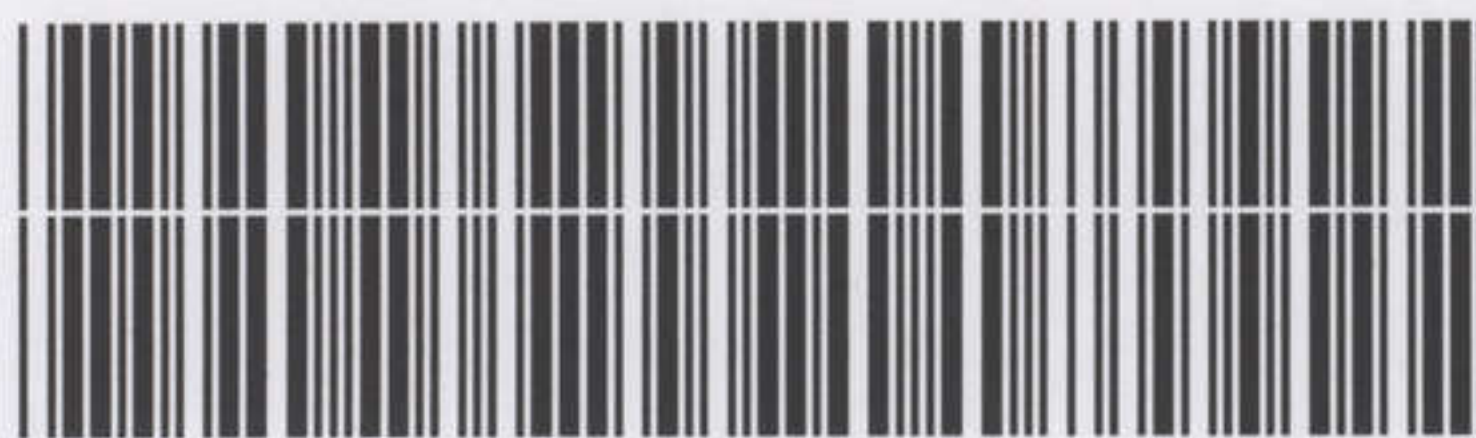


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS BOMBARD

Item number: 66/14

Title: January-September 1983



AWM78-66/14

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[66/14]

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BOMBARD

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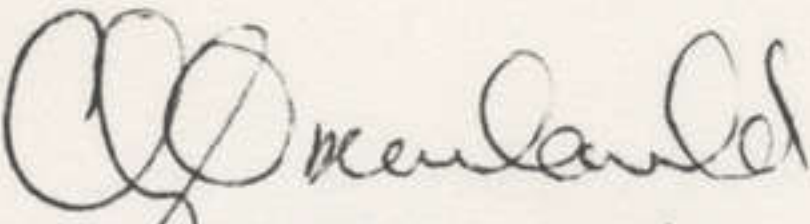
A9/16/21

23 FEB 1983

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

HMAS BOMBARD - REPORT OF PROCEEDINGS - JANUARY
1983

Forwarded.


(C. J. OXENBOULD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS BOMBARD Report of Proceedings for
January 1983

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE I-I6-I (F)

HMAS BOMBARD
At Area Bass

I February 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD REPORT OF PROCEEDINGS - JANUARY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of January 1983. All times are zone lima (-II).
2. During the month BOMBARD completed an Assisted Maintenance Period (AMP), a period of Fleet Support and commenced her first Bass Strait Oil Rig Surveillance (BSORS) Patrol for 1983.
3. At the beginning of the month BOMBARD was alongside the Patrol Boat Wharf, HMAS WATERHEN undergoing an AMP and leave period. The opportunity to grant leave to essential personnel was taken and, despite being relatively short handed, all maintenance routines were completed on time.
4. The AMP and leave period were successfully completed on Sunday 16 and BOMBARD became available for Fleet Support the following morning.
5. At 0810 Monday 17 you, Sir, crossed BOMBARD in order to present HMAS WARRNAMBOOL, who was outboard, with the Kelly Shield. Later that morning BOMBARD, in company with WARRNAMBOOL and HMAS CURLEW sailed for the East Australian Exercise Area (EAXA). A co-ordinated departure and most valuable set of Officer of the Watch manoeuvres were conducted prior to BOMBARD being detached at 1220.
6. It was planned DTV PORPOISE join BOMBARD for towing and boarding serials at 1300; however, she became unavailable at the last moment. Luckily, TRV TAILOR was able to assist and she sailed at 1200. A steadily rising southerly swell prevented the towing serial being safely conducted, therefore TAILOR was dispatched to the buoy in Rose Bay where a Boarding Exercise could be safely conducted. A most valuable Boarding Serial was conducted and at 1330, with TAILOR in company, BOMBARD returned to WATERHEN.
7. BOMBARD remained alongside until 0830 Thursday 20. Whilst alongside, a Marine Data MD 7I Fluxgate Compass was fitted with the assistance of WATERHEN Base Staff. This compass is to remain onboard for a three month trial period. A report will be raised accordingly.

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- 2 -

8. At 0830 Thursday 20, BOMBARD sailed for No. 2 buoy off Cockatoo Island where it was intended to swing both the ships magnetic compass and the Fluxgate compass. It was considered that local magnetic anomalies resulted in an unreliable swing so it was decided to conduct a further swing on Tuesday 25.

9. This decision made, BOMBARD returned to No. I2 berth, WATERHEN where she remained until 0930 Tuesday 25. Over the weekend 22-23 BOMBARD was at standby for Operation Catchy (COMAUSFLT EAD/ETL/FSE 200550Z JAN 83 refers). As Catchy Red was not instigated BOMBARD was not required to offer any material assistance.

10. At 0930 Tuesday 25 BOMBARD sailed for No. I Explosives Buoy where a successful compass swing was conducted during the forenoon. At 1210 BOMBARD returned alongside WATERHEN where she remained until 0800 Thursday 27.

11. Despite poor weather reports, BOMBARD sailed from WATERHEN at 0800 Thursday 27 for Area Bass. Strong southerly winds made for heavy going and resulted in the ship being forced to zig-zag down the coast. The zig-zag was initiated to keep the sea fine on either bow thereby making passage a little more comfortable. Regrettably the weather also resulted in the cancellation of the planned 40/60 Gun Functioning Trial and Surface Firing Exercise.

12. At 1130 the AN/URC 58 HF Transceiver became defective (my URDEF I3/83 refers). It was decided to continue passage south to Jervis Bay where it was hoped a replacement radio could be obtained. BOMBARD berthed at the SAR Wharf, HMAS CRESWELL at 1515 and were informed that the requested replacement radio would arrive at 2000.

13. Fuel was embarked and the radio arrived just after 2000. It was most pleasing to see that stores action was taken so quickly. The replacement radio was fitted, trialed and at 2100 BOMBARD slipped from the berth and continued passage to Area Bass.

14. The weather improved steadily as BOMBARD proceeded south which allowed passage speed to be increased. At 0815 Friday 28 BOMBARD assumed the duties as Surface Response Vessel (SRV) and arrived in Area Bass at 1115 (HMAS WARRNAMBOOL IAQ 271212Z JAN refers). Upon arrival in Area Bass BOMBARD patrolled the easterly edge of the Area to be Avoided prior to securing to Kingfish B buoy at 1515.

15. The evening was spent at the buoy. Next morning the good weather allowed a number of internal ships drills to be conducted. These drills included Action Stations and Boarding Stations. A successful minor Damage Control exercise was also conducted.

16. At 1350 BOMBARD slipped from the buoy and proceeded to Cobia buoy where she arrived at 1453. Enroute the opportunity to conduct Man-Overboard drills was taken. That night and most of the next day was spent at Cobia buoy. At 1655 Sunday 30 BOMBARD slipped from the buoy and patrolled the south easterly corner of Area Bass. As weather conditions were ideal, a quarterly full power work-up was conducted with satisfactory results. At 2035 BOMBARD secured to Mackerel buoy. The ship remained at Mackerel buoy until

/ 1825

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- 3 -

I825 Monday 3I. At that time she sailed, at the request of Mackerel Platform, to investigate Bass West light vessels location. The light vessel was in position although unlit (Austcoast Warning 022/82 refers). This was reported and BOMBARD returned to Mackerel buoy at 2I20 where she remained for the rest of the month.

I7. The health and welfare of the ships company remains good and their morale is high.

I have the honour to be,

Sir,

Your obedient Servant,



(C J FROST)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Figures
B. Exercises

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Annex A to
HMAS BOMBARD letter I-I6-I(F)
Dated 1 February 1983

STEAMING FIGURES

1.	Distance steamed during January	494
2.	Hours underway during January	42
3.	Distance steamed since commissioning	241642
4.	Hours underway since commissioning	18396
5.	Occasion of exceeding fast routing speed	1 hr (Quarterly Full Power Work- Up)

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Annex B to
HMAS BOMBARD letter I-I6-I(F)
Dated 1 January 1983

EXERCISES

Seamanship and General Evolutions

<u>Date</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>
I7	3	I	I
29	9	I	$\frac{1}{2}$
29	IO	I	I
I7	II	I	2
29	I2	I	$\frac{1}{2}$
I7	I3(D)	I	$\frac{1}{2}$

Navigation

I7,27,28	2I	4	3
28	23	I	I

NBCD

29	30	I	$\frac{3}{4}$
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Communications

II	NCX 4I8	I	I
I3,I4	RACE training	2	I6
Various	Crypto Drills	3	I $\frac{1}{2}$

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

AF 1/16/21

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OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

DAO-N

28-2-83

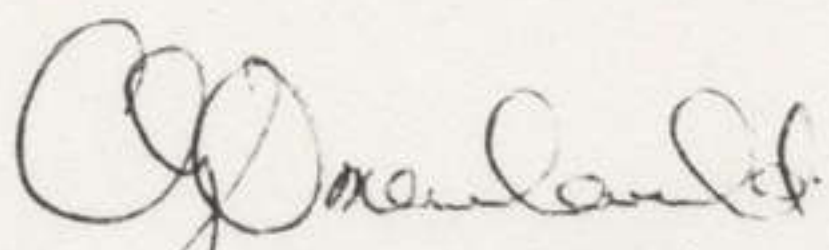
14 MAR 1983

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

HMAS BOMBARD - REPORT OF PROCEEDINGS - FEBRUARY

1983

Forwarded.


(C. J. OXENBOULD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS BOMBARD Report of Proceedings for
February 1983

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE I-16-I (F)

HMAS BOMBARD
At Sydney

I March 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer Commanding
QUEENSLAND

HMAS BOMBARD REPORT OF PROCEEDINGS - FEBRUARY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of February 1983. All times are zone lima unless otherwise stated.
2. During the month BOMBARD completed a Bass Strait Oil Rig Surveillance (BSORS) Patrol, conducted a fisheries patrol off the New South Wales and Queensland coasts, and commenced an Assisted Maintenance Period (AMP).
3. At the beginning of the month BOMBARD was the duty Surface Response Vessel (SRV) on task in Area Bass. The ship was secured to Mackerel Buoy.
4. At 1545 Tuesday 1 BOMBARD slipped from Mackerel Buoy and commenced a patrol in the north-west portion of Area Bass. At 1600 an Initial Strong Wind Warning was issued and it was decided to proceed to Tuna platform where less severe conditions are often experienced.
5. BOMBARD secured to Tuna West Buoy at 1800 where she spent the evening. As was hoped, the weather at Tuna did not become too severe. Reports from other platforms, further to seaward, indicated they were experiencing winds to 50 knots; however, local winds of 30 knots made it possible for the ship to remain at the buoy.
6. HMAS WARRNAMBOOL arrived in Area Bass shortly after 0700 Wednesday 2 and at 0715 she relieved BOMBARD as the Duty SRV. On being relieved BOMBARD slipped from the buoy and proceeded north to Sydney.
7. Passage north was uneventful and at 0600 Thursday 3 BOMBARD

/ arrived

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- 2 -

arrived in East Australian Exercise Area R 489 where a successful 40/60 Gun Functioning Trial and Surface Firing were conducted. These gunnery serials were completed by 0700 and BOMBARD proceeded to Sydney where she berthed at HMAS WATERHEN at 1030.

8. On arrival, fuel and water were embarked, and final preparations for sailing the next day were made. BOMBARD remained alongside until 0820 the following morning.

9. At 0820 Friday 4 BOMBARD sailed from WATERHEN and proceeded on a fisheries patrol that extended as far north as Gladstone. BOMBARD proceeded approximately 100 nautical miles off the coast and patrolled the areas adjacent Stradbroke, Britannia, Brisbane, Moreton, Recorder and Fraser Seamounts prior to arriving off Cato Island at 1920 Sunday 6.

10. Enroute, one Foreign Fishing Vessel (FFV), the HOSHIN MARU No. 55, a Japanese long-line Tuna vessel, was sighted and subsequently reported (HMAS BOMBARD EMJ/IAQ 070001Z FEB 83 refers). At 1000 Saturday 5 a semi-submerged, badly damaged, 20-foot half-cabin cruiser was sighted (HMAS BOMBARD IAJ 050015Z FEB 83 refers). Attempts to destroy the vessel were fruitless. No further advice has been received on this matter.

11. ^{6th} BOMBARD anchored off Cato Island at 1920. A good anchorage was achieved and it was well sheltered from a moderate south-easterly swell. Clocks were retarded one hour to zone kilo (-10) at 2030. The ship weighed anchor at 2230 and proceeded to Bundaberg.

12. Passage to Bundaberg was uneventful and at 1420 Monday 7 BOMBARD berthed at the Oil Wharf, Bundaberg. This wharf, with its two dolphins, was not particularly suited to Attack Class Patrol Boats due to its height and length which made berthing awkward, particularly with easterly winds blowing.

13. BOMBARD remained alongside overnight, embarking fuel and water. At 1100 Tuesday 8 BOMBARD sailed from Bundaberg to continue her fisheries patrol.

14. Upon departing Bundaberg, BOMBARD proceeded direct to Cato Island, where she anchored at 0630 Wednesday 9. A landing party was sent ashore to investigate the automatic weather station which can be clearly seen on the island. The building and aerials showed no sign of tampering. A brief beach reconnaissance revealed that the island had apparently not been visited for some time.

15. The landing party was recovered at 1250. BOMBARD weighed anchor and proceeded to Bird Island of the Wreck Reef group. Enroute a FFV, the WAKASHIO MARU No. 38 was sighted (HMAS BOMBARD EMJ/IAQ 090620Z FEB 83 refers). After investigating this contact, BOMBARD resumed passage to Bird Island, anchoring at 1730.

16. It was noted that the charted position of the reefs around Bird Island appeared to be inaccurate. A Hydrographic Note was raised to reflect this.

17. At 0700 the following morning BOMBARD returned to Cato Island where a most enjoyable banyan was held. The ship anchored at 1115 and remained there until 1745 when she weighed anchor and sailed for Gladstone.

18. The overnight passage to Gladstone was uneventful and at 1100

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- 3 -

Friday II BOMBARD berthed at No. I Auckland Wharf where she remained until 1000 Monday I4.

19. At 1000 Monday I4 BOMBARD slipped from Gladstone and proceeded south to Coffs Harbour. Heavy seas were experienced off Brisbane; however, by transitting close inshore, tolerable conditions were experienced. Clocks were advanced one hour to zone lima at 0200 Tuesday I5. Passage south was uneventful and at 0930 Wednesday I6 BOMBARD berthed in the Inner Harbour, Coffs Harbour where she fuelled, watered and remained overnight.

20. At 1000 the following morning BOMBARD slipped from the wharf and resumed passage south to Sydney. Weather conditions on sailing were good, however, a strong southerly change was experienced during the afternoon of Thursday I7. Very rough seas together with strong winds made for heavy going which was only marginally improved by transitting inshore and tacking across the sea. The 40/60 Bofors mounting was damaged by these heavy seas (BOMBARD URDEF I4/83 refers).

21. After a very uncomfortable evening, BOMBARD secured to No. I Explosives Buoy off Shark Island at 0715 Friday I8 where a compass swing was successfully conducted. On completion of the swing the ship proceeded to WATERHEN, berthing outboard HMAS FREMANTLE at 1210. BOMBARD remained there until 1000 Monday 2I when FREMANTLE proceeded to sea and BOMBARD shifted berth alongside the Patrol Boat Wharf.

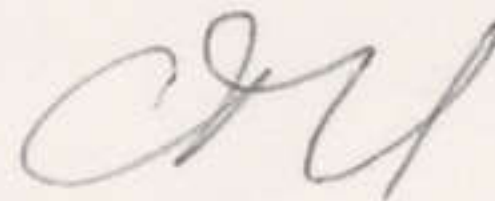
22. Once alongside, the AMP was commenced in earnest. During the AMP cracks were discovered in the boat davit, which was surveyed and removed for repair (BOMBARD URDEF I5/83 refers). BOMBARD remained alongside for the rest of the month.

23. The health and welfare of the ships company is good and their morale continues to be high.

I have the honour to be,

Sir;

Your obedient Servant,



(C J FROST)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Figures
B. Exercises

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Annex A to
HMAS BOMBARD letter I-I6-I (F)
Dated 1 March 1983

STEAMING FIGURES

1. Distance steamed during February	27II
2. Hours underway during February	205
3. Distance steamed since commissioning	244352
4. Hours underway since commissioning	1860I
5. Occasion of exceeding fast routing speed	NIL

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RESTRICTED

Annex B to
HMAS BOMBARD letter I-I6-I (F)
Dated I March I983

EXERCISES

Seamanship and General Evolutions

<u>Date</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>
4	9	I	$\frac{3}{4}$
5, I6	I2	2	$I\frac{1}{4}$

Gunnery

3	I8	I	I
3, 4, IO	20	3	$2\frac{1}{2}$

Navigation

3, 4, 7, 8, IO, I8	2I	6	4
I8	23	I	I

NBCD

5, IO	30	2	2
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Communications

Various	Crypto Drills		I
IO	Recognition Procedure	I	I
2	NCX 604	I	I
8	NCX ECT	I	$\frac{1}{2}$
22	NCX 602	I	I

Support and Attack parties mustered daily in harbour

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ROYAL AUSTRALIAN NAVY

SMV

Telephone 359 9111
Extension 3113

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

AF 1/16/21

6 MAY 1983

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

LOGGED

HMAS BOMBARD - REPORT OF PROCEEDINGS FOR PERIODS 1-3
AND 11-31 MARCH 1983

Forwarded.

RH Old
(R. H. OLD)
Commander RAN
for Fleet Commander

LOGGED

^{SH}
Enclosure: 1. HMAS BOMBARD Report of Proceedings for
periods 1-3 and 11-31 March 1983

UNCLASSIFIED COVERING ~~RESTRICTED~~ **RESTRICTED**

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-1 (F)

HMAS BOMBARD
At Eden

1 April 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer Commanding
SOUTH AUSTRALIA

HMAS BOMBARD REPORT OF PROCEEDINGS - MARCH 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the periods 1 - 3 March and 11 - 31 March. All times are zone lima (-11) unless otherwise stated.
2. During the first period of my command BOMBARD was undergoing an Assisted Maintenance Period (AMP), and during my second period of command conducted a Fisheries Patrol and commenced a Bass Strait Oil Rig Surveillance (BSORS) patrol.
3. At the beginning of the month BOMBARD was alongside the Patrol Boat Wharf, HMAS WATERHEN undergoing an Assisted Maintenance Period. At 0800 Thursday 3 I was relieved as Commanding Officer by Lieutenant G J CRIDDLE RAN.
4. At 1200 Friday 11, I resumed the command of BOMBARD whilst the ship was alongside No.12 North Wharf, Port Melbourne. During my absence clocks were retarded one hour to time zone kilo (-10).
5. BOMBARD remained alongside until 1200 Saturday 12 when she sailed to Nelson Pier, Williamstown. Once alongside, 10 members of the Royal Melbourne Yacht Squadron, who were members of the Victorian America's Cup Syndicate, were embarked and at 1300 BOMBARD sailed into Port Phillip Bay to witness a race between 'Challenge' and 'Cretel 11'.
6. This race was a spectacular event with, rather appropriately, 'Challenge' emerging victorious. The race finished at 1700 and after disembarking the officials at Nelson Pier, BOMBARD returned to No.12 North

/ Wharf

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Wharf at 1800.

7. BOMBARD remained alongside overnight and sailed for a Fisheries Patrol of areas Foxtrot and Hotel, at 1000 the following morning. Passage west was rather uncomfortable, with a large south-westerly swell which made going heavy.

8. At 2110 Sunday 13 the starboard main engine developed a defect which necessitated BOMBARD proceeding to anchor off Portland Harbour. Once at anchor, in calm conditions, investigations revealed that a defective governor was the problem (BOMBARD URDEF 16/83 refers).

9. BOMBARD weighed anchor at 0730 and proceeded into Portland, berthing at the K S Anderson Wharf at 0750. Mr J Ormerod, a South Australian Fisheries Officer, was embarked on arrival. Mr Ormerod was embarked to assist in fisheries surveillance during the Portland to Adelaide leg of the patrol.

10. A replacement governor arrived onboard at 1030 Wednesday 16. At 1200, following fitting and trials of the replacement unit, BOMBARD sailed to resume her fisheries patrol.

11. A large south-easterly swell was running; however, passage west was reasonably comfortable. A patrol line along the 100-fathom line, as far west as Kangaroo Island, was considered most likely to detect any illegal Foreign Fishing Vessels (FFV's); however, none were sighted.

12. Over the night of the 16/17, the swell and wind increased considerably and it was decided to proceed to anchor in East Cove, Kangaroo Island, where BOMBARD anchored at 1200. Once at anchor, Mr Ormerod contacted his local authorities and gained the latest intelligence regarding FFV's in the area. He was informed that no known FFV'S were operating in the local designated patrol areas. Weather conditions remained poor throughout Thursday 17 and it was decided to remain at anchor. Clocks were retarded half an hour to time zone india-kilo (-9½) at 1800 Wednesday 16.

13. ^{18/4} At 0230 the following morning BOMBARD weighed anchor and proceeded to Adelaide. The passage was uneventful and at 0910 the ship berthed at the PTF Wharf, Gawler Reach, Port Adelaide where she remained until 1000 Sunday 20. Mr Ormerod disembarked on arrival and stated that he was more than satisfied with the area covered, despite the shortened patrol and weather conditions.

14. BOMBARD sailed at 1000 Sunday 20 for Melbourne. Enroute it was planned to retrace the area covered during the westerly passage; however, weather conditions were unsuitable.

15. Throughout Sunday the weather conditions continued to deteriorate and culminated with a Storm Warning being issued during the morning of Monday 21. Upon receipt of this warning it was decided to proceed to Portland for shelter. At 0200 Monday, clocks were advanced one hour to time zone kilo (-10). BOMBARD berthed at the K S Anderson Wharf, Portland at 1430 Monday 21, greatly relieved to be out of the severe weather.

/ 16.

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16. On receipt of further weather forecasts, which indicated worsening conditions, it was decided to cancel the planned visit to Melbourne and remain in Portland.

17. BOMBARD completed her period of Fisheries Surveillance at 0001 Tuesday 24 and commenced a two-week BSORS patrol. It was planned to sail for Area Bass at 0900 that day; however, weather conditions were very poor and delayed sailing until 0900 Friday 25.

18. On sailing BOMBARD proceeded direct to Area Bass. The passage was uneventful and at 0500 Saturday 26 BOMBARD arrived 'on task' and relieved HMAS ATTACK as duty Surface Response Vessel (SRV).

19. On relieving ATTACK, BOMBARD proceeded to Tuna west buoy where she secured at 0740. A moderate west to south-westerly wind and swell were present; however, conditions at the buoy allowed surveillance to be continued.

20. At 1200 a Strong Wind Warning was issued by Weather Melbourne and after confirming increasing wind strengths with the platforms, it was decided to slip from the buoy and seek shelter in Eden. Enroute to Eden the winds continued to strengthen and by the time BOMBARD rounded Gabo Island, force 6 south-westerly winds were being experienced.

21. At 1830 BOMBARD berthed in Eden at the Breakwater Wharf, Eden where she remained overnight. At 0700 the following morning fuel was embarked and BOMBARD shifted berth alongside the Fishermans Wharf where she awaited an improvement in the weather.

22. Weather conditions in Area Bass remained poor until the morning of Tuesday 29 by which time ATTACK had assumed the duties of SRV. BOMBARD therefore remained alongside in Eden for the rest of the month.

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

I have the honour to be,

Sir,

Your obedient Servant,



(C J FROST)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Figures
B. Exercises

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Annex A to
HMAS BOMBARD letter 1-16-1 (F)
Dated 1 April 1983

STEAMING FIGURES

1.	Distance steamed during March	2555
2.	Hours underway during March	196
3.	Distance steamed since commissioning	246907
4.	Hours underway since commissioning	18797
5.	Occasions for exceeding fast routing speed	15 hrs (Exercise SEA EAGLE 83-1)

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Annex B to
HMAS BOMBARD letter 1-16-1 (F)
Dated 1 April 1983

EXERCISES

<u>Date</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>
<u>Seamanship and General Evolutions</u>			
5-9	2	1	97
13	9	1	$\frac{1}{2}$
25	12	1	$\frac{1}{2}$
<u>Navigation</u>			
5	23	1	$\frac{3}{4}$
5,6,10,13,15,26	21	6	5
<u>NBCD</u>			
18	30	2	1
<u>Communications</u>			
1	NCX 207	1	1
15,31	NCX 604	2	1
17	ECT	1	$\frac{1}{2}$

Attack and Support Parties mustered daily in harbour

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SMV

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

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

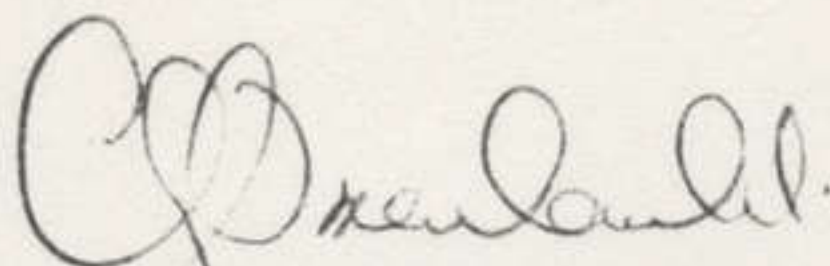
AF 1/16/21

21 JUN 1983

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

HMAS BOMBARD - REPORT OF PROCEEDINGS - 4-11
MARCH 1983

Forwarded.



(C. J. OXENBOULD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS BOMBARD Report of Proceedings for
period 4-11 March 1983.

UNCLASSIFIED COVERING ~~RESTRICTED~~



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

RAAF Base
East Sale
Victoria

23 May 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding
VICTORIA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

Commanding Officer
HMAS BOMBARD

HMAS BOMBARD - REPORT OF PROCEEDINGS

4 - 11 MARCH 1983

Sir,

1. I have the honour to report the proceedings of HMAS BOMBARD under my command for the period indicated. Time zones are as indicated.
2. At 0800(-11) Friday 4 I assumed command of BOMBARD to allow LEUT C.J. Frost RAN to proceed on compassionate leave.
3. At 0805(-11) lines were cast off and BOMBARD proceeded for Exercise SEA EAGLE 83-1. An hour later Sydney Heads lay four miles astern and course was set south for the East Australian Exercise Areas and rendezvous with Orange maritime units.
4. Shortly before 2000(-11) rendezvous was effected with HMA Ships TORRENS, SWAN and YARRA three miles south east of Point Perpendicular, where instructions for Phase 3 of the exercise were received by light. In essence, BOMBARD was to conduct attacks on Blue surface units within fifty miles of the New South Wales coast; and later to rendezvous with HMAS ATTACK to carry out similar attacks in Bass Strait.

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2.

5. For the next twenty-four hours BOMBARD patrolled coastal waters south to Gabo Island, but as the intelligence picture became detailed it was clear that an opportunity could exist to engage the enemy in the vicinity of Montague Island during the night of 5/6.
6. In the late afternoon of Saturday 5 BOMBARD covertly made ground north in close vicinity of the coast and anchored in the lee of Montague Island's western shore. At 0300 Sunday 6 anchor was weighed and slow speed was maintained to clear the island: successive radar sweeps revealed Blue Forces fourteen miles to seaward. At 0108(-11) two Exocet missiles were launched and BOMBARD retired to the coast at full power; course was set south for Eden. At 0300(-11) clocks were retarded one hour to time zone Kilo(-10).
7. BOMBARD berthed on the Fishermen's Wharf, Eden at 0342(-10) to await fuel. By mid morning fuelling was complete and at 1050(-10) lines were cast off and BOMBARD proceeded for Bass Strait.
8. At 1125(-10) Sunday 6 rendezvous was effected with HMAS WOLLONGONG and both ships proceeded to an anchorage in the vicinity of Gabo Island to exchange intelligence and attack plans.
9. At 1700(-10) two Blue DDG's were sighted to the south: anchor was weighed and an urgent attack carried out in company with WOLLONGONG. The enemy retired to the east and contact was soon lost in poor conditions of visibility.
10. Several sweeps of the area south-east failed to re-establish contact with Blue Forces. At 200(-10) WOLLONGONG, HMAS WHYALLA and BOMBARD were instructed to be ready for a co-ordinated attack on the Blue main body before midnight. BOMBARD remained in close company with WOLLONGONG until 2200(-10) when four contacts were engaged some twelve miles to the south-east.
11. As WOLLONGONG and WHYALLA detached, BOMBARD proceeded west to rendezvous with ATTACK some sixty miles distant.
12. At 0925(-10) Monday 7 BOMBARD secured alongside ATTACK at anchor in West Cove, Erith Island to discuss tactics for the following night. It was decided that night operations offered the best combination of self-protection and surprise in attack, so both ships remained at anchor throughout the day.

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13. Shortly before 1800(-10) that evening BOMBARD proceeded independently to patrol the areas south and east of the Bass Strait Oil field. ATTACK was in a low fuel state and tracked for the traffic separation zone in the centre of the area of interest. No contact was made with the enemy throughout the night, and it was at 0848(-10) Tuesday 8 that BOMBARD came to anchor near Babel Island (a small island east of Flinders Island) and remained at anchor all day.

14. At 1830(-10) with deceptive lighting rigged, BOMBARD proceeded north-east and joined a fishing fleet of twenty-six vessels. Slowly, ground was made north to our assigned patrol area, 090 Deal Island 50 miles; where BOMBARD drifted covertly from 2300(-10) Tuesday 8 until 0500(-10) Wednesday 9.

15. India band radar interference was evident on BOMBARD's decca type RM-916A in the standby mode, so slow speed was made in circles to better simulate a fishing vessel. At 0530(-10) single radar sweeps over a three minute period revealed two surface contacts to the south-east. At 0535(-10) the nearest contact was engaged with two Exocet missiles at fourteen miles.

16. As BOMBARD escaped west, information was received from TORRENS of a gale warning for our area: course was set for Deal Island some sixty miles west to recover our deceptive apparatus and rig for heavy weather.

17. At 0740(-10) Wednesday 9 BOMBARD anchored in the lee of Deal Island. Weather conditions had deteriorated rapidly with winds a steady 35 knots and seas rose quickly to 3 metres. At 0830(-10) the anchor was weighed with the intent of proceeding west towards Wilsons Promontory. By 0920(-10) conditions had deteriorated to such a degree that I elected to seek shelter in West Cove Erith Island only five miles astern. At 1000(-10) BOMBARD was at anchor sheltering from seas of six metres created by winds of 35 knots gusting 50.

18. The weather was re-assessed at 1800(-10) and I elected to remain at anchor overnight. Throughout the night the wind veered and decreased in intensity to 20 knots.

19. At 9559(-10) Thursday 10 anchor was weighed and course was set west for Melbourne at the conclusion of Phase 3 of the exercise. BOMBARD entered Port Phillip Bay at 1200(-10) and berthed at Number 12 Wharf in the Yarra River at 1540(-10) to complete Exercise SEA EAGLE 83-1.

20. At 0900(-10) Friday 11 I relinquished command of BOMBARD in favour of LEUT C.J. Frost RAN.

~~RESTRICTED~~

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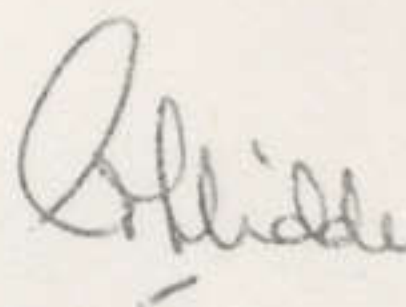
4.

21. Steaming details for this period have been incorporated in BOMBARD Report of Proceedings for March 1983.

I have the honour to be,

Sir,

Your obedient Servant,



(G.J. CRIDDLE)
Lieutenant RAN
Commanding Officer

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SMV

ROYAL AUSTRALIAN NAVY

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

*DAO-N
28.2.83*

Telephone 359 9111
 Extension 3113

AF 1/16/21

16 MAY 1983

LOGGED

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

HMAS BOMBARD - REPORT OF PROCEEDINGS - APRIL 1983

Forwarded.

RH Old
 (R. H. OLD)
 Commander RAN
 for Fleet Commander

SH.
Enclosure: 1. HMAS BOMBARD Report of Proceedings for
 April 1983

UNCLASSIFIED COVERING ~~RESTRICTED~~ RESTRICTED

DAO-N A'



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-1 (F)

HMAS BOMBARD
At Newcastle

1 May 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD REPORT OF PROCEEDINGS - APRIL 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of April 1983. All times are zone kilo (-10).
2. During the month BOMBARD completed a Bass Strait Oil Rig Surveillance (BSORS) patrol, completed an Assisted Maintenance Period (AMP), was involved in Exercise Hallmark, made an official visit to Newcastle and commenced a period of support to the Special Air Services Regiment (SASR).
3. At the beginning of the month BOMBARD was alongside in Eden, being the Standby Surface Response Vessel (SRV). At 1300 Friday 1 the ship slipped from the Fishermens Wharf, Eden and proceeded to Area Bass where she relieved HMAS ATTACK as Duty SRV at 1430.
4. On arrival in Area Bass the weather was unsuitable for securing to a buoy, therefore a patrol line between West Kingfish and Tuna Platforms was commenced. At 0045 Saturday 2 Mackerel Platform reported a large contact approaching Area Bass and requested BOMBARD investigate. The large container vessel subsequently remained clear of the Restricted Area and after ensuring she continued to do so, BOMBARD resumed her patrol line.
5. At 0715 that morning it was intended to secure to Tuna West buoy; however, a 2 metre westerly swell prevented this from being safely conducted. The weather at this stage did not prevent BOMBARD remaining in Area Bass and it was decided to proceed to Golden Beach where BOMBARD anchored at 1130.
6. As the weather did not improve, BOMBARD remained at anchor overnight and most of the next day. At 1500 Sunday 3 a Strong Wind Warning was received; however, conditions remained tolerable until 2100 when the platforms indicated they were expecting winds to 60 knots the following morning. With this in mind it was decided to weigh anchor and to proceed to Eden for shelter.

/ 7.

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7. At 0910 the following morning BOMBARD berthed outboard the tug E B CANE at the Breakwater Wharf, Eden. No fuel was available or required. At 1500 ATTACK relieved BOMBARD as Duty SRV.

8. BOMBARD sailed at 2230 that evening for Sydney. Passage north was uneventful although the weather was poor and made for heavy going.

9. At 1330 Tuesday 5 BOMBARD berthed alongside the Patrol Boat Wharf, HMAS WATERHEN. Fuel was embarked and a 10-day AMP commenced.

10. The AMP progressed well, the only problem being an outstanding defect on the 40/60 Bofors mounting (HMAS BOMBARD URDEF 17/83 refers). Throughout the period 11 - 15 the Departmental Inspections for BOMBARDs Annual Inspection were conducted by Fleet and WATERHEN Staff.

11. On Monday 18 BOMBARD held divisions and was inspected by Commander K C STEPHEN RAN. Results were most pleasing (COMAUSMINPAB ADA 180300Z APR 83 refers).

12. At 1400 that afternoon BOMBARD, in company with HMAS LAUNCESTON, sailed for Exercise Hallmark (COMAUSMINPAB EXOPORD 5/83 refers). On departing Sydney Heads the weather was found to be unsuitable for passage south. It was decided to return to Waterhen and await an improvement in the weather. BOMBARD berthed at the Patrol Boat Wharf, WATERHEN at 1705 and remained alongside overnight.

13. Throughout the evening the weather gradually moderated and at 0900 the following morning, both units again sailed for Exercise Hallmark. Conditions were far from ideal; however, at reduced speed it was found southerly passage could be achieved. The superior sea-keeping ability of LAUNCESTON resulted in BOMBARD being detached at 1100 and being directed to proceed to Eden independantly for fuel.

14. BOMBARD berthed outboard the tug E B CANE alongside the Breakwater Wharf, Eden at 0130 Wednesday 20. Fuel was embarked at 0800 and at 0900 BOMBARD cast off and proceeded south to join other participants of Exercise Hallmark.

15. Enroute the starboard main engine developed a defect (BOMBARD URDEF 18/83 refers) which necessitated BOMBARD returning to Sydney to isolate the problem and effect repairs. Passage north was uneventful and at 0450 Thursday 21 BOMBARD berthed at WATERHEN.

16. The defect was identified later that day and repairs were successfully completed at 1030 Friday 22. BOMBARD sailed at 1115 to conduct trials on the starboard engine and took the opportunity to conduct a most valuable set of Officer of the Watch manoeuvres with HMAS WOLLONGONG off Sydney.

17. Both units entered Sydney Harbour at 1430 and BOMBARD berthed at the Patrol Boat Wharf, WATERHEN at 1500.

/ 18.

18. BOMBARD remained alongside until 1100 the following morning. It was originally intended to sail at 1000; however, the inboard starter-motor on the port main engine was found to be defective and the necessary repairs delayed sailing one hour. Several members of the ships company had families and friends embarked.
19. Passage north to Newcastle was uneventful. The weather was good and those families embarked had a most enjoyable day. At 1600 BOMBARD berthed at No. 4 Lee Wharf, Newcastle where she remained until 0600 Thursday 28.
20. Whilst alongside in Newcastle, the ships company was involved in the Anzac Day celebrations culminating in them leading the annual Anzac Day march. On Sunday 24 and Monday 25 BOMBARD was open for public inspection and it was pleasing to see that a total of 1292 people looked over the ship.
21. On Thursday 28 BOMBARD commenced joint operations with the SASR (SASR SWANBOURNE ADA 280322Z MAR 83 refers). The first serial required BOMBARD to join the SASR in Port Stephens. To facilitate this BOMBARD sailed from Newcastle at 0600 Thursday 28 and proceeded north to Port Stephens where she anchored at 0815.
22. Once at anchor, a SASR non-commissioned officer boarded and controlled a series of boat/personnel parachute drops. BOMBARDs commitment was completed at 1500 and after disembarking the SASR controller BOMBARD prepared to return to Newcastle. 20
23. The departure was delayed due to a defect in the windlass (HMAS BOMBARD INDEF 7/83 refers) which necessitated weighing anchor by deck tackle. At 1530 the anchor was clear of the water and BOMBARD sailed for Newcastle.
24. Passage south was uneventful and at 1720 BOMBARD berthed at No. 4 Lee Wharf, Newcastle. HMAS OVENS was also alongside No. 4 Lee Wharf. She was similarly involved in SASR support. 23
25. BOMBARD remained alongside overnight and sailed at 1330 the 24 following day in company with OVENS. BOMBARD was intended to act as safety vessel for the SASR personnel who were to be launched in canoes from OVENS. Unfortunately weather conditions were unsuitable for this type of operation and it was subsequently decided to return to Newcastle where BOMBARD berthed at 1715.
26. BOMBARD remained alongside overnight and sailed at 0630 Saturday 30 and proceeded to sea to gauge whether weather conditions had improved sufficiently for operations to be conducted. Again weather conditions appeared to be unsuitable and at 0745 the ship returned alongside No. 4 Lee Wharf. The weather moderated during the forenoon and at 1300 both OVENS and BOMBARD departed Newcastle to conduct Parachute-Submarine Rendezvous serials. During these evolutions BOMBARD acted as safety vessel.

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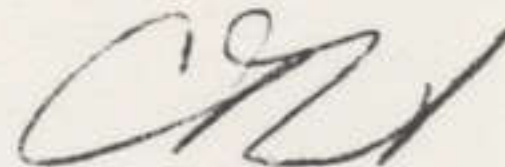
27. At 1700 the weather conditions were again judged to be unsuitable for the planned operations and BOMBARD returned to Newcastle berthing at 1830. The receipt of a Gale Warning upon berthing resulted in the planned parachute drops the next day being cancelled and BOMBARD remained alongside for the rest of the month.

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

I have the honour to be,

Sir,

Your obedient Servant,



(C J FROST)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Figures
B. Exercises

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Annex A to
HMAS BOMBARD letter 1-16-1(F)
Dated 1 May 1983

STEAMING FIGURES

1.	Distance steamed during April	1399
2.	Hours underway during April	118
3.	Distance steamed since commissioning	248306
4.	Hours underway since commissioning	18915
5.	Occasions for exceeding fast routing speed	NIL

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Annex B to
 HMAS BOMBARD letter 1-16-1(F)
 Dated 1 April 1983

EXERCISES

<u>Date</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>
<u>Seamanship and General Evolutions</u>			
3	9	1	1
23	10	1	$\frac{1}{2}$
22	11	1	2
23, 24, 28	12	9	$1\frac{1}{2}$
<u>Gunnery</u>			
20	18	1	1
20	20	1	1
28	17	1	1
<u>Navigation</u>			
4,5,18,19,20,23..	21	9	13
18,19	Co-ordinated Departure	4	4
5,19,30	23	1	1
<u>NBCD</u>			
1	30	1	1
<u>Communications</u>			
7, 12	BKX	2	1
8, 14	MMX	2	1
28	ECT	1	$\frac{1}{2}$
<u>Patrol Exercises</u>			
28, 29, 30	74	Various	64

Attack and Support Parties mustered daily in harbour

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ROYAL AUSTRALIAN NAVY

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Telephone 359 9111
Extension 3113

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

AF 1/16/21

20 JUN 1983

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

HMAS BOMBARD - REPORT OF PROCEEDINGS - MAY 1983

Forwarded.

RA Old
(R. H. OLD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS BOMBARD Report of Proceedings for
May 1983

UNCLASSIFIED COVERING ~~RESTRICTED~~ **RESTRICTED**



1-16-21.

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-1(F)

HMAS BOMBARD
At Burnie

1 June 1983

The Office of
The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS BOMBARD REPORT OF PROCEEDINGS

1. It is requested that the enclosed Report of Proceedings be duplicated and forwarded in accordance with the annotated addressees and an extra copy forwarded to this command.

(C J FROST)
Lieutenant RAN
Commanding Officer

Enclosure: HMAS BOMBARD Report of Proceedings - May 1983



Copy for FC when printed



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-1 (F)

HMAS BOMBARD
At Burnie

1 June 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

Naval Officer Commanding
TASMANIA

HMAS BOMBARD REPORT OF PROCEEDINGS

MAY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of May 1983. All times are zone Kilo (-10).
2. During the month BOMBARD continued support of the Special Air Services Regiment (SASR), conducted an Assisted Maintenance Period (AMP) and commenced her last Bass Strait Oil Rig Surveillance (BSORS) patrol.
3. At the beginning of the month BOMBARD was alongside No. 4 Lee Wharf, Newcastle, where she remained until 1645 Wednesday 4. At that time the ship cast off and proceeded to a rendezvous position off Newcastle.
4. On arrival it was planned BOMBARD act as a safety vessel for planned parachute/submarine rendezvous and recoveries, after which she would embark the parachutists from the submarine, HMAS OVENS, and deploy them closer inshore. However due to strong winds the parachute jumps were abandoned. In lieu BOMBARD proceeded to Port Stephens where it was hoped the parachutists would be able to conduct night jumps, board BOMBARD and then be deployed in accordance with the original plan.
5. BOMBARD anchored in Port Stephens at 2024; however, winds were again too strong for safe jumping. Plan Charlie was put into effect. The parachutists returned to RAAF Base WILLIAMSTOWN and were directed to make rendezvous with BOMBARD by boat as soon as possible. The SASR parachutists finally joined BOMBARD at 2250.
6. BOMBARD weighed anchor by deck tackle and at 2320 proceeded to the canoe deployment points off Newcastle and Lakes Entrance. Enroute the

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weather further deteriorated and it was decided to cancel the planned canoe drops.

7. BOMBARD returned to Newcastle Harbour at 0120 Thursday 5, proceeded to the 'Basin', conducted a series of canoe launch drills and returned alongside No. 4 Lee Wharf at 0207. Later that day it was planned to repeat the evolutions originally planned for Wednesday 4; however, weather conditions failed to improve and all serials were therefore cancelled.

8. The cancellation of the above serials meant that BOMBARD was not required for SASR support until Thursday 12. Therefore BOMBARD sailed for Sydney at 1215. Passage south was uneventful and at 1615 BOMBARD berthed at HMAS WATERHEN where she remained until 1000 Wednesday 11.

9. Whilst alongside, the 40/60 Bofors mounting was replaced (HMAS BOMBARD URDEF 17/83 refers); however it failed Harbour Acceptance Trials (HAT) (RANTAU RRR 110400Z MAY 83 refers). Further repairs were programmed for the forthcoming AMP. HMAS BOMBARD INDEF 7/83 was also rectified during this period alongside.

10. BOMBARD cast off and proceeded from WATERHEN at 1000 Wednesday 11 for Newcastle. Passage north was uneventful and after conducting a small arms firing in East Australian Exercise Area (EAXA) R 479, BOMBARD berthed at No. 4 Lee Wharf, Newcastle at 1655.

12. That night and most of the next day was spent alongside in Newcastle. At 2359 Thursday 12 the ship cast off and proceeded to sea, making for a rendezvous off Port Stephens where it was intended to recover a SASR team that had completed an insurgent exercise. This recovery went as planned and at 0215 Friday 13 BOMBARD berthed at No. 4 Lee Wharf, Newcastle and landed the SASR personnel and equipment.

13 BOMBARD remained alongside until 2200 that evening when she again sailed for a rendezvous position off Port Stephens where it was expected 3 SASR teams would make contact and embark, after having completed similar insurgent exercises. This recovery was effected at 0036 Saturday 14. Whilst awaiting the arrival of the SASR teams, the para-anchor was streamed and proved most effective.

14. After the three teams were embarked, BOMBARD returned to Newcastle where she berthed at 0150. Once the SASR personnel and gear had been disembarked, the ships period of support was completed.

15. At 0212 BOMBARD cast off from No. 4 Lee Wharf, Newcastle and proceeded south to Sydney. Passage south was uneventful and at 0645 the ship berthed at WATERHEN and commenced a 10 day AMP.

16. The AMP progressed satisfactorily, with all planned maintenance routines being successfully completed. The assistance offered by WATERHEN Base Staff during this particular AMP was excellent and warrants special mention. During this AMP the 40/60 Bofors mounting passed HATs.

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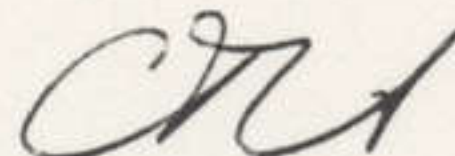
- 3 -

17. At 1000 Tuesday 24 BOMBARD cast off from WATERHEN and proceeded south to Devonport, where she would spend her first BSORS 'off task' period. Enroute it was intended to conduct a 40/60 Gun Functioning Trial and surface firing; however, very poor visibility forced the cancellation of both serials.
18. Passage south was uneventful and at 0830 Thursday 26 BOMBARD berthed at No. 3 West Wharf, Devonport. On arrival it was learnt that HMAS ATTACK had a defect in her port main engine which prevented her from sailing on time. As ATTACK was programmed to be the duty Surface Response Vessel (SRV) BOMBARD was directed to sail as soon as possible and assume SRV duties in Area Bass.
19. Much to the credit of the local fuel and victualling contractors BOMBARD sailed at 1030 for Area Bass. Upon clearing Devonport Harbour, the Harbour Master advised that BOMBARD should return to harbour and contact Fleet Headquarters as soon as possible. Subsequently BOMBARD returned to harbour, berthed at 1050 and was informed that ATTACK had, in fact, sailed on time and BOMBARD was to resume her standby status.
20. BOMBARD remained alongside in Devonport until 0930 Sunday 29 when she cast off and proceeded to Area Bass. Gale Warnings were current for Area Bass; however, it was hoped that the ship would be able to make Deal Island prior to the weather becoming too rough. At Deal Island a good sheltered anchorage is offered and only 5 hours passage is needed to reach Area Bass. Unfortunately the weather deteriorated as BOMBARD proceeded north and at 1200 it was decided to alter course for Burnie, where she berthed at 1325. BOMBARD remained alongside McGaws Wharf, Burnie for the remainder of the month.
21. The health and welfare of the ships company is good and the morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,


(C J FROST)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Figures
B. Exercises

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ANNEX A TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 1 JUNE 1983

STEAMING FIGURES

1.	Distance steamed during May	989
2.	Hours underway during May	77
3.	Distance steamed since commissioning	249295
4.	Hours underway since commissioning	18992
5.	Occasions for exceeding economical speed	NIL

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ANNEX B TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 1 JUNE 1983

EXERCISES

<u>AFXI CHAPTER</u>	<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>NO. CONDUCTED</u>	<u>HOURS</u>	<u>DATES</u>
<u>Seamanship</u>					
13	8	Helo Transfer (Drill)	1	1	30
13	9	Leaving ship and Emergency Stns	2	2	11,24
13	12	Man Overboard Drills	3	1.5	11,24,26
13	N/N	Rig Para Anchor	1	3	14
<u>Gunnery</u>					
13	17	GDX	2	2	4,12
13	20	Small Arms Firing	1	1	24
13	N/N	40/60 Drills	4	3	22,23,24,30
<u>Navigation</u>					
13	21	Blind Pilotage	6	8	4,5,11,14,15,2
13	23	XO/SS Con Ship Entering/Leaving Harbour	3	4	11,14,15
<u>NBCD</u>					
13	30	Major DC Exercise	1	1	29
13	N/N	Equipment Famil.	1	2	30
<u>Patrol Exercises</u>					
13	74	Commando Support	1	84	1,2,3,4,12,13
<u>Communications</u>					
N/N	N/N	ECT	3	1.5	5,11,24
N/N	N/N	BKX	1	1	17
N/N	N/N	MMX	1	1	19

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SMV

ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

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

AF 1/16/21

14 JUL 1983

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

HMAS BOMBARD - REPORT OF PROCEEDINGS - JUNE 1983

Forwarded.

RA Old

(R. H. OLD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS BOMBARD Report of Proceedings for
June 1983.

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-1 (F)

HMAS BOMBARD
At Sea

1 July 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BOMBARD REPORT OF PROCEEDINGS - JUNE 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of June 1983. All times are zone Kilo (-10).
2. During the month BOMBARD completed her final Bass Strait Oil Rig Surveillance (BSORS) patrol, which included a BURSA Operation (COM-AUSFLT OORDER 5/83 refers), completed a period of maintenance in Sydney and commenced a patrol of Areas Echo, Delta; Charlie and Bravo.
3. At the beginning of the month BOMBARD was duty Surface Response Vessel (SRV); however, was weather-bound in Burnie. At 1000 Wednesday 1 BOMBARD sailed from Burnie for Area Bass, having received advice that weather conditions were improving. Passage north was uneventful; however the westerly winds steadily increased as BOMBARD proceeded north.
4. Upon contacting the Oil Platforms it was learnt that 4 - 5 metre short swells were still running through Area Bass and it was therefore decided to proceed to Deal Island and await further improvement in conditions. BOMBARD anchored in West Cove, Deal Island at 1845.
5. Overnight and throughout the next morning, the swell gradually moderated and at 1300 Thursday 2 BOMBARD weighed anchor and proceeded north to Area Bass. Passage north was uneventful and at 1830 BOMBARD secured to West Kingfish buoy and commenced BSORS duties.
6. HMAS ATTACK arrived in Area Bass at 1930 and after being briefed on shipping movements, relieved BOMBARD as duty SRV. BOMBARD slipped from the buoy at 1945 and proceeded south to Burnie.
7. Good speed was made throughout the night, in calm conditions, and at 0945 Friday 3 BOMBARD berthed at South McGaw Wharf, Burnie. Fuel and stores were embarked on arrival.
8. BOMBARD remained alongside until 0800 Monday 6 when she cast off

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- 2 -

and again proceeded north for Area Bass. Passage north was uneventful and at 2000 BOMBARD arrived in Area Bass.

9. At 2030 BOMBARD assumed the duties of SRV and commenced a patrol line between the Kingfish and Tuna platforms. The wind gradually freshened overnight and at 0430 Tuesday 7 a Gale Warning was issued by Weather Melbourne. The Oil platforms indicated that winds to 60 knots were expected early in the afternoon; therefore, it was decided to seek shelter in Eden.
10. At 1515 that afternoon, BOMBARD berthed outboard the tug E B CANE at the Breakwater Wharf, Eden. Fuel was embarked first thing next morning and the long wait for an improvement in the weather was commenced.
11. During the next few days the weather failed to improve and BOMBARD was forced to remain in Eden. At 2359 Friday 10 ATTACK relieved BOMBARD as duty SRV; however, she, similarly was weather-bound in harbour.
12. Cold front after cold front crossed Area Bass throughout the next few days and neither BOMBARD nor ATTACK could sail for Area Bass. BOMBARD resumed the duties of SRV at 0800 Wednesday 15; however, yet again was unable to sail. During the evening of 15, news was received that the Gale Force winds and 7 metre seas were abating.
13. At 0800 Thursday 16 BOMBARD finally departed Eden for Area Bass. Ironically, conditions were excellent as BOMBARD proceeded west and at 1645 BOMBARD secured to Tuna rig buoy where she remained overnight.
14. On arrival at Tuna BOMBARD became available to support personnel involved in the BURSA Operation. Her primary role was to act as a Safety Boat for those swimmers that entered the water and to conduct Sea-Air Rescue duties for the helicopters involved.
15. BOMBARD remained at the buoy until 1225 Saturday 18 when she slipped from the buoy to allow a Rig Tender Vessel to use the buoy. Throughout Saturday the North Easterly winds gradually increased and at 1400 a Strong Wind Warning was issued and winds to 45 knots were forecast for the next 48 hours. It was decided to proceed to Eden for shelter and at 2219 BOMBARD berthed outboard E B CANE at the Breakwater Wharf Eden.
16. At 2359 HMAS WOLLONGONG berthed outboard and relieved BOMBARD as duty SRV. This ended BOMBARD's last BSORS patrol—a patrol very much curtailed by poor weather.
17. A forecasted deterioration of the weather between Eden and Sydney prompted the decision to sail at 0600 the following morning in an attempt to beat the bad weather. Passage north was uneventful with rising seas and very poor visibility.
18. BOMBARD berthed at HMAS WATERHEN at 2125 and remained alongside overnight. At 0724 Monday 20 BOMBARD cast off from WATERHEN and proceeded to Spectacle Island where an ammunition top-up was conducted. Ammunitioning was completed at 0819 and at 0845 BOMBARD returned to WATERHEN.
19. On arrival a seven day maintenance period was commenced prior to sailing for passage to Cairns and refit. The opportunity to give as much leave as possible to the ships company was taken.

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- 3 -

20. All planned maintenance routines were completed on time and final preparations for passage to Cairns were made. At 0855 Monday 27 BOMBARD departed WATERHEN in company with HMAS FREMANTLE. After clearing Sydney Harbour, BOMBARD was detached and turned north for her patrol of Areas Echo, Delta, Charlie and Bravo.

21. Moderate north-westerly winds and slight seas were experienced; however, good speed was made. At 1800 a defect developed in BOMBARD's primary HF Transceiver which caused considerable communications problems (HMAS BOMBARD URDEF 19/83 refers). It was decided to continue passage north to Coffs Harbour where BOMBARD berthed at 0755 Tuesday 28.

22. A replacement transceiver was received onboard at 1915 that evening. Initially the problem appeared to have been solved; however, it soon became evident that the replacement transceiver was similarly defective. Attempts to rectify this problem proved fruitless and it was organised that a further unit be forwarded to BOMBARD the next day, Wednesday 29. This transceiver arrived at 2100 and after being fitted was found to be serviceable.

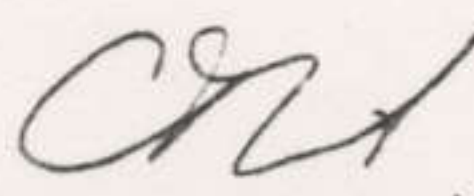
23. Having completed testing on the new HF Transceiver BOMBARD cast off from Coffs Harbour Wharf at 0900 Thursday 30 and resumed her patrol north to Cairns. The rest of the month was spent on patrol in Area Delta.

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

I have the honour to be,

Sir,

Your obedient Servant,


(C J FROST)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Figures
B. Exercises Conducted

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ANNEX A TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 1 JULY 1983

STEAMING FIGURES

1.	Distance steamed during June	1747
2.	Hours underway during June	129
3.	Total distance steamed since first commissioning	251042
4.	Total hours underway since first commissioning	19121
5.	Occasions for exceeding economical speed	NIL

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ANNEX B TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 1 JULY 1983

EXERCISES CONDUCTED

<u>Exercise Number</u>	<u>Short Title</u>	<u>Number Completed/ Duration</u>	<u>Date/ Remarks</u>
<u>Seamanship and General Evolutions</u>			
4	BOARDEX	2 x 1 hour	16
8	Helo Transfer	4 x $\frac{1}{2}$ hour	10, 14, 15, 16
9	Leaving Ship/Emergency Stations	2 x $\frac{1}{2}$ hour	2, 16
12	Man Overboard Drills	4 x $\frac{1}{2}$ hour	2, 3, 16, 17
<u>Gunnery</u>			
17	GDX	2 x 1 hour	2, 17
18	SUTF	1 x 1 hour	2
20	Small Arms Firing	2 x 1 hour	17
<u>Navigation</u>			
21	Blind Pilotage	8 x 6 hour	1, 2, 8, 18, 19, 28
23	XO Con Ship Entering/ Leaving Harbour	1 x 1 hour	20
<u>NBCD</u>			
30	Major DCX	2 x 1 hour	17, 18
<u>Patrol Exercises</u>			
72	Surveillance Plotting	1 x 24 hour	17
74	Commando Support	1 x 72 hour	16, 17, 18, 19

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ROYAL AUSTRALIAN NAVY

428 3 3231
DPO-N 25-2-83

GKW

Telephone 359 9111

Extension 3113

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

AF 1/16/21(83)

19 AUG 1983

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

HMAS BOMBARD - REPORT OF PROCEEDINGS JULY 1983

Forwarded.

RA Old

(R.H. OLD)
Commander, RAN
for Fleet Commander

Enclosure: 1. HMAS BOMBARD Report of Proceedings for
July 1983

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1-16-1(F)

HMAS BOMBARD
At Cairns

1 August 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
QUEENSLAND

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS BOMBARD REPORT OF PROCEEDINGS - JULY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of July 1983. All times are zone Kilo (-10).
2. During the month BOMBARD completed a patrol of areas Bravo, Charlie, Delta and Echo, completed a period of pre-refit preparations and commenced her 1983 refit.
3. At the beginning of the month BOMBARD was enroute to Cairns. This passage took the form of a patrol of areas Bravo, Charlie, Delta and Echo. The weather was good and the bright sunshine and panoramic views made a welcome change from the rigors of Bass Strait.
4. At 0015 Saturday 2 BOMBARD received notice that a vessel was aground and in peril in the vicinity of Lady Musgrave Island (MARSAR 83/484 refers). The ship proceeded to the area with all despatch and arrived off Lady Musgrave Island at 0230.
5. A thorough search of the reefs surrounding Lady Musgrave, and later the Fairfax Islands, failed to reveal any vessel in distress. It was decided to abandon the search at 0600 at which time BOMBARD resumed her patrol. The MARSAR was subsequently assessed as a probable hoax.
6. The remainder of the patrol was uneventful and at 0900 Monday 4 BOMBARD berthed at No. 1 berth HMAS CAIRNS. Shore power and water were connected and a period of pre-refit preparations was commenced. Ammunition was landed on deposit at 1300 that day.
7. In order that No. 1 berth could be used by HMAS TOWNSVILLE, BOMBARD shifted berths the following morning to No. 5 berth, securing at 0916. Defuelling and destoring continued for the next couple of days, keeping the ships company fully employed.

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8. BOMBARD cast off from CAIRNS at 0830 Thursday 7 and proceeded to the North Queensland Engineers and Agents (NQEA) Fitting-out Wharf, Smiths Creek. Once alongside, NQEA Staff swarmed onboard and started removing equipment in preparation for our slipping.

9. These preparations continued until 1520 Friday when the decision to slip the ship that afternoon rather than Monday 11 was made. A new cradle had been recently constructed to carry both Attack and Fremantle Class boats which would allow slipping at a higher tide than the original cradle. In order to prove this BOMBARD conducted a cold move to the slipway and at 1620 was successfully secured to the cradle. This new cradle appeared to work well.

10. By 1710 BOMBARD was successfully slipped and shifted to the NQEA Sideslip where the refit was to be conducted. At sunset that afternoon the ship went out of routine.

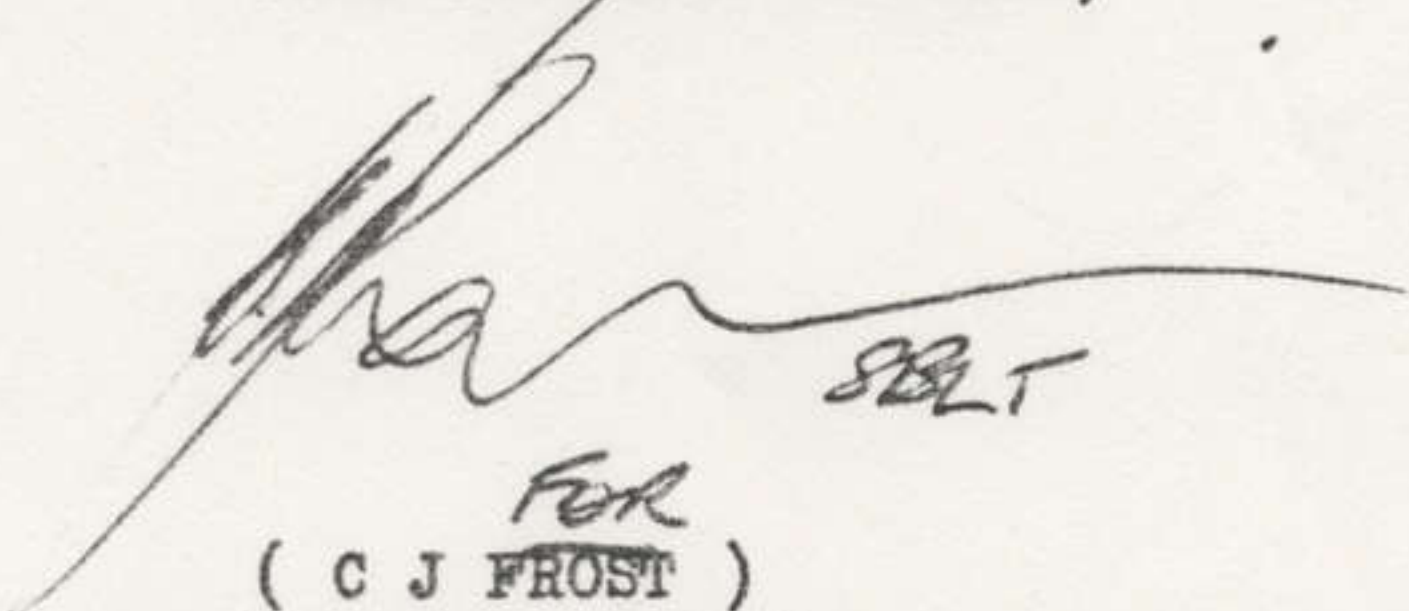
11. The remainder of the month was spent on the slipway. The refit is progressing satisfactorily.

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

I have the honour to be,

Sir,

Your obedient Servant,


FOR
(C J FROST)
Lieutenant RAN
Commanding Officer

Annexes: A. Ship Activity Summary
B. Exercises Conducted

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SHIP ACTIVITY SUMMARY

1. Maintenance

- A. 1. 4 days 9 hours Pre-Refit Preparations
- 2. 15 days 15 hours Refit

2. Work Up

Nil

3. Operational

A. In Harbour

- (1) Nil
- (2) Nil
- (3) Nil
- (4) Nil
- (5) Nil
- (6) Nil
- (7) Nil

B. At Sea

- (1) 3 days 9 hours
- (2) Nil
- (3) Nil
- (4) Nil
- (5) Nil
- (6) 3 days 9 hours
- (7) 6 hours SAR
- (8) Nil

4. Steaming Figures

- a. Distance steamed during July 968
- b. Hours underway during July 81
- c. Total distance steamed since first commissioning 252010
- d. Total hours underway since first commissioning 19202

5. Occasions for Exceeding Economical Speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
2 July	3 hours	19.5	MARSAR
3 July	1 hour	Full Power	Pre-Refit Full Power Work-Up

6. General

a. Nil

b. Nil

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ANNEX B TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 1 AUGUST 1983

EXERCISES CONDUCTED

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date/Remarks</u>
<u>Seamanship and General Evolutions</u>			
9	Leaving Ship/Emergency Stns	1 x ½ hour	2
12	Man Overboard Drills	2 x ½ hour	1, 2
N/N	SAR Boarding	1 x 5 hour	2
<u>Navigation</u>			
21	Blind Pilotage	3 x 7 hours	1, 2, 4
233	XO Con Ship	1 x 1 hour	5
<u>NBCD</u>			
30 Mod	Major DC Exercise	1 x 1 hour	5
<u>Daily Harbour</u>			
N/N	Emergency Party	27	4 through 31

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DAO-N 25-2-83
Telephone 359-9111
Extension 3113

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ROYAL AUSTRALIAN NAVY

LOGGED

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

AF 1/6/21

22 SEP 1983

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

HMAS BOMBARD - REPORT OF PROCEEDINGS - AUGUST 1983

Forwarded.

RH Old
(R.H. OLD)
Commander, RAN
for Fleet Commander

Enclosure: 1. HMAS BOMBARD Report of Proceedings for August 1983

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ROYAL AUSTRALIAN NAVY

ELEPHONE:

IN REPLY QUOTE 1-16-1(F)

HMAS BOMBARD
At Cairns

23 August 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
QUEENSLAND

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer in Charge
CAIRNS

HMAS BOMBARD REPORT OF PROCEEDINGS

1 - 22 AUGUST 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the period 1 - 22 August 1983. All times are zone Kilo (-10).
2. At the beginning of the month BOMBARD was on the North Queensland Engineers and Agents (NQEA) Sideslip continuing her 1983 refit. Work progressed satisfactorily with main machinery removal, preservation and replacement completed as planned. At 0903 Thursday 11 BOMBARD was moved to the main slip where unslipping preparations were completed. At 1007 the ship was unslipped and cold-moved to the NQEA Fitting-out Wharf in Smiths Creek, berthing at 1103.
3. The remainder of the period was spent alongside the Fitting-out Wharf and at 0001 Monday 22 I was relieved by Lieutenant Commander M E Jackson RAN.
4. The refit continues to progress satisfactorily although the unseasonably rainy weather has hampered work on the upper decks.
5. The health and welfare of the ships company is good and morale is high.

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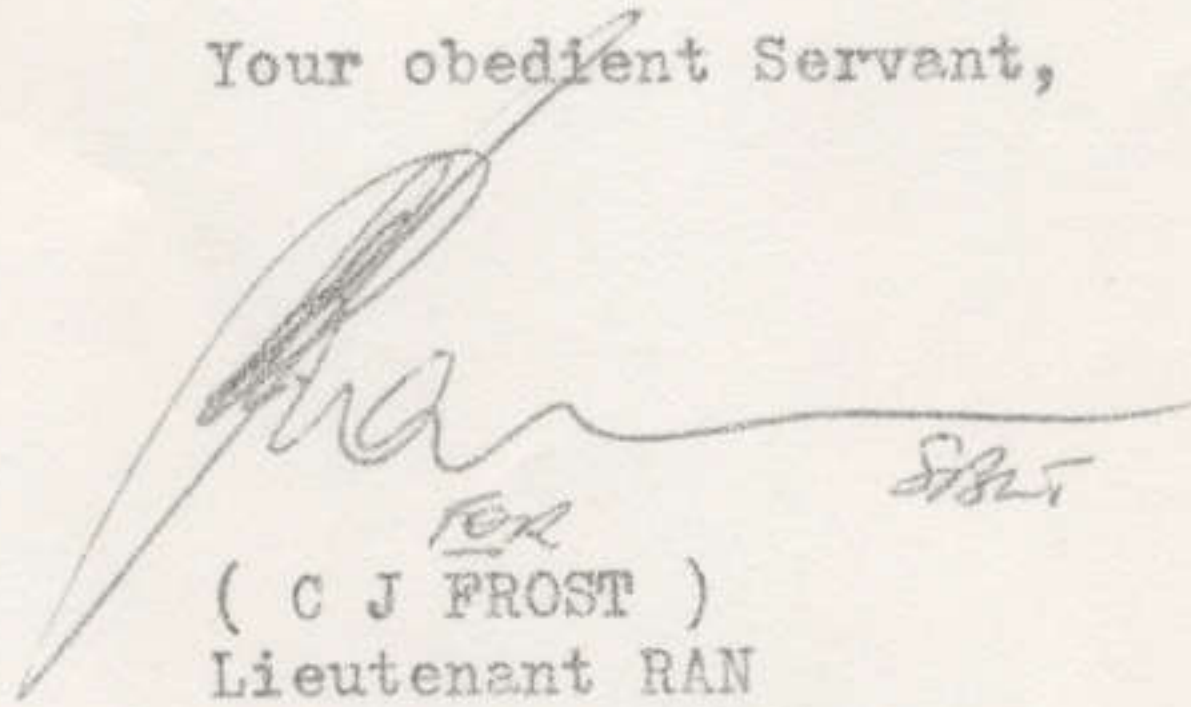
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- 2 -

I have the honour to be,

Sir,

Your obedient Servant,


FOR
(C J FROST)
Lieutenant RAN
Commanding Officer

Annexes: A. Ship Activity Summary
B. Exercises Conducted

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ANNEX A TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 23 AUGUST 1983

SHIP ACTIVITY SUMMARY

1. Maintenance
 - a. 22 days
 - b. Nil

2. Work Up

Nil

3. Operational

Nil

4. Steaming Figures
 - a. Distance steamed 1-22 August Nil
 - b. Hours underway 1-22 August Nil
 - c. Total distance steamed since first commissioning 252010
 - d. Total hours underway since first commissioning 19202

5. Occasions for Exceeding Economical Speed

Nil

6. General

Nil

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ANNEX B TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 23 AUGUST 1983

EXERCISES CONDUCTED

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date/Remarks</u>
<u>NBCD</u>			
30 Mod	Major DC Exercise	1 x 1 hour	16
<u>Daily Harbour</u>			
N/N	Emergency Party	21	1 through 21

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TELEPHONE:

IN REPLY QUOTE 1-16-1 (F)

HMAS BOMBARD
At Cairns

3 September 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
QUEENSLAND

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer in Charge
CAIRNS

HMAS BOMBARD REPORT OF PROCEEDINGS

22 - 31 AUGUST 1983

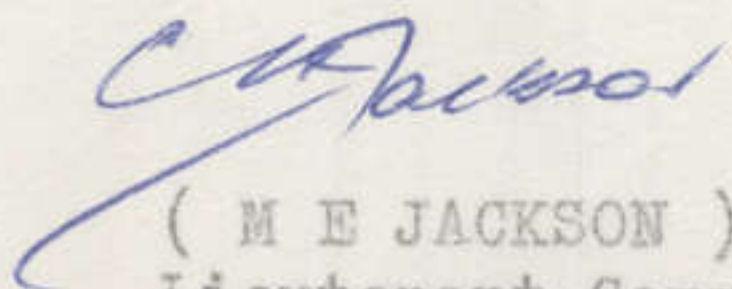
Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the period 22 - 31 August 1983. All times are zone Kilo (-10).
2. Throughout the period BOMBARD continued her 1983 refit at the North Queensland Engineers and Agents (NQEA) Fitting-Out Wharf, Smiths Creek. Some problems were experienced during generator trials; however these were overcome with trials being completed successfully on Tuesday 30. All other objectives are being achieved on time.
3. The refit continues to progress satisfactorily.
4. The health and welfare of the ships company is good and morale is high.

I have the honour to be,

Sir,

Your obedient Servant,



(M E JACKSON)
Lieutenant Commander
Commanding Officer

Annexes: A. Ship Activity Summary
B. Exercises Conducted

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ANNEX A TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 3 SEPTEMBER 1983

SHIP ACTIVITY SUMMARY

1. Maintenance
 - a. 10 days
 - b. Nil
2. Work Up

Nil
3. Operational

Nil
4. Steaming Figures
 - a. Distance steamed 22 - 31 August Nil
 - b. Hours underway 22 - 31 August Nil
 - c. Total distance steamed since first commissioning 252010
 - d. Total hours underway since first commissioning 19202
5. Occasions for exceeding Economical Speed

Nil
6. General

Nil

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ANNEX B TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 3 SEPTEMBER 1983

EXERCISES CONDUCTED

Daily Harbour

Emergency Party mustered daily 22 - 31

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SMV

Telephone 359 9111

Extension 3113

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

AF 1/16/21(83)

13 OCT 1983

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

HMAS BOMBARD - REPORT OF PROCEEDINGS - 1-12 SEPTEMBER
1983

Forwarded.

RA Old
(R. H. OLD)
Commander, RAN
for Fleet Commander

Enclosure: 1. HMAS BOMBARD Report of Proceedings for
period 1-12 September 1983.

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ROYAL AUSTRALIAN NAVY

DNATS 8-162911
TELEPHONE: (070) 503311

IN REPLY QUOTE 1/16/1 (F)

HMAS BOMBARD
at Cairns

12 September 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINESWARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge
CAIRNS

The Naval Officer Commanding
QUEENSLAND

HMAS BOMBARD - REPORT OF PROCEEDINGS
1 - 12 SEPTEMBER 1983

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship BOMBARD, under my command for the period 1-12 September 1983. All times are zone Kilo (-10).

2. At the beginning of the month, the ship was berthed at the NQEA Fitting Out Wharf, in the final stages of refit. Harbour acceptance trials were conducted the week commencing Monday 5, these ending with a successful basin trial on Thursday 8.

3. At 0630 Friday 9, BOMBARD cast off and proceeded to sea for Sea Acceptance Trials. During the day trials were conducted on the main machinery, anchor, 40/60, 2 inch RFL and steering. Trials on the 50 cal MG were unable to be undertaken due to late delivery of the weapons. All trials were successful with the exception of the steering which was found to be excessively stiff when applying port rudder. All trials completed, the ship returned to NQEA berthing once again at the Fitting Out Wharf at 1355. The steering problems were rectified on arrival by dockyard personnel.

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4. Over the weekend dockyard and ship's staff dedicated themselves to preparing the ship for transfer to the TNI-AL under the Defence Co-operation Programme. Most of the work involved cleaning and painting although some stores were embarked over the period. The solid effort put in by all was most commendable and the ship was in very good shape indeed come the morning of handover on Monday 12.

5. With paying off pennant flying proudly, HMAS BOMBARD cast off at 0825 Monday 12 for her last voyage under the White Ensign. The voyage was a short one however and at 0845 the ship berthed stern first (port side to) in the covered maintenance berth at HMAS CAIRNS. Once secured, final preparations were made for the handing over ceremony due to commence at 1025.

6. At 1025 the transfer ceremony commenced with the arrival of RADM M. KUSNANDAR representing the Republic of Indonesia. The Admiral was accompanied by the Director of Protocol and Visits CAPT A.L. ECCLESTON RAN and Colonel T. SITUMEANG, the Indonesian Naval Attache, and these officers were greeted on arrival by CDRE A.R. HORTON AM RAN and the Naval Officer-in-Charge Cairns CMDR A.H.R. BRECHT RAN.

7. The transfer ceremony was brief but formal and after the Australian colours were struck, CDRE HORTON and RADM KUSNANDAR formally signed the Certificates of Transfer and the ship was renamed the KRI SIRIBUA. A copy of the Transfer Ceremony programme is enclosed.

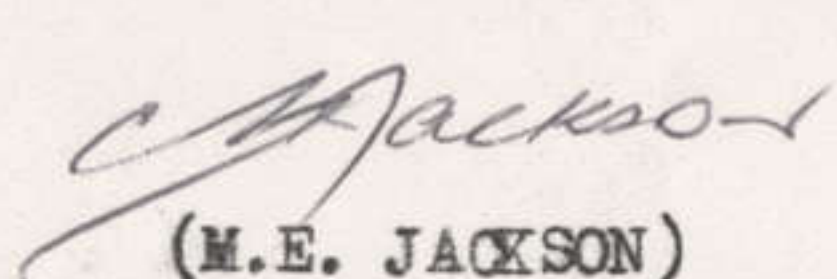
8. So ended the commission of HMAS BOMBARD and a fine career as a reliable and useful ship. She commissioned on 5 November 1968 at Maryborough, and decommissioned at Cairns on 12 September 1983. Her 15 years service in the RAN saw her based in Sydney providing fleet support and patrol duties that took her to every state in Australia. At the end she was looking fine, indeed the looks belying her fifteen years. The state of the ship and her reputation was a credit to those people who served in her over the years.

9. The health conduct and morale of the ship's company remained high to the end of commission.

I have the honour to be,

Sir,

Your obedient Servant,


(M.E. JACKSON)
Lieutenant Commander RAN
Commanding Officer

ANNEXES: A. Ship Activity Summary
B. Exercise Return

Enclosures: 1. Transfer Ceremony Programme

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ANNEX A TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 12 SEPTEMBER 1983

SHIP ACTIVITY SUMMARY

1. Maintenance
 - a. 12 days
 - b. Nil
2. Work Up
 - a. Sea Acceptance Trials - 8 hours
3. Operational

Nil
4. Steaming Figures

a. Distance steamed 1-12 September	49
b. Hours underway 1-12 September	8
c. Total distance steamed since first commissioning	25205.9
d. Total hours underway since first commissioning	19210
5. Occasions for Exceeding Economical Speed

a. Full Power Workup 9 September	1 hour
b. Full Power Trial 9 September	2 hours
6. General

Nil.

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ANNEX B TO
HMAS BOMBARD LETTER 1-16-1(F)
DATED 12 SEPTEMBER 1983

EXERCISES CONDUCTED

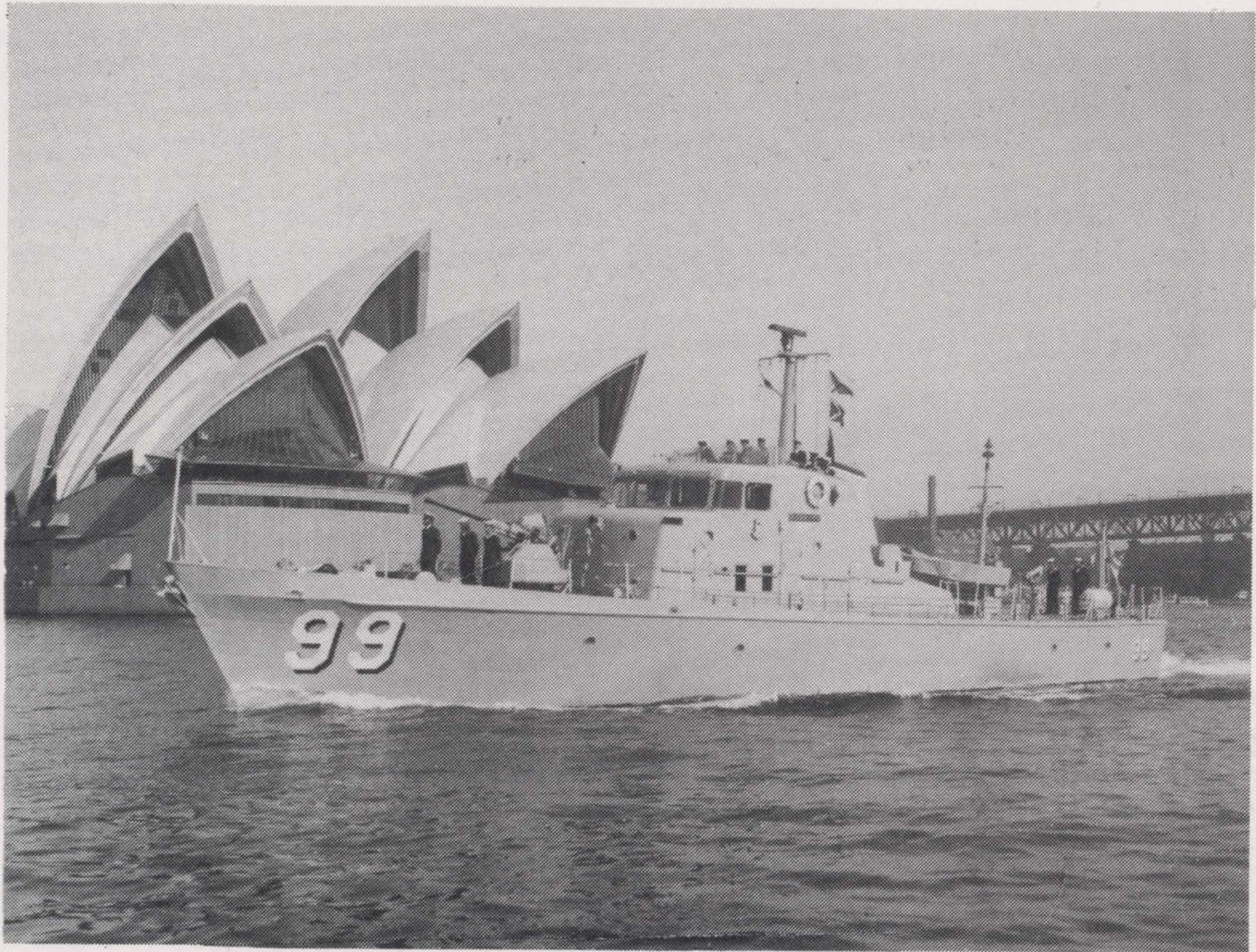
<u>Exercise No.</u>	<u>Short Title</u>	<u>No Completed/ Duration</u>	<u>Date/ Remarks</u>
<u>Seamanship</u>			
	Anchor Windlass SAT	1 x $\frac{1}{2}$ hr	9
<u>Gunnery</u>			
	40/60 Bofors SAT	1 x 1 hr	9
	2 inch Rocket Flare SAT	1 x $\frac{1}{2}$ hr	9
<u>Daily Harbour</u>			
N/N	Emergency Party	11	1 through 11

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DEFENCE CO-OPERATION PROGRAMME

AUSTRALIA — INDONESIA

ATTACK CLASS PATROL BOATS PROJECT



HMAS BOMBARD — KRI SIRIBUA
(99) (859)

TRANSFER CEREMONY

12 September 1983, AT CAIRNS NAVAL BASE

CAIRNS, QUEENSLAND AUSTRALIA

ATTACK CLASS PATROL BOATS

The Attack Class Patrol Boats were introduced to assist in the mammoth task of patrolling Australia's 12,000 miles of coastline, mainly against the intrusion of illegal fishermen. Five of the twenty boats built are now permanently based in Papua New Guinea and three are in service with the Indonesian Navy.

Despite their small size, the ships carry a wide range of equipment. Included is high definition radar, high and ultra high frequency radio transmitters and receivers, gyro and magnetic compasses and an echo sounder.

The boats are fully air-conditioned and there is sufficient freezer space on board to provide crews with quality food, even while at sea for extended periods.

The ship's particulars are:

<i>Length</i>	— 32.53 m (107 ft)
<i>Beam</i>	— 6.09 m (20 ft)
<i>Draught</i>	— 2.28 m (7½ ft)
<i>Displacement</i>	— 142 tonnes (140 tons)
<i>Speed</i>	— In excess of 20 knots
<i>Machinery</i>	— Powered by 2 Paxman 16 cylinder diesels capable of producing in excess of 3,000 horsepower.
<i>Armament</i>	— 1 x 40 mm Bofors gun plus Machine Guns and Small arms
<i>Ships Company</i>	— 3 Officers 16 Sailors

PROGRAMME

10.25 — VIP's arrive alongside HMAS BOMBARD, met by Commodore A.R. Horton AM RAN.

10.30 — Lower Australian Naval Flag and Australian White Ensign. —

Address by Commodore Horton.

Commodore Horton and Rear Admiral M Kusnandar sign the transfer documents.

Address by Rear Admiral Kusnandar.

Commanding Officer, and Ship's company KRI SIRIBUA proceed on board.

Hoist Indonesian Ensign, National Flag and Commissioning Pennant.

Commodore Horton and Rear Admiral Kusnandar inspect KRI SIRIBUA.

On Completion: Morning tea on quarterdeck of KRI SIRIBUA.

HMAS BOMBARD — HISTORY

HMAS BOMBARD was built by Walkers Limited at Maryborough, Queensland and commissioned on 5 November 1968.

On 7 November BOMBARD arrived at Sydney where she was to be based for the length of her commission. BOMBARD has conducted fisheries and surveillance patrols primarily off the East Australian coastline and as far afield as Papua New Guinea and Western Australia.

On 27 June 1983, BOMBARD sailed for Cairns to conduct her final refit prior to handover to the Indonesian Navy as KRI SIRIBUA on 12 September 1983.

SIRIBUA

The naming of the KRI SIRIBUA follows the tradition of calling Attack Class Patrol Boats after fish commonly found in Indonesian waters. Siribua is the Indonesian name for the gold banded fusilier, a very colourful southern reef species attaining 12 inches in length. The colloquial name Siribua originates from Saparua near Ambon, Maluku.