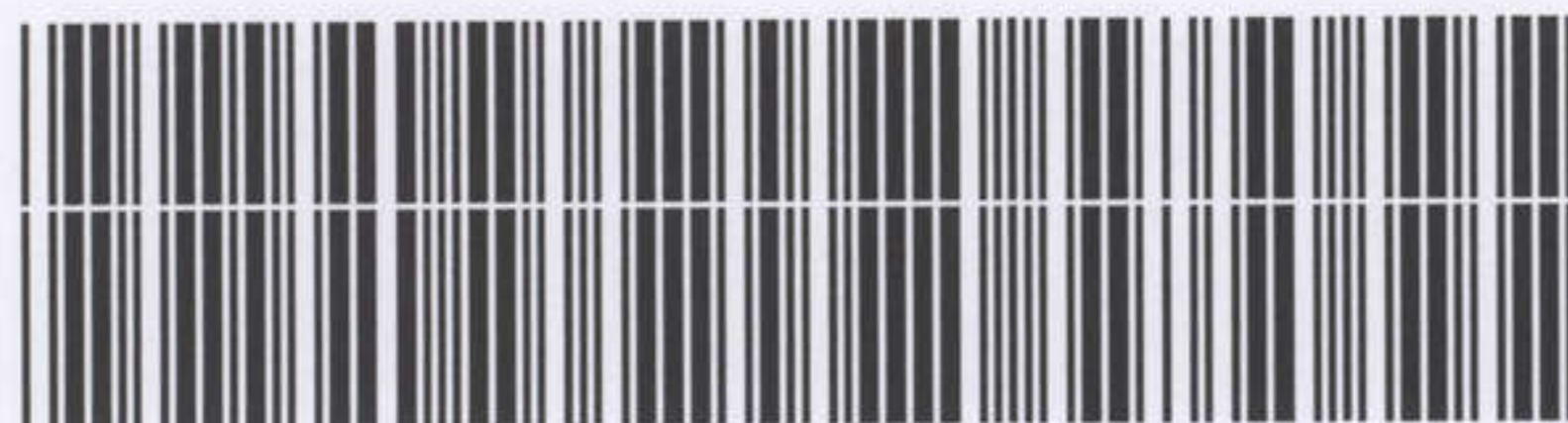


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS ARDENT

Item number: 37/3

Title: January-December 1977



AWM78-37/3

[37(3)]

ARDENT

Originals 1977

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

Signature: *[Signature]* Date: 1 NOV 90

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS ARDENT REPORT OF PROCEEDINGS JANUARY 1977

~~DNO~~ Three reports including an unprogrammed docking at WND & an Australia
~~DGNOP~~ Day week-end cruise by a Reserve Ships Company. J. 30/3

~~DCNS~~ 1/4

~~CNS~~ 5/4

~~CNP~~ 1/4

~~CNTS~~ 1/4

~~HLOG-N~~

~~CNM~~ 13/4

~~DGSDI-N~~ 15/4

~~PRLO-N~~

~~IADMIN-N~~ AB 30/5

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

AB 28/3/77



RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1.16.10

HMAS CERBERUS
WESTERNPORT VIC 3920

E 9 MAR 1977

DEPARTMENT OF DEFENCE (Navy Office)

HMAS ARDENT - REPORT OF PROCEEDINGS

JANUARY, 1977

N/R

- 1. Forwarded.
- 2. The revised procedures for the handover of command of ARDENT to the RANR crew are proving satisfactory.

[Handwritten Signature]
 (W.A. KEMP)
 Captain, RAN
 Commanding Officer

- Enclosures:
- 1. HMAS ARDENT Report of Proceedings 1st-11th January, 1977 *NR*
 - 2. HMAS ARDENT Report of Proceedings 11th-27th January, 1977 *NR*
 - 3. HMAS ARDENT Report of Proceedings 28th-31st January, 1977

N 428-3-2020

*DCNS
(CA)*

*CELINE
INFORMATION SYSTEMS
DEVELOPMENT
11 01 77*

RESTRICTED

How: H.W.V. - 506 2411

NOM: HMAS ADVENT - ROP JANT

RESTRICTED

MW

MAR 11 09 40 '77

DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

4758-3-5050

- Enclosures:
- 1* HMAS ADVENT report of proceedings 1st-11th January 1977
 - 5* HMAS ADVENT report of proceedings 11th-21st January 1977
 - 2* HMAS ADVENT report of proceedings 21st-31st January 1977

Commanding Officer
Submarine BVA
(A.V. KEMP)

- 1* Forwarded
- 5* The related proceedings for the purposes of command of
- ADVENT to the BVA from the floating watercraft.

1st JANUARY 1977

HMAS ADVENT - REPORT OF PROCEEDINGS

DEPARTMENT OF DEFENCE (HEAD OFFICE)

1977

DEFENCE INFORMATION ANALYSIS CENTRE
HMAS CERBERUS

IN REPLY QUOTE 1.10.70

TELEPHONE:



ROYAL AUSTRALIAN NAVY

RESTRICTED

RESTRICTED

HMAS ARDENT
AT WILLIAMSTOWN
11TH JANUARY, 1977.

The Commanding Officer,
HMAS CERBERUS.

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

The Naval Officer in Charge,
VICTORIA.

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

HMAS ARDENT - REPORT OF PROCEEDINGS - JANUARY, 1977.

Sir,

1. I have the honour to Report the Proceedings of HMAS ARDENT under my command, from 1st January to 11th January, 1977. Times throughout are Zone LIMA (-11).
2. On Saturday 1st, ARDENT was alongside HMAS CERBERUS progressing planned maintenance and completing main leave period. ARDENT remained alongside until Wednesday 5th.
3. On Tuesday 4th an urgent requirement for ARDENT to commence a docking at Williamstown Naval Dockyard arose. Although ARDENT was at 24 hours notice for sea work on main engines was halted and the engines were re-assembled. Ships company were recalled from leave and personnel from HMAS CERBERUS were loaned to ARDENT to supplement those personnel who could not return prior to the Ships departure.
4. At 0800 Wednesday 5th ARDENT, under the temporary command of Lieutenant Commander J.R. Riley, RAN, cast off and proceeded to sea for passage to Williamstown. At 1500 ARDENT berthed in Alfred Graving Dock, Williamstown Naval Dockyard.
5. At 0800 Thursday 6th I resumed command of ARDENT. Following the docking down of ARDENT an inspection of the underwater area of the hull revealed it to be in a poor condition and that a small split had occurred on the internal weld line of Number 6 Oil Fuel Tank on the port side (HMAS ARDENT DAU 062243Z JAN 77 refers). Williamstown Naval Dockyard have undertaken to sandblast the hull back to bright metal and then repaint it. This has not been done in either of the previous two main refits. The split in the hull is being repaired by Dockyard. Work is progressing satisfactorily in all areas and it is expected that ARDENT will undock on Friday 14th.

RESTRICTED

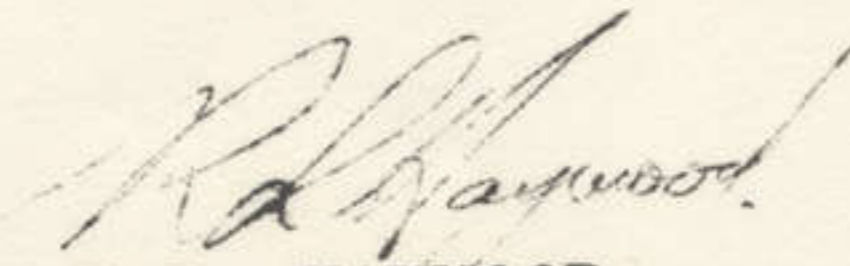
RESTRICTED 2 -

6. On Monday 10th, Lieutenant M.R. Traves-Taylor joined, and relieved me of my command at 1200, Tuesday 11th.

I have the honour to be

Sir,

Your Obedient Servant



R.L. HAYWOOD
Lieutenant, RAN
Commanding Officer.

ANNEX: Steaming Details.

RESTRICTED

RESTRICTED

ANNEX A to HMAS ARDENT
letter 1/16/2 dated
11th January, 1977.

STEAMING DETAILS.

1.	Distance steamed during month	83.7
2.	Distance steamed since commissioning	57559.7
3.	Hours underway during month	6.2
4.	Hours underway since commissioning	4353.6
5.	Hours port main engine since installation	1893
6.	Hours starboard main engine since installation	2179.0
7.	Occasions for exceeding fast routeing speed	Nil.

RESTRICTED

1/16/2

RESTRICTED

HMAS ARDENT

At SEA

01 st. FEBRUARY, 1977.

The Commanding Officer,
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer in Charge,
VICTORIA

The Commander,
Australian Mine Warfare and Patrol Forces
HMAS WATERHEN

HMAS ARDENT - REPORT OF PROCEEDINGS - JANUARY, 1977.

Sir,

1. I have the honour to Report the Proceedings of HMAS ARDENT, under my command from the 11th. January, 1977. The times throughout are zone Lima (-11).
2. At 1200 on Tuesday the 11th. January, I assumed command of HMAS ARDENT relieving Lieutenant R.L. Haywood whom is posted as Operations Officer for the Naval Officer in Charge Victoria. At that time ARDENT was sitting on chocks in the Alfred graving dock at Williamstown dockyard, undergoing her annual Intermediate Docking.
3. By midday on the 14th. January, Williamstown dockyard staff had completed most of the work scheduled for the Intermediate Docking. The more important, and completed work items included:
 - a. Sandblasting of the hull below the waterline, and renewing the Anti Fowling.
 - b. Repair of a split in Number six ADD fuel tank.
 - c. Repair of the Ships' Boat.
 - d. Replacement of 40% of the upper deck guardrails.
 - e. End for ended the Ships' Cable, and
 - f. Improved the water tight integrity of upper deck screen doors.
4. During the afternoon of the 13th. January, ARDENT was refloated on 16feet of water, at which time all machinery was flashed up and checked. The dock remained partially flooded for that evening, with the complete flooding occurring by 0930 the 14th. January. The Dock gate was removed at 1000 and by 1045 ARDENT was clear of Williamstown and proceeding down Port Philip Bay for Westernport Bay.

RESTRICTED

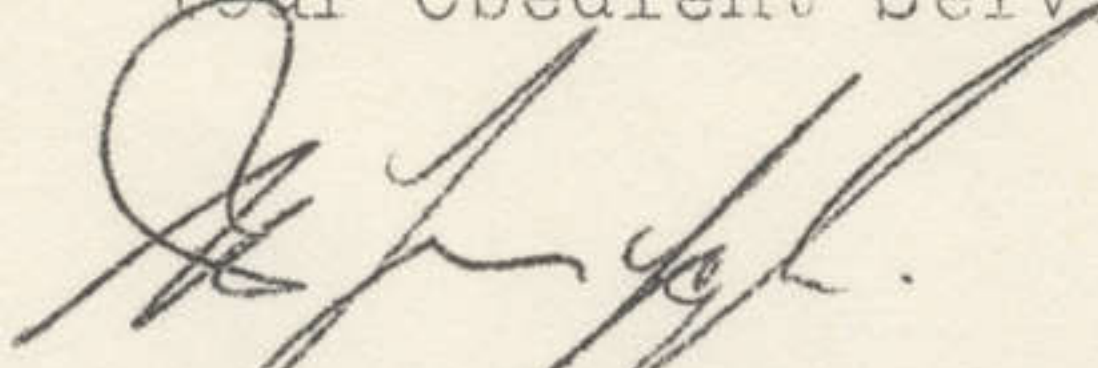
-2-

5. After a reasonably comfortable and uneventful passage to Westernport Bay, HMAS ARDENT berthed port side to the wharf at HMAS CERBERUS at 1700 14th. January.
6. During the following two weeks, ARDENT proceeded to sea on two occasions, the 21st. and 28th. of January, both day trips were target towing exercises for West Head gunnery range. Both shoots were carried out using the 4.5 inch turret with extremely accurate results being achieved.
7. At 2030, Friday the 28th. January, Lieutenant Commander G.R. KEAYS RLEX RANR with a full Patrol Boat crew of reserve Officers and men, assumed temporary command of HMAS ARDENT for a three day training cruise in the Westernport/ Port Philip Bay area. A separate Report of Proceedings is to be submitted by LCDR Keays.
8. I resumed command of ARDENT at 1530, Monday the 31st. January, at Mornington wharf, where the reserve crew were officially engaged in Australia Day celebrations.
9. The end of the month saw ARDENT berthed starboard side to the east side of Mornington wharf awaiting a Bass Strait patrol, which was to commence at 1200, Tuesday the 1st. February, 1977.
10. The Health, Welfare, Conduct and Moral of the Ships' company throughout the month has been very good.

I have the honour to be

Sir,

Your Obedient Servant



M.R. TRAVES - TAYLOR
Lieutenant, RAN
Commanding Officer.

ANNEX: Steaming Details.

RESTRICTED

RESTRICTED

ANNEX A to HMAS ARLENT
letter 1./16/2 dated
01st. February, 1977.

STEAMING DETAILS (from 11JAN77)

1. Distance steamed during month	503.1
2. Distance steamed since commissioning	58062.8
3. Hours underway during month	45.0
4. Hours underway since commissioning	4398.6
5. Hours starboard main engine since installation	2213.0
6. Hours port main engine since installation	1932.0

RESTRICTED



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1/16.10
HMAS ARDENT
AT MOHRINGTON

31 January 1977

The Commanding Officer,
HMAS CERBERUS

For Information:

Naval Officer-in-Charge,
VICTORIA

Department of Defence (Navy Office),
CANBERRA. A.C.T. 2600

Attention:

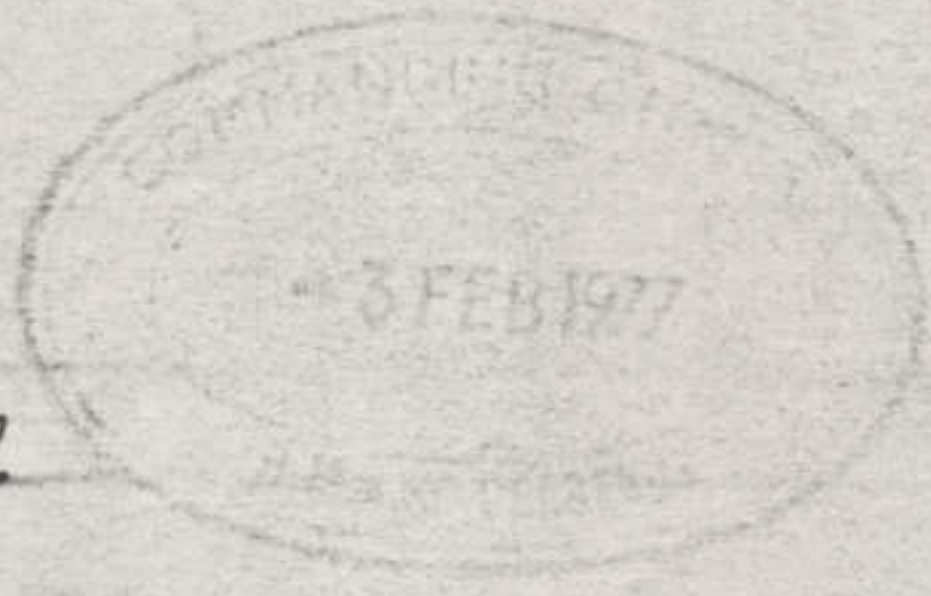
The Director of Naval Reserves & Cadets

The Commanding Officer,
HMAS LONSDALE

The Commanding Officer (Reserves),
HMAS LONSDALE

The Commanding Officer,
HMAS ARDENT

HMAS ARDENT REPORT OF PROCEEDINGS
FOR WEEKEND 28TH TO 31ST JANUARY 1977



Sir,

1. I have the honour to report the proceedings of HMAS ARDENT under my command for the weekend 28th to 31st January 1977. All times zone Lima (-11).
2. At 1945 Friday 28th January 1977 I, together with the Ship's Company joined HMAS ARDENT at HMAS CERBERUS after travelling from HMAS LONSDALE by bus. At 2015 I assumed command from LIEUTENANT M.R. TRAVES - TAYLOR, RAN.
3. At 2050 Friday 28th January 1977 ARDENT departed from HMAS CERBERUS wharf for passage to Port Phillip Bay. After clearing the Westernport Fairway Buoy, the starboard engine was shut down and restarted just as we turned on to the main leads to Port Phillip Bay, and at 0025 Saturday 29th January 1977 the starboard engine alarm sounded, indicating over heating of the engine. As there was no navigational hazards to the ship, the engine was taken off load immediately and shut down after cooling. The reason for overheating was due to loss of discharge of the cooling water. It was found that the pressure could be regained by priming the pump and as pressure was built up the discharge was satisfactory and the engine ran as normal. However, as soon as the engine was shut down and restarted, all suction was lost, and the pump had to be reprimed each time. Over the weekend, the defect was found to be caused by corrosion in the valve of the main cross connection, and this was rectified by replacing corroded steel balls. After carrying out trials, the engine performed satisfactorily.

4. At 0150 Saturday 29th January 1977 the Ship came to anchor at Dromana Bay, which proved to be a suitable anchorage. At 0800 the Ship's Company were briefed in the operation of the general service pump and how to get pressure on the fire main, then exercised in fire drill, prior to weighing anchor.
5. At 0830 weighed anchor and proceeded to Frankston to rendezvous with Diving Work Boat, being used by DT6, who were rehearsing for a diving display to be held that afternoon. From 1015 to 1215 OOW manoeuvres and independent exercises were carried out in Port Phillip Bay. At 1250 the Ship was moored 50 yards off and parallel to Frankston Pier, to assist in the Diving display performed by DT6.
6. The Diving Team carried out a display using the Work Boat and Zodiac Rubber Dinghy doing runs passed the end of the Pier, with drop-off and pick-up of divers with the commentary being given by a CPODVR. This was followed by a diving display off the Pier to demonstrate to the public how divers can be controlled under water.
7. On completion of the display at 1700, anchors were weighed and the Ship proceeded to intercept a Polish Merchant Ship proceeding out to sea. ARDENT took up station astern of the Ship and followed it out to sea, via the South Channel, and once in Bass Strait, exercised OOW's in station keeping, changing from one station to another. At 2100 the exercise was completed and ARDENT proceeded to St. Leonards via the West Channel. At 2210 ARDENT anchored off St. Leonards.
8. At 0520 weighed anchor and proceeded to Frankston via the West and South Channels to exercise the Coxswain and Chief Bosuns Mate in pilotage. At 0800 we again rendezvoused with DT6 work boat and escorted the boat to Mornington. There was a force 4 southerly wind which made conditions for the work boat difficult and we were not able to carry out the intended exercises with the boat. After the work boat had berthed at Mornington, independent and OOW exercises were carried out on ARDENT and at 1000 the Ship was berthed at Mornington Pier.
9. At 1320 the Commodore of the Mornington Yacht Club, Dr. N. Crockford, arrived on board and at 1330 the Ship was anchored just off the Pier to act as Flag Ship for sail past of Yachts from the Mornington Club. At 1430 the Ship was re-berthed alongside the Pier, then the DT6 carried out the same diving display as they had done the previous day at Frankston. On completion of the display the Ship was open to visitors and in 2½ hours, we had 522 visitors.
10. At 1850 the Ship departed Mornington to escort the diving work boat back to Williamstown Naval Dockyard. Whilst at Williamstown, the opportunity was taken to replenish the Ship with fresh water, as there were no facilities at Mornington for fresh water, and the permanent crew were departing from Mornington for an eleven day patrol. Therefore, the Ship berthed at Inner East Nelson Pier at 2050 and after topping up the fresh water tanks it was decided to remain alongside until 0500 the following day.
11. At 0500 Monday 31st January 1977 the Ship departed Williamstown for further Pilotage, OOW and independent exercises prior to berthing at 0900 at Mornington to participate in the Australia Day Celebrations. At 0900 3 Officers, 5 Sailors and myself attended the Australia Day Ceremony at Alexandra Park, Mornington and at 1215 the Officers and myself were guests of the Shire President, Cr. D.T. Hubbard, and Councillors for light refreshments at the Civic Centre. From 1300 to 1500 the Ship was again open to visitors and in the 2 hour period there were 565 visitors, making a total number of visitors of the two days 1,085.
12. Once the ship was cleared of visitors, the Ship's Company were closed up at Cleaning Station in preparation for hand over of Command. Unfortunately no fresh water was available for hosing down the upper decks and the time available did not allow for thorough cleaning, however under the circumstances the Ship was in a reasonable state of cleanliness on handover. At 1530 LIEUTENANT M.R. TRAVIS-TAYLOR resumed command.

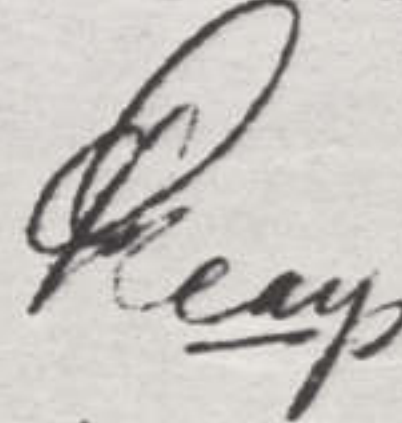
13. Besides the defect in the cooling water system, which caused the starboard engine and starboard generator to overheat, there were no other major defects and the machinery performed satisfactorily. Other minor defects have been reported separately. Although the Ship's company had limited experience, and this was the first weekend training in over four months, a lot of value was obtained from the weekend and it was particularly pleasing that the Ship's staff were able to rectify the defect so as not to delay ARDENT's programme.

14. The Ship's Company morale was reasonably good, in spite of the demanding programme directly following their normal working week.

I have the honour to be,

Sir,

Your obedient Servant,



(G.R. KEARS)

LIEUTENANT COMMANDER, RANR
COMMANDING OFFICER

Annex A. to
HMAS ADVENT letter
dated 31st January 1977

Distance steamed during period
2050 28th January 1977 to
1530 31st January 1977

263 Miles.

File Number

N 428	3	2078	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

REST 'D

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ARDENT - REPORT OF PROCEEDINGS - JANUARY 1977.

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

Cancel File No and inform Movements Section.

Close File No

Cross reference this file with: N 428/3/2020

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS ARDENT	AS TITLE	

LOGGING

Originator	Originator's Reference	Date	Initials
HMAS CERBERUS	1/16/10	9.3.77	

Information Classifier S KIRK (Signature) 16.3.77 (Date)

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

ARDENT

REPORT OF PROCEEDINGS

1-25.
FEBRUARY '77

DNO A Bass Strait patrol in which Ardent encountered some heavy weather, followed by stopping in Melbourne to renew anti-fouling paint. Ardent was handed over to a RANR crew on 25 Feb for Exercise Anchoorman. J. 20/4

CNS 26/4

CMT *alms/4*

CMTS *8/4*

DGLOG-N

CNM *2/5*

DGSUP-N *3/5*

PRLO-N *5/5*

IADMIN-N *AB 6/5*

- NOTES:
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AB 20/4/77



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1.16.10

HMAS CERBERUS
WESTERNPORT VIC 3920

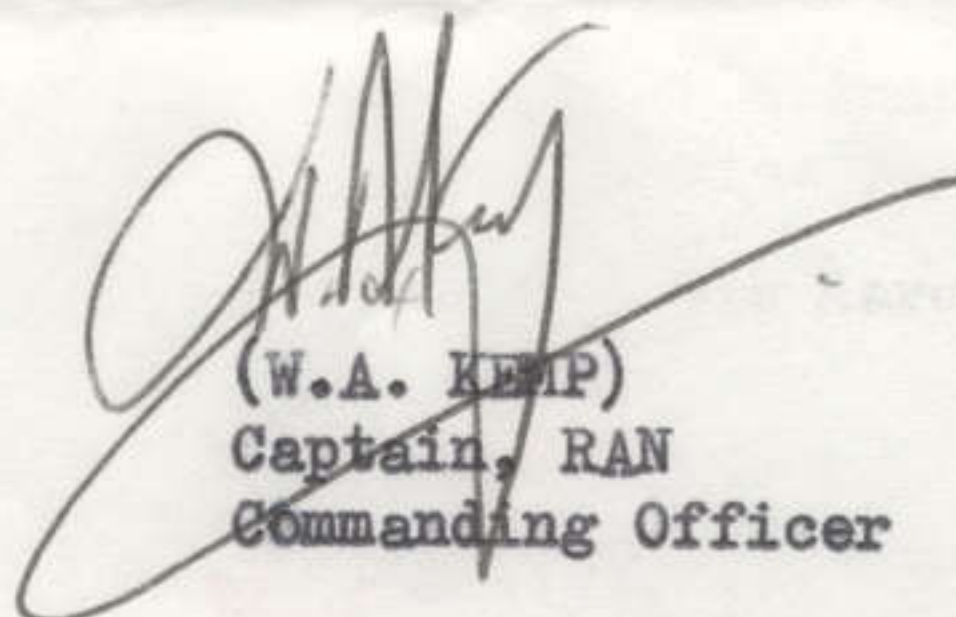
31 MAR 1977

DEPARTMENT OF DEFENCE (Navy Office)

HMAS ARDENT - REPORT OF PROCEEDINGS

FEBRUARY, 1977

1. Forwarded.
2. It is intended that divers from HMAS CERBERUS inspect the hull and underwater fittings of ARDENT following the re-application of anti fouling paint during the period 16-22 FEBRUARY.


(W.A. KEMP)
Captain, RAN
Commanding Officer

AM Enclosure: HMAS ARDENT Report of Proceedings dated 9th March, 1977.

*DCNS
(A)*

DEFENCE
INFORMATION ANALYSIS
CENTRE
MAR 2 00 34 AM

RECEIVED
MAR 2 1977

NOM: THOMAS ARDENT
RECEIVED MR

APR 5 09 34 '77
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

ENCLOSURE: HMS VEDENE before of proceedings dated 24th March 1944.

COMMENDING OFFICER
SERVING UNIT
(A.V. UNIT)



of which contains being during the period 14-22 FEBRUARY.
The unit and undertake training of VEDENE following the re-organisation
2. It is intended that details from HMS SERVICIA transfer
1. Forwarded.

FEBRUARY 1944

HMS VEDENE - BEFORE OF PROCEEDINGS

DEPARTMENT OF DEFENCE (HEAD OFFICE)

21 MAR 1977

DEFENCE SECRETARIAT AIG 2850
HMS SERVICIA

IN REPLY QUOTE 101010

TELEPHONE:



ROYAL AUSTRALIAN NAVY

1.16.10

1/16/2

HMAS ARDENT
At WESTERNPORT

09th March, 1977

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge
VICTORIA

The Commander
Australian Mine Warfare and Patrol Forces
HMAS WATERHEN

HMAS ARDENT - REPORT OF PROCEEDINGS - FEBRUARY, 1977

Sir,

1. I have the honour to Report the Proceedings of HMAS ARDENT, under my command from the 01st February, 1977 to the 25th February, 1977. The times throughout are zone Lima (-11).
2. Tuesday, 01st February, 1977 found ARDENT secured. Starboard side to Mornington wharf, after completing a RANR training weekend. At 1200, HMAS ARDENT cast off and proceeded on a programmed eleven day Bass Strait patrol.
3. On departing Mornington the weather was overcast, with passing showers and a freshening breeze springing up from the south. At 1330, when ARDENT reached Port Phillip Bay Heads, the 'rip' was building up into a 15 foot confused sea, with the wind still increasing in intensity. After a bumpy passage through the 'rip', the ship's course was altered to the south west at 13 knots for passage along the south coast. As the afternoon wore on it became increasingly obvious that the wind and sea were going to continue to increase, making our passage westward, very uncomfortable. Because of the rough conditions our course was altered to the south, for a direct route to King Island.



/Landfall

4. Landfall at King Island was made at 1900 on the 01st February, with the ship coming to anchor on the north eastern tip of King Island at 2000. This unavoidable deviation from our programme effectively reduced the ship's patrolling time by 24 hours. The original programme was to passage out to the South Australian border then down to King Island.
5. During the ship's passage from Port Phillip Bay to King Island, the heavy seas, further bent the exposed hydraulic lines on the 40/60 Bofor, rendering the mounting non-operational, URDEF 11/79 was subsequently raised. (Ref. HMAS ARDENT P04145Z FEB77)
6. The following 2 days were spent in the King Island area, collecting local information, to assist in future operations in the Bass Strait area. ARDENT during her time at King Island, anchored in three separate locations, two on the east coast and one on the west, and found them all to be usable, but only at the whim of the weather, which is very fickle. Strong winds and large seas come and go without warning and in short periods of time, make it a very difficult area to plan very far ahead.
7. Although the local authorities were willing to give out as much information as they can, the same does not apply to the local fishermen, who hold very tightly to their local knowledge statutes. Information on known but uncharted navigational dangers was impossible to obtain, as the charts for the King Island area seem to be incomplete.
8. HMAS ARDENT departed King Island at 0600, 04th February, and took passage for Three Hammocks Island via Black Pyramid Island. After a passage that commenced in light south westerly breezes and concluded in a Force 5 north easterly, the ship came to anchor at the southern tip of Three Hammocks Island. While at anchor, contact was made with the inhabitants of Three Hammocks Island who have been on the Island for twenty-three years.
9. At 0200, Saturday, 05th February, 1977 ARDENT weighed and proceeded from Three Hammocks for passage to Devonport. The passage was made in light airs and calm seas finally berthing port side to number three wharf, Devonport at 0800, 05th February, 1977. The ship remained alongside for the weekend. Contact was made with the organizers of the Launceston regatta of which HMAS ARDENT is committed to, only to discover that the ship has no official duties during the regatta.
10. As programmed ARDENT departed Devonport at 1000 on Monday, 07th February, 1977 and proceeded on passage to Flinders Island Group. While on passage the drive belt on the port main engine salt water cooling pump parted, shutting the engine down. Replacement of the belt, was delayed until the ship reached a quiet anchorage, which she did at 1900 on the 07th February, at the south western corner of the Flinders group.

/The simple

11. The simple task of replacing the drive belt was soon forgotten, when it was found that the drive pulley on the end of the drive shaft of the salt water pump was worn and hence off-centre. This new development rendered the Port main engine non-operational as the pulley could not be repaired onboard, hence URDEF 12/79 was raised (Ref. HMAS ARDENT PO71021Z FEB77).
12. Due to the above defect and forecasted gale force winds moving in from the north east, permission was sought and approval given by you Sir, to cut our programme short by two days and return direct to HMAS CERBERUS. At 1000 on Tuesday, 08th February, ARDENT weighed and proceeded for Westernport. The passage was made in flat seas with clear skies and fading breezes, anchoring for a few hours in Westernport and eventually berthing port side to CERBERUS wharf at 0900, 09th February, 1977.
13. Apart from the two URDEFS sustained during the patrol, a certain amount of recently applied anti-fouling had peeled from the hull. An inspection of the underwater hull was made by a diver from HMAS CERBERUS, who reported approximately 30% loss of anti-fouling paint. These facts were reported to you Sir, on the afternoon of the 09th February, 1977 at which time you decided to have Williamstown Dockyard informed and the ship slipped as soon as practicable.
14. At 1000 on Friday, 11th February, 1977 Williamstown Dockyard divers inspected ARDENT's hull and estimated that approximately 10% of the anti-fouling had peeled and a considerable amount more of the anti-fouling had bubbled and was about to peel. The Dockyard then decided to slip the ship early in the week commencing 14th February, 1977.
15. URDEF 12/79 was rectified on 11th February, 1977 when a new salt water pump was fitted. (Ref. HMAS ARDENT 240707Z FEB77)
16. At 0830, Monday, 14th February, ARDENT cast off and proceeded down Westernport for Port Phillip Bay and Williamstown Dockyard. On departing CERBERUS, Chaplain Hale, RANR, was embarked to scatter the ashes of five ex RAN personnel. This ceremony was carried out at the entrance to Westernport and Chaplain Hale was disembarked by ship's boat at Flinders wharf. HMAS ARDENT entered the 'rip' at 1200 and berthed starboard side to the inner wharf, Williamstown Dockyard at 1415, 14th February, 1977 where she remained overnight.
17. The Melbourne Harbour Trust (MHT) secured the contract to slip and re-anti-foul HMAS ARDENT. At 0730, 15th February, ARDENT cast off and proceeded to the MHT wharf where she secured port side to at 0750. The slipping commenced at 0830 and by 0930 ARDENT had reached the top of the slipway. Inspection of the hull revealed almost 100% breakdown of the anti-fouling paint, upon which a decision was made to re-sand-blast the entire underwater hull again, a process which was carried out one month previously. (Ref. GMWD DAV/OXG/DNV 160530Z FEB77)
18. On the evening of the 15th February, 1977 I attended an RANR training evening at HMAS LONSDALE, to finalize handover details of HMAS ARDENT for the forthcoming RANR ACT in the Sydney/Jervis Bay area.

/At 0930

19. At 0930 on Wednesday, 16th February, 1977 I officially called on the Naval Officer-in-Charge of Victoria, Commodore D.H.D. Smyth RAN. At 0930 on the following day I also called officially on the General Manager of Williamstown Dockyard, Commodore G.A. Bennett, OBE, RAN.

20. By the afternoon of Tuesday, 22nd February, 1977 the following tasks had been carried out on ARDENT's underwater hull:

- a. Completed sand-blasting - 16/17FEB77
- b. First coat silver anti corrosive paint - 17FEB77
- c. Second coat silver anti corrosive paint - 18FEB77
- d. Third coat silver anti corrosive paint - 19FEB77
- e. Fourth coat silver anti corrosive paint - 20FEB77
- f. One coat of black anti fouling paint (6mm) - 21FEB77
- g. Replacement of anodes, main suction grills, painting of divers line and curing time for black anti fouling paint. - 22FEB77

At 0745 on Wednesday, 23rd February, 1977 the MHT commenced the unslipping of HMAS ARDENT and by 0820 she was secured port side to the MHT wharf.

21. HMAS ARDENT cast off at 0900, 23rd February, and proceeded down Port Phillip Bay for Westernport and HMAS CERBERUS, berthing port side to CERBERUS wharf at 1300 of the same day.

22. The following two days were spent in preparing the ship for a complete handover to an RANR crew and command. URDEF 11/79, the 40/60 mounting was rectified on the 24th February. A gun functioning trial using breakup shot was successfully carried out alongside the CERBERUS wharf on the 25th February, 1977.

23. At 1630, 25th February, 1977 Lieutenant Commander G.R. Keays, RANR, with a full RANR crew assumed temporary command of HMAS ARDENT. ARDENT under RANR command departed Hanns Inlet bound for Sydney at 1730 25th February, 1977. HMAS ARDENT's PNF crew proceed on leave, which is to conclude on the 27th March, 1977 when ARDENT will return to Westernport. A separate Report of Proceedings shall be rendered by Lieutenant Commander G.R. Keays while he is in command of HMAS ARDENT.

24. The health, welfare, conduct and morale of the Ship's Company throughout the month has been very good.

I have the honour to be,

Sir,

Your obedient Servant

Glollins SBLT XO
fel (M.R. TRAVES-TAYLOR) AOL
Lieutenant RAN
Commanding Officer

Annex: A. Steaming Details.

ANNEX A TO HMAS ARDENT
LETTER 1/16/2 DATED
08TH MARCH, 1977

STEAMING DETAILS (UNTIL 251630(L) FEB77)

1. Distance steamed during month	865.4
2. Distance steamed since commissioning	58928.2
3. Hours underway during month	72.6
4. Hours underway since commissioning	4470.6
5. Hours, starboard main engine since installation	2262
6. Hours, port main engine since installation	1964

File Number

N 428	3	2117	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

SECRET UNCLASS

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ARDENT - REPORT OF PROCEEDINGS - FEBRUARY 1977

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

Cancel File No and inform Movements Section.

Close File No

Cross reference this file with:

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS ARDENT	ROP FEB 77	

LOGGING

Originator	Originator's Reference	Date	Initials
HMAS CERBERUS	1/16/10	31.3.77	

Information Classifier S. KIRK (Signature) 6.4.77 (Date)

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ARDENT REPORT OF PROCEEDINGS 25 FEB - 31 MAR '77

DNO → Three enthusiastic reports of participation in Anthonman
by the RANR. The final report covers an engine change
DGNOP + handover to PNF. J. 26/5

DCNS
CNS

CNP *AS 1/6*

CNTS *1/6*

DGLOG-N *2/6*

CNM *AS 1/6*

DGSUP-N *2/6*

PRLO-N *8/6/77*

IADMIN-N *AS 10/6*

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

AS 25/5/77



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10

HMAS CERBERUS
WESTERNPORT VIC 3920

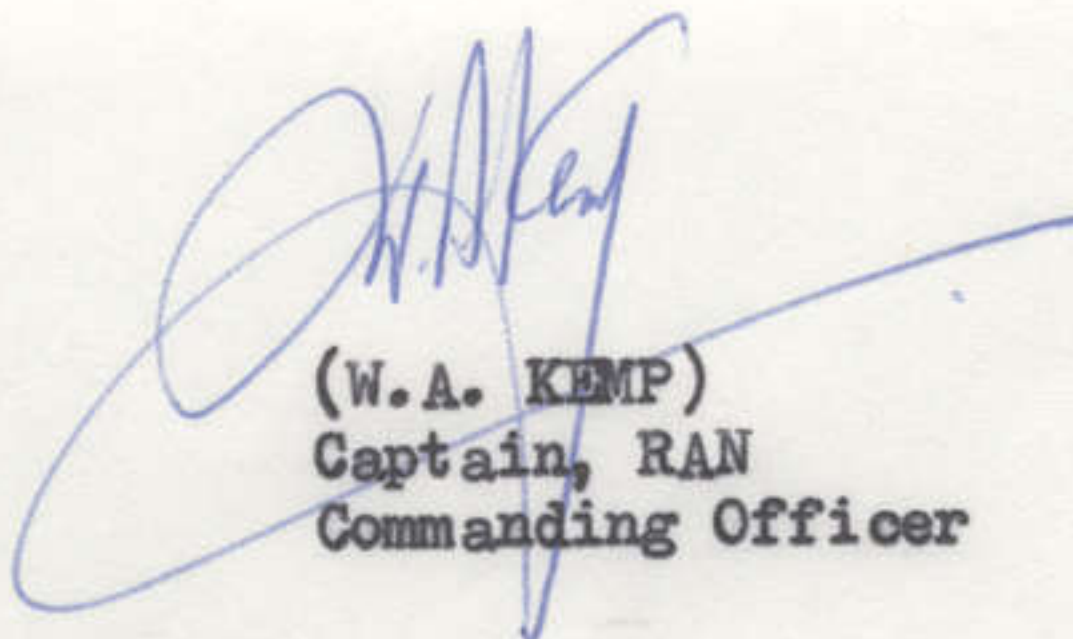
Department of Defence (Navy Office)

HMAS ARDENT - REPORT OF PROCEEDINGS

PERIOD 25th FEBRUARY to 31st MARCH, 1977

Reference: RI Appendix 29A

The enclosed reports are forwarded in accordance with the reference.


(W.A. KEMP)
Captain, RAN
Commanding Officer

Enclosures: HMAS ARDENT Report of Proceedings dated 22nd March, 1977
HMAS ARDENT Report of Proceedings dated 13th March, 1977
HMAS ARDENT Report of Proceedings dated 27th March, 1977
HMAS ARDENT Report of Proceedings dated 4th April, 1977

Handwritten: CNS
A

CENTRE
INFORMATION ANALYSIS
DEPT. OF DEFENCE
MAR 13 12 01 PM

RECEIVED

Handwritten: 1000-1000-1000-1000

New HMAS Accident - R.O.P N1A

RECEIVED

MAY 13 16 01 '77

DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

64/2
d

ENCLOSURES: HMAS VIDUAL before of proceedings dated 13th Mar 1977
HMAS VIDUAL before of proceedings dated 13th Mar 1977
HMAS VIDUAL before of proceedings dated 13th Mar 1977
HMAS VIDUAL before of proceedings dated 13th Mar 1977

COMMENDING OFFICER
SUBJ: HVM
(M.V. KEMP)

Reference:

The enclosed reports are forwarded in accordance with the

Reference: HI Vbhenqix SDV

PERIOD 24th FEBRUARY to 31st MARCH 1977

HMAS VIDUAL - BEFORE OF PROCEEDINGS

Department of Defence (Naval Office)

MESSAGE NO. AIC 3850
HMAS VIDUAL

HI Vbhenqix SDV

TELEPHONE:



ROYAL AUSTRALIAN NAVY



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/2

HMAS ARDENT
AT SEA

22nd March, 1977

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge
VICTORIA

Director of Naval Reserves and Cadets
DEPARTMENT OF DEFENCE (Navy)
Navy Office
CANBERRA ACT 2600

The Commander
Australian Mine Warfare and Patrol Forces
HMAS WATERHEN

The Commanding Officer
HMAS LONSDALE

HMAS ARDENT - REPORT OF PROCEEDINGS FOR THE
PERIOD 25th TO 28th FEBRUARY, 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT, under my command, for the period 25th to 28th February, 1977. Times throughout are zone Lima (-11).
2. On Friday 25th, at 1600, I assumed command from Lieutenant M.R. TRAVES-TAYLOR, RAN after spending the previous day with my Executive Officer and Coxswain mustering all registered publications and permanent loan list items. Departure was made at 1638 on Friday, 25th, for passage to Sydney, to participate in Exercise ANCHORMAN ONE.

.../2

3. There was hardly any wind for the first 10 hours of the passage, but due to an uncomfortable quarter and following swell, there was a lot of sea sickness initially. Off Gabo Island the wind had increased to force 6, from the south west. After an uneventful passage, the Ship anchored in Watsons Bay at 0910 on Sunday, 27th. This gave an opportunity to clean Ship, exercise fire drill and leaving ship stations and for a good meal to be prepared. Anchor was weighed at 1232 and ARDENT berthed at HMAS WATERHEN at 1306.

4. At 1032, Monday 28th, ARDENT proceeded in company with HMA Ships BOMBARD, BUCCANEER and AWARE. COMAUSMINPABFOR, Commander G. HALLEY, RAN, was embarked in BOMBARD to witness the harbour departure and OOW manoeuvres off Sydney Heads and was later landed in Watsons Bay. Whilst on passage to the Jervis Bay area, the patrol boats rendezvoused with HMA Ships BASS and BANKS and carried out a SCREENEX. This was followed by a SUCRFX on a splash target towed by AWARE, using both the 40/60 Bofor and after .50 calibre machine gun. BOMBARD and ARDENT then carried out 'Leapfrog' RAS approaches for one hour. The four patrol boats then fired 2 inch Rocket Flares for a AAROFX, using the 40/60 Bofor and after .50 calibre machine gun. This was followed by the patrol boats joining BASS and BANKS as the main body, for a night SCREENEX. Due to the slow speed of the main body, the patrol boats were given large sector screens to patrol, using their slowest cruising speed, on one engine.

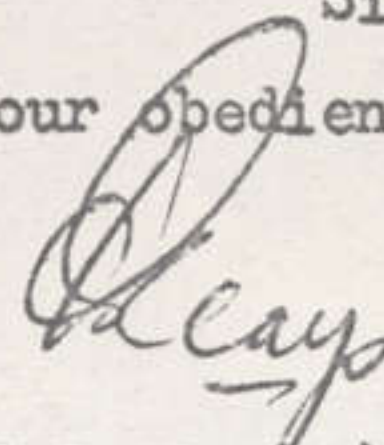
5. With a new, 100% RANR Ship's Company, and only three days at sea, it was very gratifying that the first day of exercise ANCHORMAN ONE was so successful, with all serials being completed in the programme. ARDENT gained extremely valuable experience, even only after one day, by operating in company with other ships. The gunnery was first class and there was generally a feeling of excitement and anticipation for the remainder of the exercise. For a large percentage of the Ship's Company, including the officers, this was the first opportunity to participate in a Fleet Exercise Programme in company; the last occasion was over seven years ago. The health, conduct and welfare of the Ship's Company during the period has been good and morale is high.

6. There have been no defects and the machinery is performing satisfactorily.

I have the honour to be,

Sir,

Your obedient Servant,



(G.R. KEAYS)
Lieutenant Commander, RANR
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details

ANNEX A TO HMAS ARDENT LETTER
1/16/2 DATED 1ST MARCH, 1977

STEAMING DETAILS

1.	Distance steamed during the period	712
2.	Distance steamed since commissioning	58,774.8
3.	Hours underway during the period	56
4.	Hours underway since commissioning	4,454.6
5.	Hours port main engine since installation	1,980
6.	Hours starboard main engine since installation	2,312
7.	Occasions for exceeding fast routeing speed:	

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
28 FEB 77	18	1.1	Exercise requirement

ANNEX B TO HMAS ARDENT LETTER
1/16/2 DATED 1ST MARCH, 1977

EXERCISE DETAILS

<u>DATE</u>	<u>EXERCISE</u>
25 FEB 77	Internal Fire Drill and Leaving Ship Stations.
27 FEB 77	Fire Drills, Leaving Ship Stations and Action Stations.
28 FEB 77	OOW Manoeuvres - BOMBARD, BUCCANEER, and AWARE.
	SCREENEX - BOMBARD, BASS and BANKS
	SUCRFX - BOMBARD and AWARE
	RASAP - BOMBARD
	AAROFX - BOMBARD and AWARE
	SCREENEX - BASS, BANKS, BOMBARD, BUCCANEER and AWARE.



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1/16/2

HMAS ARDENT
AT WAVERTON. 2060

13 March 1977

The Commanding Officer,
HMAS CERBERUS

For Information:

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge,
VICTORIA

Department of Defence (Navy Office),
CANBERRA. A.C.T.

Attention:

The Director of Naval Reserves and Cadets

The Commander,
Australian Mine Warfare and Patrol Forces
HMAS WATERHEN

The Commanding Officer,
HMAS LONSDALE

HMAS ARDENT - REPORT OF PROCEEDINGS

FOR THE PERIOD 1 TO 13 MARCH 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT, under my command, for the period 1 to 13 March 1977. Times up to and including paragraph 8 are Lima (-11) and from then on zone Kilo (-10) is used.
2. Tuesday 1 March was the second day of Exercise ANCHORMAN ONE, in the Sydney/Jervis Bay area. At 2325 on Monday 28 February, the night serials had been cancelled, and all ships participating had been instructed to proceed to Jervis Bay and anchor. ARDENT in company with HMAS BUCCANEER, anchored in F3 anchor berth, Jervis Bay at 0240 Tuesday 1 March 1977.
3. During the forenoon whilst at anchor, HMA Ships BASS, BANKS, BOMBARD and ARDENT carried out a Naval Communications Exercise. The ships' companies were lectured ashore by staff from HMAS ALBATROSS on inflatable life rafts and watched a demonstration. They also witnessed a Helo winching demonstration. In the afternoon, each ship exchanged Emergency Parties and prepared a brief scenario for the party being received. At 1500 Tuesday 1 March ARDENT in company with BUCCANEER weighed anchor, and conducted a TOWEX in Jervis Bay, both ships providing and receiving towing gear. On completion a BOARDDEX was conducted between the two ships underway. BOMBARD then joined and the three ships carried out OOW manoeuvres. In the meantime BASS, BANKS

.../2

and AWARE had sailed from Jervis Bay, to take up positions as Orange Force for a Night Encounter Exercise to be held that evening. ARDENT, BOMBARD and BUCCANEER formed the Blue Force, after successfully completing the exercise, the scheduled SCREENEX and Night Steam in company serials, were cancelled, due to the bad weather conditions. ARDENT with BUCCANEER anchored in Darling Road at 2340.

4. At 0700 Wednesday 2 March, ARDENT, BOMBARD and BUCCANEER weighed anchor and successfully carried out OOW manoeuvres in Jervis Bay, using the FPB manoeuvring table. On completion at 0800 BOMBARD and BUCCANEER proceeded to berth, for refuelling, whilst ARDENT conducted internal independent exercises. At 1039 ARDENT proceeded alongside the SAR Jetty HMAS CRESWELL to refuel and take on fresh provisions. On completion at 1228, ARDENT proceeded in company with BOMBARD and BUCCANEER for an AACRF sleeve shoot, however, at 1316 it was decided that due to the bad weather conditions, the gun firing exercise would have to be cancelled. So at 1414 ARDENT and BOMBARD completed a Formation Anchorage in Darling Road, Jervis Bay. At 1610 ARDENT and BOMBARD weighed anchor and proceeded to the northern area of Jervis Bay for Heaving Line Transfers and Towing exercises. Due to a defect in the anchor windlass on BOMBARD the exercise was aborted at 1700 and ARDENT returned to Darling Road and anchored at 1726. BOMBARD then secured alongside ARDENT's starboard side.

5. At 1830 Wednesday 2 March the FMCDO, LCDR M.A. LYNCH, RAN, the XO CDT2, LEUT J.G. HARDMAN, RAN, OIC DT5, LCDR B.A. WILCOX, RAN, and LCDR P. BALLESTY, RANR, from the FSB, HMAS CRESWELL, arrived on board ARDENT for a short briefing on the Operation Awkward exercise to take place the following forenoon. After the briefing BOMBARD proceeded alongside the SAR Jetty, HMAS CRESWELL, to remain overnight together with AWARE. In the meantime BUCCANEER, BASS and BANKS also anchored in the Darling Road anchorage berths, to remain overnight. During the evening the ship's company were briefed on Operation Awkward States, the duties and responsibilities of look-outs and how to interrogate captured under water swimmers. Also further Naval Communication Drills were carried out, including a DELTEX DRILL conducted by COMAUSMINPABFOR.

6. Early the next morning further Naval Communications drills were conducted at anchor. At 0900 the personnel from the other ships arrived on board ARDENT for a briefing from LEUT J.G. HARDMAN, RAN, XO CDT2 on the procedures, exercise restrictions and a demonstration by members of CDT2 on the various methods used by under water saboteurs and what personnel should look for in trying to detect swimmers. At 0930 personnel were returned to their own ships and once safety communications nets were established, the exercise commenced. ARDENT was the OCS for the exercise and the FMCDO remained on board, until near the completion of the exercise. CDT2 were the attacking team and members from the RANR Diving Teams 5, 6 and 7 were the search and clear teams. The Minister of State for Defence, the Honourable D.J. KILLEN, MP, joined BUCCANEER at 1030 and observed the exercise from that ship. The exercise was not only valuable training for the divers but for all the ships' companies. The Secretary and Aide-de-Camp to the Minister for Defence, MR. P. LIDDICOAT and LEUT K.M.B. CUSH, RAN, arrived on board ARDENT on completion of the exercise at 1200 for lunch.

7. At 1315 Thursday 3 March, the Minister for Defence, the Honourable D.J. KILLEN, MP, and COMAUSMINPABFOR, CMDR G. HALLEY, RAN, joined ARDENT from BANKS, where they had dinner. On joining the VIP's were handed cards detailing their leaving ship and emergency stations. ARDENT immediately weighed anchor and joined BOMBARD, BUCCANEER and AWARE for OOW manoeuvres en-route to area R445A, for an AACRF. Unfortunately the Minister had to return to Canberra for another commitment and at 1423 ARDENT detached and returned alongside the SAR Jetty, HMAS CRESWELL, at 1505 to disembark the Minister and COMAUSMINPABFOR. Departure was made at 1658, in preparation

5 for a Minefield Transit and Departure Screen out of Jervis Bay. However, in order to relay a bad weather forecast, which had been obtained alongside, to the OTC, ARDENT anchored at 1735 and BOMBARD secured alongside. OTC then requested cancellation for the night serials and at 1855, all ships weighed anchor and proceeded to Sydney, ARDENT, BOMBARD, BUCCANEER and AWARE in company, BASS and BANKS in a separate division. The passage to Sydney was rough, with large following seas and heavy rain, after a night entry into Sydney Harbour the four ships berthed at HMAS WATERHEN at 0301

8. Friday 4 March at 0829 ARDENT proceeded to an ammunition lighter near Spectacle Island and re-ammunitioned. On completion, re-fuelled from the Oil Fuel Lighter at HMAS WATERHEN and then returned alongside at 1020. A debrief for phase one of the exercise was held immediately all the ships completed fuelling. Commanding Officers for the Blue Force and OTC held a meeting on the Friday afternoon to plan tactics and communication plans for the forthcoming tactical phase. ARDENT remained alongside for the next two days, which enabled the outstanding defects to be rectified, planned maintenance schedules and ships husbandry to be brought up to date.

9. On Sunday 6 March the OTC, CMDR R.J. DENNIS, RANR, joined ARDENT for phase two of the exercise. After a delay of seven hours due to bad weather, ARDENT departed WATERHEN at 2302 in company with the other Blue Force ships, BOMBARD and BUCCANEER. The Orange Force ships, BANKS and AWARE had sailed during the forenoon, BASS was unable to sail due to defects. On clearing Sydney Heads, ships of Blue Force proceeded independently, to patrol their perspective areas. Blue Force had an area extending from latitude 33° south to latitude 36° south and 100 miles to seaward from the coast. Each area was given a datum position to facilitate reporting. ARDENT's Patrol Line was from position 34° 12' south 151° 34' east to 34° 49' south 151° 17' east on a course of 020/200 degrees true.

10. Due to deteriorating weather conditions, all Blue Force ships were ordered to close the coast by 10 miles to obtain a more favourable lea shore, this was at 0525 on Monday 7 March. Later during the forenoon, ARDENT had difficulty with the steering and anchored in Jervis Bay at 1155 and weighing again at 1335, after rectifying the defect. During the night the weather improved and as a result numerous fishing boats appeared, which meant ARDENT had to investigate every contact, consequently there was very little sleep that night. During the night BOMBARD had captured BANKS in the southern patrol area. At 0530 Tuesday 8 March, ARDENT unsuccessfully tried to intercept AWARE, so having achieved a 50% success rate, the members of Blue Force were instructed to anchor in Jervis Bay, ARDENT anchored at 0619 in Darling Road.

11. Anchor was weighed at 0950 and proceeded in company with BOMBARD, BUCCANEER and AWARE for OOW manoeuvres en route for an AACRF/SLEEVE serial. From 1205 to 1330 all ships carried out 40/60 Bofor AA firing at a sleeve target. This was followed by more OOW manoeuvres, then small arms and .50 calibre machine gun firings at selected surface targets. Then at 1600 further 40/60 Bofor AA firings at another sleeve target. At 1858 the patrol boats completed a formation anchorage in Darling Road, where they remained overnight, for a much needed rest and sleep.

12. From 0800 to 1600, the majority of the Ship's Company proceeded ashore to the Fire Ground, for practical fire fighting and to witness demolition exercises. After the personnel returned on board, ARDENT and BOMBARD weighed anchor and with BOMBARD supplying the towing gear, took ARDENT in tow, whilst recovering the tow, the anchor windlass on ARDENT was rendered unserviceable, so once BOMBARD had re-anchored, ARDENT secured alongside BOMBARD's starboard side. At 2000 ARDENT sailed with BOMBARD and BUCCANEER for night steaming in company on passage to Sydney.

13. At 0745, Tuesday 10 March, the three patrol boats, after an uneventful passage, rendezvoused with BANKS off Sydney Heads and at 0800, ARDENT led the other three ships through the Heads for a ceremonial entry into harbour,

berthing alongside the Oil Fuel Lighter at HMAS WATERHEN at 0859, for re-fuelling. On completion of fuelling ARDENT berthed out board of BOMBARD, at the Patrol Boat Wharf. An exercise de-brief was held on board HMAS WATERHEN, under the Chairmanship of COMAUSMINPABFOR. CMDR R.J. DENNIS, RANR, left ARDENT on arrival and re-joined WATERHEN. During the afternoon, 13 members of the Ship's Company paid a visit to HMAS PLATYPUS for a conducted tour of HMAS OXLEY. A visit to General Electric Diesel's works at Artarmon, where the RAN Paxman Diesel engines are overhauled, was organised for the Engineeroom technical sailors together with a newly joined technical sailor from WATERHEN. The tour was conducted by the Base Senior Technical Sailor, which also proved very valuable.

14. During the forenoon on Friday 11 March the Officers and six sailors were taken on a conducted tour of the Tactical Trainer at HMAS WATSON. Although the opportunity to visit other establishments had been made possible, it was necessary to spend time in carrying out ship husbandry, rectifying defects and preparing for the handover to the next RANR Crew.

15. Saturday 12 March the Chief of Naval Personnel, RADM G.R. GRIFFITHS, RAN, and the Director of Naval Reserves and Cadets, CAPT J. LANCASTER, RAN attended a briefing on board HMAS WATERHEN, by COMAUSMINPABFOR, Commanding Officers of the ships that took part in Exercise ANCHORMAN ONE, including the OTC, CMDR R.J. DENNIS, RANR, and the relevant Heads of Department from WATERHEN that were involved in the exercise. Following the briefing, CNP, DNRC, and COMAUSMINPABFOR paid brief visits to the various ships, to witness progress in the handover of crews. With the exception of key personnel, ARDENT's crew from ANCHORMAN ONE were discharged ashore during the afternoon, for return passage back to Melbourne. The key personnel for ANCHORMAN TWO crew, arrived on board after lunch and immediately commenced all the necessary mustering of Naval and Victualling Stores, Registered Publications and received the necessary briefings for the handover to be completed the following day. That evening the RANR Officers from both Exercise ANCHORMAN ONE and TWO crews, help host a cocktail party on board HMA Ships BANKS and BASS. Amongst the Official Guests, were RADM G.R. GRIFFITHS, RAN; CAPT J. LANCASTER, RAN and Miss Lancaster; CMDR & Mrs G. HALLEY; LCDR & Mrs W.A. MASKELL; LCDR & Mrs. F. GALBRAITH and LEUT & Mrs R.G. THOMAS.

16. On Sunday 13 March the balance of ANCHORMAN TWO Ship's Company arrived on board and by 1200 the handover had been completed and LCDR M.C.H. HILLS, RANR, assumed command.

17. During the whole period the machinery performed satisfactorily and there were no major defects. Only the anchor windlass (on two occasions) and the starboard engine tachometer required URDEF action. Other defects were only of a minor nature, which were handled by ship's staff. The ship did not miss any of her programme commitments through defects.

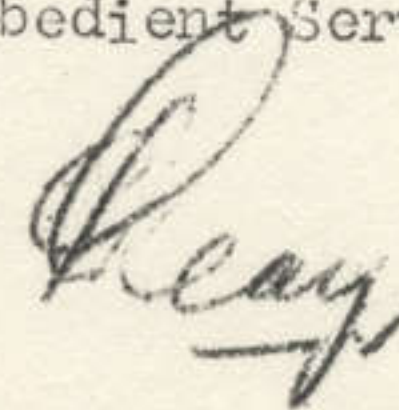
18. The Ship's Company gained extremely valuable experience during the whole period, particularly operating in company with other ships; the opportunity for which has not occurred for over seven years. It is hoped that EXERCISE ANCHORMAN can become a yearly programme commitment. It is gratifying and of great satisfaction to see the Ship's company react quickly and admirably to the atmosphere of competition and the necessity for teamwork. Indeed, a noticeably high degree of "esprit-de-corps" developed on board. This was the first period of training for several of the crew and the first period of operating in company for the majority of the Ship's Company. Although a lot of additional training was undertaken prior to the exercise, such as refresher courses in Communications, Fleetwork Trainer and Crypto, both at HMAS LONSDALE and HMAS CERBERUS, the need for planning and training for the next exercise will need to commence immediately. Full details and recommendations for training objectives to be achieved, prior to any further exercise being undertaken will be contained in a separate report.

19. The health, conduct and welfare of the Ship's Company during the period has been good; morale was high.

I have the honour to be,

Sir,

Your obedient Servant,



(G.R. KEAYS)
LIEUTENANT COMMANDER, RANR
COMMANDING OFFICER

ANNEX A. TO HMAS ARDENT LETTER
1/16/2 DATED 13 MARCH 1977

STEAMING DETAILS

1.	Distance steamed during period	912.0
2.	Distance steamed since commissioning	59,686.8
3.	Hours underway during the period	83.0
4.	Hours underway since commissioning	4,537.6
5.	Hours port main engine since installation	2,060.0
6.	Hours starboard engine since installation	2,350.0

EXERCISE DETAILS

DEPARTMENT:

General:	1 MARCH	NSIC - BUCCANEER Helo winching and IIR Demonstration - CRESWELL SAR JETTY OOW manoeuvres - BOMBARD, BUCCANEER NEX - BOMBARD, BUCCANEER, ARDENT (Blue) BANKS, BASS, AWARE (Orange)
	2 MARCH	OOW manoeuvres - FPB Table - BOMBARD, BUCCANEER Man Overboard RAS approaches - BOMBARD
	3 MARCH	OP. AWKEK - CDT2; DT 5, 6 & 7; BANKS, BASS, BOMBARD, BUCCANEER, AWARE OOW manoeuvres - BOMBARD, BUCCANEER, AWARE NSIC - BOMBARD, BUCCANEER, AWARE
	4 MARCH	NSIC & OOW manoeuvres - BOMBARD, BUCCANEER, AWARE
	6/8 MARCH	TACTEX - ARDENT, BOMBARD, BUCCANEER (Blue Forces) BANKS, AWARE (Orange Forces)
	8 MARCH	OOW manoeuvres - BOMBARD, BUCCANEER, AWARE OOW Shiphandling - BOMBARD, BUCCANEER, AWARE
	9 MARCH	OOW Manoeuvres - BOMBARD, BUCCANEER
	10 MARCH	NSIC - BOMBARD, BUCCANEER OOW Manoeuvres - BOMBARD, BUCCANEER, BANKS Ceremonial entry into Harbour - ARDENT, BOMBARD, BUCCANEER and BANKS.
Seamanship:	1 MARCH	TOWEX - ARDENT tow BUCCANEER BUCCANEER tow ARDENT
	2 MARCH	Heavy Line Transfer - BOMBARD TOWEX - ARDENT tow BOMBARD
	9 MARCH	TOWEX - BOMBARD tow ARDENT
Communications:	1 MARCH	NCX 204 - BASS, BANKS, BOMBARD, BUCCANEER
	2 MARCH	NCX 202 - BASS, BANKS, BOMBARD, BUCCANEER DELTIX DRILL - Receive and Release
	3 MARCH	NCX 205 - BASS, BANKS, BOMBARD, BUCCANEER, AWARE
Gunnery:	1 MARCH	BOARDIX underway - ARDENT board BUCCANEER BUCCANEER board ARDENT
	3 MARCH	Strikes by NAS NOWRA AAWDX
	8 MARCH	AACRF/SLEEVE - BOMBARD, BUCCANEER, AWARE SUCRFX - .50 Cal. Browning and Small Arms AACRF/SLEEVE - BOMBARD, BUCCANEER, AWARE
	9 MARCH	DEMOLIX - Jervis Bay Demolition Grounds
NBCD:	1 MARCH	Exchanged Emergency Parties - BUCCANEER
	2 MARCH	INDEX - Firefighting Internal Drills - BOMBARD, BUCCANEER
	9 MARCH	Fire Fighting - Fire Ground Jervis Bay
Navigation:	2 MARCH	Formation Anchorage - BUCCANEER
	8 MARCH	Formation Anchorage - BOMBARD, BUCCANEER
Technical:	7 MARCH	Steering gear breakdown.



ROYAL AUSTRALIAN NAVY

11/16/2

TELEPHONE:

IN REPLY QUOTE

HMAS ARDENT
at Sydney

27th March 1977

The Commanding Officer,
HMAS CERBERUS

For Information:

The Naval Officer-in-Charge,
VICTORIA

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

The Commanding Officer,
HMAS LONSDALE

The Commanding Officer,
Royal Australian Naval Reserve,
PORT MELBOURNE DIVISION

The Commanding Officer,
HMAS ARDENT

HMAS ARDENT - REPORT OF PROCEEDINGS

12 TO 27 MARCH 1977 (EXERCISE ANCHORMAN TWO)

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT, under my command, for the period 12-27 March 1977. Times quoted throughout are Zone Kilo (-10).
2. On Saturday 12 March 1977 on completion of the handover from the RANR personnel who had taken the Ship through Exercise ANCHORMAN ONE, I assumed command from Lieutenant Commander G.R. KEAYS, RANR, at 1600 at HMAS WATERHEN.
3. In accordance with EAMP 11/77, Exercise ANCHORMAN TWO commenced when ARDENT sailed in company with BOMBARD and BUCCANEER at 1230 on Monday 14 March 1977. Some difficulty was experienced with the steering during some OOW manoeuvres carried out off the Heads for Commander G. HALLEY, RAN, and when, having detached BOMBARD and BUCCANEER, ARDENT returned to Watson's Bay to rendezvous with Commander Halley's barge, I decided to anchor there and inspect the steering gear. At 1500 with repairs effected I commenced to weigh anchor and found that the windlass was inoperative. Not being fully satisfied that the steering was completely efficient, and with commitments to anchor and be towed I decided to weigh by hand and return to WATERHEN and seek the assistance of Base Staff - a decision that was vindicated when, during the passage down harbour, difficulty was once again experienced in steering the Ship. ARDENT berthed at 1702 and Base Staff boarded and with their assistance and advice, repairs were effected to both windlass and steering enabling ARDENT to sail

again at 1327. Shortly after clearing the Heads a momentary power failure caused the Gyro compass to topple and, as the seas were too rough to re-set it, magnetic courses were set and steered to regain the exercise at about 2230 which brought us into the Screenex serial.

4. On Tuesday 15th March 1977 in Jervis Bay from 0730 to 2000 all the exercises called for by the BAKF were successfully carried out and I could see a marked deference in the effectiveness of my crew as they settled down and learnt to work together as a team. At about 1945 while ARDENT was being prepared for the night exercise off J.B. amid strong winds and rising seas, the serial was abandoned due to the weather conditions and damage and injury aboard BASS and BANKS which had put out to sea earlier. The following morning saw little improvement in the weather but BASAPS, MODMX and COU manoeuvres were successfully carried out in Jervis Bay and, after berthing at the SAR wharf for fuel and stores at midday, ARDENT departed in company with BOMBARD, AWARE and BUCCANIER at 1250 for the firing area on Wednesday 16 March 1977.

5. Whilst the sea state was unremarkable close inshore, I noted with growing concern that the further out the formation progressed, the steeper the sea became although the wind had abated. On arrival at the firing area at 1400 was my considered opinion that the sea state coupled with inexperienced guns crews, sea sickness, unsatisfactory communications and my own inexperience in conducting an AACRF constituted an unacceptable risk and accordingly - as OCS of the serial - abandoned the shoots and returned to within a few miles of the shore where, with enough seas to make it difficult, tracking exercises were carried out until it was time to return to harbour. On Thursday 17 March 1977 a duplication of the air and surface shoot serials was more successful with the sea state much improved, but as OCS surface shoot I was disturbed over the amount of time lost through being late at the rendezvous (the previous serial ended too far away) and lack of experience resulting in an overcrowded voice net and consequential difficulty in controlling ships and target which led to a long "stern chase" before firing could commence.

6. Following a successful Screenex out of J.B. that night employing all the Units engaged in the Exercise ANCHORMAN TWO, ARDENT returned in company, exercising en route, to WATERHEN berthing at 1021 on Friday 18 March 1977, after replenishing ammunition and fuel.

7. On Sunday morning 20 March 1977 pre sailing checks revealed defects in the Radar and when the efforts of the Ship's technical rate failed to effect a repair, Base Staff assistance was sought. In spite of concerted effort I was forced to delay sailing beyond the signalled time for the commencement of the TACTEX as ARDENT's effectiveness as a patrol Unit would be seriously impaired without the Radar which was still inoperable at 1600. By 0030 on Monday 21 March ABETIC SHEWARD of Base Staff with ARDENT's ABETIC LOGAN had worked on the set almost without a break for more than 12 hours and, having replaced nearly every valve in the set, their efforts were rewarded and ARDENT departed from WATERHEN at 0054 to take up her assigned patrol off the coast between 35° and 36° South. Shortly after leaving harbour the Radar failed again but was repaired by the Ship's ETC that morning in day light.

8. Problems with communications which had to a lesser degree been experienced earlier in the Exercise, now seemed to come to a head and ARDENT was unable to contact any signal station ashore on any of the frequencies available, nor any ships other than BASS and BANKS, who were also having trouble in passing their "Check". With only one hour to go before 0000Z I decided to make a dash for Jervis Bay to pass my check through CRESWELL and when I encountered a Merchant Ship M.V. "EXPRESS" I took the opportunity of passing an abbreviated signal through her by loud hailer. This proved to be an expedient decision because we were unable to raise CRESWELL until we were less than 2 miles off the breakwater at 1300. Berthing at 1320 at SAR wharf, shore assistance was obtained

to check ARDENT's transmitter and with everything reported correct, ARDENT left at 1350 and returned to her station. Nearing the southern most point of patrol a contact was made which, upon investigation, proved to be BASS of the opposing ORANGE FORCE and a capture was effected at 1740 by closing her to within 2 cables. Once again difficulty was experienced in making contact ashore to pass our PIM at 1800 and transmissions heard from BASS and BANKS showed that they too were having the same trouble. I directed ARDENT at all practicable speed for J.B. again but was able this time to pass a message before she reached the entrance itself and was able to continue the patrol through the night.

9. On Tuesday 22 March 1977 at the conclusion of the TASTEM, rendezvous with BUCCANEER was made in the Firing Area and successful surface and AA shoots were carried out before returning to anchor in J.B. in preparation for the visit of CNS on Wednesday 23 March 1977. Vice Admiral A.M. SHENOT, RAN, and Captain J. LANCASTER, RAN, boarded at 1300 and witnessed tactical evolutions conducted with BOMBARD and BUCCANEER until the conclusion of that serial at 1400 at which time they left the ships to go aboard BOMBARD to witness TOMIX, and BANKS to watch BOARDEN. ARDENT also had as guests aboard for the day MR. D.MC ALISTER, MR. K. EASON and MR. M. WOOLEY, all from Canberra. CNS inspection ended with his departure from CRESWELL at 1600.

At 2000 that day ARDENT weighed and proceeded to Sydney in company with BOMBARD and BUCCANEER, some difficulty being experienced in matching the revs/speeds of the ships to enable all to travel at an economical speed on one engine and in the end it was found to be necessary for BOMBARD to flash up her second engine to enable ARDENT and BUCCANEER to increase their revs above 950 and still maintain station. The ceremonial entry at 0800 on Thursday 24 March 1977 led by BASS and BANKS concluded the serials laid down for Exercise ANCHERMAN TWO.

11. A visit to HMAS OXLEY was organised and attended by all those who could be spared from duties - an earlier defect on the Starboard ME's fuel pump had recurred, precluding the attendance of the engineering staff who were engaged in helping the Base Staff personnel replace the defective Unit - but all those who went obtained benefit from the visit and an insight into another branch of the Service. A visit to WATSON had to be cancelled as our sailing time had to be advanced to 1000 on Friday 25 March 1977 to enable an earlier return to CERBERUS to meet a Service commitment laid down for the following week. However, in spite of Base and Ship's staff working all night on fitting and repairing the new fuel pump and certain other faults detected in Port ME including the failure of the over speed trip mechanism on that engine, ARDENT was only pronounced ready for sea at 1200 and left WATERHEN at 1230 on Friday 25 March 1977.

12. Shortly after clearing the Heads my charge asked that Starboard ME be shut down to enable some work to be done on it as it was overheating and the passage was continued on the Port ME. At 1517 off Woolongong the Port ME failed and, ascertaining that the fault was serious, I decided to return to WATERHEN where full repair facilities were available even though my engine room personnel had not been able to complete retuning the Starboard's ME. Attempts to contact Sydney Harbour Control, ALBATROSS and CRESWELL by radio failed, although BASS - well to the South - and BANKS were able to hear our transmissions "Loud and Clear" and Darwin also responded but advised that there was too much interference to accept accurately groups. As BASS and BANKS said they too were unable to relay for us I directed my RC to keep calling and closed Sydney as quickly as the remaining engine would allow, ordering the anchor and boat cleared away and the towing hawser prepared on the fo'c'sle in case it should fail. ARDENT entered harbour and came to anchor in Watson's Bay at 1640 at which time communications were established with Sydney Harbour Control, our signals passed, and my Executive Officer despatched ashore to phone WATERHEN to give as early advice as possible of the situation in case the signals were delayed. At 2121 ARDENT weighed and, with a work boat in attendance, proceeded down harbour to WATERHEN, berthing without further incident at 2156 on Friday

25 March 1977. The Ship was cleaned through in preparation for the handover to the RAN Crew who joined on Sunday 27 March 1977 and on that day at 1600 I relinquished command to Lieutenant M.R. TRAVES-TAYLOR, RAN.

13. Numerous errors were made during this A.C.T. period but none serious and all stemming from the very thing this ANCHORAGE Exercise has done so much to combat - namely unfamiliarity with matters pertaining to operating as a Unit amongst other Units. The comment has been made by almost every member of the Ship's Company that they have learned more in these two weeks than during many years of previous training and I can do no more than agree. I am determined to see that where it lies in my power none of the valuable lessons learned will be lost and that areas in which weakness were revealed will be the subject of more comprehensive training through the coming year.

14. I was more than satisfied with the performance of DICKINSON CREW throughout and pleased to note that morale remained at a very high level despite numerous set backs.

I have the honour to be

Sir,

Your obedient Servant

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

Annex A.
Annex B.

STEAMING DETAILS

1. Distance Steamed during period 1,5047.2 miles
2. Distance steamed since commissioning
3. Hours underway during period 123.00 hours
4. Hours underway since commissioning
5. Hours Port Main Engine
6. Hours Starboard Main Engine
7. Occasions for exceeding economical speed:-
Exceeded on numerous occasions in accordance with the requirements of EAXP 11/77 and 12/77 and to clear engines.

Annex B. to
HMAS ARDENT letter 1/16/2
dated 27th March 1977

EXERCISE DETAILS

GENERAL:

COV Manoeuvres.
Man Overboard.
Navigational Exercises.
Leaving Ship, Emergency and Fire Stations.
Boarding Parties.
Night Exercises.
NECDISM.

SEAMANSHIP:

Towex.
Weighing by Hand.
RASALS.
Screenex Forage.

GUNNERY:

AAROFX.
SUCRF.

TECHNICAL:

Steering from Emergency Steering Position.
Steering by Main Engines.

3. 3 x copies

1/16/2

HMAS ARDENT
at SYDNEY

- 4 APR 1977

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge
VICTORIA

The Commander
Australian Mine Warfare
and Patrol Forces
HMAS WATERHEN

HMAS ARDENT
REPORT OF PROCEEDINGS
MARCH, 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT under my command from the 27th March, 1977. The times throughout are Zone KILLO (-10).

2. At 1500 on Sunday 27th March, 1977, I resumed command of HMAS ARDENT from Lieutenant Commander M.C.H. HILLS, RANR, while the ship was berthed port side to the Patrol Boat Wharf at HMAS WATERHEN. (REF HMAS ARDENT Letter 72/21/1 of 27th March, 1977). Originally, the handover was to have taken place at Westernport Bay, but due to a defect on the port main engine, (REF COMAUSMINPABFOR DAU/OWU 251635Z MAR 77), which rendered ARDENT non-operational and unable to passage from Sydney to Westernport Bay.

3. Initial notice of the above defect reached me, at 2200 on the 25th March, 1977, when action was initiated to recall as many of ARDENT's PNF crew as possible, to fly to Sydney on the 26th March, 1977. Excellent progress was made in this direction, and at 1830, Saturday the 26th March, 1977 fourteen of ARDENT's Ship's Company departed for Sydney. Overnight accommodation was arranged for HMAS PENGUIN with the PNF crew arriving at HMAS WATERHEN at 0900 the 27th March, ready to commence the handover of HMAS ARDENT from the RANR crew.

4. Signals received at HMAS CERBERUS on the 26th March, indicated that the damage sustained by ARDENT's port main engine was serious. This unfortunate state of affairs was soon confirmed by the Base Engineering Officer (BEO) of HMAS WATERHEN; Lieutenant Commander B.L. SWAN, whom on Monday the 28th March, informed me that the port main engine was to be changed, and that an enquiry into the causes of the damage may possibly be held. In anticipation of this enquiry, the BEO confiscated all of ARDENT's Engineering Logs on the evening of the 25th March, 1977.

5. At 0900 on the 28th March, 1977, I called on COMMANDER G. HALLEY, GLEX where the engine change and forthcoming Patrol Boat operations were discussed.

6. The engine change, which was undertaken by HMAS WATERHEN's Base Staff, Ship's Staff and supervised by the BEO proved to be a very efficient and quick operation, with the following sequence of events occurring:

a. Monday 28th March, 1977:

0830 - Commenced unbolting funnel coach housing and engine room funnel and fan trunkings.

1600 - Funnel (1½ tons) removed by WATERHEN's mobile crane.

b. Tuesday 29th March, 1977:

0830 - Hired 31 ton crane arrived.

1230 - Defective Port Main Engine No. 650030/14 removed.

1600 - New Port Main Engine No. 650027/17 installed.

c. Wednesday 30th March, 1977:

- Lining up of engine.

- Engine pads placed and engine left to settle.

d. Thursday 31st March, 1977:

- Aligning of engine (to within a half of a thousandth of an inch of the required measurements).

1700 - Engine lined up and bolted down.

e. April, 1977:

- During the first 4 days of April it is anticipated to complete the installation of Engine Room piping and auxiliary machinery. Basin and sea trials are scheduled for the 5th April, allowing ARDENT to sail for Westernport on the evening of the 5th April, 1977.

7. During ARDENT's engine change the ship's 40/60 barrel and breach were landed for a scheduled INO Inspection at Randwick. Also a new V.H.F. transceiver (the Willis Seaphone) was installed, providing the ship with much needed communications with harbour authorities.

8. The health, welfare, conduct and morale of the Ship's Company since the 26th March, 1977 has been very good.

I have the honour to be,

Sir,

Your obedient Servant.



(M.R. TRAVES-TAYLOR)
LIEUTENANT, RAN
COMMANDING OFFICER

ANNEX A - Steaming Details

ANNEX A TO
HMAS ARDENT's LETTER
1/16/2
DATED:

STEAMING DETAILS
FROM
27TH MARCH, 1977

- | | | |
|----|---|---------|
| 1. | Distance steamed since 27 MAR 77: | NIL |
| 2. | Distance steamed since commissioning: | 62100.4 |
| 3. | Hours underway since 27 MAR 77: | NIL |
| 4. | Hours underway since commissioning: | 4708.7 |
| 5. | Hours starboard main engine since installation: | 2442.9 |
| 6. | Hours port main engine since installation: | |
| | a. Old engine No. 650030/14: | 2169.7 |
| | b. New engine No. 650027/17: | NIL |

File Number

N 428	3	2192	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

U/C

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ARDENT - REPORT OF PROCEEDINGS -
25th February - 31st March, 1977.

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

Cancel File No and inform Movements Section.

Close File No

Cross reference this file with:

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

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

LOGGING

Originator	Originator's Reference	Date	Initials
		/ /	

Information Classifier

Noelle (Signature) 16 / 5 / 77 (Date)

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ARDENT REPORT OF PROCEEDINGS APRIL 1977

- ~~DNO~~ Passage Sydney - Westport - Sydney + fleet support operations. Ardent + Bantard visited Newcastle for the Anzac day weekend. p. 27/5
- ~~DGNOP~~
- ~~DCNS~~
- ~~CNS~~
- ~~CNP~~ 2/16/76
- ~~CNTS~~ 2/16/76
- ~~DGLOG-N~~ 2/16/76
- ~~CNM~~ 2/16/76
- ~~DGSUP-N~~ 2/14/76
- ~~PRLO-N~~ 2/16/76
- ~~IADMIN-N~~ 2/16/76

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

AS 26/5/77



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1.16.10

HMAS CERBERUS
WESTERNPORT VIC 3920

11 7 MAY 1977

Department of Defence (Navy Office)


HMAS ARDENT - REPORT OF PROCEEDINGS

APRIL 1977

Reference: R.I. Appendix 29A

The enclosure is forwarded in accordance with the reference.


(W.A. KEMP)
Captain, RAN
Commanding Officer

 Enclosure: HMAS ARDENT Report of Proceedings dated 1st May, 1977

CNS
(A)

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE
MAY 12 10 45 AM

UNCLASSIFIED COVERING

RESTRICTED

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242

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MAY 19 10 42 '77

DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

Enclosure: HMAS ARGENT Report of Proceedings dated 1st May, 1977

Commanding Officer
Submarine HMAS
(M.V. UZZY)

The enclosure is forwarded in accordance with the reference.

Reference: H.I. Appendix 2A

MAY 1977

HMAS ARGENT - REPORT OF PROCEEDINGS

Department of Defence (Naval Office)

11 MAY 1977

ADVERSE/INFORMAL AIC 2850
HMAS ARGENT

IN REPLY QUOTE 1.10.70

TELEPHONE



RESTRICTED AUSTRALIAN NAVY
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1/16/2

HMAS ARDENT
At SYDNEY

10 May 1977

The Commanding Officer
HMAS CERBERUS

For Information :

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

The Naval Officer in Charge
VICTORIA

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

HMAS ARDENT - REPORT OF PROCEEDINGS - APRIL 1977

Sir,

1. I have the honour to report the proceeding of HMAS ARDENT, under my command for the month of April, 1977. The times throughout are zone Kilo (-10).

2. The beginning of the month found HMAS ARDENT berthed alongside the Patrol Boat wharf at HMAS WATERHEN, completing a port main engine change. Successful basin and sea trials were carried out on the 5 April, (COMAUSMINPABFOR DAU/KAA 050600Z APR 77 refers) allowing the ship to depart for Westernport at 1700 the same day. Passage to Westernport was broken only by the Ship anchoring for six hours in Refuse Cove, on the eastern side of Wilsons Promontory at midnight on 6 April. HMAS ARDENT finally berthed alongside HMAS CERBERUS wharf at 1200, 7 April.

3. Preparations for the ships forthcoming two month deployment in the Sydney/Jervis Bay area, continued over the following eleven days, with the only break occurring when the ship put to sea on 16 April for a Family Day. Although the day was overcast with passing showers, sixteen guests embarked for the Family Day which progressed successfully from 1200 until 1815. During the afternoon, guests were fortunate enough to witness a 40/60 firing at a sleeve target, and a 50 calibre machine gun firing at two inch rocket flares. The Ship anchored off Point Leo in Westernport Bay for an afternoon barbeque on the quarter deck, before returning alongside the 'CERBERUS' wharf.

4. At 1430, 18 April, the ship sailed from Hanns Inlet and proceeded down Westernport Bay, heaving to in a position approximately one mile south of the Flinders wharf. In this position, Chaplain I.T. DEMPSEY RAN, spread the ashes of four ex RAN personnel. On completion of the ceremony, Chaplain DEMPSEY

was ferried ashore ...2

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- 2 -

was ferried ashore to the Flinders wharf, by the Ship's boat. As soon as the boat returned, and secured onboard for sea, HMAS ARDENT proceeded out of Westernport Bay into a freshening south - easterly breeze, bound for Jervis Bay.

5. Weather conditions improved the further the ship proceeded on her passage. At noon 19 April, weather and sea conditions had improved to such an extent that I decided to conduct the Ship's Annual Full Power Trial. At 1330, approximately twenty miles south-east of Eden, with a long low following swell and a force 4 wind from the south 'ARDENT' commenced her full power trial. The trial lasted the prescribed two hours with the Ship averaging 21.9 knots. A full mechanical report of the trial will be forwarded on form TT123.

6. Prior to the ships arrival at Jervis Bay, on 20 April, a 40/60 and 50 calibre firing was conducted. Two inch rocket flares were used as targets for the shoot which commenced at 0630 on 20 April, (area R488) approximately thirty miles east of Point Perpendicular. Although the exercise was initially hampered by the trigger cable on the 40/60 stretching, the overall shoot was a moderate success, concluding at 0700. Course was altered for a direct passage to Jervis Bay, with the ship berthing starboard side to the SAR wharf, HMAS CRESWELL at 0930.

7. HMAS ARDENT remained alongside only long enough to refuel and embark the Williams target tow line, departing from the SAR wharf at 1040, 20 April. On clearing the breakwater at 'CRESWELL' the Williams Target was taken in tow and the ship proceeded to sea to comply with serials 2031 and 2033 of EAXP 16/77. Both serials were surface firings by HMA Ship's VAMPIRE and SWAN at the Williams target. Both serials were completed by 1730, at which time the target tow was embarked and passage made direct for Jervis Bay. 'ARDENT' berthed alongside the SAR wharf at 1940; the target and tow were landed with the Ship sailing from Jervis Bay at 2030 the same evening. Passage to Sydney was uneventful, with the ship berthing alongside HMAS WATERHEN at 0830, 21 April.

8. At 0900 the 22 April, 'ARDENT' incompany with HMAS BOMBARD (OCS) sailed from Sydney bound for Newcastle. Shortly after clearing Sydney Harbour Heads the ship commenced a series of OOW manoeuvres. Unfortunately this much needed type of exercise was short lived, when 'ARDENT's' starboard engine room supply fan became defective, so reducing the Ship's Speed to seventeen knots. (HMAS ARDENT OWR/OWU 220140Z APR 77. URDEF 22/79 refers). Due to the ships reduced speed it was impossible to continue the OOW manoeuvres and keep our ETA at Newcastle. The remainder of the passage was without incident and both Ships berthed at the western end of the Mereweather Street Wharf at 1400 the 22 April.

9. During the afternoon of the 22 April, the Commanding Officer of HMAS BOMBARD: Lieutenant B.W.A. REEVES RAN and I accompanied by the Naval Agent for Newcastle Mr. K. VASSEY (Sub Collector of Customs), made two official calls. The first being on the Lord Mayor of Newcastle, Alderman G.C. ANDERSON and the other on the Superintendent of Police for Newcastle, Superintendent J. WHITFIELD. During the first evening alongside the Officers

and Senior Sailors.....3

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- 3 -

and Senior Sailors of both ships entertained approximately thirty-five local guests and dignitaries to an Official Cocktail Party onboard HMAS ARDENT. Unfortunately the Lord Mayor was unable to attend, but was represented by Alderman D.E. LEWIS

10. The only other official functions that both the Ships Companies were required to participate in while in Newcastle, were on Anzac Day. The first being the Dawn Service, at which HMAS ARDENT supplied the Cataflaque Party for the Soldiers' Memorial in Civic Park, where a service was conducted. During the Dawn Service I placed a wreath on behalf of both 'BOMBARD' and 'ARDENT'. Both ships company combined for the main Anzac Day march, which commenced at the top end of Hunter Street and finished at Civic Park, where another service was conducted.

11. At 1000 the following day 26th April, HMAS BOMBARD sailed for a ten week deployment in the Cairns/Gulf of Carpentaria areas. Half an hour later 'ARDENT' also sailed from Newcastle and made an uneventful passage to Sydney, berthing port side to the Patrol Boat Wharf, HMAS WATERHEN at 1530 the 26 April at 1600, I called on the new Commanding Officer of HMAS WATERHEN, Commander C.K. CALLINS RAN, whom has also assumed the duties of the Commander, Australian Mine Warfare and Patrol Forces.

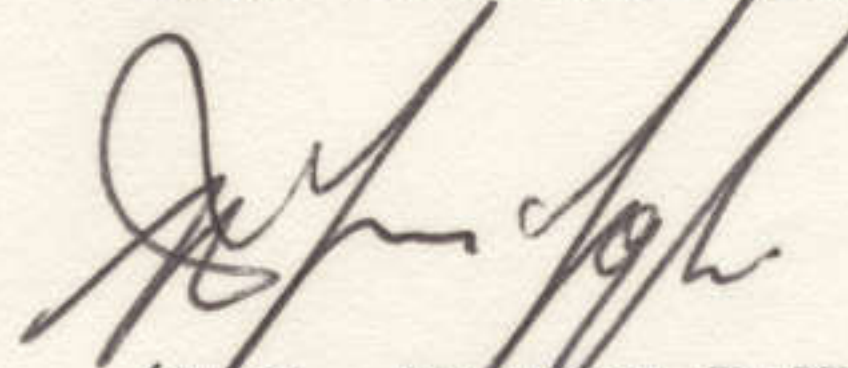
12. The remainder of the month was spent alongside at 'WATERHEN' URDEF 22/79 extending into May, 1977. As there were no spare fans available, the Ships defective fan was landed on 27 April, and dispatched to HMAS STALWART to be repaired. It is expected to be repaired and reinstalled in the Ship by the 2 May, 1977.

13. The health, welfare, conduct and morale of the Ship's Company during the month has been extremely good.

I have the honour to be,

Sir,

Your obedient Servent.



(M.R. TRAVES-TAYLOR),
LIEUTENANT R.A.N.,
COMMANDING OFFICER.

ANNEX - A. Steaming Details
B. Exercise Details

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ANNEX A TO
HMAS ARDENT's LETTER
1/16/2 DATED 1MAY77

STEAMING DETAILS

1. Distanced steamed during month.	1579.7
2. Distance steamed since commissioning.	63680.1
3. Hours underway during the month.	112.0
4. Hours underway since commissioning.	4920.7
5. Hours starboard main engine since installation.	2525.0
6. Hours port main engine since installation	75.0
7. Occasions for exceeding economic speed	

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
05APR77	18.5	1.0	Engine trials after engine change
16APR77	19.0	0.5	Family Day
19APR77	21.5	2.0	Full power trial
22APR77	18.0	2.0	OOW Manoeuvres

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ANNEX B TO
HMAS ARDENTS LETTER
1/16/2 DATED 1MAY77

EXERCISE DETAILS

<u>Exercise</u>	<u>Date?</u>	<u>Remarks</u>
General	07APR77 22APR77	Man Overboard OOW Manoeuvres
Navigation	06APR77	Blind Anchorage
Gunnery	16APR77 20APR77	40/60 at Sleeve target 50 Cal. at 2" RF. 40/60 and 50 Cal at 2" RF.

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File Number

N 428	3	2198	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

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* NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ARDENT - REPORT OF PROCEEDINGS -
APRIL 1977

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NAME INDEX

Heading	Precis	Initials
HMAS ARDENT	as title	

LOGGING

Originator	Originator's Reference	Date	Initials
		/ /	

Information Classifier

Noelle (Signature) 19 / 5 / 77 (Date)

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ARDENT

REPORT OF PROCEEDINGS MAY 1977

~~DNO~~ A busy month undertaking Fleet support operations in
~~DGNOP~~ the Sydney/TB area. Ardent was starting boat for the
~~DCNS~~ Sydney/Noumea yacht race. 2/17
~~CNS~~ 47 DCNS - upon return 2/17
~~CNP~~ 2/17
~~CNTS~~ 2/17
~~DGLOG-N~~ 2/17
~~CNM~~ 2/17
~~DGSUP-N~~ 2/17
~~PRLO-N~~ 2/17
~~IADMIN-N~~ 2/17

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 - B. The report will be given again to Heads of Division with Director's comments if there is any matter of special interest in those comments.
 - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
 - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.



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ROYAL AUSTRALIAN NAVY

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TELEPHONE:

IN REPLY QUOTE 1.16.10

HMAS CERBERUS
WESTERNPORT VIC 3920

23 JUN 1977

Department of Defence (Navy Office)

HMAS ARDENT - REPORT OF PROCEEDINGS

MAY, 1977

Reference: RI Appendix 29A

The enclosure is forwarded in accordance with the reference. ARDENT has had a busy month.


(W.A. KEMP)
Captain, RAN
Commanding Officer

RAM

Enclosure: HMAS ARDENT Report of Proceedings dated 2nd June, 1977

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CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE
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Mem. HMAS Accident Report

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JUN 27 09 42 '77

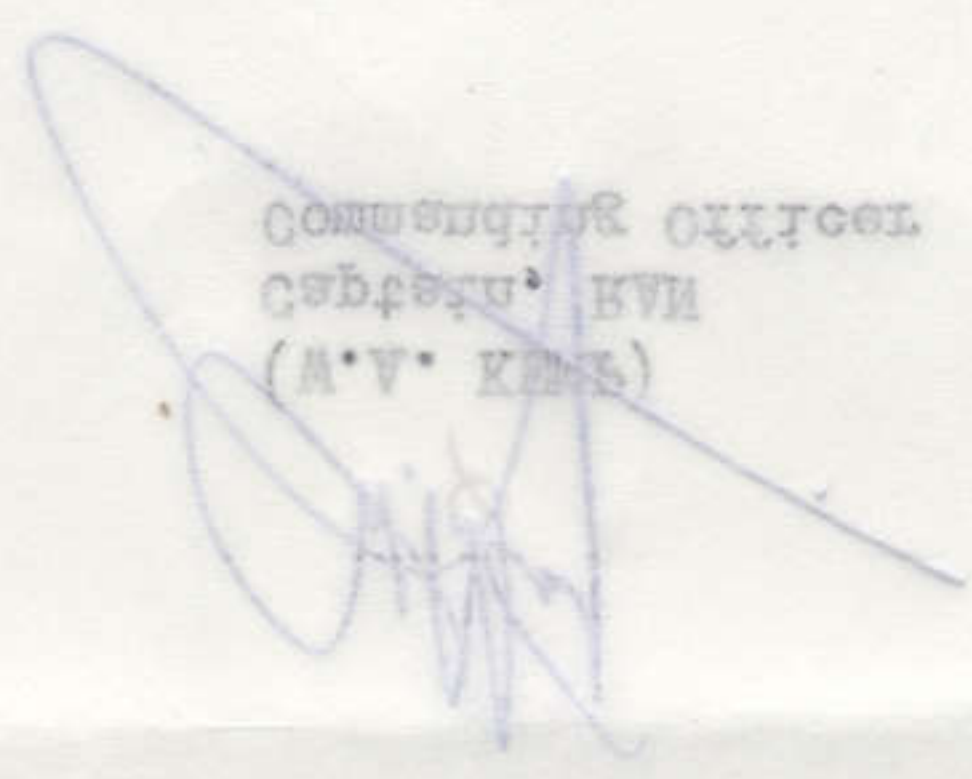
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INFORMATION ANALYSIS
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64/2

W

Enclosure: HMAS VIKING Report of Proceedings dated 2nd June 1977

Commanding Officer
Submarine HMAS
(A.V. KERR)



Reference: VIKING has had a final report.
The enclosure is forwarded in accordance with the

Reference: HMAS VIKING 504

JUN 27 1977

HMAS VIKING - REPORT OF PROCEEDINGS

Department of Defence (Head Office)

JUN 27 1977

MEMORANDUM AIC 2050
HMAS CERBERUS

IN REPLY QUOTE 4*10*10

TELEPHONE:



ROYAL AUSTRALIAN NAVY

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1/16/2

HMAS ARDENT
At SYDNEY

2 June 1977

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
M AUSTRALIAN FLEET

The Naval Officer in Charge
VICTORIA

The Commander
Australian Mine Warfare
and Patrol Forces
HMAS WATERHEN

HMAS ARDENT - REPORT OF PROCEEDINGS - MAY 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT, under my command for the month of April 1977. The operations throughout are Zone Kilo (-10).

2. URDEF 22/79 which concerned the Ship's starboard engine room supply fan, and which was carried through from the previous month, was rectified on the evening of 1 May 1977. (HMAS ARDENT OWR/OWU 030155Z MAY Refers).

3. The first few days of the month, as it turned out, layed the way for what developed into a busy month, for on the evening of the 2 May 1977, the Ship was placed on immediate notice for sea by Fleet Headquarters. The emergency stemmed from a possible apprehension of a vessel by the Customs Department, of which 'ARDENT' may be required. The Ship, with only two of her crew ashore, remained at immediate notice until 0800 3 May 1977 when the Ship reverted to normal notice for sea. At a conference held with Commander C.K. CALLI, COMAUSMINPABFOR, it was revealed that misinterpretation of instructions between Fleet Headquarters and HMAS WATERHEN, unnecessarily placed 'ARDENT' on immediate notice for sea.

.../4. At 1030

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4. At 1030 3 May 1977, ARDENT, with a Williams target in tow sailed from WATERHEN bound for Jervis Bay. An uneventful passage, on glassy seas was made, with the Ship berthing alongside the SAR wharf HMAS CRESWELL, at 1800 3 May, where she remained for the entire evening. The following morning at 0930 I called on the Commanding Officer of HMAS CRESWELL, Captain R.M. BAIRD RAN. Shortly after returning onboard from Captain R.M. BAIRD RAN, the Ship embarked fourteen cadet midshipmen for shiphandling within Jervis Bay. The exercise extended from 1000 until 1130, which was too short a time for all the cadets to 'CON' the Ship. For those who did actually take charge of the Ship, they showed a pleasing interest in the problems of Ship handling.

5. A helo winching and inflatable liferaft display was organized for the Ships Company of HMAS SWAN and ARDENT. ARDENT'S crew embarked in SWAN via a workboat at 1430 to witness the display which was to commence at 1500. Unfortunately the helo scheduled for the display became unserviceable without a replacement, hence the display was cut short, with ARDENT'S crew returning onboard at 1540. During the display I took the opportunity to call on the Commanding Officer of HMAS SWAN. Commander A.M. CAMARDINE RAN. The discussion centred around the coming evenings night encounter exercise (NEX) between SWAN and ARDENT.

6. ARDENT sailed Jervis Bay at 1610, 4 May 1977 and passaged to the North in preparation for the NEX which was to commence at 2000. As ARDENT possesses no electronic aids to assist in finding SWAN without radar, I came to anchor on the northern side of Bass Point about 15 miles south of Woollongong. In this position I assumed a completely passive role, waiting for SWAN to come to ARDENT before engaging her with the Ships 'paper' missiles. On completion of anchoring a three man lookout was posted ashore on the seaward end of Bass Point. Unfortunately the NEX became an anti-climax as there was no encounter. The exercise conducted at 2359, 4 May, at which time the landing party was embarked and passage made toward Sydney. From information received later on in the evening from SWAN, it appeared that on departing Jervis Bay she proceeded out to sea then north towards Sydney.

7. Entry to Sydney harbour was made at 0700 5 May 1977 in very thick fog, giving a visibility of 100 yards. Although the Ship's blind pilotage team found passage into the harbour without many problems, the unpredictable courses and speeds of other vessels especially those of the Manly Ferries, forced ARDENT to come to anchor two cables to the west of Shark Island, and wait for better visibility. At 0825 the visibility increased to one mile, at which time ARDENT continued her pilotage to WATERHEN where she berthed alongside the Patrol Boat wharf at 0920.

8. Acting as an Intelligence gathering vessel, ARDENT proceeded to sea at 1000. 6 May, to encounter SWAN who was ~~conducting a preworkup Battle assessment problem.~~

conducting a preworkup Battle assessment problem. The Ships encountered each other at 1300 about seven miles east of Botany Bay. After ARDENT was declared sunk by SWAN, passage was made in company back to Sydney. During the passage manoeuvring was carried out by flag hoist. ARDENT was detached as the formation approached Fort Denison, and ordered to proceed on to WATERHEN, berthing at 1500. For the remainder of the afternoon and evening the Ship was prepared for the following days task, of being the official starting ship for the Sydney/Noumea yacht race.

9. Saturday 7 May, commenced early with the embarking and bolting down of the saluting gun, which was only to be used as a back up for the 40/60. COMMANDER C.K. CALLINS RAN boarded at 0910 and the Ship sailed from WATERHEN at 0920, securing between two dolphins off Shark Point, Sydney Harbour at 0955. Guests from the Cruise Yacht Club embarked from a police launch at 1030 with the official guest, His Excellency, Monsieur Albert Treca, Legion D'Honneur, The French Ambassador to Australia, being piped on board, from a police launch at 1040. His Excellency was greeted on board by Commander CALLINS and myself, introduced to the other guests, then conducted to the flying bridge to be the official starter for the race. Without any holdups approximately forty yachts started the Sydney/Noumea yacht race at 1100. As soon as all of the yachts were clear of the starting line, ARDENT slipped from the dolphins and followed the yachts towards the Sydney Heads. As weather conditions were favourable passage was made approximately three miles out to sea, before returning to harbour. All guests, including His Excellency, were disembarked to a waiting police launch in Rushcutta Bay, after which ARDENT proceeded to WATERHEN, berthing at 1255.

10. At 0930 9 May 1977 ARDENT sailed from Sydney for Jervis Bay to engage in tasks as detailed in the East Australian Exercise Programme (EAXP) 19/77. During passage to Jervis Bay ARDENT commenced her workup for her forthcoming ORE. Initial exercises included the proving of the watch and station bill and routine emergency drills for the OOW. The Ship berthed at 2100 9 May alongside the SAR wharf where she remained until 0600 11 May 1977. At this time ARDENT sailed to rendezvous with HMA Ships VAMPIRE and SWAN for OOW manoeuvres. The manoeuvres were conducted with SWAN as OTC from 1115 until 1200. Shortly after midday VAMPIRE detached from the formation, leaving ARDENT and SWAN to conduct a towing exercise. This evolution commenced at 1300 with SWAN transferring a towing party by her Ships boat. SWAN took ARDENT in tow at 1400, and in the calm conditions with only one shackle of Cable veered, SWAN reached a maximum towing speed of eight knots. The exercise concluded at 1440 at which time ARDENT was detached to return to Jervis Bay, berthing at 1630 alongside the SAR wharf.

.../11. Programming

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11. Programming for the week included consort duties for HMAS ONSLOW's SAT's on her Sonar. The trial was carried out on the 12 May 1977 from 1230 to 1730 about 30 miles east of Jervis Bay. Luckily sea conditions were very flat, as the trials required ARDENT to heave to in the rendezvous position, shut down all machinery except one generator and stream the type 2011 noise maker at thirty feet. As ONSLOW remained submerged for the entire period of the trial, the opportunity was taken to exercise the Ship's boarding party in the firing of all small arms. On completion of the sonar trials ONSLOW detached ARDENT back to Jervis Bay where she berthed at 1945. At 0600 the following day ARDENT sailed from Jervis Bay bound for Sydney with AWB 4007 in tow. In the calm sea state the workboat towed very comfortable at 13.5 knots. Unfortunately, as ARDENT approached the Sydney Heads, the workboat developed a steering defect, and it had to be brought alongside for the remainder of the passage to the boat compound at Garden Island. AWB 4007 was cast off near the boat compound, where another workboat took it in tow and ARDENT proceeded on to WATERHEN, berthing at 1420.

12. During the following few days of the 14 and 15 May 1977, a strong anti cyclone which was centred over Tasmania caused extremely strong easterly winds of up to 35 knots along the New South Wales coast. By early on the 16 May 1977, the winds had generated a five to seven metre swell along the coast, which precluded ARDENT from sailing on the 16 May 1977 as detailed in EAXP 20/77. During the evening of the 16 May 1977 the winds eased enough for ARDENT to sail for Jervis Bay at 0100 17 May 1977. After an uncomfortable and uneventful passage to Jervis Bay, ARDENT came to anchor in Montagu Roadstead, Jervis Bay at 0830. During the remainder of the 17 May 1977 ARDENT exercised with TRV 802 within Jervis Bay, carrying out a towing exercise by transferring a towing party, RAS approaches and exercising the ships boarding party, before berthing alongside the SAR wharf at 1615.

13. From 0800 to 1200 18 May 1977 sixteen of the Ship's company under the charge of the Executive Officer carried out firing fighting drills at the Jervis Bay fire ground. During this time Captain R.M. BAIRD RAN returned my call. The greater use of Patrol Boats to assist in Cadet Midshipmen training was one topic of discussion, as it appeared that the short exercise conducted with the Cadets on board on the 4 May 1977 proved very popular. On the return of Ships Company from the fire ground, ARDENT sailed CRESWELL and conducted navigational exercises in Jervis Bay. The exercise consisted of selected members of the crew planning and executing anchorages. This evolution concluded with a competitive weighing of anchor by deck tackle between the forward and aft parts of ship, of which the Officers and Senior Sailors won. ARDENT sailed from Jervis Bay at 1600, 18 May 1977 for Sydney, berthing alongside WATERHEN at 2315.

.../14. ARDENT

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14. ARDENT remained alongside for the following four days, except for a brief venture to No. 4 buoy off Garden Island at 1300, 20 May 1977, where the Ship had her annual magnetic compass swing. LIEUTENANT COMMANDER A.W. HOSKINGS RAN from the office of the Captain of the Port conducted the swing. The adjustment and calibration of the compass was completed at 1435 at which time, ARDENT slipped from the buoy and returned to WATERHEN.

15. EAXP 21/77, the week commencing 23 May 1977 proved to be the busiest period during the month, with ARDENT steaming almost eleven hundred miles and being underway for eighty-four hours. EAXP tasking commenced at 1030, 23 May 1977 when COMMANDER C.K. CALLINS RAN accompanied by MR. JAMES DAVERN (ABC Drama Department), MR. BRUCE DAVIS (PRLO) and MR. TOM JACKSON (Command PR Journalist) embarked in ARDENT for a familiarization cruise. The purpose of the cruise, which lasted only one and a half hours, was to allow MR. JAMES DAVERN to get the 'feel' of Patrol Boats; with the aim of creating an ABC series, similar to the BBC "Warship" series, using RAN minor war vessels. Time only allowed a passage to the Heads and return to WATERHEN arriving at 1200. From 1200 to 1230 MR. DAVERN had the opportunity to talk with the crew informally on the subject of using Patrol Boats in a "Warship" type series. It appeared that all on board were excited with the prospects of such a series and believed it would be popular.

16. At 1230 23 May 1977 ARDENT, after disembarking her guests, again sailed from WATERHEN bound for a rendezvous with HMAS ONSLOW, thirty miles north-east of Sydney Heads. Like the previous exercise with ONSLOW, this was also for sonar calibrations. The only difference being that this trial was conducted while ARDENT remained underway. The rendezvous position was reached at 1400 at which time ARDENT commenced transiting a north/south track 5 miles long originating at the rendezvous position. The trials continued until 1830 when ONSLOW detached ARDENT for passage to Jervis Bay, where she berthed at the SAR wharf at 0230 24 May 1977.

17. During Tuesday the 24 May 1977, ARDENT was engaged in towing a Williams target for SWAN to conduct a surface firing. The rendezvous position, 35 miles north east of Point Perpendicular was reached at 1400, at which time the target was streamed. The firing course and speed of 090, 13 knots was ordered. Unfortunately SWAN could not lock onto the target at the range at which she wished to fire, and by 1600 when the exercise was cancelled, SWAN had only fired 8 rounds. During the exercise the wind had come in from the north-west making conditions unpleasant for recovering the target tow. Rough seas reduced ARDENTs return passage speed, with the ship berthing alongside the SAR wharf at 2100. Enough time was spent alongside to land the target tow and allow the crew to have their evening meal before sailing from Jervis Bay at 2230 bound for Sydney.

.../18. Passage to

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18. Passage to Sydney was uneventful, berthing alongside WATERHEN at 0600 25 May 1977. Thirty minutes was spent alongside, allowing time to embark two additional ILR's and a surface target. On departing WATERHEN, passage was made to the Army wharf at Woolwich where ARDENT berthed at 0645. At Woolwich, 23 Army personnel of the 35th Water Transport Squadron together with 3000 rounds of 50 calibre ammunition were embarked. ARDENT sailed from Woolwich at 0700 and passed to a position in the north-west corner of R487, arriving there at 0930. The forenoon of the 25 May 1977, was taken with each of the Army personnel firing the quarter deck mounted 50 calibre machine gun at the surface target. During the afternoon the process was repeated except an aircraft towed sleeve was the target. As this was the troops first effort at firing from a moving platform, the accuracy of the firings could not be assessed, except to say that a lot more of this type of exercise would be required before an assessment could be made. All firings concluded at 1600, at which time the aircraft was detached to, NAS NOWRA and ARDENT made passage to Sydney and Woolwich, berthing at 1820. On completion of disembarking the Army personnel, ARDENT sailed for WATERHEN, berthing at 1830. ARDENT remained alongside until 2230, during which time she refuelled and landed the target and two ILR's. On departing WATERHEN, passage was again made for Jervis Bay, berthing there at 0800 26 May 1977.

19. ARDENT's programme for the 26 and 27 May 1977 was almost a duplicate of the previous two days. On the 26 May 1977, ARDENT towed the Williams target for both VAMPIRE and PERTH. Both of these surface firings were conducted without problems, with ARDENT returning alongside the SAR wharf at 2010 26 May 1977. On completion of landing the target tow ARDENT passed to Sydney, and like the 24 May 1977, after a call at WATERHEN at 0600, ARDENT berthed at Woolwich wharf at 0645 27 May 1977. The other half of the 35 Water Transport Squadron consisting of 19 troops were embarked with ARDENT sailing for Area R487 at 0700. Again the accuracy of the surface and air firings could not be assessed. During the sleeve target firings, ARDENT's 40/60 action gun crew took the opportunity of also engaging the target. All firings were completed by 1530, when the aircraft was detached and ARDENT returned to Sydney, disembarking the troops at Woolwich and finally berthing alongside WATERHEN at 1800 27 May 1977.

20. ARDENT remained alongside for the remainder of the month, with the Ships AMP commencing on the 30 May 1977. Taking advantage of the Ships down time, I called on the Fleet Commander, Rear Admiral N.E. McDONALD A.D.C. RAN at 1030 31 May 1977. 170

.../21. The health

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21. The health, welfare, conduct and morale of the Ship's company during the month has been very good.

I have the honour to be,

Sir,

Your obedient servant,



(M.R. TRAVES-TAYLOR)
LIEUTENANT RAN
COMMANDING OFFICER

Annexes:

- A. Steaming Details.
- B. Exercise Details.

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ANNEX A TO
HMAS ARDENT'S LETTER
1/16/2 DATED 2 JUNE 1977

STEAMING DETAILS

- 1. Distance steamed during month 1988.7
- 2. Distance steamed since Commissioning 65668.8
- 3. Hours underway during the month 165.0
- 4. Hours underway since commissioning 5085.7
- 5. Hours, starboard main engine since installation 2683
- 6. Hours, Port main engine since installation 143
- 7. Occasions for exceeding economic speed

<u>Date</u>	<u>Speed (Kts)</u>	<u>Hours</u>	<u>Remarks</u>
11 MAY 1977	19.5	1	OOW MANS-
11 MAY 1977	19.0	1	EXERCISE REQ.
11 MAY 1977	18.0	1	EXERCISE REQ.
27 MAY 1977	17.5	1	EXERCISE REQ.

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ANNEX B TO
HMAS ARDENT'S LETTER
1/16/2 DATED 2 JUNE 1977

EXERCISE DETAILS

<u>Exercise</u>	<u>Date</u>	<u>Remarks</u>
<u>General</u>	11 MAY 1977	OOW MANS TOWED BY SWAN
	13 MAY 1977	TOWED WORKBOAT JB-SYDNEY
	17 MAY 1977	WEIGHED ANCHOR BY DECK TACKLE TOWED TRV 802 RAS APPROACHES BOARDEX
	18 MAY 1977	WEIGHED ANCHOR BY DECK TACKLE
<u>Navigation</u>	05 MAY 1977	BLIND PILOTAGE - ENTRY TO SYDNEY HARBOUR
	18 MAY 1977	NAVIGATION EX FOR SHIPS COMPANY
<u>Gunnery</u>	07 MAY 1977	COMMENCED SYDNEY-NOUMEA YACHT RACE WITH 40/60 BLANK CHARGES
	12 MAY 1977	SMALL ARMS FAMILIARIZATION ON 9mm WEAPONS. 635 ROUNDS
	25 MAY 1977	ARMY .50 CAL SHOOT 3000 ROUNDS AACRFX AND SUCRFX
	27 MAY 1977	a) ARMY .50 CAL SHOOT 2500 ROUNDS AACRFX AND SUCRFX b) NAVY .50 CAL SHOOT 200 ROUNDS BUCRFX 40/60 HET SHOOT AACRFX 64R .50 CAL SHOOT AACRFX 100 ROUNDS c) FAMILIARIZATION OF .9mm 30 ROUNDS
<u>NBCD</u>	11 MAY 1977	EMERGENCY STNS ACTION STNS DEFENCE STNS LEAVING SHIP STNS MAJOR NBCDX

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ANNEX B TO
HMAS ARDENT'S LETTER
1/16/2 DATED 2 JUNE 1977
(CONT'D.)

Exercise

Date

Remarks

	12 MAY 1977	EXERCISED USE PORTABLE PUMPS/FIRE APPLIANCES
	18 MAY 1977	ATTENDED EAA FIRE GROUND
	25 MAY 1977	EMERGENCY STNS
	27 MAY 1977	EMERGENCY STNS
	30 MAY 1977	FIRE EXERCISE
	31 MAY 1977	FLOOD EXERCISE

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File Number

N428	3	2278
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

RESTRICTED.

*NOTE: Please print all entries clearly.

REGISTRATION

Title REPORT OF PROCEEDINGS - HMAS ARDENT - MAY 1977.

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

Cancel File No _____ and inform Movements Section.

Close File No _____

Cross reference this file with: _____

SUBJECT INDEX

Posting	Precis	Initials
R24.2	a/a	

NAME INDEX

Heading	Precis	Initials
HMAS ARDENT	a/a	

LOGGING

Originator	Originator's Reference	Date	Initials
HMAS CERBERUS. VIC.	1/16/10	23, 6, 77	

Information Classifier <u>E. F. Thomas</u> (Signature)	<u>28, 6, 77.</u> (Date)
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(NAVY OFFICE)

N428/3/2278

21 July 1977

The Commanding Officer
HMAS CERBERUS

For Information

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge
VICTORIA

The Commander
Australian Mine Warfare and Patrol Forces

The Commanding Officer
HMAS ARDENT

REPORT OF PROCEEDINGS - HMAS ARDENT - MAY 1977

- References:
- A. HMAS CERBERUS letter 1/16/10 of 23 June 1977.
 - B. RI Article 1301 Table 1 Line 11.

1. The Commanding Officer, HMAS ARDENT is to be instructed to pay more attention to the preparation and presentation of Reports of Proceedings. ROPs are required to disseminate information, but, more importantly, are historical records of the activities of HMA Ships and as such warrant careful attention to detail.
2. ARDENT's ROP forwarded at reference A described a most interesting and busy month of operations but the report was marred significantly by the poor presentation, inadequate syntax and incorrect spelling.
3. Attention is also drawn to reference B regarding the ceremonial applicable to ambassadors (ROP para 9 refers).

AA
DGNOP
25/7

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Original Signed by
B. S. MURRAY

(B. S. MURRAY)
Rear-Admiral
for Chief of Naval Staff

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DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ARDENT REPORT OF PROCEEDINGS JUNE 1977

~~DNO~~ AMP at Waterhen, workshop + ORE with a visit to Keama,

~~DGNOP~~ return to Westernport for inspection. J. 2/7

~~DCNS~~ 26/7

~~CNS~~

~~CNP~~ GR 2/7

~~CNTS~~ 2/7

~~DGLOG-N~~ 2/7

~~CNM~~ 2/8

~~DGSUP-N~~ 3/8

~~PRLO-N~~ 2/8

~~IADMIN-N~~ AB 23/8

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

AB 25/7/77



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1.16.10

HMAS CERBERUS
WESTERNPORT VIC 3920

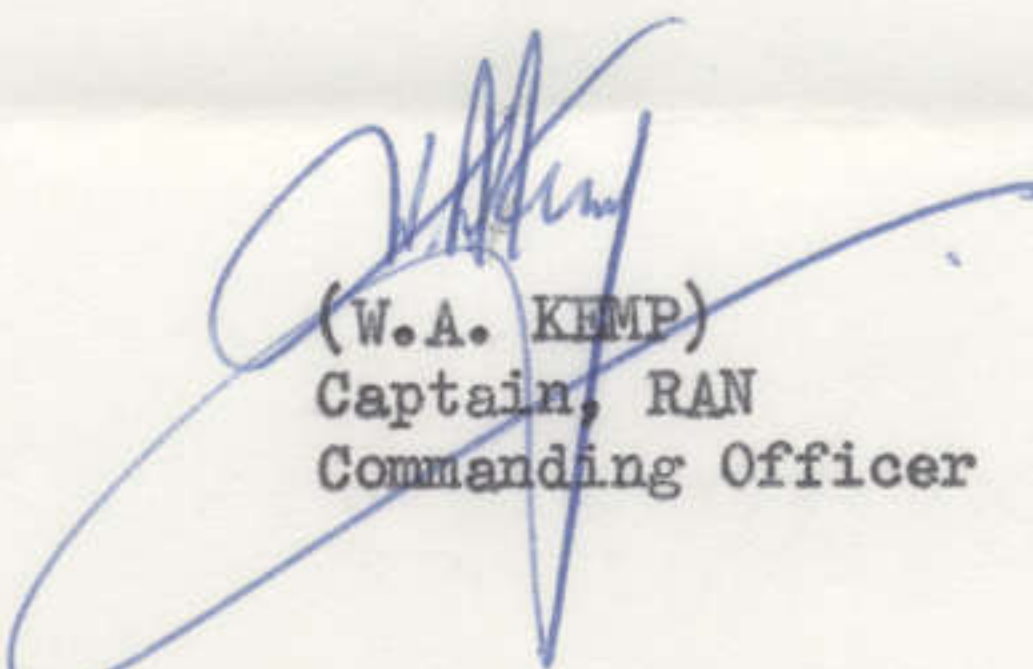
13 JUL 1977

Department of Defence (Navy Office)

HMAS ARDENT - REPORT OF PROCEEDINGS JUNE 1977

Reference: RI Appendix 29A

The enclosure is forwarded in accordance with the reference.


(W.A. KEMP)
Captain, RAN
Commanding Officer

mm Enclosure: HMAS ARDENT Report of Proceedings dated 4th July, 1977

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Rem HMAS Student R.O.P. N1R

RECEIVED

JUL 15 10 22 '77
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

Enclosure: HMAS VINDEX report of proceedings dated 4th July 1977

COMMUNICATIONS OFFICER
SUBSTATION BVN
(M.V. KEENE)

The enclosure is forwarded in accordance with the reference.

Reference: H1 489487X 53V

HMAS VINDEX - REPORT OF PROCEEDINGS 4th JULY 1977

Department of Defence (NSW Office)

JUL 15 1977

DEFENCE COMMUNICATIONS
HMAS CANTON

IN REPLY QUOTE 1.10.70
TELEPHONE:



ROYAL AUSTRALIAN NAVY

In Reply Quote: 1.16.2

HMAS ARDENT
At WESTERNPORT

4 July 1977

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM Australian Fleet

The Naval Officer-in-Charge
VICTORIA

The Commander
Australian Mine Warfare and Patrol Boat Forces

HMAS ARDENT - REPORT OF PROCEEDINGS - JUNE 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT, under my Command for the month of June 1977. The times throughout are zone Kilo (-10).

2. The first five days of June 1977 found the ship secured alongside the Patrol Boat Wharf at HMAS WATERHEN completing her Assisted Maintenance Period. The normal work routine during this period was broken briefly when, during the forenoon of Friday the 3 June 1977 the Fleet Commander, Rear Admiral N.E. McDonald, A.O., RAN, returned the call I made on him at Fleet Headquarters on the 31 May 1977. Unfortunately the Fleet Commander was only onboard for twenty minutes, but during the time he was able to inspect the engine room and inquire about the damage sustained to the Port main engine during the reservists' exercise "Anchorman" one and two.

3. Monday 6 June 1977 marked the end of ARDENT's AMP and the commencement of a three day work-up period with HMAS AWARE, commanded by Lieutenant P. Lashko, RAN, as a consort. ARDENT re-ammunitioned at Spectacle Island at 0930, 6 June 1977, then sailed independently for the Jervis Bay exercise area. AWARE remained alongside WATERHEN rectifying a defect to her ANURC 58 H.F. transceiver, with orders to sail when fully operational and rendezvous with ARDENT in the Jervis Bay exercise area.

/4.

4. Whilst on passage to Jervis Bay ARDENT carried out minor NBCD and OOW exercises, the Ship also sustained a defect in her 975 radar, rendering the unit unserviceable, (HMAS ARDENT DAU/KOD 060900Z JUN77 - URDEF 23/79 refers). At 1500 6 June, ARDENT conducted a 40/60 and 50 calibre surface shoot against a splash target being towed by TRV802. The surface firing was completed by 1530 at which time, TRV802 recovered the target and was detached for passage to Sydney.

5. A rendezvous with AWARE was executed at 1615 thirty miles North-East of Point Perpendicular, and passage in company was continued toward Jervis Bay. During the passage RAS approaches and OOW manoeuvres were conducted with the Ships (ARDENT OCS) executing a formation anchorage within Jervis Bay at 1800. At 1915 6 June, both Ships weighed anchor and proceeded alongside the SAR Wharf at HMAS CRESWELL, for ARDENT to arrange repairs for her 975 radar. AWARE and ARDENT remained alongside for the evening.

6. At 0630 7 June 1977, ARDENT and AWARE departed from the SAR wharf and conducted exercises (as detailed in Annex B) within Jervis Bay. At 0800 both Ships departed Jervis Bay and passaged to area R488, for a 40/60 firing against a sleeve target. During the firings which concluded at 1145, ARDENT developed a defect in the 40/60 rendering the mounting unserviceable, (HMAS ARDENT DSC 070337Z JUN77 - URDEF 24/79 refers). During the return passage to Jervis Bay AWARE reported an ill member onboard who would require landing at CRESWELL. AWARE was ordered to proceed independently to land her sick member, then rendezvous in Jervis Bay to continue with the work-up programme. Exercises continued throughout the afternoon without mishap, with both ships berthing alongside the SAR Wharf for the evening at 1630. During the evening equipment arrived from Sydney to repair both the Ships URDEFs. Both repairs were carried out by Ships' Staff with them both being repaired by 2200 7 June, (HMAS ARDENT DAU/KOB 072252Z JUN77, HMAS ARDENT DSC 0702250Z JUN77 refers).

7. On completion of re-fuelling at 0915 7 June 1977, both Ships sailed from Jervis Bay to continue with the work-up programme. From 1300 to 1445 AWARE and ARDENT were filmed whilst carrying out various manoeuvres and exercises. The civilian film team were embarked in an RAN Iroquis helo and were attempting to finalise filming on a reservist's recruiting film which was commenced during "Anchorman" one and two. As soon as the filming was completed, ARDENT conducted a successful gun functioning trial with Ship's 40/60 mounting, proving the new buffer which was fitted the previous evening. Passage was then made to Kiama, where both Ships berthed ~~alongside~~ ^{within} Kiama harbour at 1610 8 June 1977, and commenced preparations for ARDENT's ORE which was programmed for the 9 June 1977.

8. At 0015 Thursday 9 June 1977, ARDENT closed up at Defence Stations and placed Wharf Sentries. At 0230 the Inspecting Officer Commander C.K. Collins RAN and his Staff arrived by car from Sydney and were embarked. At 0330 both ARDENT and AWARE in a fully darkened and electronically silent state sailed from Kiama Harbour. In accordance with the ORE instructions, passage was made via a position approximately 40 miles North-East of Point Perpendicular then South towards Jervis Bay. At 0430 AWARE was detached to a pre-arranged position to commence a combined passive missile attack on Blue forces emerging from Jervis Bay.

9. At 0450 ARDENT's port main engine developed a defect and was shut down. The defect was rectified by 0545 at which time the engine was flashed up and Ship resumed two engine running. The remainder of the ORE was conducted without incident in a moderate to rough sea, making conditions onboard slightly uncomfortable, (COMAUSMINPABFOR letter 5/10/6 dated 15 June 1977 refers). The ORE concluded at 1430, at which time, both ships returned alongside the SAR Wharf at Jervis Bay. Commander C.K. Collins RAN, addressed the Ship's Company then departed by car for Sydney. All Inspecting Staff were also disembarked prior to ARDENT departing for Sydney at 1530 9 June 1977. An uneventful passage was made to Sydney with ARDENT initially berthing alongside the CFL at WATERHEN to fuel at 2045, then moving to port side to the Patrol Boat Wharf at 2130.

10. ARDENT was programmed to sail at 1600 10 June 1977 for Westernport, but due to extremely complicated series of low pressure systems centered along the NSW Coast causing high winds and rough seas, the ship's departure was delayed until 2230 11 June 1977. At this time the ship sailed from HMAS WATERHEN after a seven week deployment in the Sydney/Jervis Bay area. An uncomfortable and uneventful passage was made to Westernport with ARDENT berthing alongside the Cowes Wharf at 1430 13 June 1977. An hour was spent alongside Cowes preparing the ship for her entry to Hanns Inlet. On departing Cowes, ARDENT proceeded directly to Hanns Inlet and alongside the CERBERUS Wharf, berthing at 1630, 13 June 1977.

11. The 14 and 15 June 1977 were spent with preparing the ship for her annual harbour inspection. The departmental inspection was conducted on Thursday 16 June 1977 in accordance with your memorandum Sir, number 53/77, dated 9 May 1977. Due to wet weather conditions, Divisions for the Ship's Company were held in the Cinema of the Seamanship School, where they were inspected by you Sir, at 1000 Friday 17 June 1977. The ship was then presented for your inspection which you completed by 1100, at which time you addressed the Ship's Company before departing at 1115.

12. At 0800 Monday 20 June 1977, the ship commenced her Assisted Maintenance and leave period. ARDENT remained alongside for the remainder of the month progressing satisfactorily with her maintenance.

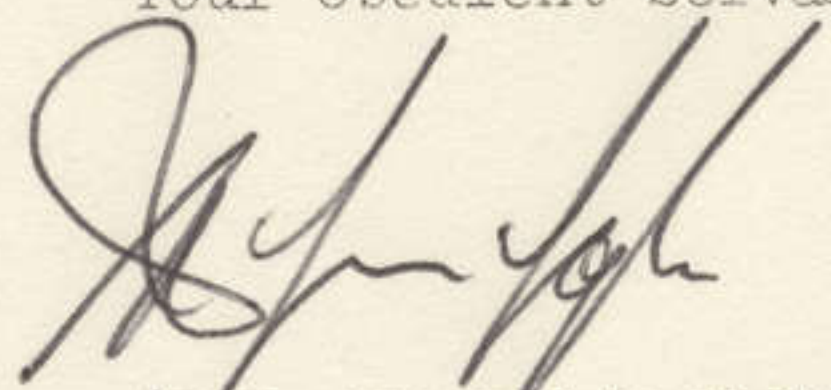
/13.

13. The health, welfare, conduct and morale of the Ship's Company during the month has been very good.

I have the honour to be,

Sir,

Your obedient Servant,



(M.R. TRAVES-TAYLOR)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details.

B. Exercise Details.

ANNEX A TO
HMAS ARDENT
LETTER 1/16/2
DATED 4JUL77

STEAMING DETAILS

1. Distance steamed during month: 1,071.0
2. Distance steamed since Commissioning: 66,739.8
3. Hours underway during the month: 85.0
4. Hours underway since Commissioning: 5,170.7
5. Hours, Starboard main engine since installation: 2,767
6. Hours, Port main engine since installation: 191
7. Occasions for exceeding economic speed:

<u>Date</u>	<u>Speed (Kts)</u>	<u>Hours</u>	<u>Remarks</u>
6/6/77	19.0	3) Operational Requirement Ship's Work- up Phase Operation Requirement
7/6/77	19.5	2	
7/6/77	18.0	1	
8/6/77	19.5	3	
9/6/77	19.5	6	

ANNEX B TO
HMAS ARDENT
LETTER 1/16/2
DATED 4JUL77

EXERCISE DETAILS

<u>Exercise</u>	<u>Date</u>	<u>Remarks</u>
General	6 June 77	OOW Manoeuvres RAS Approaches Formation Anchorage
	7 June 77	OOW Manoeuvres - Flag Hoist TOWEX BOARDX Formation Anchorage
	8 June 77	OOW Manoeuvres
	9 June 77	TOWEX BOARDX RAS Approaches MOBEX
Navigation	7 June 77	Mine Field Transit
	9 June 77	Mine Field Transit
Gunnery	6 June 77	Ammunitioned from Lighter 40/60 - 50 Cal. SUCRFX
	7 June 77	40/60 AACRFX
	8 June 77	40/60 - 50 Cal. AACRTX - 2 Jets
	9 June 77	40/60 - 50 Cal. AACRFX 40/60 - 50 Cal. SUCRFX SLR Shoot 40 rounds
NBCD	6 June 77	Defence and Action Stations Emergency Stations Fire-Fighting - Confined Spaces Minor NBCDX
	7 June 77	Transfer Emergency Party
	7 June 77	Portable Pump flashed up
	8 June 77	Defence and Action Stations
	9 June 77	Defence and Action Stations Major NBCDX (ORE)

File Number

N 428	3	2322	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

RESTRICTED

*NOTE: Please print all entries clearly.

REGISTRATION

Title REPORT OF PROCEEDINGS - HMAS ARDENT - JUNE 1977

Mark to DCNS. (Name or Designation) A4-14 (Location)

Cancel File No _____ and inform Movements Section.

Close File No _____

Cross reference this file with: _____

SUBJECT INDEX

Posting	Precis	Initials
R 24.2	As ABOVE	

NAME INDEX

Heading	Precis	Initials
HMAS ARDENT	a/a	

LOGGING

Originator	Originator's Reference	Date	Initials
		/ /	

Information Classified E. 1. Manna (Signature) 18 / 7 / 77 (Date)

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ARDENT REPORT OF PROCEEDINGS JULY 1977

DNO *AMP + leave, proceeding to sea on four occasions for local tasks in the Westernport area. 30/8*

DGNOP *30/8*

DCNS

CNS

CNP

CNTS *29/9*

DGLOG-N *29/9*

CNM *29/9*

DGSUP-N *30/9*

PRLO-N

IADMIN-N *AB 12/12*

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

AB 30/8/77



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-10

HMAS CERBERUS
WESTERNPORT VIC 3920

23 AUG 1977

The Chief of Naval Staff
Department of Defence (Navy Office)

HMAS ARDENT - REPORT OF PROCEEDINGS JULY 1977

Reference: A. RI Appendix 29A.

The enclosure is forwarded in accordance with the reference.

(M. WARD)
Commander RAN
Commanding Officer

AM Enclosure: HMAS ARDENT - Report of Proceedings dated 16th August 1977.

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE
AUG 22 08 31 AM

DCNS.
A4-16,

RECEIVED

Handwritten notes and signatures at the bottom of the page, including 'HMAS ARDENT - Report of Proceedings dated 16th August 1977' and other illegible scribbles.

HMAS ARDENT - Report Proceeding July

HN-10
20/7/77

MR '77

RECEIVED

AUG 25 09 31 '77

DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

ENCLOSURE: HMAS ARDENT - Report of Proceedings dated 1st August 1977

Commanding Officer
Commander HMA
(M. M. M.)

[Handwritten signature]

The enclosure is forwarded in accordance with the reference.

Reference: A. NI Appendix 5A.

HMAS ARDENT - Report of Proceedings dated 1st August 1977

Department of Defence (Head Office)
The Chief of Naval Staff

181 000 5

ARRIVAL 181 000 5
HMAS ARDENT

IN REPLY QUOTE 1-10-10

TELEPHONE:



ROYAL AUSTRALIAN NAVY

16-2.

HMAS ARDENT
AT WESTERNPORT

16th August, 1977

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer in Charge
VICTORIA

The Commander
Australian Mine Warfare and Patrol Boat Forces
HMAS WATERHEN

HMAS ARDENT - REPORT OF PROCEEDINGS - JULY, 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT under my command for the month of July, 1977. The times throughout are zone Kilo (-10).
2. During the month ARDENT continued with her Leave and Assisted Maintenance Period, proceeding to sea on four occasions to carry out local area tasks. The Ship's Company for each of these tasks was supplemented by members from the Seamanship School in HMAS CERBERUS.
3. At 1000 Thursday, 14th July, 1977, ARDENT sailed from HANNS INLET for a recruits familiarization cruise within WESTERNPORT. The purpose of the cruise was not only to allow them to carry out simple seamanship exercises but also to 'taste' life onboard a warship. Unfortunately, conditions during the day were extremely cold and wet, making each evolution far more difficult. Under the direction of their class instructor, the recruits successfully streamed and recovered a splash target, laid and recovered a Dan buoy, and assisted with man overboard exercises. Deteriorating weather conditions shortened the day, with ARDENT returning alongside the CERBERUS wharf at 1400.
4. At 0830 the following day, the ship once again proceeded to sea, to scatter the ashes of two ex-RAN members. Chaplain G.H. COOLING, RAN, from HMAS CERBERUS conducted the ceremony, which had to be held within WESTERNPORT due to the extremely rough seas at and to seaward of the Bay entrance. The ceremony was completed by 0940, at which time the ship returned alongside, berthing at 1100.

.../2

5. A unit of six divers from CDT 1, together with a one-man recompression chamber and diving equipment, were embarked at 0830 Friday 22nd July, 1977, at which time ARDENT put to sea. The aim of the exercise was to survey wear on the mooring cables of the two range buoys used by the Westhead Gunnery Range. ARDENT secured to the first buoy at 0952, with the diver entering the water at 1030. By this time the winds were gusting up to 30 knots, making surface conditions very choppy. At 1045 weather conditions worsened and the diving operations were discontinued. ARDENT slipped from the buoy at 1100 and returned to harbour, berthing alongside the CERBERUS wharf at 1215.

6. On Friday, 29th July, 1977, ARDENT completed her final task for the month, when at 0815 she sailed from HANNS INLET, bound for the Westhead firing range. A Williams target was taken in tow from a workboat shortly after departing the HANNS INLET channel. With the target at short stay ARDENT proceeded down WESTERNPORT, passing the fairway buoy at 0915. At 0930, the target was streamed to its full length of 1500 yards, and passage continued to the firing rendezvous, approximately six miles west of WESTHEAD. Whilst on passage the target tow parted twice, each time it being temporarily repaired with the Ship eventually arriving in the rendezvous position at 1100.

7. The target was engaged with Westhead's 4.5" turret, completing the firing at 1130, at which time ARDENT altered course to return to Westernport. Prior to the ship arriving at the fairway buoy, the tow once again parted. This time the tow line was recovered and the target taken in tow at short stay. The target was passed to a waiting workboat off HANNS INLET at 1315, then ARDENT proceeded alongside, berthing at 1335. The remainder of the month was spent in preparing the Ship for her forthcoming Bass Strait patrol, commencing the 1st August, 1977.

8. During the month the Ship has progressed satisfactorily with her planned maintenance. The health, welfare, conduct and morals of the Ship's Company during the month has been very good.

I have the honour to be

Sir,

Your obedient Servant,



(M.R. TRAVES-TAYLOR)
Lieutenant, RAN
Commanding Officer

ANNEX: A. Steaming details

ANNEX A to HM/S ARDENT's LETTER
1.16.2 DATED 16 AUGUST, 1977

STEAMING DETAILS

1.	Distance steamed during the month:	152.1
2.	Distance steamed since Commissioning:	66,891.9
3.	Hours underway during the month:	15.0
4.	Hours underway since Commissioning:	5,185.7
5.	Hours Starboard main engine since installed:	2,781.0
6.	Hours Port main engine since installed:	206.0
7.	Occasions for exceeding economical speed:	NIL

File Number

NA28	3	2413	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

U/C

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS Ardent - Report of Proceedings July 1977

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

Cancel File No and inform Movements Section.

Close File No

Cross reference this file with:

SUBJECT INDEX

Posting	Precis	Initials

NAMES INDEX

Heading	Precis	Initials
HMAS Ardent	afa	

LOGGING

Originator	Originator's Reference	Date	Initials
Corberus	1-16-10	23, 8, 77	

Information Classifier [Signature] (Signature) 26, 8, 77 (Date)

FILE: 428/3/2477

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ARDENT

REPORT OF PROCEEDINGS AUG '77

DNO RANK cruise + PNF patrol in Bass St. Area. CO
Centerus covering latter mentions salient points of PNF
patrol (paras 2, 6, 8). J. 11/10

DCNS B/10

~~CNS~~

~~CNP~~

CNPS 19/10

DGLOG-N 20

CNM 21/10

DGSUP-N 25/10

PRLO-N

IADMIN-N 12/12

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10

HMAS CERBERUS
WESTERNPORT VIC 3920

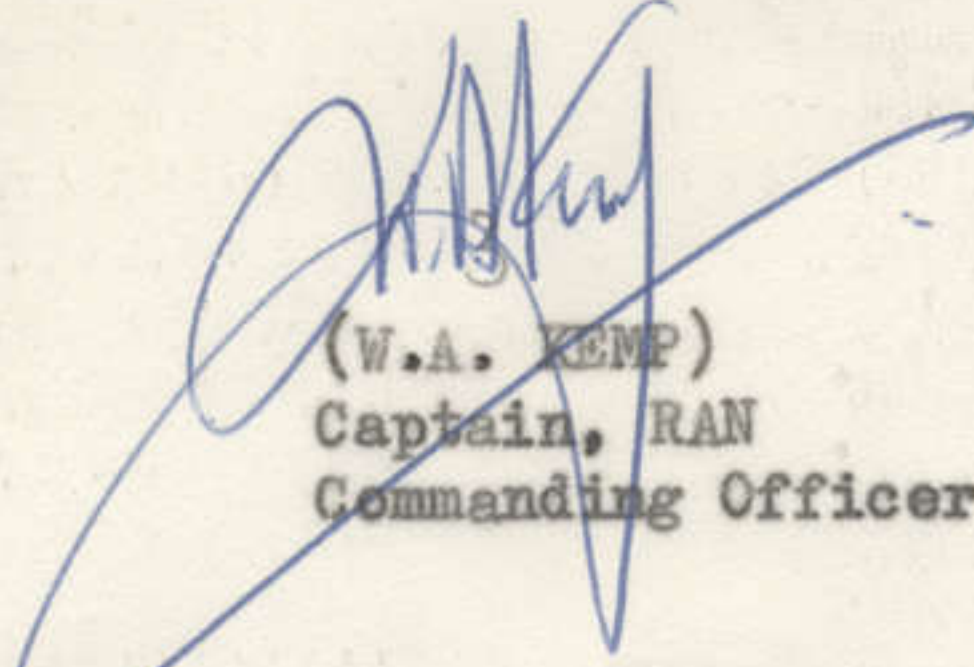
29 SEP 1977

The Chief of Naval Staff
Department of Defence (Navy Office)

HMAS ARDENT - REPORT OF PROCEEDINGS - AUGUST 1977

Reference: RI Appendix 29A

1. The enclosed reports covering the period 1st to 31st August, 1977 are forwarded in accordance with the reference.
2. As the possibility existed that ARDENT could have become involved in a domestic situation concerning differences of opinion in the legal size of abalone between the Victorian and New South Wales Fisheries Departments, the attention of the Commanding Officer HMAS ARDENT has been drawn to the need to keep the appropriate authorities informed of his intentions in regard to situations similar to that reported in paragraphs 2, 6 and 8 of Enclosure 1.
3. The absence of a reference to a mincheck signal originated by CERBERUS on the 10th August, the incorrect spelling in paragraph 3 of Refuge Cove, and the accuracy to be expected with the 40/60 Bofors at ranges in excess of the M.E.R. have also been drawn to ARDENT's attention.


(W.A. KEMP)
Captain, RAN
Commanding Officer

- Enclosures:
1. HMAS ARDENT Report of Proceedings dated 5th September, 1977
 2. HMAS ARDENT Report of Proceedings dated 19th August, 1977



ROYAL AUSTRALIAN NAVY

1.16.10

TELEPHONE:

IN REPLY QUOTE 18/13/18

HMAS ARDENT
at Westernport
19 August 1977

The Commanding Officer,
HMAS CERBERUS

For Information:

The Naval Officer-in-Charge,
VICTORIA

Department of Defence (Navy Office),
CANBERRA. A.C.T. 2600

Attention:

The Director of Naval Reserves & Cadets

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

The Commanding Officer,
HMAS LONSDALE

The Commanding Officer,
Royal Australian Naval Reserve,
PORT MELBOURNE DIVISION

The Commanding Officer,
HMAS ARDENT

HMAS ARDENT - REPORT OF PROCEEDINGS
05 TO 07 AUGUST 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT for the period 05-07 August 1977. Times quoted throughout are Zone Kilo (-10).
2. On Friday 05 August 1977 on completion of the handover from the RAN Crew, I assumed command from Lieutenant M.R. TRAVES-TAYLOR, RAN, at 2030 at Stony Point.
3. In accordance with the Operation Order 4/77 ARDENT sailed at 2200 on Friday 05 August 1977, from Stony Point, cleared Westernport Bay at 2302 and steamed in Bass Strait between Westernport and Lorne until the morning of Saturday 06 August 1977.
4. Rendezvous with the aircraft for AAFX was made at 0900 06 August 1977 off West Head. Difficulty was experienced with 40/60 Bofors and it wasn't until the completion of the exercise that the problem was rectified so no 40mm ammunition was expended. However, the Browning .50cal. machine gun functioned perfectly and valuable tracking and live firing training was obtained.

330 rounds of .50cal. ammunition were expended and the exercise was completed at 1045. One fishing vessel passed through the firing area during the exercise but course was altered as necessary to provide a safe firing arc at all times.

5. On completion of the AAFX course was set for Port Phillip Heads passing through the Heads at 1410. As the weather was worsening and the forecast predicting force 5-7 winds I decided to proceed to the shelter of Coric Bay to be closer to the Heads in case it became necessary to make a run for Westernport. Also because of strong wind warnings ARDENT was put alongside at Geelong's Cunningham Pier at 1701 06 August 1977 and Static Exercises were carried out until 1830.

6. At 0554 07 August 1977 ARDENT sailed from Geelong for passage back to Westernport Bay passing through Port Phillip Heads at 0830 and entering Westernport at 1021. Anchoring north of Gowes Jetty at 1107 Static exercises and Cleaning Ship were carried out until 1400 when ARDENT weighed anchor and proceeded to HMAS CERBERUS. It was decided to return 15 minutes early because of frequent line squalls which were passing through the area. ARDENT was secured alongside HMAS CERBERUS at 1442 07 August 1977 and the Ship was handed over to the RAN Crew. At 1530 I relinquished command to Lieutenant M.R. TRAVES-TAYLOR, RAN.

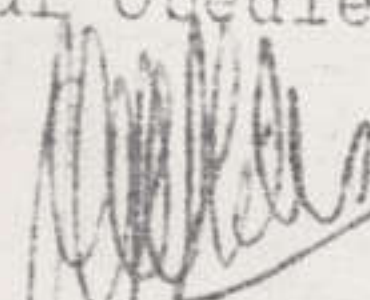
7. Flash fires in the Galley occurred at 1113 and 1711 on Saturday 06 August 1977, both being extinguished within one minute, and both stemming from an excessive collection of fat in the tray under the hot plates of the stove during the cooking of meat with an extremely high fat content. D.C. fire parties dealt with the emergency in each case and no damage was done to any equipment or personnel.

8. Valuable experience was gained by both Officers and Sailors during the weekend especially for some sailors who had not sailed in Patrol Boats before. Further training both at HMAS LONSDALE and aboard HMAS ARDENT (while alongside at HMAS CERBERUS) is being programmed to bring the efficiency of the crew to a higher level. ARDENT was found to be in the high standard of effectiveness we have come to expect from those responsible for her upkeep and this contributed much to the success of the weekend.

I have the honour to be

Sir,

Your Obedient Servant



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

Annex A.
Annex B.

Annex B. to
HMAS ARDENT letter
Dated 19 August 1977

EXERCISE DETAILS

GENERAL

Navigational Exercises
Leaving Ship Fire Stations
First Aid

SEAMANSHIP

Boat Lowering
Anchoring

GUNNERY

AAFX

Annex A. to
HMAS ARDENT letter
Dated 19 August 1977

STEAMING DETAILS

1. Distance steamed during period	318.5 miles
2. Distance steamed since commissioning	-
3. Hours underway during period	25 hours
4. Hours underway since commissioning	-
5. Hours Port Main Engine	25 hours
6. Hours Starboard Main Engine	8 hours
7. Occasions for exceeding economical speed	NIL

1/16/2

HMAS ARDENT
At SYDNEY

5 September 1977

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

Naval Officer-in-Charge
VICTORIA

The Commander
Australian Mine Warfare
and Patrol Boat Forces
HMAS WATERHEN

HMAS ARDENT - REPORT OF PROCEEDINGS - AUGUST 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT, under my command for the month of August 1977. The times throughout are Zone Kilo (-10).

2. At 1000 Monday 1 August 1977, ARDENT departed from Westernport for a five day patrol of the Eastern Bass Strait Area. Embarked for the patrol was Mr. Peter O'Riley from the Victorian Department of Wild Life and Fisheries. As our patrol was to cover the Gabo Island area, the Fisheries Department were keen to observe the illegal abalone fishing in the area. New South Wales fishermen, based at Eden are fishing in the Gabo Island/ Mallacoota waters removing abalone which are well below the regulation minimum size allowed under the Victorian Fisheries law.

.../3. The patrol

3. The patrol commenced on a pleasant note, as the seas were smooth and the skies cloudless, a welcomed change from a cold and wet Victorian July. Passage was made directly to Wilsons Promontory, where the ship came to anchor in Refuse Cove at 1700 1 August 1977. ARDENT remained at anchor overnight, weighing anchor at 0930 Tuesday 2 August 1977. Before departing, a brief survey was made of the Cove's upper reaches, to judge the possibility of a safe anchorage in north-easterly to south-easterly gales. Such an anchorage was found in twenty-five feet of water, protected from all points of the compass. The swinging circle would have to be reduced by means of a kedge anchor; and the possible problem of ground swell would also have to be assessed. ARDENT finally sailed from Refuse Cove at 1030 and took direct passage to Pyramid Rock, which lies 30 miles to the south east of Wilsons Promontory.

4. ARDENT arrived at Pyramid Rock at 1215, and carried out a 40/60, 50 calibre and an 7.62 Automatic Rifle (A.R.) firing at the Rock, concluding at 1300. Using the 40/60 trajectory tables, a prominent feature on the Rock was engaged at each of 4000, 3000 and 2000 yards. Unfortunately the accuracy of the engagement was not good, for as the ship rose and fell in the long south westerly swell that was running, the fall of shot also rose and dropped well away from the target. The most accuracy was achieved at 2000 yards when the rounds were "walked" onto the target. The target was engaged at 2000 and 1500 yards by 50 cal. and at 500 yards with A.R., both with reasonable accuracy. On completion of the firing, the ship's course was set for Deal Island, in the Kent Island group which lies 35 miles to the east of Pyramid Rock.

5. At 1600 on Tuesday 2 August 1977, ARDENT came to anchor in East Cove at Deal Island. Shortly after anchoring a landing party proceeded ashore to visit the light house keeper and update information on the island's facilities. Mr. Peter Scott is the present head keeper and was keen to show 'his' island off. The most interesting part of the island is the light house, which was built in 1842, making it one of Australia's oldest buildings that still has a practical function. It was modernized in 1891 from a hand rotated light to a clockwork arrangement. The present daylight is driven by an electric motor powered from a generator with a backup supply. Although the lamp is now an electrical globe, the million candle power is still transmitted through the six inch thick lenses which were installed during the 1891 modernization.

6. ARDENT sailed from East Cove at 1830 on Tuesday 2 August bound for Gabo Island. Landfall was made near the New Zealand Star Reef approximately twenty miles to the south west of Gabo Island at 0500 3 August 1977. Conditions for radar and visual detection were near perfect, which

.../pleased the

pleased the Fisheries Inspector, but from the time of arriving on the scene until the ship came to anchor off Gabo Island at 0800 3 August 1977, not one illegal or legal fisherman was sighted. A strange occurrence for an area which is usually well populated with fishing boats of all shapes and sizes. Shortly after coming to anchor two other Victorian fisheries inspectors, based at Mallacoota were embarked from a new fisheries pursuit motor boat (Shark-Cat) capable of speeds of up to 60 knots. Valued at over \$20,000 the department was forced to purchase it, as the Eden fishermen are using them. The Mallacoota inspectors after discussions returned ashore.

7. During the forenoon of Wednesday, I, together with a landing party of four, made a visit on the Gabo Island light house keeper. The Gabo Island settlement has a similar historical background to Deal Island, but is far better established, supporting more buildings and an airstrip, capable of accepting aircraft up to NOMAD size. Like Deal Island, all of the older buildings including the light house are constructed of each of the islands own rock, in Gabo Island's case a coarse grained pink granite. After the 214 stair climb to the top of the light house, the beauty of the area can be best seen. With cattle running freely over the island, and numerous fresh vegetable garden plots planted in clearings in the centre of the tree thickets to protect them from the ever present wind; the Islanders are to a certain extent self-sufficient, and they like to believe it to be so.

8. ARDENT sailed from Gabo Island at 1000 on Thursday 4 August 1977, proceeding up to the New South Wales/Victorian border before altering course to the west for passage back to Westernport Bay. Unfortunately for the Fisheries inspector still no fishing vessels of any sort used or transitted the area. Passage to Westernport was uneventful except for the extremely good weather. ARDENT berthed alongside the CERBERUS wharf at 1000 Friday 5 August 1977. At 1530 the same day, after refuelling and storing ship, ARDENT shifted berth to port side to the Stony Point wharf, in preparation for the Reservists weekend training cruise in ARDENT. The RANR crew under the command of Lieutenant Commander M.C.H. HILLS RANR arrived onboard at 2000. After a handover Lieutenant Commander M.C.H. HILLS RANR assumed temporary command, sailing from Stony Point at 2200 Friday 5 August 1977. Their weekend cruise took in the areas of Westernport and Port Philip Bay, bringing the ship back alongside the CERBERUS wharf at 1500 Sunday 7 August 1977. (Ref. HMAS ARDENT R.O.P. 05/07 August 1977 - letter 18/13/18 dated 19 August 1977).

.../9. At 1000 Monday

9. At 1000 Monday 8 August 1977, ARDENT sailed for the second part of her Bass Strait patrol, covering the waters to west of Westernport. The initial part of the patrol consisted of a direct passage along the coast to the South Australian/Victorian border, then returning to Portland. ARDENT arrived in Portland at 1400 Tuesday 9 August 1977 berthing initially at number six Bulk wharf to refuel. On completion of refuelling the ship shifted berth to the Timber wharf in the boat pound. The berth was good, in that it was well protected and near to the main business district, but the wharf itself was in some disrepair. A lot of the planking was loose and one of the corner bollards lifted when weight was applied during the berthing process.

10. Prior to the ship sailing from Portland at 1000 the following day, the electric motor on the 40/60 mounting became defective, rendering the whole mounting unserviceable. (Ref. HMAS ARDENT URDEF 25/79 OSC/OWK 100246Z AUG 77). On departing Portland passage was taken along the coast, bound for Port Philip Bay. During the passage along the coast the opportunity was taken to investigate possible havens during periods of bad weather. The areas investigated were Lady Julie Percy Island, Port Fairy and Warrnambool. Unfortunately a thorough investigation of Warrnambool could not be made as the approaches were littered with fishing buoys and floats. (Ref. HMAS ARDENT letter 1/9/2 dated 26 August 1977 - Notal).

11. ARDENT entered Port Philip Bay at 0500, Thursday 11 August 1977, six hours early, due to the increasing winds and deteriorating sea state. After passing the 'Rip' the ship came to anchor half a mile off the Portsea wharf. During the forenoon the wind increased to force seven, from the north-west, whipping the Bay up into a very dangerous stretch of water for small boats, and extremely uncomfortable for Patrol Boats, which was proven when the ship weighed anchor at 1100 and proceeded up the Bay bound for Corio Bay and Geelong. Whilst on passage to Geelong the ship's 975 Radar became unserviceable. ARDENT berthed at 1500 Thursday 11 August 1977, starboard side to inner east Cunningham wharf, Geelong. Investigation of the defective radar after berthing indicated that the set's modulator had broken down, rendering the radar unserviceable. (Ref. HMAS ARDENT URDEF 26/79 DAU/ROD 110542Z AUG 77).

12. Remaining alongside overnight, the ship sailed from Geelong at 0930 Friday 12 August 1977, bound for Station Pier. The short passage across Port Philip Bay took two hours with ARDENT berthing at inner east Station Pier, at 1130. The remainder of the day was spent in preparing the ship for the Reservists weekend, and rectifying the two URDEF's. Stores for the defects arrived from Sydney by mid afternoon. The 975 radar was rectified by 1800 but the 40/60 remained defective.

.../Although the new

Although the new motor was fitted to the mounting without problem, an earth on the main power supply to the gun could not be traced before the RANR took over the ship. The reservists crew under the command of Lieutenant Commander G.R. KEAYS RANR arrived onboard at 1900. Like the previous weekend their cruise was carried out in the waters of Port Philip Bay and Westernport, finally berthing alongside the CERBERUS wharf at 1500 Sunday 14 August 1977, at which time I resumed command of HMAS ARDENT.

13. Monday 15 August 1977 saw the commencement of two weeks of day running out of CERBERUS, as a part of a familiarization course for new entries. Approximately ten recruits were taken out each day and shown basic routines, including wheel time and lookout duties. Classes were changed over by ships boat at Flinders wharf each day, with the ship returning alongside at 1500 daily. On Thursday 18 August 1977, whilst engaged in recruit training, the Starboard engine room supply fan became unserviceable. Repairs were initially tried by replacing the fan with a spare held in Stores. This proved unsuccessful as the replacement fan was wired in reverse, hence URDEF 27/79 was raised. (Ref HMAS ARDENT OWR/OWU/KOD 250032Z AUG 77). The recruits daily running was discontinued on 23 August 1977, three days ahead of time due to the receipt of the proposed Patrol Boat rotation being planned by the Commander, Australian Mine Warfare and Patrol Boat Forces. Should the proposal be accepted ARDENT would have had ten days before her departure to northern waters, to restore, rectify defects and allow the ships company some extra time at home.

14. The remainder of the month from 23 August 1977, was spent in preparing the ship for her possible exchange with HMAS ATTACK in Darwin. During these final days of the month, the outstanding URDEF on the 40/60 mounting, with the aid of Base Staff was rectified, and the ship restored. The last day of the month saw another move in the acceptance of the Patrol Boat rotation. Fleet Headquarters in anticipation of a Canberra approval for the rotation directed ARDENT to sail on 3 September 1977 to arrive in Sydney on 5 September 1977, to prepare for the possible acceptance of the rotation plan.

15. The end of the month found ARDENT with URDEF 27/79 (Supply fan) outstanding, but otherwise fully operational ready to depart early in September 1977 for Sydney.

.../16. The health,

16. The health, welfare, conduct and morale of the ships company during the month has been excellent.

I have the honour to be,

Sir,

Your obedient servant,



(M.R. TRAVES-TAYLOR)
LIEUTENANT RAN
COMMANDING OFFICER

Annexes: A. Steaming Details
B. Exercise Details

ANNEX A TO HMAS ARDENT LETTER
1.16.2 DATED 5 SEPTEMBER 1977

STEAMING DETAILS

1.	Distance Steamed during the month	- 2016.65
2.	Distance Steamed since Commissioning	- 68,908.55
3.	Hours underway during the month	- 157
4.	Hours underway since commissioning	- 5342.7
5.	Hours Starboard main engine since installed	- 2874
6.	Hours Port main engine since installed	- 332
7.	Occasions for exceeding economical speed	- Nil

ANNEX B TO HMAS ARDENT LETTER
1.16.2 DATED 5 SEPTEMBER 1977

EXERCISE DETAILS

<u>EXERCISE</u>	<u>DATE</u>	<u>REMARKS</u>
General	17 AUG	- Steering Gear Breakdown MOBEX
		- Streamed Sea Anchor
	18 AUG	- MOBEX
	22 AUG	- Streamed Sea Anchor - MOBEX - Steering Gear Breakdown
Navigation	11 AUG	- Blind Pilotage leaving Portland
Gunnery	02 AUG	- 40/60 50 cal and 7.62 AR NGS against Pyramid RK
	11 AUG	- 7.62 Practice Shoot
NBCD	15 AUG to 22 AUG	- Emergency Stns and Leaving Ship Stns on Recruits Sea Days
	17 AUG	- Minor NBCDX

File Number

N 428	3	2477	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

u/c

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ARDENT - REPORT OF PROCEEDINGS - AUGUST 1977

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

Cancel File No _____ and inform Movements Section.

Close File No _____

Cross reference this file with: _____

SUBJECT INDEX

Posting	Precis	Initials
<u>R24-2</u>		

NAME INDEX

Heading	Precis	Initials
<u>HMAS ARDENT</u>		

LOGGING

Originator	Originator's Reference	Date	Initials
		/ /	

Information Classifier

el (Signature) 5 / 10 / 77 (Date)

REQUEST FOR
REGISTRATION

CR142
(1973)



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

OIC Registry

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Paper/s (attached)

Signal DTG No. (attached)

This form

As a RESTRICTED CONFIDENTIAL SECRET File

On File No. 428 / 3 / SERIES

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

Related Files

and

Forward to CNS Branch

Ring for collection by hand

Return to officer awaiting at counter

Signature

ABurns 4, 10, 77

Branch

IADMIN-N

FILE: 428/3/2520

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ARDENT REPORT OF PROCEEDINGS 1 SEPT - 6 OCT '77

~~DNO~~ Passage Western port to Darwin for change over with
~~DGNOP~~ Attack, with a 2 week AMP in Sydney + calls at
~~DCNS~~ Gladstone, Cairns + Thursday Island. p. 1/11

~~CNS~~

~~CNP~~

CNTS

~~DGLOG-N~~ 2/11

~~CNM~~ 10/4

~~DGSUP-N~~ 12/11

~~PRLO-N~~

~~IADMIN-N~~ AB 12/12

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

AB 31/10/77



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/10

HMAS CERBERUS
WESTERNPORT VIC 3920

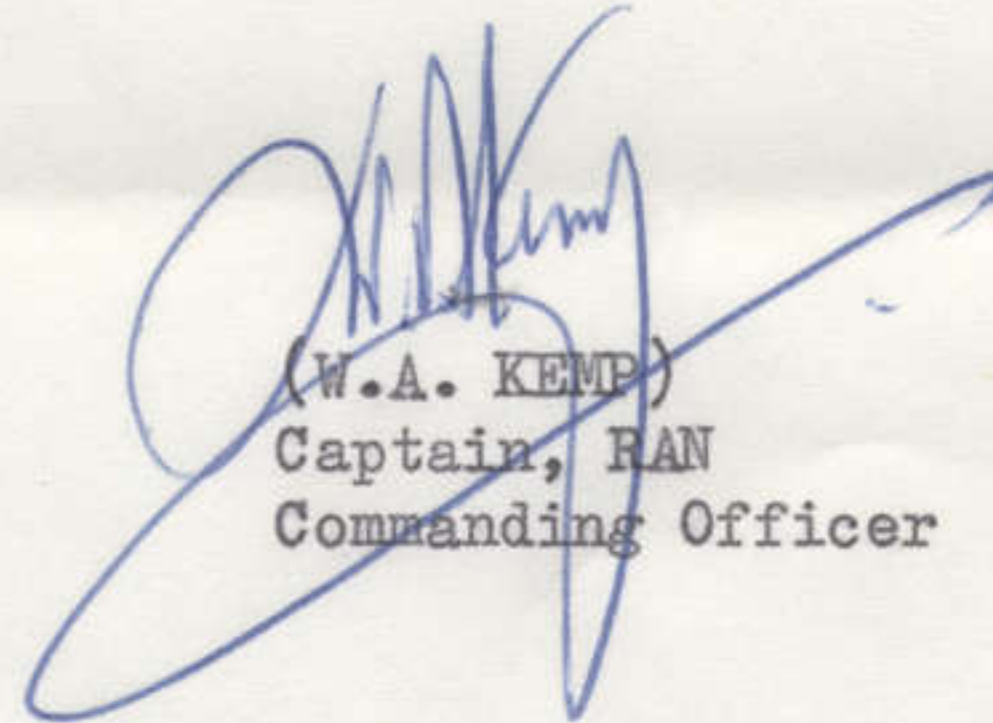
21 OCT 1977

The Chief of Naval Staff
Department of Defence (Navy Office)

HMAS ARDENT - REPORT OF PROCEEDINGS - SEPTEMBER, 1977

Reference: RI Appendix 29A

The enclosures are forwarded in accordance with the reference.


(W.A. KEMP)
Captain, RAN
Commanding Officer

Handwritten initials

- Enclosures:
1. HMAS ARDENT Report 1/16/2 dated 2nd October, 1977
 2. HMAS ARDENT Report 1/16/2 dated 6th October, 1977

*CDS
A*

ROYAL AUSTRALIAN NAVY
DEPARTMENT OF DEFENCE
OCT 22 08 11 11

RECEIVED

Handwritten notes and signatures at the bottom of the page

From Mr's Robert R. J.P.
MR

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OCT 25 09 11 '77
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

610

5. HMAS VIDEAL Report 1/10/77 dated 25 October 1977

1. HMAS VIDEAL Report 1/10/77 dated 25 October 1977

Commanding Officer
Submarine HMA
(A.V. KENNEDY)

The enclosures are forwarded in accordance with the reference.

Reference: KI 488474 SDV

HMAS VIDEAL - REPORT OF PROCEEDINGS - SEPTEMBER 1977

Department of Defence (Naval Office)
The Chief of Naval Staff

51 OCT 1977

MESSAGE NO. 110 3850
HMAS SEVEN

IN REPLY QUOTE 1/10/77

TELEPHONE:



ROYAL AUSTRALIAN NAVY

RESTRICTED

1/16/2

HMAS ARDENT
at DARWIN

2 October 1977

The Commanding Officer
HMAS CERBERUS

For Information

The Flag Officer Commanding, HM AUSTRALIAN FLEET
The Naval Officer-in-Charge, VICTORIA
The Naval Officer Commanding, NORTH AUSTRALIA AREA
The Commander, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ARDENT - REPORT OF PROCEEDINGS - SEPTEMBER 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT under my command for the month of September 1977. Times throughout are either zone Kilo (-10) or India Kilo (-9½).
2. The first three days of the month found the ship secured alongside the CERBERUS wharf with the ship's company enjoying a few extra days with their families prior to the ship's deployment to northern waters. At 1600(K) Saturday 3 September ARDENT sailed from Hanns Inlet and Westernport bound for Sydney and a two week assisted maintenance period to prepare the ship for her exchange with HMAS ATTACK in Darwin, in accordance with COMAUSMINPABFOR's proposed patrol boat rotation programme. Passage to Sydney was conducted with a beam on sea from the south until Gabo Island, then a large following sea to Sydney, making the trip extremely uncomfortable.
3. At 0815(K) Sunday 4 September, prior to the ship rounding Gabo Island, the starboard aft liferaft was discovered missing. The course was reversed, with the inflated liferaft being recovered at 0905(K) the same day, at which time the course was once again reversed and passage continued to Sydney. On investigation it was discovered that, although the cotton stitching on the inflatable liferaft grips were not rotting, the extremely violent action of the ship had pulled the stitching out of the webbing. (HMAS ARDENT DWV 050400Z SEP 77 refers). The remainder of the passage to Sydney passed without incident, with the ship berthing outboard of HMA Ships AWARE and BUCCANEER at 0830(K) Monday 5 September at the Patrol Boat wharf (PBW) HMAS WATERHEN.
4. The two weeks preparation of ARDENT for the hand-over included the changing of the starboard main engine, replacing the ship's 975 radar for a new Decca RM 916A radar,

/and the fitting

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and the fitting of isolating switches between the battery banks and main engine starter motors. Unfortunately the first day of the AMP was wasted due to the ship's third outboard berth. This situation was rectified at 0830(K) on Tuesday 6 September when AWARE and BUCCANEER proceeded to sea and ARDENT was able to move alongside and commence the programmed work.

5. During the following two weeks, work progressed extremely well with all the work being undertaken by ship and base staffs. The new 916A radar was set to work by Garden Island staff on 14/15 September with sea acceptance trials on both the new starboard main engine and the 916A radar successfully being carried out on the afternoon of Friday 16 September. On return to harbour from the sea acceptance trials the ship refuelled and berthed once again at the PBW, WATERHEN, fully operational and ready to sail during the forenoon of Monday 19 September for Darwin. During the weekend of 17/18 September, I travelled to Melbourne, after seeking and being given permission to travel outside the port limits by Fleet Headquarters. I returned onboard at 2300(K) Sunday 18 September 1977.

6. At 0830(K) Monday 19 September, after a 30 minute delay, caused by a defective starter motor on the starboard main engine, ARDENT sailed from WATERHEN for Spectacle Island, to top up on ammunition. The ammunitioning was completed by 0915(K) at which time the ship cast off from the lighter and returned to WATERHEN, berthing outboard of HMAS BOMBARD at 0925(K) on the PBW.

7. The ship was originally programmed to sail in company with BOMBARD at 1000(K) Monday 19 September to conduct Navigational, Seamanship and Gunnery exercises for the benefit of Commander I.W. Hall GLEX RAN, who is the Commanding Officer designate to HMAS CAIRNS. Due to ARDENT's defective starboard main engine starter motor, which had to be changed, BOMBARD sailed on schedule with Commander Hall RAN embarked, with ARDENT finally sailing from WATERHEN at 1115(K) the same day. Shortly after departure, a signal was received from BOMBARD cancelling the exercises due to the rough conditions outside Sydney harbour. ARDENT was then detached to proceed to Cairns.

8. The 1350 mile passage from Sydney to Cairns was broken only by a three hour refuelling stop at Gladstone at 1300(K) Wednesday 21 September. Prior to the ship's arrival at Gladstone, HMAS CAIRNS ordered a change of ETA for ARDENT in Cairns from midday on Friday 23 September to 0800 on the Friday. To achieve this new ETA two engine running was continued from Gladstone to Cairns. Whilst transitting the Whitsunday Passage on the afternoon of Thursday 22 September, HMAS BAYONET was encountered passing to the south. After a brief exchange of identities, both ships resumed their programmed tracks. Without further incident ARDENT berthed outboard of HMAS FLINDERS at No. 10 wharf Cairns harbour at 0800(K) Friday 23 September 1977.

/9. While the ship

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9. While the ship was refuelling, I called on the Commanding Officer, HMAS CAIRNS, Commander M.J.S. Keay GLEX RAN. Our discussion included the forthcoming exchange between ARDENT and ATTACK and operations in the Gulf of Carpentaria. At 0915(K) the same day ARDENT shifted berth from No. 10 to outboard HMA Ships BARRICADE and BARBETTE at the NQEA fitting out wharf (FOW) in Smiths Creek. Shortly after berthing at the FOW the Commanding Officer, HMAS CAIRNS returned my call, remaining onboard for 30 minutes discussing the work carried out on ARDENT during the beginning of the month at WATERHEN.
10. During the ship's weekend in Smiths Creek, the rectifier which supplies 220 volts DC to the 40/60 mounting became unserviceable, rendering the mounting non-operational. As the defect could not be repaired by base staff prior to the ship's departure, as was originally anticipated, URDEF 31/79 priority two dated 24 September 1977 was raised (HMAS ARDENT DSC/OWR 240351Z SEP 77 refers).
11. ARDENT was originally programmed to sail from Cairns at 2000(K) Sunday 25 September, but this was amended to an 0800(K) departure on Sunday, in company with HMA ships BARRICADE and BARBETTE. Unfortunately, at the time of sailing, BARRICADE became unserviceable, leaving BARBETTE and ARDENT to sail in company for passage to Darwin, where BARBETTE, and eventually BARRICADE, are programmed to go on survey duties, in company with HMAS MORESBY and HMAS ASSAIL.
12. On clearing Cairns harbour on the morning of 25 September, OCW manoeuvres were carried out for two hours along the MLA. At 1030(K) the same day both ships conducted their annual full power trials, concluding at 1230(K) without incident, at which time, with BARBETTE as guide and OTC, formation one was ordered and passage continued to Thursday Island. At 1400(K) Monday 26 September, after an uneventful passage, both ships berthed at the Caltex wharf Thursday Island, with refuelling being completed by 1700(K) the same day.
13. Remaining alongside for the Monday evening, both ships sailed from Thursday Island at 0800(K) Tuesday 27 September to continue their passage to Darwin. At 0930(K) the same day the ship's starboard main engine began to experience low oil pressure (48 lb/sq. in) and the engine was shut down, with the single engine passage continued on the port main engine. Results of tests carried out on oil samples landed in Cairns on 23 September 1977 were signalled to the ship by HMAS CAIRNS. They shed little light on the problem as there was no indication of fuel dilution occurring between Sydney and Cairns. Prior to officially rendering the starboard main engine unserviceable, a full oil change was decided upon. Due to an uncomfortable beam on sea from the south east, the oil change was delayed until the sea state improved or the ship reached the lee of Cape Wessel.

/Further delays

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Further delays occurred at 1000(K) the same day when the Naval Officer Commanding, North Australia Area (NOCNA) ordered BARBETTE to rendezvous with HMAS ASSAIL who was stranded at Gove with an unserviceable ANURC 58 (HF transceiver), and escort her back to Darwin. At 1815(K) the same day clocks were retarded 30 minutes to time zone India Kilo (-9½).

14. The rendezvous with ASSAIL was made 20 miles north of Gove at 0836(IK) Wednesday 28 September and passage continued to Darwin. Our track took the formation via the "Hole in the Wall" in the Wessel Island Group. The "Hole in the Wall" is a natural channel approximately 100 yards wide with a minimum depth of 40 feet, which cuts four hours off the passage time between Gove and Darwin. Shortly after passing through this channel the formation hove to in the lee of the Wessel Islands and ARDENT changed the oil in her starboard main engine. The change took one hour with the ship getting underway again at 1215(IK) Wednesday 28 September. Unfortunately the oil pressure once again fell below the acceptable minimum (55 lb/sq. in.) and URDEF 32/79 priority one dated 28 September 1977 was raised. (HMAS ARDENT DAU/OWU 280540Z SEP 77 refers). With the formations speed of advance reduced to 13.5 knots, the remainder of the passage passed without incident, and the ships arrived in Darwin at 1640(IK) Thursday 29 September. BARBETTE and ASSAIL berthed at No. 1 berth Stokes Hill wharf, while ARDENT berthed outboard of HMA Ships ADROIT and ATTACK at the Patrol Boat Landing (PBL) Stokes Hill Wharf.

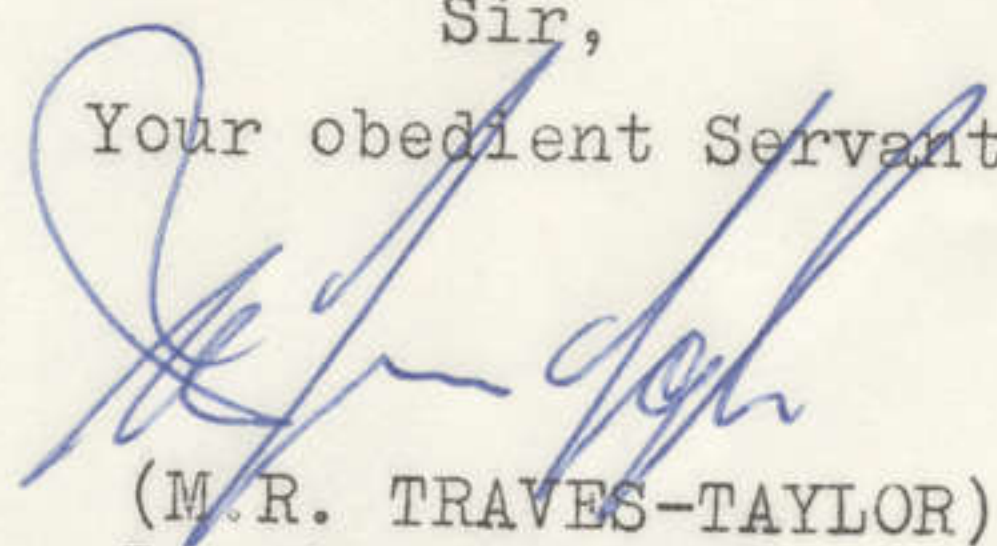
15. On Friday 30 September results of oil tests indicated definitely that the low oil pressure was due to fuel dilution. At 1100(IK) the same day a rocker bracket on the inlet side of B1 cylinder was found to be fractured. Fortunately a spare bracket was held by stores, and it is expected that the starboard main engine shall be operational by Tuesday 4 October. The remainder of the day was spent in planned maintenance and cleaning, both of which are proceeding satisfactorily, in preparation for the handover of ARDENT for ATTACK on Tuesday 4 October 1977.

16. The health, welfare, conduct and morale of the ship's company during the month has been very good.

I have the honour to be,

Sir,

Your obedient Servant,



(M.R. TRAVES-TAYLOR)
Lieutenant RAN
Commanding Officer

Annexes: A - Steaming Details
B - Exercise Details

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

STEAMING DETAILS

1. Distance steamed during the month 3,191.5
2. Distance steamed since commissioning 72,100.05
3. Hours underway during the month 225
4. Hours underway since commissioning 5,567.7
5. Hours starboard main engine since installed -
 a. (old) 650030/20 2,914
 b. (new) 650027/4 143
6. Hours port main engine since installed 524
7. Occasions for exceeding economical speed -

<u>Date</u>	<u>Speed (Knots)</u>	<u>Hours</u>	<u>Remarks</u>
16SEP77	23.0	$\frac{1}{2}$	Sea Acceptance Trials
25SEP77	22.5	2	Full Power Trial

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

EXERCISE DETAILS

<u>Exercise</u>	<u>Date</u>	<u>Remarks</u>
General	25SEP77	COW Manoeuvres
NBCD	22SEP77	Action Stations Defence Stations Minor NBCDX (a) Flood Exercise (b) Fire Exercises (c) Casualty Exercises

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1/16/2

HMAS ARDENT
at DARWIN

6 October 1977

The Commanding Officer
HMAS CERBERUS

For Information

The Flag Officer Commanding, HM AUSTRALIAN FLEET
The Naval Officer-in-Charge, VICTORIA
The Naval Officer Commanding, NORTH AUSTRALIA AREA
The Commander, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ARDENT - REPORT OF PROCEEDINGS - OCTOBER 1977

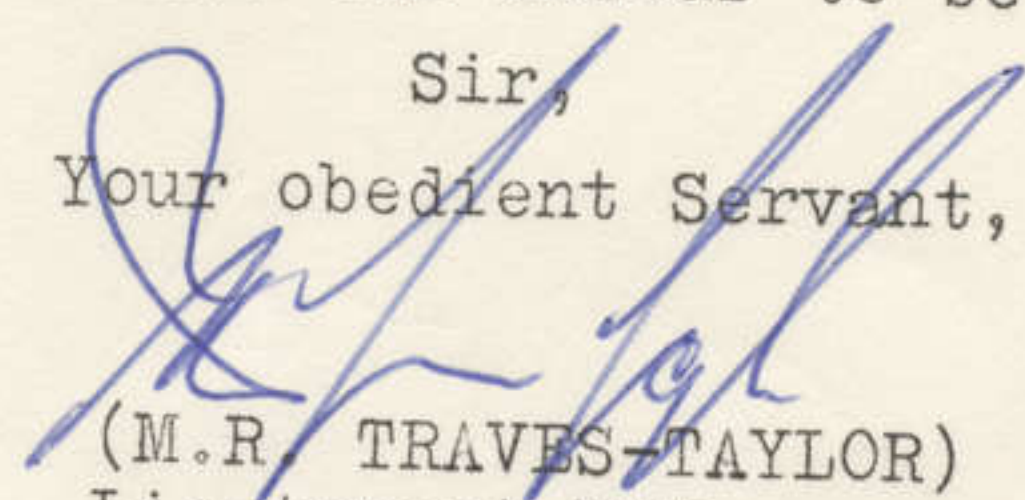
Sir,

1. I have the honour to report the proceedings of HMAS ARDENT under my command from 1 October to 6 October 1977. Times throughout are zone India Kilo (-9½).
2. On Saturday 1 October the ship was berthed outboard of HMA Ships ADROIT and ATTACK, with the ship's company preparing for the changeover to ATTACK on Thursday 6 October. During the afternoon of 3 October, whilst planned maintenance was being carried out in the engine room, the General Service battery bank was found to be collapsed and completely un-serviceable. URDEF 33/79 priority one dated 3 October was raised. (HMAS ARDENT DAU/OWR 030437Z OCT 77 refers). An investigation was held into the failure of the battery bank, with the report being forwarded to the Naval Officer Commanding, North Australia Area (NOCNA) on Thursday 6 October.
3. The defect on the ship's starboard main engine (URDEF 32/79) was rectified on 4 October, with sea trials expected to be carried out on 7 October. The transfer of stores from ARDENT to ATTACK and the completing of all Planned Maintenance continued until 1200 Thursday 6 October when I relinquished command of HMAS ARDENT to Lieutenant J.W. Wells GLEX RAN.
4. URDEF 31/79 on the 40/60 mounting and URDEF 33/79 on the General Service battery bank were carried over to the new Command. On handover there were no outstanding planned maintenance routines. The health, welfare, conduct and morale of the ship's company during the period has been very good.

I have the honour to be,

Sir,

Your obedient Servant,


(M.R. TRAVES-TAYLOR)
Lieutenant RAN
Commanding Officer

Annex "A" - Steaming Details

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ANNEX "A" TO
HMAS ARDENT LETTER 1/16/2
OF 6 OCTOBER 1977

STEAMING DETAILS

1. Distance steamed during the month	-
2. Distance steamed since commissioning	72,100.05
3. Hours underway during the month	-
4. Hours underway since commissioning	5,567.7
5. Hours starboard main engine since installed	143
6. Hours port main engine since installed	524
7. Occasions for exceeding economical speed	Nil

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File Number

N 428	3	2520	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

~~TOP SECRET~~

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ARDENT. - REPORT OF PROCEEDINGS
- SEPTEMBER. 1977

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

Cancel File No and inform Movements Section.

Close File No

Cross reference this file with:

SUBJECT INDEX

Posting	Precis	Initials
R24.2.		

NAME INDEX

Heading	Precis	Initials
HMAS ARDENT	a, e	

LOGGING

Originator	Originator's Reference	Date	Initials
HMAS CERBERUS WESTPORT	1/16/10	21, 10, 77	

Information Classifier

[Signature] (Signature) 25 10 77. (Date)

RESTRICTED

1/16/2

HMAS ARDENT
at DARWIN

2 November 1977

The Naval Officer Commanding
NORTH AUSTRALIA AREA

HMAS ARDENT - REPORT OF PROCEEDINGS - OCTOBER 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT under my command from 6 to 31 October 1977.
2. On Thursday 6th, HMAS ARDENT remained alongside continuing preparation for her imminent West Coast Patrol. ARDENT was programmed to sail on Monday 10th but, owing to URDEF 35/79 raised on the steering gear-box, sailing was delayed until Wednesday 12th with Mr Osborne (Department of Health) embarked, and made passage to Broome. During the passage ARDENT operated in conjunction with an aircraft chartered by the Department of Health, which assisted in surveillance operations, mainly due to increased Vietnamese refugees' activity.
3. Communications with the aircraft were established using an HF net and proved to be very satisfactory. Sightings by the aircraft were promptly relayed to ARDENT enabling investigation.
4. ARDENT berthed in Broome at 0900(H) Saturday 15th and departed at 1000(H) next day, proceeding to the Monte Bello Islands via the Declared Fishing Zone (DFZ). No sightings were made in this area, which confirmed Department of Primary Industry Western Australian Fisheries' brief obtained before departure to the West Coast. However, a concentration of Foreign Fishing Vessels (FFVs) were located approximately 100 miles due west of Broome. ARDENT departed the Monte Bello region on the 18th, arriving in Dampier at 1300(H) on Wednesday 19th. Reports made by a RAAF Orion P3B indicated the presence of a long-liner (Taiwanese) operating in the vicinity of Rowley Shoals. ARDENT departed Dampier at 1000(H) on Thursday 20th and proceeded to Rowley Shoals to investigate.
5. After discussion with DPI W.A. Fisheries, sources of intelligence gained by this department suggested that the vessel may be a clam boat, whereby the best time for apprehension would be one hour after sunrise. ARDENT followed this plan and intercepted SHIN VIN SHYANG six miles inside the DFZ. Subsequently the FFV was released in accordance with DEFNAV KBG 202351Z OCT 77 only to be re-investigated by ARDENT in accordance with DEFNAV KBG 210641Z OCT 77, but to no avail as the foreign fishing vessel had departed the area.

/As stated in

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As stated in ARDENT's FISHREP KBG 202245Z OCT 77 the FFV contained sixty two (62) by 40 kgm bags of clam meat. Unfortunately Western Australian Fisheries laws do not prevent the acquisition of clam meat as do Queensland Fisheries laws.

6. At 1830(H) on Friday 21st HUNG CHOU No. 1/2 were boarded whilst on passage to Broome. Before entering Broome the position of the FFV concentration was confirmed and on departure from Broome at 1400(H) on the 22nd, after a four hour refuelling stop, passage was made to the previously plotted FFV concentration.

7. When located, boarding commenced at 1900(H) on Saturday 22nd and was completed at 0030(H) Sunday 23rd. (My KBG 230617Z OCT 77 refers). On completion of boardings, passage was made to Darwin arriving at 1000IK on Wednesday 26th. The remainder of the month was spent alongside the Patrol Boat Landing carrying out self-maintenance.

Engineering and Electrical

8. The most impressive performance of all equipment was the Decca 916A radar with detection ranges as great as thirty miles on Taiwanese pair trawlers; a luxury compared to that of the 975 radar previously used in HMAS ATTACK before the PTF rotation programme. URDEF 31/79 remains outstanding (40/60 Bofor) owing to unavailability of spares. URDEF 35/79 was raised on the steering gear and rectified on the 9th. Four INDEFs were raised during the period, the main one of which was 8/79, associated with the glacier filters, because of excessive wear on the lower spindle and bushing.

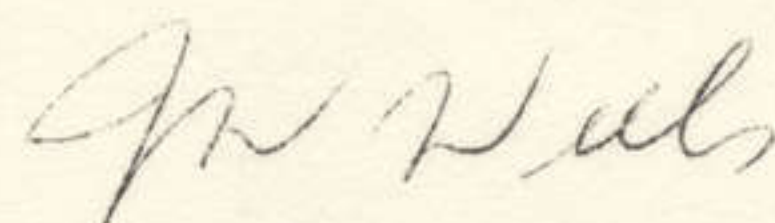
Health, Welfare and Morale

9. The health of the ship's company is good and the morale is high, with a concentrated effort being channeled into the new boat. The welfare committee convened during the month.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. WELLS)
Lieutenant RAN
Commanding Officer

Annexes: "A" - Steaming Details
"B" - Exercises and Evolutions
"C" - Ship Availability

RESTRICTED

RESTRICTED

ANNEX "A" TO
HMAS ARDENT LETTER 1/16/2
OF 2 NOVEMBER 1977

STEAMING DETAILS

1. Distance steamed during the month	3,001.5
2. Distance steamed since commissioning	75,102.00
3. Hours underway during the month	272
4. Hours underway since commissioning	5,839.7
5. Hours starboard main engine since installed	300
6. Hours port main engine since installed	649
7. Occasions for exceeding economical speed	Nil

RESTRICTED

RESTRICTED

ANNEX "B" TO
HMAS ARDENT LETTER 1/16/2
OF 2 NOVEMBER 1977

EXERCISES AND EVOLUTIONS

1. Man Overboard Drills	1 hour
2. Boardings	7 (6 hours)
3. NBCD Exercises	1 hour
4. Steering Gear Breakdown Drill	$\frac{1}{2}$ hour
5. Small Arms Shoot	2 hours
6. Anchorages	5

RESTRICTED

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

HMAS ARDENT
DATE 01 NOV 77

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 9 1/2 YEARS
MILES STEAMED SINCE FIRST COMMISSIONING 75,102 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 649
STBD 300

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													H	E	L	G	TAS	ND	C	EW	DL		
1		✓											✓												
2		✓											✓												
3		✓											✓												
4		✓											✓											URDEF 33/79	
5		✓											✓											BATTERY BANK.	
6		✓											✓												
7		✓											✓											URDEF 35/79	
8		✓											✓											STEERING GEAR.	
9		✓											✓												
10	✓												✓												
11	✓												✓												
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29	✓												✓												
30	✓												✓												
31	✓												✓												
TAL	27	9											21											9	

DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2620

HMAS ARDENT REPORT OF PROCEEDINGS NOVEMBER '77

Q 13/11
DNO Gulf patrol + return to Darwin for 'seawatch' duties at
the end of the month. Ardent intercepted 2 Vietnamese
DENS vessels including Song Be 12.1.12 + covering letter.
ACNS comments on main engine defects. p. 12/1
DGNPP *Ch. 1st.*
CNORP
CNP
CNS *bc 2/1*
DGLOG-N *Q 27/1*
CNM *1/2*
DGSUP-N *ad. 2.*
PRLO-N *AD 3/2*
IADMIN-N *AB 4/2*

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

AB 12/1/78



RESTRICTED
DEPARTMENT OF DEFENCE

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

Naval Headquarters
Larrakeyah Barracks
DARWIN. N.T. 5790

DEC. 1 8 1977

Chief of Naval Staff
Department of Defence (Navy Office)

For Information:

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

HMAS ARDENT - REPORT OF PROCEEDINGS - NOVEMBER, 1977

1. Forwarded.
2. In common with a number of other patrol boats, HMAS ARDENT has also experienced main engine defects which appear to be related to poor workmanship and quality control during rebuild. Her engine performance is being very closely monitored by ship and base staff.


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

Enclosure: HMAS ARDENT letter 1/16/2 of 2 December, 1977.

GENLINE
INFORMATION CONTAINS
DEPT OF DEFENCE
DEC 55 18 15 JJ

RECEIVED
RESTRICTED

DCNS - Hldg A.

RESTRICTED
RECEIVED

DEC 22 16 12 '77
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

None
HMAS
"Arden" NMR

Enclosure: HMAS VINDIA letter 1/12/77 of 5 December, 1977.

Major V. J. ...
Naval Officer Commanding
Submarine 501
(N. J. ...)



and page ...
The engine performance is being held closely monitored by ...
re referred to ...
VINDIA has also experienced with engine defects which appear to
5. In common with a number of other ...
4. ...

HMAS VINDIA - REPORT OF PROCEEDINGS - NOVEMBER, 1977

Commanding Officer: HMAS VINDIA
Commander: AUSTRALIAN MARINE VULCANIC AND SUBROTOR FORCES
Naval Officer Commanding: HM AUSTRALIAN ...

For information:

Department of Defence (Naval Office)
Chief of Naval Staff

DIVISION N. J. 2180
...
Naval Headquarters

In Naval Office: 1/12/77
Telephone: 880341

DEPARTMENT OF DEFENCE
RESTRICTED



RESTRICTED

1/16/2

HMAS ARDENT
at DARWIN

2 December

The Naval Officer Commanding
NORTH AUSTRALIA AREA

HMAS ARDENT - REPORT OF PROCEEDINGS - NOVEMBER 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT under my command for the month of November. Time zones are as indicated.

2. HMAS ARDENT remained alongside conducting routine maintenance until Tuesday 8th. At 1000(1K) on Wednesday 9th ARDENT departed Darwin for a patrol in the Gulf of Carpentaria. Passage to Gove was smooth, with a 40/60 firing using break-up shot being conducted en route.

3. At 1400(1K) Friday 11th ARDENT arrived at Gove and departed for Weipa at 1000(1K) on the 12th. Passage was made via the Declared Fishing Zone (DFZ) and on reaching Cape Arnhem a defect occurred on the starboard main engine compelling ARDENT to return to Gove to await spare parts.

4. A blind entry to Gove was made exercising the Blind Pilotage Team and the Officer borne for training. ARDENT secured to the Main Cargo Wharf at 2000(1K) Saturday 12th. The defect was rectified in the forenoon of the 14th but sailing was delayed until 1400(1K) owing to industrial unrest concerning tanker drivers. Consequently fuelling commenced later than previously arranged.

5. Passage to Weipa was eventful in view of the number of boardings conducted. Once again the majority of foreign fishing vessels (FFVs) were drift-netters experiencing very poor catch rates. Pair trawlers were conspicuous by their almost total absence in the Gulf.

6. At 1300(K) on Thursday 17th ARDENT berthed in Weipa. On completion of fuelling ARDENT departed Weipa with Commonwealth and State Fisheries officers embarked. ARDENT's task was to investigate and report any illegal Australian fishing vessels operating in the Gulf without a permit. After identifying approximately 30 contacts, ARDENT developed a port main engine defect but completed her task and returned to Weipa to effect repairs, arriving at 0040 Friday 18th and coming to anchor in 17 metres.

7. ARDENT departed Weipa at 1000(K) Sunday 20th, making passage to the north where a number of boardings were conducted.

/ARDENT returned to

RESTRICTED

RESTRICTED

- 2 -

ARDENT returned to Weipa to refuel, arriving at 0930(K) on the 21st and berthing port side to HMAS BAYONET. At 1300(K) ARDENT departed and made passage to Alyangula (Groote Eylandt) via the DFZ, boarding FFVs not sighted previously.

8. ARDENT secured to the refuelling wharf Alyangula at 1000(IK) on Thursday 24th, sailing on completion of fuelling at 1400(IK). Arrival in Gove was made at 1000(IK) Friday 25th and, once refuelled, ARDENT made passage for Darwin at 1400(IK). Initially the patrol was to continue until the 30th before a return to Darwin was made but, owing to the increased activity of Indo Chinese vessels arriving in the Darwin area, ARDENT's patrol was reduced.

9. Consequently ARDENT arrived in Darwin at 1100(IK) Sunday 27th, escorting LONG PHONG after having intercepted the vessel 10 miles to the south of Cape Fourcroy. Twenty seven personnel of Indo Chinese origin were on board. (My JBW 262107 NOV 77 refers). ARDENT refuelled and put to sea at 1400(IK) the same day to operate on a patrol line to the north west of Cape Fourcroy. Assisted by Tracker S2G surveillance aircraft, ARDENT intercepted SONG BE 12 at 2128(IK) on Monday 28th and escorted the vessel to Darwin. SONG BE 12 was secured to a Naval buoy and ARDENT proceeded to the Patrol Boat Landing for refuelling. Fuelling completed, ARDENT proceeded to her patrol line at 1600(IK), returning to Darwin at 0900(IK) on Wednesday 30th. The remainder of the month was utilized for maintenance.

Engineering and Electrical

10. The month commenced with the raising of INDEF 8/79 concerning port and starboard main engine glacier filters. This defect was rectified by ship's staff fitting two complete new assemblies. INDEF 9/79 covered miscellaneous aluminium welding, completed by contracotr on the 7th. INDEF 10/79 was raised on sea discharge pipe to the Pegson Pump and remains outstanding. URDEFs 37 and 38/79 were raised on the main engine, lubricating oil line and rocker gear respectively. These were rectified and subsequently INDEF 11/79 was raised when A7 cylinder head was found to be leaking oil, the outcome of which resulted in my DAU 020421Z DEC 77 concerning frequency defects and operational readiness.

11. A successful quarterly full power trial was conducted in Beagle Gulf on the 28th.

Health, Welfare and Morale

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

I have the honour to be,

Sir,

Your obedient Servant,

J.W. Wells
(J.W. WELLS)

Lieutenant RAN
Commanding Officer

Enclosures: Annexes "A" - "D" inclusive

RESTRICTED

RESTRICTED

ANNEX "A" TO
HMAS ARDENT LETTER 1/16/2
OF 2 DECEMBER 1977

STEAMING DETAILS

1. Distance steamed during the month	4343.4
2. Distance steamed since commissioning	79445.2
3. Hours underway during the month	347
4. Hours underway since commissioning	6186.7
5. Occasions for exceeding economical speed:	Quarterly full power trial

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ANNEX "B" TO
HMAS ARDENT LETTER 1/16/2
OF 2 DECEMBER 1977

EXERCISES AND EVOLUTIONS

1. Man Overboard Drills	$\frac{1}{2}$ hour
2. Boardings - 28	18 hours
3. NBCD Exercises	1 hour
4. Small Arms Shoot	2 hours
5. Anchorages	2
6. 40/60 Surface Shoot	1 hour
7. Navigation Training (Blind Pilotage)	1 hour

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

HMAS ARDENT

DATE 01 DEC 77

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 9 1/2 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 79 445.2 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 767

STBD 611

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													H	E	L	G	TAS	ND	C	EW	DL		
1	✓												✓												
2	✓												✓												
3	✓												✓												
4	✓												✓												
5	✓												✓												
6	✓												✓												
7	✓												✓												
8	✓												✓												
9	✓												✓											URDEF 36/79	
10	✓			✓		REFUGEE SURVEILLANCE							✓												
11	✓												✓												
12		✓											✓											URDEF 37/79.	
13		✓											✓												
14	✓												✓												
15	✓												✓												
16	✓												✓												
17	✓												✓												
18		✓											✓											URDEF 38/79	
19		✓											✓												
20	✓												✓												
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TOTAL	26	4			2	4							14												

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ANNEX "D" TO
HMAS ARDENT LETTER 1/16/2
OF 2 DECEMBER 1977

STATE OF URDEFS AND INDEFS

1. URDEFS

<u>Date</u>	<u>Equipment</u>	<u>Consec. No.</u>	<u>DTG of Referring Signal</u>	<u>Completed</u>
23SEP	40/60 rectifier and sliprings	31/79	240352Z SEP 77	19NOV
9NOV	40/60 scooter control valve	36/79	090245Z NOV 77	Outstanding
11NOV	Starboard main engine lub. oil line	37/79	120540Z NOV 77	14NOV
17NOV	Starboard main engine B2 rocker gear	38/79	171804Z NOV 77	19NOV

2. INDEFS

6OCT	Aft heads dis- charge line	5/79	1. 060622Z OCT 77 2. 110636Z OCT 77	Outstanding
11OCT	40/60 ready use locker	6/79	110513Z OCT 77	Outstanding
1 NOV	Port and star- board main engine glacier filters	8/79	010515Z NOV 77	25NOV
1NOV	Aluminium Welding	9/79	010511Z NOV 77	7NOV
3NOV	Port Main Engine sea water line	10/79	030020Z NOV 77	Outstanding
17NOV	Port Main Engine A7 cylinder lub. oil leak	11/79	130600Z NOV 77	Outstanding

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File Number

N428	3	2620	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

Restricted

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ARDENT Report of Proceedings - November 1977

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

Cancel File No _____ and inform Movements Section.

Close File No _____

Cross reference this file with: _____

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
<i>HMAS Ardent</i>	<i>aya</i>	

LOGGING

Originator	Originator's Reference	Date	Initials
<i>NSCNA</i>	<i>1/16/16</i>	<i>18 Dec 77</i>	

Information Classifier _____

(Signature) *[Signature]* (Date) *31/77*

RESTRICTED

1/16/2

HMAS ARDENT
at Sea

3 January 1978

The Naval Officer Commanding
NORTH AUSTRALIA AREA

HMAS ARDENT - REPORT OF PROCEEDINGS - DECEMBER 1977

Sir,

1. I have the honour to report the proceedings of HMAS ARDENT under my command for the month of December. Time zones are IK (-9½).
2. HMAS ARDENT remained alongside the Patrol Boat Landing (PBL) until the 7th conducting routine maintenance and correcting defects. At 1000 on the 8th ARDENT slipped and proceeded to Beagle Gulf where a patrol line had been established to the south of Cape Fourcroy, Bathurst Island. At 1704 on the 8th SHIN HONG No. 11, CT6-0400 was boarded (my KBG 081016Z DEC 77 refers) and on completion ARDENT continued her patrol. At 2005 Saturday 10th HWA YNG No. 11 and 12, CT6-0514, were boarded. (My KBG 110214Z DEC 77 refers).
3. ARDENT refuelled in Darwin at 0900 Monday 12th then proceeded to the patrol line at 1400 to resume her duties in Beagle Gulf. An uneventful period followed with ARDENT returning to refuel at 0900 Thursday 15th, departing at 1130 and remaining on the patrol line until relieved by HMAS ASSAIL on Saturday 17th. ARDENT then returned to Darwin, arriving at 0900 Saturday 17th.
4. ARDENT remained at ½ hour notice for sea (NFS) as a result of ASSAIL's suspect serviceability, and at 1410 Sunday 18th ARDENT was crash sailed to assist ASSAIL, which was suffering from a defect on one of her main engines. At 1535 on Sunday 18th ARDENT berthed outboard of ASSAIL at the PBL having completed her escort duties.
5. ARDENT remained at ½ hour NFS pending ASSAIL and AWARE solving their apparent logistic problems associated with various defects. However, ASSAIL was able to proceed to sea at 1000 Monday 19th. ARDENT NFS was increased to 8 hours and maintenance routines were initiated. The ship remained alongside until Tuesday 26th.
6. At 0900 Tuesday 27th ARDENT proceeded to the patrol line. A refuelling stop was made at 0800 Friday 30th and ARDENT proceeded to sea at 1400, remaining on the patrol line until the New Year.

Engineering and Electrical

RESTRICTED

RESTRICTED

- 2 -

Engineering and Electrical

7. Both main engines and diesel alternators performed satisfactorily during the month. INDEFs 10/79 and 11/79, which were outstanding on the port main engine, were rectified. INDEF 12/79 was raised on the port engine starter motors. The 40/60 Bofor was exchanged with a new unit. This rectified URDEF 39/79, and all other outstanding TM145s on the original mounting have been cancelled. The new 40/60 will be functioned in the New Year.

8. The ship's gyro compass developed a severe chatter. Investigations traced the fault to the synchronizing gear in the master unit. A new gyro has been demanded and INDEF 13/79 refers. A hole discovered in the weather deck necessitated URDEF 40/79 being raised. Base staff has temporarily patched the area, with a TM200 being raised accordingly. INDEFs 5 and 6/79 (After Heads soil discharge and 40/60 ready use locker) remain outstanding.

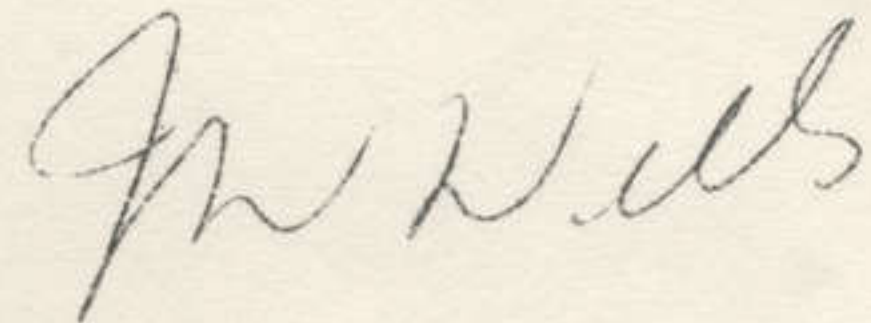
Health, Welfare and Morale

9. Health of the ship's company is good and morale is high despite the flexibility of ARDENT's programme. The welfare committee convened during the month.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. WELLS)
Lieutenant RAN
Commanding Officer

Annexes - "A" Steaming Details
"B" Exercises and Evolutions

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ANNEX "A"
TO HMAS ARDENT LETTER 1/16/2
OF 3 JANUARY 1978

STEAMING DETAILS

1. Distance steamed during the month	2,769
2. Distance steamed since commissioning	82,214.2
3. Hours underway during the month	220
4. Hours underway since commissioning	6,406.7
5. Occasions for exceeding economical speed	Nil

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ANNEX "B" TO
HMAS ARDENT LETTER 1/16/2
OF 3 JANUARY 1978

EXERCISES AND EVOLUTIONS

- | | |
|----------------------------------|--------------------|
| 1. Man Overboard Drills | $\frac{1}{2}$ hour |
| 2. Boardings | 2 hours |
| 3. NBCD Exercise and Instruction | 1 hour |

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