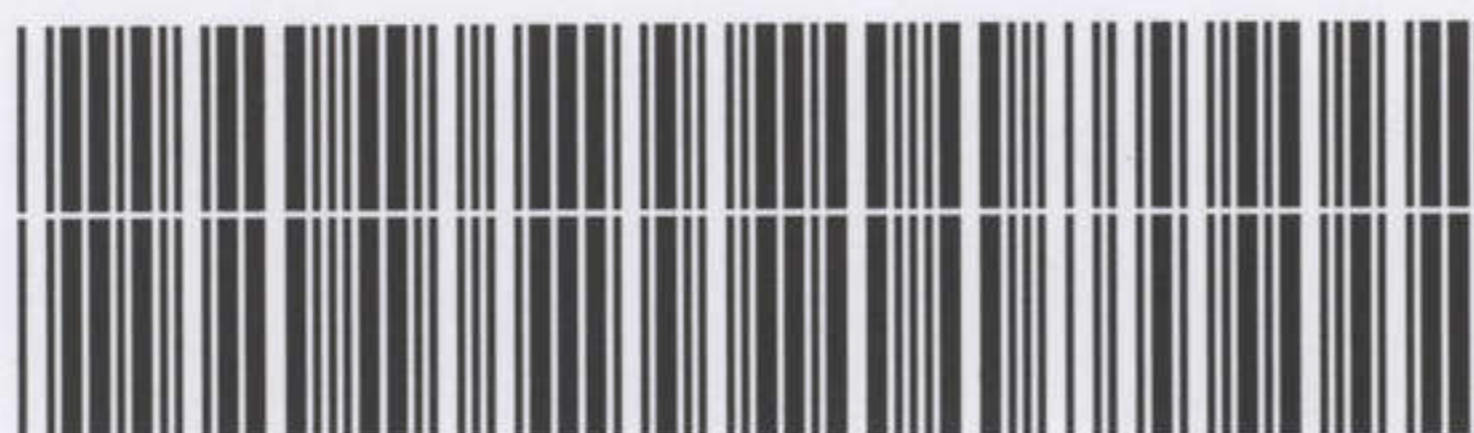


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS BOMBARD**

**Item number: 66/12**

**Title: January-December 1981**



AWM78-66/12

RESTRICTED

[66/12]

HMAS BOMBARD 1981

AUSTRALIAN WAR MEMORIAL  
ACCESS STATUS  
**OPEN**

RESTRICTED

UNCLASSIFIED  
COVERING  
RESTRICTED

SMV

SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111  
Extension 3139

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

23 FEB 1981

AF 1/16/21

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD REPORT OF PROCEEDINGS -  
JANUARY, 1981

1. Forwarded.
2. The Commanding Officer HMAS BOMBARD has been reminded again of the need for careful proof reading of Reports of Proceedings.



(I.H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS BOMBARD Report of Proceedings for  
January, 1981 dated 1 February, 1981

UNCLASSIFIED  
COVERING  
RESTRICTED

RESTRICTED

1/16/1

HMAS BOMBARD  
at Port Welshpool

1 February 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD - REPORT OF PROCEEDINGS  
JANUARY 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of January, 1981. Time zones throughout are zone Lima (-11).
2. The period under report witnessed BOMBARD's Bass Strait patrol. A visit to Burnie, Tasmania was welcomed for the weekend coupled with Australia Day Celebrations. At the end of the period, the ship was handed over to the Melbourne Port Division Reserve Training crew.
3. At the beginning of the period, BOMBARD was progressing an Assisted Maintenance Period (AMP) as well as the remnants of the Christmas leave period. On Monday 12th, the ship departed Sydney during the forenoon and proceeded via the exercise areas in order to conduct a rapid open fire exercise. However, sea conditions were boisterous proving too risky for the shoot which was subsequently cancelled. BOMBARD shaped course for Eden and berthed in a mediterranean moor to the breakwater wharf at 0800 Tuesday 13th. The ship refuelled and proceeded to Bass Strait at 1130 the same morning to relieve HMAS BUCCANEER on task.
4. Upon entering the restricted area in 'area Bass', BOMBARD established a patrol line to the east and at 2130 that evening a merchantman was detected entering the area. BOMBARD closed the Japanese bulk carrier, JINSEN MARU and escorted her from the area. At 1100 Wednesday 14th, BOMBARD was able to assist BUCCANEER with the rectification of an URDEF by the transferral of a spare part. The evolution was conducted with a harbour pilot boat one mile off the breakwater at Lakes Entrance which

../2

RESTRICTED

RESTRICTED

- 2 -

is situated approximately six miles to the north of the restricted area. On completion of the transfer, BOMBARD resumed her patrol line to the east.

5. BOMBARD proceeded to an anchorage off Rabbit Island when conditions deteriorated rapidly during the evening of the 14th. The ship anchored at 2300 that evening and weighed anchor the following morning berthing at Barry Beach at 0735 Thursday 15th. BOMBARD refuelled and on completion shifted berths to Port Welshpool remaining alongside until Sunday 18th. At 1300 that day, the ship proceeded to Refuge Cove and anchored at 1435 remaining overnight waiting for the weather to moderate. The following morning witnessed improved sea conditions whereby the ship weighed and proceeded to 'area Bass'. The ship remained on task until Wednesday 21st when BOMBARD came to anchor in Twofold Bay prior to berthing at 0805, Eden Wharf.

6. After a refreshing few days in Eden, BOMBARD proceeded to 'area Bass' at 0930 Friday 23rd. Upon clearing the bay, BOMBARD exchanged courtesy with HMAS ONSLOW making for Eden. 'Area Bass' was reached later that evening and BOMBARD remained on task until the evening of Saturday 24th when she detached and shaped course for Burnie via Deal Island. The passage was made under ideal conditions which were most uncharacteristic for this particular part of the world. BOMBARD berthed at the concentrate wharf Burnie at 0900 Sunday 25th. A very successful official reception was held onboard that evening; guests included the Warden Councillor Mr R. Filleul, MBE and the Chairman of the Victoria League, Mrs F. Nicholls. The ship's company participated in an Australia Day ceremony at the Civic Centre the following day; the Naval presence did much to enhance the success of the proceedings on this important day. BOMBARD's crew appreciated the visit to Burnie and fulfilled their social obligation in the spirit of Australia Day very well - the towns folk were also found to be most hospitable.

7. The ship departed Burnie at 1015 Tuesday 27th and experienced a very rough passage on her return to 'area Bass'. Upon reaching the area BOMBARD persisted a patrol line to the east of the area when at 0400 Wednesday 28th, it was decided to make for Refuge Cove. Refuge Cove was reached by 1030 that morning and was already inhabited with a number of small yachts sheltering from the rough conditions. Assistance was offered to the yachts; one yacht requested its position be reported to Melbourne Radio and another, a young couple in a very small yacht, requested fresh milk for their baby - we were happy to oblige, however, our resources were tested when requested to provide disposable nappies.

..13

RESTRICTED

8. The ship departed Refuge Cove at 1315 the same day and proceeded to Barry Beach to refuel. Fuel was received the following morning and BOMBARD shifted berths to Port Welshpool. Adverse weather conditions still dictated the Bass Strait area and BOMBARD consequently remained at Port Welshpool until the end of the period under report. LCDR M.C.H. HILLS, RANR assumed command of BOMBARD at 1400 Saturday 31st for the duration of EXERCISE SEASLIP.

#### Marine Engineering and Hull

9. All equipment operated most satisfactorily during the month under report with significant planned maintenance items being completed during the AMP. The ship was in a good mechanical state for the handover to the Melbourne Port Division Reserves.

#### Weapons and Electrical Engineering.

10. With the exception of the 40/60 Bofor (URDEF 55/81) and the Thompson TRC 300 HF transmitter, all equipment has operated satisfactorily during the period. A number of outstanding stores items are expected to arrive shortly after the PTF handover period. It is envisaged that the problems associated with the TRC 300 will be rectified by the receipt of these stores.

#### General

11. Adverse weather conditions have taken toll on the 'on task time' for the period in Bass Strait. Undoubtedly, the visit to Burnie did much to improve morale. The cassette video recording system is being waited upon with anticipation as this will provide an outlet for relaxation in marginally uncomfortable weather which normally precludes upper deck activities. The ship's company have been reminded of the need for security and the dangers associated with drugs and alcohol abuse.

12. The health and welfare of the Ship's Company is good and morale is most satisfactory.

I have the honour to be

Sir,

Your obedient Servant

*J.W. Wells*  
(J.W. WELLS)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming Details  
B. Exercise Details

RESTRICTED

Annex A to  
HMAS BOMBARD letter 1/16/1  
dated 1 February 1981

STEAMING FIGURES

1. Distance steamed during the month	2,044
2. Hours underway during the month	174
3. Distance steamed since first Commissioning	210,527
4. Hours underway since first Commissioning	15,871
5. Occasions for exceeding fast routing speed	Nil

RESTRICTED

RESTRICTED

Annex B to  
HMAS BOMBARD letter 1/16/1  
dated 1 February 1981

EXERCISE DETAILS

1. Emergency party exercised daily in harbour.

2.	<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Total</u>
	24	Ship Handling (XO)	3	1 hr
	29	Blind Pilotage	8	4 hrs
	78	Minor DCX	1	$\frac{1}{2}$ hr

RESTRICTED



SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111  
Extension 3139

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

AF 1/16/21

30 MAR 1981

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD - REPORT OF PROCEEDINGS - FEBRUARY, 1981

1. Forwarded.
2. The incident described at paragraph 5 of the report for the period ending 14 February, has been reported separately.
3. The Commander Australian Minewarfare and Patrol Boat Forces has been directed to further investigate the matters raised at paragraph 6 of the report for the period ending 14 February. This is the first occasion that the inadequacy of the buoyage in the frequently used Barry's Beach area has been reported.

*Ian H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS BOMBARD Report of Proceedings for period  
31 January to 14 February, 1981 dated 3 March,  
1981 and period 14 to 28 February, 1981 dated  
1 March, 1981

RESTRICTED

1/16/1

HMAS BOMBARD  
at Sydney

1 March 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD - REPORT OF PROCEEDINGS

14 - 28th FEBRUARY 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the period 14 - 28th February 1981. Time zones throughout are zone Lima (-11).

2. BOMBARD was berthed at Port Welshpool at the beginning of the period in order to conduct the PNF/RANR handover. The remainder of the period witnessed BOMBARD's passage north to participate in HMNZS WAIKATO's Final Battle Problem (FBP) before entering an Assisted Maintenance Period (AMP).

3. At 1200 Saturday 14th, I assumed command of BOMBARD thus terminating a two week period of training for the RANR crew. At 1830 the same day BOMBARD cast off and proceeded to Eden via area Bass. The passage was made under moderate sea conditions and the ship arrived at Eden 1100 Sunday 15th. Engineering staff experienced difficulties in starting the starboard main engine upon sailing from Eden. Attempts to rectify the fault became fruitful after a two hour delay. BOMBARD departed Eden at 1630 and shaped course for Sydney.

4. At 0830 Monday 16th, BOMBARD was in position off North Head in order to conduct simulated attacks on WAIKATO and her consort during the FBP. At 1130 that morning BOMBARD detached and berthed at HMAS WATERHEN at 1245. The remainder of the period under report was spent in an AMP at WATERHEN.

../2

RESTRICTED

RESTRICTED

- 2 -

Marine Engineering and Hull

5. Although all equipment operated satisfactorily, the AMP was welcomed as a number of minor defects were rectified during the period. Planned maintenance proceeded satisfactorily during the AMP. Adverse weather precluded upperdeck maintenance in the first week of the AMP; consistent efforts during the final week resulted in the completion of work packages.

Weapons and Electrical Engineering

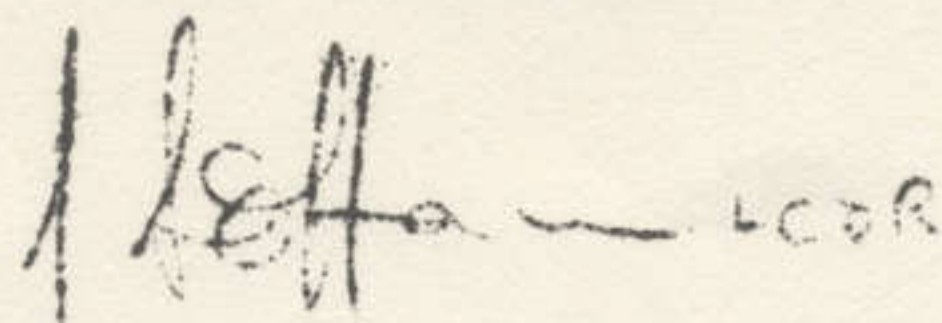
6. The PRC F1 (HF) transmitter receiver was re-located in the wheelhouse during the period. This set replaces the TRC 300 as the primary HF circuit in area Bass. The 40/60 Bofor series inspection was completed and the gun is programmed for a gun functioning trial during the forthcoming Bass Strait patrol. The installation of a video cassette recording system is welcomed for relaxing during the quieter moments of Bass Strait patrols.

7. The health and welfare of the Ship's Company is good and morale is most satisfactory.

I have the honour to be,

Sir,

Your obedient Servant,

  
(J.W. WELLS)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming Details  
B. Exercise Details

RESTRICTED

RESTRICTED

Annex A to  
HMAS BOMBARD letter 1/16/1  
dated 1 March 1981

STEAMING FIGURES

1. Distance steamed during the month	1,737
2. Hours underway during the month	138
3. Distance steamed since first Commissioning	212,264
4. Hours underway since first Commissioning	16,009
5. Occasions for exceeding fast routing speed (HMNZS WAIKATO - FBP)	2 hrs

RESTRICTED

RESTRICTED

Annex B to  
HMAS BOMBARD letter 1/16/1  
dated 1 March, 1981

EXERCISE DETAILS

1. Emergency party exercised daily in harbour.

2. <u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Total</u>
24	Ship Handling (XO)	1	$\frac{1}{2}$ Hr
29	Blind Pilotage	2	1 Hr
78	Minor DCX	1	$\frac{1}{2}$ Hr

RESTRICTED



ROYAL AUSTRALIAN NAVY

TELEPHONE 64 2621  
IN REPLY QUOTE 1-16-4

HMAS BOMBARD  
at PORT WELSHPOOL

3 March 1981

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCE  
HMAS WATERHEN

1-16-21

For Information:

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

The Naval Officer Commanding  
VICTORIA AREA

The Commanding Officer  
HMAS LONSDALE

The Commanding Officer (Reserves)  
MELBOURNE PORT DIVISION RANR

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention:

The Director of Naval Reserves and Cadets

The Commanding Officer  
HMAS BOMBARD

HMAS BOMBARD - REPORT OF PROCEEDINGS

31ST JANUARY TO 14TH FEBRUARY 1981 - OPERATION ESTEE

Sir,

1. I have the honour to report the proceedings of HMAS BOMBARD, under my command, for the period 31st January to 14th February 1981. Times quoted are Zone LIMA (-11).
2. At 0900 key personnel boarded HMAS BOMBARD at Fort Welshpool and the hand-over from the RAN commenced, concluding at 1400 when I assumed command from Lieutenant J. WELLS, RAN. The remainder of the ship's company having by then joined, hands were engaged in stowing their gear and preparing for sea.

3. Reports of strong winds in the patrol area kept BOMBARD alongside until 0822 on Sunday 1st February 1981, when she sailed for Area Bass the winds having abated. Despite a favourable forecast, steep seas and freshening winds made it impracticable to remain at sea and BOMBARD turned about at 1418 and returned to Port Welshpool at 1605.
4. On Monday 2nd February 1981 at 1404 BOMBARD left Port Welshpool for the patrol area and although steep seas were encountered from the East, a steady moderation in the wind made it possible to continue and arrive in the restricted area at 2100. At 2145 Rig MACKEREL was heard challenging an unknown vessel - as there was more than one ship in the vicinity there was some confusion at first but at 2215 BOMBARD's assistance was sought to identify a vessel that was transitting the area and not replying to radio calls. An intercept course was established but at 2227 all electrical power was lost for 15 minutes and by the time it was restored the intercept was lost and a stern chase resulted.
5. At 0004 on Tuesday 3rd February, BOMBARD came up with the vessel in a sea state that made it hazardous to close with it. The vessel ignored repeated radio calls and signals from the 10" searchlight, and it was only when BOMBARD dropped back and came up under his stern using the searchlight to illuminate it, that the vessel replied to radio challenges at 0030 and gave his name as M.V. ALBION registered in PIRÆUS. In answer to questions he denied having entered the zone and stated that he had and was using the current Australian chart for the area on which the zone is clearly marked. The vessel was told she had been tracked through the zone by radar, that the matter would be reported, and it was requested that she keep clear of the area in future.
6. BOMBARD returned to the vicinity of the Rigs, patrolling without incident until relieved by ADVANCE at 0830 on Wednesday 4th February 1981 when BOMBARD proceeded to BARRY'S BEACH MARINE TERMINAL for fuel and thereafter returned to Port Welshpool securing at 1628. Comments must be made here on the lamentable state of the channel markers indicating the run in to BARRY'S BEACH MARINE TERMINAL wharf. They bear little or no resemblance to the recognised buoyage system and dependance upon them is not recommended. Once known, the approach is not difficult, but I would strongly recommend that Commanding Officers new to the area be shown the channel from seaward by another who knows it well.
7. BOMBARD remained alongside from Wednesday 4th to Friday 6th February 1981, the ship's company being occupied with maintenance on the ship. At 0800 on Friday 6th February 1981, BOMBARD sailed and proceeded to WATERLOO BAY, conducting OCW exercises en route, and anchored there at 1056. Launching and recovery of the boat was practised and the opportunity taken to have a banyan on the beach before weighing at 1550 and taking on the Task at 2200 on Friday 6th February in the patrol area.
8. At 1637 on Saturday 7th February 1981, having experienced problems with starting Port Main Engine and with a rising wind and sea making continuance of the patrol impractical, BOMBARD left the area and secured alongside ADVANCE at Port Welshpool at 2250.
9. On Sunday 8th February, ship's staff found a solenoid in the Port Main Engine starting system to be defective and a replacement was sought from WATERHEN. Whilst waiting for its arrival, ship's company carried out further work about the ship and on Tuesday 10th February 1981, organised and played a game of cricket against a local team which was enjoyed by all.
10. On Wednesday 11th February 1981 the replacement solenoid was located in Morwell and fetched from there by car to avoid further delay. It was fitted by ship's staff and a further defect in the Port Main Engine starter itself ascertained and rectified by 1500, at which time I was warned of an industrial dispute at BARRY'S BEACH MARINE TERMINAL. Having convinced those concerned that one's presence on

Left  
Welshpool 3  
11-2-81

on patrol was essential BOMBARD proceeded to BARRY'S BEACH MARINE TERMINAL securing there at 1611. By 1912 it was established that the OMD 113 oil that had been ordered was not available there and that the closest source was MELBOURNE so BOMBARD, with only 22 gallons in reserve had to return to Port Welshpool at 1957 on Wednesday 11th February 1981 to await its arrival.

11. At 0120 on Thursday 12th February 1981 the lube oil arrived from CERBERUS and was taken aboard, but the weather had deteriorated and BOMBARD was unable to sail until 1334 when a lessening in the wind strength suggested an improvement in conditions. However the sea state was still bad and the return of the Easterly wind compelled BOMBARD'S return to Port Welshpool at 2010.

12. On Friday 13th February 1981 at 0748 BOMBARD sailed for the patrol area again and this time reached it having steamed through Sea Fog from 0920 to 1412 en route. An attempt to visit MACKEREL rig had to be abandoned due to a heavy swell which would make the transfer of personnel extremely hazardous, and on ADVANCE'S arrival on Task at 2200, BOMBARD returned to Port Welshpool securing at 0400 on Saturday 14th February 1981.

13. Through the morning of Saturday the ship was cleaned through and, on the arrival of key RAN personnel, the handover back to the RAN was commenced being concluded at 1300 when Lieutenant J. WELLS, RAN assumed command.

14. Despite the weather which precluded some patrol work, the morale of the crew remained high throughout and I am convinced that this was in a large part due to their having a definite role to play - a real job of work rather than an exercise. The general state of the ship, considering her age, was excellent and a credit to her RAN ship's company.

I have the honour to be,

Sir,

Your Obedient Servant,

(M.C.H. HILLS)  
LIEUTENANT COMMANDER RANR  
COMMANDING OFFICER

Enclosures: 1. Annex A - Steaming Details  
2. Annex B - Exercise Details



ANNEX A TO  
HMAS BOMBARD LETTER  
DATED: 3 MARCH 1981

STEAMING DETAILS

Distance Steamed	31st January to 14th February 1981	1239.1 NM
Hours Underway	31st January to 14th February 1981	99.5
Occasions for Exceeding Fast Routing Speed		NIL

ANNEX B TO  
HMAS BOMBARD LETTER  
DATED: 3 MARCH 1981

EXERCISE DETAILS

1. Fire and Emergency Parties exercised daily in harbour
2. Specialized Exercises carried out on an opportunity basis:
  - NIGHT PILOTAGE
  - SMALL ARMS SHOOT
  - BOAT LAUNCH AND RECOVERY
  - OOW EXERCISES
  - MAN OVERBOARD

SMV

UNCLASSIFIED COVERING  
ROYAL AUSTRALIAN NAVY  
RESTRICTED

Telephone: 359-9111  
Extension 3139

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

AF

1/16/21

21 APR 1981

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD REPORT OF PROCEEDINGS -  
MARCH, 1981

Forwarded.

*Ian H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

*AM.* Enclosure: HMAS BOMBARD Report of Proceedings  
for March, 1981 (2 sections) dated 8 March,  
1981 and 1 April, 1981

UNCLASSIFIED COVERING  
RESTRICTED

9-8 53 1 13 81

ADMIN-N

1-16-21

HMAS BOMBARD  
at PORT MELBOURNE

8 March 1981

The Naval Officer Commanding  
VICTORIA AREA

For Information

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCE

The Commanding Officer  
HMAS LONSDALE

The Commanding Officer (Reserves)  
MELBOURNE PORT DIVISION RANR

The Director of Naval Reserves and Cadets  
DEPARTMENT OF DEFENCE (NAVY OFFICE)

The Commanding Officer  
HMAS BOMBARD

HMAS BOMBARD - REPORT OF PROCEEDINGS  
PERIOD 6 - 8 MARCH 1981

Sir,

1. I have the honour to report the proceedings of HMAS BOMBARD under my command from 6 March to 8 March 1981. Times throughout are zone Kilo (-10).

2. At the commencement of the period BOMBARD was berthed at Station Pier, Port Melbourne manned by R.A.N. personnel. At 1830 Friday 6th March I assumed command from Lieutenant J. W. Wells RAN. RAN personnel were relieved by RANR personnel from Melbourne Port Division for the period.

3. At 2300 BOMBARD cast off and proceeded to sea. On clearing Port Melbourne limits course was set south westerly for West Channel Pile. At 0030 BOMBARD commenced a navigational and blind pilotage exercise to transit West Channel and Port Phillip Heads. On clearing Port Phillip Heads course was set for Flinders. BOMBARD anchored off Flinders jetty at 0425.

4. BOMBARD weighed anchor at 0700 and proceeded to exercise area R325. At 0915 tracking and firing practice was carried out using a drum target with 40/60, 50 cal. and small arms as detailed in Commanding Officer(Reserves) Operation Order 1/81. On completion BOMBARD returned to Port Phillip Bay and anchored off Rye Pier at 1800.



...2/

5. BOMBARD remained at anchor overnight. Various PTF exercises were carried out during this time. At 1045 Sunday 8th BOMBARD weighed anchor and commenced shiphandling and manoverboard exercises for all officers. On completion course was set north for Port Melbourne.

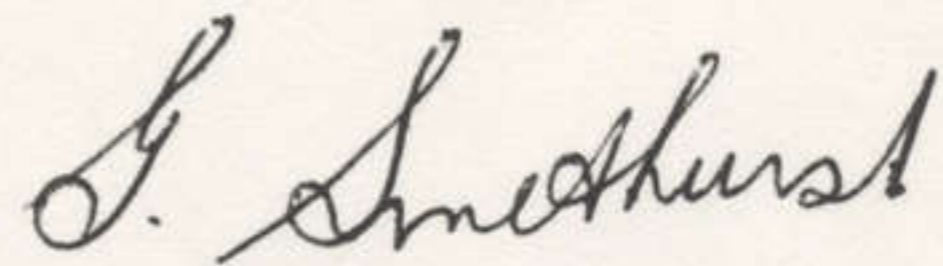
6. At 1430 BOMBARD berthed port side to Station Pier. At 1500 Leut. J. W. Wells assumed command and RANR personnel returned to shore.

7. The health of the ship's company was good, conduct was exemplary, and morale was very high.

I have the honour to be,

Sir,

your obedient Servant,



(G. J. SMETHURST)  
Lieutenant Commander RANR  
Commanding Officer.

Annexes: A. Steaming Details  
B. Exercise Details

Annex A to  
HMAS BOMBARD letter  
dated 8 March 1981

STEAMING DETAILS 6 - 8 MARCH 1981

1.	Distance steamed	-	179
2.	Hours steamed	-	20

Annex B to  
HMAS BOMBARD letter  
dated 8 March 1981

EXERCISE DETAILS FOR 6 - 8 MARCH 1981

Date		
6	Leaving Ship Stations	Exercise ship's company before sailing
6	Emergency Stations	Exercise ship's company before sailing
6	Fire Drill	Exercise ship's company before sailing
7	Blind Pilotage	Transit West Channel and Port Phillip Heads
7	Navigation	Anchorage
7	Gunnery	40/60 surface tracking
7	Gunnery	40/60 surface firing
7	Gunnery	50 Cal. surface firing
7	Gunnery	Small arms firing
7	Navigation	Transit Port Phillip Heads and South Channel
7	Steering Gear Breakdown	
7	N.B.C.D.	Engine Room Fire
7	N.B.C.D.	Power failure
7	First Aid	Assistance to another vessel
7	Navigation	Planned Anchorage (Junior Officer)
7	Crypto	Low grade codes
8	Rig for tow aft	
8	Rig for tow forward	
8	Boardex	
8	NBCD	Power failure forward mess deck
8	Manoverboard	All Officers

RESTRICTED

HMAS BOMBARD  
at Sydney

1/16/1

01 April 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD - REPORT OF PROCEEDINGS

MARCH 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of March 1981. The time zone in this report is zone Kilo (-10).
2. The period under report witnessed BOMBARD's fisheries surveillance patrol at the beginning of the month prior to handing over to the Melbourne Port Division, RANR crew (6-8th). The ensuing period was spent conducting a BSORS patrol - BOMBARD seized the opportunity of returning to Burnie during the month. The ship also hosted COMAUSMINPAB's familiarization tour of duty concerning Bass Strait surveillance.
3. At the beginning of the period BOMBARD completed an Assisted Maintenance Period (AMP) and departed Sydney at 0900 Monday 2nd. The ship conducted a full power trial and a rapid open fire exercise (ROFX) with HMAS SNIPE before departing the exercise area in company with SNIPE. An overnight passage south was made with SNIPE and BOMBARD detached early the next day to berth at Eden 0830.
4. The ship departed Eden on completion of fuelling and continued her southern patrol. A rendezvous was made with HMA Ships SNIPE, CURLEW and ATTACK at 0400 Wednesday 4th, off Deal Island where a ROFX was conducted. On completion, BOMBARD detached for Deal Island and came to anchor later that morning. At 1800 the same evening, passage was made to Geelong and BOMBARD berthed at Cunningham Pier 0900 Thursday 5th and remained

.../2



RESTRICTED

ANNEX B TO  
HMAS BOMBARD LETTER 1/16/1  
DATED 01 APRIL 1981

EXERCISE DETAILS

1. Emergency party exercised daily in harbour.

2.	Exercise	Short Title	No. Conducted	Total
	10	OOW Manoeuvres	1	1 Hr
	21	Manord	1	$\frac{1}{2}$ Hr
	24	Ship Handling (XO)	1	$\frac{1}{2}$ Hr
	29	Blind Pilotage	4	2 Hrs
	78	MINOR DCX	2	1 Hr
	142	AAROFX/GFT	2	2 Hrs
		AAWDX	1	$\frac{1}{2}$ Hr
	N/N	NIGHT STEAM IN COMPANY	2	12 Hrs

.....

RESTRICTED

RESTRICTED

ANNEX A TO  
HMAS BOMBARD LETTER 1/16/1  
DATED 01 APR 81

STEAMING FIGURES

1. Distance steamed during the month - 2193
2. Distance steamed since commissioning - 214,457
3. Hours underway during the month - 193
4. Hours underway with commissioning - 16,202
5. Occasions for exceeding fast routing speed - NIL.

RESTRICTED

RESTRICTED

- 3 -

BOMBARD spent two hours in the 'area' viewing rigs and inspecting the buoys that surveillance units normally secure to when the weather is good. As the evening progressed the weather continued to deteriorate so BOMBARD with ADVANCE in company shaped course for Eden.

9. At 0800 Friday 27th, BOMBARD and ADVANCE berthed in Eden. COMAUSMINPAB departed Eden for Sydney later that afternoon after having completed a comprehensive and objective view of surface surveillance units involved in Operation Estes. A defect on the starboard generator was rectified by ship's staff whilst alongside in Eden. The weather continued to be unsuitable in 'area Bass' and at 1500 Saturday 28th, BOMBARD and ADVANCE proceeded to Sydney after having been relieved by HMAS ATTACK. Both ships berthed at HMAS WATERHEN 0800 the following morning. BOMBARD remained in Sydney for the rest of the period.

#### Marine Engineering and Hull

10. Despite the defective port main engine and minor problems on the starboard generator all equipment operated satisfactorily during the period.

#### Weapons and Electrical Engineering

11. All weapons and electrical equipment have performed most satisfactorily during the month. The new whip aerial for the PRC F1 (HF) transmitter has given particularly good performance with very acceptable ranges.

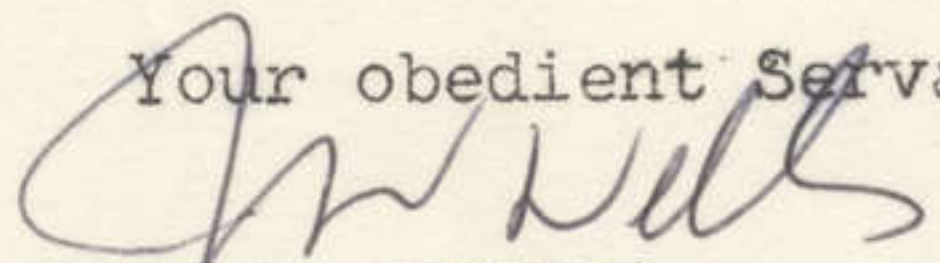
#### General

12. Changes in the fleet programme resulted in BOMBARD's extended patrol in Bass Strait. A good AMP prior to the one month patrol contributed to a relatively trouble free period. The performance of all weapons particularly the 40/60 Bofor during both ROFXs and the RANR period was pleasing. The health and welfare of the Ship's Company is good and morale remains most satisfactory.

I have the honour to be,

Sir,

Your obedient servant,



(J.W. WELLS)  
Lieutenant, RAN  
Commanding Officer

#### ANNEXES:

- A. Steaming Details
- B. Exercise Details.

RESTRICTED

RESTRICTED

- 2 -

overnight. At 0900 the following day the ship cast off and proceeded to Port Melbourne. At 1830 Friday 6th, LCDR G.J. SMETHURST, RANR assumed command of BOMBARD for the duration of the weekend 6-8th. I returned to take command of BOMBARD at 1530 Sunday 8th at the end of Reserve Training and was pleased to be informed that the weekend's training had been defect incident free and all weapons operated most satisfactorily.

5. The ship departed Port Melbourne at 0900 Monday 9th and shaped course for Bass Strait upon clearing the 'Rip'. After an exhilarating bout of night pilotage at Corner's Inlet, BOMBARD berthed at Port Welshpool 2000 Monday evening. A Federal policeman was embarked and the ship sailed at 0600 the following morning. Weather conditions in the Strait were favourable so BOMBARD came to anchor off Stockyard Hill in order to conserve fuel. The ship weighed and proceeded at 1600 and ran a patrol line until 2000 when the port engine became defective rendering it in-operable. The ship anchored at Rabbit Island overnight and berthed at Barry Beach Marine Terminal (BBMT) 0900 Wednesday 11th. After fuelling, the ship shifted berths to Port Welshpool to await engine spares.

6. Ward's cargo experienced some difficulties in delivering the engine spares which were finally collected from Barracouta rig Tuesday 17th. Difficulties experienced in logistics support have been represented separately to COMAUS-MINPAB. In the interim, sufficient spares were collected by ship's staff from HMAS CERBERUS. BOMBARD departed Port Welshpool at 0900 Monday 16th and patrolled the rigs before visiting Burnie 18 - 20th. Visits to northern Tasmanian ports improves the psychological aura associated with Bass Strait patrols and undoubtedly will be the future practice of Bass Strait employed patrol boats.

7. The ship departed Burnie at 1000 Friday 20th and sheltered at Deal Island overnight before proceeding to 'area Bass'. BOMBARD remained on task until Tuesday 25th when she berthed at BBMT 0900 and owing to high winds was unable to shift berths until the following day. Unfortunately, whilst staying overnight at BBMT, both sea-suctions for main engine cooling became blocked with sea-weed and upon arrival at Port Welshpool, a civilian diver was employed to remove the gratings and clear sea-suctions.

8. COMAUSMINPAB embarked 0830 Thursday 26th for a familiarization tour of duty with surface forces attached to Operation Estes. The ship cast off and proceeded at 0900 - a navigational inspection of the BBMT area and the adjacent estuary of Corner's Inlet was made before BOMBARD anchored in Refuge Cove at 1130. The ship weighed and proceeded to 'area Bass' via the Deal Island heavy weather anchorage. A rendezvous was made with HMAS ADVANCE at 2000 and a planned transfer of COMAUSMINPAB was cancelled due to rough seas.

.../3

UNCLASSIFIED COVERING  
ROYAL AUSTRALIAN NAVY

SMV

Telephone: 359-9111  
Extension 3139

RESTRICTED

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

AF 1/16/21

21 MAY 1981

DEFENCE  
RECORDS  
CENTRE  
N 428 3 3044  
IAOMIN-11  
8-4-81

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

LOGGED

HMAS BOMBARD REPORT OF PROCEEDINGS -  
APRIL, 1981

Forwarded.

*Ian H. Richards*  
(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS BOMBARD Report of Proceedings  
for April, 1981 (2 sections) dated 2 May,  
and 4 May, 1981

po

UNCLASSIFIED COVERING

RESTRICTED

CNS.

AF 1/16/21

1/16/1

RESTRICTED

HMAS BOMBARD

At Sydney

2 May 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD - REPORT OF PROCEEDINGS  
APRIL 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of April, 1981. The time zone in this report is Kilo (-10).

2. During the period under report the ship completed an Assisted Maintenance Period (AMP) and conducted a Bass Strait Patrol. BOMBARD also visited the Tasmanian port of Devonport which co-incided with the visit of HRH, the Prince of Wales, who presented the Charter to the people thus proclaiming Devonport a city.

3. At the beginning of the period BOMBARD progressed an AMP which concluded Monday 6th. For the ensuing week the ship remained on standby for a number of Fleet support serials that were subsequently cancelled. The spare period was utilized for much needed upperdeck maintenance after a reduced AMP.

4. At 1000 Monday 13th, BOMBARD cast off and proceeded with HMAS ADVANCE in company, to 'Area Bass' via the exercise area. BOMBARD was delayed in reaching the area owing to an engine defect, so the programmed sleeve shoot was cancelled. A gun functioning trial was conducted in lieu before ships departed and proceeded to Eden. BOMBARD berthed in Eden at 0800 the following day. The weather in Bass Strait was consistantly gale force for the following six days. At one stage, the swell alongside in Eden became troublesome and the ship was compelled to anchor in order to shelter from the strong south westerly gales.

RESTRICTED

RESTRICTED

- 2 -

5. The passage of a high pressure in the 'Bight' moderated conditions enabling BOMBARD to depart for Bass Strait at 1000 Sunday 19th. The ship remained on task until 2200 that evening then proceeded to Devonport. The ship berthed at 1000 the following morning and remained alongside for two days. At 1430 Tuesday 21st, I attended the ceremony for the declaration of the city of Devonport held at the Devonport oval. On Wednesday 22nd at 0900 LCDR J.S. O'Hara, RAN assumed command of BOMBARD for one week.

6. On Wednesday 29th, I returned to BOMBARD at Port Welshpool and assumed command at 0900. The weather moderated that day so BOMBARD cast off and proceeded to 'Area Bass' at 1600. The ship remained on task in the area for the remainder of the period under report.

Marine Engineering

7. All equipment has operated most satisfactorily during the period. A satisfactory AMP was achieved at the beginning of the month though it was reduced by one week. Efforts are being channelled into preparation for the September '81 , Refit.

Weapons and Electrical Engineering

8. All equipment performed most satisfactorily during the month - all weapons are operational.

General

9. Time lost 'on task' has been particularly excessive owing to gale force conditions in 'Area Bass'. I was pleased to find upon my return to BOMBARD Wednesday 29th, that the ship's company had volunteered for the Anzac Day ceremony including a march through the town of Toora, Victoria. Their participation did much to enhance the days proceedings and was warmly appreciated by towns folk. The health and welfare of the ship's company is good and morale remains high.

I have the honour to be,

Sir,

Your obedient Servant

*J.W. Wells* SO27

*J.W.* (J.W. WELLS)  
Lieutenant, RAN  
Commanding Officer, A02.

Annexes: A. Steaming Figures  
B. Exercises Conducted

RESTRICTED

RESTRICTED

Annex A to  
HMAS BOMBARD letter 1/16/1  
dated

STEAMING FITURES

- |   |         |
|---|---------|
| 1. Distance steamed during the month                                | 1250.8  |
| 2. Hours underway during the month                                  | 98      |
| 3. Distance steamed since commissioning                             | 215,708 |
| 4. Hours underway since commissioning                               | 16,300  |
| 5. Occasions for exceeding fast routing<br>speed - 2 Hrs Intercept. |         |

RESTRICTED



RESTRICTED

Annex B to  
HMAS BOMBARD letter 1/16/1  
dated

EXERCISE DETAILS

1. Emergency party exercised daily in harbour.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>
10	OOW Manoeuvres	1	1
21	MANORD	1	$\frac{1}{2}$
24	Ship Handling	3	$1\frac{1}{2}$
29	Blind Pilotage	1	1
78	Minor DCX	1	$\frac{1}{2}$
142	GFT	1	$\frac{1}{2}$
N/N	Night Steam in Company	1	12

RESTRICTED

# RESTRICTED

1/16/14

HMAS WATERHEN  
WAVERTON NSW 2060

4 May 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Commanding Officer  
HMAS BOMBARD

HMAS BOMBARD - REPORT OF PROCEEDINGS -  
22 TO 29 APRIL 1981

Sir,

1. I have the honour to report the proceedings of HMAS BOMBARD under my command for the period 22 to 29 April 1981. All times are zone Kilo (-10).

2. I joined BOMBARD at Devonport, Tasmania, on the evening of Tuesday 21 and assumed command from Lieutenant J.W. Wells, RAN at 0900 the following day. My temporary posting to BOMBARD resulted from long-standing wedding arrangements made by Lieutenant Wells for 25 April which subsequently coincided with the vessel's deployment on Bass Strait Oil Rig Surveillance (BSORS) duties.

3. Lines were cast off at 0958 Wednesday 22 and the vessel sailed for passage north to Area Bass to relieve HMAS ADVANCE as the 'on-task' vessel. In keeping with the notoriety of Bass Strait it was not long before the light north westerly wind began to back and freshen with the approach of a cold front. By mid afternoon the wind was gusting to 25 knots and stronger winds and rough seas were forecast. At 1947 BOMBARD anchored in West Cove, Erith Island (Deal Island Group), for shelter.

4. The weather moderated sufficiently by the afternoon of Thursday 23 and, at 1606, BOMBARD weighed anchor and proceeded on the remainder of the passage to Area Bass. At 2212 the vessel anchored in Area Bass in the vicinity of Stockyard Hill.

../2

# RESTRICTED

# RESTRICTED

- 2 -

5. At 0450 the following morning, Mackerel Rig reported a vessel transitting the restricted area from the north east. BOMBARD weighed anchor at 0517 and set course to intercept. The vessel was subsequently identified as the TRANSPACIFIC TRADER (Panama). Language difficulties were experienced on VHF communications but it is believed the Master of the vessel was aware he was transitting a restricted area and he stated he would not do it again. Details are contained in BOMBARD message IAJ 232148Z APR 81.

6. On completion of the intercept BOMBARD proceeded to Snapper Rig to collect mail. In view of a gale warning which had been issued from Melbourne, course was then set for Port Welshpool. The weather deteriorated rapidly during the forenoon resulting in an extremely uncomfortable passage. Identities were exchanged on VHF with HMAS BUCCANEER which was in the vicinity endeavouring to passage to Portland. At 1440 BOMBARD berthed starboard side to on the jetty at Port Welshpool. BUCCANEER berthed outboard at 1445, at which time it was estimated the south westerly winds were gusting to 60 knots.

7. Continuing adverse weather forced BOMBARD to remain at shelter in Port Welshpool until the evening of Saturday 25, when the vessel started a four day 'off-task' period. The Ship's Company was quick to volunteer to participate in the Anzac Day ceremonies at Toora, a small township about 15 km from Port Welshpool. The local inhabitants were obviously pleased with the participation of uniformed personnel and conveyed their thanks at the Toora RSL Branch for the remainder of the day.

8. BUCCANEER sailed at 0810 Monday 27, followed by BOMBARD at 0828, and both vessels proceeded independently to Barry Beach Marine Terminal (BBMT) to fuel. BOMBARD berthed starboard side to at the BBMT wharf at 0908. While at BBMT it was interesting to see the third rig for the Kingfish field afloat on special barges in preparation for its tow into Bass Strait. The installation of this rig will bring to nine the total number of oil rigs operating in Bass Strait. On completion of fuelling, BOMBARD sailed at 1120 and returned to Port Welshpool, berthing at 1200.

9. BOMBARD, together with BUCCANEER and ADVANCE was programmed for a tactical PTF exercise against units of TG 627.3 (HMA Ships MELBOURNE, SUPPLY, TORRENS, HMNZ Ships WAIKATO, OTAGO) during its transit of Bass Strait on Tuesday 28. Unfortunately, gale force winds prevented participation by any of the patrol boats in what promised to be a valuable exercise, particularly in that a P3C aircraft was tasked to assist the patrol boats in surveillance of the Task Group.

../3

# RESTRICTED

**RESTRICTED**

- 3 -

10. My short period in BOMBARD completed on Wednesday 29 when Lieutenant Wells returned from leave and resumed command at 0900.

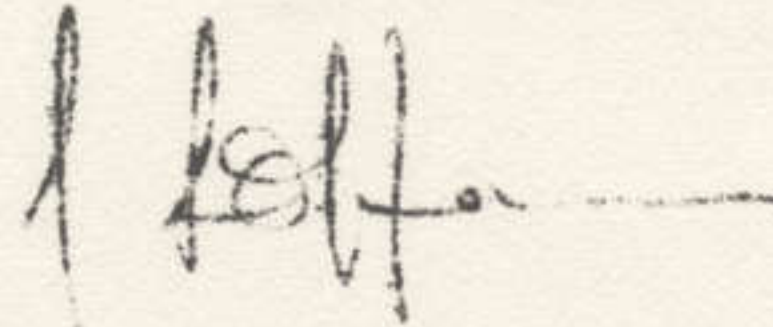
11. Technical. No technical problems were encountered during the period. A defective drive coupling on the anchor windlass (INDEF 44/81) performed satisfactorily on both occasions after the vessel had been anchored.

12. Health, Welfare and Morale. The health and welfare of the Ship's Company are good. Despite the rough weather and boredom associated with BSORS I found the Ship's Company to be extremely cheerful and spirited. It was obvious all personnel are looking forward to the vessel's forthcoming patrol to Queensland, with the attractions of warmer weather and interesting ports.

I have the honour to be,

Sir,

Your obedient Servant



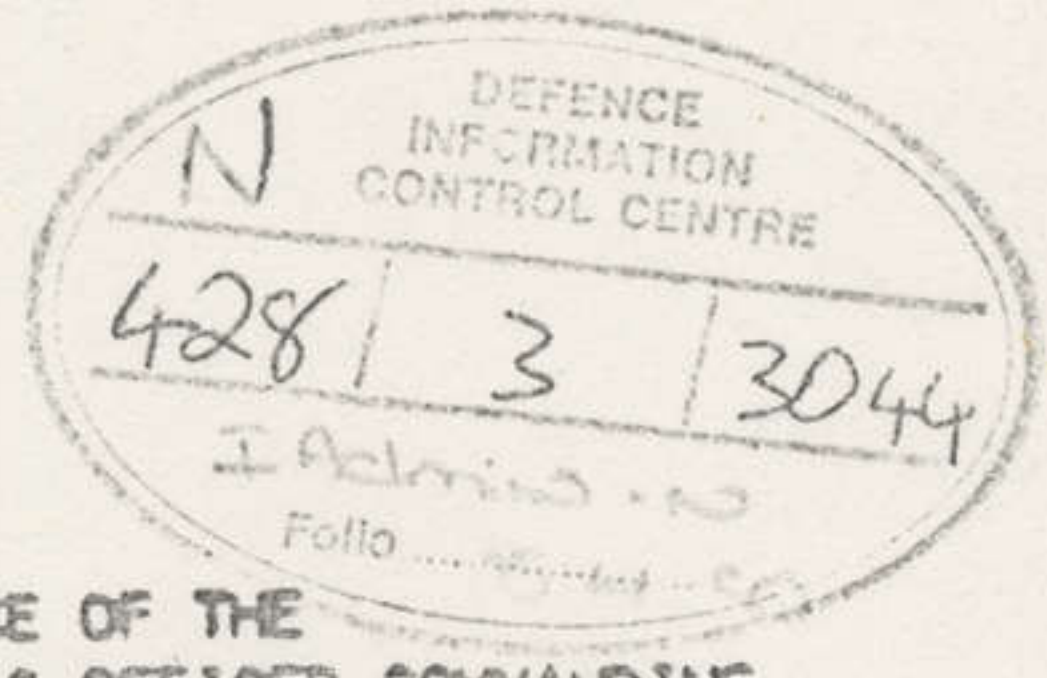
(J.S. O'HARA)  
Lieutenant Commander, RAN  
Staff Officer Operations

Note: Steaming details for the period are included in HMAS BOMBARD's main Report of Proceedings for April 1981.

**RESTRICTED**

SMV

UNCLASSIFIED COVERING  
ROYAL AUSTRALIAN NAVY  
RESTRICTED



Telephone: 359-9111  
Extension 3139

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

AF 1/16/21

24 JUN 1981

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD REPORT OF PROCEEDINGS -  
MAY, 1981

Forwarded.

*Ian H. Richards*  
(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS BOMBARD Report of Proceedings  
for May, 1981 dated 1 June, 1981

UNCLASSIFIED COVERING  
RESTRICTED

R24-2-04-005

DEPT OF DEFENCE  
CENTRAL OFFICE

# RESTRICTED

1/16/1

HMAS BOMBARD  
at Sea

1 June 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD - REPORT OF PROCEEDINGS  
MAY 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of May 1981. The time zone in this report is Kilo (-10).

2. During the period under report BOMBARD completed a Bass Strait Patrol and an Assisted Maintenance Period (AMP). BOMBARD also acted as the starting vessel for the Sydney - Noumea Yacht Race. A families day was held; the ship visited Coffs Harbour and Brisbane.

3. At the beginning of the period BOMBARD was secured to the buoy at the Snapper Platform, conducting surveillance of Area Bass. At 1030 Friday 1st the ship slipped and proceeded to the Barracouta platform buoy, securing at 1130. BOMBARD remained at the buoy overnight taking advantage of the unusually calm seas experienced during the period.

4. At 0800 Saturday 2nd BOMBARD slipped and commenced a patrol line. The ship was relieved on task at 2200 Saturday 2nd by HMAS ADVANCE. Once relieved, BOMBARD proceeded to Eden berthing at 0800 Sunday 3rd. The ship cast off from the Eden breakwater at 2000 and shaped course for Sydney. The ship berthed at HMAS WATERHEN 0940 Monday 4th.

5. An AMP was conducted during the ensuing period which concluded Friday 16th. At 1000 Saturday 16th BOMBARD cast off for a Families day on Sydney Harbour, resulting in a most enjoyable day. The day concluded at 1430 with the ship berthing at HMAS WATERHEN.

../2

# RESTRICTED

**RESTRICTED**

- 2 -

BOMBARD was programmed for fleet support for the week commencing Monday 18th. However, the only support required was during the forenoon of Thursday 21st, when BOMBARD was used as a shiphandling platform by Officers undertaking the Short Navigation Course at HMAS WATSON. The remaining time was used to prepare the ship for the start of the Sydney - Noumea Yacht Race.

6. At 0900 Saturday 23rd BOMBARD cast off and proceeded to the Shark Point dolphins, berthing alongside at 0920. At 1135 the French Ambassadeur, Mr P. Carraud, accompanied by his wife, boarded BOMBARD and was received by official guests who had embarked by boat one hour beforehand.

7. At 1200 Saturday 23rd the French Ambassadeur took great pleasure in firing the starting gun for the fleet which set sail in inclement weather conditions for Noumea. BOMBARD cast off and escorted the fleet to the heads by trailing astern. On completion the ship proceeded to the Cruising Yacht Club (CYC) main jetty where the official guests were landed. BOMBARD then proceeded to HMAS WATERHEN berthing at 1315. I attended a post race official luncheon at the CYC where the appreciation of BOMBARD's participation was conveyed to me.

8. At 1000 Monday 25th BOMBARD cast off and proceeded to sea. On clearing the heads a northerly course was set for Coffs Harbour. After a smooth passage north, BOMBARD berthed alongside Coffs Harbour jetty at 1000 Wednesday 27th.

9. BOMBARD departed Coffs Harbour at 1000 Thursday 28th and proceeded to Brisbane. The ship berthed at Dalgety's No.2 Wharf, Brisbane at 1000 Saturday 30th and on completion of fuelling shifted berth to HMAS MORETON, securing outboard of HMAS LABUAN at 1045. BOMBARD remained at HMAS MORETON until the end of the period.

10. Marine Engineering and Hull. All equipment operated satisfactorily during the period. A good AMP was progressed for the period and the ship looked very smart for the start of the Sydney - Noumea yacht race despite adverse weather hindering upper deck maintenance during the AMP.

11. Weapons and Electrical Engineering. All weapons and electrical equipment have performed most satisfactorily during the period.

../3

**RESTRICTED**

**RESTRICTED**

- 3 -

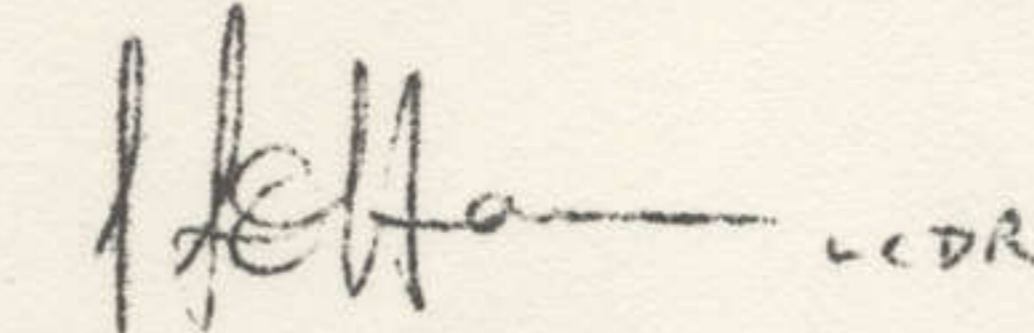
12. General. BOMBARD's current northern patrol to Cairns has proved most successful in providing a break from the rigours of Bass Strait patrols. During the period the ship's company have been reminded of their responsibilities concerning security and the dangers associated with drug abuse.

13. Health, Welfare and Morale. The health and welfare of the ship's company is good and morale remains high.

I have the honour to be

Sir,

Your obedient Servant

  
f-1 (J.W. WELLS)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming Figures  
B. Exercises Conducted

**RESTRICTED**



# RESTRICTED

Annex A to  
HMAS BOMBARD letter 1/16/1  
dated 1 June 1981

## STEAMING FIGURES

1. Distance steamed during the month	915
2. Hours underway during the month	80
3. Distance steamed since commissioning	216,623
4. Hours underway since commissioning	16,380
5. Occasions for exceeding fast routing speed	Nil

# RESTRICTED

**RESTRICTED**

Annex B to  
HMAS BOMBARD letter 1/16/1  
dated 1 June 1981

EXERCISE DETAILS

1. Emergency Party exercised daily in harbour.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>
10	OOW Manoeuvres	1	$\frac{1}{2}$
21	MANORD	3	$\frac{1}{2}$
24	Shiphandling	2	1
78	Minor DCX	1	$\frac{1}{2}$

**RESTRICTED**

UNCLASSIFIED COVERING  
RESTRICTED

SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111  
Extension 3139

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

AF 1/16/21

23 JUL 1981

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD REPORT OF PROCEEDINGS -  
JUNE, 1981

Forwarded.

*Ian H. Richards.*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS BOMBARD Report of Proceedings for  
for June, 1981 dated 1 July, 1981

UNCLASSIFIED COVERING  
RESTRICTED

# RESTRICTED

1/16/1

HMAS BOMBARD  
at Sea.

1 July 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (Afloat)

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD - REPORT OF PROCEEDINGS

JUNE 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of June 1981. The time zone in this report is Kilo (-10).

2. During the period under report BOMBARD conducted a northern patrol visiting Cairns and Gladstone. Upon her return the ship entered a two week Assisted Maintenance Period (AMP) before departing on a Bass Strait Patrol Monday 29th.

3. At the beginning of the month the ship was berthed at HMAS MORETON in Brisbane, after having spent the weekend alongside. At 1000 Monday 1st, BOMBARD cast off and proceeded to Cairns. Moderate sea conditions were experienced upon departure from Moreton Bay and conditions persisted until the shelter of the inner reef was reached near Bowen. Opportunity was taken to anchor overnight at Seaforth Island on Wednesday 3rd. The Whitsunday Group was a welcome sight compared to that of Bass Strait. A full power workup was conducted north of the Whitsunday Passage as the ship shaped course for Cairns.

4. At 1000 Friday 5th the ship berthed in Cairns and on completion of fuelling shifted berth to the patrol boat landing. An official function was held onboard that evening at 1830. It was attended by NOIC Cairns, representatives from NQEA and other towns folk. As well as being a successful evening, a good liaison was established with NQEA staff who are conducting BOMBARD's refit in September 1981. After a thoroughly enjoyable weekend in Cairns, the ship departed Monday 8th at 1000 and made passage to Gladstone via the inner

RESTRICTED

**RESTRICTED**

- 2 -

reef once again. The ship anchored off Scawfell Island Tuesday 9th and remained overnight before proceeding at 0900 the following day. A small arms shoot was conducted later that day once clear of the island groups.

5. The ship arrived in Gladstone at 1000 Thursday 11th. After an uneventful stay BOMBARD departed the following day and proceeded to Sydney. The weather remained kind to us for our return passage and BOMBARD berthed at HMAS WATERHEN 1200 Sunday 14th. The ship entered a two week Assisted Maintenance Period (AMP) on Monday 15th. Personnel who could be spared were given long leave in order to expend their leave credits.

6. At 1000 Monday 29th, BOMBARD departed Sydney on a BSORS patrol. The ship berthed at Eden the following day and after fuelling spent the remainder of the month alongside.

#### Engineering and Hull

7. All machinery operated satisfactorily with the exception of the fuel transfer pump which was partially refurbished in Cairns and replaced on arrival at HMAS WATERHEN. The Full Power Workup conducted during the month was successful. High temperature gain was experienced across the starboard main engine heat exchanger at high revolutions. During the AMP about 80% of the starboard main engine intercooler was found to be blocked with weed. Ship's husbandry progressed well during the AMP and the ship looked smart upon sailing for BSORS.

#### Weapons and Electrical

8. All equipment operated satisfactorily for the period.

#### General

9. The northern patrol was a welcome break from the rigors of Bass Strait. The visit to Cairns did much to enhance the period away. The majority of the ship's company are looking forward to spending three months there during the forthcoming refit. The

../3

**RESTRICTED**

**RESTRICTED**

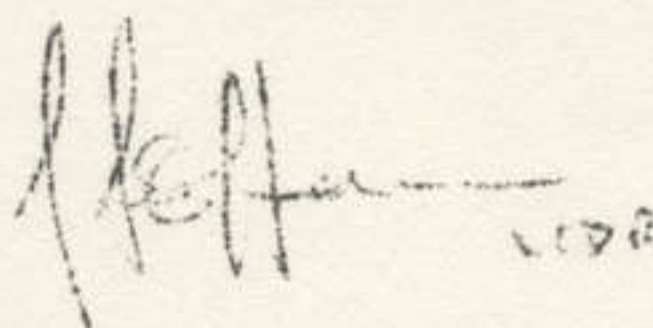
Health, Welfare and Morale.

10. The health and welfare of the ship's company is good and morale is high.

I have the honour to be

Sir,

Your obedient Servant



(J.W. WELLS)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming figures  
B. Exercises Conducted

**RESTRICTED**

# RESTRICTED

Annex A to  
HMAS BOMBARD letter 1/16/1  
dated 1 July 1981

## STEAMING FIGURES

1.	Distance steamed during the month	2,408
2.	Hours underway during the month	185
3.	Distance steamed since commissioning	219,031
4.	Hours underway since commissioning	16,565
5.	Occasions for exceeding fast routing speed	Full power workup 2 hrs 4th

# RESTRICTED

# RESTRICTED

Annex B to  
HMAS BOMBARD letter 1/16/1  
dated 1 July 1981

## EXERCISE DETAILS

1. Emergency Party exercised daily in harbour.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>
21	MANORD	2	$\frac{1}{2}$
24	Shiphandling	3	1
78	Minor DCX	1	$\frac{1}{2}$
27	Major DCX	1	1
29	Blind Pilotage	3	4
N/N	Small Arms Firing	11	2
N/N	XO CON ship entering/ leaving harbour	2	2

# RESTRICTED



SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111  
Extension 3139

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

AF 1/16/21

18 AUG 1981

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD - REPORT OF PROCEEDINGS - JULY, 1981  
(TWO SECTIONS)

1. Forwarded.
2. With regard to the weather conditions described at paragraph 8, of the second section of the Report, Wollongong University records indicate that the strongest winds recorded on the night in question reached 58 knots.

*Ian H. Richards,*

(IAN H. RICHARDS)  
Commodore RAN  
Deputy Fleet Commander

Enclosure: HMAS BOMBARD Report of Proceedings for July, 1981 (two sections) dated 10 July, 1981 and 1 August, 1981

RESTRICTED

**RESTRICTED**

1/16/1

HMAS BOMBARD  
at Port Welshpool

10 July 1981

The Flag Officer Commanding (Afloat)  
HM AUSTRALIAN FLEET

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD - REPORT OF PROCEEDINGS

01 TO 10 JULY, 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the period 01 to 10 July, 1981. All times are zone kilo (-10).

2. During the period under report, the ship sailed from Eden to area Bass and conducted Bass Strait Oil Rig Surveillance (BSORS). I handed over command of HMAS BOMBARD at 0800 Friday 10th to Lieutenant A.W. Donald, RAN.

3. At the beginning of the month BOMBARD cast off and proceeded to area Bass at 1300 Wednesday 1st. The ship arrived in the area at approximately 2130 that evening and experienced strong north westerly gale force winds. Shelter was obtained to the north near Stockyard Hill anchorage. The next four days were spent on task in the area. The ship sheltered at Refuge Cove during the evenings of the 3rd and 4th before berthing at Port Welshpool 0800 Monday 6th.

4. The ship was fuelled by road tanker for the first time at Port Welshpool Wharf. This was preferred to Barry Beach Marine Terminal (BBMT) because BOMBARD experienced problems with weed in the main suction whilst berthed at BBMT earlier this year. Lieutenant Donald joined BOMBARD during the afternoon of Tuesday 7th. The ship sailed for area Bass the following day at 1030. A navigation familiarization run was conducted at BBMT for the benefit of the Commanding Officer desig. Refuge Cove was also visited prior to shaping course for the rigs.

../2

**RESTRICTED**

**RESTRICTED**

5. Weather deteriorated once again in area Pass and BOMBARD departed the area at 0100 Thursday 9th and berthed at Port Welshpool 0915 that morning. The ship remained alongside for the rest of the period with Lieutenant Donald assuming command at 0800 Friday 10th.

Technical.

6. All equipment operated satisfactorily during the period with the exception of the main battery charger. Upon consultation with HMAS WATERHEN interim repairs have been made to last until the next AMP commencing 13th July 1981.

General

7. The ship is programmed for one more BSORS patrol before she departs for Cairns to undergo a refit. The ship's company are awaiting this period with great anticipation.

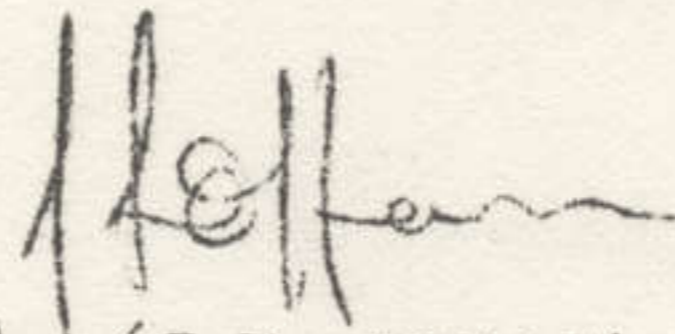
Health, Welfare and Morale

8. The health and welfare of the ship's company is good and morale is most satisfactory.

I have the honour to be

Sir

Your obedient Servant

  
(J.W. WELLS)  
Lieutenant, RAN  
Commanding Officer

Note: Steaming details and exercises for the period will be included in HMAS BOMBARD's main Report of Proceedings for July 1981.

**RESTRICTED**

**RESTRICTED**

1/16/14

*FOCAF*

HMAS BOMBARD  
at Sea

1 August 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD - REPORT OF PROCEEDINGS  
10 TO 31 JULY, 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the period 10 to 31 July 1981. All times are zone kilo (-10).

2. During the period under report the ship completed a Bass Strait Oil Rig Surveillance (BSORS) patrol, underwent a 14 day assisted maintenance period (AMP) and began her final BSORS patrol prior to commencing a main refit in Cairns. At 0800 Friday 10th I accepted HMAS BOMBARD from Lieutenant J.W. Wells, RAN and assumed the duties of Commanding Officer.

3. At the beginning of the period BOMBARD was alongside Port Welshpool. At 1030 Friday 10th BOMBARD cast off and proceeded to area Bass, arriving in the area at 1630 and began surveillance operations. At 0005 Saturday 11th, whilst in the vicinity of Snapper Platform, a small flashing white light was seen in the water. The ship was manoeuvred alongside the light and at 0030 the light and an attached object were recovered. The light was attached to, what appeared to be, a home made plastic parachute. The object was retained onboard and the relevant authorities informed. HMAS BOMBARD's EOJ/IAJ 101400Z JUL 81 and EOJ/IAJ 102100Z JUL 81 give further details. A further search of the immediate vicinity was carried out and at 0200 random surveillance operations were recommenced.

../2

**RESTRICTED**

# RESTRICTED

- 2 -

4. At 1700 Saturday 11th BOMBARD was relieved of her surveillance duties by HMAS FREMANTLE, and shaped course for Eden. The ship made good passage north in favourable weather conditions and anchored in Twofold Bay at 0500 Sunday 12th and berthed alongside Eden fisherman's wharf at 0800 the same day. After fuelling by road tanker BOMBARD cast off at 1400 and proceeded to Sydney. After an uneventful passage in good weather conditions BOMBARD berthed at HMAS WATERHEN at 0800 Monday 13th.

5. The ship remained alongside for the next 15 days in an assisted maintenance period, maximum seasonal leave was granted to selected personnel cognizant with the need for ships husbandry and planned maintenance.

6. BOMBARD was programmed to leave Sydney on Monday 27th but was delayed due to continuing problems with the main engine starting batteries. HMAS WATERHEN IAH/RDH/RKH 230220Z JUL 81 refers. The original nickel cadmium batteries were eventually replaced by lead acid batteries. The use of these batteries proved to be successful and at 0800 Wednesday 28th, BOMBARD cast off and proceeded south to Eden.

7. On departing Sydney the weather was marginal with strong westerly winds and a moderate to rough sea. By 1300 the wind had backed to the southwest and had increased in speed to force 8. The sea was rough to very rough and conditions were becoming intolerable onboard. As a result shelter was sought in Port Kembla harbour. At 1430 a very relieved crew secured BOMBARD portside to, No 6 inner North Pier Port Kembla.

8. BOMBARD's unexpected arrival in Port Kembla aroused interest from the local media and the ship was met on the wharf by a film crew from WIN 4 television station and a news reporter from the local radio station 200. The film crew shot footage of the upperdeck and I was interviewed by both the television and radio crews. The main topic of interest in both cases was the weather conditions, as Wollongong and Port Kembla had been battered by 150 mph winds the preceding night. The 2-3 minutes of film and interview shown during the local news segment on WIN 4 showed BOMBARD in a very good light and it is considered that the publicity given was beneficial to the RAN.

9. By 0900 Thursday 30th the winds had moderated sufficiently to allow BOMBARD to cast off and proceed to Eden. Once again during the passage south, strong southwesterly winds were experienced and the ship made a very uncomfortable passage to Eden. At 0800 Friday 31st the ship Mediterranean moored to the Eden breakwater.

../3

# RESTRICTED

**RESTRICTED**

- 3 -

10. At 1345 BOMBARD cast off and proceeded south to Area Bass, arriving in the area and assuming surface response vessel duties at 2200. The ship remained in Area Bass on patrol for the remainder of the month.

11. Engineering and Hull. All machinery operated satisfactorily during the period. Routine services only were carried out on the main machinery during the AMP.

Weapons and Electrical

12. All equipment has operated satisfactorily throughout the period with the exception of the main engine starting batteries, which had to be replaced, (COMAUSMINPAB IAH/RHH/RKH 282242Z JUL 81 refers); and the Ferrograph Offshore echo sounder, which is unserviceable, BOMBARD's URDEF 63/81 refers.

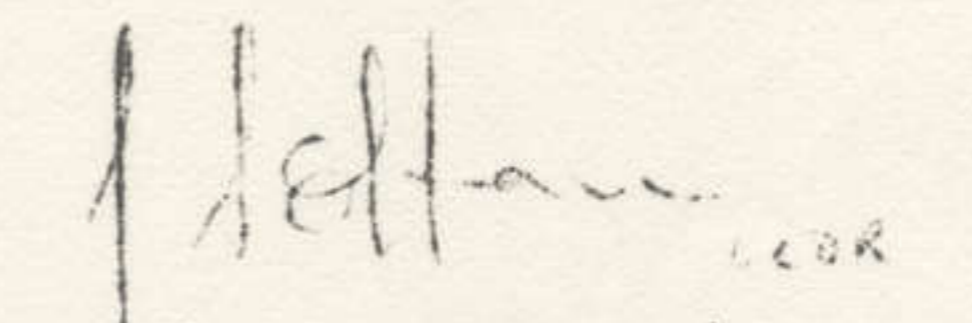
Health, Welfare and Morale

13. The health and welfare of the ships company is good and the morale is high.

I have the honour to be

Sir,

Your obedient Servant

  
(A.W. DONALD)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming Figures  
B. Exercises Conducted

**RESTRICTED**

**RESTRICTED**

Annex A to  
HMAS BOMBARD letter 1/16/1  
dated 1 August 1981

STEAMING FIGURES

1. Distance steamed during the month	1,924
2. Hours underway during the month	161
3. Distance steamed since commissioning	220,955
4. Hours underway since commissioning	16,726
5. Occasions for exceeding fast routing speed	Nil

**RESTRICTED**

# RESTRICTED

Annex B to  
HMAS BOMBARD letter 1/16/1  
dated 1 August 1981

## EXERCISED CONDUCTED

1. Emergency Party exercised daily in harbour.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>
21	MANORD	1	$\frac{1}{4}$
29	BLIND PILOTAGE	4	2
24	SHIP HANDLING	4	1
78	MINOR NBCDX	1	$\frac{1}{2}$

# RESTRICTED



UNCLASSIFIED COVERING

RESTRICTED

SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111  
Extension 3139

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

AF 1/16/21

16 SEP 1981

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD REPORT OF PROCEEDINGS -  
AUGUST, 1981

Forwarded.

*Ian H. Richards.*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS BOMBARD Report of Proceedings for  
August, 1981 dated 1 September, 1981

UNCLASSIFIED COVERING

RESTRICTED

# RESTRICTED

1/16/14

HMAS BOMBARD  
at Sea

1 September 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD - REPORT OF PROCEEDINGS  
AUGUST, 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of August 1981. All times are zone Kilo (-10).
2. During the period under report the ship completed a Bass Strait Oil Rig (BSORS) patrol, underwent a 7 day assisted maintenance period and commenced a passage north to Cairns to undergo a main refit.
3. At the beginning of the period BOMBARD was on patrol in Area Bass. The weather was uncharacteristically good for Area Bass and the ship was able to complete a full 4 days on patrol without sheltering, being relieved on task by HMAS ADVANCE at 2100 Tuesday 4th. During this period the ship was able to carry out various seamanship evolutions, OOW exercises and transfers with the oil rigs and M.V. WESTERN TIDE.
4. Having been relieved by HMAS ADVANCE, BOMBARD departed Area Bass and berthed at Eden at 0730 Wednesday 5th. Due to continuing gale force conditions in Area Bass, BOMBARD was unable to sail for her next on task period commencing at 2200 Saturday 8th. The ship was, in fact, unable to sail from Eden until Thursday 13th. At 1230 that day BOMBARD cast off and proceeded to Area Bass, relieving HMAS ATTACK at 2000

../2

# RESTRICTED

# RESTRICTED

- 2 -

5. At 0500 Friday 14th yet another gale warning was issued for Area Bass. Due to the predicted severity of the gale it was decided to head for Refuge Cove to seek shelter. However at 0740 the oil rig platform Mackerel reported detecting a ship entering the eastern half of the restricted area. BOMBARD immediately set a course to intercept the offending vessel and at 0920 visual and radio contact was made with the vessel PROSPER WORLD. The master was informed of his position which was well inside the restricted area, and was then escorted clear of the platforms. HMAS BOMBARD IAJ140001Z AUG 81 refers.

6. By 1000 Friday 14th the predicted gale force winds had not arrived in Area Bass and it was decided to remain on patrol. By 2200 that night, however, the winds had increased to force 6 from the west and the seas were rising moderate to rough. By 2230 the weather had deteriorated even further and BOMBARD was forced to depart Area Bass, running before a very high sea for Eden. At 0805 Saturday 15th the ship berthed starboard side to, Fishermans Wharf, Eden.

7. BOMBARD was programmed to go on task in Area Bass at 2359 Tuesday 18th, but again, due to bad weather in Bass Strait, the ship was delayed sailing. At 1000 Wednesday 19th BOMBARD cast off and proceeded south to Area Bass with the intention of sheltering in the lee of Gabo Island if conditions dictated. At 1325 BOMBARD exchanged identities with HMAS BRISBANE, ten miles south of Gabo Island. BRISBANE reported reasonable conditions in Area Bass and BOMBARD continued westward arriving at the platform area at 1900. BOMBARD remained on patrol in Area Bass till 0800 Friday 21st when, again, bad weather forced the ship's departure. BOMBARD secured portside to ATTACK at Eden at 0950 Friday 21st.

8. Unfavourable weather conditions prevailed for the next 2 days and the ship remained alongside Eden. At 1100 Sunday 23rd BOMBARD cast off and proceeded north to Sydney. The passage was made in favourable conditions and the ship anchored in Watsons Bay at 0250 Monday 24th. At 0730 that morning BOMBARD weighed anchor and proceeded up harbour berthing at HMAS WATERHEN at 0808. The ship remained alongside for the next 6 days undergoing an assisted maintenance period and making final preparations for the forthcoming refit.

9. At 0920 Monday 31st the ship embarked two sea turtles. The turtles (Bill and Ben) had outgrown their enclosures at Taronga Zoo and are being transported north to the Great Barrier Reef, to be released. The embarkation and transportation of the turtles aroused a large amount of interest in the media and the event gained good television and newspaper coverage. At 1000 BOMBARD cast off and proceeded to sea in company with HMAS CURLEW. At 1105 BOMBARD was detached and proceeded north to Brisbane. The ship continued her passage north for the remainder of the month.

RESTRICTED

../3

**RESTRICTED**

- 3 -

Technical

10. All machinery and electrical equipment has operated well during the period with only a minor defect occurring in the radar.


Health, Welfare and Morale

11. The health and welfare of the ships company is good and the morale is high.

I have the honour to be

Sir,

Your obedient Servant

 LCDR  
(A.W. DONALD)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming figures  
B. Exercises Conducted

**RESTRICTED**

# RESTRICTED

Annex A to  
HMAS BOMBARD letter 1/16/1  
dated 1 September 1981

## STEAMING FIGURES

1.	Distance steamed during the month	1,730
2.	Hours underway during the month	127
3.	Distance steamed since commissioning	222,685
4.	Hours underway since commissioning	16,853
5.	Occasions for exceeding fast routeing speed	14th - 2 hrs to intercept

# RESTRICTED

**RESTRICTED**

Annex B to  
HMAS BOMBARD letter 1/16/1  
dated 1 September 1981

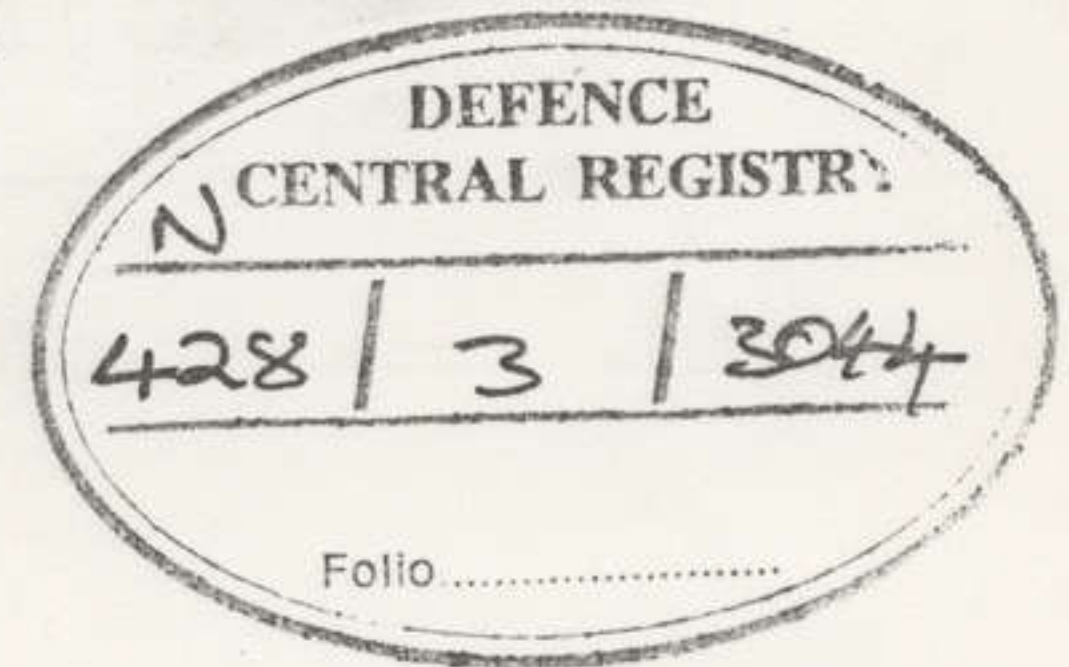
EXERCISES CONDUCTED

1. Emergency party exercised daily in harbour.
2. 

<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>
MANORD	6	1½
Blind Pilotage	3	1
Shiphandling	8	2
Major NBCDX	1	1½
Heaving Line Transfer	1	1
Vert Rep (via overhead crane)	4	4

**RESTRICTED**

UNCLASSIFIED COVERING  
RESTRICTED



SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111  
Extension 3139

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

AF

1/16/21

12 OCT 1981

10001

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD REPORT OF PROCEEDINGS -  
SEPTEMBER, 1981

Forwarded.

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS BOMBARD Report of Proceedings for  
September, 1981 dated 1 October, 1981

IAOMM  
A.

UNCLASSIFIED COVERING  
RESTRICTED

RESTRICTED

1.16.1

HMAS BOMBARD  
at Cairns

1st October 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (Afloat)

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINESWARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge  
CAIRNS

HMAS BOMBARD - REPORT OF PROCEEDINGS  
SEPTEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of September 1981. All times are zone Kilo (-10).
2. During the period under report the ship visited the City of Brisbane and commenced a main refit in Cairns.
3. At the beginning of the period BOMBARD was on passage north to Brisbane. At 1830 Tuesday 1st the ship berthed alongside HMAS BALIKPAPAN at HMAS MORETON. On Wednesday 2nd I called on the Naval Officer Commanding QUEENSLAND, Captain W.L. OWEN, ADC, RAN.
4. After a pleasant stay in Brisbane, BOMBARD cast off at 0800 Thursday 3rd and proceeded to Cairns. The passage north was made in near perfect conditions. The calm seas, bright sunshine and panoramic views of the Great Barrier Reef made a welcome change to the rigours of Bass Strait Patrols. At 0545 Sunday 6th the ship anchored in the vicinity of Green Island, and at 0700 the ship's turtles (Bill and Ben) disembarked and were last seen heading towards Green Island. At 0730 BOMBARD weighed anchor and proceeded to Cairns, berthing alongside HMAS BUCCANEER at No 1 wharf Cairns at 0850. At 1100 the same morning the ship shifted berth to alongside No 2 wharf Cairns.
5. BOMBARD remained alongside for the next 2 days, defuelling, deammunitioning and carrying out required preparations prior to going up on the slipway at North Queensland Engineers and Agents (NQE), Smiths Creek. At 0540 Wednesday 9th the ship cast off and proceeded to NQE. At 0718 BOMBARD was secured in the slipway cradle and began her journey up the slipway. BOMBARD was on the slipway for the remainder of the month.

RESTRICTED

..2



RESTRICTED

2

Technical

6. The refit, although only in its early stages yet, is progressing well. The preliminary results from surveys carried out are very pleasing. and the ship is generally in a very sound condition. The ship's hull and anti fouling was in particularly good condition and required very little attention.

7. Defects were discovered in both stern tubes and these have been removed for repairs. This is the first occasion that NQEA have had to remove stern tubes from an Attack Class patrol boat, and minor difficulties have arisen.

Health, Welfare and Morale

8. The health and welfare of the ship's company is good and morale is high.

I have the honour to be,

Sir,

Your obedient Servant,

*A.W. Donald*

(A.W. DONALD)  
Lieutenant RAN  
Commanding Officer

ANNEXES: A. Steaming Figures  
B. Exercises Conducted

RESTRICTED

RESTRICTED

ANNEX A to HMAS BOMBARD  
letter 1/16/1 dated

1st October 1981

STEAMING FIGURES

1.	Distance steamed during the month	1264.1 nm
2.	Hours underway during the month	82
3.	Distance steamed since commissioning	22394 <del>6</del> nm
4.	Hours underway since commissioning	16935
5.	Occasions for exceeding fast routeing speed 2 Hrs Full Power Trial	

RESTRICTED

RESTRICTED

ANNEX B to HMAS BOMBARD  
letter 1/16/1 dated

1st September 1981

EXERCISES CONDUCTED

1. Emergency party exercises daily in harbour

2.	<u>Short Title</u>	<u>No Conducted</u>	<u>Hours</u>
	Minor NBCDX	1	$\frac{1}{2}$
	Ship Handling	1	$\frac{1}{4}$

RESTRICTED

UNCLASSIFIED

COVERING

RESTRICTED

ROYAL AUSTRALIAN NAVY

GB

Telephone 359 9111

Extension 3139

OFFICE OF THE

FLAG OFFICER COMMANDING

H.M. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

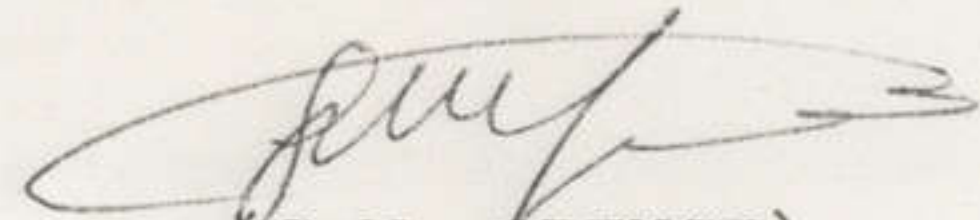
AF 1/16/21

30 DEC 1981

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD - REPORT OF PROCEEDINGS  
NOVEMBER 1981

Forwarded.



(G.W. SPENCE)  
Commander, RAN  
for Fleet Commander

Enclosure: HMAS BOMBARD - Report of Proceedings for  
November 1981 dated 1 December 1981

UNCLASSIFIED

COVERING

RESTRICTED

RESTRICTED

1.16.1

HMAS BOMBARD  
at Sea

1st December 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINEWARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge  
CAIRNS

HMAS BOMBARD - REPORT OF PROCEEDINGS  
NOVEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of November 1981. All times are zone Kilo (-10).
2. At the beginning of the period BOMBARD was alongside the fitting out wharf at North Queensland Engineers and Agents (NQEA) Smiths Creek, Cairns undergoing the final 10 days of her main refit. On Tuesday 10th the refit concluded and the ship entered an assisted maintenance period.
3. At 0645 Wednesday 11th BOMBARD cast off from the fitting out wharf and proceeded to sea to carry out sea acceptance trials and gun functioning trials. All went well during the early part of the trial and the 40/60 Bofors gun and two .50 cal machine guns were successfully trialed and accepted.
4. On completion of the gun functioning trial the steering gear was tested. The steering gear functioned well at normal cruising speeds but was unable to achieve the required standards at speed. Once the steering trials had been abandoned a full power trial was commenced. Some 30 minutes after the start of the trial the port main engine failed due to an electrical fault in the starting panel. Almost immediately after that the starboard main engine also failed; again, due to an electrical fault. The fault on the starboard engine was quickly rectified and 10 minutes later the port main engine was also running and the trial was recommenced. However the electrical fault on the port engine reappeared and the engine was shut down. At 1350 it was decided to abandon the remainder of the trial and return to NQEA to carry out repairs. At 1540 BOMBARD secured port side to the fitting out wharf NQEA, where she remained for the next four days.

RESTRICTED.

..2/5. The remainder

RESTRICTED

2

5. The remainder of the trial was rescheduled for Monday 16th and at 0835 that day the ship cast off from NQEA wharf and proceeded to sea. The steering trials went well and the steering was accepted. The 2 hour full power trial was conducted almost without incident. As both engines were being brought back down in speed after 2 hours at full power, a fuel pump on the starboard engine seized and the engine was shut down. At 1217 that afternoon BOMBARD berthed alongside HMAS BARBETTE with one engine only. BOMBARD was accepted from the dockyard having completed all trials with the proviso that the starboard main engine defect be repaired under warranty.

6. At 1155 Tuesday 24th BOMBARD cast off and proceeded to sea. The ship had been fitted with a laser target designator and an RAAF trials team was embarked. Their aim was to evaluate the effectiveness of the laser during the bombing of the MV TRINITY BAY in area R796 east of Grafton Passage. HQC's HBB/HDB 160540Z NOV 81 refers. After several attacks by Mirage and F111C aircraft the Trinity Bay sank at 1843. The detailed conduct of this operation is the subject of a separate report being forwarded by the Naval Officer-in-Charge CAIRNS.

7. At 2200 that evening BOMBARD berthed starboard side to HMAS BARBETTE at No 1 wharf Cairns.

8. At 1000 Monday 30 the ship cast off and proceeded to sea to conduct a five day shake down period in the Cairns local areas. The first day and night at sea went well, with various internal drills and a refamiliarization with emergency procedures being conducted. At the end of the month the ship was at sea continuing her shakedown.

Engineering and Hull

9. The warranty defect on the starboard engine has been rectified and since the completion of the sea trial all machinery has operated satisfactorily. There is some doubt that the No 1 Air conditioning plant is operating correctly. Ship's staff is investigating.

Weapons and Electrical

10. The defects in the main engine starting panels have been rectified by dockyard. All other electrical machinery is working well, with the exception of the ANURC HF transceiver. There is some concern regarding the set's reliability, as it is occasionally blowing power supply fuses and very slow to tune. Base staff and ship's staff are investigating. All emergency and back up HF equipment is working well.

11. The health of the crew is good and morale is high.

RESTRICTED

..3/Health

RESTRICTED

3

Health Welfare and Morale

11. The health and welfare of the ship's company is good and morale is high.

I have the honour to be,

Sir,

Your obedient Servant,



(A.W. DONALD)  
Lieutenant RAN  
Commanding Officer

ANNEXES:    A.    STEAMING FIGURES  
                  B.    EXERCISE DETAILS

RESTRICTED

RESTRICTED

ANNEX A to HMAS BOMBARD  
letter 1/16/1 dated  
1 December 1981

STEAMING FIGURES

- |    |   |            |
|----|---|------------|
| 1. | Distance steamed during the month           | 375.9 nm   |
| 2. | Hours underway during the month             | 38         |
| 3. | Distance steamed since commissioning        | 224,322 nm |
| 4. | Hours underway since commissioning          | 16,973     |
| 5. | Occasions for exceeding fast routeing speed |            |

<u>Date</u>	<u>Duration</u>	<u>Remarks</u>
11th	1½ hrs	Sea trials
16th	2½ hrs	Sea trials
24th	1 hr	Range clearance

RESTRICTED



RESTRICTED

ANNEX B to HMAS BOMBARD  
letter 1/16/1 dated  
1 December 1981

EXERCISE DETAILS

1. Emergency Party exercised daily in harbour.

<u>Exercise No.</u>	<u>Short Title</u>	<u>No Conducted</u>	<u>Hours</u>
N/N	Action stations	1	$\frac{1}{2}$
9	Leaving ship and emergency stations	1	$\frac{1}{2}$
N/N	Boarding stations	1	$\frac{1}{2}$
N/N	SAR stations (muster personnel only)	1	$\frac{1}{2}$
8	Helo transfer (personnel only)	1	$\frac{1}{2}$
4	Boardex (muster gear and personnel only)	1	$\frac{1}{2}$
12	Manoverboard drills	12	1
N/N	Muster emergency party and equipment	1	$\frac{1}{2}$
10	OOW/Engineering breakdown drills	4	$1\frac{1}{2}$
N/N	Gunfunctioning trials 40/60 and .50 cal	1	2
N/N	SUFX 40/60 and .50 cal	1	$1\frac{1}{2}$

RESTRICTED

SMV

UNCLASSIFIED COVERING  
ROYAL AUSTRALIAN NAVY  
RESTRICTED

Telephone 359 9111

Extension 3139

OFFICE OF THE  
FLAG OFFICER COMMANDING  
HM. AUSTRALIAN FLEET  
GARDEN ISLAND NSW 2000

AF 1/16/21

11 JAN 1982

Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BOMBARD REPORT OF PROCEEDINGS -  
DECEMBER, 1981

Forwarded.



(P. A. KNIFE)  
Commander RAN  
for Fleet Commander

Enclosure: HMAS BOMBARD Report of Proceedings for  
December, 1981 dated 1 January, 1982

UNCLASSIFIED COVERING  
RESTRICTED

RESTRICTED

1/15/1

HMAS BOMBARD  
at Sydney

1 January 1982

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge  
CAIRNS

HMAS BOMBARD - REPORT OF PROCEEDINGS  
DECEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of December, 1981. All times are zone Kilo (-10) until 0400 28 December, thence zone Lima (-11).
2. During the month BOMBARD carried out a 5 day shakedown, a two week workup and an operational readiness evaluation, returning to Sydney on completion.
3. At the beginning of the period the ship was at sea in the Cairns local area, conducting a shakedown. At 1216 Friday 4th BOMBARD secured starboard side to HMAS BARBETTE at No.1 wharf Cairns, having completed her shakedown period. During the week sea riders were embarked to assist with engineering and NBCD aspects of the Ship's internal organization.
4. At 1000 Monday 7th BOMBARD cast off and proceeded to sea in-company with BARBETTE to conduct a five day workup. During this period numerous evolutions and exercises were carried out, details are at Annex B. At 1420 Friday 11th the ship berthed starboard side to BARBETTE at No 1 wharf Cairns.

../2

RESTRICTED

5. At 0257 Monday 14th BOMBARD cast off and proceeded to sea, once again in company with BARBETTE. Prior to sailing BOMBARD had embarked three members of COMAUSMINPAB's staff to act as sea riders. They were, LCDR J.R. Lord, RAN, Staff Officer Navigation, LEUT S.J.R. Marshall, RAN Staff Officer Gunnery and SBLT M.M. Webb, R/N Base Engineer. For the next two days the ship carried out a further series of evolutions and exercises in company with BARBETTE with COMAUSMINPAB's staff assisting as required.

6. At 0900 Tuesday 15th BOMBARD and BARBETTE joined HMAS WOLLONGONG, and the three ships carried out an anti-aircraft firing exercise directed at a sleeve target. At 1000 the firing serial was completed and BOMBARD and BARBETTE were detached to carry on with the workup programme. At 1110 that day BARBETTE detached and proceeded independently into Cairns Harbour. BOMBARD continued with internal drills, culminating in a compass swing in the vicinity of the entrance beacons to Cairns Harbour. On completion of the swing the ship entered harbour and after fuelling at No.10 wharf, berthed out-board of BARBETTE at No.1 wharf.

7. At 0700 Thursday 17 BOMBARD cast off and proceeded to sea in company with BARBETTE to conduct BOMBARD's operational readiness evaluation. Embarked in BOMBARD was the Commander Australian Mine Warfare and Patrol Boat Forces. (COMAUSMINPAB) and his staff. COMAUSMINPAB Exercise Operation Order 18/81 refers. At 1720 that evening BOMBARD berthed outboard of BARBETTE at No.1 wharf having completed her evaluation.

8. An overall satisfactory standard was achieved during the operational readiness evaluation however, the conduct of boardings and the fixing of the ship by means other than gyro compass requires further practice. A detailed report on the operational readiness evaluation is being forwarded by the Commander, Australian Mine Warfare and Patrol Boat Forces.

9. At 1200 Friday 18th BOMBARD cast off and proceeded to sea and commenced her passage south to Sydney, via Gladstone. The passage to Gladstone was made in good weather conditions and at 0210 Sunday 20th the ship berthed at No 3 wharf and commenced fuelling. At 0945 fuelling was completed and at 1000 BOMBARD cast off and continued her passage south.

RESTRICTED

- 3 -

10. By 0700 Monday 21 st the weather had deteriorated markedly. The wind had increased to force 4 and had swung around to the south and a 2 metre swell was also running from the south. The weather conditions made life onboard fairly tiresome, and these conditions persisted for the remainder of the passage. At 1726 Tuesday 22nd a tired and grateful ships company berthed BOMBARD portside to the Patrol Boat Wharf HMAS WATERHEN. The ship remained alongside for the remainder of the month.

Technical

11. All engineering and hull equipment is operating satisfactorily. All air conditioning units appear to be operating correctly, however, this could possibly be due to the reduction in outside air temperatures rather than an improvement in their efficiency.

12. All electrical equipment is operating correctly with the exception of the starboard diesel generator. HMAS BOMBARD URDEF LOI/83 refers. Base Staff and Ships staff are currently investigating this problem. The ANURC HF transmitter was replaced during the workup and there have been no further HF problems.

Health, Welfare and Morale

13. The health and welfare of the ships company is good. Everyone onboard is happy to have the operational readiness evaluation "under their belts" and are now looking forward to the New Year. Morale is high.

I have the honour to be

Sir,

Your obedient Servant



(A.W. DONALD)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming Figures  
B. Exercise Details

RESTRICTED

Annex A to  
HMAS BOMBARD letter 1/16/1  
dated 1 January 1982

STEAMING FIGURES

1.	Distance steamed during the month	2,534 nm
2.	Hours underway during the month	209
3.	Distance steamed since commissioning	226,855 nm
4.	Hours underway since commissioning	17,182
5.	Occasions for exceeding fast routing speed	Nil

RESTRICTED

## RESTRICTED

Annex B to  
HMAS BOMBARD letter 1/16/1  
dated 1 January 1982

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>
N/N	NAVEX (steer and fix by magnetic)	3	3
29	Minor NBCDX	6	4½
N/N	SEAMEX (lay out towing gear)	1	1 hr
12	Manoverboard drills	7	4
N/N	Rig Para Anchor	3	2½
N/N	SUFX 40/60 and .50 CAL	4	4
27	Operation AWKWARD Prove organization only	1	1 hr
21	NAVEX (Blind Piloteage)	3	1½
7	Surface Plotting Exercise	3	3
10	Engineering Breakdown drills	4	5
5	Emergency Party exercise (muster gear, embark in boat)	3	3
16/17	GDX, AACRF	3	3
30	Major NBCDX	6	5
N/N	Weigh by deck tackle	4	2
15	TOWEX	3	2½
N/N	NEX	1	3
22	Formage	5	3½
13	Rasaps, heaving line transfer	6	6
4	BOARDDEX	2	3
11	OOW Manoeuvres	8	8
6	SAREX	1	2
N/N	Compass Swing	1	¾
	AAROFX	3	3
23	XO CON SHIP	2	1

RESTRICTED