

~~DNO~~ Visit to Broome to avoid Cyclone Verna, AMP in Darwin &

~~DGNOF~~ assistance to Moresby in survey operations in the

~~DCNS~~ Yampi Sound area fr. 26/7

~~CNS~~ 27/7

~~CNP~~ 28/7

~~CNTS~~ 28/7

~~DGLOG-N~~ 28/7

~~CNM~~ 28/7

~~DGSUP-N~~ 28/7

~~PRLO-N~~ 28/7

~~IADMIN-N~~ AB 23/8

- 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 25/7/77



16

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**DEPARTMENT OF DEFENCE**

Telephone: 890911  
In Reply Quote: 1/16/5

Naval Headquarters  
Larrakeyah Barracks  
DARWIN. N.T. 5790

JUN. 28 1977

Department of Defence (Navy Office)

Attention: Chief of Naval Staff

For Information:

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

HMAS ADVANCE - REPORT OF PROCEEDINGS - MAY, 1977

Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
North Australia Area

Enclosure: HMAS ADVANCE letter 1/16/2 of 1 June, 1977.

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JUN 18 11 10 AM

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JUL 18 11 10 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

Enclosure: HMAS VADVICE 101101 JULY 1977

North Australia Area  
Naval District Commanding  
Officer  
M.B. O'Connell  
(1.1.1.1)

*[Handwritten signature]*  
M.B. O'CONNELL  
Naval District Commanding Officer  
North Australia Area

Forwarded

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HMAS VADVICE - REPORT OF PROCEEDINGS - JULY 1977

Commanding Officer, HMAS VADVICE  
Commander, AUSTRALIAN MARINE BATTALION AND AIRBORNE FORCES  
Flag Officer Commanding, HMAS AUSTRALIA

For information:

Attention: Chief of Staff

Department of Defence (Naval Office)

DAVIN, H.T. 2380  
Director General  
Naval Headquarters

In reply to: 11/10/77  
Reference: 880811

DEPARTMENT OF DEFENCE  
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1/16/2

HMAS ADVANCE  
at Sea

1 June 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

For Information

The Hydrographer, RAN

HMAS ADVANCE - REPORT OF PROCEEDINGS - MAY 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of May 1977. Times are zone Hotel (-8) until 2330 Tuesday 3rd, zone India Kilo (-9½) until 1900 Saturday 14th, and thence zone Hotel (-8) until the end of the month.
2. At the beginning of the month ADVANCE was in Broome to await the passing of Cyclone VERNA, which threatened Darwin. ADVANCE sailed from Broome on Monday 2nd for Darwin, where an AMP was conducted from Wednesday 4th until Friday 13th. ADVANCE sailed from Darwin on 13th for the Yampi Sound and Sunday Strait survey grounds, where the ship was employed for the remainder of the month, except for a two day stop in Broome on Saturday 28th and Sunday 29th.
3. Whilst in Broome, ADVANCE was joined by HMA Ships BAYONET, ADROIT and ATTACK, all of which berthed at 1720 Sunday 1st and, like ADVANCE, were in Broome to avoid Cyclone VERNA. All ships sailed at 1300 Monday 2nd and proceeded to Darwin. On passing Cape Leveque at 2030, ADVANCE detached to deliver mail to HMAS MORESBY which was at anchor near North West Twin Island. ADVANCE berthed on MORESBY at 2305 and cast off at 2320, rejoining the formation at 0044 Tuesday 3rd.
4. At 1430 Wednesday 4th you, Sir, accompanied by your Signals Yeoman, POSY W.W. Bacon, were embarked by helicopter. For the final leg of the passage to Darwin, exercises were conducted with BAYONET and ADROIT, ATTACK having been detached at 1300 to investigate an FFV sighting. The details of the exercises are contained in Annex "B". All ships entered harbour on completion of the exercises and berthed at Inner Stokes Hill Wharf at 1800.
5. At 1300 Monday 9th ADVANCE proceeded to sea to conduct trials on the starboard engine, berthing at 1406. The trial was unsuccessful but enabled ship's staff to localise the fault and proceed with investigations.

/6. Departure of ADVANCE

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6. Departure of ADVANCE for the survey grounds was postponed due to the fact that MORESBY was unable to obtain, due to the nationwide strike by air traffic controllers, a spare drive motor to be fitted in ADVANCE for the echo sounder. However, when the strike was terminated, ADVANCE was ordered to sail and, after a recall of all the ship's company, proceeded at 1725 Friday 13th.
7. The passage to King Sound was uneventful, and ADVANCE rendezvoused with MORESBY south of Usborne Point at 0600 Sunday 15th, berthing outboard of BAYONET, who was berthed on MORESBY's port side, at 0615. Fuel was embarked and a briefing about the survey, its objectives and priorities, was held onboard MORESBY. It was announced ADVANCE would spend the majority of the first week establishing tide pole sites, whilst BAYONET would sound Stokes Bay. ADROIT, who had been detached to patrol the Monte Bello Islands area, would aid BAYONET on return.
8. At 1536 ADVANCE cast off and proceeded north through the islands to Cockatoo Island, where the ship anchored at 1834. At 0800 Monday 16th, contact was made with Lieutenant R.B. Norton-Baker RAN, who was responsible for the tide pole sites. ADVANCE proceeded alongside Cockatoo Island wharf at 0900. At 1301, when it became apparent that more work was still to be done on the Cockatoo Island tide gauge, ADVANCE cast off and proceeded to Koolan Island to collect stores and mail, returning to Cockatoo Island at 1515 to embark the remaining personnel before sailing to join MORESBY in Collier Bay. ADVANCE berthed on MORESBY's port side at 1915, and remained alongside overnight.
9. ADVANCE proceeded at 0800, shaping a course for North West Twin Island, some 80 miles passage to the south west, where the ship anchored at 1419. After some equipment, including a tide pole, had been embarked, ADVANCE weighed anchor and sailed for Sunday Island, where it was necessary to establish a tide pole site at low water. The ship anchored in a small bay on the north coast of Sunday Island at 1608, the same bay the Indonesian fishing vessel, HIDUP BAHAGIA, was discovered and subsequently expelled from the DFZ by ADVANCE on 28 April. The bay was largely out of the considerable tidal stream; however, back eddies caused some concern as the anchor dragged during the night. The tide poles were erected by 1900, a reasonably lengthy task as guide wires had to be positioned using spikes and large steadying weights, and all this equipment had to be ferried through ankle deep mud and rock for quite some distance to the low water mark.
10. The following morning the tide poles were checked before weighing anchor at 0830 Wednesday 18th and proceeding to Cockatoo Island where, at 1109, Lieutenant Norton-Baker was landed to check the tide equipment. ADVANCE then proceeded to Koolan Island where the ship berthed at 1145. Some delay was experienced chasing around for the mail; however, ADVANCE was able to sail at 1550, proceeding to MORESBY, to the south west of Wood Islands, and berthing at 1745. ADVANCE remained alongside overnight.

/11. At 0800

11. At 0800 Thursday 19th, ADVANCE cast off and proceeded to Helipad Island, where the ship anchored at 0930. As before, a tide pole site was established on the ebb tide and completed late in the evening. The operation of the site was checked in the morning and, after ensuring all was correct, anchor was weighed and ADVANCE proceeded at 0945 Friday 20 May, rendezvousing with MORESBY to the south west of Wood Island at 1100. It was intended to sound in company during the forenoon. However, difficulties were experienced with the Lambda fixing equipment and, after two hours of sounding, ADVANCE was detached to Cockatoo Island to check the tide pole site. ADVANCE berthed at Cockatoo Island at 1400 and, after rectifying the fault, proceeded at 1530.
12. At 2132 ADVANCE anchored to the west of Black Rock, in the southern reaches of King Sound. The following morning, Saturday 21st, the ship's boat was sent inshore to search Derby harbour for one of MORESBY's outboard motors, which was lost during a previous visit, and to arrange the collection of stores for when ADVANCE berthed on the high tide. It is only possible to berth during high water as the wharf area completely dries at low water.
13. ADVANCE berthed on Derby wharf at 1349 Saturday 21st and, after embarking stores, cast off and proceeded at 1626. At 1845 ADVANCE berthed on BAYONET who was outboard of ADROIT and MORESBY. MORESBY was at anchor to the south of Usborne Point.
14. At 0700 Sunday 22nd, ADVANCE cast off and proceeded to the Sunday Island area to conduct calibration of the Hi-Fix equipment, whilst ADROIT and BAYONET continued to sound Stokes Bay. ADVANCE anchored on the south eastern side of Sunday Island. However, when time came to weigh anchor, the windlass motor had insufficient torque to heave in. The ship at this time was in 60 metres of water with  $4\frac{1}{2}$  shackles out, and experiencing a 5-6 knot tidal stream. At 1510 BAYONET secured alongside and the cable was transferred. At 1632 ADVANCE cast off and at 1647, after BAYONET had weighed ADVANCE's anchor, all three PTFs proceeded to MORESBY, who was anchored to the north of Sunday Island. ADVANCE secured alongside at 1736 and the PTFs remained alongside overnight.
15. At 0804 Monday 23rd, ADVANCE cast off and took station on MORESBY to commence sounding runs. For the ensuing day and a half, MORESBY, with ADVANCE, BAYONET and ADROIT in company, sounded the waters to the north of Cockatoo and Koolan Islands and down into Collier Bay. The majority of time was spent in Collier Bay sounding lines east/west.
16. At 1520 Tuesday 24th, a halt was called to the survey and all vessels proceeded to Lizard Island to berth on MORESBY overnight. ADVANCE secured to ADROIT at 1630.
17. At 0751 ADVANCE cast off and proceeded. Sounding recommenced at 0840, all vessels steaming across Collier Bay, thence north west towards Macleay Island. At 1252 the PTFs were detached and MORESBY proceeded to Darwin, whilst the three PTFs proceeded to Margaret Island where BAYONET anchored at 1520, ADVANCE and ADROIT securing to her port and starboard side respectively.

/18. At 0700

18. At 0700 ADVANCE cast off and, with BAYONET and ADROIT in company, proceeded to North West Twin Island to "lock-in" the Hi-Fix equipment. On completion, each boat commenced sounding their pre-allocated areas of Sunday Strait. All boats returned to Margaret Island on completion of the day's work, ADVANCE securing to BAYONET at 1648. During the evening the weather deteriorated significantly, and at 2208 ADVANCE cast off and both ships proceeded further east into Cone Bay, where BAYONET found a more sheltered anchorage. ADVANCE secured astern on the towing hawser at 2322.

19. At 0650 Friday 27th ADVANCE slipped BAYONET and proceeded to the survey grounds. At this stage the weather had deteriorated to a Force 6 making accurate sounding impossible, so the survey was aborted and, after ADVANCE had returned to Sunday Strait to ensure that the survey motor boat BEAGLE was safe, the three PTFs proceeded to Beagle Bay to take shelter. At 1320 ADVANCE secured astern of ADROIT in Beagle Bay.

20. At 0052 Saturday 28th ADVANCE slipped BAYONET and proceeded to Broome in company with BAYONET and ADROIT. Due to Force 5 conditions and intake of air into the main engine cooling system, both engines overheated during the passage, necessitating lower revolutions.

21. ADVANCE berthed at Broome at 1050. The stay in Broome was extended by 24 hours due to unsuitable weather conditions in Broome and on the survey grounds. ADVANCE sailed from Broome at 1706 Monday 30th, thus enabling the three PTFs to commence surveying in the Sunday Strait area at first light Tuesday 31st. ADVANCE surveyed until 1600 then proceeded to Cone Bay to secure astern of BAYONET for the night.

#### Hull and Marine Engineering

22. During sea trials on the 9th it was discovered that the cause of the abnormally high exhaust temperatures was a broken valve which was located in the inlet manifold. The defect was rectified after a replacement head was fitted.

23. The loss of refrigerant in the No. 3 air conditioning unit was located and rectified with assistance from MORESBY. The freon charge was topped up and condenser cooling correctly regulated. The centrifugal switch in the motor was repaired and the motor overload replaced with a new item.

24. Throughout the survey, high revolution steaming has been the order of the day. The engines have functioned satisfactorily with only minor problems occurring. The overheating problems caused by the rough weather on 28th are mildly baffling as the same did not occur to BAYONET or ADROIT. The problem could lie with faulty thermometers, and these will be replaced next time in Darwin.

/Weapons and Electrical

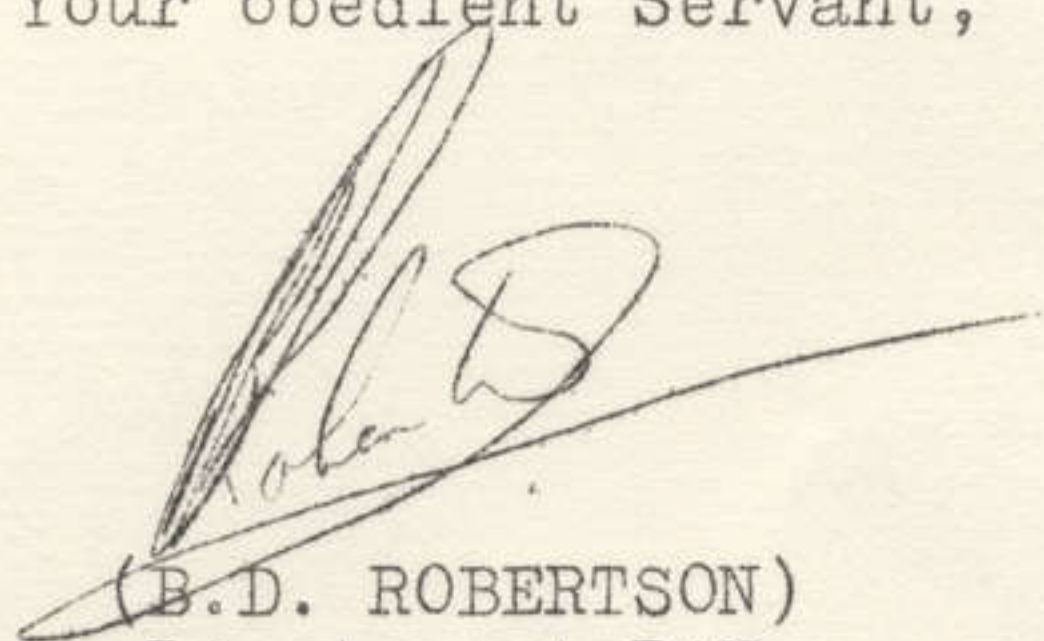
Weapons and Electrical

- 25. The radar and gyro have operated satisfactorily. However, the echo sounder has experienced power supply problems. This defect has not been fully investigated as the Atlas Deso 10 echo sounder was installed for the survey.
- 26. The anchor windlass motor remains unserviceable and will be fully investigated on return to Darwin.

General

- 27. During the first half of the survey ADVANCE remained at sea for 15 days without a port visit, establishing tide poles and surveying independently and in company as required. It is felt the ship's company responded well to the tasks set before them, despite the unusually long stint at sea.
- 28. 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
  - "D" State of URDEFs and INDEFs

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

STEAMING FIGURES

- 1. Distance steamed during May 2,797.6
- 2. Hours underway during May 228.5
- 3. Total distance steamed since commissioning 256,032.4
- 4. Total hours underway since commissioning 19,478.6
- 5. Occasions for exceeding fast routeing speed: Nil

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

OPERATIONAL AND TRAINING

Exercises

<u>Date</u>	<u>Duration</u>	<u>Exercise</u>	<u>Participants</u>
3rd	1½ hours	OOW Manoeuvres	ADVANCE, BAYONET, ADROIT, ATTACK
4th	½ hour	Vertrep	ADVANCE
	1 "	OOW Manoeuvres	ADVANCE, BAYONET, ADROIT
	¼ "	MOBX	ADVANCE
	½ "	Heaving Line Transfer	ADVANCE, BAYONET, ADROIT
	½ "	Competitive Drills	ADVANCE, BAYONET, ADROIT
	¼ "	Exercised Action Stations	ADVANCE
	½ "	Formation Anchorage	ADVANCE, BAYONET, ADROIT
22nd	½ "	OOW Manoeuvres	ADVANCE, BAYONET, ADROIT

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ANNEX 'C'

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

HMAS ADVANCE

DATE 1<sup>ST</sup> JUNE 77

AGE SINCE FIRST COMMISSIONING 9 4/12 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 256,032.4 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 836

STBD 896

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	TW	DL		
1	✓												✓											BROOME	
2	✓																								
3	✓																								
4	✓									✓			✓												
5	✓									✓			✓												
6	✓									✓			✓												
7	✓									✓			✓												
8	✓									✓			✓												
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28	✓					✓				✓			✓												
29	✓					✓				✓			✓												
30	✓					✓				✓			✓												
31	✓					✓				✓			✓												
TOTAL	27	4				16				13			14												

RESTRICTED

12.

RESTRICTED

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

STATE OF URDEFs AND INDEFs

<u>Date</u>	<u>Equipment</u>	<u>Consec. No.</u>	<u>DTG of Signal</u>	<u>Completed</u>
<u>URDEFs</u>				
9MAY	Stbd M/E Broken valve B5 cylinder head	15/79	DAU/OWU 091115Z MAY 77	13MAY77
16MAY	No. 3 A/C unit-loss of Freon	16/79	DDW/OWR/OWS 160315ZMAY77	18MAY77
22MAY	Anchor wind- lass motor low torque	17/79	DAU/OWR 221547ZMAY77	Outstanding
<u>INDEFs</u>				
28MAR	AN/URC 58 tuning	13/79	DLM 280330ZMAR77	14MAY77
30MAR	Windlass motor (low torque)	14/79	DDW 300454Z MAR 77	Upgraded to URDEF 17/79
27APR	Racal 217	15/79	DLM 270010Z APR77	13MAY77
30APR	Port E/R F/D Fan	16/79	DDW/OWR 300625ZAPR77	13MAY77
19MAY	Galley refrigerator sealed unit	17/79	DDW/OWR 190315ZMAY77	22MAY77
26MAY	Port M/E Governor-- Solenoid	18/79	DDW/OWR 260115ZMAY77	Outstanding
26MAY	Port M/E Sea-water pump	19/79	DDW/OWU 260102ZMAY77	Outstanding

RESTRICTED



File Number

NH28	2	2324	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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

REGISTRATION

Title HMAS Advance - Report of Proceedings  
May 1977

Mark to CNO (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		

NAME INDEX

Heading	Precis	Initials
HMAS Advance	C. O. Advance	

LOGGING

Originator <u>Nav Nth Coast</u>	Originator's Reference <u>1.16.5</u>	Date <u>28.6.77</u>	Initials
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Information Classifier <u>[Signature]</u> (Signature)	<u>18.7.77</u> (Date)
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DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS JUNE 1977

~~DNO~~ Survey operations with Moresby, AMP in Darwin +  
~~DGNOB~~ departure on 30 June for Ashmore Reef with the Minister  
~~DENS~~ for NT (Mr. Adelman) embarked. The report mentions a  
large number of technical + hull defects. J. 10/8

~~CNS~~

~~CNP~~ 15/8

~~CNTS~~ 16/8

~~DGLOG-N~~ 2/8

~~CNM~~ 19/8

~~DGSUP-N~~ 22/8

~~PRLO-N~~ 24/12

~~IADMIN-N~~ AB 5/12

- 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 9/8/77



2

**RESTRICTED**  
**DEPARTMENT OF DEFENCE**

Telephone: 890911  
In Reply Quote: 1/16/3

Naval Headquarters  
Larrakeyah Barracks  
DARWIN. N.T. 5790

JUL 28 1977

Department of Defence (Navy Office)

Attention: Chief of Naval Staff

For Information:

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

HMAS ADVANCE - REPORT OF PROCEEDINGS - JUNE 1977

1. Forwarded.
2. The technical and hull problems enumerated in this report will be the subject of a separate submission.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
North Australia Area

Enclosure: HMAS ADVANCE letter 1/16/2 of 3 July, 1977.

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12 30  
DEPT OF DEFENCE

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Adm - *HMAS Advance R.O.P.*  
MR

RECEIVED

4 AUG 77 15 30

DEPT. OF DEFENCE  
CENTRAL REGISTRY

ENCLOSURE:

NO. 1000  
HEAD OFFICE  
CENTRAL REGISTRY  
(L.V. DIVISION)



1. This will be the subject of a separate submission.  
2. The recipient and unit programs concerned in this  
3. Formatted.

HMAS ADVANCE - REPORT OF PROCEEDINGS - JUNE 1977

Commanding Officer: HMAS ADVANCE  
Commander: VASUBATINI WINE MURRAY AND BUNNOC BOBBER  
LVA Officer Commanding: HM VASUBATINI BRILL  
For information:

Attention: Chief of Naval Staff  
Department of Defence (Naval Office)

NO. 1000  
HEAD OFFICE  
CENTRAL REGISTRY  
(L.V. DIVISION)

In Reply quote: 11/10/3  
Telephone: 830311

DEPARTMENT OF DEFENCE

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1/16/2

HMAS ADVANCE  
at Sea

3 July 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

For Information

The Hydrographer, RAN

HMAS ADVANCE - REPORT OF PROCEEDINGS - JUNE 1977.

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of June 1977. Times are zone Hotel (-8) until 2330 Wednesday 8th thence zone India Kilo (-9½) until the end of the month.
2. At the beginning of the month ADVANCE was at Cone Bay in company with HMA Ships BAYONET and ADROIT. ADVANCE's participation in the survey of Sunday Strait, which began on 13 May, continued until Wednesday 8th when ADVANCE detached for Darwin. An AMP was conducted at Darwin from Friday 10th until Thursday 30th when ADVANCE sailed for Ashmore Reef and Cartier Island.
3. At 0630 Wednesday 1st ADVANCE sailed from Cone Bay to resume survey operations in the vicinity of Sunday Strait. For the ensuing three days the survey was conducted during daylight hours, proceeding as necessary to North West Twin Island to "lock in" the Hi-fix equipment. Each evening all three patrol boats taking part in the survey returned to anchorage at Dorney Island. This anchorage proved most suitable as very little effect of the 6-7 knot tidal stream was experienced. The progress of the survey was hampered by the unreliability of the Hi-fix equipment, which on occasions necessitated a passage, of over an hour, to North West Twin Island to check the ship-borne equipment's reception.
4. At 1500 Saturday 4th ADVANCE, with BAYONET and ADROIT in company, departed the survey grounds and proceeded, via an inner island route, to Nares Point in Yampi Sound, where a rendezvous was made with HMAS MORESBY. MORESBY anchored and the three PTFs berthed on her port side. ADVANCE secured as the centre PTF at 1709 and remained as such until the morning of Monday 6th.
5. During the time alongside MORESBY, the results of the survey were consolidated and the ships' companies took time off for recreation.

/6. At 0700 Monday

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6. At 0700 Monday 6th ADVANCE cast off and, with BAYONET and ADROIT in company, proceeded to the Sunday Strait survey grounds. At 0732 ADROIT was detached to proceed outside the island group as she had been reduced to single engine steaming, a condition not considered favourable for pilotage navigation through the fast flowing tidal streams experienced by passaging the inner island route to the survey grounds.
7. ADVANCE surveyed the area to the north west of Doris Island and Anchor Shoal until Wednesday 8th, and once again returned to the Dorney Island anchorage on completion of each day's work. Throughout the survey of Sunday Strait the anchor windlass remained unserviceable, thus each night ADVANCE secured astern of BAYONET or ADROIT.
8. The survey of Anchor Shoal was unsuccessful because the echo sounder trace was distorted as a result of the turbulent waters flowing across the shoal. This shoal was surveyed on the rising tide and thus a fair rate of tide was experienced, sometimes necessitating the helmsman to steer some 30 degrees off course to maintain the sounding line. The tremendous force of the tide in these waters was most impressive, turning the water into a boiling cauldron as it raced across the uneven contours of the sea bed. The realisation of navigation under such conditions was most rewarding.
9. At 1200 Wednesday 8th, the participation of the three patrol boats in the survey completed, all PTFs proceeded to a rendezvous with MORESBY on the northern side of Cockatoo Island. With MORESBY's helicopter airborne, the four vessels proceeded in tight survey formation along the coastline whilst publicity photographs were taken. On completion, MORESBY anchored in Galah Channel and the three PTFs berthed on her to fuel prior to the return passage to Darwin.
10. At 1837 ADVANCE cast off and proceeded to Darwin with BAYONET and ADROIT in company. Apart from force 5 winds and the necessary down sea runs to facilitate checks of the upperdeck, the passage to Darwin was uneventful and ADVANCE berthed at Stokes Hill wharf at 0804 Friday 10th.
11. The period from Friday 10th until Thursday 30th was spent in an assisted maintenance period, during which a hull survey was conducted by Lieutenant Commander H. McH. MacDuff RAN, the Fleet Shipwright Officer. As a result of this survey, several sections of the deck and vents were cropped and replaced, the entire deck was sand blasted and a majority of it metal sprayed. This necessary maintenance had been awaited for several months, and the initial results are most pleasing.
12. To facilitate the sand blasting, ADVANCE shifted to the boom wharf at 0830 Monday 20th and reversed berth on Friday 24th to enable the prevailing winds to clear the sand from the ship as the sand blaster progressed to the quarterdeck.

/13. At 1335

13. At 1335 Thursday 30th ADVANCE cast off and proceeded into the harbour to conduct anchor windlass trials; however, these were not successful. On completion of trials, ADVANCE berthed at the Patrol Boat Landing.

14. At 1800 ADVANCE cast off and proceeded for Ashmore Reef. Embarked for the trip were the Minister for Northern Territory, Mr Evan Adermann MP, and his Secretary, Mr Noel Dann. At the end of the month ADVANCE was on a westerly heading to the north east of Joseph Bonaparte Gulf.

#### Hull and Marine Engineering

15. The hull survey conducted during the AMP confirmed beliefs that the upperdeck was in a poor condition. Several cracks and holes were discovered and repaired by weld. Those areas which were badly wasted were cropped, and new decking plates fitted. The entire deck was sand blasted but, due to the malfunction of the spray gun, only 80% of the deck was metal sprayed. The remaining area is scheduled to be re-sand blasted and metal sprayed during the forthcoming Intermediate Docking.

16. The main engines have functioned satisfactorily with only minor defects. The annual full power trial has not been carried out as a result of the non-supply of the main engine fresh water gauges, turbo-charger boost pressure gauges and the flying bridge tachometer.

17. During the survey several studs on the salt water pump sheared, three of these in a 24 hour period. No reason is apparent for the failure of the studs and TM179 action has been taken. Stores have been unable to re-supply, and studs available locally are unsuitable. Replacements have been effected with mild steel and brass bolts.

18. On Monday 27th a minor flood occurred in the diving store (compartment 3C-00) because the manhole cover on the forward fresh water tank was not replaced after the hull survey and prior to filling the tank. A full report has been compiled and disciplinary investigations are proceeding.

#### Weapons and Electrical

19. The 40/60 Bofor gun became unserviceable on the 8th due to the ingress of salt water into the slipping assembly. The long awaited supply of the new gun cover should preclude the recurrence of this defect.

20. The anchor windlass trials on Friday 30th failed to prove the windlass defect had been rectified. Whilst heaving in with no appreciable strain on the cable the windlass stopped, and on several occasions there was insufficient starting torque to recommence weighing operations.

21. The 696 UHF transceiver has remained unserviceable since Wednesday 8th awaiting spare parts from stores.

/22. The echo sounder

RESTRICTED

- 4 -

22. The echo sounder defect was not fully rectified on receipt of the capacitor and it was necessary to take the recording unit from ADROIT's echo sounder prior to sailing on Friday 30th.

General

23. A security and drug education lecture was delivered to the ship's company on Monday 20th.

24. The health, conduct and morale of the ship's company have been 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  
"D" - State of URDEFs and INDEFs



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ANNEX "A" TO  
HMAS ADVANCE LETTER 1/16/2  
OF 3 JULY 1977

STEAMING FIGURES

1. Distance steamed during June	1453.6
2. Hours underway during June	117.8
3. Total distance steamed since commissioning	257486.0
4. Total hours underway since commissioning	19596.4
5. Occasions for exceeding fast routeing speed:	Nil

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ANNEX "B" TO  
HMAS ADVANCE LETTER 1/16/2  
OF 3 JULY 1977

OPERATIONAL AND TRAINING

Exercises

<u>Date</u>		<u>Duration</u>	<u>Participants</u>
4th	OOW Manoeuvres	$\frac{1}{2}$ hour	ADVANCE, ADROIT, BAYONET
4th	XO con ship	$\frac{1}{2}$ hour	ADVANCE

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ANNEX "D" TO  
HMAS ADVANCE LETTER 1/16/2  
OF 3 JULY 1977

STATE OF URDEFs AND INDEFs

<u>Date</u>	<u>Equipment</u>	<u>Consec No.</u>	<u>DTG of Signal</u>	<u>Completed</u>
<u>URDEFs</u>				
8th	40/60 Bofor ingress of salt water to sliprings	18/79	DSQ/OWR 080757Z JUN 77	27 JUN 77
15th	Upperdeck corrosion	19/77	DAU/DNY 150640Z JUN 77	27 JUN 77
23rd	Echo sounder	20/77	DSC/OWR 230121Z JUN 77	Outstanding
28th	Upperdeck corrosion	21/79	DAU/DNY 280710Z JUN 77	30 JUN 77
30th	Upperdeck corrosion	22/79	DAU/DNY 300302Z JUN 77	30 JUN 77
<u>INDEFs</u>				
8th	UHF Trans- ceiver 696	20/79	DLM/OWR 080759Z JUN 77	Outstanding
30th	Sand blast and metal spray weather deck	21/79	DDW 300310Z JUN 77	Outstanding

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File Number

N/428	3	2369	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

REGISTRATION

Title REPORT OF PROCEEDINGS - HMAS ADVANCE - JUNE 1977

Mark to ENS (Name or Designation) A4-16 (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	a/a	

LOGGING

Originator	Originator's Reference	Date	Initials
NOCNA. DARWIN. N.T.	1/16/3	28, 7, 77	

Information Classifier <u>E. F. Thomas</u> (Signature)	<u>5, 8, 77</u> (Date)
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DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE REPORT OF PROCEEDINGS JULY 1977

~~DNO~~ Passage to Ashmore Reef with Minister for NT embarked,

~~DGNOP~~ NW coast patrol + participation in Exercise Long Vigil.

~~DCNS~~ para 7 17/9

f 8/9

~~CNS~~

~~CNP~~

~~CNPS~~ 16/9

~~DGLOG-N~~ 19/9

~~CNM~~ 21/9

~~DGSUP-N~~ 22/9

~~PRLO-N~~ 22/9

~~LADMIN-N~~ 23/12

- NOTES:
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AB 8/9/77



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**DEPARTMENT OF DEFENCE**

Telephone: 890911  
In Reply Quote: 1/16/3

Naval Headquarters  
Larrakeyah Barracks  
DARWIN. N.T. 5790

SEP. 2 1977

Department of Defence (Navy Office)

Attention: Chief of Naval Staff

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, 1977.

Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
North Australia Area

Enclosure: HMAS ADVANCE letter 1/16/2 of 1 August, 1977.

CEMISE  
INFORMATION SYSTASIS  
DEPT OF DEFENCE  
SEP 8 12 53 JJ

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A4-16

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Nav. HMAS ADVANCE

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20012

Report of Proceedings

N/R

July 77

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SEP 6 15 23 '77

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INFORMATION ANALYSIS  
CENTRE

PROCEEDINGS: HMAS ADVANCE 1977

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE  
(S.V. BUREAU)

*Handwritten signature*

PROCEEDINGS

1977

HMAS ADVANCE - PROCEEDINGS

PROCEEDINGS: HMAS ADVANCE  
1977  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

PROCEEDINGS: HMAS ADVANCE

DEPARTMENT OF DEFENCE (S.V. BUREAU)

1977

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

IN 1977: 1/10/77  
1977

DEPARTMENT OF DEFENCE

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1/16/2

HMAS ADVANCE  
at Sea

1 August 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - JULY 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of July 1977. Times are zone India Kilo (-9½) until 1900 Wednesday 6th, zone Hotel (-8) until 2330 Monday 11th, and thence zone India Kilo (-9½) until the end of the month.
2. At the beginning of the month ADVANCE was on passage to Ashmore Reef with The Honourable Evan Aderman MP, Minister for the Northern Territory, and his Secretary, Mr N. Dunn, embarked. On return to Darwin the passengers were disembarked and a patrol was conducted down the West coast as far as the Monte Bello Group. ADVANCE returned to Darwin on Wednesday 13th where an AMP was carried out until Tuesday 19th. ADVANCE participated in Exercise LONG VIGIL on the 19th and 20th, thence remained in Darwin until the end of the month with Annual Inspections being conducted on the 28th and 29th.
3. The landfall on Ashmore Reef was made during the forenoon of Saturday 2nd and on arrival in the area of West Islet, Mr Aderman MP and his Secretary were landed, whilst ADVANCE steamed in the nearby vicinity. After inspection of West Islet, ADVANCE proceeded to Cartier Island for a cursory glance at the island's geography before returning to Darwin. The weather during the return passage deteriorated to a force 5/6 which made conditions onboard rather unpleasant. Mr Aderman MP showed considerable interest in the vessel's operation and internal administration and appeared to enjoy the trip despite the weather.
4. ADVANCE berthed at Darwin at 0900 Monday 4th and proceeded on patrol at 0900 Tuesday 5th. Due to the limited time available to conduct an effective patrol, ADVANCE proceeded on two engines. A rendezvous was made with HMAS ATTACK at 1830 Wednesday 6th, during which ATTACK transferred serviceable parts of her defective radar to make good repairs in ADVANCE. The opportunity was also taken to discuss the present state of fishing activity with Mr Colin Osle of the West Australian Fisheries Department, who was embarked in ATTACK.

/5. ADVANCE berthed at

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- 2 -

5. ADVANCE berthed at the Broome Wharf at 0905 Thursday 7th and, after embarking fuel, cast off and continued patrol towards the Monte Bellos. During the passage to the Monte Bellos and return to Port Hedland, limited time available precluded a full area search and associated boardings; instead ADVANCE patrolled the areas of greatest probability comprising Bedout Island, Legendre Island and nearby coastline, and the Monte Bello area. During this time only two pair trawlers were sighted and it is considered the trawling fleets were operating more than 25 miles from the coast.
6. ADVANCE berthed at Port Hedland at 1300 Saturday 9th and proceeded at 0800 Sunday 10th. The weather for the return passage to Darwin was unusually calm due to the absence of the strong south easterlies which had prevailed for the previous eight weeks, and the opportunity was taken to conduct internal exercises at sea.
7. At 1608 Tuesday 12th a signal was received despatching ADVANCE to search for a Vietnamese refugee vessel in the vicinity of York Sound. Various defects had occurred during the patrol and the situation deteriorated during the afternoon of the 12th to such an extent I considered ADVANCE was in an unsatisfactory operational state to conduct the search. The circumstances surrounding ADVANCE's failure to investigate the refugee vessel are the subject of a separate report.
8. ADVANCE berthed with only one engine of dubious reliability at the Iron Ore Wharf, Darwin, at 0800 Wednesday 13th. After temporary repairs had been effected to the starboard engine, ADVANCE shifted berth to the Patrol Boat Landing at 0805 Friday 15th.
9. The ship remained in Darwin until Tuesday 19th during which time repairs were effected to both engines, the general service pump, the steering motor, and unsuccessful attempts were made to rectify the anchor windlass defect.
10. At 0935 ADVANCE cast off and proceeded for Injun Beach with a section from 1 Commando Company embarked to take part in Exercise LONG VIGIL. This section was landed by the three Army gemini dinghies at 2000 under conditions of darken ship. The operation was conducted successfully and the gemini boats were recovered at 2200, at which time ADVANCE proceeded for Darwin. ADVANCE berthed at the Patrol Boat Landing at 1000 Wednesday 20th.
11. During the early afternoon the Parliamentary Sub-Committee on Territorial Boundaries visited ADVANCE. The committee consisted of Mr R. Shipton MP, Chairman, Mr K. Fry MP, Mr R. Jacobi MP, Mr M. Neil MP, Wing Commander P.M. Grigg (Defence Liaison) and Mr R. King (Secretary). The members were conducted on a tour of the ship and at 1430, after a talk on patrol boat operations had been given, the ship proceeded to sea where a quick display of the ship's manoeuvrability

/was offered.

RESTRICTED

was offered. All members of the Committee were transferred to the Harbour Personnel Boat for return to Darwin at 1500.

12. After another two sections of Army personnel from 1 and 2 Commando Companies had been embarked prior to departure from Darwin, ADVANCE continued passage to the Chalmers Bay area to conduct night landings. The state of the tide at the time of the landings was most critical with regard to the ship's navigational safety and the success of the landing.

13. ADVANCE disembarked the first section at 2030. The conditions ashore were ideal for a landing and the gemeni dinghies had returned and were hoisted by 2200.

14. The second landing, some 16 miles to the east, was accomplished at 2300 without mishap and both gemenis had returned by 0100. As a result of the moonless night, ADVANCE was required to direct the dinghies to the landing spots. This was done with the aid of the radar, and a magnetic compass used in the dinghies. After a few basic conning orders had been agreed upon, the operation went very smoothly. At 0400 Thursday 21st, after completion of the second landing, ADVANCE rendezvoused with ADROIT, who was also taking part in the exercise, and returned to Darwin in company. ADVANCE berthed on ADROIT at the Patrol Boat Landing at 0811.

15. At 0915 Thursday 21st, Rear Admiral J. Davidson RAN, Flag Officer Commanding, East Australia Area, conducted an informal inspection of ADVANCE and ADROIT.

16. The period from arrival in Darwin to the 28th was totally committed to preparing the ship for the Annual Inspection. The security, communications, supply and medical departmental inspections were conducted on Thursday 28th by the staffs of HMAS COONAWARRA and Base.

17. On Friday 29th you, Sir, conducted ADVANCE's Annual Inspection and inspected the Ship's Company at Divisions.

18. At 0900 Saturday 30th ADVANCE cast off and proceeded to Fannie Bay to act as the start boat for the Darwin-Ambon Yacht Race. The official starter was His Honour, the Administrator of the Northern Territory, Mr J.A. England, and after trailing the fleet of seven yachts to sea for a short way, ADVANCE returned to the patrol boat landing.

19. After the official guests were disembarked, ADVANCE proceeded into the harbour for a brief family day and returned at 1309.

#### Hull and Marine Engineering

20. The defective sea water pump studs continued to provide frustration throughout the month. Stores demands

/were unable to

RESTRICTED

- 4 -

were unable to be satisfied and attempts to procure locally were unsuccessful. The supply of correct studs on the 20th will hopefully negate this recurring defect.

21. The prime movers have functioned satisfactorily throughout the month.

22. The Sigmund manual pump became unserviceable on the 12th due to excessive wear of the piston rings. Attempts by ship's staff to rectify the defect were unsuccessful and a new pump has been ordered.

23. The upperdeck, now in good condition after sand-blasting, has eventually been properly preserved and painted. A small section will require sandblasting and metal spraying during the forthcoming intermediate docking.

#### Weapons and Electrical

24. It is envisaged problems will continue to occur with the 40/60 Bofor as a result of the poor protection afforded it by the recently received PVC cover. After only four days at sea in force 4 conditions the cover has been ripped, suffered several holes and is generally unsatisfactory. TM179 and replacement action will be initiated.

25. The anchor windlass continued to be unreliable throughout the month. However, further investigation and repair by base staff may have solved this problem.

26. The 696 UHF transceiver has remained unserviceable throughout the month awaiting spare parts. The radar has performed satisfactorily under the stress of old age.

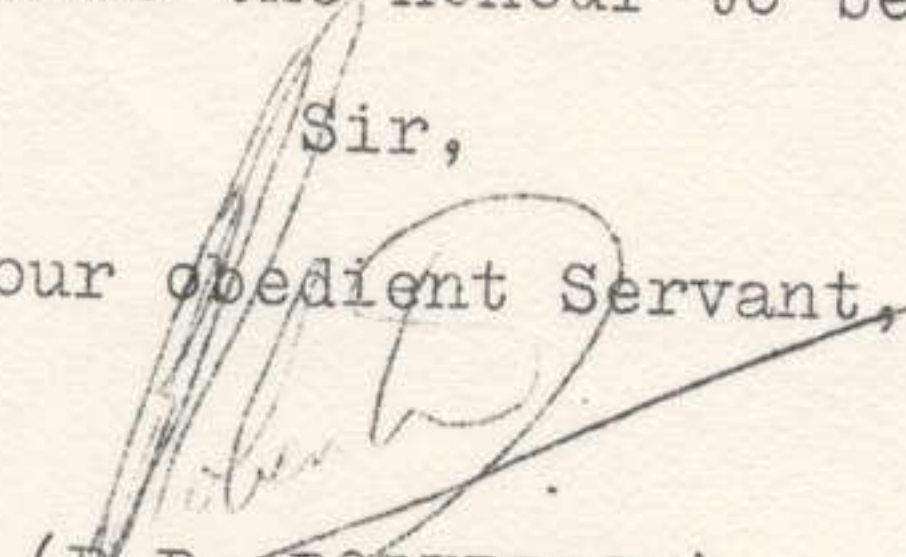
#### General

27. The ship's company has worked purposefully towards the inspection and despite many defects in the ship the morale has remained satisfactory. The health and conduct have also remained 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  
"D" - State of URDEFs and INDEFs

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RESTRICTED

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

STEAMING FIGURES

1. Distance steamed during July	3,904
2. Hours underway during July	295.1
3. Total distance steamed since commissioning	261,390.0
4. Total hours underway since commissioning	19,891.5
5. Occasions for exceeding fast routeing speed:	Nil

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

OPERATIONAL AND TRAINING

Operations

<u>Date</u>	<u>Event</u>	<u>Fishing Vessel/Operation</u>	<u>DTG of Referring Signal</u>
9th	Sighting	No. 1/2 LEN LEE	KBG 090310Z JUL 77

Exercises

<u>Date</u>	<u>Duration</u>	<u>Exercise</u>	<u>Participants</u>
6th	$\frac{1}{2}$ hour	Heaving Line Transfer	ADVANCE, ATTACK
11th	$\frac{1}{2}$ "	Actions, Emergency and Leaving Ship Stations	ADVANCE
	$\frac{1}{2}$ "	Emergency Party Exercise	ADVANCE
	$\frac{1}{2}$ "	Boarding Party Exercise	ADVANCE
	$\frac{1}{2}$ "	Rig and test Para-anchor	ADVANCE
19th	24 hours	LONG VIGIL	ADVANCE No. 1 Commando Company
20th	24 "	LONG VIGIL	ADVANCE Nos. 1/2 Commando Company

RESTRICTED



## RESTRICTED

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

STATE OF URDEFs AND INDEFs

<u>URDEFs</u>				
<u>Date</u>	<u>Equipment</u>	<u>Consec. No.</u>	<u>DTG of Signal</u>	<u>Completed</u>
04JUL77	Weatherdeck Corrosion	23/79	DAU/DNY 050403Z JUL77	05JUL77
11JUL77	G.S. Pump Motor	25/79	DDW/OWR 112315Z JUL77	19JUL77
12JUL77	Sigmund Pump	26/79	DAU/OWR 121100Z JUL77	Outstanding
12JUL77	Port M/E salt water pump	27/79	DAU/OWU 121203Z JUL77	19JUL77
12JUL77	Starboard M/E salt water pump	28/79	DAU/OWU 121205Z JUL77	19JUL77
18JUL77	Anchor Wind- lass motor	29/79	DDW/OWR 180856Z JUL77	01AUG77
20JUL77	40/60 Director on/ off switch	30/79	DSC/OHA 200342Z JUL77	01AUG77
<u>INDEFs</u>				
26MAY77	Port M/E Governor Solenoid	18/79	DDW/OWR 260115Z MAY77	Outstanding
26MAY77	Port M/E sea water pump	19/79	DDW/OWU 260102Z MAY77	Upgraded to URDEF 27/79
08JUN77	UHF Trans- ceiver 696	20/79	DGM/OWR 080759Z JUN77	Outstanding
30JUN77	Sandblast and metal spray weather deck	21/79	DDW/ 300310Z JUN 77	Outstanding
06JUL77	Port M/E Thermostat	22/79	DDW/OWU 060041Z JUL77	19JUL77
11JUL77	Galley refrigerator	23/79	DDW/OWR 112320Z JUL77	19JUL77
20JUL77	INO Gunnery Inspection	25/79	Base Staff allocation	Outstanding
29JUL77	RACAL 217, roof aerial	26/79	DDW 290348Z JUL 77	Outstanding

RESTRICTED



File Number

N 428	3	2429	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

REGISTRATION

Title REPORT OF PROCEEDINGS - HMAS ADVANCE - July 1977

Mark to DCNS (Name or Designation) A4-16 (Location)

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

Close File No \_\_\_\_\_

Cross reference this file with: \_\_\_\_\_

SUBJECT INDEX

Posting	Precis	Initials
R24.2	n/a	

NAME INDEX

Heading	Precis	Initials
HMAS ADVANCE	n/a	

LOGGING

Originator	Originator's Reference	Date	Initials
NOC. N. Aust. AREA.	1/16/3	2, 9, 77	

Information Classifier <u>E. J. Mannas</u> (Signature)	<u>2, 9, 77.</u> (Date)
--	----------------------------

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ADVANCE

REPORT OF PROCEEDINGS AUG '77

~~DNO~~ *Squadron off Darwin, N coast + Gulf of Papua + start of ID*

~~DGNOP~~ *and at end of month for 11/10*

~~DCNS~~ *13/10*

~~CNS~~

~~CNP~~

~~CNPS~~ *19/10*

~~DGLOG-N~~ *20/10*

~~CNM~~ *21/10*

~~DGSUP-N~~ *25/10*

~~PRLO-N~~

~~IADMIN-N~~ *AB 12/12*

- 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.



DEPARTMENT OF DEFENCE

Telephone: 890911  
In Reply Quote: 1/16/5

Naval Headquarters  
Larrakeyah Barracks  
DARWIN. N.T. 5790

Department of Defence (Navy Office)

Attention: Chief of Naval Staff

For Information:

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

HMAS ADVANCE - REPORT OF PROCEEDINGS - AUGUST 1977

Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
North Australia Area

Enclosure: HMAS ADVANCE letter 1/16/2 of 2 September, 1977.

RESTRICTED

1/16/2

HMAS ADVANCE  
at DARWIN

2 September 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - AUGUST 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of August 1977. Times are zone India Kilo (-9½) until 0001 Monday 15th, thence zone Kilo (-10) until 1730 Saturday 20th, and thence zone India Kilo (-9½) until the end of the month.
2. At the beginning of the month ADVANCE was in Darwin having recently completed half of the departmental annual inspections. On the 2nd and 3rd ADVANCE took part in the AUSPABRON THREE Squadron Exercise held in Beagle Gulf and on Monday the 8th commenced a patrol of the North Arnhem Land coast and the Gulf of Carpentaria, which included port visits to Gove and Weipa. ADVANCE returned to Darwin on Friday 26th and spent the remainder of the month in an AMP which included the commencement of the Annual Intermediate Docking.
3. At 0815 Tuesday 2nd ADVANCE, in company with HMA Ships ADROIT and ATTACK, sailed for the Beagle Gulf area to commence exercises as part of the Annual Squadron Exercise. Commander C.K. Callins RAN and Lieutenant K.S. Tuckey RAN were embarked in ADVANCE from departure Darwin until 0643 on Wednesday morning, when they were transferred to ADROIT, and the Staff Gunnery Officer, Lieutenant J. Bithell RN, embarked for a dawn firing serial before he in turn was transferred to ATTACK at 1252.
4. A wide range of exercises were conducted to the benefit of all, and the details are contained at Annex "B". The SQUADDEX completed at 1400 Wednesday 3rd when all ships berthed at the patrol boat landing, Darwin.
5. On Thursday 4th the Electrical and Engineering, NBCD and Gunnery Inspections were conducted by Lieutenant Commander K.G. Roe RAN and his staff, Lieutenant Commander A.V.R. Horne RAN and Lieutenant J. Bithell RN respectively.
6. At 1512 Monday 8th ADVANCE cast off and proceeded westabout Bathurst Island en route to the Gulf of Carpentaria via the North Arnhem Land coast. One of the tasks of the patrol was to keep an eye out for "fishing vessels with sails" sighted in the Croker Island area. These mysterious vessels may be explained by the sighting of three yachts on Tuesday 9th.

/All yachts were

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- 2 -

All yachts were on passage from Thursday Island to Darwin and conversation with each of the crews revealed they were all headed for the far horizons of Africa or the Far East.

7. At 1349 Tuesday 9th ADVANCE anchored at Sommerville Bay on the north western coast of Croker Island. The opportunity was taken to scout the foreshore for evidence of foreign persons landing in the area. No direct evidence was found besides two empty Japanese whisky bottles and several Japanese recorder paper tins, which could have been washed ashore. It is interesting to note that recent vehicle tyre tracks were evident on the beach.
8. At 1645 ADVANCE weighed anchor and proceeded for North Goulburn Island where the ship anchored at 2254. Overnight surveillance produced no evidence of fishing activity in the area and at 1600 Wednesday 10th ADVANCE weighed anchor and, after passaging the strait between North and South Goulburn Islands, continued to patrol the coastline, including the Crocodile Island area, to the Wessel group of islands. No contacts were gained overnight and ADVANCE anchored in Temple Bay, Marchinbar Island, at 1118 Thursday 11th.
9. At 2313 ADVANCE weighed anchor and proceeded to investigate a contact within the DFZ, ten miles to the north of Temple Bay. At five miles, the vessel switched off all lights, and when ADVANCE closed for identification, switched on her "Not under Command" lights. The vessel, identified as NR ANSON, a prawn trawler, was not trawling at the time. (HMAS ADVANCE KAA 111505Z AUG 77 refers).
10. ADVANCE continued passage to Gove without further incident and berthed on the General Cargo wharf at 1000 Friday 12th. At 1000 Saturday 13th ADVANCE cast off and proceeded on patrol to Weipa via the southern shores of the Gulf of Carpentaria.
11. At 1315 Monday 15th ADVANCE exchanged identities and fishing surveillance information with an RAAF Neptune which confirmed reports of a large concentration of FFV's thirty miles west of Weipa. ADVANCE proceeded to the area and covertly patrolled the coast, including the areas of probability off Duyfken Point and Thud Point. Although several "false alarms" were investigated throughout the night, the only FFV's to come near the coast came within one mile of the DFZ.
12. ADVANCE berthed at Evans landing, Weipa at 1130 Tuesday 16th and sailed at 0900 Wednesday 17th. The patrol programme was changed to allow greater time to investigate the Taiwanese fleet off Weipa and during the day some 36 vessels were identified. Two vessels were boarded but inclement weather precluded further operations. During the evening of 17/18 ADVANCE patrolled the DFZ without detecting any violations.
- /13. ADVANCE berthed

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- 3 -

13. ADVANCE berthed at Weipa at 1508 Thursday 18th and proceeded the following morning at 1000. A large Australian prawning fleet in the southern Gulf constituted the only fishing activity discovered.
14. At 1614 Sunday 21st ADVANCE anchored on the western shore of Bremer Island and remained there overnight. At 0900 Monday 22nd the ship weighed anchor and proceeded to Gove, initially berthing on HMAS ATTACK at the General Cargo wharf at 1000 before shifting berth at 1014 to outboard NR LIVERPOOL at the Mission Wharf. ATTACK berthed outboard at 1025.
15. At 1000 Tuesday 23rd ADVANCE, with ATTACK in company, departed Gove and proceeded to Temple Bay, Marchinbar Island, via "Hole in the Wall", occasionally referred to as Gugari Rip, and anchored at 1600. ADVANCE proceeded at 0800 Wednesday 24th and ATTACK approximately half an hour later. A combined patrol was undertaken for the return trip to Darwin and ATTACK was given the task of patrolling some 10 miles to the north of ADVANCE; however, no FFV's were detected.
16. ADVANCE rendezvoused with ATTACK and ADROIT at 0700 Friday 26th prior to entering harbour. Unfortunately ADROIT could not join the formation due to an engine defect; however, ADVANCE berthed at the Patrol Boat Landing at 0800 and ATTACK and ADROIT subsequently assumed outboard berths.
17. At 0715 Wednesday 31st ADVANCE cast off and proceeded to the RAN Slipway where the ship was slipped without incident. ADVANCE is programmed to remain on the slip until 13 September during which time essential and planned maintenance will be carried out.
- Hull and Marine Engineering
18. During the SQUADEX and ensuing patrol the main engines and generators have functioned well with only minor defects developing towards the end of the month. The star-board rudder post gland continues to leak and defective material used during the refit is suspected. However, this problem should be solved during the forthcoming ID.
19. The upperdeck shows early signs of rust in the areas which were not metal sprayed last June and it is considered most essential that this task be completed during the ID. The maintenance of the forepeak, since the removal of the naval board, has been continued at a slow but steady pace.
20. The condition of the underwater hull on slipping was good with only a few areas near the waterline which will require sandblasting.

Weapons and Electrical

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- 4 -

Weapons and Electrical

21. All weapons functioned well during the SQUADEX; however, failure of the schrader valve in the header tank air pump of the 40/60 Bofor threatened the success of the firings. This valve, which has failed on two previous occasions, was rectified by ship's staff.

22. The winch, although effectively conveying the cable to and from the locker, appears to have a mind of its own. On occasions the motor will stop and reverse without warning and a recent inspection of the brake assembly revealed ingress of water.

General

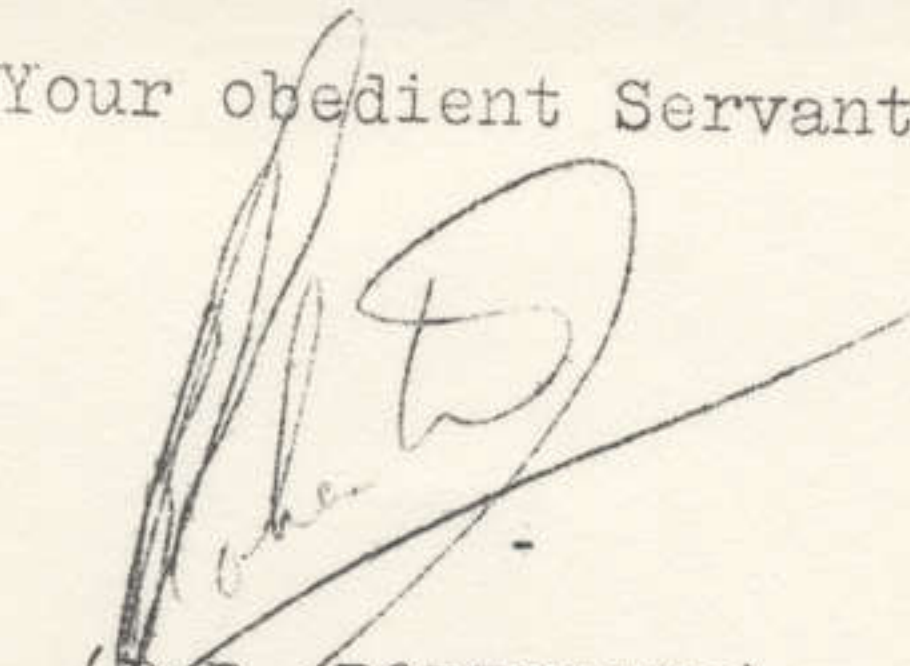
23. On Monday 8th, representatives of Fleet Staff lectured selected personnel from the PTFs on Communications Security.

24. The health, conduct and morale of the ship's company have been satisfactory.

I have the honour to be,

Sir,

Your obedient Servant,

  
(B.D. ROBERTSON)  
Lieutenant RAN  
Commanding Officer

Annex "A" - Steaming Figures  
"B" - Operational and Training  
"C" - Monthly Return of Ship Availability  
"D" - State of URDEFs and INDEFs

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

STEAMING FIGURES

1. Distance steamed during August	3,826
2. Hours underway during August	301.1
3. Total distance steamed since commissioning	265,216.0
4. Total hours underway since commissioning	20,192.6
5. Occasions for exceeding fast routeing speed:	Nil

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

OPERATIONAL AND TRAINING

Exercises

<u>Date</u>		<u>Duration</u>	<u>Participants</u>
2nd	Departure and Pilotex	$\frac{3}{4}$ hour	ADVANCE, ADROIT, ATTACK
	OOW Manoeuvres	1 "	
	OOW/ENG Drills	1 "	
	Small Arms Firing	$\frac{3}{4}$ "	
	AACRFX	$\frac{1}{2}$ "	
	SUCRFX	1 "	
	OOW Manoeuvres	1 "	
	NEX	6 hours	
3rd	NSIC	4 "	ADVANCE, ADROIT, ATTACK
	AAROFX	$\frac{1}{2}$ Hour	
	OOW Manoeuvres	$\frac{3}{4}$ "	
	SAREX	1 "	
	MOBX	$\frac{1}{2}$ "	ADVANCE
	TOWEX	1 "	ADVANCE, ADROIT
	PILOTEX (Blind)	1 "	ADVANCE, ADROIT, ATTACK
10th	Line Throwing Rifle Exercise	$\frac{1}{2}$ "	ADVANCE
20th	SUFX (.50 cal)	$\frac{1}{2}$ "	ADVANCE
	Small Arms Shoot	$\frac{1}{2}$ "	ADVANCE
	OOW Manoeuvres	$\frac{1}{2}$ "	ADVANCE
	MOBX	$\frac{1}{2}$ "	ADVANCE

Operations

<u>Date</u>	<u>Vessel</u>	<u>Event</u>	<u>DTG of Referring Signal</u>
9th	Yacht Challenger	Sighting	KBG 090950Z AUG 77
	Yacht Spectrum	Sighting	
	Yacht Joie	Sighting	

.../2.



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

STATE OF URDEFs AND INDEFs1. URDEFs

<u>Date</u>		<u>Consec. No.</u>	<u>DTG of Referring Signal</u>	<u>Completed</u>
23MAY77	Anchor wind- lass motor	17/79	DAU/OWR 220547Z MAY 77	1AUG77
18JUL77	Anchor wind- lass motor	29/79	DDW/OWR 180856Z JUL 77	1AUG77
20JUL77	40/60 Director on/off switch	30/79	DSC/OHA 20034Z JUL 77	1AUG77
05AUG77	Starboard M/E piston rings	31/79	DAU/OWU 050628Z AUG 77	8AUG77
16AUG77	General Service Pump	32/79	DDW/OWR 160428Z AUG 77	19AUG77
18AUG77	40/60 RU Locker	33/79	DSD 180915Z AUG 77	Outstanding

2. INDEFs

08JUN77	696 TX/RX	20/79	DLM/OWR 080759Z JUN 77	8AUG77
30JUN77	Sandblast Weather Deck	21/79	DDW 300310Z JUN 77	Outstanding
20JUL77	INO Inspection	25/79	N/A	Outstanding
29JUL77	Racal 217 Aerial Feeder	26/79	DDW 290348Z JUL77	Outstanding
10AUG77	Windlass bearings	27/79	DDW 100410Z AUG77	Outstanding
17AUG77	Mathway steer- ing gearbox	28/79	DDW 170725Z AUG77	Outstanding
19AUG77	Electrical Motor Earthstraps	29/79	DDW 190130Z AUG77	Outstanding
22AUG77	Marconi Life- guard	30/79	DDW 220655Z AUG77	Outstanding
31AUG77	Shaft Guards	31/79	DDW 310024Z AUG77	Outstanding
31AUG77	Escape Hatches	32/79	DDW 310545Z AUG77	Outstanding

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## RESTRICTED

- 2 -

<u>Date</u>	<u>Vessel</u>	<u>Event</u>	<u>DTG of Referring Signal</u>
17th	No. 1/2 SEA LAND CT6-0416/7	Boarding	KBG 170900Z AUG 77
	No. 1/2 DAH GONG CT6-0472/3	Boarding	
	No. 1/2 CHIEN CHUEN CT6-0434/5	Sighting	
	No. 12 CHUNG YUAN CT6-0339	Sighting	
	No. 11 HUNG DER CT6-0602	Sighting	
	No. 1/2 GLORY CT6-0531/2	Sighting	
	No. 1/2 YIH TAI CT6-0512/3	Sighting	
	No. 1/2 HSIEH SHUAN CT6-0408/9	Sighting	
	No. 1/2 HWA CHUAN CT6-0384/5	Sighting	
	No. 361/2 SHIN CHEN CHUNG CT6-0429/30	Sighting	
	No. 11/12 HWA YNG CT6-0414/5	Sighting	
	No. 1/2 JIUH LONG CT6-0452/3	Sighting	
	No. 31/2 MON HO CT6-0357/8	Sighting	
	No. 11/12 HOU CHUEN CT6-0563/4	Sighting	
	No. 1/2 PAO YUAN CT6-0523/4	Sighting	
	No. 31/2 CHING CHENG CT6-0464/5	Sighting	
	No. 11/12 YUAN YU CT6-0368/9	Sighting	
	No. 1/2 SAN CHAIR CT6-0402/3	Sighting	
	No. 31/2 KAO CHENG CT6-8446/7	Sighting	
20th	FONG KUO No. 112 CT6-01243	Sighting	

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File Number

N 428	3	2478	1
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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  
AUGUST 1977

Mark to CNS ADMIN N BLDG 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	11	

NAME INDEX

Heading	Precis	Initials
HMAS ADVANCE	11	

LOGGING

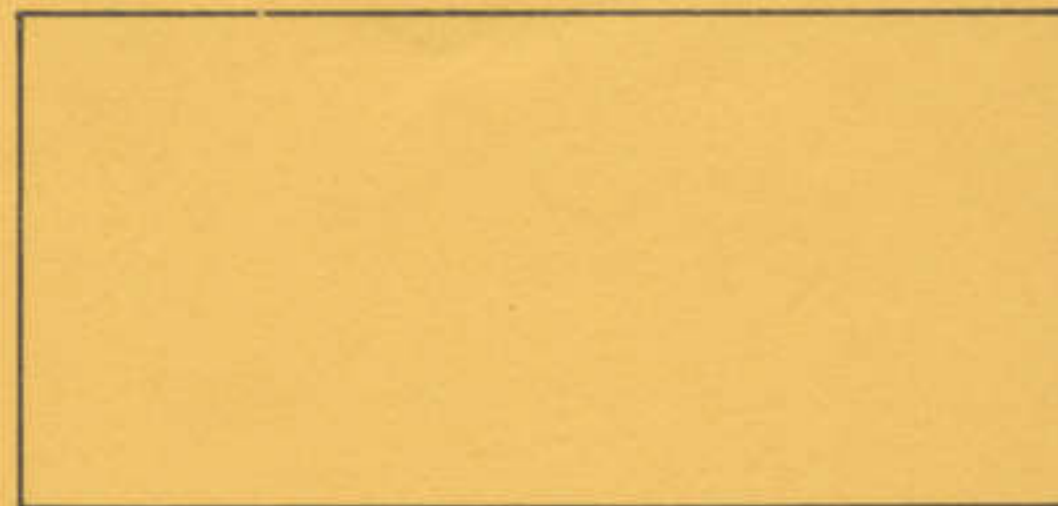
Originator	Originator's Reference	Date	Initials
NAVAL HQ MARRAKEEYAH BARRACKS DARWIN	1-16-5	26/9/77	


Information Classifier

A. Daniel 6/10/77  
(Signature) (Date)

# REQUEST FOR REGISTRATION

CR142  
(1973)



 **NOTE:** After Registry action, this form is NOT to be removed from the file.

## OIC Registry

● (Tick appropriate box)

Please register

- Paper/s (attached)
- Signal DTG No. (attached)
- This form

As a  RESTRICTED  CONFIDENTIAL  SECRET File

On File No. 428 / 3 / SERIES

As a New File Titled HMAS ADVANCE - Report  
of Proceedings August 1977

Related Files .....

and

Forward to CNS Branch

Ring ..... for collection by hand

Return to officer awaiting at counter

Signature

*ABurns*

6 / 10 / 77

Branch

IADMIN - N

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

*ADVANCE*

REPORT OF PROCEEDINGS

SEPTEMBER  
1-18 OCT 1977

~~DNO~~ AM P. West Coast patrol + 'change over' with AWARE of 16/11

~~DGNPP~~ 17/11

~~DCNS~~ 21/11

~~CNS~~ 22/11. *[Signature]*

~~CNP~~ 23/11

~~CNTS~~ 24/11

~~DGLDG-N~~ 25/11

~~CNM~~ 26/11

~~DGSUP-N~~ 27/11

~~PRLO-N~~ 28/11

~~IADMIN-N~~

~~HISTORIAN~~

*please pass to DFM Lawrence House QBYN*

- NOTES:
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*AB 16/11/77*



**RESTRICTED**  
**DEPARTMENT OF DEFENCE**

Telephone: 890911  
In Reply Quote: 1/16/8

Naval Headquarters  
Larrakeyah Barracks  
DARWIN. N.T. 5790

NOV. 2 1977

Chief of Naval Staff  
Department of Defence (Navy Office)

For Information:

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

HMAS ADVANCE - REPORT OF PROCEEDINGS -  
SEPTEMBER, 1977  
1-18 OCTOBER, 1977

1. Forwarded.
2. Amplification of paragraph 3 of Enclosure 1 is being sought as no recent correspondence on the subject of refit workmanship has been received.

(M.J. TAYLOR)  
Captain RAN  
Naval Officer Commanding  
North Australia Area

- ct* Enclosures:
1. HMAS ADVANCE letter 1/16/2 of 1 October, 1977.
  2. HMAS ADVANCE letter 1/16/2 of 18 October, 1977.

*DCNS - Bldg A*  
*1/16/8*  
**RESTRICTED**



Now:

HMS ADVANCE, Dept of Proceedings

RECEIVED

- Sept - Oct '77. MR

Nov 8 09 14 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS

ENCLOSURES: 5. CENTRE  
1. HMS ADVANCE letter 1/10/75 of 18 October 1975  
1. HMS ADVANCE letter 1/10/75 of 1 October 1975

HEAD OFFICE COMMANDING  
CENTRE  
(M. J. BAYLOR)

*[Handwritten signature]*

Letter mentioned has been received.  
Being sought we have recent correspondence on the subject of  
5. Ambiguity of reference 2 of enclosure 1 is  
1. Forwarded.

1-18 OCTOBER 1977  
SEPTEMBER 1977

HMS ADVANCE - REPORT OF PROCEEDINGS -

Commanding Officer, HMS ADVANCE  
Commanding Officer, HMS VANCE  
Commander, VASUBRITIA WINE AVIATION AND BALBOA BONES  
Chief Officer Commanding, HM VASUBRITIA WINE

For information:

Department of Defence (Head Office)  
Office of Naval Staff

In Reply Quote: 1/10/75  
Telephone: 880311

ADMIN. H. J. 2120  
Telephone: 880311  
Head Office

DEPARTMENT OF DEFENCE  
RESTRICTED



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1/16/2

HMAS ADVANCE  
at Sea

1 October 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - SEPTEMBER 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of September 1977. Times are zone India Kilo (-9½) until 1730 Wednesday 21st thence zone Hotel (-8) until the end of the month.
2. At the beginning of the month ADVANCE was on the Northern Territory Port Authority slipway undergoing an Intermediate Docking and Assisted Maintenance Period. ADVANCE was unslipped on Wednesday 14th and remained in Darwin until Wednesday 21st when the ship sailed for a west coast patrol which included visits to Broome, Point Murat, Fremantle and Port Hedland.
3. During the two weeks on the slip much needed maintenance was carried out with the assistance of Base Staff and contractors. Further evidence of poor workmanship carried out during the last refit was found during maintenance routines. This subject has been dealt with separately.
4. At 0648 Wednesday 14th ADVANCE unslipped and was greeted by HMAS ASSAIL and the Harbour Personnel Boat, whose awaiting assistance was not required. ADVANCE berthed on ASSAIL at the Patrol Boat Landing at 0737.
5. ADVANCE remained in Darwin until Wednesday 21st in order to rectify URDEF 34/79 and URDEF 35/79 (see Annex "D"). The former, although outstanding prior to slipping, could not be rectified on the slip, and the latter, although a simple task, delayed the ship from sailing for two days due to the non-supply of essential stores.
6. ADVANCE cast off and proceeded at 0800 Wednesday 21st. After successful sea trials had been conducted ADVANCE proceeded to Broome, where the ship berthed at 1000 Friday 23rd and, on completion of fuelling, proceeded for Point Murat at 1144.
7. Six Taiwanese foreign fishing vessels were located and boarded on this leg of the patrol and the details are contained at Annex "B". ADVANCE berthed at Point Murat at 0805 and, despite force 5 conditions blowing onto the very exposed wharf, fuelling was completed without mishap and ADVANCE sailed at 0851.

/8. After an uneventful

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= 2 -

8. After an uneventful passage to Fremantle in good weather conditions ADVANCE berthed at Victoria Quay at 0800 Tuesday 27th September. During ADVANCE's two day stay the opportunity was taken to exchange ideas and information on foreign fishing activity with Fisheries Inspectors from the West Australian Department of Fisheries and Wildlife.

9. ADVANCE cast off and proceeded at 1000 Thursday 29th. At the end of the month ADVANCE was on passage to Port Hedland experiencing uncomfortable force 5 conditions.

Hull and Marine Engineering

10. A vast amount of good work was carried out during the ID. The sandblasting of the upperdeck and waterline was completed satisfactorily. The recurring problems in the winch have hopefully been solved by a complete overhaul as has the leak from the starboard rudder post.

11. During the latter part of the month no major problems have occurred with the prime movers.

Weapons and Electrical

12. Many long standing electrical defects were rectified during the ID; however, some have recurred since sailing on Wednesday 21st. These are listed at Annex "D".

13. An unexplained defect in the breech mechanism of the 40/60 was repaired by Byford Armament Depot representatives whilst the ship was in Fremantle. The condition of the gun remains good and gun functioning trials will be conducted as soon as practical.

General

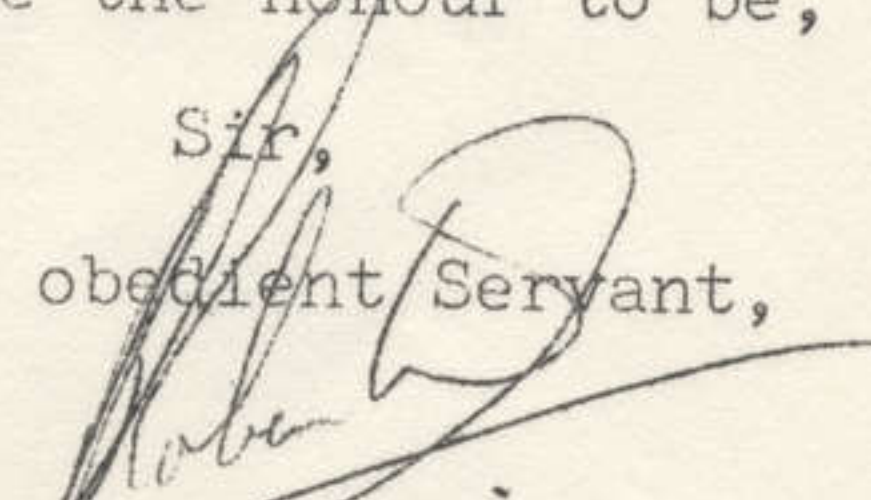
14. On Monday 12th I delivered a drug education and security awareness lecture to the ship's company.

15. The health and conduct of the ship's company have been satisfactory. The morale was temporarily impaired by the confirmation that HMAS AWARE will replace ADVANCE in the Squadron; however, this was soon overcome and all hands are working purposefully to ensure the handover is a success and a good boat is sent south.

I have the honour to be,

Sir,

Your obedient Servant,

  
(B.D. ROBERTSON)

Lieutenant RAN  
Commanding Officer

Annexes - "A", "B", "C" and "D"

RESTRICTED

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

STEAMING FIGURES

1.	Distance steamed during September	2,565.5
2.	Hours underway during September	181.2
3.	Total distance steamed since commissioning	267,781.5
4.	Total hours underway since commissioning	20,272.8
5.	Occasions for exceeding fast routing speed	NIL

RESTRICTED

RESTRICTED

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

OPERATIONAL AND TRAINING

Operations

<u>Date</u>	<u>Event</u>	<u>FFV/Operation</u>	<u>DTG of Referring Signal</u>
23rd	Boarding	No 1/2 DAH JAAN YU No 21/22 HO CHENG	KBG 240225Z SEP 77
24th	Boarding	No 11/12 TUNG YING	
24th	Boarding	No 1/2 TUNG MAO NO 1/2 HO CHUEN	KBG 250640Z SEP 77

Exercises

<u>Date</u>	<u>Event</u>	<u>Duration</u>	<u>Participants</u>
22nd	OOW/Engineering Drills	1 hour	ADVANCE
23rd	OOW/Engineering Drills	1 hour	ADVANCE

RESTRICTED



## RESTRICTED

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

STATE OF URDEFs AND INDEFs1. URDEFs

<u>Date</u>	<u>Equipment</u>	<u>Consec. No.</u>	<u>DTG of Referring Signal</u>	<u>Completed</u>
12JUL77	Sigmund Pump	26/79	DAU/OWU 121140Z JUL 77	Outstanding
18AUG77	20/60 RU Locker	33/79	DSD 180915Z AUG 77	Outstanding
16SEP77	STBD M/E liner rings	34/79	DAU 160209Z SEP 77	19SEP77
19SEP77	STBD M/E over- speed trip	35/79	DAU/OWU 190142Z SEP 77	21SEP77
19SEP77	FWD escape hatch	36/79	DDW 190424Z SEP 77	20SEP77

2. INDEFs

25MAY77	Port M/E govern- or solenoid	18/79	DDW/OWR 260115Z MAY 77	14SEP77
30JUN77	Sandblasting of weather deck	21/79	DDW 300310Z JUN 77	14SEP77
20JUL77	INO Inspection	25/79	N/A	To be done in Sydney
29JUL77	STBD roof aerial feeder	26/79	DDW 290348Z JUL 77	14SEP77
10AUG77	Windlass gear- box	27/79	DDW 100410Z AUG 77	14SEP77
14AUG77	Steering gear- box	28/79	DDW 170725Z AUG 77	14SEP77
19AUG77	Electrical motor motor earthstraps	29/79	DDW 190130Z AUG 77	Outstanding
21AUG77	Marconi Life- guard	30/79	DDW 220655Z AUG 77	14SEP77

77

RESTRICTED

RESTRICTED

- 2 -

<u>Date</u>	<u>Equipment</u>	<u>Consec. No.</u>	<u>DTG of Referring Signal</u>	<u>Completed</u>
29AUG77	Intermediate shaft guards	31/79	DDW 310024Z AUG 77	14SEP77
31AUG77	Escape hatch seals	32/79	DDW 310545Z AUG 77	14SEP77
05SEP77	STBD M/E B5 cylinder head	33/79	DDW 062306Z SEP 77	19SEP77
21SEP77	40/60 Breech assembly	34/79	DSO/OHA 220345Z SEP 77	29SEP77
29SEP77	Port M/E A8 cylinder head	35/79	DDW/OWU 290755Z SEP 77	Outstanding
29SEP77	STBD M/E A6 cylinder head	36/79	DDW/OWU 290757Z SEP 77	Outstanding
29SEP77	Port M/E starting panel	37/79	DDW/OWR 290759Z SEP 77	Outstanding
29SEP77	STBD M/E starting panel	38/79	DDW/OWR 290800Z SEP 77	Outstanding
29SEP77	AN/URC 58 - reception	39/79	DDW 290900Z SEP 77	Outstanding

RESTRICTED



1/16/2

HMAS ADVANCE  
At DARWIN

OCT. 18 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ADVANCE - REPORT OF PROCEEDINGS - 1-18 OCTOBER 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship ADVANCE for the first part of the month of October 1977. Times are zone Hotel (-8) until 0001 Friday 7th thence zone India Kilo (-9 $\frac{1}{2}$ ).
2. At the beginning of the month ADVANCE was on patrol from Fremantle to Darwin. After a fuelling stop in Part Hedland and an overnight stay in Broome, ADVANCE berthed in Darwin on Friday 7th. An AMP was conducted until Tuesday 18th when I handed command to Lieutenant GR Walpole RAN, who is to command the ship in her new role as a Sydney based patrol boat.
3. ADVANCE berthed at No1 wharf, Port Hedland, at 0933 Sunday 2nd, and after embarking fuel proceeded at 1136. Several sightings of FFVs were made on the passage to Broome and one attempted boarding was aborted due to rough sea conditions.
4. ADVANCE berthed at Broome at 0800 Monday 3rd and sailed for Darwin at 1000 Tuesday 4th.
5. At 1217 Wednesday 5th a vessel was sighted anchored off the southern beach of Cassini Island. Upon investigation the vessel was identified as the MV LAKATOI, out of Darwin and was fishing for mackerel. (HMAS ADVANCE KBG/KAA 050630Z OCT 77 refers).
6. At 1330 ADVANCE anchored off the eastern shore of Cassini Island. ADVANCE remained at anchor until 0500 Thursday 6th as the area comprising the Institute Islands constitutes a high probability area for the sighting of Vietnamese refugee vessels. However, although aided by a chartered aircraft, no sightings were made.
7. Upon weighing anchor ADVANCE proceeded to Darwin and after an uneventful passage in calm conditions berthed outboard of HMAS ARDENT at the patrol boat landing at 0800 Friday 7th.
8. At 1030 Friday 14th ADVANCE proceeded into the harbour to allow HMAS AWARE to berth on the patrol boat landing, and then berthed on AWARE at 1145.

9. The first week of the AMP was given to the rectification of outstanding defects in ADVANCE and the preparation for the rotation of boats on Tuesday 18th.

10. At 1000 Tuesday I relinquished command of HMAS ADVANCE to Lieutenant GR Walpole RAN. At this time the crew of ADVANCE became the crew of AWARE and, understandably, not without misgivings for the ship that had done us proud.

#### HULL AND MARINE ENGINEERING

11. A full power trial was conducted successfully on Thursday 6th and, despite minor defects, the main engines have operated well.

12. Small patches of rust have appeared on the waterline since the intermediate docking; the worst area by far being located on the port side where the hull comes in contact with the rubber fender at the PBL.

13. The weatherdeck, since completion of sandblasting remains in good condition. Progress of maintenance in the forepeak has been satisfactory.

#### WEAPONS AND ELECTRICAL

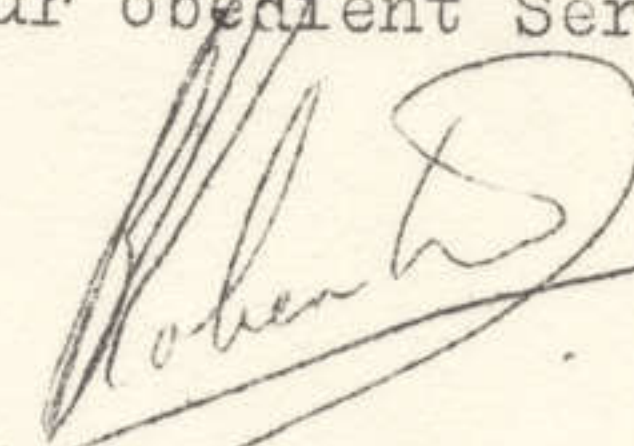
14. Several minor defects in the electrical systems onboard have been rectified and all weapons were functioned satisfactorily on the passage to Darwin.

#### GENERAL

15. The health, conduct and morale of the ships company have been 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  
D - State of URDEFs and INDEFs

ANNEX A To  
HMAS ADVANCE LETTER 1/16/2  
of 18th OCTOBER 1977

STEAMING FIGURES

1. Distance steamed 1-18 OCTOBER 1477.6
2. Hours underway 1-18 OCTOBER 110
3. Total distance steamed since commissioning 269259.1
4. Total hours underway since commissioning 20483.8
5. Occasions for exceeding fast routing speed:

<u>Date</u>	<u>Occasion</u>	<u>Duration</u>
6th	Full power trial	2 hours

ANNEX B To  
HMAS ADVANCE LETTER 1/16/2  
of 18th OCTOBER 1977

OPERATIONAL AND TRAINING

Operations

<u>Date</u>	<u>Vessel</u>	<u>Event</u>	<u>DTG of referring signal</u>
2nd	No1/2 HUNG CHOU	Sighting	KBG 030220Z OCT 77
5th	MV LAKATOI	Boarding	KBG/KAA 050630Z OCT 77

Exercises

<u>Date</u>	<u>Exercise</u>	<u>Duration</u>	<u>Participants</u>
6th	AAROFX	1 hour	ADVANCE
6th	Small arms shoot	$\frac{1}{2}$ hour	ADVANCE



ANNEX D to  
 HMAS ADVANCE LETTER 1/16/2  
 of 18th OCTOBER 1977

STATE OF URDEFs and INDEFs

URDEFs

<u>Date</u>	<u>Equipment</u>	<u>Consec. No</u>	<u>DTG of Signal</u>	<u>Completed</u>
12JUL77	Sigmund manual salvage pump	26/79	DAU/OWU 121140Z JUL77	Outsdanding
18AUG77	40/60 Bofor ready use locker	33/79	DSD 180915Z AUG77	Outstanding

INDEFs

20JUL77	INO 40/60 Bofor Inspection	25/79	N.A.	Outstanding
19AUG77	Electric motor earth straps	29/79	DDW 190130Z AUG77	Outstanding
29SEP77	Port Main Engine A8 CYL Head	35/79	DDW/OWU 290755Z SEP77	Outstanding
29SEP77	STBD Main Engine A6 CYL Head	36/79	DDW/OWU 290757Z SEP77	Outstanding
29SEP77	Port Main Engine Start/Stop Panel	37/79	DDW/OWR 290759Z SEP77	17OCTBER77
29SEP77	STBD Main Engine Start/Stop Panel	38/77	DDW/OWR 290800Z SEP77	Outstanding
29SEP77	AN/URC58 (HF Communications) Distorted reception	39/79	DDW 290900Z SEP77	Outstanding
05OCT77	STBD Engine Room forced draft fan	40/79	DDW/OWR 050800Z OCT77	10OCTOBER77
17OCT77	STBD Engine Room forced draft fan	41/79	DDW/OWR 170637Z OCT77	Outstanding

File Number

N 428	3	2545	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

<del>TOP SECRET</del>
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ADVANCE - REPORT OF PROCEEDINGS -  
SEPTEMBER 1977, 1-18 OCTOBER 1977

Mark to PCV-5 (Name or Designation) Bldg 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
<u>HMAS ADVANCE</u>	<u>a . a</u>	

LOGGING

Originator	Originator's Reference	Date	Initials
<u>Naval HQ TRS, Darwin NT.</u>	<u>1/16/8</u>	<u>2, 11, 77</u>	

Information Classifier

[Signature] (Signature) 8, 11, 77 (Date)

DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2585

HMAS ADVANCE REPORT OF PROCEEDINGS 18-31 OCT-1977.

DNO 'Change-over' with *Aware* on 18 Oct, Gulf patrol +  
 DCNS <sup>start of passage south.</sup> An ABC television scriptwriter was  
 CNS home during the period. *J. 2/12*

DGNPP *8/12*

CNORP

CNP *12/12*

CNPS *MR 20/12*

DGLOG-N

CNM *25/12*

DGSUP-N *30/12*

PRLO-N *5/1*

DGLOG-N *26/11*

IADMIN-N *26/9/11*

- 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 2/12/77*



**RESTRICTED**  
ROYAL AUSTRALIAN NAVY

SMV

Telephone: 359-9111

Extension 3139

OFFICE OF THE  
FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET,  
FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

AF 1/16/4

24 NOV 1977

Department of Defence (Navy Office)

HMAS ADVANCE - REPORT OF PROCEEDINGS - 18TH TO 31ST  
OCTOBER 1977

Forwarded.

*J D Stevens*

(J. D. STEVENS)

Commodore

for Commander Australian Fleet

Enclosure:

*M* HMAS ADVANCE Report of Proceedings dated 1st November 1977

**RESTRICTED**

*DCNS - Bldg A*

Now  
HMMS ADVANCE

RECEIVED

Nov 28 13 30 '77  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

HMMS ADVANCE reports of proceedings dated 1st November 1977  
Enclosure:

For Commander Australian Fleet  
Commodore  
(1. D. STEVENS)

10/11/77

Forwarded

OCTOBER 1977

HMMS ADVANCE - REPORT OF PROCEEDINGS - 4851 TO 3132

Department of Defence (NSW Office)

5 7 NOV 1977

OFFICE OF THE  
HEAD OF THE  
AUSTRALIAN FLEET  
HEAD OFFICE COMMANDING

ROYAL AUSTRALIAN NAVY  
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HMAS ADVANCE  
At SEA

1 NOV 1977

The Flag Officer Commanding  
H.M. Australian Fleet

For Information

The Commander  
Australian Mine Warfare and  
Patrol Boat Forces

HMAS ADVANCE - REPORT OF PROCEEDINGS - 18 to 31 OCTOBER 1977

Sir,

I have the honour to report the proceedings of HMA Ship ADVANCE under my command for the period 18 to 31 October, 1977. Times throughout are in Zone 1K(-9 $\frac{1}{2}$ ) until 1145 on 31st when clocks were advanced 30 minutes to Zone K (-10).

2. The beginning of the period saw ADVANCE alongside the Patrol Boat Landing at Stokes Hill Wharf Darwin where at 1030 on that day I assumed command from LIEUTENANT BD ROBERTSON RAN, and relinquished command of HMA Ship AWARE to him at the same time. The period up until 24th was spent mustering and comparing inventories and accounts and carrying out maintenance, both mechanical and electrical.

3. ADVANCE sailed from Darwin at 1500 on Monday 24th for a patrol of the North Coast and Gulf of Carpentaria. At 0900 on 25th the ship anchored off the western side of North Goulburn Island, and two landing parties spent the day searching the foreshores of the island for signs of a landing by Taiwanese fishermen which had been reported a week previously. No signs were found. Contact was made with Mr Daryl LEGATT, the coastwatcher who resides on South Goulburn Island, but he had nothing further to report.

4. The ship sailed from the anchorage at 0500 the following day to patrol the North Coast/Cape Wessel area. No foreign fishing vessel (FFV) sightings were made. At 0830 on Thursday 27 the AN/URC 58 HF transceiver became unserviceable (HMAS ADVANCE DAU/OWR 270600Z OCT 77 refers). This equipment could not be repaired onboard and course was set at best speed for Gove, berthing at 271440. En-route, the 'CHECK' signal was passed via MV BARWA (OSLO).

5. Three days were spent alongside at Gove whilst awaiting arrival of a replacement transceiver, necessitating a "cutting short" of the patrol programme. This incident once again emphasises the inadequacy of the patrol boat communication fit and the need for a reliable HF transceiver.

6. ADVANCE departed Gove at 0710 Sunday 30 and anchored in Milner Bay, Groote Eylandt at 1800 the same day. A bag of safe hand mail was delivered to the naval agent and a completion course was set for the south eastern corner of the Gulf of Carpentaria to investigate a large number of FFV sightings.

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7. During the period from sailing Darwin until the end of the month Mr E Roberts, a free-lance television scriptwriter commissioned by the Australian Broadcasting Commission to write a fictional series about patrol boat activities for television was embarked.


8. ENGINEERING The main propulsion machinery has performed well throughout the period, with the exception that both main engines can only be started in the emergency mode. The state of auxilliary equipment is fair but with a large number of minor defects outstanding. Defect reporting action has been taken and it is expected that they will all be rectified during a self maintenance period at Cairns and on assisted maintenance period at HIAS WATERHEN during November. A list of outstanding URDEFs/INDEFs is attached at Annex D.

9. The health and morale of the ships company is satisfactory.

I have the honour to be

Sir,

Your obedient Servant

  
(G. R. WALPOLE)  
LIEUTENANT RAN  
COMMANDING OFFICER

Enclosures: Annex A - Steaming Figures  
Annex B - Exercises and Evolutions  
Annex C - Monthly return of ship availability  
Annex D - State of INDEFs/URDEFs

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**RESTRICTED**

ANNEX A to  
HMAS ADVANCE  
REPORT OF PROCEEDINGS

Dated: 1 NOV 1977

STEAMING FIGURES

Distance steamed during the period	894.7
Hours underway during the period	66
Total distance steamed since commissioning	270,054.3
Total hours underway since commissioning	20,537.6
Occasions for exceeding fast routeing speed	NIL

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**RESTRICTED**

ANNEX B to  
HMAS ADVANCE  
REPORT OF PROCEEDINGS

Dated: 1 NOV 1977

EXERCISES AND EVOLUTIONS

<u>DATE</u>	<u>EXERCISE</u>
24 OCT	Action Stations Emergency Stations Leaving Ship Stations Fire and Casualty Exercise
31 OCT	Small Arms Firing

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ANNEX D to  
HMAS ADVANCE  
REPORT OF PROCEEDINGS

Dated: 1 NOV 1977

## STATE OF INDEFs AND URDEFs AT 01NOV77

INDEF No	DATE RAISED	DATE COMPLETED	DEFECT
29/79	19 AUG	OUTSTANDING	Elect Motor Earth Straps
35/79	29 SEP	OUTSTANDING	Port M/E water leak from injector tube
36/79	29 SEP	OUTSTANDING	STBD M/E water leak
37/79	29 SEP	OUTSTANDING	PORT M/E start circuit
38/79	29 SEP	OUTSTANDING	STBD M/E start circuit
41/79	05 OCT	14 OCT	STBD F/D fan motor
42/79	27 OCT	OUTSTANDING	PPF1 power supply
43/79	27 OCT	OUTSTANDING	Gyro gunsight

URDEF No	DATE RAISED	DATE COMPLETED	DEFECT
33/79	18 AUG	OUTSTANDING	40/60 RU Lkr
38/79	25 OCT	28 OCT	AN/URC 58
39/79	28 OCT	OUTSTANDING	Blocktube controls
40/79	28 OCT	OUTSTANDING	Elev'n motor 40/60

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File Number

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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

RESTO
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ADVANCE - REPORT OF PROCEEDINGS -  
18<sup>th</sup> - 31<sup>st</sup> OCTOBER 1977

Mark to DENS (Name or Designation) Bldg A. (Location)

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Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS ADVANCE	a. a.	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAT	AP 1/16/4	24/11/77	

Information Classifier <u>[Signature]</u> (Signature)	28 / 11 / 77 (Date)
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DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2667

HMAS

ADVANCE

REPORT OF PROCEEDINGS NOV 1977

~~DNO~~ Gulf patrol + passage to Sydney via Cairns + Gladstone.  
~~DCNS~~ Mr. Davern, ABE production manager, took passage  
~~CNS~~ Thursday Is. to Cairns. J. 26/1.  
~~DGNPP~~ 31/1  
~~CNORP~~ 12/78  
~~CNP~~  
~~CNTS~~ 6/12  
~~DGLOG-N~~ 27/2  
~~CNM~~  
~~DGSUP-N~~ 10/2  
~~PRLO-N~~  
~~IADMIN-N~~ 17/2  
Historian

- NOTES:
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SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111

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OFFICE OF THE  
FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET,  
FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

AF 1/16/4

13 JAN 1978

Department of Defence (Navy Office)

HMAS ADVANCE - REPORT OF PROCEEDINGS -  
NOVEMBER 1977

1. Forwarded.
2. With regard to paragraph 6, a satisfactory respray and rodent eradication was carried out on the ship's arrival at HMAS WATERHEN.

*J D Stevens*

(J. D. STEVENS)  
Commodore RAN  
for Commander Australian Fleet

Enclosure:

*cm*  
HMAS ADVANCE Report of Proceedings dated 5th December 1977

DEPT OF DEFENCE  
INFORMATION ANALYSIS  
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*DCNS - Bldg A*

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HMAS  
ADVANCE  
MK

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JAN 19 10 47 '78

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

HMAS ADVANCE Report of Proceedings dated 24 December 1977

Procedure:

For Commander, Australian Fleet  
Commodore RAN  
(A. D. GIBSON)

10/1/78

Summary of HMAS ADVANCE  
Operations and other activities were carried out on the ship, a  
with regard to the following:  
1. Operations  
2. ...

NOVEMBER 1977

HMAS ADVANCE - REPORT OF PROCEEDINGS -

Department of Defence (HMAS Office)

1/1/78

11/1/78

OFFICE OF THE  
HEAD OF THE  
NAVY  
HEADQUARTERS  
11/1/78

EXHIBITION 3138

1116-822-3111

21A

ROYAL AUSTRALIAN NAVY

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HMAS ADVANCE  
at Sydney

05 December 1977

Flag Officer Commanding  
HM Australian Fleet

For Information:

Commander  
Australian Minewarfare and Patrol Forces

HMAS ADVANCE - REPORT OF PROCEEDINGS - NOVEMBER 1977

Sir,

1. I have the honour to report the proceedings of HMA Ship ADVANCE under my command for the month of November, 1977. Time zone used throughout is KILO (-10) until 0200 17th thence LIMA (-11).

2. At the beginning of the month ADVANCE was in the south east corner of the Gulf of Carpentaria conducting a patrol of the Declared Fishing Zone (DFZ). In a period of approximately thirteen hours of the 1st, eight FFV sightings were made. Of these only three were boarded, weather conditions precluding a greater effort. A list of sightings/boardings is attached at Annex B.

3. The patrol continued until 0800 on 2nd when the ship berthed at EVANS LANDING, WEIPA where fuel and water was taken on and short leave granted. ADVANCE cast off at 0730 the following day and proceeded back into the Gulf of Carpentaria. No further FFV sightings were made and the ship berthed at the Caltex Wharf, THURSDAY ISLAND at 1500 on Friday 4th.

4. At THURSDAY IS the ship was joined by Mr James DAVERN, Production Manager of the Australian Broadcasting Commission Television, SYDNEY. Mr DAVERN was investigating the feasibility of the production of a television series based on a patrol vessel and the Ship's Company and during the passage to CAIRNS indicated that he supported the idea.

5. ADVANCE cast off from the Caltex Wharf at 1000 on 5th for passage to CAIRNS. After anchoring in the lee of LOY ISLETS for the evening of 7th the ship berthed at No 10 Wharf, CAIRNS at 1007 on 8th. On completion of fuelling, berth was shifted to alongside HMAS BARBETTE at the North

**RESTRICTED** .. /Queensland Engineering

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- 2 -

Queensland Engineering and Agents fitting out wharf, at which time a self maintenance period commenced.

6. As the vessel was badly infested with cockroaches and had signs of rodents onboard the services of a civilian pest exterminator were obtained. The affects of the poisons used necessitated the Ship's Company living in accommodation ashore for the period spent alongside at CAIRNS. Results obtained by the contractor were good, with no cockroaches evident onboard at the end of the month.

7. ADVANCE cast off and departed from CAIRNS at 1000 14th and set course for GLADSTONE where she berthed at 1000 16th. Fuel, water and fresh victuals were taken on and at 1200 the ship sailed for SYDNEY.

8. At approximately 1000 on 18th the AN/URC 58 transceiver became unserviceable and speed was increased to 19 knots, the ship berthing starboard side to the Patrol Boat Wharf at HMAS WATERHEN at 1600 the same day. En-route, messages were sent using a TRC-300 portable transceiver obtained from HMAS CAIRNS prior to departure.

9. On arrival WATERHEN, the ship commenced a base assisted maintenance period and remained alongside until the end of the month. Survey by base staff expanded an already extensive defect list, rectification of which has been pursued by ship and base staff.

10. ENGINEERING. The main propulsion system performed well throughout the period, notwithstanding the cooling water leak from A8 cylinder head on the starboard main engine (INDEF 35/79). This has necessitated steaming on the port main engine wherever possible.

11. The state of auxilliary machinery at the start of the month was generally poor. Efforts to reduce the number of defects has been intensive and whilst there is still a large list of important defects outstanding (Annex D), it is expected that all defects will be rectified by the end of the first week in December.

12. The operational state of the radar KH975 on arrival SYDNEY was such that it was considered more practical to replace the set with a new DECCA RH916A than to carry out extensive repairs. This was reported to Navy Office (HM S WATERHEN DRQ/OWR/OXQ 202330Z NOV 77) and approval for the new

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../fit obtained.

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- 3 -

fit obtained. Installation is progressing well and trials are due to be conducted early next month.

13. The 40/60 BOFOR has been stripped by base staff and is undergoing refurbishment and inspection by the Inspector of Naval Ordnance. This weapon will be reassembled and in fully serviceable condition by 5th December.

14. Despite the long hours being worked by all members of the Ship's Company morale is satisfactory and health is good. A security lecture was given during the month.

I have the honour to be

Sir

Your Obedient Servant



(G.R. WALPOLE)  
Lieutenant R/N  
Commanding Officer

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**RESTRICTED**

Annex A to  
HMAS ADVANCE  
Report of Proceedings  
Dated 5 DEC 1977

STEAMING FIGURES

Distance steamed during the period	2360.3
Hours underway during the period	195.8
Total distance steamed since commissioning	272,414.6
Total hours underway since commissioning	20,733.4

TIME EXCEEDING FAST ROUTEING SPEED

<u>Date</u>	<u>Time</u>	<u>Event</u>
18 November	1012-1500	Loss of HF radio communications.

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Annex B to  
HMAS ADVANCE  
Report of Proceedings  
Dated 5 DEC 1977

EXERCISES AND OPERATIONS

Exercises

<u>Date</u>	<u>Exercise</u>
1 November	Small-arms shoot
8 November	Steering gear breakdown Man overboard
18 November	Rigged emergency Hf aerial

Operations

<u>Date</u>	<u>Vessel</u>	<u>Event</u>	
1 November	Ching Lung-CT5.0478	Boarding	
	Fu Min-CT5.0436	Sighting	
	No. 11 Chen Chung CT5.0436	Sighting	
	No. 11 Long Dar CT6.0071	Sighting	
	Chu Chiang-CT6.0010	Sighting	
	No. 11 Yung Shin CT6.0259	Boarding	
	Yung Ping No. 2 CT6.0876	Sighting	
	Ta Shun-CT6.0065	Boarding	

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

HMAS ADVANCE

DATE 01 DEC 77

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 9 10/12 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 272,446 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 161305

STBD 182702

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	FW	DL		
1	✓		✓	✓	✓			✓																PATROL - GULF OF CARPENTARIA	
2	✓		✓						✓				✓											WEIPA - FUELLED	
3	✓		✓					✓																PASSAGE TO THURSDAY I.	
4	✓								✓				✓											THURS. I. - FUELLED	
5	✓		✓					✓																PASSAGE TO CAIRNS	
6	✓		✓					✓																— " —	
7	✓		✓					✓																— " —	
8	✓		✓	✓				✓																ARRIVED CAIRNS.	
9		✓							✓				✓											CAIRNS AMP	
10		✓							✓				✓											— " —	
11		✓							✓				✓											— " —	
12		✓							✓				✓											— " —	
13		✓																						— " —	
14	✓							✓																CAIRNS - SYDNEY	
15	✓							✓																— " —	
16	✓							✓																FUELLED GLADSTONE	
17	✓							✓																PASSAGE TO SYDNEY	
18	✓			✓				✓																— " — BERTHED SYDNEY	
19	✓												✓											ALONGSIDE WATERMEN. B AMP	
20	✓												✓											— " —	
21		✓											✓											— " —	
22		✓											✓											— " —	
23		✓											✓											— " —	
24		✓											✓											— " —	
25		✓											✓											— " —	
26		✓											✓											— " —	
27		✓											✓											— " —	
28		✓											✓											— " —	
29		✓											✓											— " —	
30		✓											✓											— " —	
31													✓											— " —	
TOTAL	15	15	7	3	1	-	-	11	6	-	-	-	18	-											

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ANNEX D to  
HMS ADVANCE  
REPORT OF PROCEEDINGS  
DATED: 5 DEC 1977

## OUTSTANDING DEFECTS

<u>URDEF</u>	<u>DEFECT</u>	<u>DATE RAISED</u>
33/79	40/60 R.V. Locker	18 AUG 77
39/79	Bloctube Controls	28 OCT 77
40/79	40/60 Elev'n Motor	28 OCT 77
43/79	8-Man I.L.R.'s	21 NOV 77
42/79	AN-URC 58	18 NOV 77

<u>INDEF</u>	<u>DEFECT</u>	<u>DATE RAISED</u>
35/79	Port M/E CYL Head	29 SEP 77
36/79	STB " " "	29 SEP 77
38/79	Vosper Start Panel	29 SEP 77
42/79	PPF1 Power Supply	27 OCT 77
43/79	Gyro Gunsight	27 OCT 77
44/79	Port D/Gen	21 NOV 77
45/79	Stb D/Gen	21 NOV 77
46/79	No 3 A/C Compressor	21 NOV 77
47/79	Freezer Comp't Deck	21 NOV 77
48/79	Aft Bathroom Deck	21 NOV 77
49/79	Officers Bath Deck	21 NOV 77
50/79	S/Rates Heads Deck	21 NOV 77
51/79	Aft Screen Corroded	23 NOV 77
52/79	40/60 Series Inspection	23 NOV 77
53/79	Battery Exhaust Fan	25 NOV 77

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File Number

N 428	3	2667	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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

REGISTRATION

Title HMAS Advance - Report of Proceedings  
November 1977

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HMAS Advance		

LOGGING

Originator	Originator's Reference	Date	Initials
LOCAF	AF 1.16.4	13.1.78	

Information Classifier <u>[Signature]</u> (Signature)	<u>20.1.78</u> (Date)
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