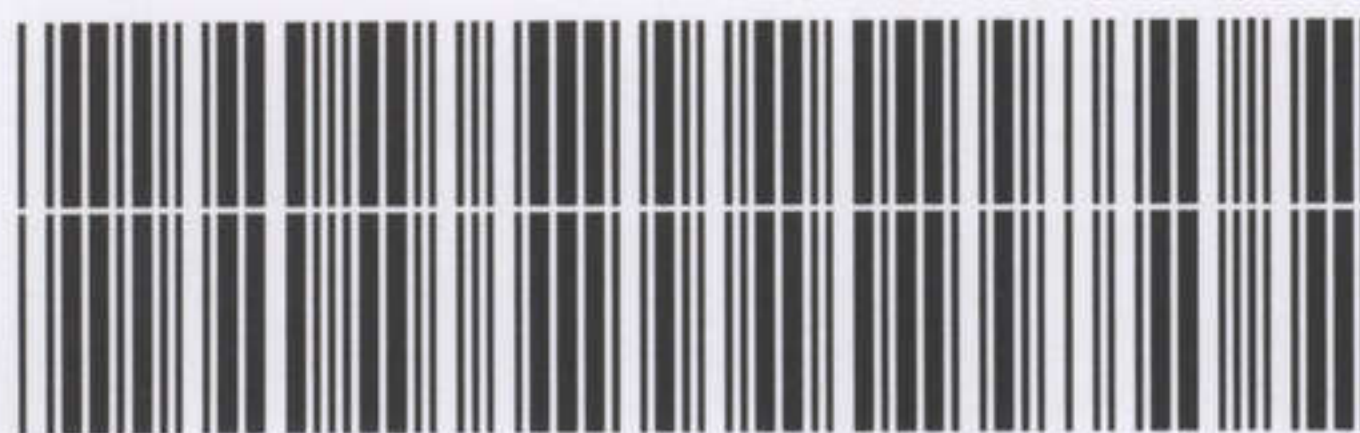


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS BALIKPAPAN

Item number: 48/3

Title: January-December 1976



AWM78-48/3

[48/3]

BALIKPAPAN

NO ORIGINALS FOR JAN. ALLO. SEP. CIV. NOV.

Originals 1976

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

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

RESTRICTED

1-16-1

HMAS BALIKPAPAN
at Brisbane

1st February, 1976

The Naval Officer Commanding
QUEENSLAND

For information:

The Flag Officer Commanding
H.M. AUSTRALIAN FLEET

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BALIKPAPAN REPORT OF PROCEEDINGS
JANUARY, 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of January, 1976.
2. Until Monday, January 5th, HMAS BALIKPAPAN was alongside HMAS MORETON Number 6 berth outboard of HMAS WEWAK still undergoing leave and assisted maintenance period.
3. BALIKPAPAN became available for tasks on Tuesday 6th, and on Wednesday 7th at 0745 embarked 45 cadets, 6 instructors and 4 officers of T.S. GAYUNDAH along with a reporter and photographer from the Courier-Mail for a day cruise to Moreton Bay. At 0824 BALIKPAPAN slipped and proceeded to sea with HMAS BETANO, BETANO guide. At 0941 exercise leaving ship stations for the cadets was held, prior to their working part of ship and conducted tours. From 1000 until 1055 00W manoeuvres were conducted with BETANO. During this time the naval reserve cadets took tricks at the wheel, and the naval reserve cadet officers conned the ship. As BETANO still possibly had defective engines, double standard distance was used for all manoeuvres. Before proceeding to Tangalooma for lunch, the photographer and reporter were transferred to BETANO to take pictures of the cadets manning the ships side of BALIKPAPAN. It is hoped these photographs will arrive soon.
4. BALIKPAPAN anchored off Tangalooma at 1216. From 1245 until 1400 the cadets were ferried ashore for swimming and beach games. BALIKPAPAN weighed anchor at 1435 and sailed back to Brisbane, berthing at HMAS MORETON Number 6 berth on HMAS WEWAK at 1755.
5. BALIKPAPAN remained at MORETON No 6 berth until Thursday, 15th January when the ship sailed for a two day PCT for Lieutenant W.G. Fitness, the Commanding Officer (designate) of PNGDF BUNA, and Lieutenant J.F. Cooper, the Commanding Officer of HMAS WEWAK. At 0705 BALIKPAPAN sailed in company with HMAS BETANO and proceeded to Tangalooma. Various

/exercises

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2.

exercises and lectures were held before beaching at 1016 for a 'dry out' beaching. This gave ample opportunity to repaint the boot topping during the early part of the afternoon. BALIKPAPAN retracted at 1757 and moored ship two cables off the beach, remaining overnight.

6. At 0800 Friday 16th, BALIKPAPAN weighed anchor and conducted PCT beaching practice. This continued until 0920 when the ship proceeded into the Bay for Man Overboard and Ship Handling exercises. By this time heavy rain was falling, and a wind of force 6-7 made conditions most uncomfortable (an adverse weather conditions report for January has been forwarded). At 1000 conditions were too rough to continue the exercises and the ship returned to Brisbane.

7. At 1220 a steering gear breakdown occurred when the ship was level with T. Borthwick & Sons Ltd (27°26.7S 153°06.2E). The rudder head was observed to turn to starboard, following the wheel, but the ship's head violently paid off to port. After stopping the ship, no more steering breakdowns occurred so it can only be assumed that something caught momentarily around the port propellor A bracket or rudder, causing a very large drag. On return to HMAS MORETON divers inspected the port propellor but nothing was seen to be hanging from the propellor or rudder. Due to the visibility and the strength of the tidal flow, a full examination of the port propellor was not possible.

8. I was absent from the ship on Tuesday 20th and Wednesday 21st January attending a Registered Publications Officers Course at HMAS PENGUIN. During this time BALIKPAPAN was fully fueled and fresh watered in case disaster relief assistance was required at Yeppoon following the damage caused by Cyclone David. Fortunately damage was not sustained to warrant assistance.

9. Berth was shifted from Number 7 to Number 6 berth on Thursday 23rd January, HMAS BETANO proceeding to Dalgety's Wharf to load cargo. BALIKPAPAN remained at this berth until Monday 26th January when the ship sailed for a Families Day. Families and friends were embarked by 0745 and at 0809 BALIKPAPAN sailed and proceeded to Tangalooma. Life jacket and life raft instruction was given from 0928 until 0945, after showing the guests the ship's facilities BALIKPAPAN beached at 1050, and retracted at 1449 following a barbecue lunch and beach games.

10. Once again on passage up the Brisbane River near T. Borthwick & Sons Ltd. slight steering difficulties were experienced for a few seconds. It is very unlikely a large object is protruding from the bottom of the river, for it would have been struck by much larger vessels than BALIKPAPAN. I believe we once again were momentarily caught by some of the floating rubbish in the river. No more difficulties were experienced and BALIKPAPAN berthed on HMAS WEWAK at MORETON Number 6 where the ship remained until the end of the month.

11. One major defect occurred during the month. On Thursday, 22nd January the 24 volt battery charger failed. Nil output on float or boost resulted due to primary windings of input step down transformer not producing correct voltage. The transformer was replaced on Friday 23rd with the spare from HMAS MORETON. After discussion with base staff BALIKPAPAN URDEF 16/77 270008 Jan 76 was raised.

/12.

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3.

12. The health, welfare and conduct of the ship's company is good. Material condition of the ship is improving as the reasonably good weather conditions remain.

I have the honour to be

Sir

Your Obedient Servant



(C.J. GUNN)
Lieutenant, RAN
COMMANDING OFFICER

Enclosures: 1. Annex A - Steaming Report
2. Annex B - Exercise and Beaching Report

RESTRICTED

RESTRICTED

ANNEX A TO
HMAS BALIKPAPAN LETTER 1/16/1
DATED 1ST FEBRUARY, 1976

STEAMING REPORT

1.	Miles steamed during the month	204.0
2.	Miles steamed since commissioning	18708.3
3.	Hours underway during the month	24
4.	Hours underway since commissioning	2290

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ANNEX B TO
HMAS BALIKPAPAN LETTER 1/16/1
DATED 1ST FEBRUARY, 1976

EXERCISE REPORT

January 01 Fire exercise galley - deep fat fryer.
02 Fire exercise well deck - fire in fwd pump room.
05 DCBA tested - seamen instructed on use.
06 PATT 5665 'Air Hose' instruction given.
07 Naval Reserve Cadets leaving ship stations.
08 Fire exercise dry store - wood fire.
09 Fwd fire pump tested.
12 Fire and Emergency Party watchbill proved.
13 Muster of NBCD stores.
14 Fire exercise tiller flat - wood and rope fire.
15 Instruction on use of Neil Robertson stretcher
Fire exercise wardroom
Injured man in wardroom - stretcher used
Patt 5665 'Air Hose' proved
16 Exercise minor flooding in engine room.
19 First aid instruction in resuscitation and cardiac
massage.
20 Fire exercise - fire in paint locker.
First aid lecture - fractures and splints.
21 Lecture on different types of extinguishers and
recharging.
22 First aid lecture - use of splints
- use of stretchers.
NBCD lecture on Conditions of X, Y and Z Openings.
23 Fire exercise - pyro locker
Lecture on security and examples of breaches - C.O.
26 Leaving ship stations - Families Day.
27 Treatment of burns.
29 Lecture on recognition and treatment of dangerous
(venomous) sea creatures.

BEACHING REPORT

1. Beachings during the month:

15 Jan	One	C.O.
16 Jan	Three	Leut Cooper Leut Fitness POCOXN Johns
26 Jan	One	C.O.

TOTAL : Five
2. Beachings since commissioning 67.

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FILE: 428/3/1409

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

FEBRUARY 1976

HMAS BALIKPAPAN REPORT OF PROCEEDINGS

~~ASRP-N~~ 8/30/3

DNO BALIKPAPAN operation out of Brisbane until 27 February

DGNOP when she sailed in company with WEWAK, for

DCNS 28/4 Darwin.

~~CNS~~ 2/4

~~CNP~~ 9/2/4

~~CNPS~~ 27/4

DGLOG-N 28/4

~~CNM~~ 30/4

DGSUP-N M5576

PRLO-N 12-8-76

~~ASRP-N~~ (NS55)

1/5/4

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
 - B. The report will be given again to Board Members 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 Branches.
 - 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 24/3/76

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2

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B1.16.37

Naval Staff Office
Edward Street
Box 1416 GPO
BRISBANE QLD 4001


Department of Defence (Navy Office)
Russell Hill
CANBERRA ACT 2600

12 MAR 1976

Attention: Deputy Chief Naval Staff

HMAS BALIKPAPAN REPORT OF PROCEEDINGS - FEBRUARY 1976

The enclosures are forwarded in accordance with RI Appendix 29A.


(DAVID NICHOLLS)
Captain O.B.E. R.A.N.
Naval Officer Commanding
Queensland

go Enclosure: 1. Report Of Proceedings (2 copies)

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE
MAR 12 15 00 1976

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(A)

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4-9924
(A)

MAR 15 12 04 '75
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

do ENCLOSED: 1. Report of Proceedings (5 copies)

Commanding
Naval Officer Commanding
Cairns O.B.E. R.A.N.
(DAVID HICKMOTT)

The enclosures are forwarded in accordance with the instructions.

NAVY BRITISHLYN REPORT OF PROCEEDINGS - BRITISHLYN 1975

Attention: Deputy Chief Naval Staff

COMMUNICATIONS SECTION
Naval Staff
Department of Defence (Naval Office)

15 MAR 1975

IN REPLY QUOTE B1.1e.21

REFERENCE: 21111

BRISBANE STD 4001
BOX 1416 GPO
QUEENSLAND
NAVAL STAFF OFFICE



DEPARTMENT OF DEFENCE

RESTRICTED

(5)

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1-16-1

HMAS BALIKPAPAN
at Sea

1st March, 1976

The Naval Officer Commanding
QUEENSLAND

For information :

The Flag Officer Commanding
H.M.AUSTRALIAN FLEET

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BALIKPAPAN REPORT OF PROCEEDINGS
FEBRUARY, 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of February, 1976.

2. From the beginning of the month until Monday 9th February, HMAS BALIKPAPAN was alongside at HMAS MORETON carrying out ship upkeep. Sunday 1st was a happy occasion for BALIKPAPAN for there were three christenings conducted onboard.

3. On Monday 9th BALIKPAPAN slipped at 0900 and proceeded to Moreton Bay to rendezvous with HMAS WEWAK. Officer of the Watch manoeuvres, Towex and heaving line transfers were conducted from 1442 until 1740. Both ships then anchored overnight off Tangalooma. During the Towex it was found that an LCH can be towed satisfactorily by leading the tow rope/wire through the fairlead and securing it on the capstan. Using WEWAK's stern wire to tow BALIKPAPAN, the maximum revolutions obtainable were one one five zero (1150), before the wire became taut.

4. At 0810 Tuesday 10th, BALIKPAPAN weighed and proceeded to Cowan Cowan lighthouse to carry out a beach survey. Short heavy rain squalls hampered the survey, but good results were obtained. BALIKPAPAN retracted at 1304 and then carried out Man Overboard exercises and a small arms shoot until 1510. BALIKPAPAN moored ship off Peel Island (three point moor) at 1650 and remained at anchor overnight.

5. At 0415 Wednesday 11th the stern anchor was retrieved due to the increase in wind strength. Over a period of two hours the wind backed eighty degrees (80), and increased in strength from force three to force seven to eight. Heavy rain fell and visibility was drastically reduced. WEWAK's Operational Readiness Evaluation was cancelled due to the bad weather (an adverse weather conditions report for February has been forwarded)

On cancellation/

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2.

On cancellation of the ORE both ships returned to Brisbane and secured at HMAS MORETON. BALIKPAPAN remained alongside until Monday 16th February.

6. Due to an improvement in the weather BALIKPAPAN slipped and proceeded to Moreton Bay at 1820, and anchored off Bulwer wrecks at 2146. At 0515 Tuesday 17th February, a beach survey of the Bulwer wrecks area was carried out in preparation for an insertion and retraction of army units at the end of March. BALIKPAPAN then proceeded to the Southern side of Peel Island and anchored at 1108, remaining overnight.

7. Passage to the Southport area was commenced at 0630 18th February along the inland channel. The best available Department of Harbours and Marine charts (1974 edition of 1970 survey) were used, but on several occasions it was found necessary to sound the channel by lead line from the ship's boat. At 1102 a signal was received ordering our return to HMAS MORETON to prepare to sail for Darwin. At 1300 a steering gear breakdown occurred, due to the welding together of the contactors in the two breaker boxes. Emergency repair was carried out and the steering reverted to normal at 1311. BALIKPAPAN secured at Number 7 berth HMAS MORETON at 1700, and remained alongside until Tuesday 24th February.

8. At 0830 Tuesday 24th February BALIKPAPAN slipped and proceeded down the Brisbane River in company with HMAS WEWAK, under going her Operational Readiness Evaluation. From 0845 until 0945 steering gear breakdowns occurred once more. At 0920 BALIKPAPAN returned to HMAS MORETON securing at 1007. The ship remained alongside until 1435 26th February when BALIKPAPAN proceeded to Bulimba Hard to load cargo for Townsville, Cairns and Darwin. Cargo loading was completed at 1815, and the ship returned to HMAS MORETON.

9. At 1057 Friday 27th February, BALIKPAPAN slipped and proceeded to Dalgety's No 4 berth to load cargo brought from Sydney by HMAS BRUNEI. Cargo loading was completed at 1350, and at 1358 HMAS BALIKPAPAN proceeded to sea. Rendezvous with HMAS WEWAK was made in Moreton Bay, the two ships then sailing in company for Townsville.

10. At 0140 Sunday 29th February BALIKPAPAN crossed the Tropic of Capricorn. Operational Control to HMAS CAIRNS was changed at 1245. BALIKPAPAN and WEWAK anchored off Pine Peak Island at 1545, and remained until 1830. At 2359 BALIKPAPAN was approaching the Whitsunday Island Passage.

11. The changing approach of Cyclone Colin caused some anxiety, but it passed clear to the eastward the night 29th February/1st March.

12. Two Urdefs were raised during the month. Urdef 17/77 030110Z FEB 76 was raised on the RT-662/GRC HF transmitter, when it was not possible to tune the set to a specific frequency.

A replacement

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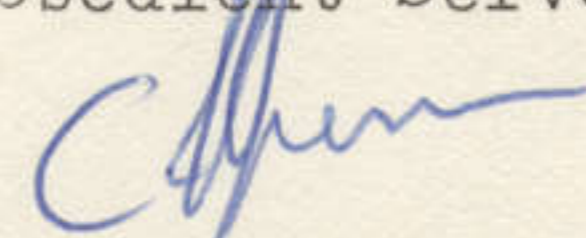
RESTRICTED

3.

A replacement set was fitted on Monday 23rd February. Urdef 18/77 230504Z FEB 76 was raised on the contactors in the steering system breaker box. This was rectified by fitting new contactors on Wednesday 25th February.

13. The health, welfare and conduct of the ship's company is good. Increasing periods of fine weather is improving the material condition of the ship.

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



(C.J. GUNN)
Lieutenant, RAN
COMMANDING OFFICER

Enclosures : 1. Annex A - Steaming Report
2. Annex B - Exercise and Beaching Report.

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Annex A to
HMAS BALIKPAPAN letter 1/16/1
dated 1st March, 1976

STEAMING REPORT

1.	Miles steamed during the month	887.5
2.	Miles steamed since commissioning	19595.8
3.	Hours underway during the month	97
4.	Hours underway since commissioning	2387

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Annex B to
HMAS BALIKPAPAN letter 1/16/1
dated 1st March, 1976

EXERCISE REPORT

1. Regular Fire Exercises.
2. 03 Patt 5665 breathing Apparatus use.
09 Normal Air Breathing Apparatus instruction.
10 Leaving Ship Stations at night.
11 Deltex instruction for X.O.
16 First Aid Lecture - Diets.
23 Lecture on XYZ openings.

BEACHING REPORT

1. Beachings during the month -
10th Cowan Cowan lighthouse area C.O.
26th Bulimba Hand X.O.
TOTAL: Two
2. Beachings since commissioning 69.

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File Number

N428	3	1409	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

REST

*NOTE: Please print all entries clearly.

REGISTRATION

Title MMAS BALIKPAPAN - REPORT OF PROCEEDINGS - FEBRUARY 1976

Mark to ASRP-N (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
MMAS BALIKPAPAN	ala	

LOGGING

Originator	Originator's Reference	Date	Initials
NOCOLD	B1-16-37	12/3/76	

Information Classifier Debbie (Signature) 16/3/76 (Date)

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

MARCH 76

HMAS BALIK PAPAN REPORT OF PROCEEDINGS

~~ASRP-N~~ 10/5

~~DNO~~

~~DGNOP~~

~~DCNS~~

~~CNS~~ 7/7

~~CNE~~

~~CNPS~~

~~DGLGG-N~~

~~CNM~~ 16/7

~~DESUP-N~~ 21/7

~~PRLO-N~~

~~ASRP-N~~ (NS55) 23/9

*The industrial problems in Darwin have now been
overstaken by events. 2/7.*

- NOTES:
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EXAMINED
IN 
DATE 7/7 76

AB 6/5/76



DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B1.16.37

Naval Staff Office
Edward Street
Box 1416 GPO
BRISBANE QLD 4001

Department of Defence (Navy Office)
Russell Hill
CANBERRA ACT 2600

21 APR 1976

Attention: Deputy Chief Naval Staff

HMAS BALIKPAPAN REPORT OF PROCEEDINGS - MARCH 1976

The enclosures are forwarded in accordance with RI Appendix 29A.

(DAVID NICHOLLS)
Captain O.B.E. RAN
Naval Officer Commanding
Queensland

go Enclosures: Report of Proceedings (2 copies)

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE

ASRP-N
(A)

How: H/W/2 P...

NIR Nom: HMAS Balikpapan.
H258.11 (4)

APR 28 10 57 '75

DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

ENCLOSURE: Report of Proceedings (5 copies)

OFFICER IN CHARGE
HEAD OFFICE COMMUNICATING
SECTION O.B.E. HVM
(DAVID HICKS)



The enclosures are forwarded in accordance with the instructions.

HMAS BALIKAPAPAN REPORT OF PROCEEDINGS - MARCH 1975

ENCLOSURE: Report of Proceedings

COMMUNICATING SECTION
HEAD OFFICE
DEPARTMENT OF DEFENCE (HEAD OFFICE)

5 1 APR 1975

IN REPLY TO: B1.10.21

TELEPHONE: 2111

BRISBANE QLD 4001
BOX 1410 GPO
BRISBANE
HEAD OFFICE



DEPARTMENT OF DEFENCE

HMAS BALIKPAPAN
at sea

3rd April, 1976

16	37
12 APR 1976	
(NAVY OFFICE) BRISBANE	
DEPT. OF DEFENCE	

1-16-1

The Naval Officer Commanding,
QUEENSLAND

For Information:

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

The Naval Officer Commanding,
NORTH AUSTRALIA AREA

The Commander,
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

The Commanding Officer,
HMAS CAIRNS

The Commanding Officer,
HMAS WEWAK

HMAS BALIKPAPAN REPORT OF PROCEEDINGS
MARCH 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of March 1976. Times throughout are local.
2. At 0001 1st March HMAS BALIKPAPAN with HMAS WEWAK in company three miles astern was approximately fifty miles south of the Whitsunday Island Passage en route to Townsville.
3. The heavy rain caused by Cyclone Colin was showing on radar approximately fifteen miles to the east, but the weather over the ships' route remained calm until after Townsville.
4. At 1020 1st March BALIKPAPAN anchored in five fathoms of water north of Roundhill Point off Gloucester Island until 1856, when passage was resumed to Townsville. The time at anchor was spent in touching up the paintwork along the ship's side. During the afternoon several members of the ship's company went ashore and found a very good freshwater outlet close to the beach. A shaded pool provided some very welcome relief from the hot sun until a brown snake of length five feet decided to join the swimming party in the water. Captain and sailors made a rapid withdrawal from the area and returned to the ship.

...../2

5. HMAS BALIKPAPAN berthed at No. 2 berth in Townsville at 0803 2nd March, and began to unload cargo onto the Army trucks on the wharf. Several BMSS and four trucks were unloaded and the remainder of the cargo resecured for the passage to Cairns and Darwin. Since two days had been allowed for the one hundred and eighty six mile passage it was decided to remain overnight and sail the next morning.
6. BALIKPAPAN slipped at 0952 3rd March and proceeded to sea. During the day the wind increased to a maximum of force three to four at sunset from 340°. BALIKPAPAN anchored for three hours on Kennedy Shoal and weighed at 2045 to continue the passage to Cairns. From 2300 until 0500 4th March the wind slowly increased to force five and veered to 030. The wind then increased to force eight and blew for approximately one and a half hours before moderating to force two. This caused rough seas, which, combined with a moderate swell from the east caused some of the cargo to break up (HMAS BALIKPAPAN letter 18/13/1 transport of cargo from Brisbane to Cairns (NOTAL) refers). BALIKPAPAN hove to for thirty minutes while the ship's company resecured the broken cargo. Arrival in Cairns was delayed twenty minutes until 0820 4th March.
7. It was decided to remain in Cairns overnight to allow the effects of the 'slight depression' now classified Cyclone Dawn to pass to the south. After unloading several pallets and BMSS it was noticed BALIKPAPAN's well deck had a mixture of red anti-fouling, French grey and ship's side paints combined with paint removers and floor polishes to cover the black tar epoxy paint for nearly half the area. BALIKPAPAN slipped at 0801 5th March and proceeded to sea to continue the passage to Darwin. There was one absentee on sailing, Leading Seaman MTF W.O. SAWTELL, R.104500, who returned to the ship on arrival in Darwin.
8. On Sunday 7th March during the forenoon watch Cape York was rounded, and passage through the Aplin Passage undertaken to bring BALIKPAPAN into the Gulf of Carpentaria. At 1506 three foreign fishing vessels were sighted in position 10 46 South, 141 26 East. It was thought that there were two Taiwanese fishing vessels and one Japanese. After discussion with the Operations Staff it was then known that all three were Taiwanese, two trawlers and a long liner. Operational command to the Naval Officer Commanding, NORTHERN AUSTRALIAN AREA was made at 2300.
9. Time zones were changed to IK (-9½) at 1330 (K) 10th March. BALIKPAPAN secured starboard side to on Fort Street wharf bows west at 1330, where fuelling and the unloading of the 33 foot Harbour Personnel Boat for NOCNA were carried out. At 1420 BALIKPAPAN slipped and proceeded to the Boom wharf, securing starboard side to at 1430. WEWAK secured on BALIKPAPAN at 1630 after having fuelled at the Fort Street wharf.

10. The Fleet Programme had programmed both ships to be in Darwin for one night only. Due to firstly, industrial problems with the waterside workers, and secondly, the weather, it was not until Thursday, 18th March before BALIKPAPAN departed Darwin. The remaining cargo was unloaded Friday 12th, and the loading began Monday 15th. All the cargo was loaded by 1030 Wednesday 17th, when WEWAK secured to the Boom wharf; and BALIKPAPAN secured outboard of WEWAK. Future industrial problems may be averted by either beaching at either Larrakeyah or Catalina hard both of which are Commonwealth property. Catalina hard is suitable for an LCH to berth on a middle to high tide, and gives good turn around facilities for vehicles.
11. A complex depression extending from Groote Eylandt to the top of Arnhem Land caused very rough weather for several days. By late Thursday, 18th this had abated sufficiently for BALIKPAPAN to sail. At 1845 BALIKPAPAN, with WEWAK in company proceeded to sea on passage for Sydney.
12. At 1330 Saturday, 20th March, BALIKPAPAN spotted a foreign fishing vessel north of the declared fishing area in the Gulf of Carpentaria. This was reported to HMAS ADROIT (Lieutenant C.W. BARR, RAN) closing from astern. At 1545 ADROIT boarded the vessel and found him to be on passage to Weipa. On Sunday 21st at 1645 two Taiwanese fishing vessels were sighted approximately three miles north of Carpentaria Light Vessel (HMAS BALIKPAPAN KBG 210735Z MAR 76 FISHREF). BALIKPAPAN closed the trawlers and remained in company with the two vessels until they retired to the west at 2004 after recovering the trawl (BALIKPAPAN KBG 211004Z MAR 76). While standing by the two vessels waiting for information from the Department of Defence (Navy), it was observed that the fish they threw back as being undersized were bigger than those we had caught at any stage during the trip. Approval from NOCNA was received to resume passage to Townsville (NOCNA KBG 211054Z MAR 76). On retiring to the west, both vessels proceeded at a speed greater than an LCH's 10.5 knots. Passage to Townsville was resumed via the Endeavour Strait and Adolphus Channel.
13. Operational Control to HMAS CAIRNS was changed at 0600 22nd March, on passing Cape York. At 1700 a heaving line transfer with WEWAK was carried out, to pass a tension wrench to WEWAK.
14. BALIKPAPAN anchored on Underwood Shoal north of Lizard Island at 1700 23rd March for four hours. WEWAK was detached to Cairns during this time. At 2100 passage was resumed, and at 0900 Thursday 25th March BALIKPAPAN secured port side to at No. 4 berth in Townsville. Later that morning an unsuccessful feasibility study for LCH's to berth at the AUSTRALIAN NATIONAL LINE Roll On-Roll Off wharf was carried out. A separate report to COMAUSLANCRON ONE will be forwarded. An alternative landing point at Cape Fallarenda was being looked at by the Army in Townsville. It was requested a report be forwarded to COMAUSLANCRON ONE.

15. At 0800 26th March BALIKPAPAN slipped and proceeded to sea, resuming passage to Sydney. Operational Command was chopped to COMAUSLANCRON ONE at 271230 March, and to COMAUSFLT at 291100 March. After rounding Sandy Cape, the Northern tip of Fraser Island the sea and swell steadily increased and by the time the ship passed Crowdy Head a violent motion caused all upper deck maintenance to be curtailed. The rough weather continued, and it was with relief that BALIKPAPAN entered Sydney Harbour at 2350 Tuesday, 30th March, and proceeded to an anchorage off Woolwich, anchoring at 0100 31st March.

16. At 0815 31st March, BALIKPAPAN secured in Woolwich Dock and began to unload the Bailey Bridging. Unloading was completed at 1515. BALIKPAPAN slipped and proceeded to HMAS WATERHEN, securing at 1535. During this period the port engine was not used due to the possibility of burnt out valves. This was confirmed at HMAS WATERHEN.

17. Three Urdefs were raised during the month. Urdef 19/77 010450Z MAR 76 was raised on the coil unit to the power pack on the port hydraulic motor. Loss of the port hydraulic motor caused the ship's hydraulic system capability to be reduced by 50%. This Urdef was rectified on receipt of spare parts on arrival in Darwin. Urdef 20/77 060630Z MAR 76 was raised on the Radio Amplifier GRC-106. The 27 volt primary amplifier failed so that no amplified signal could be transmitted. This defect was rectified in Darwin by the Army Electrical Engineers from the Signal Regiment. Urdef 21/77 302358Z MAR 76 was raised on the port main engine after engine compression tests showed a considerable loss of compression. Examination of the engine revealed two burnt out valves, one in each cylinder bank. A spare cylinder head was loaned from HMAS BETANO, allowing both cylinder heads to be changed. The Urdef was rectified 1st April.

...../5

18. The health, welfare and conduct of the ship's company is good. Morale ebbed during the delays in Darwin and from the non-receipt of private mail on the return passage. Morale will no doubt greatly improve when the ship returns to Brisbane. Heavy rain in Darwin did not aid the material upkeep of the ship's upper deck, but it is hoped much will be accomplished during the forthcoming slipping period.

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



(C. J. Gunn)
Lieutenant, RAN
COMMANDING OFFICER

Enclosures : 1. Annex A - Steaming Report
2. Annex B - Exercise and Beaching Report.

ANNEX A to HMAS BALIKPAPAN
Letter 1/16/1 dated
3rd April, 1976

STEAMING REPORT

1.	Miles steamed during the month	4229.8
2.	Miles steamed since commissioning	23825.6
3.	Hours underway during the month	435.5
4.	Hours underway since commissioning	2822.5

ANNEX B to HMAS BALIKTAPAN
Letter 1/16/1 dated
3rd April, 1976.

EXERCISE REPORT

1. Regular fire exercises.
2.
 - 01 Leaving ship stations
 - 02 Lecture on types of fires
 - 05 Lecture on fire extinguishers
 - 08 Lecture on boarding parties
 - 21 Boarding party practice
 - 22 Exercise leaving ship stations
 - 23 Exercise emergency destruction
 - 24 Lecture on shoring and leak stopping
 - 25 Practical shoring exercise
 - 27 Lecture on use of AGR
 - 30 Lecture on pyrotechnic locker and magazine sprays.

BEACHING REPORT

1. Nil
2. Feasibility trial at Townsville Roll On-Roll Off berth.
3. Beachings since commissioning 69

File Number

N 428	3	1488	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

UNCLASS

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS BALIKPAPAN - REPORT OF PROCEEDINGS - MARCH 1976

Mark to ASRP-N (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 BALIKPAPAN	AS TITLES	

LOGGING

Originator	Originator's Reference	Date	Initials
NOC QCD.	B1-16-37.	21/4/76	

Information Classifier S. KIRK. (Signature) 30/4/76 (Date)

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS BAHIK PAPAN

REPORT OF PROCEEDINGS APR '76

ASRP-N 19/5

DNO *Once again, industrial disputes interfere with programme.*
4/10/6

DGNOP 25/7

DCNS

CNS 6/7

CMB 9/12/7

CNTS 10/7

DGLOG-N 16/7

CNM 21/7

DGSUP-N 23/7

PRLO-N

ASRP-N (NS55) 24/9

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
 - B. The report will be given again to Board Members 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 Branches.
 - 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 19/5/76

EXAMINED
INIT. <i>P</i>
DATE 27/7/76



DEPARTMENT OF THE NAVY DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B1.16.37

Naval Staff Office
Edward Street
Box 1416 GPO
BRISBANE QLD 4001

11 MAY 1976

Department of Defence (Navy Office)
Russell Hill
CANBERRA ACT 2600

Attention: Deputy Chief Naval Staff

HMAS BALIKPAPAN REPORT OF PROCEEDINGS - APRIL 1976

The enclosures are forwarded in accordance with RI Appendix 29A.

(Signature)
(DAVID NICHOLLS)
Captain O.B.E. RAN
Naval Officer Commanding
Queensland

(Handwritten mark) Enclosure: Report of Proceedings (2 copies)

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE
MAY 13 12 40 PM '76

ASRP-N
(A)

(Faint handwritten notes)

1855
Nom: HMAS BALIKPAPAN. N/02.

MAY 13 15 40 1978

DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

Enclosure: report of proceedings (5 copies)

Headquarters
Naval Officer Commanding
Submarine O.B.E. RAN
(DAVID NICHOLLS)



The enclosures are forwarded in accordance with the above.

HMAS BALIKPAPAN REPORT OF PROCEEDINGS - VARIOUS

Attention: Deputy Chief Naval Staff

Canberra ACT 2600
Murray Hill
Department of Defence (Naval Office)

11 MAY 1978

BRISBANE QLD 4001
Box 1416 GPO
Edmund Street
Naval Staff Office

Telephone 2111

1855



DEPARTMENT OF THE AUSTRALIAN DEFENCE

1-16-1

HMAS BALIKPAPAN
at Brisbane

1st May, 1976

DEPT. OF DEFENCE		
(NAVY OFFICE) BRISBANE		
-6 MAY 1976		
B1	16	37

The Naval Officer Commanding
QUEENSLAND

For Information :

The Flag Officer Commanding
H.M. AUSTRALIAN FLEET

The Commander
AUSTRALIAN MINE WARFARE and PATROL FORCES

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BALIKPAPAN REPORT OF PROCEEDINGS
APRIL 1976

Sir,

1. I have the honour to report the proceedings of HMA ship under my command during the month of April 1976. Times throughout are local (-10).
2. At the beginning of the month, HMAS BALIKPAPAN was secured alongside at HMAS WATERHEN and remained there until 1300 Friday 2nd April, when the ship sailed for Brisbane. During this period, Urdef 21/77, (reported R.O.P March 1976), was rectified.
3. Inspection and cleaning of Ballast tanks was carried out during the passage to Brisbane. By proceeding along an inshore passage, BALIKPAPAN made good time and came to anchor in Moreton Bay at 1900 Sunday 4th April. At 0630 the following morning, BALIKPAPAN weighed anchor and proceeded to HMAS MORETON, securing starboard side to on HMAS BRUNET. BALIKPAPAN then commenced an intermediate docking period, and went out of routine on Wednesday 7th April.

...../2.

2.

4. BALIKPAPAN remained at MORETON preparing to move to Peter's Slip. At 0530 Monday 12th April, BALIKPAPAN slipped and proceeded to Peter's Slip, securing to the dolphin at 0553. While changing from the ship's line to Peter's Slip line on the dolphin, several problems were encountered due to the ship yawing through very large angles. At 0810, BALIKPAPAN was in position at the top of the slip and the hull cleaning and repainting then commenced. BALIKPAPAN remained on the slip until 1530 Thursday 22nd April, when the unslipping procedures began. BALIKPAPAN was cold moved to Evans Deakin wharf and secured port side to at 1630.

5. At 0600 Friday 23rd April, the bow door was sand blasted and prepared for painting. Sand blasting the bow door has saved many hours work, which may now be directed towards preparing the tank deck for painting.

6. To facilitate the berthing of the oil rig 'Santa Fe' alongside the Evans Deakin wharf, BALIKPAPAN was cold moved starboard side to the Lighthouse Tender Vessel Wharf, at 1500 Thursday 29th April. The following morning at 0930, Tug Vessel 'HARMAN' was secured alongside BALIKPAPAN prior to moving BALIKPAPAN back to Evans Deakin wharf. At 0945 an industrial dispute concerning the tug vessels, prevented T.V. HARMAN from moving BALIKPAPAN. At 1000, the ship's engines were started and BALIKPAPAN hot moved to Evans Deakin wharf, berthing port side to at 1015. BALIKPAPAN remained alongside Evans Deakin wharf until the end of the month.

7. One Urdef was raised during the month. Urdef 22/77 (280502Z Apr 76) was raised on the gyro, when it was found that the wheel would not spin up. The gyro has been sent to Sydney for repair. Any work outstanding from the docking period, will be reported next month.

...../3.

3.

3. The health, welfare and conduct of the ship's company is good. Morale has improved since returning to Brisbane. Private mail that was misdirected during the last deployment has finally reached the ship. It was noticed that some private mail was sent to Darwin, even after the ship had returned to Brisbane. Weather permitting, the upper deck maintenance of BALIKPAPAN during the intermediate docking period, will bring the ship to a more than satisfactory standard.

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

f Stewart or (for co)

(C. J. GUNN)
Lieutenant, RAN
COMMANDING OFFICER

Enclosures : 1. Annex A - Steaming Report
2. Annex B - Exercise and Beaching Report

ANNEX A to HMAS BALIKPAPAN's
letter 1-16-1 dated
1st May, 1976

STEAMING REPORT

1.	Miles steamed during the month	497.7
2.	Miles steamed since commissioning	24323.3
3.	Hours underway during the month	60.1
4.	Hours underway since commissioning	2882.6

ANNEX B to HMAS BALIKPAPAN's
letter 1-16-1 dated
1st May, 1976.

EXERCISE REPORT

1. Regular fire exercises.
2. 15th Apr Safety Lecture on 'Protection of Feet'.
25th Apr Lecture on correct use of Safety Lines.
26th Apr Personnel shown operating procedure
of Engineroom CO2 flooding.
27th Apr Lecture on 'Precautions to be observed
when entering unventilated compartments'.

BEACHING REPORT

1. Nil
2. Beachings since commissioning 69.

File Number

N428	3	1518	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

UIC

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS BALIKPAPAN - REPORT OF PROCEEDING APRIL 1976.

Mark to ASRP-N (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 BALIKPAPAN	aya	

LOGGING

Originator	Originator's Reference	Date	Initials
NOCQLD	B1-16-37	11, 5, 76	

Information Classifier	
<u>Debbie</u> (Signature)	<u>14, 5, 76</u> (Date)

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

May 76

HMAS Balikpapan REPORT OF PROCEEDINGS

~~ASRP-N~~

DNO ^{21/8} If the power supply can be tripped so easily, the system is unsafe -

~~DGNOP~~ 23/8

L 24/8

~~DCNS~~

~~CNS~~ 26/8

~~CNP~~ 27/8

~~CNTS~~ 31/8

~~DGLOG-N~~

~~CNM~~ 2/9

~~DESUP-N~~ 3/9

~~PRLO-N~~

~~ASRP-N~~ (NS55) 23/9

- NOTES:
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AB 27/76



DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

RESTRICTED

IN REPLY QUOTE B1.16.37

Naval Staff Office
Edward Street
Box 1416 GPO
BRISBANE QLD 4001

Department of Defence (Navy Office)
CANBERRA ACT 2600

21 JUN 1976

Attention: Deputy Chief Naval Staff

HMAS BALIKPAPAN REPORT OF PROCEEDINGS MAY 1976

The enclosures are forwarded in accordance with RI Appendix 29A.

(M.J.S. KEAY)
Commander RAN
for Naval Officer Commanding
Queensland

cl

Enclosure: 1. Report of Proceedings (2 copies)

ASRP-N
A

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE

JUN 52 10 52 AM
RESTRICTED

JUN 25 10 25 '75

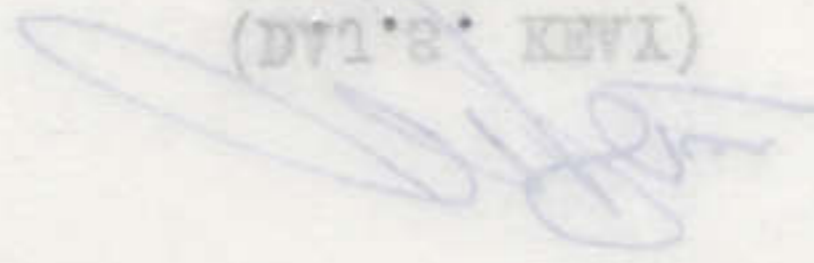
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

RESTRICTED

V
V366-11

ENCLOSURE: 1. Report of Proceedings (5 copies)

Commanding Officer
Naval Officer Commanding
Commander RN
(D.V.S. KEVIL)



The enclosures are forwarded in accordance with XI Appendix 5A.

THIS PARTICULAR REPORT OF PROCEEDINGS MAY TAKE

Attention: Naval Officer Commanding

Department of Defence (Naval Office)

5 JUL 1975

BRISBANE QLD 4001
Box 1416 GPO
Queens Street
Naval Staff House

IN BRISBANE QD 4001

TELEPHONE 2111

RESTRICTED

DEPARTMENT OF THE AUSTRALIAN DEFENCE



RESTRICTED

HMAS BALIKPAPAN
At Sea

1-16-1

1st June 1976

The Naval Officer Commanding
QUEENSLAND

For Information:

The Flag Officer Commanding
HER MAJESTY'S AUSTRALIAN FLEET

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BALIKPAPAN - REPORT OF PROCEEDINGS, MAY 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of May 1976. Times throughout are local (-10).
2. On 1st May HMAS BALIKPAPAN was secured port side to on Evans Deakin wharf undergoing an Intermediate Docking and Leave Period. The Ship remained there until 11th May when BALIKPAPAN returned to HMAS MORETON securing at Number 5 berth.
3. Six members of the Ship's company went to Greenbank Army Rifle Range for a shoot on 18th May. Self Loading Rifles, Pistols and F1 Submachine Guns were used. Pistols and F1s were used on the 'Sneaker Range'; the SLRs were used on the long 'Target Range'. Even at close range it was found that very few hits were scored on the Sneaker targets when snap shooting was required.
4. Fuelling operations were carried out on both 19th and 26th May. Both the normal and extended range tanks were filled for the forthcoming deployment to Shoalwater Bay.
5. The Commanding Officer, Executive Officer (designate) and officer under training attended an LCH CO/XO Army Familiarisation Course at the Royal Army Corps of Transport School at Chowder Bay in Sydney on 24th and 25th May. Valuable knowledge was gained as to the working of an Army Terminal Group's handling of large volumes of cargo.
6. The 26th May marked the end of the Intermediate Docking Period and the Ship was once again 'in routine'. Basin Trials on both engines were carried out successfully. All electrical and mechanical machinery, with the exception of the after winch and the main refrigerators, was working correctly. Repairs to the hydraulic lines of the stern winch have been stopped whilst several stores demands are outstanding.

/7. On 27th

RESTRICTED

7. On 27th May BALIKPAPAN ammunitioned with bullets and pyrotechnics. This brought the armament stores on board to the correct allowance.

8. The berth was shifted to Number 2 berth outboard of HMAS WEWAK on 28th May, and the Ship remained there until 31st May preparing to sail for work-up.

9. At 0845 on 31st May two officers and fifty-eight Naval Reserve Cadets embarked for a day trip in a Landing Craft Heavy. At 0915 BALIKPAPAN proceeded and at 1049 commenced work-up exercises.

10. Before stopping for lunch the following evolutions were carried out:

Leaving Ship Stations,
Steering Gear Breakdown, and
Man Overboard Exercises.

Man Overboard Exercises pleased the cadets for many of them were lucky enough to get tricks on the wheel during the manoeuvres.

11. BALIKPAPAN anchored off Redcliffe Peninsula at 1250, and at 1305 commenced evolutions. A fire fighting exercise was followed by raising the bow door by hand and rigging bow door preventer chains. BALIKPAPAN returned to Brisbane after these evolutions and disembarked the cadets at 1646. While on passage back to Brisbane, one of the cadets accidentally tripped the power supply from the 24 volt batteries causing a total electrical power failure throughout the Ship. Power was quickly restored and a normal passage resumed.

12. After disembarking the cadets BALIKPAPAN returned to Moreton Bay and anchored overnight in Middle Bank.

13. One URDEF was raised during the month. URDEF 23/77 (BALIKPAPAN DAJ 172230Z MAY 76) was raised on the main refrigerators. One compressor unit became defective and was sent to the contractor to have two worn connecting rods replaced.

14. Upper deck maintenance is progressing satisfactorily. Shortage of manpower during the Intermediate Docking and Leave Period did not enable the painting schedule to be adhered to; but a marked improvement to the Ship's upper deck material condition is noticeable.

15. The health, welfare and conduct of the Ship's company is good. Morale is high and will get even higher towards the end of the work-up period.

I have the honour to be,

Sir,

Your obedient Servant,



(C.J. GUNN)
Lieutenant RAN

ANNEX A TO
HMAS BALIKPAPAN LETTER 1-16-1
DATED 1ST JUNE, 1976

STEAMING REPORT

1.	Miles steamed during the month	66.6
2.	Miles steamed since commissioning	24389.9
3.	Hours underway during the month	9.75
4.	Hours underway since commissioning	2892.35

EXERCISE REPORT

1. NBCD

- 03 Fire in the bridge.
- 04 Fire in the galley.
- 07 Fire in the port forward well deck.
- 12 Fire in the engine room.
- 18 Fire in the wireless office.
- 19 Fire in the galley.
- 20 Fire in the engine room.
- 24 Fire in the paint locker.
- 25 Emergency fire pump lecture.
- 26 Fire in the magazine.
- 27 Fire in the port forward well deck.
- 28 Fire in the crew quarters.
- 31 Fire in the well deck.

2. First Aid and Safety

- 10 Lecture on foot protection.
- 13 Lecture on stretcher.
- 14 Casualty evacuation from galley to wardroom.
- 17 Burns lecture.

3. Gunnery

- 18 Shoot at Greenbank Army Range.

4. Seamanship Evolutions

- 31 Leaving Ship stations.
 - Steering breakdown (3 - CO, XO, NO).
 - Man overboard (6 - CO, XO, XO (desig), NO, NRC officers).
 - Rigging bow door preventer chains.
 - Raising bow door by hand.

BEACHING REPORT

- | | | |
|----|---------------------------|-----|
| 1. | Beachings for the month | Nil |
| 2. | Total since commissioning | 69 |

File Number

N

428	3	1582	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

Restricted

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS BALIKPAPAN - Report of Proceedings
May 1976.

Mark to ASRP-N (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 BALIKPAPAN	ROP May 1976	

LOGGING

Originator	Originator's Reference	Date	Initials
NOC QLD	B1-16-37	21, 6, 76	

Information Classifier R Summerell (Signature) 25, 6, 76 (Date)

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS DALIKPAPAN.

REPORT OF PROCEEDINGS June '76.

ASRP-N	
DNO	
DGNOP	4/1/76
DCNS	
CNS	20/3
ONE	1/9/76
CNTS	20/8
DGLOG-N	
CNM	1/1/79
DGSUP-N	1/3/76
PRLO-N	
ASRP-N	(NS55) 23/9

Post refit workup in Moreton Bay areas
then operations in southern areas of
the reef - P. Alma, Keppel Is, Port
Clinton - in support of Diving Classes
and CDT 2.

1/9/8

- NOTES:
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 - 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 20/1/76



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DEPARTMENT OF DEFENCE

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE. 4001.

Telephone: 31.1611

In reply quote: B1.16.37


19 JUL 1976

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

Attention: Deputy Chief of Naval Staff.

HMAS BALIKPAPAN - REPORT OF PROCEEDINGS - JUNE 1976.

The enclosures are forwarded in accordance with R.I. Appendix 29A.


/ (DAVID NICHOLLS)
Captain O.B.E. RAN
Naval Officer Commanding
Queensland.

9p Enclosures: Report of Proceedings (2 copies).

ASRP-N
(A)

CENTRE
INFORMATION ANALYSIS
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RESTRICTED

RESTRICTED

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JUL 22 15 50 '75
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

do Enclosures: Report of Proceedings (5 copies).

Commanding
Naval Officer
Submarine O.B.E. R.N.
(DAVID MICHOFF)



The enclosures are forwarded in accordance with R.I. Appendix 2A.

REPORT OF PROCEEDINGS - JUNE 1975

Attention: Deputy Chief of Naval Staff.

COMMUN. V.C.D. 5000
Naval Officer
Department of Defence (Naval Office)

13 JUL 1975

In reply quote: B1.10.31

Telephone: 31.10.11

WISBANE 4001
Box 1410 G.P.O.
Edwards Street
Naval Staff Office

DEPARTMENT OF DEFENCE

RESTRICTED



1.16.1

HMAS BALIKPAPAN
At Sea

RESTRICTED

1st July, 1976

The Naval Officer Commanding
QUEENSLAND

For Information:

The Flag Officer Commanding
HER MAJESTY'S AUSTRALIAN FLEET

The Commanding Officer
HMAS PENGUIN

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

The Officer in Charge
MINE WARFARE AND CLEARANCE DIVING SCHOOL

The Commanding Officer
AUSTRALIAN CLEARANCE DIVING TEAM TWO

HMAS BALIKPAPAN : REPORT OF PROCEEDINGS : JUNE 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of June '976. Times throughout are local (-10).
2. At 0001 Tuesday, 1st June, HMAS BALIKPAPAN was anchored on Middle Bank in Moreton Bay undergoing work-up exercises prior to the Operational Readiness Evaluation.
3. At 0640 BALIKPAPAN weighed and proceeded to sea for a small arms and fifty calibre machine gun shoot. A target had been made up from two forty-four gallon drums welded together, supporting a timber covered metal frame. Area R6"6 was reached at 0915 and the shoot commenced at 0927. Six hundred rounds were fired from the machine guns, but less than twenty hits were obtained on the target. Weather conditions were not favourable for target acquisition. A moderate easterly swell combined with a rough choppy sea 'saved' the target until the end of the shoot.
4. The target was destroyed by small arms fire at 1110, and after shooting at several five gallon drums the shoot was completed at 1130. At 1115 a front passed over the area, resulting in the wind dropping from twenty knots to five knots in a matter of minutes. BALIKPAPAN returned to Moreton Bay after the shoot and anchored at Tangalooma at 1400.
5. The Ship remained at anchor overnight. During this time fire exercises were conducted and a night leaving ship stations carried out.

/6. At 0757

RESTRICTED

6. At 0757 Wednesday, 2nd June BALIKPAPAN weighed and proceeded to Brisbane River to carry out surveys of Lytton Reach and Colmslie Harbours. Colmslie Harbour is suitable for LCH operations but Lytton Reach is not. At Lytton Reach submerged power cables cross the river and anchoring is prohibited. On completion of both surveys BALIKPAPAN proceeded to Moreton and continued with work-up exercises. The Ship anchored off Tangalooma overnight.

7. A foul anchor occurred whilst weighing at 0807 Thursday, 3rd June. This necessitated beaching at Tangalooma to unwind the cable from around the anchor flukes. On completion BALIKPAPAN retracted and proceeded to Brisbane River Entrance Beacons to rendezvous with the fast utility boat from HMAS MORETON. Sub-Lieutenant J. Purnell-Webb was posted to HMAS WEWAK for their surveying trip to West Irian. For the remainder of the morning before anchoring off Tangalooma, BALIKPAPAN was at Action Stations for NBCD exercises.

8. BALIKPAPAN remained at anchor overnight and proceeded at 0645 Friday, 4th June on passage to Bulimba Harbour. Before entering the Brisbane River a ten degree list to starboard was put on, and a fire exercise carried out. Righting the list was completed at Lytton Cut and at 0925 the Ship reached Bulimba. Practice beachings were followed by dead vehicle winchings. A new ramp was in final stages of construction so trials with the ramp were carried out. The ramp is designed to be shackled to the LCH bow door and ride up and down tide with the ship.

9. BALIKPAPAN retracted after lunch to carry out a compass swing in Hamilton Reach. This was completed at 1400, and after beaching at Bulimba to disembark the pilot, BALIKPAPAN returned to HMAS MORETON. The ship secured at Number 5 berth at 1430 and remained there until Sunday, 6th June.

10. At 0853 Sunday, 6th June, BALIKPAPAN proceeded to sea to continue work-up exercises. While on passage down the Brisbane River a burst in the oil line from the gear box to the oil cool occurred. A new line was quickly fitted but it is interesting to note that this was the second burst in two days. Subsequent investigation by Base Staff showed no obvious reason for the lines to burst.

11. After clearing the Brisbane River, BALIKPAPAN conducted a three hour full power trial. During this time the distance measured by the Chernikeef Log gave the Ship an average speed of ten knots. On completion of the full power trial BALIKPAPAN moored ship off Cleveland Point with both bow anchors. A further shackle was veered from both anchors when the wind increased to force 5 at 2120. The Ship remained at anchor overnight.

12. While weighing the port anchor at 0759 Monday 7th June, a bad foul hawser occurred. By using the Ship's boat and both bow capstans this was cleared at 0835 and both anchors weighed.

13. At 0840 the Ship's Company closed up at Action Stations and at 0845 The Commander FIRST AUSTRALIAN LANDING CRAFT SQUADRON, Commander R.A.J.T. Arundel, RAN, and the Operational Readiness Evaluation Staff were embarked. Evolutions commenced at 0850 and were completed with a dead vehicle recovery at Bulimba Harbour at 1350. BALIKPAPAN retracted at 1420 and proceeded to HMAS MORETON, securing at Number 5 berth. COMAUSLANCRON ONE and the ORE Staff were disembarked at 1450.

14. BALIKPAPAN remained at MORETON until 1310 Wednesday, 8th June when the Ship proceeded to Bulimba Hard to load three caravans. Loading operations were completed at 1354, and the Ship retracted at 1409 and returned to MORETON.

15. Lieutenant R.J. Sherwood, RAN, relieved Lieutenant M.J. Stewart, RAN as Executive Officer at 0800 Thursday, 10th June. Lieutenant Stewart has been posted to HMAS WATSON for an Assistant Principle Warfare Officers' Course.

16. BALIKPAPAN remained at MORETON until 1015 Friday, 11th June, when the Ship proceeded to sea on passage to Port Alma. A strong south easterly wind caused uncomfortable conditions until the Ship rounded Breaksea Spit Buoy at 0658 Saturday, 11th June. Later that morning the Ship anchored off Lady Musgrave Island for a five hour fishing stop. At 1707 BALIKPAPAN proceeded and anchored off Sea Hill Point, eight miles from Port Alma at 0520 Sunday, 13th June.

17. At 0755 BALIKPAPAN proceeded and secured port side to at Number One berth Port Alma at 0857 and awaited the arrival of the Diving Classes and staff from HMAS PENGUIN. The Mine Warfare and Clearance Diving School staff and classes were embarked at 1500. Leaving ship stations instructions were given after the equipment was secured, and at 1618 BALIKPAPAN proceeded to sea. Due to the uncomfortable motion it was decided to anchor off Keppel Island until after Pipe Down so as to lessen the sea sickness felt by many of the classes. At 1910 BALIKPAPAN anchored off Keppel Island until weighing and proceeding at 0200 the following morning.

18. Following a minor steering gear breakdown due to a sticking contactor in the automatic pilot, Special Sea Dutymen and Cable Party were closed up at 0836 Monday 14th June. Strong Tide Passage was entered on a flooding tide at 0845 and at 0928 BALIKPAPAN anchored off Triangular Island to wait until high water before beaching. BALIKPAPAN beached on Triangular Island to unload the Diving Class explosives and equipment at 1137. At 1213 the Ship retracted and proceeded to the anchorage off Triangular Island, anchoring at 1232.

19. BALIKPAPAN remained at the anchorage until Sunday, 19th June. During this time the Diving Classes carried out Underwater Demolition Training and the Ship's Company carried on working Part of Ship. Bow preventer chains were rigged from Tuesday, 15th June to Tuesday, 22nd June to enable maintenance to be carried out on the bow door lowering gear arrangement. Unfortunately the bow door gear and capstans cannot be properly maintained due to the inaccessibility of chipping hammers and scrapers. Transits were erected on Triangular Island to show safe passage to the beach. A hydrographic notice will not be sent due to the possibility that visitors may be attracted to the island.

20. On Sunday, 19th June BALIKPAPAN proceeded at 1305 to an anchorage off Sabina Point anchoring at 1422. The Diving Classes carried out a survey of the beach area from arrival at Sabina Point until Tuesday, 22nd June. The Ship's Company was employed with Part of Ship maintenance during this period.

21. At 0845 Wednesday, 23rd June, BALIKPAPAN weighed and proceeded to Sabina Point beach for a 'dry out' beaching. From 0916 until 1759 BALIKPAPAN was beached to enable the Diving Classes to inspect a 'dried out' LCH. The beach from the high water to the low water line has a thin covering of hard sand over firm mud. Propeller action beaching/retracting will break the sand covering and make deep holes in the mud. The holes are subsequently filled on the next fast running tidal flow. After retracting from the beach BALIKPAPAN returned to the anchorage position off Sabina Point and remained at anchor overnight.

22. Passage to Port Alma was made over 24 hours. After weighing at 0800 Thursday, 24th June, BALIKPAPAN proceeded to an anchorage off Perforated Point. While at anchor the Ship's Company and Diving Classes went ashore to fish and participate in beach games. Passage was resumed at 1920 by which time the wind had moderated from a force five to a force two wind. A fast passage to Port Alma was made, so the Ship anchored off Sea Hill Point at 0230 Friday, 25th June, eight miles from Port Alma.

23. Passage was resumed at 0707; berthing at Port Alma, starboard side to, at No. 1 berth at 0800. The Diving Classes were disembarked shortly afterwards. At 1515 Australian Clearance Diving Team Two were embarked and at 1616 BALIKPAPAN proceeded to sea en route to Port Clinton and South Arm Creek. BALIKPAPAN crossed the bar at Port Clinton at 2318 and came to anchor in ten fathoms at 2357. The Ship remained in this position to await the high tide the following morning before continuing passage up South Arm Creek.

24. At 0743 Saturday, 26th June passage was resumed and at 0755 a local fisherman was embarked to point out the numerous shoals and sandbars in the creek. As the creek is not properly charted and the natural transits do not appear on naval charts, initial passage without local knowledge is not recommended. A full report will be forwarded to COMAUSLANCRON ONE on return to Brisbane. At 0845 BALIKPAPAN arrived at the hard. As the hard was not completed, BALIKPAPAN anchored while discussions took place with the project officers. At 0917 BALIKPAPAN proceeded down the creek on passage to Shoalwater Bay. Due to the state of the tide Strong Tide Passage was not entered. Townshend Island was rounded at 1253 and at 1535 BALIKPAPAN anchored off Triangular Island. The Ship remained at anchor until Wednesday, 30th June.

25. During this period AUS CDT 2 carried out demolition training while the Ship's Company worked Part of Ship and went off on fishing or beachcombing trips. Several fishing floats and glass balls were picked up from the seaward beaches of Townshend Island. The fishing competition was won by the Commanding Officer on Tuesday, 28th June with an 1.5 kg cod.

26. At 1129 Wednesday, 30th June, BALIKPAPAN proceeded to sea via Strong Tide Passage en route to Port Clinton. Port Clinton was entered at 1352 and BALIKPAPAN anchored off Bullock Point at 1415. The Ship remained in this anchorage position overnight.

27. One URDEF was outstanding at the beginning of the month. URDEF 23/77 raised on the main refrigerators was rectified on Saturday, 5th June. URDEF 24/77 (BALIKPAPAN DAJ 030722Z Jun 76) was raised on the after winch hydraulic system. The URDEF had previously been INDEF 16/77 raised in March but several more bursts in the hydraulic pipeline necessitated the INDEF to be upgraded. The URDEF was rectified by Base Staff on Tuesday 8th June.

/28. A continual

28. A continual hydraulic leak has resulted from work carried out during the Intermediate Docking Period on both capstan motors. It is considered that incorrect male fittings have been welded to the pipework to join with the new flexible hoses. The leak is being reported fully in the Marine Engineering Officers Quarterly Letter for the quarter ending 30th June, 1976.

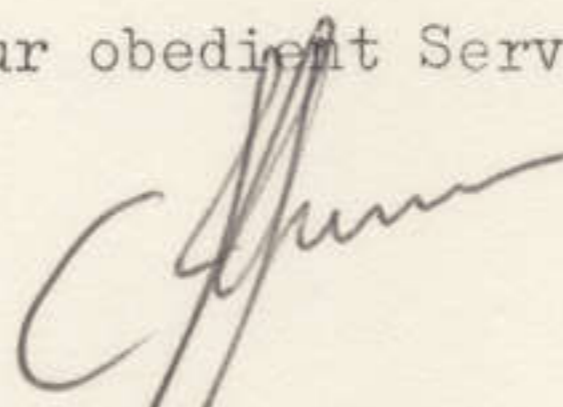
29. Apart from three days towards the end of the month, good weather prevailed and enabled much upperdeck maintenance to be progressed. A portable compressor is carried for the period of the deployment, and the subsequent use of a Jason Pistol has enabled ship upkeep to progress very satisfactorily.

30. The health, welfare and conduct of the Ship's Company is good. Morale is high, and will remain so, now that the Ship is back into a normal running routine.

I have the honour to be,

Sir,

Your obedient Servant



(C.J. GUNN)
Lieutenant, RAN

Enclosures: 1. Annex A - Steaming Report
2. Annex B - Exercise and Beaching Report

ANNEX A TO
HMAS BALIKPAPAN LETTER 1-16-1
DATED 1ST JULY, 1976

STEAMING REPORT

1.	Miles steamed during the month	968.4
2.	Miles steamed since commissioning	25358.3
3.	Hours underway during the month	118.8
4.	Hours underway since commissioning	3011.15

EXERCISE REPORT

1. Gunnery

01 Small arms and .5 calibre machine gun shoot Area R676

2. Work-up Exercises

01 Fire exercise in galley
Fire exercise in tank deck

02 Surveys of Colmslie and Lytton Reach Harbours
Man overboard exercises - CO, NO, XO (desig)
Full electrical failure - steering by main engines
- steering from aft
- steering by magnetic compass
Major fire in engine room - power restored on completion

03 Hands to action stations
Fire exercise in tank deck
Fire in the galley - casualty in accommodation space stairway
Gas attack
Fallen out from action stations
Casualty evacuation from tiller flat
Fire in the galley
Major fire in engine room - battle damage
- flooding
Rigging bow preventer chains

04 Flooding - put on 10⁰ list to starboard
Fire in galley
Righted ship
Beaching Bulimba Hard - XO - 2, XO (desig) - 2
Dead vehicle recovery - 2
Compass swing

06 Full power trial
Moored ship - two point moor
Exercised boarding party
Security lecture

Operational Readiness Evaluation

07 Hands to Action Stations
Man overboard OOW
Beaching Bird Island OOW
Fire in the galley
Three point moor
Decryption/Encryption XO
Rig bow preventer chains
Raise bow door by hand
Unmoor ship

/Fire in

2. ANNEX B

Fire in the main switchboard - power failure
change to after steering
steer by magnetic compass
change to forward steering
gyro restored

Fishrep XO
Decryption/Encryption CO
Beaching Bulimba CO
Dead vehicle recovery

First Aid and Safety

- 01 Night leaving ship stations
- 13 Leaving ship stations lecture/exercise diving class
- 25 Leaving ship stations lecture AUS CDT 2
- 30 Leaving ship stations

NBCD

- 19 Fire exercise bridge
- 20 Fire exercise bridge
- 30 Fire exercise starboard side tank deck

BEACHING REPORT

- | | | |
|----|---|--|
| 1. | Beachings for the month | 12. |
| | Lytton Reach Hard - Brisbane River | - survey CO |
| | Tangalooma - Moreton Bay | - foul anchor CO |
| | Bulimba Hard - Brisbane River | - practice beachings/dead
vehicle recovery XO 2
XO (desig) 2 |
| | | -- disembark Capt Plumley CO |
| | | - load caravans CO |
| | Bird Island - Moreton Bay | - ORE OOW |
| | Triangular Island -
22 23.9S 150 30.6E | - land diving class and
explosives CO |
| | Sabina Point -
22 24.4S 150 18.3E | - dry out beaching for diving
class CO |
| 2. | Total beachings since commissioning | 81. |

File Number

N428	3	1627
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

TOP SECRET <i>Secret</i>

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS BALIKPAPAN-REPORT OF PROCEEDINGS
JUNE 1976

Mark to ASRP-N (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>R 24.2</u>	<u>As above.</u>	

NAME INDEX

Heading	Precis	Initials
<u>HMAS Balikpapan</u>	<u>As above.</u>	

LOGGING

Originator	Originator's Reference	Date	Initials
<u>N. O. O'Leary</u>	<u>B1. 16. 27</u>	<u>19. 7. 76</u>	

Information Classifier [Signature] (Signature) 23. 7. 76 (Date)

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS BALIKPAPAN

REPORT OF PROCEEDINGS JULY '76

~~ASRP-N~~ BALIKPAPAN will have the Brisbane - Port
DNO Clinton run down up - 3 trips in the
DGNOP 4/7/9 month. L 3/9
DCNS
CNS 3/9.
CNP 18/9/9
CNTS 20/9
DGLOG-N
CMM 14/9
DGSUP-N 16/9
PRLO-N
ASRP-N (NS55) 24/9

- NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
- B. The report will be given again to Board Members 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 Branches.
- D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.



DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 31.1611

IN REPLY QUOTE B.1-16-37

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE. 4001.

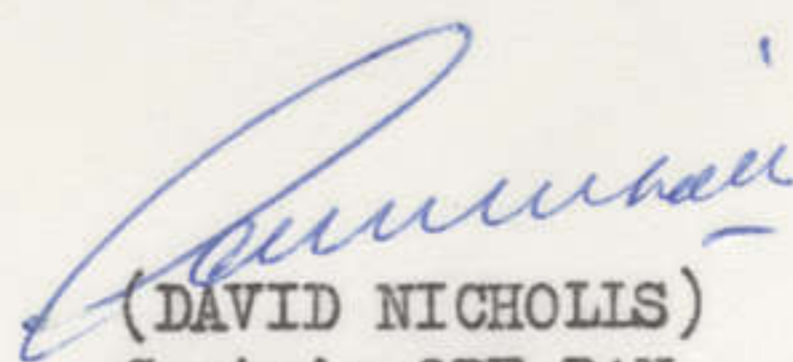
17 AUG 1976

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

Attention: Deputy Chief of Naval Staff

HMAS BALIKPAPAN - REPORT OF PROCEEDINGS - JULY 1976

The enclosures are forwarded in accordance with R.I. Appendix 29A.


(DAVID NICHOLLS)
Captain OBE RAN
Naval Officer Commanding
Queensland

Enclosures: Report of Proceedings (2 copies).

am

CNS
A

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE
AUG 50 14 07 1976

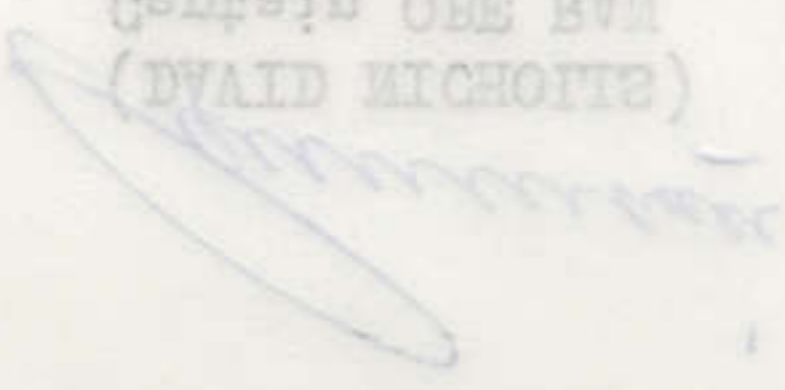
Aug 20 14 05 1975
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

642

SW

Enclosures: 2 copies of Proceedings (5 copies).

Enclosed
is 1 copy of Proceedings
dated 18th Nov 1974
(David Nichols)



The enclosures are forwarded in accordance with D.I. Appendix 2.

ENCLOSURES - PROCEEDINGS - 18th Nov 1974

Attention: Deputy Chief of Staff

COMMUN. V.C.D. 5000
General Office
Department of Defence (Legal Office)

15 Nov 1974

BRISBANE 4001
Box 1419 G.P.O.
General Office
Legal Office

IN REPLY QUOTE B-1-10-31

REFERENCE 31-10-74



DEPARTMENT OF DEFENCE

HMAS BALIKPAPAN
At Brisbane

1-16-1

2nd August, 1976

The Naval Officer Commanding
QUEENSLAND

For Information:

The Flag Officer Commanding
HER MAJESTY'S AUSTRALIAN FLEET

The Commanding Officer
HMAS PENGUIN

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

The Commanding Officer
AUSTRALIAN CLEARANCE DIVING TEAM TWO

HMAS BALIKPAPAN REPORT OF PROCEEDINGS : JULY 1976

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of July 1976.
2. HMAS BALIKPAPAN was anchored in Port Clinton Thursday, 1st July until 1117 when the Ship proceeded up South Arm Creek to anchor off the mouth of Crab Creek (22 38.0S 150 43.6E) at 1206. To remain in this anchorage position over a change in tide, a bow and the stern anchors should be used. Although the depth of water is 32 feet at low water; there is insufficient swinging room to remain at one anchor. The deep hole is approximately 80 metres long and 30 metres wide, the deepest part is only 10 metres from the left bank of the creek.
3. The Ship remained in this position until Saturday, 3rd July. During this time the Ship's Company worked Part of Ship and AUS CDT 2 attempted to find a rock ledge in South Arm Creek downstream from SEA HOUND HARD. The rock ledge was not discovered by the team, and subsequent echo sounding runs showed a general shoaling of the creek from the upstream mouth of Crab Creek up to approximately 100 metres from the hard. There is a sand bar running parallel to the right bank of the creek which is dry at low water. The sand bar does not impede beaching operations.
4. At 1306 Saturday, 3rd July BALIKPAPAN weighed anchors and proceeded to the hard, beaching at 1339. Although the state of tide was high slack water, eddying was noticed where the hard protrudes into the creek. It is therefore necessary to use the stern anchor at all states of tide when beaching in South Arm Creek.

/5. AUS

5. AUS CDT 2 were unloaded, and two landrovers and a D4 bulldozer embarked. At 1417 the Ship retracted and proceeded to Port Clinton, anchoring at 1509. The Ship remained at anchor overnight.
6. BALIKPAPAN weighed and proceeded to sea at 1308 Sunday, 4th July, on passage to Bundaberg. The weather was very good, so a quick passage resulted. After averaging better than ten knots for the passage, BALIKPAPAN anchored off Port Bundaberg, one mile south east of the channel entrance beacons, at 0607 Monday, 5th July to await the flood tide.
7. At 1252 BALIKPAPAN weighed anchor and proceeded to Bundaberg Town Reach. The passage from Port Bundaberg to the Town Reach is not difficult, but at times natural instinct to move away from the river bank is hard to curb. In one particular section near the Millaquin Distillery, vessels are advised to pass 27 feet away from the east bank of the river. At times, dense smoke from the burning sugar cane fields made the leading marks hard to see; but a fast safe passage was made, enabling BALIKPAPAN to moor ship at 1427 in Bundaberg Town Reach. Both the port bow and stern anchors were buoyed, but this turned out to be the wrong thing to do, as several yachts attempted to secure to our anchor buoys.
8. A Sunday routine was worked in Bundaberg. The Ship's Company took full advantage of the hospitality offered by the inhabitants of Bundaberg, and many firm friendships were made. For future reference, vessels should not anchor in the Town Reach within 100 metres of the two slipways. Signs used to be erected but they were washed away by the last flood several months ago. BALIKPAPAN was not requested to move to a different anchorage as neither slip was to be used during the two day visit.
9. BALIKPAPAN weighed and proceeded to sea at 1601 Wednesday, 7th July. While rounding Breaksea Spit strong winds and rough seas made it necessary to turn down sea and resecure the cargo. Passage into a rough head sea was resumed at 2255.
10. Rough weather persisted until the Ship entered Moreton Bay at 1640 Thursday, 8th July. During this time, gyro failure occurred twice and the cargo had to be resecured on two occasions. The second occasion caused some concern when one of the caravans' nose wheel arrangement collapsed, and a second caravan broke loose when parts of its rusted frame gave way. Serious damage to the Ship and caravans was avoided. The caravans were subsequently repaired by Base Staff after the Ship returned to HMAS MORETON.
11. BALIKPAPAN secured starboard side to on HMAS TARAKAN at 2153 Thursday, 8th July, and remained there until Monday, 12th July. During this time the Ship was thoroughly washed down and prepared to unload the cargo.
12. At 0927 Monday, 12th July BALIKPAPAN proceeded to Bulimba Hard to discharge the vehicles, connexes and caravans. The Ship berthed at 0954, and unloading commenced at 1004. BALIKPAPAN retracted at 1113 and proceeded to MORETON, securing starboard side to at Number 6 berth on HMAS LABUAN. BALIKPAPAN remained in this position carrying out maintenance and ship routines until Friday, 16th July.

13. BALIKPAPAN proceeded at 0834 Friday, 16th July for Pre-Joining Training for Lieutenant G.R. Richter, RAN, the Commanding Officer (designate) of HMAS BETANO. Practice alongsides were made at Dalgety's Number 4 Wharf. These were followed by beaching practice at Bulimba Hard, with and without the stern anchor being used. On completion of beaching practice, BALIKPAPAN returned to MORETON, securing at Number 6 berth port side to on LABUAN at 1045.
14. For the remainder of the day, fresh provisions and cargo securing chains were embarked for the forthcoming trips to Port Clinton.
15. HMAS BALIKPAPAN proceeded to sea in company with HMA Ships LABUAN and BRUNEI at 1001 Monday, 19th July on passage to Port Clinton. While on passage down the Brisbane River the port engine became defective due to the loss of 8 gallons OMD 112 when the oil temperature gauge became loose. The defect was quickly rectified, and BALIKPAPAN regained station before the formation entered Moreton Bay. Station adjustments were made during the late afternoon and early evening; resulting in a loose line-astern formation behind BRUNEI, 5 cables between ships.
16. UHF, VHF and light communication trials were commenced at 0830 Tuesday, 20th July. BRUNEI slowly opened the range out to five miles. Light communication with the Army Signal Lantern was unreadable over one mile. This is attributed to the design of the light, which uses a tilting reflector instead of a light cut off, as in an Aldis light. UHF communications were poor when the range opened beyond three miles. Different course alterations were made in case of Shadow Areas caused by the ship's superstructure but no improvement resulted.
17. On completion of the trial BALIKPAPAN proceeded directly to Port Clinton anchoring at 0156 Wednesday, 21st July. At 0705 BALIKPAPAN proceeded in company with LABUAN up South Arm Creek to Sea Hound Hard. BALIKPAPAN anchored slightly upstream from the hard in 13 feet of water, LABUAN proceeded to the hard to load cargo. BALIKPAPAN beached at the hard at 1000 and commenced loading engineering plant equipment. Loading operations were completed at 1040, when the Ship retracted and proceeded to sea.
18. Even though a moderate sea and heavy swell were present, a reasonably fast passage back to Brisbane was made. BALIKPAPAN beached at Bulimba Hard at 0802 Friday, 23rd July and unloaded cargo. Unloading was completed at 0832. BALIKPAPAN retracted at 0835 and proceeded to MORETON, securing port side to at Number 2 berth on TARAKAN. The Ship remained at MORETON over the weekend.
19. BALIKPAPAN fuelled from 0805 until 0842 Monday, 26th July. At 0957 BALIKPAPAN proceeded to sea on passage to Port Clinton to embark more engineering plant equipment. A gradually easing north easterly swell caused initial uncomfortable conditions, but did not hinder the passage. Two fishing stops were made; one at Lady Musgrave Island, and the other at Haberfield Shoal. Both of these were unsuccessful.
20. BALIKPAPAN entered Port Clinton at 0634 Wednesday, 28th July and proceeded to Sea Hound Hard, beaching at 0806. Three attempts were made to beach. On the first and second attempts the Ship was swept away from the hard by an exceptionally strong tidal flow. The third attempt was

/successful

successful because the stern anchor was kept taut at all times. This enabled the ship's bow to rest on the upstream side of the hard while both headropes were secured to the bollards on the hard. The ship was then beached on the hard and loading operations commenced. It was noticed that the Ship was inclined over three degrees by the tidal flow whilst loading cargo on the hard. The creek rose nearly seven feet in less than an hour. The rapid rise of the tide at the hard occurred approximately $3\frac{1}{2}$ hours after predicted low water at Port Clinton.

21. Loading of engineering plant equipment was completed at 0828, and at 0837 BALIKPAPAN retracted from the hard. On trying to raise the bow door when leaving the hard it was discovered that the wires were loose on both drums, and had tangled. The bow door was raised enough to allow safe passage to Port Clinton to inspect the damage. At 0846 a hydraulic burst on the stern winch occurred when the low/medium speed high pressure line blew apart. This caused the very rapid loss of 50 gallons of hydraulic oil. Refastening the high pressure line enabled hydraulic pressure to be partially restored for anchoring in Port Clinton.

22. BALIKPAPAN anchored in Port Clinton at 1001 so that the defects could be inspected and rectified. It was discovered that the bow door wires were badly kinked around the drums and that the wire guides were demolished. Bow preventer chains were rigged, and the bow door wires withdrawn. The wires were reversed, so that the kinks would be straightened by the straight pull when raising the bow door. This proved quite successful, and the bow door was able to be operated correctly at 1408.

23. Close inspection of the high pressure line on the stern winch revealed that the 'olive' union in the line had parted and that the interior pipe had bent away from the flange, allowing hydraulic oil to spurt out. Temporary repairs were carried out by silver soldering the flange and pipe to reseal the union. Hydraulic pressure was restored at 1410, and at 1424 BALIKPAPAN weighed and proceeded to sea.

24. A fast return passage to Brisbane enabled all time lost at Port Clinton to be made up. BALIKPAPAN anchored six cables north west of the 'Coffee Pots' at 0350 Friday, 30th July. The Ship remained at anchor until 0645 when passage to Bulimba Hard was resumed.

25. At 0758 BALIKPAPAN beached at Bulimba Hard and commenced unloading the plant equipment at 0807. Unloading was completed at 0817, and at 0818 BALIKPAPAN retracted and proceeded to MORETON. The Ship secured at Number 2 berth port side to on TARAKAN at 0837.

26. BALIKPAPAN remained at this berth until the end of the month.

27. One URDEF and two INDEFs were raised during the month. URDEF 25/77 (BALIKPAPAN DAJ 290100Z Jul 76) was raised on the stern winch. INDEF 17/77 (BALIKPAPAN DAJ 120340Z Jul 76) was raised on the Pye Pocket Fone. The defect caused intermittent transmissions, making it unreliable for harbour control communications. The Pocket Fone was sent to the contractor to be repaired, and at the end of the month the INDEF is still outstanding. INDEF 18/77 (BALIKPAPAN DAJ 290115Z Jul 76) was raised on the lifting wires for the bow door. The wires will be replaced as soon as new wires can be safety tested by the contractor.

/28.

5.

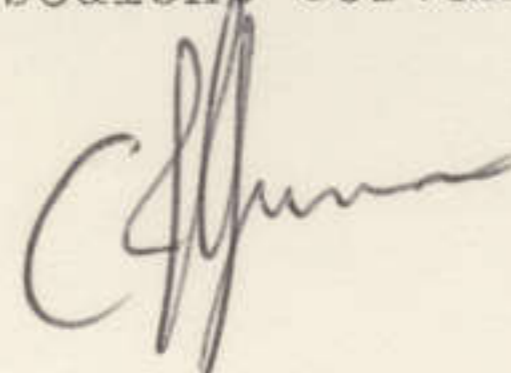
28. For the most of the month, good weather has prevailed and allowed upperdeck maintenance to be progressed.

29. The health, welfare and conduct of the Ship's Company is good. Morale is high; and should still remain so after the forthcoming changes to the Ship's Company in August.

I have the Honour to be,

Sir,

Your Obedient Servant,



(C.J. GUNN)
Lieutenant, RAN

- Annexes: A. Steaming Report
B. Exercise and Beaching Report
C. Cargo Return

ANNEX A TO
HMAS BALIKPAPAN LETTER 1-16-1
DATED 2ND AUGUST, 1976

STEAMING REPORT

1.	Miles steamed during the month	2107.3
2.	Miles steamed since commissioning	27465.6
3.	Hours underway during the month	225.35
4.	Hours underway since commissioning	3236.5

EXERCISE REPORT

1. Gunnery

Nil

2. NBCD

- 05 Fire exercise in engine room.
Fire exercise tank deck.
- 15 Fire exercise in the galley.
- 19 Flooding exercise in engine room.
- 22 Fire exercise in bridge.
- 29 Flooding exercise starboard side tank deck.
Fire extinguisher identification and uses lecture.

3. First Aid and Safety

- 03 Use of eye protection and ear defenders.
- 12 Lecture on mouth to mouth resuscitation - drowning.

4. Seamanship Evolutions

- 05 Buoying anchors.
- 19 Steering by magnetic compass - seaman watchkeepers.
- 28 Rigging bow preventer chains.
- 30 Rigging bow preventer chains.

BEACHING REPORT

1. Beachings for the month 6
- | | |
|-----------------|---|
| Sea Hound Hard | - load AUS CDT 2, load vehicles |
| South Arm Creek | - load engineering plant equipment |
| | - load engineering plant equipment |
| Bulimba Hard | - unload caravans, connexes and
vehicles |
| Brisbane River | - unload engineering plant equipment |
| | - unload engineering plant equipment |
2. Total beachings since commissioning 87.

CARGO RETURN
MONTH OF JULY

ANNEX C TO
HMAS BALIKPAPAN ROP
DATED 2ND AUGUST, 1976

Serial	Voyage From to		Owner Service RAN ARMY RAAF			Cargo						Total Tonnes	Remarks		
						Vehicles			Containers					Pallets	Loose Gen Stores (Tonnes)
						A	B	C	BSS Type A	Other Tyre B	Other Tyres B				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
One	Shoalwater Bay/South Arm Creek to Brisbane		X	X			2	1	4					18.7	
Two	South Arm Creek to Brisbane		X	X					7					69.8	
Three	South Arm Creek to Brisbane		X	X		1		6						104.0	

File Number

N 428	3	1697	1
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

Restricted

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS Balikpapan - Report of Proceeding - July 1976

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
R 24.2	A/A	

NAME INDEX

Heading	Precis	Initials
HMAS Balikpapan	A/A	

LOGGING

Originator	Originator's Reference	Date	Initials
NSO Brisbane	B.1-16-37	17, 8, 76	

Information Classifier [Signature] (Signature) 20, 8, 76 (Date)

RESTRICTED

HMAS BALIKPAPAN
At Brisbane

1.16.1

1st September, 1976

The Naval Officer Commanding
QUEENSLAND

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BALIKPAPAN REPORT OF PROCEEDINGS : AUGUST 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of August, 1976.

2. HMAS BALIKPAPAN was secured at Number 2 berth port side to on HMAS TARAKAN at the start of the month, and remained there until Thursday 5th August. During this time maintenance work scheduled for the forthcoming Assisted Maintenance Period was started.
3. On Tuesday 3rd August the normal range fuel tank was filled, enabling the Ship to be tasked. On completion of fuelling, trimming was carried out to enable the boot topping to be repainted. While the Ship was 'dried out' in Shoalwater Bay, part of the boot topping was repainted with Epoxy Black. It was found that this paint applied directly to the bare metal lasted much longer than 'Boot Topping' which started to wash off within a week of it being applied.
4. Berth was shifted to Number 7 berth starboard side to on HMAS WEWAK at 0833 Thursday 5th August. The Ship remained at this berth until Saturday 7th August.
5. A Families Day was held Saturday 7th August in Moreton Bay. At 0806 BALIKPAPAN proceeded down the Brisbane River on passage to Tangalooma on Moreton Island. Exercise Leaving Ship Stations and Emergency Stations were held after the Ship cleared the river. The Ship beached at Tangalooma at 1046, and the families proceeded ashore for beach games followed by a barbecue. BALIKPAPAN retracted at 1504 and proceeded to HMAS MORETON, securing at Number 7 berth starboard side to on WEWAK at 1740. The Ship remained in this position until Monday 9th August.
6. BALIKPAPAN commenced an Assisted Maintenance and Leave Period at 0800 Monday 9th August. Berth was shifted to Number 1 berth starboard side to at 1014.

/7. The boat

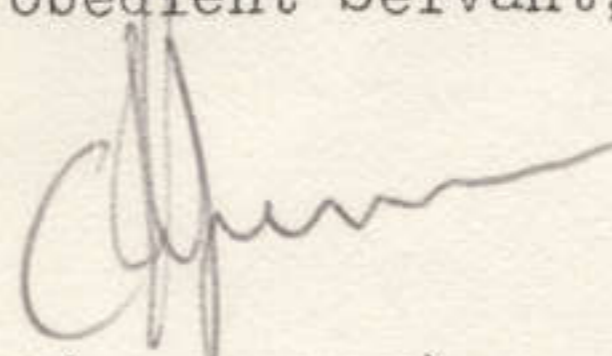
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7. The boat davit was removed early in the AMP to be lengthened and repainted. The Ship's Boat would not clear the Ship's side properly, so an extension piece was fitted to the trunk of the davit.
8. Repairs to the hydraulic system were carried out to try to eliminate the continual leaks in the lines. This should lower the consumption of hydraulic oil to a more acceptable level.
9. Upper deck painting is progressing very satisfactorily. Good weather throughout the month has enabled the Ship, apart from the tank deck, to be almost completely repainted.
10. The radar set is being refitted. New bearings are being manufactured by Base Staff; these will stop the slip rings from jumping, which caused the picture to be extremely blurred.
11. Berth was shifted to Number 6 berth port side to on WEWAK on Tuesday 31st August.
12. One INDEF was raised during the month. INDEF 19/77 (BALIKPAPAN DAJ 250030Z Aug 76) was raised for the boat davit to be tested after the extension piece was fitted to the trunk. This was completed Monday 30th August. URDEF 25/77 raised on the stern winch was completed on Wednesday 4th August. A new pipe was made to replace the section which had been temporarily repaired by ship's staff. INDEF 18/77 raised on the bow door lifting wires was completed Friday 6th August. INDEF 17/77 raised on the Pye Pocket Fone is still outstanding. The Pocket Fone has been returned, but is awaiting test with Harbour Control before the completion signal will be sent.
13. The health, welfare and conduct of the Ship's Company is good. The new members of the Ship's Company have settled in very well, keeping morale high. All personnel are looking forward to completing the forthcoming tasks over the next three months.

I have the honour to be,

Sir,

Your obedient Servant,



(C.J. GUNN)
Lieutenant, RAN

- Annexes:
- A. Steaming Report
 - B. Exercise and Beaching Report
 - C. Cargo Return

ANNEX A TO
HMAS BALIKPAPAN LETTER 1.16.1
DATED 1ST SEPTEMBER, 1976

STEAMING REPORT

1.	Miles steamed during the month	56.9
2.	Miles steamed since commissioning	27522.5
3.	Hours underway during the month	5.8
4.	Hours underway since commissioning	3242.3

EXERCISE REPORT

1. Gunnery
Nil
2. NBCD
02 Fire exercise in Wardroom
06 Fire exercise in Engine Room
16 Fire exercise in Galley
23 Fire exercise in Beer Locker
30 Flood exercise in Void Tanks
3. First Aid and Safety
07 Leaving ship instruction and exercise
Emergency stations instruction
16 Gangway safety instruction
30 Use of ear defenders and eye protection
4. Seamanship Evolutions
Nil

BEACHING REPORT

1. Beachings for the month 1
Tangalooma Moreton Island - Families Day
2. Total beachings since commissioning 88

ANNEX C TO
HMAS BALIKPAPAN LETTER 1.16.1
DATED 1ST SEPTEMBER, 1976

CARGO RETURN

NIL cargo was carried during the month.

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HMAS BALIKPAPAN
At Sea

1.16.1

1st October, 1976

The Naval Officer Commanding
QUEENSLAND

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Flag Officer Commanding
EAST AUSTRALIA AREA

The Commanding Officer
HMAS CRESWELL

The Commander
AUSTRALIAN MINE WARFARE AND PATROL FORCES

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

The Commanding Officer
HMAS WEWAK

The Commanding Officer
HMAS TARAKAN

The Commanding Officer
HMAS LABUAN

The Commanding Officer
HMAS BETANO

HMAS BALIKPAPAN REPORT OF PROCEEDINGS : SEPTEMBER, 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of September, 1976.

2. HMAS BALIKPAPAN was secured port side to on HMAS WEWAK at Number 6 berth HMAS MORETON at the beginning of the month. From the beginning of the month until Monday, 6th September, the Ship was completing an Assisted Maintenance and Leave Period. During this time quarterly planned maintenance routines were carried out.

3. At 1300 Tuesday, 7th September, BALIKPAPAN proceeded to sea on passage to Port Kembla. Operational Control to The Flag Officer Commanding HM AUSTRALIAN FLEET was made at 0800 Wednesday, 8th September.

4. The weather was extremely kind until late forenoon Thursday, 9th September when a moderate north westerly breeze blew up. At 1300 the wind suddenly backed to a west south west wind between force 8 and 9. The wind continued to blow at a slightly decreased strength until Sunday, 12th September. Fortunately the offshore wind did not cause mountainous seas to curtail the ship's passage to Port Kembla.

/5. BALIKPAPAN

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5. BALIKPAPAN anchored at 1805 Thursday, 9th September to the south east of Port Kembla harbour. The Five Islands Group enable a protected anchorage to be sought in all but a northerly gale. The Ship remained at anchor overnight.
6. BALIKPAPAN weighed anchor at 0837 and proceeded to Port Kembla Harbour, securing at Number 4 Wharf West at 0910. The Ship was supposed to berth at Number 3 Wharf East at 0900, but the wind blowing across the wharf was too strong to enable the Ship to be berthed. *Quick decisions.*
7. At 1200 I paid an informal call on the Mayor of Wollongong, Alderman F.N. Arkell. Following the call on the Mayor, I was dined at the Wollongong Club by Mr George McKeith, the President of the Club and several members. Informal calls were returned Saturday, 11th September at 1500.
8. Due to the size of the Duty Watch and to the requirement to repaint the tank deck, BALIKPAPAN was not 'open to visitors' to the general public at Port Kembla. Organised parties which included the Naval Reserve Cadets and children from the Greenacres Sheltered Workshop were shown over the Ship on Friday and Saturday.
9. BALIKPAPAN left Port Kembla at 0759 Monday, 13th September and proceeded to Jervis Bay. At 1128 a steering failure occurred. This necessitated steering from aft until the Ship berthed starboard side to on SAR wharf HMAS CRESWELL at 1250. I paid a call on Captain I.W. Broben, RAN, the Commanding Officer, HMAS CRESWELL at 1330.
10. During the afternoon two classes of cadets: J1 and J2 were shown around the Ship. Most of them had not been in a warship before.
11. At 0910 Tuesday, 14th September, members of Class 11 were embarked for a beaching and manoeuvring familiarisation. Two beachings at Seaman's Beach and man overboard exercises were carried out. The LCH's poor astern manoeuverability was demonstrated by attempting to steer while proceeding astern. The cadets were amazed at the decreasing radii of the circles the Ship spun through. At 1025 BALIKPAPAN secured portside to on the SAR wharf. Tours of the engine room were conducted and on completion the cadets left the ship. A second party of cadets was to have been embarked for a familiarisation in the afternoon but the cadets visited the USS TRUXTON whilst she was at anchor in Darling Roads.
12. BALIKPAPAN proceeded to sea en route to Sydney at 1618, anchoring in Sydney Harbour near Woolwich at 0126 Wednesday, 18th September.
13. The Ship remained at anchor until 0852 when BALIKPAPAN proceeded to Woolwich Hard, beaching at 0903. Four LARC V amphibious vehicles were loaded, and at 0928 BALIKPAPAN retracted and proceeded to HMAS WATERHEN securing at Number 10 berth starboard side to at 0940. The Ship remained at WATERHEN until Saturday, 18th September.
14. While the Ship was at WATERHEN repairs were carried out on the 24V battery charger, because the 'boost charge' circuit would not function. There was no apparent reason for its failure, so it is presumed that dirt on the terminal contacts caused the circuit to malfunction. To get to the terminal contacts nearly half of the battery charger has to be removed, so it is hoped that this fault is not common.

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15. For the departure of the five LCH tasked in Exercise Mover Maul, the Public Relations staff were invited to take photographs as the Ships passed the Opera House. At 0910 Saturday, 18th September the ships proceeded to sea in the following order: HMAS BALIKPAPAN (L126), HMAS LABUAN (L128), HMAS TARAKAN (L129), HMAS WEWAK (L130) and HMAS BETANO (L133). Stationing distance was one cable, but this was not always possible due to other movements in Sydney Harbour.

16. On clearing Sydney Heads all ships proceeded independently to Port Alma, to ascertain whether a coastal passage approximately following the twenty fathom line, or a distant passage close to the one hundred fathom line is faster. It was found that at this time of year the East Coast current is not strong, so comparisons at different distances out from the coast could not be made.

17. Operational Control was changed to The Commander FIRST AUSTRALIAN LANDING CRAFT SQUADRON at 0800 Monday, 20th September.

18. The ships arrived at Port Alma on Tuesday 21st September in the order LABUAN, WEWAK, BALIKPAPAN, TARAKAN and BETANO. WEWAK and BETANO detached and anchored at Sea Hill Point. LABUAN, BALIKPAPAN and TARAKAN unloaded the LARC V in the harbour at Port Alma and at 1445 proceeded to sea.

19. While on passage back to Brisbane, BALIKPAPAN conducted major fire fighting exercises and used two drums of foam for demonstration purposes. All personnel were shown how to advance on fires behind the protection of a water wall, and how the combination of foam branch pipe and water wall is used against liquid fires.

20. BALIKPAPAN anchored in Moreton Bay at 2359 Wednesday, 22nd September and remained at anchor overnight.

21. In company with TARAKAN and LABUAN, BALIKPAPAN proceeded up the Brisbane River at 0744 Thursday 23rd September. Heavy fog necessitated Blind Pilotage be conducted from the Outer Bar Cutting until Eagle Farm Flats Cutting. The defective one half, and six mile scales on the radar did not cause concern during the Blind Pilotage transit.

22. BALIKPAPAN secured at Number 8 berth portside to on LABUAN at 0919. The Ship remained in this position until Monday, 27th September. During this time painting of the ship's side was completed. BALIKPAPAN has now been completely repainted since leaving for the Shoalwater Bay deployment with the diving teams.

23. At 1033 Monday, 27th September BALIKPAPAN proceeded to Bulimba Hard, beaching at 1052, to load armoured vehicles belonging to 4th Cavalry Regiment. Thirteen tracked vehicles were embarked, and at 1148 BALIKPAPAN retracted and proceeded to HMAS MORETON. The ship berthed at Number 6 berth portside to, on HMAS BRUNEI and remained there until the end of the month.

24. A SMASHEX was initiated at 1938. Personnel were recalled, and a notice for sea signal sent. I was not informed at home until 2230 by the local police organisation by which time BALIKPAPAN could have sailed.

/25. BALIKPAPAN

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25. BALIKPAPAN has been fitted with additional equipment for the forthcoming Exercise Kangaroo Two. A ten inch signalling lantern has been adapted to fit the fifty calibre machine gun mounting. A temporary securing bracket has been fitted to the bow door.

26. One INDEF was raised during the month. INDEF 20/77 (BALIKPAPAN DAJ 130734Z Sep 76) was raised on the solenoid coil for the primary steering system. The coil was supposed to have been delivered to the Ship at WATERHEN (FOCEA OWR/OWJ 181212Z Sep 76 refers). Tracer action is being conducted by Naval Stores MORETON to locate the missing coil. A spare coil from TARAKAN has been used to repair the defect. INDEF 17/77 raised on the Pye Pocket Fone has not been completed satisfactorily. Although the intermittent transmission defect appears rectified, the Pye Fone was returned with a very low distorted receive. It is not possible to ascertain which ship is being called unless personnel are especially detailed to monitor the Pye Fone traffic. The Pye Fone will be returned to the contractor on completion of the next deployment.

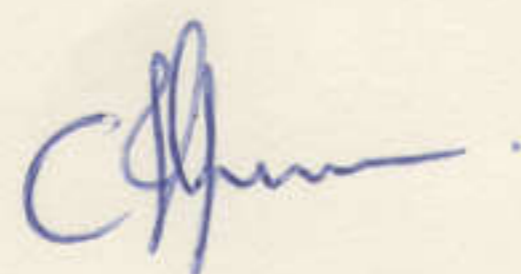
27. The radar set is still partially defective. The refitting of the set by Base Staff reported in HMAS BALIKPAPAN Report of Proceedings: August, 1976, dated 1st September, 1976 has not been completed. Supply of Transistor Type TR1 for the display unit is outstanding. This has caused the picture to be greatly impaired on the one half, and six mile range scales. It does not affect the operation of the radar in the other range scales.

28. The health, welfare, conduct and morale of the Ship's Company is good. All personnel have worked well during the month of September.

I have the Honour to be,

Sir,

Your obedient Servant.



(C.J. GUNN)
Lieutenant, RAN
Commanding Officer

- Annexes:
- A. Steaming Report
 - B. Exercise and Beaching Report
 - C. Cargo Return (to COMAUSLANCRON ONE only)

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ANNEX A TO
HMAS BALIKPAPAN LETTER 1.16.1
DATED 1ST OCTOBER, 1976

STEAMING REPORT

1.	Miles steamed during the month	1806.3
2.	Miles steamed since commissioning	29328.8
3.	Hours underway during the month	181.3
4.	Hours underway since commissioning	3423.6

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ANNEX B TO
HMAS BALIKPAPAN LETTER 1.16.1
DATED 1ST OCTOBER, 1976

EXERCISE REPORT

1. Gunnery
08 Small arms shoot
2. Navigation
23 Blind Pilotage for passage up Brisbane River.
3. NBCD
07 Fire exercise on bridge.
21 Fire exercise in cafeteria.
Lecture on use of jet/spray and spray/jet nozzle.
Lecture on use of B.C.F. extinguisher.
22 Fire exercises in tank deck
Demonstrations of use of water wall, and water wall foam
branch pipe combination.
28 Exercise fire whilst fuelling
4. First Aid and Safety
08 Casualty evacuation exercise from magnetic compass
platform to wardroom.
16 Mouth to mouth resuscitation
5. Seamanship Evolutions
21 Rigged bow preventer chains to wet launch LARC V amphibious
vehicles.

BEACHING REPORT

1. Beachings for the month - 4
Seaman's Beach Jervis Bay - 2 (XO) RAN Cadets familiarisation.
Woolwich Hard Sydney - (CO) Load LARC V amphibious
Harbour vehicles
Bulimba Hard Brisbane - (CO) Load armoured vehicles
River
2. Total beachings since commissioning - 92

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HMAS BALIKPAPAN
At Sea

1st November, 1976

The Naval Officer Commanding
QUEENSLAND

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Commanding Officer
HMAS STALWART

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

The Commanding Officer
HMAS CAIRNS

The Commanding Officer
HMAS BRUNEI

The Commanding Officer
HMAS WEWAK

The Commanding Officer
HMAS TARAKAN

The Commanding Officer
HMAS LABUAN

The Commanding Officer
HMAS BETANO

HMAS BALIKPAPAN REPORT OF PROCEEDINGS : OCTOBER, 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of October, 1976. All times local (-10).

2. HMAS BALIKPAPAN was secured portside to, on HMAS BRUNEI at Number 6 berth HMAS MORETON on Friday, 1st October. Embarked were thirteen armoured vehicles belonging to the 4th Cavalry Regiment. At 1008 BALIKPAPAN proceeded to sea in company with HMA Ships LABUAN, TARAKAN, WEWAK and BETANO in formation etc. On clearing Moreton Bay at 1555, all ships were ordered to proceed independently to Port Clinton.

3. BALIKPAPAN entered Port Clinton at 0250 Sunday, 3rd October and anchored at 0308. The Ship weighed at 0613 and proceeded to Sea Hound Hard, beaching at 0707. Vehicle discharge was completed at 0731. BALIKPAPAN retracted and proceeded to Port Clinton, anchoring at 0819 to wait while the other ships discharged vehicles. Passage to Brisbane was commenced at 1223, and at 2216 Monday 4th October, BALIKPAPAN anchored off the Coffee Pots in Moreton Bay.

4. At 0617 BALIKPAPAN proceeded to Bulimba Hard to load armoured personnel carriers. The Ship beached at 0732 and retracted at 0759. A waiting position in Hamilton Reach was taken up while BRUNEI loaded at Bulimba Hard. BALIKPAPAN secured starboard side to on BRUNEI at Number 6 berth and remained there overnight.

/5. At 1000

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5. At 1000 Wednesday, 6th October BALIKPAPAN proceeded to sea with TARAKAN, WEWAK, BRUNEI, BETANO and LABUAN in company. Squadron photographs were taken from 1127 until 1224. During this period several formative manoeuvres were carried out stationing distance being one hundred yards. At 1227 BALIKPAPAN conducted a heaving line transfer with BETANO to exchange Pye Pocket Fone radio tranceivers. BETANO detached and proceeded back to MORETON at 1231.
6. Heavy weather conditions caused the passage to Port Clinton to be relatively slow. It was not until 0550 Friday, 8th October that BALIKPAPAN entered Port Clinton and proceeded up South Arm Creek to Sea Hound Hard. While proceeding up the creek five weighted oil drums were laid to assist with the channel navigation. BALIKPAPAN beached at Sea Hound Hard at 0754 and discharged APCs. At 0818 the Ship retracted and proceeded to an anchorage in Port Clinton.
7. Passage to Townsville commenced at 1509. After clearing Port Clinton bar an inshore passage was undertaken. At 1629 a red flare was sighted, fired from a fishing vessel approximately half a mile off the port bow. At 1645 the fishing vessel DEFENDER was secured alongside and his engine defect investigated. It was discovered that the engine had completely seized, probably due to a collapsed piston. It was decided to tow the DEFENDER to Mackay where engine repairs could be carried out. A nylon towing hawser was secured and at 1735 the tow commenced. It was found that the DEFENDER could be towed at 1500 rpm both engines without putting undue strain on the line. The DEFENDER was anchored off Flat Top Island south of Mackay at 0635 Saturday 9th October to await a tow to the Fish Board in the Pioneer River.
8. Passage to Townsville was continued via the Hillsborough and Whitsunday Passages. At 1418 BALIKPAPAN anchored south of Armit Island for a four hour fishing and swimming stop. Passage was resumed at 1757.
9. BALIKPAPAN berthed portside to at Townsville Number 9 Pier at 0805 Sunday, 10th October and remained overnight. During this time repairs were carried out on the hydraulic system which became defective on leaving South Arm Creek Hard Friday, 8th October.
10. The formation left Townsville at 0800 Monday, 11th October and proceeded to Cape Ferguson to load armoured personnel carriers and engineering plant. BALIKPAPAN beached at 1022 to load engineering plant, but it was not until 1145 that the loading commenced. While beaching at Cape Ferguson the hydraulic system became defective again when a hydraulic line 'blew out' from its fitting. Fortunately this was repaired by ship's staff by the time the loading was completed. Loading was completed at 1233, and at 1235 BALIKPAPAN retracted and proceeded to Sea Hound Hard. Difficulties were experienced retracting from the beach due to the slight fall in the height of tide. As this beach is only suitable for vehicle loading/unloading, operations at high water, because of the softness of the sand below the high water mark, it is imperative beaching time is kept to a minimum.
11. BALIKPAPAN anchored in Port Clinton at 1736 Tuesday, 12th October and remained at anchor overnight.
12. At 0717 Wednesday, 13th October BALIKPAPAN proceeded to Sea Hound Hard to unload engineering plant. The ship beached at 0814 and at 0819 commenced unloading cargo. BALIKPAPAN retracted at 0837 and proceeded to Port Clinton. It was discovered that a shallow patch has been created approximately 100 feet downstream from the Hard. BALIKPAPAN touched bottom
/while beaching

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while beaching and also when trying to recover the stern anchor. The depth in this part of the Creek in July was fifteen feet at low water, it has now silted up at least seven feet. BALIKPAPAN beached approximately three hours after the predicted high low water at Port Clinton. The tide does not appreciably rise in Port Clinton until three and a half hours after low water.

13. BALIKPAPAN remained at anchor in Port Clinton from 0945 until 2225 Thursday, 14th October when the Ship proceeded to a patrol area off Lingham Island in Shoalwater Bay.

14. After leaving Port Clinton navigation lights were extinguished and the Ship fully darkened. BALIKPAPAN remained in the patrol area looking for possible coast watcher insertions from 0332 Friday 15th October until 0930 Saturday 16th October when the Ship proceeded to Sabina Point. During this time several fishing boats were investigated but none appeared to have had any dealings with the 'enemy'. All vessels were advised to leave the area prior to the arrival of HMAS STALWART and the minehunting ships. BALIKPAPAN anchored off Sabina Point at 0950 and remained at anchor overnight.

15. BALIKPAPAN proceeded to HMAS STALWART at 0806 Sunday, 17th October and secured alongside at 0902. The Divisional Commander, Lieutenant J.H. Durrant, RAN, and the Squadron Officer Plans, Major C.S. Watson, RACT joined at 0945. At 1351 BALIKPAPAN proceeded to an anchorage off Sabina Point.

16. From 2200 until 0800 Monday, 18th October all the 'Blue' ships in Shoalwater Bay were in an 'In Action' status. Prior to 2200 all ships anchored off Collins Island, the Minehunters and LCHs providing a protective ring around STALWART. At 0800 Monday, 18th October all ships reverted to an 'Out of Action' status. BALIKPAPAN remained at anchor off Collins Island overnight.

17. At 0925 Tuesday, 19th October, BALIKPAPAN proceeded to Sabina Point, securing alongside LABUAN to transfer sullage at 1029. On completion BALIKPAPAN proceeded and anchored at 1041. BRUNEI was secured at 1108. Both ships remained in this position overnight.

18. WEWAK secured alongside at 1513 Wednesday, 20th October and remained until 2150. BALIKPAPAN, BRUNEI and WEWAK proceeded at 2203 to rendezvous with the Amphibious Task Force off Steep Island.

19. At 0115 Thursday 21st October the three LCHs were ordered to proceed to their respective anchorages in Broadsound. BALIKPAPAN anchored in anchorage Number 11 at 0558.

20. At 0628 'Emergency Stations - Start Engines - Flash Up Hydraulics' was piped. USS POINT DEFIANCE was being set down towards BALIKPAPAN whilst making her anchorage position. POINT DEFIANCE anchored at 0629, her bow fifty feet off BALIKPAPAN's starboard bow. As POINT DEFIANCE swung around on her starboard anchor, BALIKPAPAN moved ahead clear of POINT DEFIANCE's bows and then weighed. BALIKPAPAN then proceeded to an anchorage on a relative bearing and range from POINT DEFIANCE, anchoring at 0654. At 0743 BALIKPAPAN proceeded to a third anchorage, as it was claimed BALIKPAPAN was anchored in the boat wave approach lane. BALIKPAPAN then proceeded to anchorage near anchorage position 12, and anchored at 0751. Since all of the amphibious ships had been set down by the flooding tide, all the current anchorage positions of the LCHs put them in the beach assault lanes.

/21. At 1400

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21. At 1400 the rehearsal for the beach assault started. BALIKPAPAN and BRUNEI proceeded at 1441 to form assault wave four. At 1457 wave four crossed the 'line of departure' and proceeded along the assault line. Wave four completed the run at 1512 and proceeded to the Landing Ship Tanks to carry out marriage trials. BALIKPAPAN secured at the stern gate of USS SAN BERNARDINO at 1723. At 1731 BALIKPAPAN proceeded to POINT DEFIANCE to try out a 'marriage' between the LCH bow door, and the marriage blocks fitted on the stern well door of POINT DEFIANCE.
22. At 1759 BALIKPAPAN retracted and proceeded to an anchorage close to anchorage number 12. The Ship remained in this position overnight.
23. BALIKPAPAN proceeded to POINT DEFIANCE to load three M 48 battle tanks at 0702 Friday, 22nd October and secured in the sternwell at 0719. On completion of loading the Ship proceeded to anchorage to wait for the assault 'dress rehearsal'.
24. At 0836 BALIKPAPAN, with BRUNEI in company, proceeded to the 'line of departure' for assault wave four. On completion of the rehearsal BALIKPAPAN proceeded to POINT DEFIANCE to offload most of the tank crews. The Ship secured in the stern well at 0954 and retracted at 1024, proceeding to anchorage 12.
25. The Ship remained in anchorage 12 from 1032 until 1545, when BALIKPAPAN, BRUNEI, WEWAK, LABUAN and LCV 1665 proceeded to the Duke Island Group. The Amphibious Task Group proceeded to sea at 1600, the LCH Group were to rejoin at Point X-Ray and follow the Group into Shoalwater Bay.
26. On closing the Duke Island Group one of the Mk 48 battle tanks was started and its infra-red night gun sight switched on. It was hoped to catch an enemy PTF at anchor, but unfortunately none were present. BALIKPAPAN anchored at 1952, and at 2005 the LCV was secured alongside.
27. The formation proceeded to Point X-Ray at 0315 Saturday 23rd October. BALIKPAPAN entered the 'swept channel' at 0504 and proceeded to the assault anchorages. The Ship secured in the stern well of POINT DEFIANCE at 0731 and embarked the remainder of the tank crews. BALIKPAPAN then proceeded to anchorage 12 to await the assault.
28. BALIKPAPAN and BRUNEI proceeded to form assault wave four at 0836 and at 0853 crossed the LOD en route to the beach. BALIKPAPAN beached at 0916, unloaded the tanks and then retracted. Forty-four seconds elapsed from beaching to retracting, a very acceptable time on the beach.
29. After the initial assault waves were completed, the LCHs were available to transport unscheduled waves of men and vehicles to the beach. BALIKPAPAN made two trips to the beach, before the beach became closed to the LCHs due to the rapid falling tide. During the second offload a vehicle became bogged in the soft sand below the high water mark. In order to offload the remainder of the vehicles, it was necessary to retract and beach again clear of the bogged vehicle. Assistance from a bulldozer and an LCM 8 was required to retract, for the Ship was stuck in the sand. On beaching the second time only one vehicle/trailer combination was offloaded,

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and this became bogged. Once again assistance from the bulldozer was required to retract from the beach. BALIKPAPAN then beached on the pontoon causeway and unloaded the remaining vehicle and trailer.

30. BALIKPAPAN secured in the stern well of USS OGDEN at 1313 to load vehicles and personnel. On completion BALIKPAPAN rendezvoused with LABUAN to collect mail, then proceeded to anchorage 12, anchoring at 1402.

31. Night operations commenced at 2051, when the Ship proceeded to the causeway, beaching at 2138. On retracting BALIKPAPAN proceeded to USS MONTICELLO for more load serials. Operations finished at 0154 Sunday, 24th October, when the Ship, with a full load of vehicles and personnel proceeded to anchorage 12 to await the next high water.

32. BRUNEI came alongside at 0719 to collect sullage and proceeded to the other ships at 0728. BALIKPAPAN proceeded to the causeway at 0835 and beached at 0918. On retracting at 0923 the Ship proceeded to POINT DEFIANCE to load ammunition and general stores. BALIKPAPAN secured starboard side to, on the port quarter of POINT DEFIANCE at 1094. Loading was completed at 1318 when the Ship moved to the stern well to load general stores. Loading was completed at 1720. BALIKPAPAN had been required to retract several times from POINT DEFIANCE for the ship to operate helicopters. Safety restrictions imposed because of the slatted wooden flight deck do not allow stern well, or alongside transfer to take place when the LSD is at 'flying stations'.

33. BALIKPAPAN secured in the stern well of MONTICELLO at 1743 and commenced off loading stores. At 2013 the Ship retracted and proceeded to secure port side to, on MONTICELLO's port side. The strong flooding tide, and moderate winds hindered the evolution, and it was not until the third attempt that BALIKPAPAN managed to secure to MONTICELLO. Unloading ammunition commenced at 2051 and was completed at 2350. BALIKPAPAN remained alongside MONTICELLO overnight.

34. BALIKPAPAN was not required for beach operations until 2120 Monday, 28th October. During this time planned maintenance routines were carried out. At 2120 BALIKPAPAN proceeded to a waiting position off POINT DEFIANCE to await instructions. At 2303 LCI night operations were cancelled due to a lack of vehicles on the beach. BALIKPAPAN anchored in anchorage 12 at 2307 and remained overnight.

/35. BALIKPAPAN

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35. BALIKPAPAN proceeded at 0642 Tuesday, 26th October to commence the sullage pick up. With the ships in the assault anchorage this was completed at 1418, when the Ship proceeded to USS BLUE RIDGE, anchored in the LCC holding area. BALIKPAPAN secured to the stern of BLUE RIDGE at 1549 and departed to rendezvous with USS OKINAWA at 1644. BALIKPAPAN secured to the stern of OKINAWA at 1721 and retracted at 1747. The garbage disposal area was reached at 2117. From then until 2241 BALIKPAPAN hove to and dumped all of the garbage from the well deck. BALIKPAPAN then proceeded to anchorage 12, anchoring at 0415 Wednesday 27th October.
36. At 1037 Wednesday, 27th October, BALIKPAPAN proceeded to a waiting position off the causeway and anchored at 1105. An 'O' ring seal blew out at this time, and was repaired at 1315. BALIKPAPAN beached at Sabina Point at 1420 and loaded three vehicle/trailer combinations. Assistance from a bulldozer was necessary to retract at 1429. BALIKPAPAN proceeded to VANCOUVER to offload vehicles and secured in the stern well at 1502. At 1510 BALIKPAPAN proceeded to anchorage 12 and remained at anchor overnight.
37. BALIKPAPAN remained at anchor until 1543 Thursday 28th October when the Ship with BRUNEI, WEWAK and TARAkan in company proceeded to Port Clinton. BALIKPAPAN anchored in Port Clinton at 1945 and remained at anchor overnight. LCH participation in the landing phase of Exercise Kangaroo Two was completed. The extraction of Australian Army vehicles and equipment was about to start.
38. At 0822 Friday, 29th October, BALIKPAPAN beached at Seahound Hard and commenced loading armoured personnel carriers. Lieutenant J.H. Durrant and Major C.S. Watson disembarked at the Hard to return to HMAS MORETON. The Ship retracted at 0902 and proceeded to Port Clinton, anchoring at 0958. BALIKPAPAN remained at anchor until 1532 when the Ship proceeded to Cape Ferguson.
39. BALIKPAPAN anchored off Cape Ferguson at 2155 Saturday 30th October and remained at anchor overnight.
40. At 0744 Sunday 31st October BALIKPAPAN proceeded to Cape Ferguson beach to offload armoured vehicles. BALIKPAPAN beached at 0754 and retracted at 0800. A choppy sea, a strong wind and a tide at maximum flood made the use of the stern anchor a necessity. Fortunately the stern anchor did not blow a hydraulic line on this occasion.
41. BALIKPAPAN proceeded to Townsville and secured at Number 8 berth starboard side to, at 1014. The Ship remained in Townsville overnight.
42. Two URDEFs were raised during the month. URDEF 26/77 (BALIKPAPAN DAJ 080200Z Oct 76) was raised on the hydraulic system when the couplings to the stern winch developed bad leaks. This was repaired in Townsville with assistance from the Army engineers. URDEF 27/77 (BALIKPAPAN DAJ 300145 Oct 76) was raised on the electric motor for the air conditioning system. A new motor was fitted in Townsville and the defect rectified. The new motor does not have a Thermistor control to safeguard the motor in case of overheating. The possibility of fitting a Thermistor control will be investigated on return to Brisbane.

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43. Apart from URDEF 26/77 other hydraulic problems have occurred during the month. 'O' rings have been replaced under the port capstan, another coupling blew out on the stern winch, and the bow door directional control valve had to be replaced. It is becoming apparent that wear and tear due to age is rapidly overtaking the system.

44. The defect on the radar is still outstanding. The Ship is still waiting for the transistor Type TR1 to be supplied from the contractor.

45. The health, welfare, conduct and morale of the Ship's Company is satisfactory. One or two problems arose during the month, but with the end of the tasking period drawing closer, morale has improved. All personnel have worked well during the month of October.

I have the Honour to be,

Sir,

Your Obedient Servant



(C.J. GUNN)
Lieutenant, RAN
Commanding Officer

- Annexes: A. Steaming Report
B. Exercise and Beaching Report
C. Cargo Return (to COMAUSLANCRON ONE only)

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ANNEX A TO
HMAS BALIKPAPAN LETTER 1.16.1
DATED 1ST NOVEMBER, 1976

STEAMING REPORT

1.	Miles steamed during the month	2775.9
2.	Miles steamed since commissioning	32104.7
3.	Hours underway during the month	293.6
4.	Hours underway since commissioning	3717.2

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ANNEX B TO
HMAS BALIKPAPAN LETTER 1.16.1
DATED 1ST NOVEMBER, 1976

EXERCISE REPORT

1. Gunnery
 - 23 Action stations for beaching Sabina Point
2. Navigation
 - 22 Blind pilotage anchor in Duke Island Group
3. NBCD
 - 04 Major fire exercise in tank deck
 - 18 Fire exercise in engine room
 - 29 Fire exercise in tank deck
4. First Aid and Safety
 - 06 Exercise leaving ship stations
 - 11 Lecture on dangerous tropical marine animals
 - 21 Emergency Stations
5. Seamanship Evolutions
 - 06 Heaving line transfer with HMAS BETANO
 - 08 Laid marker drums in South Arm Creek
 - 08/09 Towed fishing vessel 'DEFENDER'
 - 18 Heaving line transfer with HMAS LABUAN
 - 21-28 Numerous bow door/stern gate marriages with LST, LSD and LPD.

BEACHING REPORT

1. Beachings for the month - 17

Bulimba Hard	1	Load APCs
Brisbane River		
Sea Hound Hard	4	Off load/load APCs and engineering plant
Port Clinton		
Cape Ferguson near Townsville	2	Load/off load engineering plant and APCs
Sabina Point Beach	5	Exercise Kangaroo Two assault insertion/extraction
Shoalwater Bay		
Causeway Sabina Point	6	Exercise Kangaroo Two assault insertion/extraction
Shoalwater Bay		
2. Total beachings since commissioning - 109

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1-16-1

HMAS BALIKPAPAN
At Brisbane

1st December, 1976

The Naval Officer Commanding
QUEENSLAND

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Flag Officer Commanding
EAST AUSTRALIA AREA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL FORCES

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

The Commanding Officer
HMAS CAIRNS

The Commanding Officer
HMAS BRUNEI

The Commanding Officer
HMAS WEWAK

The Commanding Officer
HMAS TARA KAN

HMAS BALIKPAPAN : REPORT OF PROCEEDINGS : NOVEMBER, 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of November, 1976. Times throughout are local.

2. HMAS BALIKPAPAN was secured at Number 8 berth, Townsville on Monday, 1st November. At 1037 (Kilo) BALIKPAPAN proceeded to sea. HMA Ships TARA KAN and WEWAK in company on passage to Thompson's Point.
3. The three LCH chopped to COMAUSLANCRON ONE at 1200 Tuesday 2nd. BALIKPAPAN anchored south east of Sea Hill Point, Port Alma at 2126 and remained at anchor overnight.
4. The Ship proceeded to Thompson's Point at 0525 Wednesday 3rd November and beached at 0650. Four LARC V were loaded; and at 0657 BALIKPAPAN retracted and proceeded to Keppel Bay.
5. The Fitzroy River is only suitable for LCHs approximately two hours either side of high water. The Hard at Thompson's Point is only able to be used at slack water because of a lack of securing points. Two bollards have been fixed but they are too far inland to secure to with the Ship's berthing

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lines. The Hard is very shallow, and the LCH tends to ride up the slope causing an unacceptably high drop at the end of the bow door. A wreck, almost totally submerged at high water, curtails approaches to the Hard on a flooding stream. A full report will be submitted to COMAUSLANCRON ONE.

6. BALIKPAPAN anchored off Sea Hill Point to wait for WEWAK and TARAKAN to complete loading and conduct passage over the bar at the entrance to the Fitzroy River. All Ships proceeded to sea at 0911 on passage to Sydney.

7. At 0150 Thursday, 4th November BALIKPAPAN entered an exceptionally heavy thunderstorm and had the HF whip aerial struck by lightning. Earlier in the evening several storms had passed close to the Ship, but this time we were not quite so lucky. The damaged aerial was not noticed until later that day, when checks were made to the equipment to try to discover why Brisbane could not receive our signals clearly. It was found that the upper section of the whip aerial was missing, and the aerial connection at the 106 set was badly charred. It was fortunate the Radio Operator was not transmitting at the time, for he could have been seriously injured by the lightning bolt.

8. Operational Control to COMAUSFLT was chopped at 1730 Thursday 4th.

9. A fast passage was made to Sydney which enabled all ships to berth at HMAS WATERHEN almost one day ahead of the programmed time. Clocks were advanced at 0749 Saturday 6th November to 0849 (Lima) whilst proceeding up Sydney Harbour. BALIKPAPAN secured at Number 4 berth, on WEWAK, at WATERHEN at 0928.

10. An electrical fire occurred at 0952 in the transformer to the starboard rudder angle indicator. This was quickly extinguished by Chief Petty Officer Nation, the Charge MTP. It was interesting to note how quickly the Ship's Company responded to the pipe 'Fire on the Bridge'. Although fire exercises are often regarded as 'boring necessities', all personnel rapidly broke out the fire fighting equipment when it was the 'real thing'.

11. BALIKPAPAN proceeded to Woolwich Hard at 0758 Monday, 8th November. The Ship beached at 0814 and commenced unloading the LARC Vs. On completion of unloading, BALIKPAPAN proceeded to WATERHEN, securing at Number 2 berth at 0843. TARAKAN secured alongside at 0928. A burnt out valve on the port engine necessitated a head change, which was completed at 1910. TARAKAN proceeded to sea at 1858 and at 1934 BALIKPAPAN followed on passage to Port Alma and Thompson's Point.

12. It was found that by following a track wherever possible, just inside the twenty fathom line up the New South Wales coast, the East Coast Current had very little effect. This enabled both ships to make up sufficient time to arrive off Port Alma in the early hours of Friday, 12th November.

13. Operational Control to COMAUSLANCRON ONE was chopped at 1300 Wednesday, 10th November.

14. BALIKPAPAN anchored in Casuarina Creek at 0014 Friday 12th, approximately three cables from Port Alma wharf. At 0845 the Ship proceeded to the wharf and secured starboard side to, to load two NLE pontoons. On completion, BALIKPAPAN was required to go to Thompson's Point to load

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engineering plant. The move to Thompson's Point was not on the Extraction Programme. It is presumed the decision to change the loading point was made to try to keep crane hire charges to a minimum.

15. BALIKPAPAN beached at 1231 to load engineering plant. The condition of the engineering plant vehicles was extremely poor; a separate report has been forwarded to COMAUSLANCRON ONE. The Ship retracted at 1244 and proceeded to sea on passage to Sydney.

16. Operational Control to COMAUSFLT was chopped at 1800 Sunday 14th November.

17. A fast passage to Sydney was made. An average speed of approximately 12.8 knots was achieved. This enabled BALIKPAPAN to arrive in Sydney over 24 hours ahead of schedule. The Ship anchored off Greenwich Point in Sydney Harbour at 0540 Monday 15th November. At 0752 BALIKPAPAN proceeded to WATERHEN securing at 0804 at Number 2 berth. TARAKAN secured alongside at 0811.

18. Industrial troubles necessitated BALIKPAPAN and TARAKAN to fuel at Bradley's Dolphins. TARAKAN departed at 1249; BALIKPAPAN proceeded at 1404. Fuelling was not started until 1503 due to poor fuelling connections in BALIKPAPAN. BALIKPAPAN is fitted with a tapered thread connection, all of the hoses have a straight thread connection. By using plumber's tape and different sized washers, a satisfactory connection was made. Fuelling was stopped at 1525 and at 1528 BALIKPAPAN departed and returned to WATERHEN, securing alongside TARAKAN.

19. BALIKPAPAN proceeded to Woolwich Hard at 0729, and beached at 0755. The engineering plant was unloaded, BALIKPAPAN then proceeded to Woolwich Dock to unload the NLE pontoons. A stern to approach was made to take full advantage of the wind blowing along the dock. Due to the weight/angle restrictions on the jibs of the mobile cranes it is necessary to load/unload one side of the Ship, and then turn around to unload the other. It was found that the cranes supplied to lift the NLE could not manage the lift. A third crane could not be obtained, so a decision was made to cut the NLE pontoons into two. This was done, and the pontoons unloaded. At 1141 BALIKPAPAN proceeded to WATERHEN, and secured on TARAKAN at 1151. Whilst alongside, fuel tanks were topped up, enabling the Ship to sail with 97% in both tanks.

20. BALIKPAPAN departed WATERHEN and proceeded to Brisbane at 0806 Wednesday 17th November. Once again a close to shore passage enabled good time to be made.

21. Operational Control to COMAUSLANCRON ONE was chopped at 2100 Thursday, 8th November.

22. BALIKPAPAN anchored off the Coffee Pots in Moreton Bay at 0555 Friday, 19th November. At 0800 clocks were retarded to 0700 (Kilo). BALIKPAPAN proceeded at 0723, and secured port side to on HMAS LABUAN at 0901. TARAKAN secured alongside at 0912.

23. BALIKPAPAN remained at this berth until the end of the month. Excess fuel, and fuel for HMAS KIMBLA was taken off on Wednesday, 24th November.

24. An Assisted Maintenance and Leave Period was started on Friday 26th November.

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25. Two URDEFs were raised during the month. URDEF 28/77 (BALIKPAPAN DAJ 040800Z Nov 76) was raised on the GRC 106 aerial. This was repaired by fitting a new whip aerial in WATERHEN. URDEF 29/77 (BALIKPAPAN DAJ 072045Z Nov 76) was raised on the port main engine when a valve burnt out. The spare head was fitted whilst the Ship was at WATERHEN.

26. The radar set finally stopped working at 0100 Friday, 19th November. The complete component, which includes Transistor Type TR1 now needs replacing. At this time it is not known when the spare parts can be obtained from the contractor.

27. Minor leaks are still occurring in the hydraulic system. It will be surveyed in the AMP with a view to getting all lines replaced in the refit. This will then give BALIKPAPAN the same type of hydraulic lines and couplings as the other LCHs.

28. The health, welfare, conduct and morale of the Ship's Company is good. All personnel are pleased to be back in Brisbane after the Exercise Kangaroo Two deployment.

I have the Honour to be

Sir

Your obedient Servant



(C.J. GUNN)
Lieutenant, RAN
Commanding Officer

- Annex:
- A. Steaming Report
 - B. Exercise Report
 - C. Cargo Return (to COMAUSLANCRON ONE only)

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ANNEX A TO
HMAS BALIKPAPAN LETTER 1-16-1
DATED 1ST DECEMBER, 1976

STEAMING REPORT

1.	Miles steamed during the month	3226.4
2.	Miles steamed since commissioning	35331.1
3.	Hours underway during the month	304.5
4.	Hours underway since commissioning	4021.7

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ANNEX B TO
HMAS BALIKPAPAN LETTER 1-16-1
DATED 1ST DECEMBER, 1976

EXERCISE REPORT

1. Gunnery
Nil
2. NBCD
09 Fire exercise in galley
14 Fire exercise on vehicles on tank deck
22 Fire exercise on bridge
29 Fire exercise in wardroom
3. First Aid and Safety
13 Exercise man overboard
14 Casualty evacuation from engine room
4. Seamanship Evolutions
Nil

BEACHING REPORT

- | | | |
|----|--|--|
| 1. | Beachings for the month | 4 |
| | Thompson's Point Hard (2)
Fitzroy River | Load LARC V
Load engineering plant vehicles |
| | Woolwich Hard (2)
Sydney Harbour | Unload LARC V
Unload engineering plant vehicles |
| 2. | Total beachings since commissioning | 113 |

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FILE: 428/3/1983

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BALIKPAPAN REPORT OF PROCEEDINGS DECEMBER 76

~~DNO~~ AMP 28/1

~~DGNOP~~ 1/2

~~DCNS~~

~~CNS~~ 1/2

~~CNP~~ 1/2

~~CNES~~ 1/2

~~DGLOG-N~~

~~CNM~~ 1/2

~~DGSUP-N~~ 14/2

~~PRLO-N~~ 15/2

~~IADMIN-N~~ AB 16/2/77

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

AB 27/1/77



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DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 31.1611

IN REPLY QUOTE B.1-16-37

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE.

17 JAN 1977

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

Attention: Deputy Chief of Naval Staff.

HMAS BALIKPAPAN - REPORT OF PROCEEDINGS - DECEMBER 1976

1. The enclosures are forwarded in accordance with R.I. Appendix 29A.

(DAVID NICHOLLS)
Captain O.B.E. RAN
Naval Officer Commanding
Queensland.

Enclosures: Report of Proceedings (2 copies).

H

DEFENCE
INFORMATION DIVISION
DEPT OF DEFENCE
JAN 18 5 04 34 AM '77

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Nom. 17 MAS **RESTRICTED** BAIK PAPAN. N/R

JAN 19 20 1 34 '77
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

Enclosures: report of proceedings (5 copies).

Signature
HEADQUARTERS COMMANDING
OFFICER O.P.O. HMA
(DAVID NICHOLLS)



1. The enclosures are forwarded in accordance with R.I. Appendix 2D.

REPORT OF PROCEEDINGS - DECEMBER 1976

Reference: Report sent to HQ Staff.

CLASSIFICATION: V.C.L. 2000
HEADQUARTERS
DEPARTMENT OF DEFENCE (HEAD OFFICE)

17 JAN 1977
MELBOURNE
BOX 1410 O.P.O.
HEADQUARTERS
HEAD OFFICE

IN HEAD OFFICE: B-1-10-31

TELEPHONE: 31.10.11



DEPARTMENT OF DEFENCE

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1.16.1

HMAS BALIKPAPAN
At Brisbane

1st January, 1977

The Naval Officer Commanding
QUEENSLAND

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BALIKPAPAN REPORT OF PROCEEDINGS : DECEMBER, 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of December, 1976. Times throughout are local zone (-10).

2. HMAS BALIKPAPAN was secured at Number two berth port side to, on HMAS LABUAN undergoing an Assisted Maintenance and Leave Period at the beginning of the month. The Ship remained Out of Routine throughout the month.
3. Formal Rounds and a Book Inspection was carried out by the Commander, FIRST AUSTRALIAN LANDING CRAFT SQUADRON at 1030, Wednesday 1st December.
4. A new Staffa motor was fitted to the stern anchor during the first half of the month. Oil seepage around the pistons did not allow complete control of the winch.
5. Berth was shifted to Number 5 berth starboard side to, to allow a generator change. The starboard generator became defective when a liner broke and seized the piston. It was decided to replace the generator due to the high number of hours run.
6. The first leave party returned from leave Monday 13th December. I proceeded on two weeks leave on Tuesday, 14th December.
7. Basin trials on the port engine were conducted on Monday, 20th December. Repairs had been carried out on the engine following the discovery of broken fire rings.
8. Three URDEFs and two INDEFs were raised during the month. URDEF 30/77 (BALIKPAPAN DAJ 010148Z Dec 76) was raised on the port main engine when it was discovered two pistons had broken rings, and one cylinder head valve was burnt out. This was rectified, and basin trials conducted on the engine. URDEF 31/77 (BALIKPAPAN DAJ 060144Z Dec 76)

/was raised

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was raised on the starboard generator. The Urdef was rectified by replacing the generator. URDEF 32/77 (BALIKPAPAN DAJ 200300Z Dec 76) was raised on the air conditioning system. Neither Ship's nor Base Staff could discover why the air conditioner would freeze up at the 'weather maker' but not supply chilled air to the ventilation trunking. The Urdef was rectified by the contractor who adjusted the unit and recharged the system. The contractor did not know how the defect was caused or why it was rectified by recharging the system.

9. INDEF 21/77 (BALIKPAPAN DAJ 292252Z Dec 76) was raised to get the liferaft stowage rails restraightened. The rails were bent during Exercise Kangaroo Two whilst alongside some of the American amphibious ships. INDEF 22/77 (BALIKPAPAN DAJ 292254Z Dec 76) was raised when a split was discovered on the template fairing on the bow door. This was probably caused when beaching during the Exercise Kangaroo Two backload. The defect will be repaired by Base Staff.

10. The radar is still being repaired. It is hoped to have the set working early in January. Unavailability of transistors has been the main hold-up to repairing the set.

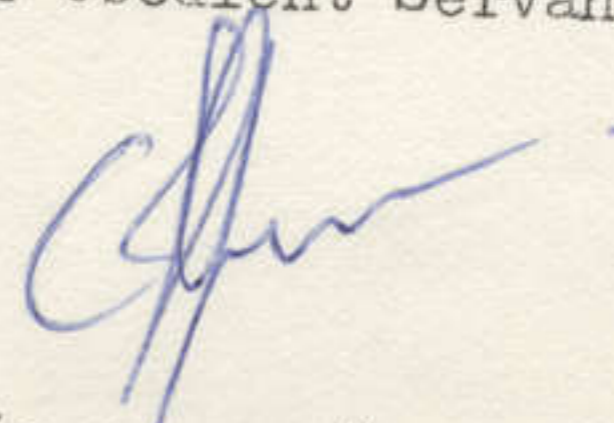
11. It is hoped the fitting of a new Staffa Motor to the stern winch will lessen the number of hydraulic problems.

12. The health, welfare and morale of the Ship's Company is high. All personnel were able to be with their families over most of the Christmas and New Year periods.

I have the Honour to be

Sir

Your Obedient Servant



(C.J. GUNN)
Lieutenant, RAN
Commanding Officer

- Annexes:
- A. Steaming Report
 - B. Exercise Report
 - C. Cargo Return - Nil.

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ANNEX A TO
HMAS BALIKPAPAN LETTER 1.16.1
DATED 1ST JANUARY, 1977

STEAMING REPORT

1.	Miles steamed during the month	Nil
2.	Miles steamed since commissioning	35331.1
3.	Hours underway during the month	Nil
4.	Hours underway since commissioning	4021.7

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ANNEX B TO
HMAS BALIKPAPAN LETTER 1.16.1
DATED 1ST JANUARY, 1977

EXERCISE REPORT

1. Gunnery
Nil
2. NBCD
08 Exercise fire on bridge
15 Exercise fire in engine room
23 Exercise fire in tank deck
30 Exercise fire in cafeteria
3. First Aid and Safety
10 Lecture on Road Safety
23 Lecture on Alcohol Affects
4. Seamanship Evolutions
Nil

BEACHING REPORT

- | | | |
|----|-------------------------------------|-----|
| 1. | Beachings for the month | Nil |
| 2. | Total beachings since commissioning | 113 |

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File Number

N428	3	1983
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

RESTRICTED

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS BALIKPAPAN - REPORT OF PROCEEDINGS -
DEC 76

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

Cancel File No and inform Movements Section.

Close File No

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Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS BALIKPAPAN	A/A	

LOGGING

Originator	Originator's Reference	Date	Initials
NOC PHD	B1-16-37	17/1/77	

Information Classifier <u>[Signature]</u> (Signature)	<u>24/1/77</u> (Date)
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