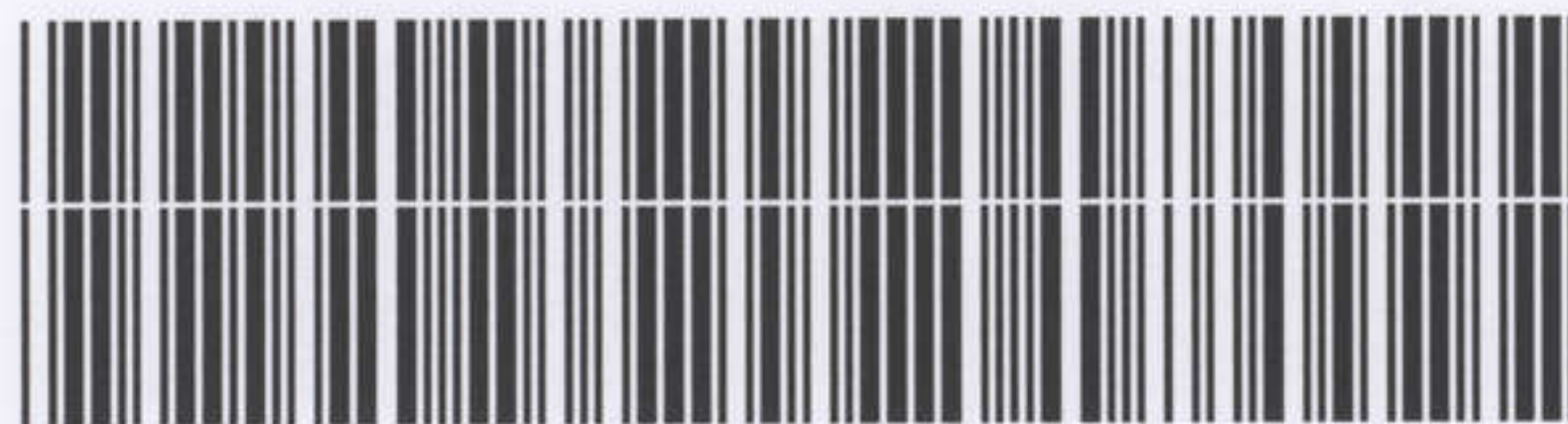


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

HMAS ARCHER

**Item number: 36/2**

**Title: January 1971 - December 1972**



AWM78-36/2

[3612]

HMAS  
Fletcher  
1971-1972  
Ref Ps.

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from: 1 Nov 1990  
Authority Dig (N) Admin 18-13.  
Reviewer: LCDR R. L. Smith (RANEM)  
Signature: *R. L. Smith* Date: 1 Nov 90

DEPARTMENT OF THE NAVY

HMAS ARCHER

Report of Proceedings JAN '71

AS(NS) 12/5/3

D of O 12/5/3

~~DCNS~~

~~1NM~~

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~~4NM~~ 21/3

SECRETARY 23/3

29/3

C of S 30/3

DPR 31/3

AS(NS) (NS55) 21/4

- NOTES:
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NAVY—CANBERRA  
18 6 2623

ROYAL AUSTRALIAN NAVY

OFFICE OF THE <sup>Commanding,</sup>  
FLAG OFFICER IN ~~CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000


N1/16/280

The Secretary,  
DEPARTMENT OF THE NAVY.

1 MAR 1971

HMAS ARCHER - REPORT OF PROCEEDINGS  
JANUARY, 1971

1. The report of proceedings of HMAS ARCHER for the month of January, 1971, is forwarded for the information of the Naval Board.
2. Due to the RANR leave period sea training was carried out only during the final week-end of the month, in the Sydney - Port Stephens area, from Sunday, 30th January to Monday, 1st February. During this period the ship was manned by Charlie crew under the command of LCDR R.O. Albert, RANR.



REAR-ADMIRAL

*B* Enclosure: Appendix 'A'.

For Information:

Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

Commander,  
AUSTRALIAN MINE WARFARE AND PATROL FORCES.

APPENDIX 'A'

Distance steamed during the month:-

30 - 31 January 115.7 miles

Hours underway during the month:-

30 - 31 January 10 hours 13 minutes

Total distance steamed since commissioning:-

10,971.3 miles

Total hours underway since commissioning:-

875 hours 13 minutes

18-6-2674

DEPARTMENT OF THE NAVY

HMAS ARCHER

Report of Proceedings FEB 71

AS(NS) *[Signature]*

D of *[Signature]* 6/4

~~DCNS~~

~~1NM~~ *[Signature]*

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~~4NM~~ *[Signature]* 400  
1/4

SECRETARY *[Signature]*

~~DCNS~~ 2/4

le of S *[Signature]* 28/4

DPR 5/5 *[Signature]*

AS(NS) (NS55) *[Signature]*

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*[Handwritten mark]*  
1/4



TELEPHONE:  
35.0444

IN REPLY QUOTE



ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	2674

OFFICE OF THE  
FLAG OFFICER IN CHARGE, Commanding  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

N1/16/280.

The Secretary,  
DEPARTMENT OF THE NAVY.

30 MAR 1971

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS - FEBRUARY, 1971

1. The Report of Proceedings of H.M.A.S. ARCHER for the month of February, 1971, is forwarded for the information of the Naval Board.
2. On the 1st February, the ship was in Port Stephens, on the last day of the Australia Day Week-end Cruise. The ship returned to WATERHEN and secured at 1555 1st February, 1971.
3. Between 14th February and 26th February, the ship carried out Annual Continuous Training. The Report of Proceedings for this period is attached as an enclosure to this letter.

REAR-ADMIRAL.

R1 Enclosure: H.M.A.S. ARCHER letter of 2nd March, 1971.

For Information:

Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

Commander,  
AUSTRALIAN MINE WARFARE AND PATROL FORCES.

## ROYAL AUSTRALIAN NAVY

TELEPHONE:

REF. No.

H.M.A.S. ARCHER  
at SYDNEY

2nd March, 1971.

The Flag Officer Commanding  
EAST AUSTRALIA AREA

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS  
PERIOD 14-2-71 to 26-2-71

Sir,

I have the honour to report the proceedings of H.M.A.S. ARCHER whilst under my command from 14th to 26th February.

2. The ship was employed on the training of Reserve officers and sailors and participated in Fleet Trials.

3. The projected visit to Bundaberg was cancelled as the port was closed due to flooding in the Burnett River.

4. Storing was carried out on 13th February, and the experience of the officers and sailors with the ship, enabled ARCHER to sail from WATERHEN for Gladstone at 1000K on 14th February.

5. As the weather was favourable and the Ship's Company had settled in well, no call was made to Port Stephens and the ship anchored in Coffs Harbour at 0153 on 15th.

6. Due to the unfavourable south easterly weather and the presence of two cyclones, the ship remained uncomfortably at anchor until 1345 on 16th when she proceeded to Brisbane arriving at 1000 on 17th. A call was made on NOIC Queensland and all facilities required were made available by H.M.A.S. MORETON.

7. Although the weather reports were not favourable for a direct passage to Sydney, it was felt that one day in Brisbane was sufficient during a limited A.C.T. and after consultation with local authorities, the ship sailed for Tangalooma at 1312 on 18th.

8. Conditions in Moreton Bay were unpleasant and after checking the magnetic compass, the ship anchored off the old Whaling Station at 1538.

.../2



9. The site is now occupied by a holiday resort and after conferring with the manager, leave was granted from 2000 until 2300 and the ship was open to visitors the following day. A **radio** telephone was available ashore for contact with NOIC QLD and the Brisbane Weather Bureau.

10. The weather appeared to be improving and the ship weighed and proceeded for Sydney at 1702 on 19th February. Passage was made through the North East Channel and although the wind was only Force 3, some impressive seas were encountered in the outer leg of the channel.

11. The ship proceeded well clear of Cape Moreton and set course for Sydney. However the wind increased to Force 5 with an uncomfortable combination of sea and swell so it was decided to return to Moreton Bay via Caloundra. Even in the North West Channel the sea state made steering difficult and it was significant that an outward bound merchant ship was being led by the pilot steamer. The ship anchored off Cowan Cowan at 2226.

12. At 0900 the following morning, the ship shifted to the Tangalooma anchorage to facilitate communication. We were later in company with H.M.A.S. GAYUNDAH and ADROIT and I called on Captain O. R. May at 0815 on 21st February.

13. The ship then berthed on GAYUNDAH and received two tons of fresh water. After conferring with Captain May and studying weather forecasts, the ship sailed for Sydney at 1150 and as the weather continued to moderate, the ship berthed at WATERHEN at 1542 on 22nd February.

14. Several defects required attention and on completion at 1130 on 23rd, the ship sailed for Jervis Bay and berthed on H.M.A.S. BUCCANEER at 1759 after a wet and uncomfortable passage.

15. Acting on instructions received from LCDR H. E. Jones, ARCHER sailed as OTC in company with H.M.A.S. AWARE and BUCCANEER at 0830 on 24th February to carry out a simulated Torpedo attack on Fleet units. Radar and radio silence was observed and the ships kept close in shore until off Greenwell Point when they were ordered to proceed independently to their sectors.

16. BUCCANEER had to return to Jervis Bay with a main engine defect and the sea conditions made visual sighting difficult. However H.M.A.S. BRISBANE was sighted but as the Force did not approach closer than about five miles to the given Reference Point, the ship was 15,500 yards from the target when simulated torpedos were fired at 1204.

.../3

17. The ship berthed on BUCCANEER in Jervis Bay at 1445 and sailed again at 0930 the next day with AWARE and BUCCANEER (O.T.C.) for a simulated missile attack on Fleet units off Bateman's Bay. As BUCCANEER had indicated his intention to return to Sydney that night, ARCHER proceeded independently on completion of the attack at 1145 and anchored in Broken Bay at 1933.

18. The decision to proceed direct to Broken Bay enabled the ship to be within easy passage of WATERHEN where we were due at 1200 the next day. The EAXP called for sailing from Jervis Bay at 0700 with arrival at WATERHEN at 1200 and in view of the prevailing weather, it is doubtful if this programme could have been met.

19. ARCHER sailed from Broken Bay at 0935 and berthed on the O.F.L. at WATERHEN at 1151.

#### General Remarks

Whilst the ship did not visit Bundaberg or Gladstone as originally planned, the A.C.T. was valuable in that it provided more seagoing and Fleet exercise experience than in some of the earlier A.C.Ts. The RANER personnel, one POW and one ICK, soon settled in although seasickness hampered the cook's efforts at sea.

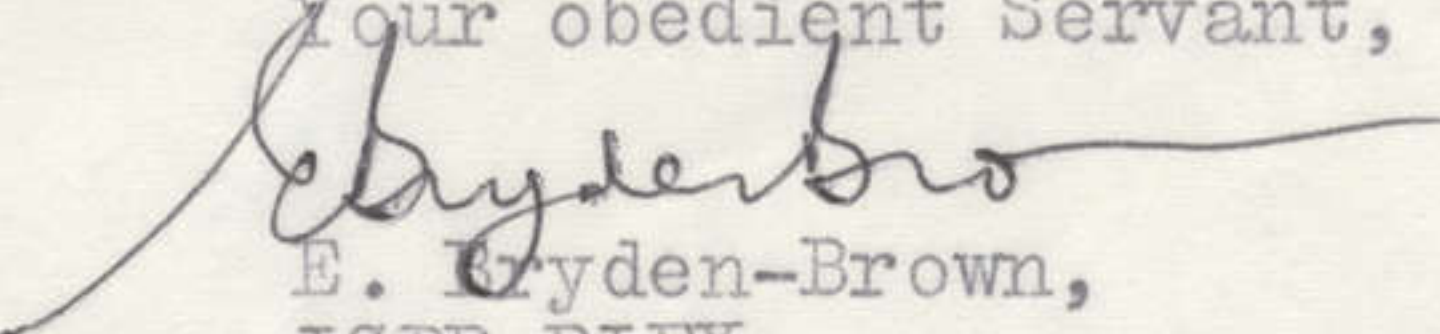
The ship was under way on each day of the A.C.T. and a good variety of berths, anchorages and shiphandling situations was experienced. The weather was generally unfavourable but the ship and her company experienced no real difficulty except for a tendency for the main engines to overheat at the high speed necessary in the second exercise.

The health, morale and general behaviour of the Ship's Company was of a high standard and we were grateful for the loan of SBLT P. Lashco from STALWART and RO Hellier from KUTTABUL.

I have the honour to be,

Sir,

Your obedient Servant,

  
E. Cryden-Brown,

ICDR RLEX

COMMANDING OFFICER

Enclosure: Appendix A

4.

For Information

Commanding Officer, H.M.A.S. WATSON  
Commander, Australian Mine Warfare and Patrol Boat Force  
Commanding Officer (Reserves)

APPENDIX 'A'

Distance steamed during the month:-

1st February	105.8	
14th - 26th February	1350.5	1456.3 miles

Hours underway during the month:-

1st February	7.21	
14th - 26th February	95.26	102 hours 47 minutes

Total distance steamed since commissioning: 12,427.6 miles

Total hours underway since commissioning: 978 hours 00 minutes.

DEPARTMENT OF THE NAVY

18/6/2761

HMAS ARCHER

Report of Proceedings MARCH 71

AS(NS)

D of 12/5

DCNS

1NM

2NM

3NM

4NM

SECRETARY

C of S

DPR

AS(NS) (NS55)

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ODH  
1/8.



APPENDIX

Distance steamed during the month:-

7th March	104.2	
13th - 14th March	203.6	
20th - 21st March	202.5	510.3 miles

Hours underway during the month:-

7th March	7.29	
13th - 14th March	15.00	
20th - 21st March	16.00	38 hours 29 minutes

Total distance steamed since  
commissioning:-

13,937.9  
miles

Total hours underway since  
commissioning:-

1016 hours  
29 minutes

18/6/2829

DEPARTMENT OF THE NAVY

HMAS *Archer*

Report of Proceedings *April 71*

~~AS(NS)~~ *Ch. 7/6*

~~D of O~~ *17/6*

~~DCNS~~

~~1NM~~

~~2NM~~ *17/6*

~~3NM~~ *20/6*

~~4NM~~ *20/6*

*2/17/71*  
SECRETARY

~~DUNS~~ *2/7*  
C of S *3/7*

~~DPR~~ *9/5*

~~AS(NS) (NS55)~~ *13/7*

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*F 15/4/71*





CA.

10 JUN A.M.

NAVY REGISTRY

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 2829

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

9 JUN 1971

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information:

Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS APRIL 1971

1. The report of proceedings of H.M.A.S. ARCHER for the month of April 1971 is forwarded for the information of the Naval Board.
2. The ship was docked at Garden Island between 29th March and 5th April. This created some interest since ARCHER is the smallest ship to have been in the Captain Cook Dock. A photograph was published in "THE AUSTRALIAN" newspaper.
3. Over the Easter week-end (9th-12th April) the ship carried out exercises in the Sydney-Broken Bay area with Bravo crew under the command of LCDR R. BISHOP, RANR.
4. Over the Anzac Day week-end (23rd-26th April) the ship visited Eden and the report of the Commanding Officer, CMDR T.R. VASEY, RANR, is attached as the annex to this letter. This visit was originally planned for HMA Ships ARDENT and BOMBARD, but changes in their refit completion dates brought ARCHER in their place.

CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Enclosure : HMAS ARCHER Report of Proceedings dated 13th May,  
1971.

*ax*

## ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. No.

H.M.A.S. ARCHER  
At Sydney

13th May, 1971

To: Area Training Officer  
From: Cdr. T.R. Vasey, R.A.N.R.

Report of Proceedings23rd - 26th April 1971

1. The following is a report of proceedings of H.M.A.S. Archer under my command from Friday 23rd April to Monday 26th April 1971.
2. The ship was manned by a composite crew of Reserve personnel supplemented by P.N.F. Charge E.R.A.D., a P.N.F. Cook from H.M.A.S. Barbette and two P.N.F. M.E.'s from H.M.A.S. Waterhen who were borne for time and experience to qualify for their A.W.C. for patrol boats.
3. The ship's company joined at 1800K on Friday 23rd. The ship was stored, instructions given in fire fighting and I.L.R. operation and the vessel sailed from Waterhen at 2000K.
4. Sea conditions were favourable and the ship maintained a speed over the ground of 18 knots.
5. One and a half miles South East of Montague Island the vessel carried out an echo sounder exercise to locate a small reef. Confirming hand line soundings were taken and the results contributed to the galley.
6. Archer anchored in the South East corner of Merimbula Bay at 1130K and after lunch proceeded to Eden, arriving at 1400K.
7. A berth had been cleared on the Eastern side of the jetty inboard of the West German seismographic survey vessel 'Hemmi'.
8. Office bearers of the local R.S.L. Special Branch boarded and arrangements finalised for the following day's Anzac Day activities. The ship's company were made honerary members of the Eden Fishermans Recreation Club.
9. The ship was opened to visitors from 1500 to 1700 and 84 people came aboard.
10. Two Officers in plain clothes attended the dawn service on Sunday morning.

11. Three Officers and 11 sailors in uniform paraded at the Anzac Day Service at 1100 on Sunday.
12. The ship was open to visitors from 1330 to 1530 and 126 people came aboard.
13. At 1600 on Sunday the vessel steamed within the confines of Twofold Bay with representatives of the local Sea Scouts and Girl Guide teams, together with some of the more prominent citizens of Eden, on board.
14. A small social gathering to entertain the people of Eden who had contributed in the interests of the Ship's company during the stay at Eden was held on board between 1800 and 2000.
15. The ship sailed at 2200 and proceeded in fair weather to Botany Bay where it anchored at 1000 on Monday morning.
16. A Navex to seaward of Port Jackson was conducted between 1300 and 1420 and the vessel berthed at Waterhen at 1500K on Monday 26th.
17. The vessel was secured and returned to the care of the D.X.O. Waterhen at 1600.
18. The morale of the ship's company was contributed to significantly by the presence of a keen, imaginative, and efficient P.N.F. cook.
19. The ship's company's behaviour in Eden was excellent and was commented upon favourably by the Eden citizenry on a number of occasions.
20. Eden is a pleasant port and the populace has a high regard for the Navy.

*Thomas R. Vasey*

.....  
(Thomas R. Vasey) CDR. RLEX  
Commanding Officer

Appendix:

Distance steamed: 445 miles                      Hours under way 26.30

Appendix

Distance steamed during the month of April, 1971

9 - 12 April	244.5	
23 - 26 April	445.0	689.5 miles

Hours underway during the month

9 - 12 April	21.30	
23 - 26 April	26.30	48 hours

Total distance steamed since commissioning 14,627.4 miles

Total hours underway since commissioning 1064 hours 29 minutes.

# Eden oration by Navy man

A contingent of Navy officers and crew of HMAS "Archer", led by their commander, Commander Thomas R. Vasey, VRD, RANVR, led Eden Ex-Servicemen, Sea Scouts, Cubs and school children in the 1971 Anzac Day march at Eden on Sunday.

Commander Vasey held the interest of everyone in the address on liberty and discipline in which he echoed the words of first class soldier, field-marshal, the late Sir William Slim.

Using an example of driving on the road Commander Vasey said that Australians enjoyed the liberty to choose where to drive to, and that in doing so and always keeping to the left, they exercised discipline.

He then illustrated the distinct connection between liberty and discipline, two words which are frequently used on Anzac Day.

The commander said Australians believed in freedom to do and say as they liked and as discipline is a restraint on this liberty, most have a very natural inclination to avoid it.

However, ever since the dim dark prehistoric past, man has had no option but to accept discipline of some kind.

Up to now the Australian way of life, with all its faults, has, compared

with most others, been full, free and fair. It has been so because we managed to hold the balance between liberty and discipline.

"It is that balance which will decide in the future whether it is still to be full, free and fair."

Discipline is something that's enforced, either by fear or by understanding, the commander told the crowd.

It is only discipline that enables men to live in a community and yet retain individual liberty and to sweep away or undermine discipline and the only law left is "They shall take who have the power, and they shall keep who can." Security for the weak and the poor vanishes.

That is why, far from it being derogatory for any man or woman voluntarily to accept discipline, it is truly ennobling, he added.

The choice is between the imposed discipline of the police state, or the self-discipline of free men and women voluntarily accepted, with its equality, fairness and dignity.

"You can have discipline without liberty, but you can't have liberty without discipline," he concluded.

It can be clearly seen that the address referred to the increasing disturbing behaviour of some of our younger citizens seeking liberty in a most undisciplined manner. A copy of the complete address is being kept at the Voice office for those who might like to peruse its thoughtful deliberations.

Prior to Commander Vasey's address wreaths were laid on the memorial by Eden RSL, RSL Women's Auxiliary, Legacy, Junior Red Cross, Sea Scouts, Cubs, Brownies and schools.

On Sunday afternoon, the "Archer" was opened for inspection and following this the ship took the Eden Sea Scouts on a tour of Twofold Bay.

## Bailey bridges for Coast

The Premier, Mr Askin, has said the Commonwealth Government is supplying Bailey Bridge Sections to certain flood affected areas of the Far South Coast.

He told the Member for South Coast and Minister for Environment Control, Mr Jack G. Beale, this.

The Commonwealth's approval is subject to the agreement that the out of pocket expenses of the Army be recovered, Mr Askin said.

In addition, Commonwealth is to be indemnified against possible loss of the equipment and common law and compensation claims was required.

The takeover of the Australian equity in the Eden woodchip mill was questioned by the Member for Eden Monaro, Mr Allan Fraser, in Federal Parliament, on April 21.

Mr Fraser asked the Prime Minister if he knew the circumstances of the complete takeover of the woodchip industry at Eden by Japanese capitalists and its passage to complete Japanese ownership.

"Do you recall that when the Australian Industries Development Corporation Bill was

before the House last year, the woodchip industry was particularly named in the second reading speech of the Minister as being one which the Corporation could greatly assist in retaining ownership?" Mr Allan asked.

Mr Fraser said that the reason given for the complete takeover was that the Australian interests in the ownership was unable to obtain the capital necessary for the expansion of the industry.

The Prime Minister, Mr McMahon, asked the Minister for National Development, Mr Swartz, to answer Mr Fraser's query.

In answer he said that the company commenced operations at Eden and was known as Harris-Dalshowa (Aust) Pty Ltd and was based on Japanese capital

with a part Australian equity.

"Even at that stage and up to a year ago some changes had been made in the Australian structure of the company," Mr Swartz said.

"This company had some misfortunes when it was about to commence operations.

"First it was well behind in its timing. Its expenditure was much higher than anticipated and the development of the harbour at Eden ran into some trouble which cost the company about another \$500,000.

"As a result the Australian group which was involved indicated that it wished to withdraw.

"Some endeavour was made at that time to try to take up some additional

Australian equity in the company but it did not succeed. I think it is fairly obvious why it could not succeed at this stage. The proposition was not a viable one and even up to this point of time, it still is not.

"The company has now commenced operations.

When the matter was raised between the NSW and Commonwealth Governments an undertaking was obtained from the company which still trades under the same name, that in four or five years time when it must build a pulp mill it will offer again to the Australian market a degree of equity in the company."

Mr Swartz added that the company was anxious to obtain some Australian equity.

## Hamme visits Eden

The chartered German geophysical survey ship "Hamme" spent several days at Eden last week.

The Hamme had been carrying out a survey off the NSW coast for the Bureau of Mineral Resources in Canberra.

The French company is making the survey which entails not only an off-shore survey but landward along the same lines.

For two weeks now the French company has had technicians in Eden with sensitive equipment set up at the Bayview Motel. After finishing at Eden the land party moves on to Coiffs Harbour for the next stage of its survey.

While at Eden the Hamme took on about 16,000 gallons of fuel, stores and some repairs were carried out to gear.

# New industry for Eden

A man who came to Eden from Melbourne with work boats and a contract to help build the chipmill wharf and dolphins, has now set up a permanent business here known as Charter Craft and Marine Services.

He is Mr Graham White, owner of the company, who has acquired a lease of the old bark mill on the Eden waterfront, and has purchased five acres of industrial land at Palestine for future development.

Mr White has also purchased the home in

Cocora Street, Eden, of Mr Ron Pearce.

At present Mr White has eight men employed permanently, the majority of them on the construction of three big steel pontoons which when completed will be locked together to form a steel work barge 40 feet by 25 feet.

This barge will be fitted with a lifting frame and winch capable of lifting five tons off the seabed. The value of the completed barge will be \$14,000.

The company at present is maintaining moorings at the chipmill and the tanker moorings and this

barge will be used in this work.

Mr White said in all 17 such pontoons would be built and these could be locked together and pulled apart to form barges of any shape or size. These would be available for hire work.

The company would also be entering the field of general steel fabrication and maintenance, etc and in the near future would build two more work boats, one 30 ft and one 42 ft.

Mr White said he was just completing repair work on the leading boom at the chipmill which was damaged during the February floods.

## FUNERAL DIRECTORS

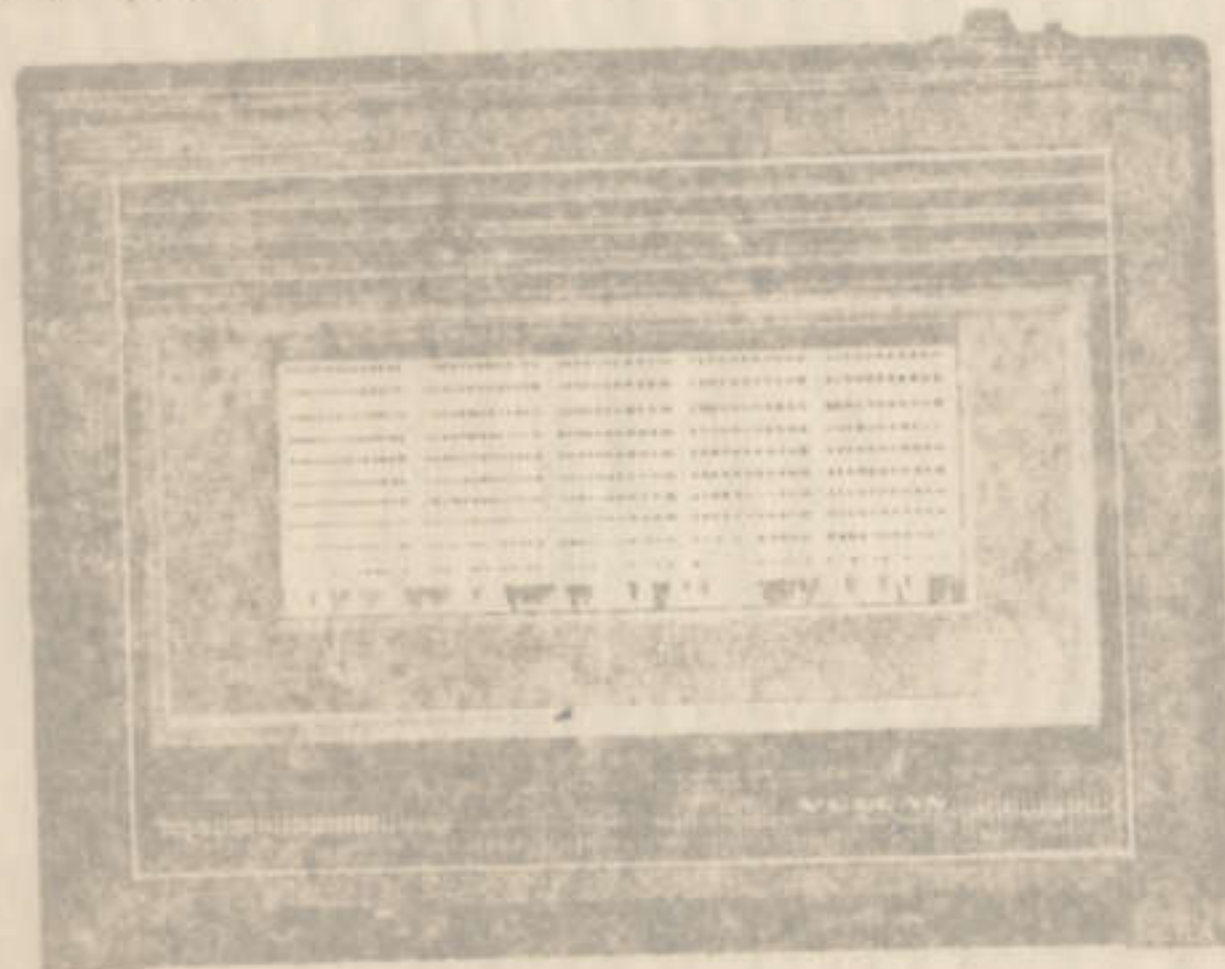
Funerals Arranged Moruya and District Cremations Wollongong and Sydney.

Further particulars:  
J.J. & P. FLYNN  
Phone Moruya 303

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SO YOU'RE COMFORTABLE

FROM

## The Voice says

Robert Allan and Al Armstrong were the winners in last Friday's Eden Ambulance Competition. \*\*\*

Already over \$1400 has been received by the Imlay Preschool kindergarten from sponsors for the Easter Monday walkathon and more is still to come —

a result which has more than pleased the organisers.

The price of milk is expected to rise by about 3 cents per pint to 13 cents when the Dairy Industry Authority takes over this area shortly. The farmers will be the only ones to profit from the increase as even the vendors will have their profit margins cut. \*\*\*

It is interesting to note that Commander Thomas R. Vasey, VRD RANVR, who gave the Anzac address at Eden on Sunday, was stationed at Twofold Bay for two months in 1944 on his ship HMA ML822. Now, in private life the Commander is Assistant Property Manager with Gantas. \*\*\*

It is now two years since the Lands Dept held their successful auction of 32 home sites in Ida Rudd Drive and Bay Street Eden, and in that time 6 homes have risen, four are under way leaving 22 yet to be started. There are other homes in the subdivision but most of these are Government homes. \*\*\*

All interested Merimbula citizens are reminded that the 40th annual meeting of the Twyford Hall will be held on Tuesday, May 4 at 7.30 pm. \*\*\*

The Merimbula Urban Committee is to make extensive repairs to the boat slipway off Fish Pen Road and is hopeful that boat owners using this facility will help meet the cost, a fair enough request. \*\*\*

Eden Post Office contractors, Chris Akse Pty Ltd, expect to hand over the new PO to the Department today. Over the past few weeks some people have apparently thought the PO was being used as a number of letters have been posted and workmen on several occasions advised the Eden office staff who cleared the

The new District Surveyor of the Lands Department for this area, Mr Kevin Hopkins, who will be stationed at Nowra, paid his first visit to the Far South Coast on Tuesday of last week. \*\*\*

Mrs Claude Moulds of Eden is at present in Canberra visiting her daughter and son-in-law, Mr and Mrs T. Poore who are awaiting the arrival of their first child. \*\*\*

At the last meeting of the Eden Chamber of Commerce, Mr Colin Short, Deputy headmaster of the Eden High School, became the 51st member of the Chamber. \*\*\*

In recognition of the hospitality extended by Imlay Council to a party of New Guinean Local Government Councillors recently, the visitors presented Council with a New Guinea face mask which one Local Councillor jokingly said looked like the President with a long face and tongue hanging out. \*\*\*

Mrs Thelma Coughran, resident of the Pambula CWA, represented her branch at the CWA conference in Sydney last week. \*\*\*

Mr and Mrs Sid Donaldson and family have returned to Eden to reside, Sid having accepted a position as Secretary/Accountant with Duncans Sawmills. \*\*\*

The re-decorated children's ward at the Pambula Hospital will be officially opened this Sunday, May 2, at 3.30pm by Mr Steve Mauger MLA. \*\*\*

Mr and Mrs Ern McCamish recently returned home to Eden from a touring holiday visiting relatives in several centres in Victoria. \*\*\*

Mr and Mrs Reg Russell were left Merimbula to

## Plumbers to toe line

Imlay Shire's Health Surveyor, Mr J.R. Barnard, is taking steps to ensure that plumbers working in the Shire do not apply their own interpretations to regulations relating to their profession.

Mr Barnard said the State-wide problems of interpretation of the various requirements of Ordinances governing the installation of plumbing and house drainage work, is amplified in Imlay Shire because plumbers and drainers working in the area have received their basic training and experience in other areas, such as Victoria, Canberra and the area controlled by the Metropolitan Water Board.

In these areas the legislation governing plumbing and drainage works varies considerably from the legislation in force in the rest of New South Wales, Mr Barnard said.

"Naturally," he said, "these tradesmen bring with them their own ideas and interpretations of the legislations governing the areas in which they normally work."

Mr Barnard told Council at its last meeting, that difficulty is encountered at times in bringing these tradesmen into line with current NSW practice and to overcome this difficulty he has prepared a pamphlet "Standard of Plumbing and Drainage Works".

Generally this standard requires that the work complies with the requirements of the relevant Ordinances and specifically the Standard clarifies matters of interpretation and workmanship which appear to vary from one area to another. None of the requirements of the

## President on wood

Imlay Shire Council has been presented with a unique photograph on wood of its president for the past 15 years, Cr Frank Clare.

The presentation was made by Mr Ken Timms on behalf of Duncans Sawmills on March 20 to deputy president, Cr R. Taylor, in the absence of the Shire President, at a staff committee meeting.

The company had the photograph and another identical one for Cr Clare's family, processed in Sydney with the photograph being developed onto sand-blasted natural coloured pine achieving a most unusual and unique effect.

The presentation was made in recognition of the community service freely given by the councillors and the president, over a long term of years and in appreciation of the assistance and encouragement given by Council to the sawmilling industry.

In recognising the presentation at the Council meeting last week, Cr Clare said it was very touching to see someone recognise the work of the Council while its members are still alive.

He thanked Duncans very much and said that although the photograph was of him, it recognised the work of the Council as a whole and this pleased him greatly as its achievements had been

DEPARTMENT OF THE NAVY

HMAS ARCHER.

Report of Proceedings May 1941

AS(NS) 14/7

D of O 15/7

DCNS 16/7

1NM 17/7

2NM 17/7

3NM 21/7

4NM 22/7

SECRETARY 22/7

C of S 30/7

DPR

AS(NS) (NS55) 2/8

- NOTES:
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4/7



CA.

13 JUL AM.  
DAZ  
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
16	6	2888

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

OFFICE OF THE ~~RECORDS~~ Commanding,  
FLAG OFFICER  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

12 JUL 1971

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information:

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS - MAY 1971

1. The report of proceedings of H.M.A.S. ARCHER for the month of May 1971, is forwarded for the information of the Naval Board.
2. Alfa crew carried out maintenance over the week-end 1st-2nd May, 1971.
3. Over the week-end 8th-9th May, the ship was manned by Bravo crew under the command of LCDR R. Bishop, RANR, and carried out exercises in the Sydney-Broken Bay area.
4. Over the week-end 15th-16th May the ship was manned by Alpha crew under the command of LCDR E. Bryden-Brown RANR. The original programme calling for a visit to Kiama was cancelled due to a gale warning. The ship carried out training on Sydney Harbour on the Saturday and in Botany Bay on the Sunday.
5. On the 22nd May the ship was manned by Charlie crew under the command of LCDR R.O. Albert, RANR. The original intentions for operating in the Broken Bay area were once again be-devilled by bad weather and the crew were employed on maintenance after a short period under way in Sydney Harbour.
6. On 29th May the ship was stored for 13 days continuous training. The report for this period will be included in the June Report of Proceedings.

CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Annex : Steaming figures for May 1971.



ANNEX to FOCEA letter N.1/16/280 of 8th July, 1971.

STEAMING FIGURES FOR MAY 1971

Distance Steamed during the Month.

8 - 9 May	-	143.0	
15 - 16 May	-	67.4	
22 May	-	12.5	<u>222.9 miles.</u>

Hours underway during the Month.

8 - 9 May	-	12.30	
15 - 16 May	-	6.15	
22 May	-	1.35	<u>20 hours 20 minutes.</u>

Total distance steamed since  
commissioning.

14,850.3 miles.

Total hours underway since  
commissioning.

1,084 hours 49 minutes.

18/6/3276

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings JUNE 71

AS(NS) *[Signature]* 27/11

D of O *[Signature]* 2/11

DCNS *[Signature]* 2/11

1NM *[Signature]*

2NM *[Signature]*

3NM *[Signature]*

4NM *[Signature]*

SECRETARY *[Signature]* 2/72

C of S *[Signature]* 11/2

DPR *[Signature]* 2/72

AS(NS) (NS55) *[Signature]* 2/12

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*[Handwritten note]* 29/1/72



TELEPHONE:  
35.0444

IN REPLY QUOTE

CA.

25 JAN A.M.

N.1/16/280.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18

6

3276

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information:

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

24 JAN 1972

HMAS ARCHER - REPORT OF PROCEEDINGS - JUNE 1971

1. The report of proceedings of HMAS ARCHER for the month of June 1971, is forwarded for the information of the Naval Board.
2. The ship carried out a period of Annual Continuous Training from 30th May to 11th June, and the report by the Commanding Officer for this period, LCDR RLEX K.D. MURPHIE, RANR, is attached.
3. Maintenance was carried out by Alpha Crew over the weekend 19th-20th June, 1971.
4. Over the weekend 26th-27th June the ship was manned by Charlie Crew under the command of LCDR RLEX R.O. ALBERT, RANR, and carried out exercises in the Sydney-Broken Bay area, anchoring overnight in Refuge Bay.

*Ar. Donnan*  
REAR-ADMIRAL

COMMODORE

A05

Enclosure : HMAS ARCHER Report of Proceedings - June 1971.



## ROYAL AUSTRALIAN NAVY

TELEPHONE:

H.M.A.S. ARCHER  
WAVERTON 2060 N.S.W.

IN REPLY QUOTE

11th June 1971.

THE FLAG OFFICER COMMANDING  
EAST AUSTRALIA AREA:

### REPORT OF PROCEEDINGS.

COPIES TO: Commander, Australian Mine Countermeasures & Patrol Boat Forces  
Commander, First Australian Patrol Boat Squadron  
Staff Officer (Reserve Training) HMAS WATSON  
Naval Officer in Charge, Queensland.

Sir,

I have the honour to submit Report of Proceedings covering Annual Continuous Training cruise 2/71 in H.M.A.S. ARCHER under my command from 30th May 1971 to 11th June 1971.

2. The objectives of the cruise were general training of RANR Officers and Sailors on extended passage and in particular completion of an exercise programme in company with H.M.A.S. BARBETTE<sup>1414</sup> down by COMAUSPABRON ONE.
3. The programme contained in FOCEA 180305Z MAY 71 was generally adhered to with the following variations:
  - (i) An additional fuelling stop at Mackay on 4th June 1971
  - (ii) A call at Brisbane to repair main engine defects on Wednesday 9th June 1971.
  - (iii) Cancellation of the proposed overnight anchorage in Broken Bay.
4. Storing was completed on Saturday 29th May and routines were in operation as from that day.
5. Formal commencement of the cruise was timed for 0900 on Sunday 30th May when divisions were held and prayers read by Chaplain M.A. Spence RANR.
6. ARCHER sailed at 1000K on 30th May and course was set for Gladstone. Upon clearing Sydney Heads "man overboard" procedure was exercised and a fire drill conducted.
7. By 1215K wind had increased to force 5 WNW. The ship was rolling heavily and conditions throughout the afternoon were decidedly unpleasant.
8. At 1530 it was decided to shelter in Shoal Bay where ARCHER anchored at 1620. The ships company had a meal at anchor, and the opportunity was taken to check some stowages and straighten out some points of routine.

9. ARCHER weighed at 1820 by which time the wind had eased considerably and a Blind Pilotage exercise was conducted during the exit from Port Stephens. The night passage was comfortable.

10. On the morning of 31st May the wind again began to increase and conditions were again uncomfortable with the ship rolling heavily. On this occasion however the wind did not ease in the evening and in fact the unpleasant steaming conditions continued until ARCHER was in the vicinity of Lady Elliot Island the following morning.

11. At 2100 hours the evening of 31st May, Double Island Point light was sighted on an unexpected bearing and it was obvious that a substantial gyro error had appeared. A seawards course by magnetic was pursued until the 100 fathom line was identified and thereafter it was followed until daylight enabled checks to establish that the gyro had settled. No further gyro trouble was experienced throughout the cruise. At a discussion the following morning the significant feature of the failure seemed to be that it had occurred suddenly and whilst the ship was rolling heavily. Inclinator showed a maximum roll of 44° during this period. Under these conditions it seems possible that a projecting fitting in the Master Gyro prevents the gyro from precessing correctly.

12. During the forenoon of 1st June, conditions moderated and ARCHER entered Gladstone Channel at 1200 and berthed at Connells Wharf, Auckland Creek at 1430. Initially, I was not prepared to enter Auckland Creek as the charted depth shows only one fathom. En route ARCHER berthed at the coaling wharf and a telephone call to the Harbourmasters office was made. It was indicated that the creek had been dredged to a depth of 30 feet and in fact on entry, ARCHER had 26 feet of water under the keel, one hour before high water. Also small boat moorings shown on the chart have been moved with the result that ARCHER was able to turn in the creek with comfort. Hydrographic Note No. 1/71 refers.

13. Whilst in Gladstone the following were entertained on board.

- |       |                |                           |
|-------|----------------|---------------------------|
| (i)   | Mr J. Bates.   | Naval Agent .             |
| (ii)  | Mr J. Titmarsh | Ex Naval Mens Association |
| (iii) | Mr L. Hayes    | H.M. Customs.             |

14. ARCHER sailed from Gladstone at 1900 on passage to Middle Percy Island in near perfect weather conditions. Respects were paid to HMAS SYDNEY when she was passed at 0615 on the morning of 2nd June in the vicinity of Pine Peak Island.

15. The ship was in the R/V position 270° from Pine Island light 4 miles at 0800. At 0820 HMAS BARBETTE was sighted and at 0840 ARCHER joined BARBETTE for the commencement of the exercise programme.

16. There was an early communications problem and it was decided to anchor in West Bay, Middle Percy Island, while this was remedied. The two ships weighed at 1400 and during the afternoon both ships exercised at towing, heaving line transfers and OOW manoeuvres before anchoring in West Bay at 1705.

17. ARCHER remained at anchor throughout Thursday 3rd June. At 0900 COMAUSPABRON ONE inspected the ship and addressed the ships company. He remained on board whilst ARCHER exercised fire, action stations, and leaving ship stations. Towards the end of the forenoon a small arms firing exercise was conducted. After lunch, boarding party and landing party exercises were carried out. At 1600 parties from both ships companies landed on West Bay beach and a banyan was held. Ships companies played beach football and volley ball in a spirit of fierce but friendly competition. Sadly ARCHER was vanquished on both occasions.

18. The wind backed to SW and freshened during the earling morning and when both ships weighed at 0730 on 4th June and set course for Mackay a moderate beam sea made the OOW manoeuvres conducted throughout the morning stimulating. Steering breakdown exercises were also conducted on this passage. Senior sailors received pilotage instruction during the forenoon.

19. Mackay Outer Harbour was entered at 1130 and ARCHER berthed astern off BARBETTE to fuel. The navigator visited the Piermaster during our stay and from his office telephoned the office of the Harbourmaster, Coffs Harbour to ascertain conditions should ARCHER wish to refuel there on the passage back to Sydney. Whilst in Mackay ERA2 B.A. Taylor O/No. A10 1051 and ERA 2 B.T. ROBBINS O/No. A100917 were sent to Mackay Base Hospital for treatment of minor injuries received the previous day.

20. Ships sailed from MACKAY at 1525, and after further OOW manoeuvres, ARCHER came to anchor at 1730 in 10 fathoms 4 cables from Brampton Island Jetty. Shore leave was granted.

21. Anchor was weighed at 0700 on 5th June and passage in company made through the Whitsunday Passage. At 0930 under the lee of South Molle Island ships stopped to effect the transfer of ammunition to BARBETTE. On completion, BARBETTE departed for Cairns leaving ARCHER to act independently.

22. ARCHER proceeded to the northward of North Molle Island and senior sailors were required to broadcast to the benefit of the ships company items of historical and geographical interest concerning the various islands in the area.

A NAVEX was conducted requiring Archer to pass down the Molle Channel between West Molle and South Molle Islands. At 1015 the Senior ERA reported some trouble, later isolated to a defective solenoid in the port engine governor. The port engine was therefore shut down and ARCHER proceeded to Port Molle on one engine where the ship came to anchor in 7 fathoms and the defect was repaired.

23. ARCHER weighed again at 1415 and steered for a position 3 miles north of Cid Island. The afternoon was spent completing lines of soundings in this area and later a chart of the area was prepared by officers to complete an interesting NAVEX. ARCHER anchored at 1620, 2½ cables off South Molle Jetty and I went ashore to interview the resort manager. Being assured that the ships company was welcome ashore, ARCHER berthed across the end of the jetty at 1736. The manager warned of the presence of two uncharted rock outcrops approximately 330° 1 cable from the jetty. Hydrographic Note No. 2/71 refers.

24. At 0700 on 6th June another patrol boat was seen approaching and at 0720 HMAS ATTACK secured alongside. During the forenoon, Divisions, Prayers and Captains Rounds were completed. At 1200 both ships sailed for passage towards the St. Bees Islands area and OOW manoeuvres were conducted throughout.

ATTACK was detached at 1415 for passage to Brisbane and Archer set course for Mackay where she berthed at Pier Wharf at 1615.

25. Whilst in Mackay on 7th June a call made upon the Mayor, Mr Albie Abbott who entertained the Executive Officer and myself to lunch, afterwards conducting us on a drive to various points of interest in the Mackay area. Mr Abbott called upon the ship at 1900. A function was arranged by the Ex Naval Mens Associations for 1900 and officers and ships company attended. Other visitors to the ship in Mackay included.

(i)	Mr Neville Dent	Assistant Harbour Master
(ii)	Mr Keith Kerr	Commanding Officer, T/S PIONEER
(iii)	Mr Cliff Turner	Ex Naval Mens Association

26. ARCHER sailed from Mackay for Gladstone at midnight on 7th June and after an excellent passage berthed at Connells Wharf at 1400 on 8th June for fuelling, sailing again for Broken Bay at 1600.

27. Breaksea Spit light was rounded at 2330 and course set for Cape Moreton. However at 0030 on 9th June some engine trouble was experienced. A sheered bolt had caused damage requiring replacement of the intermediate fuel pump coupling "B" bank on the port engine. The port main engine was now unserviceable and accordingly speed was reduced to 13 knots on the starboard engine and course set for Brisbane where ARCHER berthed at 1450 alongside HMAS GAYUNDAH. Spare parts arrived by air from Sydney that evening and additional parts were obtained by local manufacture. By 1215 on 10th June ARCHER was ready to sail, a fact which reflects a great deal of credit on the engine room staff. Under the able direction of ERAI M. Sterling RAN, all staff worked long hours. The performance of the ship on the return passage to Sydney speaks well of the quality of their work.

28. ARCHER sailed from HMAS MORETON at 1300, cleared North East Channel at 1530 and set course for Sydney at 19 knots. The ship anchored in Watsons Bay at 1310 on 11th June. One hour was spent preparing the ship for the end of the training cruise. At 1415 ARCHER weighed and proceeded to HMAS WATERHEN berthing at 1455. ACT cruise 2/71 was secured at 1600.

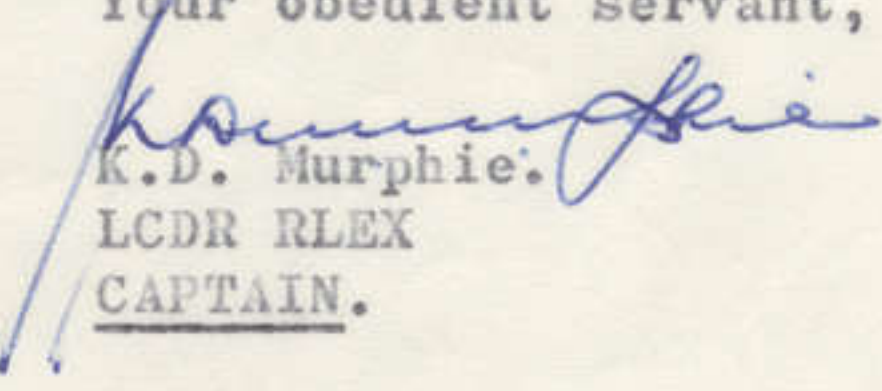
GENERAL REMARKS.

29. It is felt that this ACT period was valuable in that it combined the experience of extended passage with the opportunity to work in company with two HMA ships for a total of just over four days. It was a welcome bonus that the ships company were able to visit some interesting and different ports.

30. The health, morale and general behaviour of the ships company were of a very high standard.

I have the honour to be,  
Sir,

Your obedient servant,

  
K.D. Murphie.  
LCDR RLEX  
CAPTAIN.

ENC: Appendix A  
Nominal List.

APPENDIX A

Distance Steamed : 2403 miles

Hours Under Way : 138



NOMINAL LIST  
ACT 2/71

	<u>NAME</u>	<u>OCCUPATION</u>
Captain	LCDR RLEX K.D. Murphie	Company Director
First Lieutenant	LEUT SLEX R.A. Bastian	RAN (HMAS PLATYPHS)
Navigator	LCDR RLEX W. Rapez VRD	Sales Manager
Add. W/K	ASLT RLEX J. RAPER	Schoolteacher
Coxsevain	P.O. J. Kahl	Accountant
P.O.	P. O.C. BUSCH	MECHANIC
L.S.	L/S D. WEATHERALL	Salesman
L.S.	LIS J. Batterbury	Shipping Clerk
A.B.	A/B D. Taylor	Industrial Chemist
.B.	A/B G Roberts	Advertising Rep.
.B.	A/B J. MARTIN	Clerk
RO	LRO J. MARTIN	BANK OFFICER
E.R.	ERA (D) 1 M. Sterling	RAN (HMAS WATERHEN)
	ERA (D) 2 B TAYLOR	Water Board Inspector
	ERA (D) 2 B Robbins	Foreman Mechanic
	A/ERA(D)2 W King	Plant operator
	LME T. Johnston	RAN (HMMS WATERHEN)
	LME B. Cox	Lineseamen
EM	EM (C) P Oakman	Electrician
	EM (P) G PARRY	Electrician
Cooks	L/CK N. Blakey	Clerk
	CRD CK R. Harris	Apprentice Carpenter

11th June. 1971

APPENDIX

Distance Steamed during the Month

30th May - 11th June	2403.0	
26th-27th June	174.0	2577.0 miles

Hours underway during the Month

30th May - 11th June	138.00	
26th-27th June	14.34	152 hours 34 min.

Total distance steamed since  
Commissioning

17,427.3 miles

Total hours underway since  
Commissioning

1,237 hours 23 minutes.

18/6/3277

DEPARTMENT OF THE NAVY

HMAS ARCHER

Report of Proceedings JULY 71

AS(NS) 27/1.

D of O 28/2

DCNS 28/2

~~1NM~~

2NM 28/2

3NM 28/2

4NM 28/2

SECRETARY 28/2

C of S 28/2

DPR 28/2

AS(NS) (NS55) 28/2

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28/2



CA.

ROYAL AUSTRALIAN NAVY

NAVY—CAMBERRA		
18	6	3277

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information:

24 JAN 1972

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE AND PATROL FORCES.

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS JULY 1971

1. The report of proceedings of HMAS ARCHER for the month of July, 1971, is forwarded for the information of the Naval Board.
2. Over the weekend 3rd and 4th July the ship was manned by Alfa Crew under the command of LCDR RLEX E.E. BRYDEN-BROWN RANR, and carried out training in the Sydney/Broken Bay area.
3. During the afternoon of 3rd July the ship closed SS INULA 16 miles east of Barrenjoey Light, and in response to her signals located and salvaged a partially submerged orange object which proved to be a Manly Junior dinghy. This was later returned to the owner, Dr. F.H. Talbot, who has expressed his appreciation.
4. On 11th July, the ship was manned by Bravo Crew under the command of LCDR RLEX R. BISHOP and the annual inspection was carried out by the Director of Naval Reserves, Captain B.L. Cleary, R.A.N. Evolutions were conducted in Botany Bay and a blind pilotage exercise was carried out.
5. Over the weekend 24th to 25th July the ship was manned by Charlie Crew under the command of LCDR RLEX W.H. RAPER, RANR. The ship visited Newcastle on the night of 24th July sailing for Port Stephens early in the morning of 25th July. During the night the weather had deteriorated and the ship returned to Newcastle, where she was forced to remain until 26th July.

*A. Donnan*  
REAR ADMIRAL  
COMMODORE  
AOD

Enclosure : HMAS ARCHER Report of Proceedings - July 1971.

APPENDIX

Distance Steamed during the Month

3-4 July 237 miles  
" July 44.0 miles  
24-27 July 158.0 miles 439.5 miles.

Hours underway during the Month

3-4 July 16.34 hours  
" July 3.30 hours  
24-27 July 10.05 hours 30 hours 9 minutes

Total distance steamed since Commissioning

17,866.8 miles

Total hours underway since Commissioning 1,267 hours 32 minutes.

18/6/3278

DEPARTMENT OF THE NAVY

HMAS ARCHER

Report of Proceedings AUG 71

AS(NS)

D of O

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SECRETARY

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(NS55)

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29/1/72



CA.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 3278

TELEPHONE:  
35.0444

IN REPLY QUOTE

N.1/16/280.

OFFICE OF THE ~~NAVY~~ <sup>Commanding,</sup>  
FLAG OFFICER ~~NAVY~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

24 JAN 1972

For Information:

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

HMAS ARCHER - REPORT OF PROCEEDINGS - AUGUST 1971

1. The report of proceedings of HMAS ARCHER for the month of August, 1971, is forwarded for the information of the Naval Board.
2. The ship carried out a period of Annual Continuous Training from 1st-13th August, and the report of the Commanding Officer for the period, LCDR C.H. LONGSTAFF, RANR, is attached.
3. For the remainder of the period the ship remained alongside H.M.A.S. WATERHEN under maintenance.

*A. Donnan*  
REAR-ADMIRAL  
COMMODORE  
AOD

Enclosure : HMAS ARCHER Report of Proceedings - August, 1971.



TELEPHONE:

IN REPLY QUOTE

43 2031/8  
ROYAL AUSTRALIAN NAVY

N1-16-280

PA

H.M.A.S. ARCHER

WAVERTON N.S.W. 2060

13th August, 1971.

THE FLAG OFFICER COMMANDING  
EAST AUSTRALIA AREA

COPIES TO The Flag Officer Commanding, H.M.A. Fleet  
The Commander, Australian Mine Warfare and  
Patrol Boat Forces  
The Staff Officer (Reserve Training) HMAS WATSON

REPORT OF PROCEEDINGS

A.C.T. 3/71

1ST-13TH AUGUST, 1971

Sir,

1. I have the honour to report proceedings of H.M.A. Ship under my command for the Annual Continuous Training Cruise commencing on 1st August, 1971.
2. Billets which were unfilled by the Sydney Port Division were occupied by Emergency Reserve personnel allocated by DNRC. The ready cooperation between the former PNF sailors and the active Reservists was one of the pleasing features of the training cruise.
3. The ship's company joined on Saturday, 31st July, 1971 for the purpose of completing draft-in routines, storing and final checking of ship's equipment.
4. A short ceremony was held on Sunday, 1st August at 0900 (Zone -10, as are all times in this report) when prayers were read by the Captain and the ensign and jack were hoisted. Later, life-jacket and life-raft lectures were given followed by a demonstration of the correct operation and uses of the fire-fighting equipment fitted in the ship.
5. Owing to a minor defect in the injectors of the port main engine, the sailing time from Sydney was delayed beyond 1030, and ARCHER did not leave the wharf at HMAS WATERHEN until 1126. Cameramen from the Public Relations section of Naval Headquarters were present to film sequences for use on Queensland television.

.../2



6. On the passage out of Sydney Harbour, the stylus of the Ferrograph 500 'Offshore' echo sounder became caught in the paper trace, halting the mechanism and causing defects in the transformer and vibrator. An URDEF was raised and spare parts were forwarded to Bundaberg where the equipment was made serviceable after arrival.

7. The remainder of the passage was uneventful. Weather was favourable and the ship's company spent the time generally settling down into a seagoing routine.

8. It had been planned that ARCHER would berth at a wharf at Bundaberg proper, which is situated a few miles inland from Burnett Heads. Consequently a pilot had been arranged to advise on river navigation. Captain J. Rodgers was duly embarked at 0600 on Tuesday, 3rd August, but as he brought with him accounts of a lessening of the depth in the Fairymead Reach and also did not have a chart of the upper reaches of the river with him (The relevant Australian Chart covering only as far as Fairymead Reach) I sought and obtained a berth at Port Bundaberg which is quite close to the river mouth and has a dredged depth of twenty feet. The ship berthed first at the Bulk Sugar Terminal at 0626 until the Oil Wharf was clear, moving there at 0815, finally securing at 0825.

9. Fuelling was completed in the forenoon and local leave was given. The ship was visited by the Chairman of the Bundaberg Harbour Board, (Mr. R. Gibson) and the Sub-Collector of Customs, (Mr. I. Macdonald). ARCHER sailed from Bundaberg at 1610. A pilot was not engaged.

10. Daylight on Wednesday, 4th August, found the ship in the vicinity of the Percy Islands. During the forenoon a further fire-fighting exercise and a small arms shoot were conducted.

11. ARCHER arrived at South Molle Island jetty at 1510, dressed with a masthead ensign in honour of the birthday of Her Majesty, Queen Elizabeth, The Queen Mother.

12. As a fresh water pump had been giving increasing trouble since leaving Sydney, the ship left South Molle Island at 0300 on Thursday, 5th August, to permit an arrival at Townsville at 1100 in the hope that spares could be procured. Unfortunately spares were unobtainable although arrangements were made for them to be available at Mackay.

13. Fuel and fresh victualling stores were embarked at Townsville, and the ship was visited by the Sub-Collector of Customs, (Mr. J. Stevens). The ship's visit created considerable press interest including the publishing of the complete contents of the press pack. Follow-up interviews with members of the ship's company were published on Friday, 6th August.

14. On the point of departure at 0830 on Friday, 6th August, the telephone which only minutes before had been landed rang with a telegram from NAVCOMSTA CANBERRA. "Signalese" was quite beyond

the phonogram operator, which necessitated a special car trip to the Townsville P.O. to obtain the original. Departure was therefore delayed until 0910.

15. At 1630, approximately five miles NW of Pinnacle Point on Hook Island, a short memorial service for Midshipmen Mayger, Mulvaney, Pierce and Sanders, and Sub-Lieutenant N.J. Longstaff was held. Prayers were read by the Captain and the ship was stopped while wreaths from the Flag Officer Commanding, H.M.A. Fleet and relatives were dropped.
16. At 1738, the ship came to single anchor on the northern side of Border Island. The ship's company landed for a banyan.
17. Non-duty members of the ship's company were ashore again during the forenoon of Saturday, 7th August, both to clear up the banyan area in daylight and to take exercise ashore. Following return on board, a "Point ship" evolution and small arms shoot were conducted.
18. Anchor was weighed at 1130 and the ship proceeded to Brampton Island arriving at 1500
19. The non-duty members of the ship's company were the guests of the management for dinner that evening and it is pleasing to report that their conduct was exemplary.
20. Divisions and rounds had been arranged for 0900 on Sunday 8th August, but as the Premier of Queensland and his party, who were visiting the island, had accepted an invitation to come briefly to sea in the forenoon, these were deferred. The Premier, (the Honourable J. Bjelke-Petersen, M.L.A.) accompanied by his wife and aircraft pilot, Miss Young, embarked at 1000, and the ship cruised offshore before returning to Brampton Island at 1055.
21. The ship sailed again at 1102 and proceeded to Mackay. Prior to this broken bridge pieces had been discovered in the port main engine, therefore the passage was made on the starboard engine only. An URDEF had been raised and spare parts were expected at Mackay.
22. ARCHER berthed at the Bulk Sugar Terminal, Mackay, at 1400 and commenced to fuel immediately. The water pump and main engine spares were duly received on board and the defects were made good. In the evening I accepted an invitation from the Commanding Officer of the Sea Cadet Training Depot T/S PIONEER to visit a combined Sea Cadet camp. After briefly walking round the camp I met and talked with Officers and Instructors. The ship sailed at 2200.
23. Monday, 9th August was spent uneventfully en route from Mackay to Brisbane. R.P. sailors in the ship's company were given plotting exercises with passing merchant ships for targets, and it was hoped to conduct O.O.W. manoeuvres during the afternoon. However because of the wind force which had increased as the day advanced, bringing with it a rather ~~shot~~ sea, the exercises were deferred. As the ship had time in hand, ARCHER proceeded on one engine only from 1600.

24. At 0136 on Tuesday, 10th August, the starboard main engine warning horn sounded and the engine was closed down. The ship continued on the port main engine. The warning had sounded because loss of cooling water through a flange which had stripped its securing studs had caused overheating. The studs were replaced by ship's staff and the engine was again operational by 0245.
25. The north west channel to Moreton Bay was entered at 0354 and the Brisbane River at 0620. ARCHER secured alongside HMAS ANZAC at HMAS MORETON at 0801.
26. During the forenoon, I called upon the Captain of HMAS ANZAC and the Naval Officer-in-Charge, Queensland. NOIC QLD returned the call at 1130. In the evening all Officers except the O.O.D. attended a high tea given by the Victoria League Young Contingent.
27. Following discussions with the Captain of HMAS ANZAC, ARCHER's sailing time was amended to that of ANZAC to facilitate departure arrangements. The ship therefore slipped at 0955 on Wednesday, 11th August and proceeded for independent exercises in Moreton Bay. During the forenoon, the condition of the First Lieutenant, who had reported sick with a form of gastro-enteritis, appeared to deteriorate to the extent that I felt I should seek the medical advice which was available close by. Following a radio discussion with the Medical Officer in HMAS ANZAC it was decided that the First Lieutenant should be examined in ANZAC. ARCHER closed ANZAC and at 1235 secured alongside to transfer the patient. ARCHER remained in company with ANZAC until 1335 when the First Lieutenant was returned on board, to be confined to bed for two days.
28. The ship cleared the north east channel of Moreton Bay at 1425 and shaped a course southwards. With the passage south colder weather returned, with winds increasing.
29. By the forenoon of Thursday, 12th August, considerable spray caused by wind from the south west at Force 5 came onboard. Fortunately the sea remained relatively calm but a reduction in speed was necessary to minimise the water entering the wardroom and adjacent lobby. ARCHER entered Broken Bay and came to single anchor in Refuge Bay at 1500.
30. Whilst at anchor, an examination revealed further broken bridge pieces in both main engines. The engine room staff effected repairs to the starboard engine, utilising some parts from the port engine. In view of the short distance to Sydney, the passage was made on one engine; the fact being reported to FOCAF.
31. As weather conditions were expected to be more favourable early in the day, the ship weighed at 0645 on Friday, 13th August

5.

and proceeded to Sydney. Marks of respect were paid to HMA Ships MELBOURNE, SYDNEY and ANZAC in Sydney Harbour. ARCHER anchored in Berry's Bay at 0930, weighed at 1045 and secured alongside HMAS WATERHEN at 1100.

32. Following destoring and general payment, the ship was closed down at 1400.

33. Health on board was good except for the wave of gastro-enteritis which affected several of the ship's company as well as immobilising the First Lieutenant, as mentioned earlier, and the Navigating Officer both for two days. The only injury reported was one sailor who suffered a twisted foot when he fell from his bunk during a heavy roll. He was treated by a doctor at Lavarack Barracks, Townsville.

34. The only disappointing feature of the A.C.T. cruise was that circumstances did not permit ARCHER to work with other patrol boats and thus gain the valuable experience which results from doing so. None the less, the long passages at sea in favourable weather enabled the ship's company to settle down to proper routine. The fact that the ship came and went on time except where programme changes intervened indicated that a high degree of efficiency in all departments was achieved and maintained.

35. Morale was good, and I feel that this was largely due to new and interesting ports being included in the itinerary.

I have the honour to be,

Sir,

Your obedient servant,

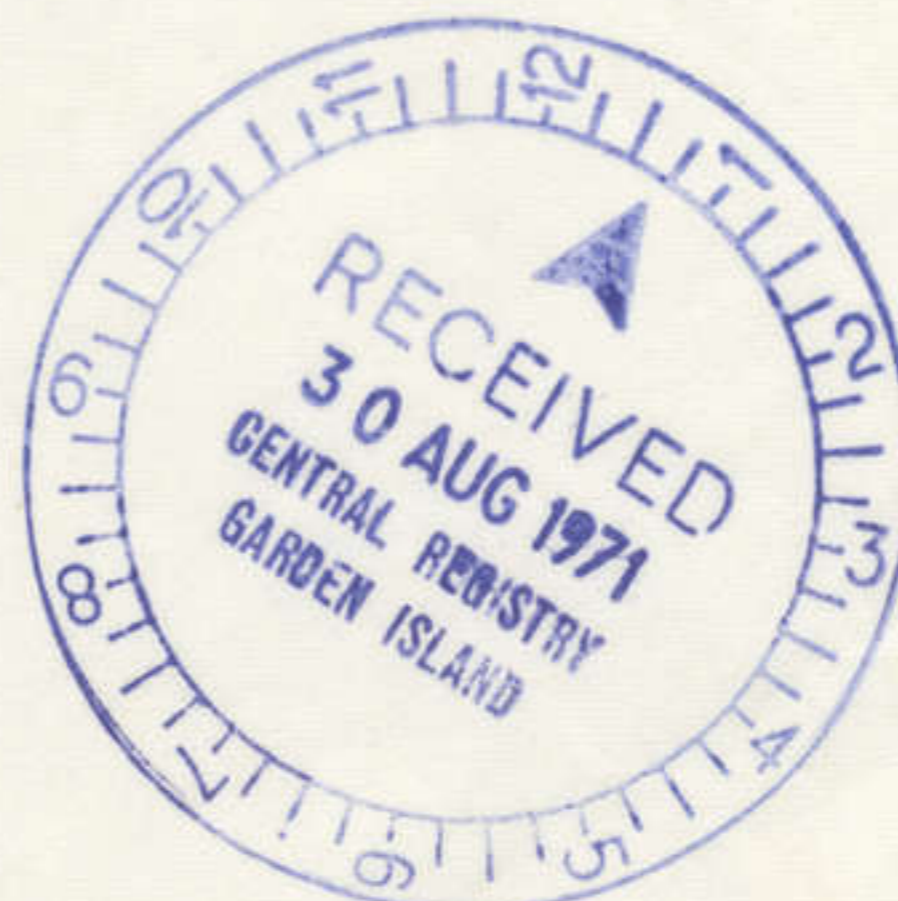


(C.H. Longstaff)

LIEUTENANT-COMMANDER, R.A.N.R.

C A P T A I N

Enclosure:  Appendix A.



APPENDIX 'A' TO H.M.A.S. ARCHER REPORT OF PROCEEDINGS FOR

A.C.T. 3/71 - 1ST-13TH AUGUST, 1971

DISTANCE STEAMED

2469 miles

HOURS UNDER WAY

157 23/60 hours

APPENDIX

Distance Steamed during the Month

1st-13th August

2469.0 miles

Hours underway during the Month

1st-13th August

157 hours 23 minutes

Total distance steamed since Commissioning

20,335.8 miles

Total hours underway since Commissioning

1424 hours 55 minutes.

18/6/3279

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings SEPT 71

AS(NS) *Ch. 27/1.*

D of O *27/1*

~~DEPT~~  
DCNS *ORC 19/1*

~~1NM~~

*8/81*  
2NM

*10/9/2*  
3NM

*11/1/72*  
4NM

SECRETARY *10/12/72*

C of S *27/1*

DPR  
*23/1*

AS(NS) (NS55) *24/2.*

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

*25/1/72.*



TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3279

OFFICE OF THE **Commanding,**  
FLAG OFFICER ~~INCHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information:

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

24 JAN 1972

HMAS ARCHER - REPORT OF PROCEEDINGS SEPTEMBER 1971

1. The report of proceedings of HMAS ARCHER for the month of September 1971 is forwarded for the information of the Naval Board.
2. The ship continued maintenance alongside HMAS WATERHEN for most of the month.
3. Over the weekend 18th-19th September the ship was manned by Alfa Crew under the command of LCDR RLEX R BISHOP, RANR and carried out training in the Sydney-Broken Bay area.

*A. Donnan*  
COMMODORE  
REAR-ADMIRAL AOD

Enclosure : Report of Proceedings - September, 1971.



APPENDIX

Distance Steamed during the Month

18-19 September 167.0 miles

Hours underway during the Month

18-19 September 13 hours 30 minutes

Total distance steamed since Commissioning 20,502.8 miles

Total hours underway since Commissioning 1438 hours 25 minutes

18/6/3280

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings OCT 71

AS(NS) *Ch. 27/1.*

D of O *29/11*

*DEPP ON/14/1*  
for DCNS

~~1NM~~

*2/11*  
~~2NM~~

*3/11*  
~~3NM~~

*4/11*  
~~4NM~~

*10/1/72*  
SECRETARY

*12/1/72*  
C of S

*12/1/72*  
DPR

*23/2*  
AS(NS) (NS55) *24/2*

- NOTES:
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*25/1/72*



ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3280

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

OFFICE OF THE ~~IN CHARGE~~ Commanding,  
FLAG OFFICER  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

24 JAN 1972

For Information:

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

HMAS ARCHER - REPORT OF PROCEEDINGS OCTOBER 1971

1. The report of proceedings of HMAS ARCHER for the month of October 1971 is forwarded for the information of the Naval Board.
2. Over the weekend 2nd-2rd October, an extensive programme of preparation for Navy Day at Garden Island was undertaken, and on 10th October the ship proceeded to Garden Island. Over 3000 visitors inspected the ship.
3. Over the weekend 23rd-24th October the ship was manned by Bravo Crew under the command of LCDR RLEX R. BISHOP, RANR, and carried out exercises in the Sydney-Brisbane Bay area.

*[Signature]*  
REAR-ADMIRAL  
COMMODORE  
A05

Enclosure : Report of Proceedings - October, 1971.

APPENDIX

Distance Steamed during the Month

23-24 October 124.0 miles

Hours underway during the Month

23-24 October 11 hours 10 minutes

Total distance steamed since Commissioning 20,626.0 miles

Total hours underway since Commissioning 1449 hours 35 minutes

18/6/3281

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings NOV 71

AS(NS) 27/11

D of O 27/11

DCOP 27/11

DCNS 27/11

1NM 27/11

2NM 27/11

3NM 27/11

4NM 27/11

SECRETARY 10/2/72

C of S 11/2

DPR 23/2

AS(NS) (NS55) 24/2

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25/1/72



TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 | 6 | 3281

OFFICE OF THE **Commanding,**  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information:

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander, Australian Mine  
Warfare and Patrol Forces.

24 JAN 1972

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS  
NOVEMBER 1971

1. The report of proceedings of H.M.A.S. ARCHER for the month of November, 1971, is forwarded for the information of the Naval Board.
2. Over the weekend 13th-14th November the ship was manned by Charlie crew under the command of LCDR RLEX R.O. ALBERT, RANR., and carried out a weekend cruise to Newcastle.
3. Over the weekend 27th-28th November, the ship was manned by Alpha crew under the command of LCDR RLEX B.C. ROWLAND, RANR, and carried out training in the Port Hacking/Broken Bay area.
4. On Tuesday 30th November, the ship was inspected by my Chief of Staff to ensure that she was materially prepared for duty as starting boat for the Sydney-Hobart Yacht Race.

*Ar Donnan* COMMODORE  
/ REAR-ADMIRAL  
AOD

Enclosure : HMAS ARCHER - Report of Proceedings - November, 1971.

HMAS ARCHER  
at Sydney

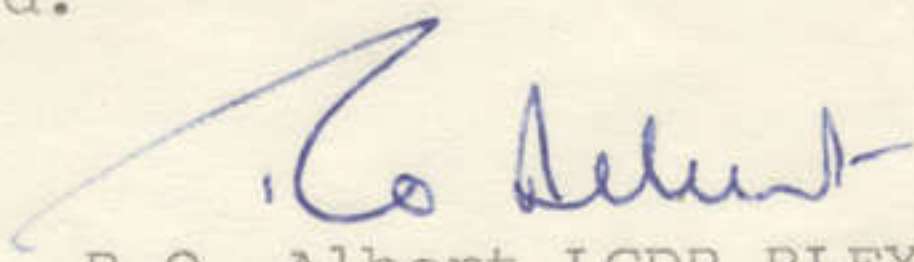
30th November, 1971.

To: Commanding Officer (Reserves)  
From: Sea Training Officer  
Info: Staff Officer (Reserves)

HMAS ARCHER - REPORT OF PROCEEDINGS

November 1971

1. On Saturday 6th, Saturday 20th and Sunday 21st November a maintenance programme was carried out to have the ship ready for inspection by FOCEA 30th November.
2. On the weekend of 13/14 November the ship was manned by Charlie crew under my command and carried out a weekend training cruise to Newcastle.
3. On the weekend of 27/28 November the ship was manned by Alpha crew under the command of LCDR B.C. Rowland and carried out a weekend training cruise in the Port Hacking/Broken Bay area. During that weekend further maintenance was carried out and assistance was given in Broken Bay to the crew of the motor cruiser "Gunyang" by providing a party to take the launch to Palm Beach and arrange for a sick woman on board to be taken by ambulance to Mona Vale Hospital.
4. The ship was inspected by Commodore A.N. Dollard on 30th November, and permission given for her to participate as starter's boat for the Sydney/Hobart race and Pittwater Regatta.
5. The health and conduct of the ship's company was satisfactory during the period.

  
R.O. Albert LCDR RLEX

Appendix

Hours under way during month	20.51
Distance steamed during month	281.2
Hours under way since commissioning	
Distance steamed since commissioning	

APPENDIX

Distance Steamed during the Month	281.2 miles
Hours underway during the month	20 hours 51 minutes
Total distance steamed since Commissioning	20,907.2 miles
Total hours underway since Commissioning	1470 hours 26 minutes



8/6/3359

DEPARTMENT OF THE NAVY

HMAS ARCATER

Report of Proceedings DEC 21

AS(NS) h. 1/3

D of O 2/3

DNRG 3/3

DGOP 6/3

~~DCNS~~

1NM 6/3

2NM 7/3

3NM 8/3

4NM 9/3

SECRETARY 9/3/72

C of S 13/3

DPR 14/3

AS(NS) (NS55) 2/3

HISTORIAN

- NOTES:
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1/3



CA.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3359

TELEPHONE:  
35.0444

IN REPLY QUOTE

N.1/16/280.

28 FEB A.M.

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information:

25 FEB 1972

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS, DECEMBER  
1971

1. The enclosure is forwarded for information.
2. The ship remained at her berth for the periods she was not manned as detailed in the enclosure.

*Ar Donnan*  
 ① CHIEF OF STAFF  
 for FLAG OFFICER COMMANDING,  
 EAST AUSTRALIA AREA.

Enclosure : HMAS ARCHER Report of Proceedings for December, 1971.

~~10 JAN 1972~~

RECEIVED

HMAS ARCHER  
at Sydney

DATE 10 JAN 1972

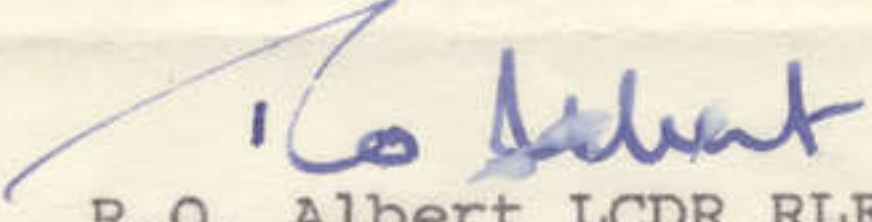
31st December, 1971.

To: Commanding Officer (Reserves)  
From: Sea Training Officer  
Info: Staff Officer (Reserves)

HMAS ARCHER - REPORT OF PROCEEDINGS

December 1971

1. On Saturday 4th December the ship was manned by Bravo crew under the command of LCDR R. Bishop and carried out a training cruise and surface shoot.
2. On Saturday 11th December a maintenance programme was carried out to prepare the ship for the start of the Sydney-Hobart Yacht Race.
3. On Sunday 26th December the ship, manned by a composite crew under the command of LCDR R. Bishop, acted as official vessel for the start of the Sydney-Hobart Yacht Race by His Excellency the Governor of New South Wales. The ship embarked a number of CYC Officials and guests at 1010L, and His Excellency at 1030L, and after the start of the Race at 1100L followed the yachts down Sydney Harbour until 1145L disembarking His Excellency in Sydney Cove at 1205L, and CYC Officials and guests at RANTAU afterwards.
4. On Monday 27th December the ship, manned by a composite crew under the command of LCDR E. Bryden-Brown, acted as Flag ship for the 65th Annual Pittwater Regatta at Pittwater, embarking a party of Regatta Officials at Bayview. On completion of the Regatta the ship was anchored for the night in the lee of Scotland Island, and on Sunday 28th December, the weather being unsuitable for seamanship training, the ship returned to HMAS WATERHEN at 1107L.
5. The health and conduct of the ship's company was satisfactory during the period.

  
R.O. Albert LCDR RLEX  
Sea Training Officer

Appendix

Hours under way during month 14 37/60  
Distance steamed during month 146.7  
Hours under way since commissioning  
Distance steamed since commissioning

18/6/3358

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings JAN 72

AS(NS) 6/13

D of 0 2/3

~~D of~~ 3/3

DGOP 6/13

~~DCNS~~

~~1NM~~ 0 6/3

~~2NM~~ 7/13

~~3NM~~ 8/13

~~4NM~~ 9/13

SECRETARY 9/13/74

~~DCNS~~ 9/13

C of S 13/13

~~DPR~~ 14/13

AS(NS) (NS55) 14/13

HISTORIAN

- NOTES:
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19/12



CA.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3358

TELEPHONE:  
35.0444

IN REPLY QUOTE

N.1/16/280.

FIVED  
28 FEB A.M.  
NAVY REGISTRY

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

25 FEB 1972

For Information:

The Flag Officer Commanding,  
H.M.AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS

JANUARY 1972

1. The enclosure is forwarded for information.
2. The ship remained at her berth for the periods she was not manned as detailed in the enclosure.

*Ar Donnan*  
 2 CHIEF OF STAFF  
 for FLAG OFFICER COMMANDING,  
 EAST AUSTRALIA AREA.

Enclosure : HMAS ARCHER Report of Proceedings for January, 1972.

HMAS ARCHER  
at Sydney


31st January, 1972.

To: Commanding Officer (Reserves)  
From: Sea Training Officer  
Info: Staff Officer (Reserves)

HMAS ARCHER - REPORT OF PROCEEDINGS

January 1972

1. On Saturday and Sunday 29th and 30th January the Ship was manned by the crew for the ACT 1/72 and carried out the work-up training serials of its work-up programme for the PBX 1/72. The serials were carried out in the Sydney/Botany Bay/Broken Bay area, the Ship anchoring for the night in Refuge Bay.
2. In the afternoon of Sunday 30th January the Ship was de-stored prior to her intermediate docking due to commence on 7th February.
3. The health and conduct of the Ship's company was satisfactory during the period.

  
R.O. Albert LCDR RLEX  
Sea Training Officer

Appendix

House under way during month      10 15/60  
Distance steamed during month      108.0  
Hours under way since commissioning  
Distance steamed since commissioning

18-6-3389

DEPARTMENT OF THE NAVY

HMAS ARCHER.

Report of Proceedings FEB 1972

AS(NS) Ch. 24/3.

D of O 27/3.

DGOP 28/3

DCNS

1NM

2NM

3NM

4NM

SECRETARY

C of S

DPR

AS(NS) (NS55)

HISTORIAN

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2/3.



RECEIVED  
CA. 20 MAR 1972  
NAVF REGISTRY

NAVY—CANBERRA  
18 6 3389

ROYAL AUSTRALIAN NAVY

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

17 MAR 1972

For Information:

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS  
FEBRUARY, 1972

The enclosure is forwarded for information.

*Anderson*  
CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Enclosure : HMAS ARCHER Report of Proceedings - February 1972.  
(3 Copies)



HMAS ARCHER  
at Sydney

26th February, 1972.

To: Commanding Officer (Reserves)  
From: Sea Training Officer  
Info: Staff Officer (Reserves)

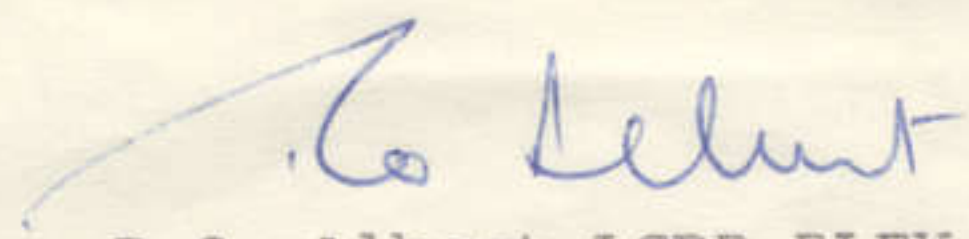
HMAS ARCHER - REPORT OF PROCEEDINGS

February 1972

1. An intermediate docking of the Ship was carried out by Sydney Shipway and Engineering Co. Pty. Limited from 8th to 14th February.
2. On the night of Thursday 17th February the Ship was re-stored.
3. On Saturday 19th February the Ship was manned by the crew for the ACT 1/72 and carried out work-up serials for the PBX 1/72 in company with HMA Ships BOMBARD and BUCCANEER. The serials were carried out in the Sydney/Broken Bay area, a formation anchorage being carried out in Broken Bay.

During the work-up serials, a sea inspection was carried out by yourself and myself accompanied by the Captain of HMAS WATERHEN.

4. The Ship is due to sail in company with HMA Ships BOMBARD and BUCCANEER on Sunday 27th February to participate in PBX 1/72. A separate Report of Proceedings will be forwarded to FOCEA with copies to you and COMAUSMINPABFOR.
5. The health and conduct of the Ship's Company was satisfactory during the period.

  
R.O. Albert LCDR RLEX  
Sea Training Officer

Appendix:

Hours under way during <sup>period</sup> 1st to 26th February	7 00/60
Distance steamed during period	71.3
Hours under way since commissioning	1502 Hours - 18 minutes
Distance steamed since commissioning	21,233.2 Miles

18-6-3450

DEPARTMENT OF THE NAVY

HMAS ARCHER

Report of Proceedings MAR 72

AS(NS) [Signature] 27/4.

D of O [Signature] 27/4

DGOP [Signature] 28/4

DCNS

~~1NM~~ [Signature] 1/5

~~2NM~~ [Signature] 2/5

~~3NM~~ [Signature] 3/5

~~4NM~~ [Signature] 4/5

SECRETARY [Signature] 4/5

D of S [Signature] 5/5

DPR [Signature] 9/5

AS(NS) (NS55) [Signature] 25/5  
[Signature] 26/5.

HISTORIAN

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[Handwritten] 26/4

2 copies



TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

CA.

24 APR A.M.  
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY--CANBERRA		
18	6	3450

OFFICE OF THE Commanding,  
FLAG OFFICER IN CHARGE  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

21 APR 1972

For Information:

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS FOR THE  
PERIOD 27th FEBRUARY, 1972 - 20th MARCH, 1972,  
and 24th March 1972 - 30th March, 1972.

1. The enclosures are forwarded for information.
2. The matter at paragraph 23 of enclosure 1, is being dealt with separately. (File NC.74/4/31).

*Anderson*  
CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

8

- Enclosures:
1. HMAS ARCHER Report of Proceedings -  
27th February-20 March 1972. (3 Copies).
  2. HMAS ARCHER Report of Proceedings -  
23rd March to 30th March, 1972.(3 Copies).

H M A S ARCHER,  
At Sydney.

30th March 1972.

The Flag Officer Commanding,  
H M AUSTRALIAN FLEET.

For information:

The Flag Officer Commanding, EAST AUSTRALIA AREA.  
The Commander, Australian Mine-sweeper & Patrol Forces,  
The Naval Officer-in-Charge, QUEENSLAND.

Sir,

I have the honour to report the proceedings of HMAS ARCHER under my command for the period 23rd March to 30th March, 1972.

2. I joined HMAS ARCHER at Gladstone at 1430 on 23rd March. The passage crew, drawn mainly from the Ship's Company of HMAS ADVANCE, joined at the same time.

3. HMAS ARCHER cast off and proceeded from Gladstone at 0800 on 24th March. When clear of Port Curtis the ship began to experience strong south easterly conditions. Most of the crew had joined HMAS ADVANCE during refit and had not been to sea in a patrol boat before; seasickness took its inevitable toll. Radar type 975 and all three window-wipers failed. At 1145 course was altered to starboard for Hervey Bay where I hoped to find sheltered anchorage in the lee of Fraser Island.

4. At 1700 HMAS ARCHER secured port side alongside HMAS ADROIT (LCDR J.S. McINTYRE, RAN) which was anchored off Sandy Cape Light. Both ships remained in the anchorage overnight.

5. The following morning (25th March) brought no improvement in the weather and the anchorage was becoming uncomfortable. Weather forecasts indicated that the prevailing south easterly conditions were widespread and likely to continue for some days; I therefore decided to proceed for Bundaberg in company with HMAS ADROIT. The two ships proceeded at 1000 and HMAS ARCHER secured starboard side to alongside HMAS ADROIT at the oil wharf at Port Bundaberg at 1335 on 25th March.

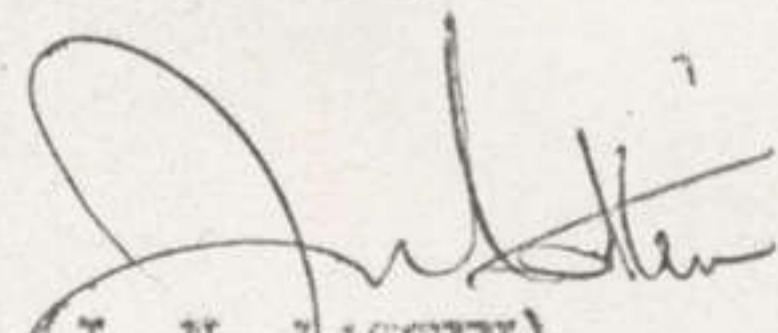
...2...

6. Berth was shifted to the Sugar Wharf at 0750 on 27th March.
7. Favourable weather forecasts were received on the forenoon of 28th March and HMAS ARCHER cast off and proceeded for Sydney at 1300 on that day.
8. Conditions in the vicinity of Sandy Cape were still rather lumpy, but they steadily improved from Double Island Point southwards.
9. A rendezvous was made with HMAS BUCCANEER (LEUT W.R. THOMPSON, RAN) in the vicinity of Smoky Cape at 1855 on 29th March, who then proceeded in company with HMAS ARCHER.
10. Both ships entered Port Jackson at 0730 on 30th March and after a brief stop in Middle Harbour to wash down and clean ship, secured alongside at HMAS WATERHEN at 0925.
11. The passage crew disembarked on arrival at Sydney. The conduct of the Ship's Company during the period under report has been satisfactory.

I have the honour to be

Sir,

Your obedient servant,

  
(J. N. LATTIN)  
LIEUTENANT COMMANDER, RAN  
COMMANDING OFFICER.

HMAS ANCHER STEAMING FIGURES

FOR THE PERIOD 23-30 MARCH

1972

1. Distance steamed during period: 840.1 miles
2. Hours underway during period: 57.3 hours.



23RD MARCH, 1972.

FLAG OFFICER COMMANDING

EAST AUSTRALIA AREAREPORT OF PROCEEDINGS27TH FEBRUARY - 20TH MARCH, 1972.

Copies to: Commander Australian Mine Countermeasures and Patrol Boat Forces.  
Staff Officer (Reserve Training) H.M.A.S. WATSON.  
Commanding Officer (Reserve) H.M.A.S. WATSON.

Sir,

1. I have the honour to submit Report of Proceedings covering the twenty-two day training period to 20th March 1972 of H.M.A.S. ARCHER which included participation in PBX 1/72 in the Milne Bay area.
2. Following Divisions and an inspection by Commanding Officer (Reserves) H.M.A.S. ARCHER sailed from H.M.A.S. WATERHEN at 271000K February 72 with H.M.A.S. BUCCANEER (Leut. W.R. Thompson) and H.M.A.S. BOMBARD (Leut A.I. Cameron) in company) Sydney Heads were cleared at 1035 in overcast conditions with winds generally light and easterly. Ships were formed in line abreast at double standard distance and proceed at 17 knots on direct passage to Gladstone. Early communication problems were soon overcome and the remainder of the day was without incident. At sunset ships were formed into line ahead and distance opened to 1000 yards for night steaming.
3. By the morning of 28th February, a rising wind and S.E. swell had made conditions unpleasant but progress was satisfactory. At 1445 ships were again formed into line ahead as frequent rain squalls caused visibility to deteriorate. There was some doubt as to whether we were to meet H.M.A.S. ADROIT (LCDR. G.L. Boyd) to the north of Cape Moreton but in the event this ship did not appear and course was set for Gladstone.
4. At 0300 on 29th February a power failure caused a gyro topple and OTC was accordingly passed to H.M.A.S. BUCCANEER until 0735 when the Port Curtis fairway buoy was in sight. H.M.A.S. ARCHER berthed alongside H.M.A.S. ADROIT at Gladstone at 1040. Also present was H.M.A.S. BARRICADE (Leut D. Jones). The problem of the power failure resulted from blocked fuel filters. It was therefore decided that all filters would be changed every second watch and hereafter there were no further problems on board.
5. H.M.A.S. BUCCANEER was to remain in Gladstone and at 1800, H.M.A.S. ARCHER sailed for Cairns via the inner reef route with H.M.A.S. ADROIT and H.M.A.S. ~~Buccaneer~~ in company. Night passage was uneventful.
6. Whitsunday Passage was entered at 1200 on 1st March in poor visibility due to rain squalls. Ships were in line ahead at 500 yards. At 1332 with Hook Is. abeam, H.M.A.S. Adroit reported hitting a log. Ships pulled off the shipping lane towards Hayman Island. A professional diver aboard ADROIT volunteered to inspect damage and it was with considerable reservation that this was agreed to. A quick inspection showed a port propellor blade bent and a maximum speed of 15 knots was suggested. Course was therefore resumed for Cairns where the ships arrived at 1044 on 2nd March, 1972. En route both ADROIT and BOMBARD reported radars U/S which made the overnight passage between Palm Island and Russel Island interesting. Visibility was bad and ARCHER was kept busy relaying ranges and bearings to ships in company. Also en route ADROIT reported a broken port wheel-house screen. At Cairns H.M.A.S. BARBETTE (LDR. M.H. Aston) H.M.A.S.

BAYONET (Leut. J.V.W. Hart) and H.M.A.S. SAMARAI (Leut F. Allica) were present. Later BUCCANEER and BARRICADE arrived.

7. H.M.A.S. ARCHER sailed from Cairns at 1200 on 3rd March under the orders of H.M.A.S. BARBETTE, with BUCCANEER and BAYONET in company, for passage across the Coral Sea to Samarai. Apart from a minor engine defect on the morning of 4th March the passage was without incident and ships anchored at Samarai at 1535 on 4th March 1972. Weather en route was excellent.

8. The ship fuelled at Samarai at 0700. Divisions were held at 1115 and the day was otherwise spent in self maintenance. A pre exercise briefing was held at 2000 on board H.M.A.S. ANZAC (CDR.I.A. Callaway) which anchored at 1930. During the day H.M.A.S. AITAPE, LADAVA, LAE, ASSAIL arrived.

9. ARCHER weighed at 0700 on 6th March 1972 to commence exercise work-up serials. Prior to weighing BARBETTE advised engine trouble and ARCHER was ordered to take charge of Blue Force with BAYONET and ASSAIL in company, ships proceeded to the east Milne Bay area where ship handling, Man Overboard, Towex, and O.O.W. Manoeuvre serials were completed. Midshipman Cush had joined from ANZAC and he appeared to enjoy his first taste of shiphandling. BARBETTE rejoined at 1252 and after further O.O.W. manoeuvres ships of both forces joined ANZAC for an AACRTX which completed at 1550. Course was then set for Samarai via China Strait as a blind pilotage exercise and ARCHER anchored at 1621. We kept station during this serial but were unable to participate due to a defective radar.

10. All ships sailed at 0600 on 7th March in conditions of poor visibility, wind force 5 and an unpleasant south westerly swell. AA conditions were poor and at 0900 the exercise was cancelled. At 0901, ARCHER was ordered to Alotau to collect radar spares and EM(P) Hodgson of H.M.A.S. ANZAC. The ship berthed at Samarai en route and a phone ~~called~~ <sup>MR?</sup> to Alotau ensured that the aircraft would be met and our spares waiting on the wharf. The ADC, Local Government, was embarked for passage to Alotau. ARCHER berthed at Alotau at 1451 and the ADC (M.G. Lambden) and the D.D.C. (Mr. E. Sharp) were entertained on board. The radar defect made good, ARCHER sailed at 1909 and joined ANZAC, BAYONET and ASSAIL in eastern Milne Bay at 2040 for a N.E.X. This concluded at 2245 and the ship anchored at Samarai at 2346.

11. On 8th March, only ARCHER and BAYONET were available from Blue Force and the ships weighed at 0730 and proceeded for a SUFX. When BAYONET streamed the target, the wire parted. After an hours unsuccessful search, permission was sought and given to carry out a shoot on Le Brun Is. which completed at 1117. Ships rejoined ANZAC at 1245 and an AACRFX was conducted. On completion, ARCHER anchored at Samarai at 1730. A NEX planned for the evening was cancelled due to inclement weather. Mr. M. Frost (RANEL) was embarked for the day.

12. Thursday 9th March was planned for Self maintenance and replenishment. ARCHER weighed at 0852 and berthed alongside ANZAC at 0858 to embark coastwatchers. These were landed at Sariba and Slade Island and ARCHER returned to anchorage at 1446, weighing again to fuel at Samarai at 1846, finally returning to anchor at 2155.

13. The period 100800 - 112122 was spent in participation in the Longex which was most stimulating and of the best training value possible. ARCHER acted as OTC of Blue Force between the night hours of 1830 and 0050, and over the period was involved in four AA actions and four PB actions. Details are covered by ARCHER letter to COMPNGNAV dated 17th March 1972. The exercise concluded for us when ARCHER anchored at Gili Gili at 2122 on 11th March.



14. ARCHER weighed at 0750 on 12th March and joined all ships for a ceremonial steam past Alotau and Samarai before anchoring at Samarai 1146. The ADC Samarai (Mr. G. Mathews) was embarked for the steam past. After a post exercise meeting on board ANZAC at 1300, ARCHER sailed for Port Moresby at 1600 with ADROIT (OTC) and BAYONET in Company. Midshipmen Bovill and Tau joined for passage.
15. All ships berthed at Port Moresby at 0800 on 13th March. Arrivals during the day were H.M.A.S. ANZAC, AITAPE, LAE, LADAVA.
16. After an interesting visit, ARCHER sailed in company with ADROIT and BAYONET at 1300 on 14th March for passage across the Coral Sea to Cairns where ships berthed at 1635 and fuelling commenced.
17. ARCHER sailed with ADROIT at 0554 on 16th March for Gladstone. Weather conditions deteriorated steadily during the afternoon with a short S.E. swell and an increasing wind. In the late afternoon ARCHER's radar gave trouble and thereafter it could only be used for 10 minute periods. The weather was very poor with an increasing S.E. wind. Once we cleared Coppersmith light and it was decided to shelter behind Scawfell Island where the ships anchored at 0100 on 17th March, weighing again at 0600 in an effort to make Gladstone.
18. During the forenoon, conditions were poor, wind 135<sup>0</sup> force 5, swell S.E. 7 feet and short and ships again sheltered at Middle Percy Island where we anchored at 1135 hoping for an improvement.
19. It was planned to sail at 0530 in the hope that early morning weather conditions might allow progress. However ADROIT had battery problems and in the event ships weighed at 1003 and proceeded south of Percy Islands for Gladstone.
20. Conditions were not unreasonable until approximately 1230 and a speed of 16 knots was maintained. Wind force freshened to 6 and a steep short swell was worrying. There was by now little option but to continue with caution and a very uncomfortable afternoon was spent. At 1757 course was altered to 090 to gain searoom and at 1820 the port forward lifebuoy carried away inflating in the process when in position 22<sup>0</sup> 10's 151 11.8' E. It was not considered advisable to turn the ship and the raft was therefore not recovered.
21. A tired ships company berthed ARCHER at Gladstone at 0012 on 19th March 1972.
22. On berthing efforts were made to contact Fleet Headquarters in Sydney and this contact was established later in the morning. The problem was presented that ARCHER was due to complete the training period that day and was still 700 miles from home. Weather information from Brisbane was not encouraging especially for the Cape Moreton area. A final decision was made at 1530 that the ships company should be discharged in Gladstone and the ship remain in the care of shipkeepers until some moderation in the weather made her return to Sydney possible. Signals were sent accordingly. Viz 190730 Z refers.
23. <sup>207N</sup> The morning of 10th March was spent obtaining travel warrants, and securing the ship for its stay. The ships company flew from Gladstone 1420 arriving at Sydney Airport at 1830. Full details of the decision to leave ARCHER at Gladstone are given in my letter to Commanding Officer H.M.A.S. WATSON dated 21st March 1972.

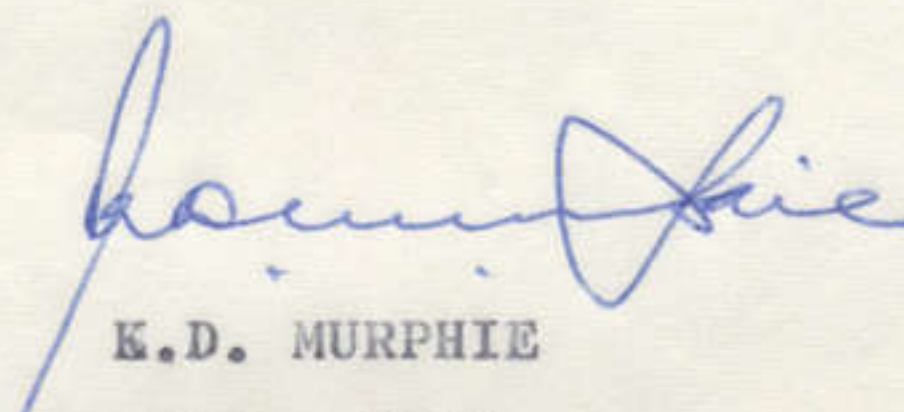
24. This is the most productive ACT ended in anti-climax. It is hoped that this fact will not obscure in any way the training value of the remainder of the cruise. For probably the first time in recent years the RANR was able to obtain first class training in an operational role. It is thought most strongly that more of this type of training will produce a more effective RANR. The keenness and enthusiasm of the ships company never waned and it is felt that the performance of the ship during the exercise reflected this. Mechanically, ARCHER ran very well which is a testimony to the manner in which the engineering staff were able to anticipate troubles during maintenance periods.

25. The health welfare morale and general behaviour of the ships company were excellent.

I have the honour to be,

Sir,

Your obedient servant,



E.D. MURPHIE

LCDR RLEX

COMMANDING OFFICER.

Encls. Appendix A.

HMAS ARCHER,

23rd March, 1972.

APPENDIX A

Distance Steamed

4291 Miles

Hours Underway

285

18/6/3518.

DEPARTMENT OF THE NAVY

HMAS ARCHER

Report of Proceedings APRIL '72

AS(NS)

D of O

*5/6*

*This REP is not required vide L+I App 29A para 12. 5/6*

~~DGOP~~

~~DCNS~~ *12/6*

~~1NM~~ *12/6*

~~2NM~~ *9/6*

~~3NM~~ *12/6*

~~4NM~~ *13/6*

~~SECRETARY~~ *12/6*

~~C of S~~ *14/6*

~~DPR~~ *15/6*

~~AS(NS) (NS55)~~ *3/7*

HISTORIAN

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*5/6*



CA.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3518

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

31 MAY A.M.  
REGISTRY

OFFICE OF THE ~~IN CHARGE~~ Commanding,  
FLAG OFFICER IN CHARGE  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information:

30 MAY 1972

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS - APRIL 1972

1. No sea training was carried out during the month and the ship remained alongside H.M.A.S. WATERHEN. Self maintenance was carried out by RANR crews over three week-ends.
2. Monthly Steaming figures are at Annex A.

*As Donnan*  
CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Enclosure : ANNEX A.

①

ANNEX 'A'

Hours under way during period :	NIL.
Distance steamed during period :	NIL.
Hours under way since commissioning:	1844.6
Distance steamed since commissioning:	26,364.3

18-6-3571

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings MAY 1972

AS(NS) 3/7

D of C 3/7  
DCNS CM 3/7

1NM 3/7

2NM 3/7

3NM 10/7

4NM 3/7

SECRETARY 3/7

C of S 12/7

DPR 13/7

AS(NS) (NS55) 14/7  
Historian

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3/7



RECEIVED

30 JUN 1972

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 3571

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

OFFICE OF THE Commanding,  
FLAG OFFICER ~~INCHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information :

29 JUN 1972

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCE.

HMAS ARCHER - REPORT OF PROCEEDINGS MAY 1972

1. On the weekend of 13/14 May the ship, under the Command of LCDR RLEX E.E. Brownfield, RANR, carried out a training cruise in the Broken Bay/Newcastle area remaining overnight at Newcastle. Although sea conditions did not allow any training to take place at sea, a comprehensive training programme was carried out in Broken Bay and Newcastle Harbour.
2. Self-maintenance was carried out on two weekends during the period.
3. Monthly Steaming figures are at Annex A.

CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

ANNEX A.



ANNEX A

Hours under way during period:	13hrs
Distance steamed during period:	189 miles
Hours under way since Commissioning:	1,859 hrs - 18 mins.
Distance steamed since Commissioning:	26,553.3 miles

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings June 1972

- AS(NS) 15/8
- D of O 16/8
- DCNS 17/8
- 1NM 18/8
- 2NM 21/8
- 3NM 22/8
- 4NM 23/8
- SECRETARY 23/8
- C of S 29/8
- DFR 24/8
- ~~AS(NS)~~ 29/8
- AS(NS) (NS55) 29/8
- Historian

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15/8



CA.

9 AUG A.M.

REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 3648

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

= 8 AUG 1972

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information : (Without Enclosure).

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET. (With Annex)

The Commander, (With Annex)  
AUSTRALIAN MINE WARFARE & PATROL FORCE.

HMAS ARCHER - REPORT OF PROCEEDINGS - JUNE 1972

1. On Saturday, 3rd June, 1972, the ship was manned by the crew for the ACT 2/72 under the command of LCDR E.E. Brownfield and carried out a work-up programme for that ACT in the Sydney/Broken Bay area. Eleven planned drills were carried out during the day.
2. On Saturday, 17th June, 1972, self-maintenance was carried out by members of the ACT crew and other RANR personnel.
3. During the period 18th to 30th June, 1972, the ship carried out ACT 2/72 under the command of LCDR E.E. Brownfield, RANR, in the Sydney/Whitsunday area. The enclosure is the report on this period.
4. Monthly steaming figures are contained in the Annex.

CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Enclosure : HMAS WATSON letter of 7th July, 1972 - 3 copies.

Annex : Steaming figures.

H. M. A. S. Watson

July 7, 1972

The Flag Officer Commanding  
East Australian Area.

Report of Proceedings

A. C. T., June 18 - 30, 1972

Sir,

I have the honour to submit my report of proceedings for H. M. A. Ship ARCHER under my command for A, C, T, 2/72.

2. The Ship's company joined on Saturday, June 17, 1972 to complete preparations and the ship slipped and proceeded for Gladstone at 1030 on Sunday, June 18.
3. Fine weather prevailed during the passage north thus enabling the ship's company to comfortably settle into routine, as well as certain drills and exercises to be carried out.
4. During the afternoon of Monday, June 19 the radar became unserviceable ( picture failure ) and I requested spares for Mackay.
5. The ship berthed at No. 2 Auckland Point Wharf at 1030 on Tuesday, June 20. This stop was principally for refuelling purposes and the ship slipped at 1630 and proceeded for

the Percy Islands area.

6. Your programme originally scheduled exercises in company with H. M. A. Ship BARRICADE at the Percy Islands. However in the meantime BARRICADE was otherwise required, ( TUG 503 escort ) and it was now my intention to work independently.
7. Subsequent events consequent upon my apparently having taken on contaminated fuel at Gladstone are detailed in my report to H. M. A. S. WATERHEN a copy of which I attach.
8. In fact the unfortunate situation of my being adrift for 14 hours occurred at the best time in the total programme and the ordeal was lightened considerably by the fine weather and professional performance by the ship's company.
9. I should like to mention especially my charge ERA currently serving in the F.P.B. maintenance staff at H. M. A. S. WATERHEN. His cheerful, competent and dedicated service throughout this A.C.T. was thoroughly professional and in the best traditions of the service. Not only was this so in the technical aspects of his duties but also in his other responsibilities as a Senior Sailor.
10. Since I have no other formal means to report on ERA(D) 1 OGDEN for this period I hope you will consider referring my comments as you think fit.
11. My officers and other senior sailors conducted themselves excellently throughout this period and it has been a pleasure to report upon their progress during the A. C. T.

12. The ship secured to the Tourist Jetty, Mackay at 1748 on Friday, June 23 and remained overnight. At 0700 the following morning assistance was given on request to yacht LORELI of Sydney. This vessel had flooded through leaving an engine sea cock open overnight.

13. We proceeded at 0847 for Brampton Island, securing to the jetty there at 1045 Saturday, June 24. The ship's company landed for a banyan.

During the afternoon we embarked some of the management, staff, and guests for a 30 minute cruise, before finally slipping at 1630 en route to Brisbane.

14. The passage was uneventful except that the weather worsened off Fraser Island ( cross sea, swell; wind F 4 ) and I accordingly anchored in Wide Bay at 1930 on Sunday June 25 to allow some rest during supper. The ship weighed at 2050 and we entered North West Channel - Morteon Bay at 0145 and anchored in Brisbane Roads off Redcliffe at 0420, Monday, June 26.

15. Weighed anchor at 0723 and proceeded up river to H. M. A. S. MORTEON, securing alongside H. M. A. Ship BARRICADE at 0855. H. M. Ship HYDRA was also alongside but sailed at 0915.

16. I spoke informally with N. O. I. C. Queensland, CMDR EVANS who indicated that he did not require a formal call.

17. The ship slipped at 1109 on Tuesday, June 27 an hour ahead of schedule. This was in view of H. M. A. Ship BARRIDADE having slipped earlier in the A. M. with TUG 503 and my desire to do some work with her.

18. Subsequently we carried out some stationkeeping exercises with both ships from about 1600 to 1700 off Noosa Heads before resuming my programmed

passage to Coffs Harbour.

19. The ship secured to Coff's Harbour Pier at 0805 on Wednesday June 28 and was met by Mr. R. Firman the Shire Clerk. I had written previously to the Shire Clerk offering to call on the Shire President and to open the ship to visitors. These events were carried out and the Shire President, Councillor C. H. VOST kindly addressed the ship's company, on returning my call. 58 visitors came on board during the afternoon and a further 12 boys, being prospective members of a Sea Cadet Unit were shown over the ship. The Harbour Master, Captain I. L. SIMMS is currently organising a Unit at Coffs Harbour.
20. The berths at Coffs Harbour are subject to considerable surge and it is suggested that small vessels if remaining overnight should clear the harbour or secure firmly to the buoys to the south west of the pier.
21. The ship slipped at 1901 and proceeded for Broken Bay where we anchored at 0820 on Thursday, June 29 off Cowan Point.
22. During the forenoon some valuable and imaginative evolutions were organised by the First Lieutenant including escape from darkened messdecks via emergency hatches.
23. The ship weighed anchor at 0729 on Friday, June 30 and proceeded in an unusually strong Westerly wind, F7, to Sydney, securing at H. M. A. S. WATERHEN at 1020.
24. Following general payment and destoring, the ship was cleared at 1500.
25. Health was good throughout and some few minor injuries only were sustained.

26. Morale was generally good throughout on the part of all Reserve sailors. However, I regret to inform you that two further PNF sailors onboard, LEM (P) CONNELLY R66773 from H. M. A. S. PENGUIN and E. M. ( W. R. ) HAWKINS R94034 from H. M. A. S. KUTTABLE have both been charged with serious breaches of discipline, and will shortly be before their respective Commanding Officers.
27. I am very grateful for again having had the opportunity to refresh my seaman skills.

I have the honour to be,

Sir,

Your obedient servant.



( E. E. Brownfield )

LCDR. RLEX. R. A. N. R.

CAPTAIN.



Distance Steamed

2479 miles

Hours under way

170 hours

DRILLS AND TRAINING EXERCISES

<u>TIME</u>	<u>EVENT</u>	
Sun. 18.6.72		
a. m.	Fire Drill	Prior to Slipping
	Leaving Ship	
	Stations	Underway
p. m.	Man overboard	"
	Fire Drill. ( Full scale)	"
Mon. 19.6.72		
a. m.	Man overboard	"
	Fire Drill	"
	Senior Sailor/	
	OOW Man's	"
p. m.	OOW Man's	
	( Fleet work )	"
	Steering Gear	
	Breakdown	"
Tues. 20.6.72		
a. m.	Action Stations	"
	40/60 Drill	"
p. m.	Fire Drill	( In harbour )
Wed. 21.6.72		
a. m.	RIG Sea Anchor,	N. U. C.
	Tow For'd	
	Fire Party	"
p. m.	Small Arms Shoot	N. U. C.
	Fire Drill	"

Fri. 23.6.72

a.m.

L. S. Stations

Underway

p.m.

Fire Drill

Sun. 25.6.72

a.m.

Fire Drill

!"

Tues. 27.6.72

p.m.

OOW Man's

"

Fleetwork

In Company

Fire Drill

Underway

Wed. 28.6.72

p.m.

Visitors

In Harbour

Thurs. 29.6.72

a.m.

Evolutions

In Harbour

H. M. A. S. Archer

At Sea

June 23, 1972

TO: B. T. O. Waterhen

SUBJECT: HMAS Archer - Contaminated Fuel System.

This ship had an uneventful passage of 48 hours from Sydney to Gladstone.

At Gladstone 4658 gallons of A. D. D. was embarked from a BP tanker. This required three tanker trips and took from 1045 to 1430 on Tuesday, June 20. The ship slipped at 1630 and proceeded for Mackay. Using STBD main engine and generator isolated to STBD. R. U. tank ( normal practice ), 900 revolutions ( 12 kts ).

At 2155 in position 23 degs. 09 mins south 151 degs. 16 mins. east the STBD generator cut out after revolutions fluctuated. GYRO toppled - changed to magnetic compass.

Almost immediately STBD main engine revolutions fluctuated and I stopped that engine.

Consulation with charge ERA disclosed suspect fuel as "bank" i. e. STBD side services, were lost together.

Started port generator and main engine at 2208.

In view of impending unlit passage north (2200 to 0400) and GYRO defect together with 975 U/S (due previous defect) I headed for nearest known point- cape capricorn ( FL. W 5 secs 26m) with a view to anchoring in shelter to north of Curtis Island.

The weather at the time was wind SE light (F2) swell SE 3 ft, sea slight. This was marred by occasional rain squalls which increased in frequency and intensity before dying out about 0300.

Proceed south on course 170(m) my speed 10.

Subsequently discovered Cape Capricorn light being obscured by rain and with some passing squalls present at 2352 A/C to 110 degs (m) and at 2355 A/C to 080 (m). This was to gain maximum sea room since anchoring did not now seem prudent.

At 0100 ( June 21 ) in view of continuous good performance of port main engine A/C to 320 degs. (m) intending to make an anchorage at Percy Island to clean filters.

The port main engine was stopped for similar reasons to previous at 0143. The port generator load was reduced and kept on.

Subsequent attempts to restart main engines were not successful initially. Subsequently appeared able to run both main engines but I shut down to retain for emergency use.

The following actions were then commenced.

Clear away anchors and cables.

Prepare Drogue.

Prepare tow forward.

Fix ship - estimate drift.

My 201632Z Jun 72 - immediate - passed at 210300K.

My subsequent 202010Z ( SITREP) and 202335Z ( Amplifying report ) cover the general situation.

The weather remained clear and sea slight throughout the drift period. Hands were employed part of ship.

At 1600 we got underway on STBD main engine Revs 700 ( 9 KTS) and proceeded to R/V with HMAS Barricade off Fairway Buoy Port Curtis at 1930.

Changed to Port Main Engine at 1910.

No difficulties were experienced with engines. We had taken the additional precaution of drawing fuel from reserve tanks containing fuel embarked in Sydney. Visual contact was made with HMAS Barricade at 2015. We proceeded in company to a berth in Gladstone securing at 2200.

Work commenced immediately and both R. U. tanks were cleaned overnight. Both were found contaminated and in addition the STBD R. U. tank contained a 24" x 18" heavy cloth. After some initial delay we commenced discharging all fuel to a BP railtruck at midday. Prior to this upper and lower fuel samples were taken from all tanks. Tanks number 1, 2, 6, were found to be contaminated. These were force vented, cleaned and refueled in a parallel operation continuing until 2315.

My 212345Z and 221035 Z refer. Fuel taken on was our own after drawing off 80 gallons of contaminated bottoms and passing through three filters. The ship slipped at 2325 for a shakedown run in Gladstone Harbour.

At 0317 ( 23rd ) slipped and proceeded for Mackay drawing fuel from tanks 3, 4, 5, .

All filters were cleaned regularly throughout the period and prior to first departure, Gladstone.

It is respectfully suggested as a result of this experience small ships should:

- (a) Inspect a sample of the fuel they are getting.
- (b) When sailing shortly after refuelling draw from settled tanks not those just filled.
- (c) As far as possible maintain clean tanks.

E. E. Brownfield LCDR

CAPTAIN

**IMMEDIATE**

UNCLASSIFIED

IMMEDIATE 201632Z

FM ARCHER  
TO COMAUSFLT  
INFO ACNB  
FOCEA  
WATSON

COMAUSMINPABFOR  
COMAUSPABRON1  
NOIC QLD

//

- 1... CONSTANT MAIN ENGINE AND GENERATOR FAILURES. SUSPECT DUE TO CONTAMINATED FUEL EX GLADSTONE. GYRO AND RADAR NOT OPERATIONAL.
- 2... MY POSITION 15 MILES N.E. OF CAPE CAPRICORN. DRIFTING N.W. AT ESTIMATED 2 KNOTS MAXIMUM. WEATHER GOOD SEAS SLIGHT ESTIMATE MINIMUM SIX HOURS SAFE DRIFT.
- 3... REQUEST ASSISTANCE

//

SS VHK4

LP

TOD-20/1700Z

UNCLASSIFIED

PRIORITY 202010Z

FM ARCHER

TO COMAUSFLT

INFO ACNB  
FOCEA  
WATSON

NOIC QLD  
COMAUSMINPABFOR  
COMAUSPABRON1

//

MY 201632Z SITREP AT FIRST LIGHT. POSITION 12 MILES N N E  
OF CAPE CAPRICORN WEATHER FINE SEA CALM SITUATION SATISFACTORY

//

SS VHK4

LP

TOD-20/2019Z



UNCLASSIFIED

PRIORITY 202335Z

FM ARCHER  
TO COMAUSFLT  
INFO ACNB  
FOCEA  
WATSON  
BARRICADE

NOIC QLD  
COMAUSPABRON1  
COMAUSMINPABFOR

//

MY 201632Z AND 202010Z AMPLIFYING REPORT. APPROX 5 HRS EX GLADSTONE  
AT 201155Z STBD GENERATOR AND THEN STBD MAIN ENGINE LOST REVOLUTIONS.  
GYRO TOPPLED. RADAR ALREADY U/ S MY 200322Z TO CSS SYDNEY REFERS.  
PROCEEDED ON PORT MAIN ENGINE AND GENERATOR TO VICINITY OF CAPE CAPRICORN  
IN VIEW OF SUSPECTED FUEL CONTAMINATION AND IMPENDING UNLIT PASSAGE TO  
FERCY ISLAND AREA. INITIALLY INTENDED TO SHELTER IN VICINITY CAPE  
CAPRICORN AND THEN SOUGHT SEA ROOM TO E OF CAPE CAPRICORN DUE TO RAIN  
SQUALLS REDUCING VISIBILITY AND FUEL SITUATION. PORT MAIN ENGINE STOPPED  
AT 201543Z. ATTEMPTS TO RESTART MAIN ENGINES NOT SUCCESSFUL. PORT  
GENERATOR HAS MAINTAINED SERVICE UNDER REDUCED LOAD. --SITREP -- AM  
PRESENTLY IN SATISFACTORY POSITION NOW 11 MILES 055 FROM CAPE CAPRICORN.  
GYRO RESET. RELUCTANT TO PROCEED WITHOUT ESCORT IN THESE WATERS.  
SUBSEQUENT ADDITIONAL CHECK SHOWS FUEL HEAVILY CONTAMINATED WITH RED DUST.  
AT PRESENT AM IN RADIO CONTACT WITH BARRICADE CAN WAIT TO 210900Z FOR R/V.  
REQUEST THEN PROCEED TO GLADSTONE IN COY TO CHECK ALL TANKS, CLEAN AS  
NECESSARY AND REFUEL. WOULD THEN LIKE TO RESUME MY PROGRAMME ASAP.  
YOUR 2002243Z CONFIRMED //

SS VHK4

LP

TOD-20/2355Z

UNCLASSIFIED

FR

PRIORITY 221035Z  
FM ARCHER  
TO COMAUSFLT  
INFO FOCEA  
ACNB  
WATSON  
NOIC QLD

COMAUSPABRON 1  
COMAUSMINPABFOR  
BARRICADE

//

YOUR 220442Z PROGRAMME. ALL TANKS TESTED TOP AND BOTTOM  
SAMPLES RETAINED. THREE CONTAMINATED TANKS AND READY-USE TANKS  
CLEANED, FILTERS CHANGED. INTEND SAIL AT 221700Z AFTER TWO  
HOUR SHAKEDOWN FOR DAYLIGHT ARRIVAL MACKAY THENCE RESUME MY  
PREVIOUS PROGRAMME

SS VHK4

LP

TOD-22/1046Z

ANNEX - STEAMING FIGURES

Hours under way during month : 175 hours 40 minutes

Distance steamed during month : 2,530 miles.

Hours under way since commiss-  
ioning : 1,963 hours 8 minutes.

Distance steamed since  
commissioning : 28,054.2 miles.

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings July '72

AS(NS) 15/9

D of O 18/9

DCNS 20/9

1NM 21/9

2NM 22/9

3NM 26/9

4NM 26/9

SECRETARY 26/9

C of S 26/9

DPR 27/9

AS(NS) (NS55) 6/10/72

- NOTES:
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14/9



CA.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3695

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

RECEIVED  
13 SEP 4.44

OFFICE OF THE ~~IN CHARGE~~ Commanding,  
FLAG OFFICER IN CHARGE  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

12 SEP 1972

For Information :

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

HMAS ARCHER - REPORT OF PROCEEDINGS JULY 1972

1. The report of proceedings of HMAS ARCHER for the month of July 1972 is forwarded for the information of the Naval Board.
2. On the weekend of 8th/9th July the ship, under the command of Lieutenant Commander G.V. Dobbin, RLEX, carried out a training cruise in the Broken Bay/Port Stephens area.
3. It had been intended to remain at sea overnight, but owing to the sea state and prevailing strong winds the ship eventually anchored for the night in Refuge Bay. Sea conditions did not allow much training to take place at sea, but a comprehensive training programme was carried out both in Broken Bay and Port Stephens.
4. During the training cruise command was delegated to Lieutenant Commander R.M. Whybrow, RLEX, who has recently qualified for small ship command and who will be rostered for command of HMAS ARCHER in the future.
5. Self maintenance was carried out on two weekends during the period.
6. The health and conduct of the ship's company has been satisfactory.

*[Signature]*  
CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Annex A - Report of Distance steamed hours underway.

- A N N E X A -

REPORT OF DISTANCE STEAMED HOURS UNDERWAY

Distance steamed during the month	:	119 miles
Hours under way during the month	:	17
Total Distance steamed since Commissioning	:	29, 202.3 miles
Hours under way since Commissioning	:	2050 hrs. 01 mins.

18-6-3730

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings AUGUST 1972

AS(NS) [Signature] 4/10.

D of O [Signature] 4/10

DEOP [Signature]  
DCNS [Signature] 4/10

1NM [Signature] 4/10.

2NM [Signature] 9/10

3NM [Signature] 9/10

4NM [Signature] 10/10

SECRETARY [Signature] 11/10

C of S [Signature] 12/10.

DPR [Signature] 24/10

AS(NS) (NS55) [Signature] 25/10/72

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[Signature] 3/10.

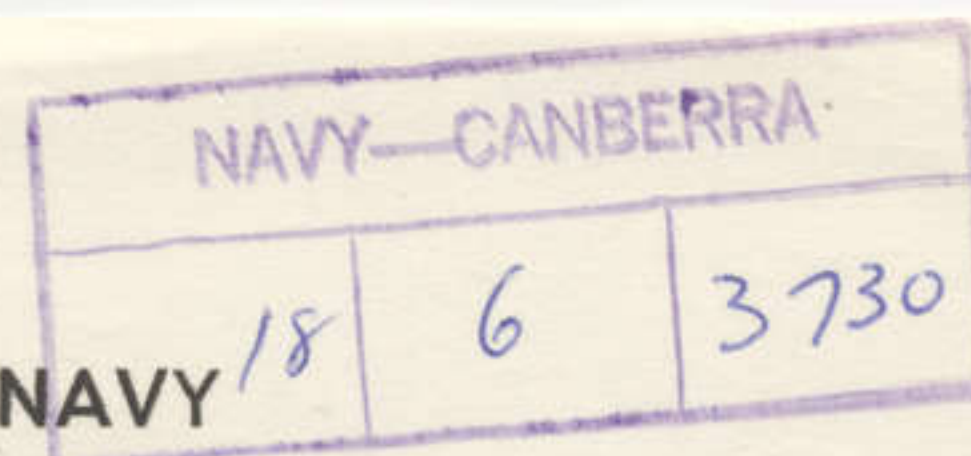


TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.



ROYAL AUSTRALIAN NAVY



OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

For Information :

27 SEP 1972

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

HMAS ARCHER - REPORT OF PROCEEDINGS AUGUST 1972

1. The report of proceedings fo HMAS ARCHER for the month of August 1972 is forwarded for the information of the Naval Board.
2. On the weekend of 12th/13th August 1972 the ship, under the command of LCDR RLEX A.M. WHYBROW, carried out a training cruise in the Sydney/Newcastle area, remaining overnight alongside at Newcastle.
3. On the passage north blind pilotage exercises were carried out in the Broken Bay area.
4. The ship departed Mereweather Street Wharf, Newcastle at 0700K Sunday morning. However, owing to a broken leg sustained by one of the ship's company while in Newcastle harbour the ship returned to its berth, subsequently sailing at 1200K.
5. Owing to the delay in Newcastle there was insufficient time for training on the return passage to Sydney.
6. On Sunday 20th August the ship manned by the crew for the ACT 3/72 carried out a day run as a work up for the ACT under the command of LCDR RLEX C.H. LONGSTAFF. After checking the magnetic compass and mustering equipment in Sydney Harbour the ship put to sea at 1105K and returned alongside HMAS WATERHEN at 1514K.
7. Two self-maintenance days were carried out during the period and on Sunday 27th the ship's bottom was cleaned by the RANR Diving Team.



8. The health and conduct of the ship's company has been satisfactory.



CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Annex A - Report of Distance steamed hours underway.

- A N N E X A -

Distance steamed during the month	:	225.4 miles
Hours under way during the month	:	16 34/60
Total distance steamed since Commissioning	:	29,427.7
Hours under way since Commissioning	:	2066 35/60

18-6-3778  
18-6-3767

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings SEPTEMBER 1972

AS(NS) *[Signature]*

D of O *[Signature]*

DCMS *[Signature]*

1NM *[Signature]*

2NM *[Signature]*

3NM *[Signature]*

4NM *[Signature]*

SECRETARY *[Signature]*

C of S *[Signature]*

DPR *[Signature]*

AS(NS) (NS55) *[Signature]*

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*[Handwritten note]* 3/4/72



MR

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3779

TELEPHONE:  
35.0444

IN REPLY QUOTE N1/16/280

RECEIVED  
- 3 NOV AM  
NAVY

OFFICE OF THE  
FLAG OFFICER IN CHARGE Commanding  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

131 OCT 1972

For Information:

- The Flag Officer Commanding H.M. Australian Fleet.
- The Commander, Australian Mine Warfare and Patrol Forces.

HMAS ARCHER - REPORT OF PROCEEDINGS  
SEPTEMBER, 1972

1. The enclosure is forwarded.
2. On Saturday, 23rd September HMAS ARCHER was destored prior to the commencement of refit which commenced on 25 September.

*As Donnan*

CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Enclosure: 1. Report of Proceedings for ACT period 34d-15th  
September, 1972



TELEPHONE:

IN REPLY QUOTE

(71)  
ROYAL AUSTRALIAN NAVY

H.M.A.S. ARCHER

C/- G.P.O.

21st September, 1972.

The Flag Officer Commanding  
EAST AUSTRALIA AREA

For information: The Flag Officer Commanding, H.M.A. Fleet  
The Commander, Australian Mine Warfare and  
Patrol Forces  
The Staff Officer (Reserves) HMAS WATSON  
The Commanding Officer (Reserves) HMAS WATSON

Sir,

REPORT OF PROCEEDINGS

A.C.T. 3/72

3RD-15TH SEPTEMBER, 1972

1. I have the honour to report proceedings of H.M.A. ship under my command for the Annual Continuous Training cruise which commenced on 3rd September, 1972.
2. The majority of the ship's company of Sydney Port Division personnel, supplemented by Emergency Reserve sailors, attended on Saturday, 2nd September, when stowing and draft in routines were completed.
3. At 0900 (Zone -10, as are all times in this report) on Sunday, 3rd September, a short commissioning ceremony was held and prayers were read by the Captain. The ship sailed at 1100 for Gladstone.
4. The passage to Gladstone was uneventful, except that the favourable weather conditions experienced on leaving Sydney deteriorated with the progress northwards.
5. ARCHER berthed at Auckland Point Wharf, Gladstone, at 0900 on Tuesday, 5th September. Fuel and fresh victualling stores were embarked. One sailor was landed for return to Sydney for compassionate reasons and another was landed on the advice of a civilian doctor.
6. Radio schedules were arranged with H.M.A.S. DUCHESS then in the vicinity of the Percy Islands, to obtain details of the current weather situation in the area.

.../2

7. The ship sailed at 1719, encountering an uncomfortable sea and swell from the south east when clear of Facing Island. These south easterly conditions came to dominate the weather pattern for the remainder of the A.C.T.
8. ARCHER anchored on the northern side of Middle Percy Island at 0930 on Wednesday, 6th September. The hands worked part of ship for the remainder of the forenoon and then landed for a banyan and make-and-mend. This respite was welcomed by all on board following the trying conditions earlier.
9. In the hope of a chance meeting with H.M.A.S. VAMPIRE thought to be in the area, the ship weighed at 0800 on Thursday, 7th September, and steamed northwards between the two recommended tracks shown on the chart. The destroyer was not sighted.
10. Internal exercises were continued, and between 1145 and 1300 a full power trial was conducted. The results have been reported separately.
11. Late in the afternoon, the ship fell in with the P. & O. S.N. Co. Ltd HIMALAYA and executed a number of self-determined station changing evolutions.
12. ARCHER anchored off Lindeman Island at 1648 and remained overnight.
13. The forenoon of Friday, 8th September, was spent at anchor off Lindeman Island. The upper deck was painted.
14. The ship weighed at 1451 and proceeded to Scawfell Island, exercising en route. ARCHER anchored off the island at 1809.
15. Captain's Rounds were held during the forenoon of Saturday, 9th September. The ship weighed at 1300 and secured at No. 1 Wharf Mackay Harbour at 1526. The Naval Officer-in-Charge, Queensland visited the ship informally.
16. The weather deteriorated considerably overnight, and although the ship sailed as programmed at 1000 on Sunday, 10th September, to assess the conditions outside, a short steep sea prompted a return to harbour. The ship returned to her recently-vacated berth at 1114.
17. By 1600 conditions had moderated to the extent that departure was again taken. The abatement was short-lived and the ship took refuge in the lee of Middle Percy Island, anchoring at 2320.

18. As conditions were still unfavourable next morning, ARCHER remained at anchor. The time was spent conducting a small arms shoot.
19. It was possible to sail at 1245 and the ship weighed. The programmed call at Maryborough had now to be abandoned as tidal considerations in the Mary River dictated that the ship could not enter before Tuesday morning. It was considered that such a delay, late in the A.C.T., was unacceptable.
20. The ship arrived at Gladstone at 0045 on Tuesday, 12th September, anchoring in the stream as berthing confirmation had not been received. ARCHER berthed at 0610, fuelled, and sailed at 1156 for Ballina.
21. The wind had moderated considerably, leaving a very long easterly swell. This was a welcome change from the short seas which had induced a sharp motion throughout most of the preceding ten days.
22. The Ballina bar was crossed at 0925 and the ship berthed at the Public Wharf at 1000. Alderman J. Easter, Mayor of Ballina, paid a call.
23. During the afternoon, the ship was open to visitors; 216 souls (including three classes of schoolchildren) coming on board. The Ballina R.S.L. Club entertained the ship's company between 1730 and 1830, and made their facilities available afterwards.
24. ARCHER sailed from Ballina at 0900 on Thursday, 14th September, and secured to No. 4 Buoy in Sydney Harbour at 0610 on Friday, 15th September. The ship moved to Spectacle Island at 0830 for de-ammunitioning, and berthed finally at H.M.A.S. WATERHEN at 0940.
25. Following destoring and cleaning out, the ship's company was paid and the ship closed down.
26. From the outset, the ship's company settled in quickly and well, and were looking forward to a useful and instructive A.C.T. It is to their credit that these aims were achieved, even though the hoped-for workup with AUSPABRON 2 patrol boats did not eventuate and practically all the sea passages were made in conditions most trying for a small ship.
27. Morale remained exceptionally high, and the only serious case to be seen by the doctor in Gladstone was, as reported earlier, landed for return to Sydney. There were no defaulters.

4.

28. A list of the evolutions conducted during the A.C.T. is annexed hereto.

I have the honour to be,

Sir,

Your obedient servant,



(C.H. Longstaff)

Lieutenant-Commander, R.A.N.R.

CAPTAIN

Enclosures: Appendix A  
List of evolutions





APPENDIX 'A' TO H.M.A.S. ARCHER REPORT OF PROCEEDINGS FOR  
A.C.T. 3/72 - 3RD - 15TH SEPTEMBER, 1972

DISTANCE STEAMED

2027 n. miles

HOURS UNDER WAY

136 30/60 hours

8

ANNEXURE TO H.M.A.S. ARCHER REPORT OF PROCEEDINGS FOR  
A.C.T. 3/72 - 3RD - 15TH SEPTEMBER, 1972

EVOLUTIONS

Fire fighting  
Shoring up forward bulkhead  
Leaving ship  
Darken ship  
Boarding party  
Point ship  
40/60 bofors tracking exercise  
First aid & moving injured man by Neil Robinson stretcher  
Pumping out flooded compartment using all methods  
Voice circuit training, using telecons  
Practical relative velocity  
Man overboard and ship handling  
Williamson turns  
Boatwork  
Small arms shoot  
Evacuation from compartment without lighting.

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings OCTOBER 1972

AS(NS) *[Signature]* 28/11

D of O *[Signature]* 21/11

DCNS *[Signature]*

CNS *[Signature]* 23/11

CNP *[Signature]* 23/11

CNPS *[Signature]* 24/11

CNPS *[Signature]* 27/11

SECRETARY *[Signature]* 29/11/72

C of S *[Signature]* 30/11

DPR *[Signature]* 30/11

AS(NS) (NSNS) *[Signature]* 6/12/72

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*[Handwritten note]* 20/11/72



CA.

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

16 NOV P.M.  
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3802

OFFICE OF THE ~~IN CHARGE~~ Commanding,  
FLAG OFFICER  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

15 NOV 1972

For Information :

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES.

H.M.A.S. ARCHER - REPORT OF PROCEEDINGS - OCTOBER 1972

During October 1972, no training was carried out on board, the ship being in dockyard hands undergoing refit.

*A. Donnan*  
CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Annex A.

ANNEX A

Distance steamed during the month	:	Nil
Hours under way during the month	:	Nil
Total distance steamed since commissioning	:	31,457.7
Hours under way since Commissioning:		2203 35/60

18/6/3955

DEPARTMENT OF THE NAVY

HMAS ARCHER Report of Proceedings Nov & Dec '72

AS(NS) 9/2

D of O 12/2

DCNS 13/2

CNS 14/2

CNE 15/2

CNTS 19/2

CNSW 21/2

SECRETARY 21/2

C of S 22/2

DFR 24/2

AS(NS) (NS55) 27/2/73

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9/2/73



CA.

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/280.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3955

9 FEB AM.  
NAVY

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

8 FEB 1973

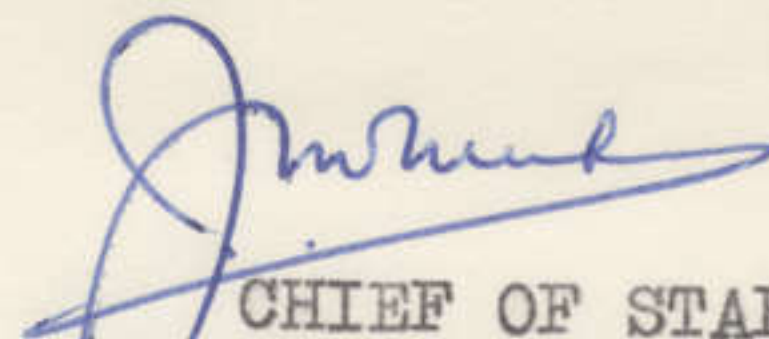
For Information :

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

The Commander,  
AUSTRALIAN MINE WARFARE & PATROL FORCES

HMAS ARCHER - REPORT OF PROCEEDINGS - NOVEMBER  
AND DECEMBER 1972

1. The ship's refit commenced on 25th September, 1972, was completed on 15th December 1972 and the ship returned to HMAS WATERHEN.
2. The RANR Sydney Port Division commenced its summer leave period on 14th December, and no training was carried out during the month.

  
CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Annex A.

ANNEX A

NOVEMBER 1972

Distance steamed during the month	-	Nil
Hours under way during the month	-	Nil
Total distance steamed since commissioning	-	31,457.7
Hours under way since commissioning	-	2203 35/60

DECEMBER 1972

Distance steamed during the month	-	2 miles
Hours under way during the month	-	1 hour
Total distance steamed since commissioning	-	31,459.7
Hours under way since commissioning	-	2204 35/60