AWM78

Reports of Proceedings, HMA Ships and Establishments

AWM78 Class 197 - HMAS LADAVA

File number: AWM78 197/2

Title: AWM78 197/2 - January 1971 - December 1972

RCDIG1073285

CG109
(1967)

[197/2]

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DEPARTMENT OF THE NAVY

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: ..... Date: 1 Nov 90.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

18/6/2701

DEPARTMENT OF THE NAVY

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HMAS LADAVA Report of Proceedings JANUARY 1971

AS(NS) 23/4.

D of O 28/4

DCNS 30/4

1NM 5/5

2NM 6/5

3NM 6/5

4NM 12/5

SECRETARY 12/5

C of S 13/5

DPR 19/5

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NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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BGH 23/4

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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NAVY—CANBERRA
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ROYAL AUSTRALIAN NAVY

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20 APR A.M.
REGISTRY

TELEPHONE:

IN REPLY QUOTE PNG 32/1/30

OFFICE OF THE
NAVAL OFFICER IN CHARGE
PAPUA NEW GUINEA
LOMBRUM NEW GUINEA

15 APR 1971

The Secretary
DEPARTMENT OF THE NAVY

For Information:

The Flag Officer Commanding H.M. AUSTRALIAN FLEET.
The Commander AUSTRALIAN MINE WARFARE AND PATROL FORCES.

HMAS LADAVA - REPORT OF PROCEEDINGS - JANUARY, 1971.

Forwarded.

(W.K. BIRD)
Commander RAN

RT

Enclosure: HMAS LADAVA's letter LV 127/1 dated 8th February, 1971.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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LV127/1

HMAS LADAVA
at Samarai

- 8 FEB 1971

The Naval Officer in Charge
PAPUA NEW GUINEA

HMAS LADAVA - REPORT OF PROCEEDINGS - JANUARY 1971

Sir,

I have the honour to report the proceedings of HMA Ship LADAVA under my command during the month of January 1971.

2. Sailing from Rabaul, where she had spent the New Year holiday period, LADAVA at 0700 on Monday 4th January proceeded down the South coast of New Britain to commence her first fishery surveillance and coastwatching visit for 1971.

3. Arriving at the Government station at Pomio at 1500 the same day LADAVA found that except for two European Patrol Officers the usually quite large expatriate population had either gone to Australia on leave were elsewhere in the territory on holidays.

4. The ship left Pomio at 0800 the next day and moved down the coast to Fulleborne Harbour 18 miles away. Securing at a quite large wharf at 1400, LADAVA found that a large timber milling project had been commenced in the area and that the sawmill itself was operating close to the wharf which in fact belongs to Fulleborne Plantation.

5. After a short run of 50 miles from Fulleborne, LADAVA arrived at Gasmata Island at 0830 having sailed at 0600 on Wednesday 6th January. Gasmata was deserted and after making a sketch survey of the reefs around the entrance to the Bing Harbour LADAVA once again got underway and moved on to the Ablingi Plantation Coastwatching Station.

6. On arrival at Ablingi at 1100 the same day the Coastwatcher Mr. John Allan informed us that the Gasmata marked on the chart was not the government station LADAVA intended to visit. The station is now situated some eight miles to the north on the Japanese wartime airstrip - now in good condition and used by both ANSETT and TAA on regular flights. It was decided that the Gasmata station would be visited during February 1971.

7. The Officers and Chief and Petty Officers were entertained that night at dinner by Mr. Allan while the Junior sailors had a beach barbeque close by, after playing the Ablingi Village at soccer and being defeated 2 - 1.

8. LADAVA at 0800 sailed for Mowe Harbour and the Government Sub-District Headquarters at Kandrian. On entering Mowe Harbour it was found that the current chart is incorrect and reefs marked do not exist as charted or are not in the charted position. A separate report together with sketch maps has been forwarded to ACNB for inclusion in the Papua New Guinea Supplementary Sailing directions.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

9. Sailing from Kandrianat 0730 LADAVA moved around Mowe Harbour investigating reefs and shoals and then at 0917 proceeded to sea towards Dregar Harbour and Finchaven where she arrived at 1655 after first visiting Finch Harbour - only to discover that it was too small to accommodate a Patrol Boat in safety. The channel is too narrow to allow a boat to turn at the end and so would necessitate backing with the danger of leading with propellors and rudders.

10. The people of Finchaven provided transport so that members of the Ships Company could visit the Club and go sight seeing and provided a welcome break for them.

11. At 0630 on Saturday 9th January LADAVA left Dregar Harbour for Lae where she secured at Buki Small Ships wharf at 1000. The ship was immediately washed down, fuelled and watered and on completion of these tasks weekend leave was granted.

12. Monday 11th January was spent storing and a make and mend was given to allow the ships company to do personal shopping and to obtain haircuts. Leave expired at 1700 and at 1800 LADAVA sailed for North Coast New Britain.

13. Arriving at Cape Gloucester Patrol Post at 1000 on Tuesday 12th January LADAVA anchored 1.5 cables off shore, the boat was lowered, and the Executive Officer Sub-Lieutenant R.D. EAMES went ashore. He found only one Patrol Officer there and as a heavy surf was running returned to the ship after only a few minutes talk and LADAVA moved and proceeded towards Bali Harbour on Unea Island.

14 The ship arrived at Bali at 1400 and anchored for two hours while a small freighter completed loading copra and then moved in alongside the Bali Plantation wharf. The facilities at this plantation are being modernised and when completed the wharf will accommodate vessels to 150' with 30' of water alongside.

15. At 0630 on Wednesday LADAVA sailed for Talasea on the north western edge of Kimbe Bay. Arriving at that port at 1243 the ship anchored in 9 fathoms off the small jetty. Enquiries indicated that there were no European Officers at the station at that time, but it was decided that LADAVA should remain at anchor until the following morning and move down Kimbe Bay to the newly established town of Limbe situated midway along the coast between Hoskins and Talasea.

16. Again at 0600 the Patrol Boat sailed to arrive at Kimbe at 0825 after negotiating a tight and tricky passage through as yet unmarked obstructions. Kimbe, it was discovered is a completely new town being built by the Division of District Administration as the District Headquarters of the West New Britain Area.

17. The building started during 1967 and is rapidly nearing completion. All administration houses, accommodation and offices have been completed. A modern first class hotel is in operation but as yet is not completed. An overseas wharf is under construction and is due to be completed in July 1971 to take large vessels of up to 10,000 tons. It is expected that the obstructions along the entrance to the harbour will be marked and lit by the time the wharf is completed.

18. LADAVA left Kimbe for the Coastwatching station at Kuriandal Plantation at 0630 on Friday 15th January and arrived there at 1300 to find that the coastwatcher had gone to Rabaul with his wife who was ill.

/18 As a heavy-

AUSTRALIAN WAR MEMORIAL RCDIG1073285

As a heavy north westerly swell was running and swinging room is limited, it was decided to proceed to Rabaul the same day where LADAVA secured at the wreck wharf at 1800.

19. From Saturday 16th January until 0600 on Tuesday 19th the ship remained in Rabaul while both generators were serviced and the ship painted overall.

20. LADAVA arrived at Kavieng at 1800 on Tuesday 19th January and remained until 1600 on Thursday 21st when she sailed for her base at Manus. The time at Kavieng was spent progressing planned maintenance and ship husbandry.

21. Arriving at Lombrum at 0800 on Friday 22nd January LADAVA remained there carrying out 500 hour maintenance schedules on the main engines and auxiliaries until Saturday 31st when at 1300 she sailed for exercises with HMAS SAMARAI. The Naval Officer in Charge Papua New Guinea Commander W.K. BIRD RAN and Rear Admiral D.C. WELLS RAN were embarked in LADAVA for these exercises which lasted until 1530 when both ships returned alongside.

22. 1800 on Sunday 31st January saw LADAVA once more on her way up Seeadler Harbour to deliver Rear Admiral Wells at the Trobriand Islands and then to continue on a patrol of the Milne Bay, Louisiade Archipeligo and South New Britain Areas.

23. The material condition of the ship is good although some defects which do not effect her efficiency are present. These will be made good during the present patrol or during the February assisted maintenance period.

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

I have the honour to be,

Sir,

Your obedient Servant,

(D.J. ANGUS)
Lieutenant Commander(SD) RAN
Commanding Officer.

Enclosures:
A. Steaming Appendix
B. Monthly Return of Ship Availability
C. Exercise Appendix
D. Sporting Appendix

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX 'A'

Steaming Appendix

(a)	Distance steamed during the month	1696.6 miles
(b)	Hours underway during the month	.99 .hours
(c)	Total distance steamed since commissioning	58,570.1 miles
( )	Total hours underway since commissioning	4310 hours

APPENDIX 'B'

Monthly return of Ship Availability attached.

APPENDIX 'C'

Exercise Appendix

General drills
Low Aft.
40/60 Gun Drills

APPENDIX 'D'

Sporting Appendix

Soccer - LADAVA 1 V ABALETT Village 2.

Basket Ball - LADAVA V SAMARAI Drawn (28 All)

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY
(To Accompay Monthly Report of Proceedings)

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL ENGINE HOURS

HMAS..LADAVA..... Age since first commissioning.....2 8/12.....years
DATE..31.JAN.71..... Miles steamed since first Commissioning.....58570.1...miles

No. 1.....286.....
No. 2.....302.....
No. 3.....

Month / Day	Availability State 1	Availability State 2	Operational Duties	Exercises	Weapon Training	SPECIAL Tasks	Post Rrfit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects affecting Ship's Designed Performance (Duration in Hours) H	E	L	G	TAS	ND	C	EW	DL	CPT	Remarks
1	✓		✓																						
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AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX B
- 2 -

| Day | | |

Provisional Square

18/6/2793

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CIRCULATION LIST NO 2 OF 3

DEPARTMENT OF THE NAVY

HMAS Ladava Report of Proceedings Feb 1971

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~~DGFE~~ 27/5

~~A/DGFE~~ 27/5

~~DUW~~ 27/5

DNSD 28/5

~~DSAW~~ 31/5

~~D OF C~~ 8/6

~~DNAP~~ 10/6

DNI 10/6

~~HPB~~ 11/6

DGPS

DPS(A)

DPS(C)

~~DAPS~~ 15/6

~~DGT~~ 16/6

~~D OF T~~ 16/6

~~DGM~~ 24/5

~~DNES~~ 25/6

~~DNR~~ 29/5

~~DFSD~~ 29/5

~~AS(NS) (NS55)~~ 30/6

ARCHIVES

NOTES: A. This report should be dealt with and passed on promptly.

B. On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch or approval of a Board Member, a new file should be raised, cross-referenced to this one.

C. Circulation lists numbers 1 and 3 are referred to Board Members and remaining Directors.

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1859

BGH 25/5

AUSTRALIAN WAR MEMORIAL RCDIG1073285

DEPT. OF THE NAVY
18 | 6 | 2793

HMAS Ladana

Report of Proceedings Feb 1971

Provisional Signature Stamp

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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H.M.A.S. LADAVA
At Lombrum

10 MAY 1971

The Naval Officer in Charge,
PAPUA NEW GUINEA.

H.M.A.S. LADAVA - REPORT OF PROCEEDINGS - FEBRUARY 1971

Sir,

I have the honour to report the proceedings of H.M.A. Ship LADAVA under my command for the month of February 1971.

2. Monday 1st February found LADAVA proceeding through Vitiaz Strait on the way to Kiriwina in the Trobriand Group to allow Rear Admiral D. C. WELLS to disembark, and then to continue on a routine Fishery Surveillance and Coastwatching Patrol of the Milne Bay, Lousiade Archipeligo and Solomon Sea areas.

3. Arriving on Kaibola Point on Kiriwina at 0800 2nd February after making good landfall, LADAVA's motor boat was lowered and the Rear Admiral landed on the beach. The ship had not anchored and immediately her boat was recovered, proceeded towards Woodlark Island to see the Coastwatcher at Kalamadau. The ship entered Kwaiapan Bay at 1400 and after an uneventful run of an hour and half's duration down the reef strewn passage, anchored in the channel at 1535. The coastwatcher, Mr D. Neat, immediately visited the ship.

4. LADAVA sailed at 0700 on Tuesday 3rd February and on clearing Kwaiapan Harbour set course for Samarai where she was to fuel. The ship arrived at that port at 1600 and fuelling was completed at 1828.

5. LADAVA anchored off Samarai wharf at 0700 the next day to allow merchant vessels wharf space, lowered her own boat so that storing could be completed, and at 0930 the boat was hoisted and the ship weighed and proceeded into Milne Bay.

6. Keeping close to the steep to southern shore LADAVA made slow passage making notes and photographing objects of interest and making trial approaches to the many small jetties and wharves.

7. Turning into Discovery Bay at 1230 with the intention of anchoring for lunch LADAVA found the large Catholic Mission School "Waga Waga" had a fairly substantial jetty. Two approaches were made to test the depth and on realisation that there would be two fathoms under the ship, she was put alongside. A hurried meal was had and at 1330 the ship was opened to visitors. Approximately 170 school children came aboard during the 90 minutes available till sailing time at 1500, when the ship left to visit the Milne Bay District Headquarters at Alotau on the Northern shore of the Bay.

...../8

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

8. The ship arrived there at 1545 and a call was made on the District Commissioner for the Milne Bay Area Mr J. Driver.

9. At 0845 on Friday 5th February LADAVA sailed from Alotau and at 0930 anchored off the Catholic Mission at Ladava. A call was made on the Priest in charge and arrangements made for the children at the Mission School to visit "their" ship later in the morning. At 1130 LADAVA's boat began ferrying the children to the ship and ran a continuous shuttle service until 1330 by which time the children had been over the ship.

10. LADAVA left the Mission at 1400 and proceeded to Kana Kopi harbour where, on securing to the wharf, she was watered from the old World War II installation.

11. Early on Saturday 6th February, LADAVA proceeded to Samarai to fuel.

12. Sailing at 0600 on Monday 8th February, LADAVA reached Wari at 0745; the boat was lowered and sent inshore. It was discovered that there is no passage through the outer reefs that a patrol boat could enter, and that the lagoon was strewn with reef and nigger-heads. The boat was hoisted and LADAVA set course at 16 knots for Deboyne Lagoon where she anchored at 1545.

13. At 1600 an Ordinary Seaman complained of stomach pains and vomiting. Questioning revealed that this condition had existed for some 36 hours with the pain becoming progressively worse.

14. A call to the BMO at TARANGAU heightened the suspicion that the sailor might have appendicitis and the decision was made to proceed with all haste to Alotau where it was known a doctor could be found. LADAVA arrived at that town at 2130 to be met by the doctor and ambulance, arrangements having been made via Samarai radio en route.

15. LADAVA sailed from Alotau for Samarai to fuel at 0900. Fuelling completed at 1240 and the ship sailed immediately for Deboyne where she arrived at 1830.

16. The next morning, Wednesday 10th February at 0900, LADAVA proceeded towards Bwagoia Harbour on Misima Island where she arrived at 1100, and the Administration officials and coastwatcher were visited.

17. On Thursday 11th February the ship moved down to Rossel Island in calm weather to visit the most outlying coastwatcher in New Guinea, Mr Peter Conefrey of Abeleti Plantation. The ship anchored and was met by Mr Conefrey at 1500. He had not been visited by Navy for some 18 months, and as he had not received word of LADAVA's intended visit, was agreeably surprised at her arrival.

...../18

AUSTRALIAN WAR MEMORIAL RCDIG1073285

18. Off again at 0600 on Friday 12th, LADAVA moved around the eastern end of Rossel to the North coast to attempt to enter the passage into the large mission at Jingo. This was successfully done and a sketch survey of the entrance and anchorage made. The priest in charge, Father Earl, visited the ship at the anchorage and assured LADAVA that she was the first warship to visit Jingo since the surveys by H.M.S. RATTLESNAKE 67 years before.

19. On leaving Jingo, LADAVA visited Bwagoia overnight and departed for Samarai at 1800 on Saturday to arrive there at 0800 on Sunday 14th February.

20. Fuelling completed and the ship stored by 1000 on Monday 15th February, LADAVA sailed for Baniara Island in Goodenough Bay. Proceeding via the Hornbill Channel, she arrived at the Island at 1630 and secured at a small jetty in 3 fathoms, only to find that there were no Administration personnel present at the time.

21. Moving off at 0630 LADAVA commenced passage to Losuia at the Trobriand Islands, proceeding via Esa'ala on Normanby Island where a six hour visit was made. LADAVA arrived off Boli Point, 3 miles from Losuia at 0800 on Wednesday 17th February.

22. The ship remained at Boli Point until 0700 on Friday 19th when she sailed for Kadrian on New Britain, arriving at 1755.

23. 2225 the same night brought a signal ordering LADAVA to the aid of Army Barge 3000 which had broached on Cape Gloucester some 225 miles away. LADAVA was under way at 2240 and proceeding via the Nessup Channel, arrived off Cape Gloucester at 0900 the next morning to find AB3000 had refloated at 0630 and was anchored in seven fathoms, some seven cables from the beach.

24. The master of the barge assured LADAVA that he required no assistance and at 1030 the ship set course for Rabaul where she arrived at 0800 on Sunday 21st February.

25. The ship sailed at 1200 on Wednesday 24th and arrived at Lombrum at 0800 on Thursday 25th to commence a fourteen day Base Assisted Maintenance Period.

26. During the patrol the ship steamed over 2,900 miles; of the first 25 days of the month there were only three days in which the ship was not at sea for some period.

27. The material condition of the ship is good and her planned maintenance up to date.

28. The morale of the ship's company is high and their conduct very good. Lectures on security have been given during the period.

I have the honour to be Sir,

Your obedient Servant,

(D. J. ANGUS)
Lieutenant Commander RAN
Commanding Officer.

Encs.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX 'A'

Steaming Appendix:

(a) Distance steamed during the month 2915.7 miles
(b) Hours underway during the month 194 hours
(c) Total distance steamed since commissioning 61485.8 miles
(d) Total hours underway since commissioning 4504 hours

APPENDIX 'B'

Monthly Return of Ship Availability attached.

APPENDIX 'C'

Exercise Appendix:

40/60 Gun Drill
.50 Machine Gun Drill
Towing Aft
N. B. C. D.

APPENDIX 'D'

Sporting Appendix:

Basketball - LADAVA 36 d. SAMARAI 28
LADAVA 52 d. RABAUL POLICE 30

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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MONTHLY RETURN OF SHIP AVAILABILITY
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)
HMAS...LADAVA.....
DATE...5 MAR 71.....

APPENDIX 'B' TO CANO 7/66 9
AGE SINCE COMMISSIONG...2.12..YEARS
MILES STEAMED SINCE COMM 61,485.8.MILES

I.C. ENGINES SHIPS
PROGRESSIVE TOTAL ENGINE HRS.
NO. 1....694.....
NO. 2....693.....

MONTH DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPTRAT DUTIES	EXERCISE	WEAPON TRNG	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGMED REFIT DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECT AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1	✓		✓																						
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3	✓		✓																						
4	✓		✓																						
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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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18/6/2792

DEPARTMENT OF THE NAVY

HMAS Ladava Report of Proceedings March 71

AS(NS) 1/25/5

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4NM 3/6

SECRETARY 4/6

DCAS 5/6

C of S 8/6

DPR 10/6

CNS

AS(NS) (NS55) 22/6

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BGH 25/5

AUSTRALIAN WAR MEMORIAL RCDIG1073285

NAVY—CANBERRA
18 | 6 | 2792

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE PNG 32.1.30

RECEIVED
24 MAY A.M.
NAVY REGISTRY

OFFICE OF THE
NAVAL OFFICER IN CHARGE
PAPUA NEW GUINEA
LOMBRUM NEW GUINEA

18 MAY 1971

The Secretary
DEPARTMENT OF THE NAVY

For Information

Flag Officer Commanding, HM AUSTRALIAN FLEET.
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES.

HMAS LADAVA - REPORT OF PROCEEDINGS MARCH 1971

Forwarded.

(W.K. BIRD)
Commander RAN

Enclosure: 1. HMAS LADAVA Letter of 10 May 1971.

RESTRICTED

HMAS LADAVA
at Lombrum T.P.N.G.

10 MAY 1971

The Naval Officer in Charge,
PAPUA AND NEW GUINEA.

For information [illegible]
The Commander
[illegible]

Sir,

HMAS LADAVA - REPORT OF PROCEEDINGS - MARCH 1971

I have the honour to report the proceedings of HMA Ship under my command for the month of March 1971.

2. From Monday 1st March until Friday 12th LADAVA remained alongside at her base on Manus Island during a programmed assisted maintenance period.

3. Sailing from Lombrum at 0800 on the 12th, the ship proceeded to Rabaul where she arrived at 0800 the following day. At 0400 on Saturday 13th while still some 60 miles from her destination, LADAVA called by light what appeared to be a large merchant vessel which had been gradually overtaking the patrol boat during the middle watch.

4. The challenged ship did not answer for some time and then came up with a jumble of letters by red light. LADAVA turned towards the stranger and increased to 20 knots while still some four miles distant. The stranger increased speed as LADAVA turned and soon had opened the range to five miles. It is estimated that this vessel, later identified as USS CAMDEN en route to Australia, was travelling at 28/30 knots. LADAVA resumed course and speed for Rabaul.

5. On arrival at that port the ship was fuelled and stored. She remained at Rabaul until 0600 on Wednesday 17th March when with HMAS LAE in company she sailed for Honiara in the British Solomon Islands Protectorate.

6. Because of a heavy north westerly swell, the decision was made to proceed at 16 knots so as to pass through Buka Passage before sunset, and to get the ships on to the east coast of Bougainville in the lee of that island. LADAVA and LAE traversed Buka Passage at 1715.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

7. The 16 knot run to Buka Passage and the now calm seas combined to put the ships well ahead of their ETA of 0900L(-11) on Friday 19th March so at 0300L LADAVA and LAE anchored off the coast of Guadalcanal some ten miles from Honiara. Hands were called early and both ships washed down with fresh water, bright-work polished, and funnels and masts cleaned so that when they entered Honiara they presented a pleasing appearance for their first visit to that port. Port authorities were most co-operative and the ships were quickly cleared by customs and health, fuelled and watered.

8. At 1030 LADAVA's Commanding Officer called on the Acting High Commissioner for the British Solomons, His Excellency Thomas Russell Esquire C.B.E., O.B.E. This call was returned by Flight Lieutenant P. Trescoe RAF, His Excellency's aide-de-camp , at 1145 the same morning.

9. At 1830 on Friday evening a cocktail party was given by both ships for forty guests who included His Excellency and Mrs Russell and a number of town dignitaries and officials.

10. Saturday brought crowds of local people to the wharf to see the ships although LADAVA had made it clear that they would not be open to the public, due to the experiences of HMA Ships SYDNEY and MORESBY in recent years when the crowds became uncontrollable.

11. On Sunday 21st March both ships got under way at 1000 and proceeded to Sabo Island where they anchored at 1145 in a sheltered bay. Running a shuttle service with the ships' boats, all but the duty watches landed for a barbecue lunch, swimming and volley ball. Returning to the ships at 1530, the crews quickly changed to the dress of the day. The ships weighed and returned to their berths at Honiara by 1730.

12. On Monday 22nd, LADAVA at 0900 sailed for Auki on Malaita Island but at 0955 it was discovered that the drive pulley to the saltwater pump on the port main engine had become damaged and the ship returned to Honiara to investigate the defect and effect repairs. On arrival at 1130, work was commenced and some six hours later it was discovered that two bolts which hold the drive assembly to the forward end of the engine crankshaft had run back and the studs keeper plate and the bolts were damaged beyond repair. Spares were requested from base but as it was realised that these would take some days to reach Honiara, facilities ashore were investigated and as a result, work was started by ship's staff to manufacture the parts at the Public Works Department workshops.

13. The task was completed by 1300 on Wednesday 24th March and the engine and pump drive reassembled and tested by 2130.

14. LADAVA sailed at 0600 the following morning to rendezvous with LAE at Marova Lagoon at 1600, LAE having departed Honiara the previous day.

...../15

AUSTRALIAN WAR MEMORIAL RCDIG1073285

15. 0900 Friday 26th March found both ships clearing the reefs surrounding the Lagoon and setting course for Rendova Harbour on New Georgia Island. The ships entered the harbour at 1630 and anchored in 12 fathoms. A plantation owner turned out to be Commander D. C. Scott-Elliot RN (Retired) who at one time commanded HM Ships AMETHYST and SAVAGE.

16. Next morning LAE sailed for Lia Para while LADAVA remained at Rendova and painted ship's side. The patrol boats made rendezvous 6 miles south of Gizo at 0900 on Sunday 28th and entered that port at 0930 where they remained until 0700 on Tuesday 30th March when both sailed for Rabaul where they secured at 0800 on Wednesday 31st March.

17. Although LADAVA's visit to the Solomon Islands was marred by the failure of a main engine, both she and LAE enjoyed the experience where both European and Papua and New Guinea members of ships' companies were entertained and made welcome at all clubs, hotels and the numerous other amenities available at places visited. The people were generous and spontaneous in their welcome to the ships wherever they went in the Solomons, and went out of their way to see that neither LADAVA nor LAE wanted for anything that was within their power to give to the ships.

18. LADAVA is in excellent material condition with all machinery and auxiliary equipment performing well. All planned maintenance is up to date.

19. The health, welfare and morale of the ship's company is very satisfactory and their conduct throughout the period has been good.

I have the honour to be Sir,

Your obedient servant,

(D. J. ANGUS)
Lieutenant-Commander (SD) RAN
in Command.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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HMAS LADAVA - REPORT OF PROCEEDINGS - MARCH 1971

APPENDIX 'A'

Steaming:	(a)	Distance run during month	1947.3 m.
	(b)	Total distance run since commissioning	63433.1 m.
	(c)	Hours under way during month	121 hrs.
	(d)	Total hours under way since commissioning	4635 hrs.

APPENDIX 'B'

Return of Ship Availability - attached

APPENDIX 'C'

Exercises: Fire
Rapid open fire (AA DRILL)
O.O.W. Manoeuvres

APPENDIX 'D'

Sport: Rugby - LADAVA-LAE (0) HONIARA (15)
Basketball - LADAVA-LAE (18) HONIARA (28)
Soccer - LADAVA-LAE (3) GIZO (2)

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

MONTHLY RETURN OF SHIP AVAILABILITY
(TO ACCOMPANY MONTHLY REPORT OF PRECEEDINGS)
HMAS.....LASAVA.....
DATE.....31-3-1971.....

APPENDIX 'B' TO CANO 7/66
AGE SINCE COMMISSIONING.....2 10/12.....YEARS
MILES STEAMED SINCE COMM.....64433.1.....MILES

I.C. ENGINES SHIPS
PROGRESSIVE TOTAL ENGINE HOURS
NO. 1.....796.....
NO. 2.....798.....

MONTH DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERAT DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGMED REFIT DOCK.	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1		✓								✓															
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AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

18/6/2823

DEPARTMENT OF THE NAVY

HMAS Ladava Report of Proceedings April '71

AS(NS) Ch. 16.

D of O 11/6

DCNS

1NM

2NM 1/5/71

3NM 29/6

4NM 24/6

SECRETARY 30/6

DCNS 1/7

C of S 5/7

DPR 7/7

AS(NS) (NS55) 8/7

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

RESTRICTED

BWH 6/6

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RECEIVED
7 JUN A.M.
CA2
NAVY REGISTRY

NAVY—CANBERRA
18 | 6 | 2823

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE PNG 32.1.30

OFFICE OF THE
NAVAL OFFICER IN CHARGE
PAPUA NEW. GUINEA
LOMBRUM NEW GUINEA

2 JUN 1971

The Secretary
DEPARTMENT OF THE NAVY

For Information:

Flag Officer Commanding, HM AUSTRALIAN FLEET.
The Commander, AUSTRALIAN MINE WARFARE PATROL FORCES.

HMAS LADAVA - REPORT OF PROCEEDINGS - APRIL 1971

Forwarded.

W K Bird

(W.K. BIRD)
Commander RAN

RT Enclosure: 1. HMAS LADAVA's letter of 5th May 1971.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

HMAS LADAVA
at Lombrum

5th May, 1971.

The Naval Officer in Charge
PAPUA NEW GUINEA.

Sir,

HMAS LADAVA - REPORT OF PROCEEDINGS - APRIL 1971

I have the honour to report the proceedings of HMA Ship under my command during the month of April, 1971.

2. Thursday 1st April found LADAVA with HMAS LAE in company leaving Rabaul for Lombrum on the final leg of the return journey from the British Solomon Islands. The ships arrived at Manus at 0800 on Friday 2nd after a smooth passage and made a Mediteranian moor on the end of the wharf so as to leave space for HMAS PERTH to refuel the following day.

3. At 0800 on Monday 5th April, LADAVA in company with HMA Ships AITAPE, LAE and SAMARAI commenced a week of Squadron exercises. These exercises although comprehensive and exciting were marred by a week of bad weather. Heavy rain, strong winds, and high seas caused cancellation of gunnery practices all other drills and evolutions were carried out inside Seeadler Harbour and many were the lessons learned.

4. Squadron sports competitions were held during this week and LADAVA scored to equal second place with AITAPE, after hard fought games of soccer, rugby, volleyball, basketball and tennis.

5. The exercises completed on Friday 9th April and LADAVA spent the period until Sunday 18th April alongside carrying out planned maintenance to her main engines and generators.

6. Sailing from Lombrum at 1600 on Sunday 18th LADAVA moved out of Seeadler Harbour to make rendezvous with HMAS SYDNEY to transfer and collect mail. The transport was met at 1700 and LADAVA, after circling the big ship to allow Papua New Guinea Division recruits to see her, returned to harbour at 1800. By 2100 the same evening the patrol boat was topped up with fuel and she sailed to commence a three week patrol of New Ireland and the small groups lying to the east.

7. After a smooth overnight run the patrol boat arrived at Massau Island and turned down the coast towards the smaller island of Ekaleu where the coastwatching station manned by Mr. B. Kroening is situated. LADAVA secured at Ekaleu Wharf at 0845 and Mr. Kroening came aboard.

RESTRICTED

.../8.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

8. A signal received at 1215 ordering LADAVA to sea to search for a missing workboat named GINITU had the ship under-way by 1224 and heading for the search area between New Hanover and Tench Island.

9. A vessel owned by the Seventh Day Adventist Mission and a light aircraft were also searching. The light aircraft sighted GINITU some 18 miles north of Tench and began directing the closer SDA boat to the position.

10. LADAVA after travelling some 70 miles sighted both vessels at 1627 and on catching up with them escorted the tow to a safe anchorage of the eastern shore of Tench Island. Both vessels were visited by LADAVA's Executive Officer, Sub Lieutenant R.D. Eames. He reported that GINITU had stopped her engine to enable the passengers to do some fishing and could not restart because of flat batteries. The SDA boat had the batteries on charge and assured LADAVA that no further assistance was required from the patrol boat.

11. At 1709 on Monday 19th April, LADAVA left Tench for New Hanover intending to arrive there at 2130 and find an anchorage for the night. At 2038 the 975 radar failed and as the PNG sailor responsible for its maintenance was unable to rectify the fault, LADAVA remained at sea during the remainder of the night. The ship entered Ysabel Pass at 0630 the following morning and anchored off Tuskal government station at 0935.

12. No responsible person was available at the station. LADAVA weighed and proceeded via Ysabel and Stephen Strait to Selapui Plantation where she arrived at 1530 and the coast-watcher, Mr. F. Lauder came aboard.

13. Sailing from Selapui at 1100 on Wednesday 21st April, the ship proceeded to Biwa plantation via Albatross Channel. Several Japanese Tuna boats were sighted operating off Dyaul Island. These were checked and all registration numbers compared with LADAVA's lists. Nothing was amiss and the patrol boat turned towards Biwa where she anchored at 1500. The coastwatcher, Mr. T. Brown came aboard.

14. The ship left Biwa at 0900 the following morning to visit Kurumut Plantation. On arrival at the plantation it was found that the manager was visiting Rabaul and as the anchorage was exposed LADAVA proceeded to Rabaul where she secured at the Wreck Wharf at 2130.

15. Friday 24th was spent cleaning ship and drilling the ship's company in preparation for the Anzac Day ceremonies in which LADAVA had been invited to take part.

16. Sunday 25th - Anzac Day found most of the ship's company at the Dawn Service on completion of which all returned on board to prepare for the main service and march. LADAVA as well a contingient for the march, provided the catafalque party.

17. The ship sailed from Rabaul at 1100 on Tuesday after storing and proceeded down St. Georges Channel to Breton Harbour where she anchored for the night. Under-way by 0600 the following morning the ship moved down the channel between the New

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

Ireland mainland and the small island of Lambom, rounded Cape St. George and set course north east to pass between the two atols - Pinifel and Nissan - of the Green Islands on her way to the Feady Islands and Nuguria Plantation.

18. The patrol boat arrived at Nuguria at 1700 to find the coastwatcher Mr. G. Carson, absent but as he was due to arrive early next morning in company with another coastwatcher Mr. S. Lacey, and LADAVA had 24 hours in hand it was decided to wait for them.

19. The coastwatchers arrived at 0530 on Friday 30th and visited the ship almost immediately to enquire if LADAVA carried any dental equipment as Mr. Lacey had severe toothache. Nuguria is well equiped and had aneasthetic. On LADAVA visiting the plantation house at 1030, Mr. Carson administered a local aneasthetic and was pulling Mr. Lacey's teeth with a pair of long nosed pliers.

20. The material condition of the ship is good and there are no defects apart from the fault in the 975 radar which will be rectified on arrival at Manus Island.

21. The health welfare and morale of the ship's company is good and their conduct during the period has been excellent. Talks on security have been given on two occasions.

I have the honour to be

Sir,

Your obedient Servant

(D.J. ANGUS)
Lieutenant Commander (SD) RAN
in Command.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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HMAS LADAVA - REPORT OF PROCEEDINGS - APRIL 1971

Appendix 'A'

Steaming:

a.	Distance run during month	1596.1	miles
b.	Total distance run since commissioning	65029.2	miles
c.	Hours underway during the month	118	hours
d.	Total hours underway since commissioning	4853	hours

Appendix 'B'

Return of Ship availability - attached.

Appendix 'C'

Exercises:

Papua New Guinea Patrol Boat Squadron Exercises.

Appendix 'D'

Sport:

Squadron Sports - attached.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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SPORTS RESULTS FOR SQUADRON EXERCISES

SOCCER:

LAE -v- LADAVA - LAE
SAMARAI -v- AITAPE - SAMARAI
- LAE

RUGBY:

LAE -v- LADAVA - LAE
SAMARAI -v- AITAPE - AITAPE
- LAE

VOLLEYBALL:

LAE -v- SAMARAI - LAE
LADAVE -v- AITAPE - AITAPE
- LAE

BASKETBALL:

LAE -v- SAMARAI - LAE
LADAVA -v- AITAPE - LADAVA
- LAE

TENNIS:

LAE -v- LADAVA - LADAVA
SAMARAI -v- AITAPE - AITAPE
- LADAVA

Point score of one point per game won.

LAE - 8
AITAPE - 3
LADAVA - 3
SAMARAI - 1

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

MONTHLY RETURN OF SHIP AVAILABILITY
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)
HMAS....HERALD....
DATE....APRIL....66

APPENDIX 'B' TO CANO 7/66
AGE SINCE COMMISSIONG.....2 9/12 YEARS
MILES STEAMED SINCE COMM.....63029.2 MILES

I.C. ENGINES SHIPS
PROGRESSIVE TOTAL ENGINE HRS.
NO. 1.....910.....
NO. 2.....889.....

MONTH DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERAT DUTIES	EXERCISE	WEAPON TRNG	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGMED REFIT DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECT AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
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RESTRICTED

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

18/6/2831

DEPARTMENT OF THE NAVY

HMAS Ladava Report of Proceedings May '71

AS(NS) Ch. 17/6 para 4. No reason known for 20/0. Ch. 17/6

D of O W 17/6

DCNS

1NM

2NM

3NM 3/6

4NM Chf of O 1/7.

SECRETARY 1/7/71

DCNS 2/7

C of S 5/7

DPR 7/7

AS(NS) (NS55) 8/7

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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NAVY—CANBERRA

18	6	2831

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE PNG 32/1/30

HMAS TARANGAU
LOMBRUM
NEW GUINEA

7 JUN 1971

The Secretary
DEPARTMENT OF THE NAVY

For Information:

Flag Officer Commanding, HM AUSTRALIAN FLEET.
The Commander, AUSTRALIAN MINE WARFARE PATROL FORCES.

HMAS LADAVA- REPORT OF PROCEEDINGS - MAY 1971

Forwarded.

W.K. Bird
(W.K. BIRD)
Commander RAN

Enclosure: 1. HMAS LADAVA's letter 01 June 1971.

AS NS

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

HMAS LADAVA
at Lombrum

1st June, 1971.

The Naval Officer in Charge
PAPUA NEW GUINEA.

Sir,

REPORT OF PROCEEDINGS - HMAS LADAVA - MAY 1971

I have the honour to report the proceedings of HMA Ship under my command for the month of May 1971.

2. Moving out of Nuguria Plantation at 0800 on Saturday 1st May, LADAVA continued her patrol of New Ireland waters by proceeding towards Muliama Harbour to visit Mr. D. Bell, one of the W.W. II coastwatchers, who is still active. Passing through the Salat Channel between the islands of Babase and Ambitle which form the Feni Group the ship arrived at Muliama at 1425.

3. On leaving Mr. Bell's plantation the ship proceeded via Lihir Island where coastwatcher Mr. P. Bond was visited, to Bolagila Plantation to see Mr. J. Stanfield and remain overnight at anchor. The ship arrived at Bolagila at 1600 and sailed for Kavieng at 1000 next morning.

4. Arriving at that port at 1500 it was discovered that no berth was available to enable LADAVA to fuel and permission was sought and granted from the Naval Officer in Charge, Papua New Guinea to return direct to Manus so as to carry out maintenance and de-ammunition prior to proceeding to Madang for slipping.

5. The ship arrived at Manus Island at 0930 on Tuesday, 4th May after an uneventful passage.

6. Embarking a class of PNG Division recruits at 0745 the following morning LADAVA spent the day at sea carrying out drills and evolutions and giving the young sailors practice at the wheel. The ship returned to harbour at 1530.

7. Thursday 6th and Friday 7th were spent readying the ship for slipping and at 1500 she sailed for Madang. On arrival at 0700 Sunday 9th May, LADAVA's ship's company made ready to move into the Smugglers Motel the same morning.

8. On Monday 7th the ship was steamed up harbour to Madang Slipway and at 1045 was hauled out of the water and work immediately commenced.

.../9.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

9. The remainder of the week was spent working on the ship with the sailors commuting between the Motel and Slipway by car. Work was delayed by almost constant heavy rain, but Saturday 15th May dawned bright and clear and by working the full day all tasks were completed by 1630.

10. At 0930 on Monday 17th LADAVA was put back into the water and moved around to the main wharf to fuel and store prior to sailing for Manus Island and a two day maintenance period. Leaving Madang at 1600 the ship moved down the coast to take some soundings for Clearance Diving Team One working in the area and with this job completed turned towards Manus where she arrived at 0630 the following day.

11. Wednesday 19th; Thursday 20th and most of Friday 21st were spent cleaning, storing and ammunitioning prior to sailing for Massau Island and Rabaul at 2000 on Friday.

12. The ship left Manus on time and arrived at the coastwatching station at Akeliu Island - which she had so hurriedly left the month before - at 0730 on Saturday 22nd May.

13. On leaving Akeliu at 1700 the same day the ship proceeded via the western coast of New Hanover to Rabaul where she arrived at 1000 on Sunday 23rd having passed and spoken to HMAS AITAPE as that ship was leaving the port.

14. LADAVA remained in Rabaul until 1000 on Thursday 27th May when she sailed to return to her base in Lombrum, carrying out small arms practice during the passage.

15. Securing to the main wharf at 0800 on Friday 28th May, LADAVA began preparations for the hand-over to her new Executive Officer, Lieutenant M. Webster, and her next patrol due to commence on Monday 31st May.

16. The ship sailed at 1000 on Monday 31st May.

17. The health, welfare and morale of the ship's company is good although one case of malaria was reported during the month. The conduct of the ship's company has also been good particularly during the period when they were accommodated in the Smugglers Motel.

18. The material condition of the ship is good with no defects and all planned maintenance up to date.

I have the honour to be

Sir,

Your obedient Servant

(D.J. ANGUS)
Lieutenant Commander (SD)RAN
in Command.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

HMAS LADAVA - REPORT OF PROCEEDINGS - MAY 1971

Appendix 'A'

Steaming:

a. Distance run during the month 1403.7 miles

b. Total Distance run since commissioning 66432.9 miles

c. Hours underway during the month 119 hours

d. Total hours underway since commissioning 4972 hours

Appendix 'B'

Ship availability return - attached.

Appendix 'C'

NBCD
.50 cal. machine gun
40/60 drills
small arms firings

Appendix 'D'

Sport - NIL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

MONTHLY RETURN OF SHIP AVAILABILITY
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)
HMAS...LADAVA...
DATE...MAY...1966

APPENDIX 'B' TO CANO 7/66
AGE SINCE COMMISSIONG...21½...YEARS
MILES STEAMED SINCE COMM...66482.9...MILES

I.C. ENGINES SHIPS
PROGRESSIVE TOTAL ENGINE HRS.
NO. 1...1029...
NO. 2...998...

MONTH DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERAT DUTIES	EXERCISE	WEAPON TRNG	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGMED REFIT DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECT AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1	✓		✓																						
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AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

18/6/2940

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings JUNE 71

AS(NS) 18/6/40.

D of O 19/8

DCNS

1NM

2NM 23/8

3NM

4NM 21/8

SECRETARY 27/8

C of S 27/8.

DPR 30/8

AS(NS) (NS55) 30/8.

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5/8

AUSTRALIAN WAR MEMORIAL RCDIG1073285

NAVY—CANBERRA
18 | 6 | 2940

RESTRICTED

ROYAL AUSTRALIAN NAVY

2 AUG A.M.
NAVY REGISTRY

TELEPHONE:

IN REPLY QUOTE PNG 32.1.30

HMAS TARANGAU
LOMBRUM
NEW GUINEA

28 JUL 1971

The Secretary
DEPARTMENT OF THE NAVY

For Information:

Flag Officer Commanding, HM AUSTRALIAN FLEET.
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES.

HMAS LADAVA - REPORT OF PROCEEDINGS - JUNE 1971

Forwarded.

W.K. Bird

(W.K. BIRD)
Commander RAN

R+ Enclosure: 1. HMAS LADAVA's letter 21 July 1971.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

HMAS LADAVA
at Lombrum

21st July 1971

The Naval Officer In Charge
PAPUA NEW GUINEA

Sir,

HMAS LADAVA - REPORT OF PROCEEDINGS - JUNE 1971

I have the honour to report the proceedings of HMA Ship under my command during the month of June 1971.

2. Tuesday 1st June found LADAVA approaching the north coast of New Britain to visit the owner of Kurundal Plantation, Mr K Manning, an active coastwatcher. The ship anchored in a small bay surrounded by reefs at 0940.

3. At 0545 next morning the ship got under way and set course for Rabaul where she arrived at 1200 after a smooth passage.

4. LADAVA remained in Rabaul overnight and after embarking some personnel for HMAS TARANGAU sailed for Manus Island. at 0900 on Thursday 3rd June.

5. Arriving at Lombrum at 0800 the next morning the ship began making preparation for the Papuan New Guinea Patrol Boat Squadron Exercises due to commence on Monday June 7th.

6. Sailing in company with HMA Ships AITAPE, MADANG and LAE, LADAVA proceed to sea in fine weather at 0800 as programmed for a week of extensive exercises.

7. HMAS MADANG was detached on Tuesday 8th June and HMAS SAMARAI rejoined the squadron at 0800 Thursday 10th.

8. LADAVA detached at 1800 on Thursday 10th and made a calm overnight passage to Tolakiva Island in Vitiaz Strait where a coastwatching station manned by the Executive Officer Lieutenant M.P. Webster RAN and one sailor REM Pukari was set up to watch and plot the progress of HMAS DERWENT which the rest of the squadron were to engage in a night encounter exercise during the evening of Friday 11th June.

9. DERWENT passed through the straits at mid-day and as she drew clear LADAVA moved from the cover and after embarking the observers followed the big ship out of weapon range and reporting DERWENTS's courses and speeds to AITAPE.

10. LADAVA turned south at 1600 so as to make her ETA at Lae the following morning - Saturday 12th - at 0800, and act as Flagship to the Papua New Guinea Yachting Association Championships.

.../1.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

On arrival at Lae, LADAVA was informed that she would not be required until 1300 Monday 14th June when she was asked to carry yatching officials out into Huon Gulf to watch the final race of the series.

11. With 20 visitors and officials embarked the ship left her berth at Voco Point Harbour and proceeded into the gulf at 1340 on the Monday. By 1430 the weather had deteriorated and it was decided to return to harbour before expected heavy rain started.

12. While shaping up to her berth at 1510 LADAVA struck a submerged object and was held fast. Use of her engines failed to free her and assistance from HMAS MADANG was requested. At 1540 MADANG's tow was passed and LADAVA canted to starboard and came clear. Divers immediately inspected the ship and found damage to the port propellor. The following morning divers employed by Administration authorities investigated the obstruction and found a pile of unexploded bombs on the sea bed in 12 to 15 feet of water. (LADAVA's Form AS232 dated 17th June 1971 refers to this incident)

13. LADAVA sailed for Lombrum on one engine at 1200 on Tuesday 15th June and arrived at her base at 1700 on Wednesday 16th June.

14. A thorough inspection of the ships hull by CDT One on Thursday 17th and Friday 18th June revealed that the only significant damage to the ship was the port propellor. This propellor was removed during the afternoon of Friday 18th.

15. The ship remained alongside at Lombrum until 1400 on Sunday 27th when she sailed for Madang where at 0830 on Monday 28th June she was hauled out on Madang Slipway and work commenced on fitting a replacement pair of propellors.

16. The new propellors arrived at Madang from Australia late in the afternoon of Wednesday 30th June.

17. The material condition of the ship is excellent with all planned maintenance up to date. Her only defect being the damaged propellor.

18. The health, welfare and morale of the ship's company is good despite the disappointment caused by the accident in Lae. Conduct has been satisfactory throughout the period.

I have the honour to be,

Sir

Your Obedient Servant

(D.J. ANGUS)
LCDR RAN
In Command

AUSTRALIAN WAR MEMORIAL RCDIG1073285

HMAS LADAVA - REPORT OF PROCEEDINGS - JUNE 1971

Appendix 'A' - Steaming

a.	Distance steamed during the month.	1899.9 miles
b.	Hours under way during the month.	142 hours
c.	Total distance steamed since commissioning.	67332.8 miles
d.	Total hours underway since commissioning.	5114 hours

Appendix 'B' - Return of Ship Availability - attached

Appendix 'C' - Exercises

40/60 Firings - AA and surface
.50 Machine Gun and Small Arms firings
Towing - Forward and aft
NBCD
Heaving line transfers
Boarding and landing parties
Coastwatching

Appendix 'D' - Sport

Squadron sports held Wednesday 9th June

Rugby
Soccer
Basketball
Volleyball

AUSTRALIAN WAR MEMORIAL RCDIG1073285

MONTHLY RETURN OF SHIP AVAILABILITY
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)
HMAS LADAVA
DATE 5 JUL 71

APPENDIX 'B' TO CANO 7/66
AGE SINCE COMMISSIONG 2.12 YEARS
MILES STEAMED SINCE COMM 73228 MILES

I.C. ENGINES SHIPS
PROGRESSIVE TOTAL ENGINE HRS.
NO. 1 1144
NO. 2 1100

MONTH / DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERAT DUTIES	EXERCISE	WEAPON TRNG	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGMED REFIT DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECT AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1	✓		✓																						
2	✓		✓																						
3	✓		✓																						
4	✓		✓																						
5	✓		✓																						
6	✓		✓																						
7	✓			✓																					
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9	✓			✓																					
10	✓			✓																					
11	✓			✓																					
12	✓								✓																
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16		✓						✓					✓												
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28		✓											✓												
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30		✓											✓												
31																									
TOTAL	14	16	6	5				2	3				14												

PROPELLOR CHANGE-

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

18/6/2966

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings JULY 11'

AS(NS) 23/8

D of O 26/8

DCNS

1NM RP 27/8

2NM 30/8

3NM 31/8.

4NM 2/9.

SECRETARY 2/9

DCNS 2/9

C of S 3/9.

DPR 7/9

AS(NS) (NS55) 8/9.

NOTES:

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RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

NAVY—CANBERRA
18 | 6 | 2966

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE PNG 32/1/30

24 AUG A.M.
REGISTRY

OFFICE OF THE
NAVAL OFFICER IN CHARGE
PAPUA NEW GUINEA
LOMBRUM NEW GUINEA

18 AUG 1971

The Secretary
DEPARTMENT OF THE NAVY

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.
The Commander, AUSTRALIAN MINE AND PATROL FORCES.

HMAS LADAVA - REPORT OF PROCEEDINGS - JULY 1971

Forwarded.

W.K. Bird

(W.K. BIRD)
Commander RAN

R1 Enclosure: 1. HMAS LADAVA's letter LV127/1 of 10th August, 1971.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

LV127/1

HMAS LADAVA
At Lombrum

The Naval Officer in Charge
PAPUA NEW GUINEA

HMAS LADAVA REPORT OF PROCEEDINGS-JULY 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of July 1971.

2. Thursday 1st July found the ship still on the slip at Madang having a pair of new propellors fitted to replace those damaged when LADAVA hit an obstruction in Voco Point harbour at Lae during June.

3. The ship had been hauled out on Monday 28th June and work started on removing the damaged propellors and examining underwater fittings. The new equipment arrived at Madang late in the afternoon of 30th June. Work proceeded through the weekend and completed during the afternoon of Sunday 3rd July.

4. At 0900 on Monday 4th July LADAVA was put back into the water and proceeded down harbour to the Madang wharf to fuel and water. These tasks were completed at 1400 and LADAVA proceeded to sea on passage to Lombrum at 1420. After a smooth passage the ship arrived at her base at 0800 on Tuesday 6th July.

5. Fuelling was started immediately after securing to HMAS TARANGAU Wharf and work commenced on ammunitioning and storing, and preparing to sail the following day on a seven day patrol of the Vitu Islands, Gazelle Peninsular and Dyaul Island areas.

6. At 1600 on Wednesday 7th July LADAVA sailed and made an uneventful overnight passage to Garowe Island in the Vitu group. Arriving off the harbour entrance at 0700 the ship turned and entered one of the most beautiful natural harbours in the New Guinea Islands. Garowe (or Vitu) Harbour is the extinct volcano. Entrance is made through a passage in the rim of the crater some 4 cables wide. The depth in the entrance is 80 - 100 feet and once inside drops away to 300/400 feet. The depths close in against the towering cliffs vary between 80/100 feet and if it were not for rocky outcrops and some coral ships could literally secure to the trees.

7. LADAVA secured at a small concrete wharf at the mission station after permission to use the berth was given by the mission authorities and the day was spent cleaning ship and carrying out general maintenance.

/8....

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

8. At first light on Friday 9th July the ship left Garowe and proceeded direct to Rabaul. On passage some Japanese tuna boats were sighted and were examined, they were all registered. LADAVA arrived in Rabaul at 1800 the same evening and secured to the main wharf.

9. The ship moved to the Shell Wharf for fuel at 0900 on Saturday 10th and on completion shifted berth to the small ships jetty close to town where she stayed for the remainder of the weekend.

10. At 0915 Monday 12th July found the ship once more under way with course shaped for Dyaul Island where new batteries were to be delivered to Mr. T. Brown the coastwatcher Biwa - Plantation.

11. Arriving at Palman Harbour (Biwa) at 1600 the same day it was found that the usual anchorage was exposed to a strong south east wind and swell so LADAVA moved behind a small unnamed island in the harbour where because of the limited swinging room she made a "Mediterranean Moor" at long stay to the mangrove trees.

12. It had been intended to sail from Biwa at 0600 the following day to visit Taskul Patrol Post on New Hanova but a message had been left with Mr. Brown to inform LADAVA that the Patrol Officer was away, so it was decided to remain at anchor until 1600 and then sail for Manus Island direct.

13. LADAVA left the plantation on time andin a fairly heavy quartering sea made fast but uncomfortable passage to her base where she arrived at 0800 on Wednesday 14th July and secured alongside HMAS AITAPE.

14. The following ten days were spent either alongside at Lombrum or at sea carrying out independent exercises and junior officers ship handling practices. The ship was at sea on these tasks on Tuesday 20th, Wednesday 21st and Thursday 23rd July and on Friday 24th secured once more alongside Lombrum wharf to commence a 21 day mid-cycle maintenance period.

15. Main Engine maintenance was completed quickly so that the ship was fully operational in case she was required to assist during the Rabaul earthquake troubles.

16. The health welfare and morale of the ships company is good. Conduct has been satisfactory considering the longer usual period at Lombrum where it is usual for the ships company to become restless.

/17....

AUSTRALIAN WAR MEMORIAL RCDIG1073285

17. The material condition of LADAVA is excellent with few outstanding defects, planned maintenance is progressing satisfactorily and will be completed at the end of the maintenance period on Friday 13th August.

I have the honour to be,

Sir,

Your Obedient Servant,

(D.J. ANGUS)
Lieutenant Commander RAN
COMMANDING OFFICER

Enclosures:
A. Steaming Appendix
B. Monthly Return of Ship Availability
C. Exercises Appendix

/.Appendixes

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX A

Steaming Appendix

(a)	Distance steamed during the month	1034.2 miles
(b)	Hours underway during the month	73 hours
(c)	Total distance steamed since commissioning	68377.0 miles
(d)	Total hours underway since commissioning	5187 hours

APPENDIX B

Monthly Return of Ship Availability Attached.

APPENDIX C

Exercises Appendix -

NBCD
Emergency and Leave ship
Tow forward - Tow aft.
Boarding Parties
Junior Officers Ship Handling

AUSTRALIAN WAR MEMORIAL RCDIG1073285

MONTHLY RETURN OF SHIP AVAILABILITY
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)
HMAS. LADAVA
DATE... 5 AUGUST 1971

APPENDIX 'B' TO CANO 7/66 10
AGE SINCE COMMISSIONG... 2 12 YEARS
MILES STEAMED SINCE COMM. 68377.0 MILES

I.C. ENGINES SHIPS
PROGRESSIVE TOTAL ENGINE HRS.
NO. 1. 1217
NO. 2. 1173

MONTH DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERAT DUTIES	EXERCISE	WEAPON TRNG	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGMED REFIT DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECT AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1		✓										✓													MAOANG SLIPWAY
2		✓										✓													
3		✓										✓													
4		✓										✓													
5		✓										✓													
6	✓																								
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19	✓																								
20	✓			✓																					
21	✓			✓																					
22	✓			✓																					
23	✓			✓																					
24	✓																								
25		✓								✓															MAIN ENGINE MAINT.
26		✓								✓															
27		✓								✓															
28		✓								✓															
29		✓								✓															
30	✓									✓															
31	✓									✓															
TOTAL	21	10	6	4					2	7		5													

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

18/6/3042

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings AUGUST 1971

AS(NS) 11/10.

D ~~of~~ O 12/10.

~~DCNS~~

1NM ~~✓~~ 25/10

~~2NM~~ 26/10

3NM 27/10

~~4NM~~ 28/10.

SECRETARY 28/10

~~C of S~~ 29/10

DPR 5/11

AS(NS) ~~(NS55)~~ 10/11

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7/10/71

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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NAVY—CANBERRA
18 | 6 | 3042

ROYAL AUSTRALIAN NAVY

- 5 OCT P.M.
NAVY REGISTRY

TELEPHONE:

IN REPLY QUOTE PNG 32.1.30

HMAS TARANGAU
LOMBRUM
NEW GUINEA

28 SEP 1971

The Secretary
DEPARTMENT OF THE NAVY

For Information:

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

HMAS LADAVA - REPORT OF PROCEEDINGS - AUGUST 1971

Forwarded.

W.K. Bird

(W.K. BIRD)
Commander RAN

Enclosure: 1. HMAS LADAVA's letter of 7th September, 1971.

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

HMAS LADAVA
at Madang

7th September 1971.

The Naval Officer in Charge
PAPUA NEW GUINEA.

Sir,

HMAS LADAVA - REPORT OF PROCEEDINGS - AUGUST 1971

I have the honour to report the proceedings of HMA Ship under my command during the month of August 1971. Times throughout are Zone (-10).

2. On Sunday 1st August, LADAVA was alongside at HMAS TARANGAU having just commenced a 21 day base assisted maintenance period, due to be completed on Monday 16th. The ship was ready for sea by Tuesday 10th and use was made of the opportunity to conduct general drills and junior officers ship handling exercises in preparation for LADAVA's annual inspection. The ship sailed at 0900 and spent the day exercising in Seeadler Harbour, returning alongside at 1500.

3. Departmental and Harbour inspections were made by the Naval Officer in Charge, Papua New Guinea and his staff on Thursday 12th August, and at 0830 on Friday 13th August the ship sailed for sea inspections. LADAVA returned alongside at 1230 and the inspecting officers disembarked.

4. The ship was due to sail at 1000 on Monday 16th August but due to a defect in her radar did not proceed until 2030 to commence a Fishery Surveillance and Coastwatching Patrol covering parts of New Ireland, New Britain, Trobriand Islands and the North Coast of New Guinea.

5. LADAVA arrived at Kautu Plantation at 1400 on Tuesday 17th August to visit the Coastwatcher, Mr. P. Bond. Katu is situated on the north western tip of New Ireland some 20 miles from Kavieng. Mr. Bond had recently moved to this area from Lihir Island about 30 miles to the north of Katu and the new station was established.

6. Sailing from Katu at 1600 the same day the patrol boat moved down past Kavieng and proceeded through Steffen Strait on her way to Rabaul. A blind pilotage exercise was conducted during passage through the Strait. The remainder of this leg was uneventful and LADAVA arrived at Rabaul at 0600 on Wednesday 18th and secured at the Shell Company Wharf.

7. On completion of fuelling at 0830 the ship shifted berth to the small ship's jetty where she remained until 0700 the following day when she was again moved, this time to the new Bay Road Wharf.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

8. LADAVA sailed from Rabaul at 0600 on Friday 20th August on her way to the government station at Pomio on the east coast of New Britain. On the run up Simpson (Rabaul) Harbour the paths of the landslides in the surrounding hills caused by the earthquakes a few weeks prior to LADAVA's visit could be clearly seen. It was noted also that the smaller of the two 'Beehive' rocks in mid-harbour had been broken so as to reduce its height by some 30' and that the larger was cracked and split.

9. At 0815 HMAS SAMARAI passed close by on her way into Rabaul for fuel, and identities were exchanged. Neither ship hove to as is usual when the ships of the PNG Squadron meet as the ships had encountered a strong south east wind and mounting sea.

10. LADAVA made good time to her destination, and although experiencing a rough and uncomfortable ride arrived at Pomio on time at 1500.

11. Most of the staff at this station were absent, but LADAVA's officers were able to borrow a landrover and drive about Pomio inspecting the earthquake damage. This was mostly the collapse of water storage tanks, and the shifting of some of the buildings including the District Office or their foundations.

12. On leaving Pomio at 0630 on Saturday 21st August the ship set course for Ablingi Plantation to meet another coast-watcher Mr. J. Allen. LADAVA arrived at Ablingi at 1500 and remained alongside the plantation wharf until 0800 on Sunday 22nd when with Mr. Allen in company in his motor boat the ship backtracked some 12 miles to Gasmata Government station.

13 Anchoring in a small bay near the airstrip LADAVA's ship's company settled down for a quiet days fishing while the ship's demolition team of the Commanding Officer, Executive Officer, the second ERAD and one Able Seaman went ashore to deal with a 150 K.G. Japanese bomb reported to be in an area where clearing of bush to extend the strip was taking place.

14. Inspection of the bomb and the area surrounding it decided the team that it should be exploded as it was armed and old craters nearby indicated that it has failed to explode when dropped in a 'stick'. PNG policemen cleared the area and the bomb was detonated at 1237.

15. There are a number of Japanese World War II aircraft in the bush near Gasmata airstrip and the officers at the station are moving them nearer to the small terminal building and cleaning them down. Two 'Zero' fighters and 'Val' bomber have already been moved and cleaned and passengers in aircraft passing through Gasmata have shown great interest in them.

16. LADAVA left Gasmata at 1730 and headed out into the Solomon Sea on track for Losuia in the Trobriand Islands. Good landfall was made on Bomatu Point light at 0520 on Monday 23rd and at 0718 the ship anchored off Boli Point on Kiriwina Island. 'Make and mend' leave was granted and most of the ship's company elected to go ashore despite the wet and windy three mile motor boat trip inshore.

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.../17.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

17. The officers visited the District Officer to find the Assistant District Commissioner, Mr. Y. Darris-Wells was away on patrol. One of the local officers however loaned the officers a .30 cwt utility truck and they were able to visit many of the outlying villages taking some members of the ship's company along.

18. LADAVA sailed from the Trobriands at 1330 on Tuesday 24th August and proceeded direct to Lae where she arrived at 0800 to fuel and take on water and stores.

19. The ship left Lae for Madang at 0900 the following day and after making an overnight stop at Finschhafen (Dreger Harbour) arrived at her destination at 1600 Friday 27th August.

20. The patrol boat sailed from Madang at 0600 on Tuesday 29th August and in calm weather made her way to the Government Station at Bogia about halfway between Madang and Wewak. On arrival at 1200, LADAVA was challenged to games of soccer and basketball. The ship's company defeated Bogia (2 - 0) at the first and drew (28 all) at the latter.

21. Moving on to Wewak the following day the ship secured at the new overseas wharf at 1600. This wharf is well constructed and is reached by a long stone causeway bedded on reef. It will only be used during the south west season and the swell generated by the north west monsoon will prevent vessels laying alongside.

22. LADAVA sailed from Wewak at 0900 on 31st August to visit the town of Aitape. She arrived at 1600 and despite the late hour was immediately challenged to play Rugby against the Aitape team who where in training for a match against Vanimo on September 13th and who had not been beaten by any side for four years. LADAVA won 4 points to nil.

23. The health, welfare and morale of the ship's company has been good throughout the period. Conduct has been satisfactory although there were some lapses during the stay alongside at TARANGAU.

24. Lectures on security and first aid have been given during the month.

25. The material and mechanical condition of the ship is excellent with all planned maintenance up to date and only two minor defects to be attended to, both are in hand by ship's staff.

I have the honour to be,

Sir,

Your obedient Servant,

(D.J. ANGUS)
Lieutenant Commander SD RAN
in Command.

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

HMAS LADAVA - REPORT OF PROCEEDINGS - AUGUST 1971

Appendix A

Steaming

a.	Distance Steamed during the month	1752.6 miles
b.	Hours Underway during the month	128 hours
c.	Total distance steamed since commissioning	70,029.0 miles
d.	Total hours underway since commissioning	5315 hours

Appendix B

Monthly Return of Ship Availability - attached.

Appendix C

Exercises:
NBCD
40/60 firings (BUS)
.50 cal machine gun firings
Towing forward and aft
Boarding Parties
Fire/Emergency/Leaving Ship
Blind Pilotage
Officers Ship Handling
OOW Manoeuvres.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

MONTHLY RETURN OF SHIP AVAILABILITY
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)
HMAS..LADAVA.....
DATE..01 SEP 71.....

APPENDIX 'B' TO CANO 7/66 11/72
AGE SINCE COMMISSIONG.....2.....YEARS
MILES STEAMED SINCE COMM.79029.MILES

I.C. ENGINES SHIPS
PROGRESSIVE TOTAL ENGINE HRS.
NO. 1.....1340.....
NO. 2.....1250.....

MONTH DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERAT DUTIES	EXERCISE	WEAPON TRNG	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGMED REFIT DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECT AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1		/								/															
2		/								/															
3		/								/															
4	/												/												
5	/												/												
6	/												/												
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26	/		/																						
27	/		/																						
28	/		/																						
29	/		/																						
30	/		/																						
31	/		/																						
TOTAL	28	3	18	3						3			7												

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

18/6/3135

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings SEPT 71'

AS(NS)

D of O

DCNS

1NM

2NM

3NM

4NM

SECRETARY

C of S

DPR

D of O

AS(NS) (NS55)

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

15 NOV P.M.
NISTRY

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NAVY—CANBERRA
18 | 6 | 3135

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE PNG 32/1/30

HMAS TARANGAU
LOMBRUM
NEW GUINEA

6 NOV 1971

The Secretary
DEPARTMENT OF THE NAVY

For Information:

The Flag Officer Commanding, HM.AUSTRALIAN FLEET.
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES.

HMAS LADAVA - REPORT OF PROCEEDINGS - SEPTEMBER 1971

Forwarded.

W.K. Bird
(W.K. BIRD)
Commander RAN

Enclosure: 1. HMAS LADAVA's letter dated 4th October, 1971.

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

HMAS LADAVA
at Sea

4th October, 1971

The Naval Officer in Charge
PAPUA NEW GUINEA

Sir,

HMAS LADAVA - REPORT OF PROCEEDINGS - SEPTEMBER 1971

I have the honour to report the proceedings of HMA Ship under my command for the month of September, 1971. All times mentioned in the report are Zone (-10).

2. At 0800 on Wednesday 1st September LADAVA sailed from her anchorage at the town of Aitape to continue her patrol of the north west coast of New Guinea. Moving along the coast at 14 knots the ship arrived at Vanimo at 1430 the same day and secured at the Burns Philp Co wharf.

3. LADAVA left Vanimo at 0800 the following morning shaping course for Madang via Victoria Bay on Kiaruru Island to the north west of Wewak. At 1700 while some four miles due east of Kiaruru LADAVA was joined by a school of porpoise estimated to number between two and three hundred. Speed was reduced to eight knots and the porpoise played around the ship until she anchored at 1745 in Victoria Bay.

4. The Patrol Boat weighed at 2130 the same evening and after conducting a blind pilotage exercise while passing through Myushu Strait off Wewak and having a then uneventful passage, reached Madang at 1000 on Friday 3rd September to take on fuel and water and give weekend leave.

5. The ship remained at Madang until 1800 on Sunday 5th September when she moved out of that town and set course for Wewak to rendezvous with HMAS SAMARAI.

6. Arriving at Wewak at 0800 LADAVA was topped up with fuel and water and because of the surge alongside shifted berth to a Meditteranian moor on the southern end of the wharf immediately fueling was completed. HMAS SAMARAI with the Naval Officer in Charge Papua New Guinea embarked arrived on time at 1200. Fuelled and watered she too shifted to a Meditteranian moor.

7. With the Naval Officer in Charge Papua New Guinea now in LADAVA and a native pilot also embarked both ships left Wewak at 0500 on Tuesday 7th September to attempt a deep penitration of the Sepik River.

.../8.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

8. At 1036 with LADAVA leading both ships entered the river and proceeded upstream towards Angorum (04°04'S 144°30'E) and reached that town at 1600 after an easy run of 63 miles. The ship secured at Angorum jetty and rode safely alongside throughout the night.

9. 0700 on Wednesday 8th September saw both ships underway and heading upstream through a light morning mist, but 50 minutes later they were forced to anchor in mid stream as the mist became a thick fog which reduced visibility to 100 yards. Underway again at 0845 the ships proceeded upstream until 1640 when they anchored side by side in midstream (04°15'S 143°23'E) 72 miles further on, having averaged about 9.7 knots during the run.

10. The ships did not move until 0850 on 9th as the mists did not clear until that time. LADAVA again leading they reached the town of Ambunti (04°13'S 142°48'E) at the 232 mark by 1640 and anchored together in mid stream.

11. After discussions with local officials it was decided not to proceed further upstream as the river was reported to be 16 feet below its average level for this time of year, and that many rock bars existed on the reaches between Ambunti and May River Junction.

12. Early the following morning - Friday 10th September - both LADAVA and SAMARAI lowered their motor boats and parties from each ship proceeded a few miles upstream to a small village where LADAVA's captain gained permission for a cairn to be built to mark the visit. This task completed the boats returned to the ships and LADAVA and SAMARAI got under way for the down stream run at 1040.

13. Good time was made as the current helped to increase speed to an average of 13 knots over the ground. At 1315 the ships anchored separately off the town of Pagwi to allow the crews to go ashore to purchase native artifacts at reasonable prices. Each watch was given 30 minutes ashore in rotation enabling the ships to be under way again at 1530.

14. At 1545 a large motorised canoe proceeding upstream passed the patrol boats in one of the narrower reaches, and at 1547 SAMARAI called LADAVA to report that the canoe had been swamped. Both ships immediately turned short around and lowered their boats. On drawing level with the canoe the ships anchored and the boats ordered away, SAMARAI's to recover the cargo spilled and LADAVA's to tend the passengers who were, in the main, sitting in the still upright canoe some 25 yards from the near bank. The boats recovered all floating cargo and towed the canoe ashore together with the passengers. The outboard motor from the canoe was stripped and cleaned by SAMARAI while LADAVA dried and fed the passengers and the canoe was on its way upstream by 1800. The Patrol Boats remained at anchor in the same position (04°07'S 143°04'E) overnight. SAMARAI reported that the canoe which had a freeboard of only about 8 inches over its 20 feet of length had driven at speed into the wash of the ship. Both ships had reduced speed to 8.5 knots immediately the canoe was sighted. Engines could not be stopped without dangerous concequences to the ships. All other canoes sighted in the river had been beached by their crews on sighting the patrol boats - a lesson no doubt learned by the river people being capsised by both Commercial and Government vessels operating on the Sepik.

.../15.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

15. The patrol boats remained at anchor for the remainder of the night and began moving downstream once more at 0815 on Saturday 11th September. A brief stop of 1 hour was made at 1130 at a mission station - which turned out to be Seventh Day Adventist - and the ship finally anchored for the night at 1530 in position (04° 10.5' 143° 37'E) about 30 miles from Angorum.

16. At 1200 on Sunday 12th September LADAVA and SAMARAI got underway and proceeded to Angorum where they arrived at 1500.

17. The Naval Officer in Charge Papua New Guniea disembarked at this town and proceeded by air to HMAS TARANGAU.

18. At 0900 on Monday 13th September the ship's companies of both patrol boats took part in ceremonies marking the proclaimed Papua New Guinea National Day and PNG sailors and buglars took a key role in the raising of the new Papua New Guinea flag.

19. Sailing from Angorum at 0700 on Tuesday 14th the ship made good passage to clear the mouth of the Sepik by 1100 and arrive at Wewak at 1400. It had been intended to fuel at the town but the heavy surge caused LADAVA to decide not to risk damaging the patrol boats by them having to move alongside the wharf and remain for the two hours necessary to fuel. Both ships had over fifty percent fuel remaining on arrival at Wewak.and after sailing at 1615 on Wednesday 15th arrived at Manus Island at 1000 on Thursday 16th September with over 40 percent fuel.

20. From 16th until 27th September when she sailed on patrol LADAVA carried out self maintenance alongside TARANGAU.

21. Leaving Lombrum at 0800 on Monday 27th September the ship commenced a surveillance and coastwatch patrol which was to include the east coast of New Ireland, Bougainville and the Tasman, Mortlock and Fend Island groups, and after remainig overnight at her first call - Massau Island - on 27th visited the coastwatchers at Cape Boligila on 28th, Muliama Plantation on 29th and arrived in Rabaul at 1900 on Thursday 30th after making a short stop over at Lambon Island near Cape St George at the southern tip of New Ireland.

22. The health, welfare and morale of the ships company has been good throughout the period. Conduct has been satisfactory despite the reading of two warrants.

23. The material condition of hull and machinery is excellent with all planned maintenance up to date.

I have the honour to be

Sir

Your Obedient Servant

(D.J. ANGUS)
Lieutenant Commander SD RAN
in Command.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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HMAS LADAVA - REPORT OF PROCEEDINGS - SEPTEMBER 1971

Appendix A

Steaming

a.	Distance Steamed during the month	1936.8	miles
b.	Hours Underway during the month.	149	hours
c.	Total Distance steamed since commissioning	71992	miles
d.	Total hours underway since commissioning	5454	hours

Appendix B

Monthly return of ship availability attached

Appendix C

Exercises: NBCD
Blind Pilotage.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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

APPENDIX 'B' TO CANO 7/66

HMAS. LOPPA

DATE... 01 OCT 71

AGE SINCE FIRST COMMISSIONING ..... 3 .....YEARS

MILES STEAMED SINCE FIRST COMMISSIONING

..71992...MILES

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL EN.HRS
NO.1..14.77.....
NO.2..13.81.....

DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMM MAINT.	PROGRAMMED REFIT DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	TAS	ND	E	EW	DL	CPT	REMARKS
1	✓		✓																						
2	✓		✓																						
3	✓		✓																						
4	✓		✓																						
5	✓		✓																						
6	✓		✓			✓																			
7	✓		✓			✓																			
8	✓		✓			✓																			
9	✓		✓			✓																			SEPIK RIVER.
10	✓		✓			✓																			
11	✓		✓			✓																			
12	✓		✓			✓																			
13	✓		✓			✓																			
14	✓		✓			✓																			
15	✓									✓															
16	✓									✓															
17	✓									✓															
18	✓									✓															
19	✓									✓															
20	✓									✓															
21	✓									✓															
22	✓									✓															
23	✓									✓															
24	✓									✓															
25	✓									✓															
26	✓									✓															
27	✓																								
28	✓		✓																						
29	✓		✓																						
30	✓		✓																						
31																									
TOTAL	30		18			9				12															

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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18/6/3158

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings OCT. 71

AS(NS) 24/11.

~~D of O~~ 25/11

DCNS 30/11

~~1NM~~ 30/11

~~2NM~~ 31/11

~~3NM~~ 6/12

~~4NM~~ 7/12

SECRETARY 8/12

C of S 8/12

DPR 17/12

~~DofO~~ 12/1/72

AS(~~NS~~) (NSS) 13/1/72

14 Norman

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 on reference to another Branch a new file should be raised, a suitable note being made above.

23/11

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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NAVY—CANBERRA
18 | 6 | 315-8

ROYAL AUSTRALIAN NAVY

RECEIVED
22 NOV P.M.
NAVY REGISTRY

TELEPHONE:

IN REPLY QUOTE PNG 32.1.30

HMAS TARANGAU
LOMBRUM
NEW GUINEA

18 NOV 1971

The Secretary
DEPARTMENT OF THE NAVY

For Information:

Flag Officer Commanding, HM AUSTRALIAN FLEET.
The Commander, AUSTRALAIN MINE WARFARE AND PATROL FORCES.

HMAS LADAVA - REPORT OF PROCEEDINGS - OCTOBER 1971

Forwarded.

D

for Lieutenant Commander
(W.K. BIRD)
Commander RAN AOD

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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HMAS LADAVA
at Lombrum.

8th November 1971.

The Naval Officer in Charge,
PAPUA NEW GUINEA.

HMAS LADAVA - REPORT OF PROCEEDINGS - OCTOBER 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of October 1971. All times are Zone K (-10).

2. The morning of Friday 1 October 1971 found LADAVA alongside the small ships wharf in Rabaul Harbour. She moved from this berth at 0900 and proceeded to the Shell Company jetty where she was fuelled, and on completion moved to the western end of the new Bay Road or main wharf. The ship remained at this berth for the weekend. Lieutenant G. Carson RANR joined for 13 days training on Sunday 3 October.

3. Sailing from Rabaul at 0600 on Monday 4 October the patrol boat made good time in calm weather to reach Queen Carola Harbour, Buka Island, at 1630 the same day and by 1715 was secured at the Carola Plantation jetty for the night.

4. Sailing at 0900 the following morning LADAVA moved slowly down Carola Strait in heavy rain to reach the entrance to Buka Passage at 1115. The rain cleared by 1130 and the ship entered the passage and proceeded to Sohano jetty where she berthed at 1200.

5. LADAVA left Sohano at 0930 on Wednesday 6th heading for Tinputz Harbour some 25 miles south of the eastern entrance to Buka Passage on the coast of Bougainville Island. The ship arrived in this deep and beautiful harbour at 1145, and after gaining permission to berth at the Tinputz Roman Catholic Mission secured at their jetty at 1200.

6. The ship was opened to visitors at 1400 and was visited by 120 children and teachers from the Mission School and members of the Bougainville Local Government Council who were holding a meeting at Tinputz Sub District Headquarters. One of these councillors, Mr G. Middlemiss, a European who is an advocate of the secession of Bougainville from Papua New Guinea, passed some rather derogatory remarks regarding the RAN role in Papua New Guinea, but others of his party were complimentary in their attitude towards the Navy and its part in contributing to the welfare and protection of the country.

...../7.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

C O N F I D E N T I A L

7. LADAVA sailed from Tinputz at 0945 next morning and moved south along the coast to Inus Plantation to visit the coastwatcher Mr Paul Mason who achieved fame and honour as a coastwatcher during World War II.

8. At 0550 on Friday 8 October LADAVA left the plantation and proceeded south once more to Kieta the main town and harbour for Bougainville. Arriving at the port at 0910 it was found that no fuel or water was available at the main wharf so LADAVA moved across the harbour to the Administration jetty where the ship was fuelled by road tanker at 1300.

9. Water was still a problem as the ship had not taken any aboard since leaving Rabaul. Enquiries revealed that the new hotel on Arova Island at the Kieta Harbour entrance had enough to supply the ship, and at 0800 the following day, Saturday 9th, LADAVA moved to Arova Island and berthed at the jetty which easily accommodated the patrol boat not 20 yards from the hotel.

10. It was then discovered that because of the steep A frame design of the roof of this modern and rambling building and a quarter million gallon storage capacity that ample water was available. Although it is supplied to the ship via a $\frac{3}{4}$ inch garden hose there is pressure enough to top up a patrol boat in under 2 hours. Deisel fuel can also be made available in quantities up to 3000 gallons should this be required, but some arrangement would need to be made with the contract oil company to return the fuel to the hotel and charge the Navy.

11. The hotel company had let a contract to rebuild the present wharf and work was to commence on Tuesday 12 October. This new wharf will be 100' long with 3 - 4 fathoms alongside and will have diesel fuel and water piped to it.

12. LADAVA remained alongside the hotel jetty overnight and moved back to the Administration jetty at 0800 on Sunday 10 October to await the arrival of the Naval Officer in Charge Papua New Guinea due by air at 0900.

13. Arrangements had been made with Administration Authorities and the Bougainville Copper Mines for the Ships Company to visit the mines. At 1000 soon after NOICPNG arrived the parties left Kieta in two large 4 wheel drive vehicles and after a tiring but extremely interesting day returned to the ship at 1730.

14. On Monday 11 October LADAVA again moved to Arova Island jetty where the abundance of fresh water enabled her to be washed down and her tanks topped up.

15. LADAVA sailed at 1600 and set course for Nukumanu or Tasman Islands (Chart BA 2864) and after a smooth overnight run entered the lagoon at 1035 on Tuesday 12 October. The ship anchored about three cables west of the only inhabited island of the group, Amotu (charted as Lotto). Nukumanu is no longer inhabited. There are no Europeans at the Tasmans and the group is very rarely visited by them. The people, of Polynesian descent, are reserved and regarded the ships company with awe but were not over-awed by them.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

C O N F I D E N T I A L

16. Weighing at 0650 next morning the patrol boat sailed from the lagoon and after clearing the entrance at 0730 turned towards the Mortlock Islands 160 miles to the east. Arriving at the reef strewn entrance to the lagoon at 1600 in very good light LADAVA negotiated the passage without mishap and anchored two cables off the inhabited island of Nukatoa. The people of the Mortlocks have much more contact with Europeans than the Tasman Islanders. There is a European school teacher who takes a keen interest in his charges, and consequently the Mortlocks are far less shy than was expected. Again of Polynesian descent they are fun loving and industrious, producing carvings and ornaments for sale or trade. There is no heavy timber on the Mortlock Islands, all the carvers relying on driftwood for material to manufacture their wares or make canoes. Forewarned, LADAVA had loaded some raintree logs which had been given in Kieta and these were much appreciated by the atoll islanders.

17. At 0600 on Friday 15th October the ship left the atoll and proceeded to the Fead Islands where Lieutenant Carson who owns the group was to disembark. Arriving at the Fead's at 1730 after another smooth passage LADAVA secured at the plantation wharf where she remained until 1430 on Sunday 17th October.

18. Sailing at this time enabled LADAVA to arrive at Kavieng to fuel at 0945 on Monday 18th. The Naval Officer in Charge Papua New Guinea accompanied by the Commanding Officer then went by road from Kavieng to Katu Plantation to visit the Coastwatcher, Mr. P. Bond, a distance of 26 miles.

19. LADAVA sailed at 1500 the same day and proceeded towards Manus Island. The ship was diverted to Lou Island to pick up three TARANGAU sailors whose motor canoe had broken down and thus arrived at Lombrum 2½ hours late at 1030 on Tuesday 19th October when NOIC PNG disembarked.

20. The ship remained alongside TARANGAU carrying out self maintenance until 1000 on Wednesday 27th October when she proceeded to nearby Tong Island for a training exercise returning to Lombrum at 1530 the same day.

21. Thursday 28th was spent at TARANGAU while a defect to the ship's deep freeze unit was made good. At 0700 on Friday 29th LADAVA sailed for Madang making short stops at the islands of Baluan and Karkar on the way.

22. Arriving at Madang at mid-day on Saturday 30th October the ship remained alongside until she was fueled at 1000 on Monday 1st November.

23. The health, welfare and morale of the ships company is good and despite the reading of one warrant during the period, conduct has been satisfactory.

/24...

AUSTRALIAN WAR MEMORIAL RCDIG1073285

24. The material and mechanical condition of the ship is excellent with no defects and all planned maintenance up to date.

25. Lectures on safety and security have been conducted during the period.

I have the honour to be,

Sir,

Your Obedient Servant,

(D.J. ANGUS)
Lieutenant Commander RAN
COMMANDING OFFICER.

Enclosures:- A. Steaming Appendix
B. Monthly Return of Ship Availability
C. Exercises Appendix

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX A.

Steaming Appendix:-

(a) Miles steamed during the month	1830.8	miles
(b) Hours underway during the month	.131	hours
(c) Miles steamed since commissioning	73,822.8	miles
(d) Hours underway since commissioning	5,585	hours

APPENDIX B.

Monthly Return of Ship Availability Attached.

APPENDIX C.

Exercise Appendix:-

40/60 Gun Drill
50 Calibre Machine Gun and Small Arms firing
NBCD
Leaving Ship
Blind Pilotage.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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

APPENDIX 'B' TO CANO 7/66

HMAS...LADAVA.....

DATE.....1 NOV 71.....

AGE SINCE FIRST COMMISSIONING .....3 1/12.....YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 73,827.8...MILES

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL EN.HRS
NO.1...1566.....
NO.2...1517.....

MONTH DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMM MAINT.	PROGRMED REFIT DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1	✓		✓										✓												RABAUL
2	✓		✓										✓												
3	✓		✓										✓												
4	✓		✓																						
5	✓		✓																						
6	✓		✓																						
7	✓		✓																						
8	✓		✓										✓												
9	✓		✓										✓												KIETA
10	✓		✓										✓												
11	✓		✓																						
12	✓		✓																						
13	✓		✓																						
14	✓		✓																						
15	✓		✓																						
16	✓		✓																						
17	✓		✓																						
18	✓		✓																						
19	✓		✓							✓															TARANGAU
20	✓									✓															
21	✓									✓															
22	✓									✓															
23	✓									✓															
24	✓									✓															
25	✓									✓															
26	✓									✓															
27	✓									✓															
28	✓		✓							✓															
29	✓		✓																						MADANG.
30	✓		✓										✓												
31	✓		✓										✓												
TOTAL	31		29							10			8												

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL 18/6/3248

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings Nov. 71

AS(NS), (18)1

D of O 19/1

DCNS 19/1

1NM 19/1

2NM 21/1

3NM 24/1

4NM 25/1

SECRETARY 26/1

C of S 24/1

DPR 27/1

D of O 9/2

AS(NS) (NS55) 1/12

NOTES:

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W.S. 1/12.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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NAVY—CANBERRA
18 | 6 | 3248

ROYAL AUSTRALIAN NAVY

17 JAN A.M.
NAVY REGISTRY

TELEPHONE:

IN REPLY QUOTE PNG 32/1/30

HMAS TARANGAU
LOMBRUM
NEW GUINEA

07 JAN 1972

The Secretary
DEPARTMENT OF THE NAVY

For Information:

Flag Officer Commanding, HM AUSTRALIAN FLEET

Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES.

HMAS LADAVA REPORT OF PROCEEDINGS - NOVEMBER 1971

Forwarded.

W.K. Bird

(W.K. BIRD)
Commander RAN

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

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HMAS LADAVA
At LOMBRUM

1 December 1971

The Naval Officer in Charge
PAPUA NEW GUINEA

HMAS LADAVA - REPORT OF PROCEEDINGS - NOVEMBER 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of November 1971. All times are Zone (-10).

2. LADAVA sailed from Madang, where she had arrived on Saturday 30th October, at 1600 on Monday 1st November and after an uncomfortable but uneventful overnight run reached the Ninigo Islands at 0800 the following day.

3. The ship circumnavigated the group and as wind and sea was rising from the northwest anchored in the lee of Longan Island at 1200 the same day.

4. LADAVA remained at anchor throughout Wednesday 3rd November and got underway to return to Manus Island at 0900 on Thursday 4th November. Proceeding via the Hermit Islands, LADAVA arrived at her Base at 0700 on Friday 6th November to enable her ships company to attend Divisions with HMAS TARANGAU.

5. The ship remained alongside carrying out self-maintenance and armament series inspections until Thursday 18th November when she proceeded to sea for gun functioning trials at 0900. Returning to harbour at 1200 the patrol boat was topped up with fuel, water and stores, preparatory to commencing a patrol of the New Britain area.

6. Sailing at 0830 on Friday 19th November, LADAVA proceeded via Vitiaz Strait to Kandrian on the southeast coast of New Britain, arriving there at 1200 on Saturday 20th November.

7. The ship remained at Kandrian over the weekend and at 0800 on Monday 22nd November sailed for Ablingi Plantation, the home of coastwatcher, Mr. J. Allan. Arriving at 1100 the same day, LADAVA stayed alongside the small wharf until 0900 next morning when she proceeded north along the coast for 42 miles to visit Lindenhafen, a reef and island-strewn lagoon near which is situated a large and prosperous plantation.

CONFIDENTIAL

...2/.

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

8. Arriving at Lindenhafen at 1100 LADAVA anchored and a sketch chart of the harbour and plantation was made. Again remaining overnight, the ship sailed at midday on Wednesday 24th November for the short run of 17 miles to Fulleborn Harbour where a thriving timber industry is developing. The ship arrived at Fulleborn 90 minutes after sailing at 1330, and remained there until 1700 on Thursday 25th November when she sailed for Rabaul.

9. Following a smooth overnight run LADAVA arrived at her distination at 0700 the next day and secured at the Shell Co., wharf to commence fuelling, this task completed the ship moved to the main wharf at 0956 and secured for the weekend.

10. On Monday 29th November at 0600 the ship sailed for Garove Island off the northern coast of New Britain and arrived off Widu Harbour at 0600 the following morning. Entering at 0700 the ship anchored in the harbour at 0720 but by 0820, owing to rising wind and the dragging of the anchor some 25 yards, the decision was taken to move around to Johann Albrecht Haven for a secure and sheltered berth. Weighing at 0825 LADAVA proceeded around to the Vitu Mission wharf where she secured at 0930. The coastwatcher from Widu, Mr. R. Doyle followed LADAVA in his own workboat.

11. LADAVA remained at Vitu Mission until 0600 on Wednesday 1st December when she sailed for Kimbe Harbour on the north west coast of New Britain.

12. Throughout the period the health, morale and welfare of the ships company has been very good and conduct satisfactory.

13. The material condition of the ship is excellent although much more effort is necessary to keep her in this condition due to the change of season from the south east to north west monsoon bringing more rain and rough seas and consquently, maintenance problems.

14. LADAVA has no mechanical defects and self maintenance is up to date.

I have the honour to be

Sir

Your obedient Servant

(D.J. ANGUS)
Lieutenant Commander RAN
COMMANDING OFFICER

Enclosures: Appendices
A. Steaming Appendix
B. Monthly Return of Ship Availability
C. Exercise Appendix

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

APPENDIX 'A'

STEAMING:

(a)	Miles steamed during the month	1493.0 miles
(b)	Miles steamed since commissioning	75375.0 miles
(c)	Hours underway during the month	108 hours
(d)	Hours underway since commissioning	5693.0 hours

APPENDIX 'B'

MONTHLY RETURN OF SHIP AVAILABILITY: Attached

APPENDIX 'C'

EXERCISE APPENDIX:

40/60 Firing (Functioning Trials)
Routine Drills and Exercises

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

MONTHLY RETURN OF SHIP AVAILABILITY
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS) APPENDIX 'B' TO CANO 7/66

HMAS LADAVA

DATE NOV 71

AGE SINCE FIRST COMMISSIONING 3 2/12 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 75,375 MILES

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL EN.H
NO.1 1617
NO.2 1619

MONTH DAY	AVAILABILITY STATE 1	2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMM MAINT.	PROGRMED REFIT DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1	✓		✓										✓												
2	✓		✓										✓												
3	✓		✓										✓												
4	✓		✓										✓												
5	✓		✓										✓												
6	✓		✓										✓												
7	✓												✓												
8	✓												✓												
9	✓												✓												
10	✓				✓								✓												
11	✓												✓												
12	✓												✓												
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14	✓												✓												
15	✓												✓												
16	✓												✓												
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18	✓				✓																				
19	✓		✓																						
20	✓		✓																						
21	✓		✓																						
22	✓		✓																						
23	✓		✓																						
24	✓		✓																						
25	✓		✓																						
26	✓		✓																						
27	✓		✓																						
28	✓		✓																						
29	✓		✓																						
30	✓		✓																						
31																									
TOTAL	30		18		2								11												

LOMBRUM.

CONFIDENTIAL

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

18/6/3250

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings Dec. 71

AS(NS) (18)1

D of O 19/1

DCNS 19/1

1NM 20/1

2NM 21/1

3NM 21/1

4NM 23/1.

SECRETARY 26/1/72

C of S 24/1

DPR 27/1

D of O 9/2

AS(NS) (NS55) 10/2

NOTES:

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3.8.1.72.

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

NAVY—CANBERRA
18 | 6 | 3250

ROYAL AUSTRALIAN NAVY

RECEIVED
17 JAN A.M.

TELEPHONE:

IN REPLY QUOTE PNG 32/1/30

HMAS TARANGAU
LOMBRUM.
NEW GUINEA

04 JAN 1972

The Secretary
DEPARTMENT OF THE NAVY

For Information:

Flag Officer Commanding, HM AUSTRALIAN FLEET
Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES.

HMAS LADAVA REPORT OF PROCEEDINGS - DECEMBER 1971

Forwarded.

W.K. Bird

(W.K. BIRD)
Commander RAN

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

HMAS LADAVA
At Lombrum

4th January 1971

The Naval Officer In Charge
PAPUA NEW GUINEA

HMAS LADAVA - REPORT OF PROCEEDINGS - DECEMBER 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of December 1971 - all times are Zone (-10)

2. The morning of Wednesday 1st December 1971 found LADAVA at Garove Island to the north of New Britain and at 0600 the ship sailed from her berth at the Vitu Mission jetty and proceeded to Kimbe, District Headquarters for West New Britain where she arrived at 1140 and anchored 2 cables from the main wharf. At 1330 the ship moved from her anchorage to a berth on the wharf after another vessel moved off.

3. Since LADAVA's last visit to Kimbe in January the port has been developed considerably in that all obstructions and reefs in the 4 - 5 mile approach have been clearly marked with heavy beacons fitted with Radar reflecting topmarks the swing basin for the large tankers which call to load palm oil is marked with smaller beacons, the main wharf has been completed together with wharf sheds and approach roads. No fuel is yet available for patrol boats but it is planned that this will be piped to the wharf from large store tanks in the near future - water is already piped in.

4. Sailing from Kimbe at 0600 on Thursday 2nd December the ship made a direct passage to Stockholm Plantation to collect equipment left there by the retiring coastwatcher Mr K Manning. Arriving off the entrance in a heavy swell and under a thick overcast LADAVA entered the lagoon through the narrow reef entrance. It was decided because of the threatening weather not to anchor but remain underway while the ships boat went inshore and collected the equipment. This was accomplished within the hour and LADAVA cleared the lagoon at 1415 in heavy rain.

5. Heavy rain continued and in the north westerly swell the patrol boat made sea-room then turned north for Rabaul where she arrived after a rough night.

6. At 0730 on Friday 3rd December LADAVA secured to the Shell wharf and was topped up, then at 0930 moved to the main wharf for water, on completion of watering the ship shifted berth once more to the Burns Philp jetty where she stayed for the remainder of the weekend.

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.../2.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

7. Leaving Rabaul at 0930 on Monday 6th December the ship proceeded to the Duke of York Islands in King George Sound and at 1230 anchored in Mioko Harbour. There are three missions on the shores of the harbour and the Missionaries were entertained by the Officers and Petty Officers during the afternoon while some 150 children from the mission schools toured the ship in groups of 20.

8. At 0830 the following day LADAVA got under way and proceeded to Kurumut Plantation on the south coast of New Ireland to land equipment for a new Coastwatcher Mr K.I. Evans. On arrival at 1130 it was found that the exposed nature of the small bay prevented the ship from making a safe anchorage or approching the small jetty - the ships boat again completed its task while LADAVA remained underway. Permission had been given by NOIC PNG to return to Manus Island and when the boat had been recovered LADAVA set course for her base at 1400.

9. After an uneventful but uncomfortable night the ship anchored in Seeadler Harbour at 0830 (on Wednesday 8th December) to wash down prior to proceeding to her berth at 1030. While at anchor a signal was received informing LADAVA that the Kelly Schield for efficiency had been awarded to her for 1971.

10. Proceeding alongside at 1030 the ships company set to work to deammunition ship and preparing her to undergo a routine slipping at Madang Slipway the following week.

11. LADAVA remained alongside until 1800 on Saturday 11th December when she sailed for Madang. Arriving at that port at 0930 the following day the ships company secured and leaving three ship keepers on board moved into The Smugglers Motel wherethey were to remain while the ship was out of the water.

12. At 0730 on Monday 13th December the ship moved up harbour to Madang Slipway and by 1005 was clear of the water and work had commenced on her underwater gear.

13. LADAVA stayed on the slip until 0800 Monday 20th December while all work was completed and her bottom cleaned and painted then she moved to the main wharf where she was fuelled and watered and at 1530 with HMAS LAE who had arrived in Madang on Friday 17th in company sailed for Manus Island.

14. After a very rough and uncomfortable night during which winds reached force 5 on the Beaufort Scale some superficial damage was caused to both ships, but as there was no shelter to be had the partol boats continued on course arriving at HMAS TARANGAU at 1030 - two hours late - on Tuesday 21st December.

15. LADAVA remained alongside carrying out ship and machinery maintenance, ammunitioning and enjoying the Festive Season for the remainder of the month, planning to sail for a patrol of the Morobe and New Britain area during January 1972.

...3.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

16. The health welfare and morale of the ship's company is good and conduct has been very satisfactory.

17. Planned maintenance in all departments is up to date and after the routine slipping the material condition of the ship is excellent.

18. Lectures on security and safety have been given during the period.

I have the honour to be

Sir,

Your Obedient Servant

(D.J. ANGUS)
Lieutenant Commander RAN
COMMANDING OFFICER

Enclosures: Appendices
A. Steaming Appendix.
B. Monthly return of Ship Availability.
C. Exercise Appendix.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

APPENDIX A

STEAMING

a.	Distance run during the month.	1736 miles.
b.	Distance run since commissioning.	77111 miles
c.	Hours underway during month	83 hours
d.	Hours underway since commissioning.	5776 hours.

APPENDIX B

RETURN OF SHIP AVAILABILITY: Attached

APPENDIX C

EXERCISE APPENDIX:

40/60 Gun Drills
NBCD

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

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

HMAS..LADAVA.....

DATE...DEC 71.....

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING .....3½.....YEARS

MILES STEAMED SINCE FIRST COMMISSIONING ....77,111....MILES

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL EN.H
NO.1.....1677.....
NO.2.....1688.....

MONTH DAY	AVAILABILITY STATE 1	2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMM EAINT.	PROGRMED REFIT DOCKING	REPAIR HARBOUR	REPAIR LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1	✓		✓																					
2	✓		✓																					
3	✓		✓																					
4	✓		✓																					
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30	✓																							
31	✓																							
TOTAL	20	11	7				1	1		11		3												

ROUTINE SHIPPING

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

18/6/3318

RESTRICTED

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings JAN 72

AS(NS) Ltr 16/5.

D of O 18/1

DGOP Ltr 1/2

DCNS

1NM Ltr 4 1/2.

2NM Ltr 22/2

3NM Ltr 29/2

4NM Ltr 25/2/72

SECRETARY Ltr 29/2/72

C of S Ltr 29/2

Ltr 2 1/3

DPR

D of O

AS(NS) (NS55) Ltr 9/3

HISTORIAN

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Ltr 16/2.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

NAVY—CANBERRA
18 | 6 | 3318

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE PNG 32/1/20

RECEIVED
15 FEB A.M.
NAVY REGISTRY

HMAS TARANGAU
LOMBRUM
NEW GUINEA

31 JAN 1972

The Secretary
DEPARTMENT OF THE NAVY

For Information:

Flag Officer Commanding, HM AUSTRALIAN FLEET

Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES.

HMAS LADAVA - REPORT OF PROCEEDINGS - JANUARY 1972

Forwarded.

W K Bird
(W.K. BIRD)
Commander RAN

Enclosure: HMAS LADAVA Report of Proceedings (3 copies)

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

HMAS LADAVA
at LOMBRUM PNG

The Naval Officer - in - Charge
PAPUA NEW GUINEA

Sir,

HMAS LADAVA - REPORT OF PROCEEDINGS - JANUARY 1972.

I have the honour to report the proceedings of HMA Ship under my Command for the month of January 1972. All times are Zone K (-10).

2. Sailing from Lombrum at 1400 on Tuesday 4th January, after having had the first three days of the month alongside, LADAVA set out on a routine patrol of the Northern and Morobe Districts of New Guinea.

3. Heading for Dregor Harbour for her first call the ship passed through the Bismarck Sea and Vitiaz Strait in fairly calm weather under threatening skys to arrive at her destination at 1125 on Wednesday 5th January and anchored in a fairly sheltered position.

4. During the late afternoon the wind direction changed to north east and increased in strength causing the harbour to become rough and LADAVA to shift berth to a better position.

5. At 1700 HMAS LAE who had been unable to find a safe anchorage farther north joined LADAVA at her anchorage.

6. HMAS LAE sailed at 0600 the following day for NEW BRITAIN and at 0800 LADAVA moved out of Dreger Harbour on her way to LAE in increasingly bad weather to attempt to correct a fault in her radar.

7. After conducting her quarterly full power trial en route the patrol boat arrived at Voco Point jetty at 1130 where fuelling and watering was commenced while the ship was washed down, and the radar defect made good.

8. LADAVA remained at LAE until 0900 on Monday 10th January when she crossed Huon Gulf to Salamaua arriving at 1100 and anchoring in the shelter of the peninsula. There are no Europeans resident at Salamaua although there are a number of houseboats anchored in sheltered inlets along the shore which are let to holiday makers and tourists from LAE.

9. Getting underway at 0800 on Tuesday 11th January the ship proceeded between the off shore islands along the south coast of Huon Gulf towards Morobe. During this leg the starboard generator tripped out on overload causing the loss of the gyro compass. The ship was taken out to the north to gain sea room and the remainder of the passage made on the magnetic compass.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

10. LADAVA arrived at Morobe at 1330 the same day and secured to a small but strongly constructed jetty with 20 feet of water under her.

11. During the afternoon warnings of Cyclone Carlotta were received stating that high winds and seas were expected as far north as Cape Nelson - a notoriously dangerous area in any weather - and LADAVA'S next scheduled stop. Enquires at Morobe Patrol Post revealed that the patrol officer at Tufi on Cape Nelson was absent on leave and the decision was made to remain in the Huon Gulf area. The ship spent Wednesday 12th January at Morobe while maintenance was carried out and the cause of the generators failure investigated.

12. At 0800 on Thursday 13th January LADAVA moved out into Huon Gulf but at 1150 the generator failed once more. It was decided to return to LAE where the ship could be completly shut down and the fault traced where shore fire and emergency services were available.

13. Investigations revealed that two valves in the sea water cooling system to the generators had failed, these were replaced and the generators ran satisfactorily.

14. LADAVA remained in Lae until 0900 on Monday 17th January when she sailed for the Trobriand Islands.

15. At 1400 the same afternoon in rough seas the generator failed once more, causing the loss of the gyro. As there was little chance of sun or star sights being taken and with 200 miles still to run it was decided to return to Lae once again for repairs. By 1430 the wind had increased to force 5 from N.W. and the sea to a height of between 10 and 15 feet from the same direction and the motion of the ship prevented any work being done to make good the defect at sea.

16. Arriving at Lae at 1900 work was started and it was soon discovered that a transformer in the battery charger had burned out causing the generators to trip out on overload each time the charger was switched on.

17. No repairs could be made at Lae so a portable battery charger was borrowed from Territory Battery Services and both main engine banks and the general service banks were fully charged over the ensuring 36 hours.

18. At 1200 on Thursday 20th January LADAVA got under way for Manus Isalnd and after a very uncomfortable passage arrived at Lombrum at 1145 on Friday 21st January.

19. The ship remained alongside for the remainder of the period while repairs were carried out and programmed self maintenance progressed.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

20. On Sunday 30th January LCDR SDEX (B) D.J. ANGUS RAN handed over command to LEUT SLEX D.P. RICHARDS RAN.

21. With the exception of the defect mentioned above the material condition of the ship is excellent and all planned maintenance is up to date.

22. The health, morale and welfare of the ships company is good and their conduct most satisfactory.

I have the honour to be

Sir

Your Obedient Servant.

(D.P. RICHARDS)
Lieutenant R A N
in Command.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

HMAS LADAVA - REPORT OF PROCEEDINGS - JANUARY 1972.

APPENDIX 'A'

STEAMING

(a)	Distance run during the month	869.2 miles
(b)	Distance run since Commissioning	77,980.2 miles
(c)	Hours under way during month	75 Hours
(d)	Hours under way since Commissioning	5,851 Hours

APPENDIX 'B'

RETURN of SHIP AVAILABILITY - Attached

APPENDIX 'C'

EXERCISES

N B C D
Leaving Ship
Emergency

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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

HMAS...LADAVA.....

DATE...JANUARY..1972....

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING 33.12.....YEARS

MILES STEAMED SINCE FIRST COMMISSIONING ..77980.....MILES

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL EN.HRS
NO.1.....1756.....
NO.2.....1775.....

DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMM MAINT.	PROGRMED REFIT DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS)
1	x														
2	x														
3	x														
4	x		x												
5	x		x												
6	x		x												
7	x		x						x						LAE
8	x		x						x						LAE
9	x		x						x						LAE
10	x		x												
11	x		x												
12	x		x												
13	x		x												
14	x		x						x						LAE
15	x		x						x						LAE
16	x		x						x						LAE
17		x													
18		x										x			LAE
19		x										x			LAE
20	x		x									x			LAE
21	x		x												
22		x													
23		x													
24		x													
25		x													
26		x													
27		x													
28		x													
29		x													
30		x													
31		x													
TOTAL	18	13	15						6			3			

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

18-6-3402

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings FEB 72

AS(NS) 6/4.

D of O 6/4.

DGOP GRG 10/4

DCNS GRG 13/4

1NM 11/4

2NM 1-14

3NM 13/4

4NM 13/4.

SECRETARY 18/4

C of S 19/4

DPR

D/O 3/5

AS(NS) (NS55) 4/5.

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5/4/72.

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

CONFIDENTIAL

RECEIVED
4 APR P.M.
NAVY REGISTRY

NAVY—CANBERRA
18 | 6 | 3402

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE PNG 32/1/030

OFFICE OF THE
NAVAL COMPONENT COMMANDER
PAPUA NEW GUINEA
HMAS TARANGAU
LOMBRUM NEW GUINEA

28 MAR 1972

The Secretary
DEPARTMENT OF THE NAVY

For Information:

Flag Officer Commanding HM AUSTRALIAN FLEET

Commanding Officer AUSTRALIAN MINE WARFARE AND PATROL FORCES

HMAS LADAVA - REPORT OF PROCEEDINGS - FEBRUARY 1972

Forwarded.

W K Bird

(W.K. BIRD)
Commander RAN
COMPNGNAV

Enclosure: HMAS LADAVA Report of Proceedings (2 copies)

CONFIDENTIAL

CONFIDENTIAL

RESTRICTED

HMAS LADAVA,
at sea.

22 MAR 1972

The Naval Component Commander,
PAPUA NEW GUINEA

Sir,

HMAS LADAVA - REPORT OF PROCEEDINGS - FEBRUARY, 1972.

I have the honour to report the proceedings of HMA Ship under my command for the month of February, 1972. All times except where otherwise specified are Zone -10(K).

2. At 1600 on Thursday 3rd February, Rear Admiral H.D. Stevenson, C.B.E., Commander of the Australian Fleet, who had had a 'walk round' on HMAS LAE alongside LADAVA at Lombrum, repaired on board for light refreshments and an informal chat.

3. Sailing from Lombrum at 1100 on Friday 4th February, having had the first three days of the month alongside, LADAVA spent four hours at sea. This was primarily arranged for the benefit of several new recruits to the PNG Division of the R.A.N., who never having previously been aboard an HMA ship, were awaiting transport to Australia for initial training courses. Notwithstanding the lack of time, LADAVA provided a few exercises, including a fire exercise and an anchoring.

4. On completion of these exercises LADAVA returned to Lombrum, entering the bay as the Commander of the Australian Fleet in HMAS MELBOURNE was departing with HMA Ships, HOBART, STALWART, SUPPLY, and DUCHESS.

5. Having spent the weekend alongside LADAVA sailed at1300 on Monday 7th February in company with LAE to Samarai, arriving there at 1215 on Wednesday 9th February. After refuelling in Samarai LADAVA sailed at 1600, again in company with LAE, to Port Moresby, arriving there at 0900 on Thursday 10th February.

6. Because of a relatively high speed passage 15 knots, from Samarai, this arrival time at Port Moresby was earlier than had been programmed. The common opinion of the Commanding Officer of LAE and myself being that the heavy swell experienced whilst alongside at Samaraj indicated an imminent storm, both of us therefore considered that gaining the shelter of Port Moresby as soon as possible was the safest course of action.

7. Shortly after arriving in Port Moresby LADAVA experienced a partial power failure. This rendered her incapable of shifting berth under her own power, and therefore secured alongside LAE, LADAVA was cold moved to the new berth. The serious nature of the electrical failure necessitated LADAVA being in the Port longer than the anticipated 30 hours. During the visit in Port Moresby a call was paid on Brigadier Eldridge.

CONFIDENTIAL ..../2

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

8. Two telecons with the Base Electrical Officer at HMAS TARANGAU made possible the rapid transportation by air of the necessary spare parts from Lombrum to Port Moresby. That evening an RPC and buffet supper were enjoyed by officers of LAE and LADAVA, at the home of LCDR Bateman, R.A.N., Naval Member Joint Planning Staff.

9. The spare parts, having arrived from Lombrum at approximately 1800, were fitted and tested successfully by ship's staff, and LADAVA sailed for Bramble Cay at 2030 on Friday 11th February, 5½ hours behind schedule.

10. Early in the morning on Saturday 12th February, a signal received from LAE informed LADAVA that Bramble Cay was not very conspicuous, although Darnley Island close by was clearly visible at 25 miles distant. Acting on this information LADAVA altered course, and made a landfall from Darnley Island at 1100.

11. Heavy rain and the subsequent poor visibility hindered LADAVA's progress until 1236, when accurate fixes from Darnley Island enabled her to navigate through the reefs to Murray Island. Anchoring at 1547 (on schedule) to the nor'east of the island in 19 fathoms, I immediately departed in the dinghy to visit the 'European' schoolteacher, Mr. Anderson. Running the dinghy to the edge of the beach at a small gathering of islanders, I was met by the Chairman of the island.

12. The Chairman, in overall charge of the island, spent several minutes with me, discussing current topics, until being questioned on the island's schoolteacher, who was nowhere to be seen. I immediately detected a slight feeling of tension, and refraining from further discussion we proceeded up the beach towards a 'European' who had stepped ashore from a small boat.

13. The 'European' proved to be Mr. Anderson, whom I subsequently briefed on the duties and responsibilities of 'coastwatching'.

14. At 0744 on Sunday 13th February, LADAVA weighed anchor and again navigated through the reefs to Darnley Island, anchoring there at 1051 on the same day.

15. On proceeding ashore I was again met by the Chairman of the island. The encounter was similar in circumstances to the meeting with the Chairman of Murray Island, with an almost identical tenseness when the subject of the island's schoolteacher, Mr. Duczmal, was raised.

16. Both Mr. Anderson and Mr. Duczmal had arrived on their respective islands a bare fortnight previously, and had had, as yet little contact with their island's Chairman.

17. Mr. Duczmal was briefed on 'Coastwatching' prior to LADAVA's departure at 1204 for Stephens Island.

18. Anchoring at 1325 on the same day, a heavy swell offshore at Stephens Island made the anchorage somewhat uncomfortable, and after interviewing the island's Chairman, Mr. Stephen, LADAVA weighed anchor at 1244 and returned to Darnley Island at 1552 to anchor overnight.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

19. The following morning at 0750 on Monday 14th February, LADAVA proceeded to Sue Island, anchoring at 1337 on the same day. Mr. Nelson Billy the Chairman of the island, met me on the beach, and was subsequently interviewed and briefed on 'Coastwatching'.

20. On both Stephens and Sue islands, where no 'European' lived, the Chairmen proved most co-operative, in direct contrast to the relatively 'cool' reception given by the Chairmen on Murray and Darnley islands.

21. At 1505 on Monday 14th February LADAVA departed for Banks Island, and anchored at 1817 off Gibbes Head village on the south coast in six fathoms. The following morning on Tuesday 15th February LAE anchored in the same area, and the intelligence files on Murray, Darnley, Stephens, and Sue islands were transferred into the custody of Mr. R. Henderson, the Civilian Intelligence Officer temporarily embarked in LAE.

22. Shortly before 1200 on the same day, after regular fixing of the ship's position, it was proved that LADAVA was dragging her anchor in the 7 knot current, and consequently a fourth shackle was veered. Unfortunately, six hours later when the tide had turned, LADAVA again dragged anchor, and it was decided to shift to a more suitable anchorage before nightfall. Therefore at 1836 LADAVA weighed anchor and proceeded to the east side of the island, anchoring in a sheltered bay at 1926.

23. The following morning at 0817(-11) on Wednesday 16th February, LADAVA sailed independently for an area of unconfined water sou'east of Travers Island en route for Thursday Island. The unconfined waters were needed to allow the ship's company to be exercised in, i) man overboard procedure and ii) a .5" cal. shoot from the after mounting. A white 1 gallon plastic container made a suitably conspicuous 'man-overboard' and this was later sunk by gunfire from the .5" Browning machine gun.

24. At 1000(-11) LAE rejoined LADAVA, and an hours exercise in OOW manoeuvres ensued.

25. LADAVA secured portside to LAE at 1200(-11) on T.I. jetty in Thursday Island, but 30 minutes later shifted berth to the fuelling wharf, where both ships stayed overnight. At 0811(-11) the following morning both ships once more shifted berth, returning to T.I. jetty. Later that morning a call was made on Mr. Yarrow, the Deputy Administrator of Aboriginal Island Affairs. LADAVA in company with LAE sailed from Thursday Island at 1000(-11) on Friday 18th February for Darwin.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

26. After a comparatively rough passage across the Gulf of Carpentaria. LADAVA with LAE arrived in the sheltered waters of Napier Bay. LADAVA anchored for two hours to clean the upperworks of salt and soot, and to touch up with paint where necessary. At 1605(-9½) LADAVA berthed alongside LAE (outboard of HMAS ASSAIL) at Stokes Hill Wharf. The following morning at 0900(-9½) the Commanding Officer of LAE and myself called CAPT P.J. Hutson, R.A.N., Naval Officer Commanding Northern Australia.

27. During the seven days alongside in Darwin, the ships company was given a maximum amount of shore leave, with arrangements made for tours, entertainment and sport.

28. In the afternoon of Wednesday 23rd February a combined team from LAE and LADAVA defeated ASSAIL at volleyball and basketball. That same evening the officers of LAE, ASSAIL, and LADAVA were entertained splendidly at an RPC at the home of Captain and Mrs Hutson.

29. At 0800 (-9½) on Monday 28th February LADAVA sailed in company with LAE and ASSAIL for Thursday Island. By previous arrangements with NOCNA, at 1345(-9½) that afternoon, an RAAF Dakota flew around the Patrol Boats for 30 minutes, providing the 40/60 Bofors with an AATX.

30. The material condition of the ship is excellent, and all planned maintenance is up to date. The health, morale and welfare of the ships company is good, and their conduct satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant.

(D.P. RICHARDS)
Lieutenant RAN
C A P T A I N

AUSTRALIAN WAR MEMORIAL RCDIG1073285

HMAS LADAVA - REPORT OF PROCEEDINGS - FEBRUARY 1972.

APPENDIX 'A'

STEAMING

(a)	Distance run during the month	2792.3 miles
(b)	Distance run since commissioning	80772.5 miles
(c)	Hours underway during month	204 hours
(d)	Hours underway since commissioning	6055 hours

APPENDIX 'B'

RETURN OF SHIP AVAILABILITY - Attached

APPENDIX 'C'

EXERCISES

(a) Action stations.
(b) Fire exercise.
(c) .5" cal. shoot.
(d) Man-overboard.
(e) Leaving ship stations.
(f) OOW manoeuvres.
(g) 40/60 AATX.

APPENDIX 'D'

SPORT

(a) Volleyball : LADAVA & LAE defeated ASSAIL.
(b) Basketball : LADAVA & LAE defeated ASSAIL

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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

APPENDIX 'B' TO CANO 7/66

HMAS LADAVA

DATE FEBRUARY 1972

AGE SINCE COMMISSIONG 3 5/12 YEARS
MILES STEAMED SINCE COMM 80772.5 MILES

I.C. ENGINES SHIPS
PROGRESSIVE TOTAL ENGINE HRS.
NO. 1 1913 (PORT)
NO. 2 1931 (STBD)

DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERAT DUTIES	EXERCISE	WEAPON TRNG	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGMED REFIT DOCK	REPAIR	HARBOUR	LONG LEAVES	DEFECT AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARK
1		✓											✓				24								BATTERY CHARGER U/S SALT WATER P/P U/S (AUXILIARY)
2		✓											✓				24								
3		✓		✓									✓				9								EXERCISE AT LOMBRUM
4	✓												✓												
5	✓																								
6	✓																								
7	✓		✓																						REFUEL AT SAMARAI
8	✓		✓														18								STARTING RELAY OF PORT MAIN ENGINE U/S AT PORT MORESBY
9	✓		✓										✓				17								
10		✓											✓												VISITS TO VARIOUS TORRES STRAITS ISLANDS
11		✓																							
12	✓		✓																						
13	✓		✓																						THURSDAY ISLAND
14	✓		✓																						
15	✓		✓										✓												
16	✓												✓												PASSAGE TO DARWIN
17	✓												✓												
18	✓		✓										✓				24								TESTING OF FUEL INJECTORS OIL CHANGE PORT GEN. U/S WINDLASS ELEC. MOTOR U/S (DARWIN)
19	✓		✓										✓				24								
20	✓		✓										✓				24								
21		✓											✓				24								
22		✓											✓				12								
23		✓											✓												
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27	✓																								
28	✓		✓																						
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30																									
31																									

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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18.6.3473

DEPARTMENT OF THE NAVY

HMAS LADAVIA Report of Proceedings MAR 72

AS(NS) 15/5.

D of O 16/5.

DGOP

for DCNS

1NM

2NM

3NM

4NM 14/5

SECRETARY 14/5

D of S 24/5

29/5

DPR

Def O 30/5.

AS(NS) (NS55) 30/5

HISTORIAN

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

10/5

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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NAVY—CANBERRA | 18 | 6 | 3473

ROYAL AUSTRALIAN NAVY

ED

8 MAY P.M.

NAVY REGISTRY

TELEPHONE:

IN REPLY QUOTE PNG 32/1/030

OFFICE OF THE
NAVAL COMPONENT COMMANDER
PAPUA NEW GUINEA
HMAS TARANGAU
LOMBRUM NEW GUINEA.

3 MAY 1972

The Secretary
DEPARTMENT OF THE NAVY.

For Information:

Flag Officer Commanding HM AUSTRALIAN FLEET

Commanding Officer AUSTRALIAN MINE WARFARE AND PATROL FORCES.

HMAS LADAVA - REPORT OF PROCEEDINGS - MARCH 1972

Forwarded.

W K Bird

(W.K. BIRD)
Commander RAN
Commander

Enclosure: HMAS LADAVA Report of Proceedings (2 copies)

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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HMAS LADAVA
at Lombrum

31st March, 1972.

Naval Component Commander,
PAPUA NEW GUINEA,
LOMBRUM.

HMAS LADAVA - REPORT OF PROCEEDINGS - MARCH 1972.

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of March, 1972. All times except where otherwise stated are 'K'.

2. The first two days of the month LADAVA travelled in company with HMA Ships LAE and ASSAIL, from Thursday Island to Port Moresby, arriving at 0957 on 3rd March. Here all ships refuelled prior to departure for Samarai at 1250 on 4th March. During this visit an official cocktail party was held; the original venue was to have been the quarter deck of LAE and ASSAIL, however, rain forestalled this and at the last moment glasses, bottles, tables and general paraphernalia were hurriedly transferred to the awning-covered fo'c'sle of HMAS ANZAC, occupying an adjacent berth.

3. The trip to Samarai took 18 hours, and LADAVA again with LAE and ASSAIL, anchored on arrival at 0657 on Sunday 5th March. Already at anchor were a number of other patrol boats, and a routine was in force to enable all boats to refuel alongside Samarai wharf. It was planned a total of ten patrol boats would anchor here, with the destroyer ANZAC, prior to participating in "Exercise Planti Manua".

4. The work-up phase of the exercise began on Monday 6th March when at 0715 HMA Ships AITAPE, (OCE), LAE, and LADAVA proceeded in Formation 1 through the China Strait to an exercise area in Milne Bay. En route, internal drills were practiced, and on arrival three hours of shiphandling ensued, including manover-board exercises and COT manoeuvres. This was followed in the afternoon by a Close Range Tracking Exercise, where all patrol boats, led by ANZAC, tracked a Piaggio aircraft. This serial was completed at 1600 and all ships returned to Samarai, exercising Blind Pilotage procedure en route through China Strait. AITAPE, LAE and LADAVA performed a formation anchorage in Magaikolana Bay at 1730 where the patrol boats remained overnight.

5. At 0600 on 7th March, AITAPE, LAE and LADAVA weighed anchor and proceeded to join ANZAC and the remainder of the patrol boats for a Naval Gunfire Support Firing Exercise. The weather by this stage was somewhat inclemente, and when AITAPE, LAE, LADAVA and BUCCANEER were detached to carry out the serial, accurate firing at the target painted on the rockface of Le Brun Island was virtually impossible. At 0900, therefore, this serial was cancelled, and LADAVA, suffering from a gyro compass failure, returned to Samarai anchorage with the other three patrol boats.

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/6

AUSTRALIAN WAR MEMORIAL RCDIG1073285

6. Remaining at anchor until 1655, all ships then proceeded to Milne Bay for the Night Encounter Exercise. This entailed the patrol boats being seperated into two 'forces', 'Blue' and 'Orange'; Orange Force composed of AITAPE, LAE, LADAVA and BUCCANEER, was further sub-divided into a northern and southern force - LADAVA being the latter. At 2000, LADAVA was detached to infiltrate the Blue Force area by proceeding eastwards along the south coast of Milne Bay, staying close inshore to avoid radar detection. In the meantime the remainder of Orange Force reversed course and closed into a tight diamond formation, endeavouring to appear as a single radar echo. All Orange Force was fully darkened, displaying no navigation lights.

7. At 2015 LADAVA had arrived to within two cables of the shore, and having reduced speed, proceeded in an easterly direction; Special Seadutymen were closed up and LADAVA assumed NBCD State 2 Condition Yankee. The First Lieutenant and Navigating Officer were closed up in the wheelhouse both assisted by a Midshipman on loan from ANZAC. The UHF Tac. Pri. circuit, remoted to the wheelhouse, was monitored by the R.O.; the radar and echo sounder (no bottom indicated) were both functioning normally.

8. At 2026, LADAVA making 10 knots (slow ahead, both engines), went aground in soft sand at the mouth of the River Ramaga near the village of Lamhaga. Both engines were immediately stopped, a fix obtained, and a signal to AITAPE giving a sitrep. On ascertaining that LADAVA only had approximately 25ft. of her bow aground, and had swung round in the current from the river, both engines were put astern and LADAVA slipped off the sand spit, with apparently little damage. LADAVA then returned to Samarai anchorage to carry out a further survey for possible damage, and I called on CMDR W.K. BIRD RAN, COMPNGNAV, to report the grounding officially.

9. The following morning at 0715 on the 8th March, a diver from ANZAC, LCDR D. LEES RAN, inspected LADAVA's hull more fully, and a report was signalled to COMPNGNAV indicating the following:

1. Structural damage nil.
2. Paint scraped back to bare metal from bow aft 25 ft.
3. Starboard propellor tipped, up to 2 inches.

LADAVA was therefore perfectly seaworthy, though engine revs were by necessity restricted, giving a maximum speed of 18.6 knots.

10. The remainder of that day was spent in company with ANZAC and the other patrol boats exercising in accordance with the programmed serials: Anti Aircraft Close Range Firing Exercise (sleeve target towed by the Piaggio) and a Surface Close Range Firing Exercise (danbuoy dropped by ANZAC). During the AACRFX a PR team embarked in ANZAC, filmed LADAVA's PNG guncrew in action. LADAVA arrived at Samarai anchorage at 1730, and remained there overnight.

11. Thursday 9th March was a day of comparative rest, no serials having been programmed. All that remained to be done, therefore, was for LADAVA to refuel at Samarai in the afternoon, after spending the forenoon alongside ANZAC repairing the 40/60, and trimming the starboard propellor. Fresh water was also to be obtained from Alatoa in the evening. That afternoon seven of LADAVA's crew combined with a group from AITAPE to play ANZAC at rugby. In spite of ANZAC's immaculately dressed team (in boots), the PNG team (in bare feet) held the game to a 3 - 3 draw. On completion of watering in Alatoa, LADAVA returned to Samarai anchorage for the night at 2130.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

12. The next two days, 10th & 11th March, saw LADAVA again operating as part of Orange Force in the LONGEX, and undergoing frequent attempts at infiltration. Most of the action occured between the Hornbill Channel and the Goshen Straits in day and night operations, with and without radar. Several attempts were made at infiltration, and even a hours navigation through the reefs south of Nuakata Island failed to break the Blue Force cordon around Milne Bay.

13. On completion of the Longex on Saturday night, 11th March, all ships anchored in Gili Gili anchorage at the western end of Milne Bay. The following morning ANZAC and all patrol boats took part in a ceremonial sail-past, returning to Samarai anchorage via Alatoa. On completion of this, all patrol boats, with the exception of LADAVA, refuelled at Samarai prior to going their seperate ways. Then at 1600 12th March, AITAPE, LAE and LADAVA sailed for Port Moresby, arriving there at 1100 on Monday 13th March; LADAVA secured outboard of LAE on the Army Small Ships wharf.

14. The following day at 1410, LADAVA sailed in company with AITAPE and LAE on a 'shop window' cruise, with members of the public from the Administration and Business houses. The three hour cruise in the bay off Port Moresby demonstrated OOW manoeuvres, heaving line transfers (three boats in line abreast), and a 40/60 shoot at a 40 gal. drum 'target' dropped by LADAVA. At 0930 on Wednesday 15th March, after de-ammunitioning, LADAVA slipped at Steamship Slip, Port Moresby to make good the anti-fouling and paintwork spoiled in the recent grounding. Officers and Senior sailors were accommodated in the 'Outrigger Motel', while the junior sailors were billetted by the courtesy of the Army at Murray Barracks.

15. The next three days were spent painting the patrol boat; at 0830 on Saturday 18th March, LADAVA was unslipped and returned to the Army Ships wharf. Here LADAVA stayed the weekend, during which time the ship was visited by a party of school children, about 30 in number, from a local boys' football club.

16. After refuelling, and reammunitioning, during the forenoon, LADAVA sailed at 1200 on Monday 20th March for Lombrum. The return trip was uneventful, and LADAVA arrived at Lombrum on schedule at 0800 Thursday 23rd March. After being alongside for 1½ hours, LADAVA again put to sea to assist HMAS BOMBARD in some experimental work, returning to Lombrum at 1830 the same day. The remaining eight days of the month LADAVA spent at Lombrum undergoing an AMP, with the exception of Thursday 30th March when LADAVA spent two hours in Seeadler Harbour testing engines.

17/....

AUSTRALIAN WAR MEMORIAL RCDIG1073285

17. The material and mechanical condition of LADAVA is good and all planned maintenance is up to date; the health, welfare and morale of the ships company is also good.

I have the honour to be,

Sir,

Your Obedient Servant.

(D.P. RICHARDS)
Lieutenant RAN
Commanding Officer.

Enclosures: Appendices

A. Steaming Appendix
B. Monthly return of ship availability
C. Exercise Appendix
D. Sporting Appendix

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX A

STEAMING APPENDIX:

(a)	Distance steamed during month	3090.7	miles
(b)	Total distance steamed since commissioning	83863.2	miles
(c)	Hours underway during month	228	hours
(d)	Total hours underway since commissioning	6283	hours

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY: Attached

APPENDIX C

EXERCISE APPENDIX: (Including 'Exercise Planti Manua')

1. Action Stations.
2. Emergency Stations.
3. Leaving Ship Stations.
4. Man overboard exercise.
5. OOW manoeuvres.
6. AACRTX.
7. Blind Pilotage.
8. Formation Anchorage.
9. NGSFX (40/60 & .50 cal)
10. NEX.
11. AACRFX.
12. SUCRFX.

APPENDIX D

SPORTING APPENDIX:

Combined team from LADAVA and AITAPE played ANZAC at rugby
Score: 3 - 3

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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

APPENDIX 'B' TO CANO 7/66

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL EN.HRS
NO.1 2135 (MAY)
NO.2 2052 (STBD)

IMAS...LADAVA.....

DATE...31 MARCH 1972...

AGE SINCE FIRST COMMISSIONING ...3 1/2.....YEARS

MILES STEAMED SINCE FIRST COMMISSIONING ...83,563.2.....MILES

MONTH	AVAILABILITY STATE		OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMM MAINT.	PROGRMED REFIT DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H E L G TMS N O C EW OL CPT	REMARKS
DAY	1	2														
1	✓		✓										✓			PHOLSDAY ISLAND
2	✓		✓										✓			PORT MORESBY
3	✓		✓										✓			SAMARAI
4	✓		✓										✓			AGROUND (6 MINS)
5	✓		✓										✓			EXERCISE PLANTI MANUA
6	✓			✓	✓											
7		✓		✓	✓											
8	✓			✓	✓											
9	✓			✓												
10	✓			✓												
11	✓			✓												
12	✓			✓												
13	✓												✓			
14	✓				✓	✓							✓			OPERATION SHOT WINDOW - PORT MORESBY
15		✓											✓			STEAMSHIPS SEAWAY - PORT MORESBY
16		✓											✓			
17		✓											✓			
18	✓												✓			
19	✓												✓			
20	✓												✓			
21	✓												✓			
22	✓												✓			
23	✓												✓			
24		✓											✓			
25		✓											✓			
26		✓											✓			ANC LONGRUN
27		✓											✓			
28		✓											✓			
29		✓											✓			ENGINE TRIALS.
30	✓												✓			
31	✓												✓			
TOTAL	21	10	5	7	4	1							31			

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

18 - 6 - 3576

RESTRICTED

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings APRIL '72

AS(NS) 12.5.72.

D of ~~O~~ 6/7

DCNS GRG 11/7

+1NM 12/7

2NM 13/7

3NM RK. 13/7/72.

4NM 14/7

SECRETARY 17/7/72

C of S 17/7

DPR 18/7/72

AS(NS) (NS55) Historian

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4/7/72

AUSTRALIAN WAR MEMORIAL RCDIG1073285

NAVY—CANBERRA
18 | 6 | 3576

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 32/1/030

3 JUL P.M.

HMAS TARANGAU
LOMBRUM
NEW GUINEA

16 JUN 1972

The Secretary
DEPARTMENT OF THE NAVY

For Information

Flag Officer Commanding HM AUSTRALIAN FLEET
Commanding Officer AUSTRALIAN MINE WARFARE AND PATROL FORCES
Commander Joint Force Papua New Guinea, PORT MORESBY

HMAS LADAVA - REPORT OF PROCEEDINGS - APRIL, ~~MAY~~ 1972

Forwarded.

V.R. Littlewood.

(V.R. LITTLEWOOD)
Lieutenant Commander RAN
Commanding Officer

4

RESTRICTED

RESTRICTED

HMAS LADAVA,
at Lombrum.

30th April; 1972.

The Naval Component Commander,
PAPUA NEW GUINEA.

HMAS LADAVA - REPORT OF PROCEEDINGS - APRIL, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of April, 1972. All times are Zone -10 (K).

2. During the first two days of April LADAVA remained alongside at Lombrum undergoing an assisted maintenance period. This entailed sorting out electrical faults on the starting solenoid of the port main engine. At 1106 on Monday 3rd April LADAVA was dispatched on one engine on an S.A.R. mission to Pak Island some 30 miles east of Lombrum. Four personnel on a fishing trip from Lorengau were several hours overdue; they were found on Pak Island with a broken outrigger canoe. LADAVA sent the dinghy inshore at 1305 and rescued them, returning to Lombrum at 1530.

3. Because the fault on the port main engine was not repaired until 1630 on Tuesday 4th April, LADAVA's departure was delayed 26 hours. Therefore at 1700 LADAVA departed from Lombrum and proceeded to Rabaul at 20 knots. For the first few hours the passage southeast was uneventful, until at 2300 the port main engine tripped off the board. However a few minutes later LADAVA again got underway at 20 knots for Rabaul, where a more detailed investigation was to be carried out.

4. LADAVA arrived in Rabaul at 1200, Mr. Brian Darcy, the Naval Agent, called onboard at 1330. Having successfully completed a full investigation on the fault on the port main engine, LADAVA sailed from Rabaul at 1700 on Wednesday 5th April.

5. LADAVA now topped up with fuel and water, proceeded to Woodlark Island some 300 miles south of Rabaul. The following morning at 1130 a Merchant ship was sighted 7 miles off; on investigation this was found to be M.V. 'KWANGTUNG', London en route for Lae at 14½ knots. One hour later LADAVA made a landfall off Madua Island on the northwest corner of Woodlark Island.

6. Arriving off West Entrance in the reef at 1430, LADAVA altered course to the northeast and proceeded through the reefs at slow speed towards Kwaiapan Bay, anchoring there at 1630. At 0700 the next morning I set off in the dinghy for the shore with some equipment for Mr. Don Neate, the coastwatcher. This was left in the care of some of his staff, and at 1200 LADAVA weighed anchor and once more proceeded through the reefs to Guasopa Harbour, skirting the unsurveyed areas immediately south of Woodlark Island.

.../7.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

7. On arrival at the centre of Guasopa Harbour, LADAVA anchored and sent the dinghy ashore to contact the Army patrol at the airstrip. The following morning at 0730 on Saturday 8th April, LADAVA weighed anchor and proceeded to Madau Island (at the northeast end of Woodlark Island) to enable the Army to attempt a 'landing' there. LADAVA then returned to Kwaiapan Bay at 1500, and anchored overnight.

8. The following day the entire ships company (duty watch excluded) were invited up to visit Kulumadu Plantation. On returning onboard it was noted that LADAVA had dragged anchor a little nearer to an adjacent reef. Consequently it was decided to shift anchor berth 200 yards in the opposite direction. Here LADAVA stayed until 1200 the next day; by this time the Army patrol had returned onboard, the radar had been temporarily repaired (through not functioning on short pulse), and LADAVA was ready to get underway again.

9. On arrival in Guasopa Harbour a suitable anchorage was found in 8 fathoms; prior to disembarking the Army a small arms shooting competition was held with SLR and 9 mm pistol. The Navy came out on top and the Army retired ashore. LADAVA remained at anchor overnight until 0615 the following morning, then proceeded to Samarai, arriving there at 1700 that evening.

10. The following morning at 0900 on Wednesday 12th April I contacted the ADC Mr. Tom Steen who informed me that there was sufficient water for us at Samarai if we wished. Therefore it was decided to remain alongside for a further 24 hours. LADAVA left Samarai fully topped up with fuel and water at 0900 Thursday 13th April and sailed directly for Dogura. LADAVA's radar was still not fully operational, but appeared to function adequately on the 6 mile range scale and above. The windlass was still U/S due to lack of spare parts and materials with which to improvise. The trip across Milne Bay and through the Hornbill Channel was uneventful, and LADAVA secured alongside Dogura at 1400 the same day. I called on Bishop Henry Kendall the head of the Anglican Mission at Dogura.

11. Bishop Kendall had remarked it was a pity the LADAVA was not remaining at Dogura a little longer, since many of the schoolchildren would have liked to have seen around the patrol boat. Therefore it was decided the following morning, Friday 14th April, that LADAVA would proceed to Rabaraba early a.m. and then return to Dogura for the rest of the day. While at Rabaraba a call was made on the indigene ADC Mr. Masi Kotanga. LADAVA returned to Dogura at 1500 that day and remained alongside until 1000 the following morning, Saturday 15th April then proceeded to Baniara.

12. Arriving there 1½ hours later LADAVA anchored in the sheltered bay. I paid a call on the local indigene interpreter Mr. Henry Pagoga. Weighing anchor by hand again, LADAVA sailed from Baniara the next morning, Sunday 16th April for Tarakwaruru. LADAVA entered this small harbour and secured alongside the jetty at 1230. A call was then made on the Anglican priest Fr. Michael Forrest.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

13. The next morning at 0700 LADAVA sailed from Tarakwaruru and slowly navigated through the reefs to Wanigela in Collingwood Bay. LADAVA's radar was now completely U/S, the appropriate signals having been sent. After anchoring off Wanigela I went ashore and met the Anglican Mission Plantation manager Mr. Ted Whittaker. During the brief visit to the rubber plantation the Charge ERA was able to obtain sufficient items free gratis to repair the windlass, and at 0830 the following morning Tuesday 18th April LADAVA weighed anchor and sailed for Tufi.

14. The trip to Tufi entailed backtracking through the reefs south of Wanigela for about three hours, then turning north and finally northwest for Tufi Harbour. On arrival at Tufi LADAVA secured to the jetty surrounded by steep overhanging cliffs reminiscent of Norway's fjords. Mr. Hugh Milne, a coastwatcher and former ADC, came down to meet the patrol boat, and he and three of his children were shown around.

15. At 0800 on Wednesday 19th April LADAVA sailed from Tufi and four hours later arrived in Oro Bay. LADAVA anchored in the centre of the Bay, the water alongside the jetty appearing to be too shallow to accommodate a patrol boat. At 1400 I went ashore and called at the hospital where worked a doctor and two nursing sisters, all Australian. At 0800 the following morning Tuesday 20th April LADAVA left Oro Bay and sailed for Cape Killerton, arriving there and securing alongside a small merchant ship at the jetty at 1030. Shortly after securing, LADAVA had to cast off to allow the merchantman to sail, and another to come alongside; therefore it was decided to anchor off the jetty. The local coastwatcher Mr. Hank Roberts, called on the ship and after lunch drove me across to Popondetta some 12 miles away to meet the District Commissioner, Mr. David Marsh.

16. The following morning at 0700 LADAVA weighed anchor and got underway immediately for Lae, arriving there at 1430. LADAVA secured to Voco Point Wharf for the visit. On Tuesday 25th April LADAVA's ships company, led by the Executive Officer SBLT T.J.D. Breukel RAN, marched from the PNGVR Hall to the War Memorial. I laid a wreath at the foot of the Cenotaph. LADAVA departed from Lae at 1000 Wednesday 26th April, and arrived at Lombrum 1300 on the following afternoon. Remaining alongside for the remainder of the month LADAVA commenced as assisted maintenance period.

17. The material condition of the ship is good, and planned maintenance is up to date. The health, morale and welfare of the ships company is excellent and their conduct good.

I have the honour to be,

Sir,

Your obedient servant

(D.P. RICHARDS)
LIEUTENANT, RAN
COMMANDING OFFICER

Enclosures:
1. Steaming Appendix
2. Monthly return of ship availability
3. Exercise Appendix
4. Sporting Appendix

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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APPENDIX A

STEAMING APPENDIX:

(a)	Distance steamed during month	1915.3 mil
(b)	Total distance steamed since commissioning	85,778.5 mil
(c)	Hours underway during month	142 hou
(d)	Total hours underway since commissioning	6,425 hou

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY: Attached

APPENDIX C

EXERCISE APPENDIX:

Leaving ship stations
Emergency stations
Man overboard
9mm pistol shoot (competition with Army)

APPENDIX D

SPORTING APPENDIX:

Soccer : LADAVA defeated Army Cadets (Woodlark Island) 2 - 0.
LADAVA defeated Dogura Anglican Mission 3 - 2.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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

APPENDIX 'B' TO CANO 7/66

H.M.A.S. LADAVA

DATE 30 APR 72

AGE SINCE FIRST COMMISSIONING 3 7/12 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 85,778 MILES

I.C. ENGINES
PROGRESSIVE TOTAL ENGINE
NO.1 2272 (PORT)
NO.2 2192 (STBD)

DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMM MAINT	PROGRAMM REFIT	DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1		✓									✓				✓											LOMBRUM
2		✓									✓				✓											LOMBRUM
3	✓						✓								✓											LOMBRUM
4	✓								✓																	SAR MISSION (OFF MANUS)
5	✓								✓																	RABAUL
6	✓								✓																	RABAUL
7	✓				✓																					EXERCISING WITH ARMY PATROL AT WOODLARK ISLANDS
8	✓			✓	✓																					EXERCISING WITH ARMY PATROL AT WOODLARK ISLANDS
9	✓			✓	✓																					EXERCISING WITH ARMY PATROL AT WOODLARK ISLANDS
10	✓			✓	✓	✓																				EXERCISING WITH ARMY PATROL AT WOODLARK ISLANDS
11	✓																									
12	✓			✓																						SAMARAI
13	✓			✓																						DOGURA
14	✓			✓																						RABARABA
15	✓			✓																						BANIARA
16	✓			✓																						MUKAWA (TARAQURURA)
17	✓			✓																						VANIGELA
18	✓			✓																						TUFI
19	✓			✓																						ORO BAY
20	✓			✓																						ORO BAY
21	✓									✓					✓											PORT MORESBY
22	✓									✓					✓											LAE
23	✓									✓					✓											LAE
24	✓									✓					✓											LAE
25	✓									✓					✓											LAE
26	✓								✓						✓											LAE
27	✓														✓											LAE
28		✓													✓											LOMBRUM
29		✓													✓											LOMBRUM
30		✓													✓											LOMBRUM
31																										
TOTAL	25	5	1	8	4	1	1		4	5	2				12											

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

18-6-3577

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings MAY 1972

AS(NS) Ch. 5/7.

D of O

DCNS GRCSa/7

1NM

→ INM

2NM

3NM — How many passengers are they allowed to carry? Remarks attached in dup 6/7 RP.2/7

CNB

4NM 25/7. ASNS I think we should invite Tasmanian (Com PNG?) attention to the restriction

SECRETARY 26/7 RP.9/7

C of S 27/7

DPR 1/8/72

AS(NS) (NS55) 25/8 letter despatched to CO TARANAKI 24/7

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

Para 6 — Tee 16 knots. Total of 68 passengers embarked. Lesser numbers on other occasions. 6/7

By SGOP. The details in para 6 must be contained in SPR. GRCSa/7

Dub 4/7/72

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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18/6/3577N

The Commanding Officer
HMAS TARANGAU

C 01630 24JUL72

HMAS LADAVA - REPORT OF PROCEEDINGS - MAY 1972

References: A. ACNB 150752Z MAY 1972

B. Your 32/1/030 of 16th June 1972

Your attention is drawn to paragraph 6 of reference B and to the maximum number of personnel allowed to be embarked in patrol boats.

Secretary

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

Ladava.

TP/SD

174/15

AC: NO UNCLASSIFIED REPLY OR REFERENCE

RESTRICTED

FROM ACNB

TO COMPNGNAV COMPNGPABRON HMAS LADAVA

INFO COMAUSFLT COMPNGFOR HQPNGNAV

PRIORITY

DTG 150752Z MAY 72

R E S T R I C T E D

P R I O R I T Y

A. HMAS LADAVA 140428Z MAY 72 PASEP.

B. HMAS LADAVA STABILITY STATEMENT OF 23 MAR 68 - TRANSPORT OF TROOPS.

1. ATTENTION IS DRAWN TO REFERENCE B. MAXIMUM NUMBER OF TROOPS CARRIED MUST NOT EXCEED TWENTY.

2. TROOPS SHOULD BE CARRIED BELOW UPPER DECK WHERE POSSIBLE - MOVEMENT ON UPPER DECK TO BE RESTRICTED.

1NM	DOFP
3NM	DOFQ
SEC	DGND
FAS(EG)	DGDM(O)
AS(NS)	NS5
DCNS	DPR
DGOP	CONS

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

MINUTE PAPER

18/6/3577

(This side only to be written on)

Subject: CARRIAGE OF PASSENGERS

CNS

The figure is 8 tons which equates on the basis of 7 men and their effects to the ton, therefore total personnel is 7 x 8 = 56. This figure applies to a short sheltered waters operation.

2. Arrival condition of ship is not to be below minimum operating condition.

14th July 1972

Third Naval Member

AUSTRALIAN WAR MEMORIAL RCDIG1073285

TELEPHONE:

IN REPLY QUOTE 32/1/030

3 JUL P.M.

HMAS TARANGAU
LOMBRUM
NEW GUINEA

16 JUN 1972

The Secretary
DEPARTMENT OF THE NAVY

For Information

Flag Officer Commanding HM AUSTRALIAN FLEET
Commanding Officer AUSTRALIAN MINE WARFARE AND PATROL FORCES
Commander Joint Force Papua New Guinea, PORT MORESBY

HMAS LADAVA - REPORT OF PROCEEDINGS - ~~APRIL~~, MAY 1972

Forwarded.

(V.R. LITTLEWOOD)
Lieutenant Commander RAN
Commanding Officer

4

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

NAVY—CANBERRA
18 | 6 | 3577

HMAS LADAVA,
at Lae.

31st May, 1972.

The Naval Component Commander,
PAPUA NEW GUINEA.

HMAS LADAVA - REPORT OF PROCEEDINGS - MAY, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of May, 1972. All times are Zone -10 (K).

2. For the first six day of the month LADAVA remained alongside at Lombrum undergoing a self maintenance period. The main defect being the radar which had been unserviceable since mid-April. On Sunday 7th May between 1400 and 1600 LADAVA held a families day at sea. At 0900 Monday 8th May LADAVA sailed for the day with HMAS AITAPE to give two groups of PNG recruits (one group in each ship) some experience in 'Boarding & Towing' Exercises. Since AITAPE's windlass was U/S, LADAVA on each of the four occasions was the towed vessel, therefore to enable all recruits to gain familiarisation with towing and being towed each group was transferred from AITAPE to LADAVA and vice versa. This operation took place after a series of boarding exercises which involved both ships' companies and the PNG recruits; AITAPE and LADAVA then returned to Lombrum at 1400.

3. The following day at 0815 LADAVA once more sailed, this time with yourself, Sir, and the PNG recruits onboard, for a gunnery exercise north of Manus Island. On arrival in the exercise area two 40 gallon drums were jettisoned as targets for 40/60 Bofors, 50 calibre machine gun and SLR. After these drums had been sunk smaller more suitable targets were found for the 9 m.m. pistol exercise. On completion of Gunnery LADAVA returned to Lombrum securing at 1430.

4. At 0805 Wednesday 10th May LADAVA sailed for the South Papuan patrol area, rendezvousing with HMAS SAMARAI (on passage from Cairns to Lombrum) at 1900. This rendezvous was to transfer Midshipman Cherake to SAMARAI for further bridgewatchkeeping experience. The transfer completed, LADAVA proceeded to Lae for fuel and water replenishment, arriving at 0800 Thursday 11th May.

5. The following morning at 0918 an Operational Immediate signal from HQPNGNAV to COMPNGNAV and LADAVA, informed us that because of the devastation caused by cyclone 'Hannah', patrol boats were required at Tufi to act as communication links with Port Moresby and to investigate damage at local villages which cannot be contacted by land. Shortly after this at 0940 another Operational Immediate signal, this time from COMPNGNAV, ordered LADAVA to 'proceed with all dispatch to Tufi'. Whereupon LADAVA completed the loading of Tufi's food and medical supplies at Lae, and proceeded post haste.

.../6.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

6. During LADAVA's sixteen days involvement with the Tufi Relief Operation, the patrol boat spent much of its time ferrying troops and/or sacsac to the outlaying districts of Cape Nelson north and south of Tufi. The complete operation * is summarised here onto a brief chronological record of tasks:

Friday 12th May	Arrived Tufi fiord 2130. Remained alongside overnight.
Saturday 13th May	Sailed at 0715 with Deputy District Commissioner Mr. Max Denehy onboard to investigate damage to villages north of Tufi. Returned to Tufi 1830, remained alongside overnight.
Sunday 14th May	Sailed at 0830 ferrying troops and food to the villages investigated on 13th. Completed this task at 1750 then returned to Lae for fuel and water.
Monday 15th May	Arrived Lae 0800, refuelled and embarked 27 troops of 'B' Coy 1st Pacific Islands Regiment (based at Lae). Sailed for Tufi area at 1300.
Tuesday 16th May	Arrived Tamari 0430, disembarked troops, and proceeded to Wanigela for remainder of 'B' Coy (63 troops) and 5 passengers (Civil Defence employees). The troops were distributed at Uwe, and Tufi; completing this task at 1630 LADAVA remained at Tufi for the night.
Wednesday 17th May	Distributed hammers, nails, axes and spades to villages on the north coast of Cape Nelson, returning to Tufi at 1430. HMAS AITAPE arrived at 1720 and secured outboard of LADAVA for the night.
Thursday 18th May	Obtained fuel and water from AITAPE a.m., which sailed at 1400 to deliver supplies to Aku, troops to Songada, and returnto Lae to continue with their original programme.
Friday 19th May	After transferring an Army compassionate case from a village 5 miles away back to Tufi, LADAVA proceeded to Uwe with an Army assault craft. Here 250 bundles of sacsac (sliced palm fronds) were loaded and later distributed at Sine, LADAVA returning to Tufi at 1700.

* A full report follows.

Saturday 20th May	Delivered supplies and rations to troops at Tamari, then two assault craft to Songada. LADAVA loaded sacsac at Songada (300 bundles and returned to Tufi.
Sunday 21st May	Sailed 0800 to deliver rations and supplies to Tainabua, then proceeded to Uwe for a second load of sacsac (300 bundles). This was delivered to Sefoa, after which LADAVA returned to Tufi for the night.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

Monday 22nd May	Transferred 17 troops and supplies to Tamari, rations and supplies to Sine. LADAVA then proceeded to Uwe for a third load of sacsac (300 bundles) returning to Tufi for the night.
Tuesday 23rd May	Monday's sacsac was delivered to Tamari; LADAVA then collected a medivac case from Songada to be returned to Lae, arriving there at 1900.
Wednesday 24th May	Secured alongside Voco Point wharf Lae.
Thursday 25th May	Departed from Lae at 1600 for Tufi area.
Friday 26th May	Collected 500 bundles of sacsac, two assault craft, 30 troops, and transferred all to Tufi.
Saturday 27th May	Collected 44 troops and ancillary equipment from Tamari, 21 troops from Sine plus two village councillors, and offloaded the lot at Tufi. LADAVA then proceeded to Uwe for a final load of sacsac (1,000 bundles) which was delivered to Tufi.

7. LADAVA sailed from Tufi at 0100 Sunday 28th May, arriving at Lae after an uneventful passage, at 1115. During the last four days of the month, spent alongside in Lae, the entire ships company, (duty watch excepted) donated a pint of blood each to Lae hospital. The event was covered by the local press. Following this two games of waterpolo were played against local teams, LADAVA winning each. Two urgent electrical defects concerning batteries and the battery charger, were still outstanding at the end of the month, but it is expected they will be rectified on the ships return to Lombrum.

8. The material condition of the ship is fair, and planned maintenance is up to date despite the defects mentioned in para 7. The health, morale and welfare of the ships company is excellent, and their conduct good.

I have the honour to be,

Sir,

Your ~~obe~~dient servant

(D.P. RICHARDS)
LIEUTENANT, RAN
COMMANDING OFFICER.

Enclosures:
1. Steaming Appendix
2. Monthly return of ship availability
3. Exercise Appendix
4. Sporting Appendix.

.../Steaming.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX A

STEAMING APPENDIX

(a)	Distance steamed during month	2176 miles
(b)	Total distance steamed since commissioning	87954.7 miles
(c)	Hours underway during month	192 hours
(d)	Total hours underway since commissioning	6621 hours

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY : Attached

APPENDIX C

EXERCISE APPENDIX

Leaving Ship stations
Emergency stations
Action stations
Man overboard
Board and tow
40/69 SUTFX
.50 cal. SUTFX
9 m.m. SUTFX
SLR RIFLE

APPENDIX D

SPORTING APPENDIX

Waterpolo: LADAVA defeated Trans Australian Airlines (Lae) 3 - 2
LADAVA defeated Cecil Hotel Darts team (Lae) 1 - 0

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

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

APPENDIX 'B' TO CANO 7/66

I.C. ENGINES PROGRESSIVE TOTAL RUNNING HOURS

HMAS. LADAVA

DATE. 31MAY72

AGE SINCE FIRST COMMISSIONING 38/12 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 87954.7 MILES

NO.1. 2468 (port)

NO.2. 2351 (stbd)

DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMM MAINT	PROGRAMM REFIT	DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1		✓								✓			✓					24								
2		✓								✓			✓					24								RADAR DEFECT
3		✓								✓			✓					24								
4		✓								✓			✓					16								AMP
5		✓								✓			✓													
6		✓								✓			✓													
7	✓					✓				✓			✓													FAMILIES DAY
8	✓			✓		✓																				PNG RECRUIT TRAINING
9	✓			✓	✓	✓																				PNG RECRUIT TRAINING
10	✓		✓																							
11	✓		✓											✓												REFUEL LAE
12	✓		✓			✓																				
13	✓		✓			✓																				
14	✓		✓			✓																				
15	✓		✓			✓																				
16	✓		✓			✓																				
17	✓		✓			✓																				
18	✓		✓			✓																				
19	✓		✓			✓																				
20	✓		✓			✓																				CYCLONE 'HANNAH' TUFI RELIEF OPERATION
21	✓		✓			✓																				
22	✓		✓			✓																				
23	✓		✓											✓												
24	✓		✓			✓								✓												REFUEL LAE
25	✓		✓			✓																				
26	✓		✓			✓																				
27	✓		✓			✓																				
28	✓		✓			✓																				
29		✓																								
30		✓												✓				13								
31		✓												✓				24								RECHARGING ALL BATTERIES U/S CHARGER
TOTAL	22	9	18	2	1	18				6				12				24 149								

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

18.6.3686.

RESTRICTED

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings JUNE 72

AS(NS) 12/7/72

D of O

DCNS

1NM 11/9

2NM 13/9

3NM 14/9

4NM 15/9.

SECRETARY 18/9

C of S 18/9

DPR 6/10

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

NOTES:

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

7/9

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

RECEIVED
1 SEP P.M.
REGISTRY
NAVY—CANBERRA
18 | 6. | 3686

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1.16.11

Headquarters
Naval Component
Joint Force PNG,
Murray Barracks Free Bag,
BOROKO PNG

30 AUG 1972

The Secretary,
DEPARTMENT OF THE NAVY

HMAS LADAVA - REPORT OF PROCEEDINGS - JUNE, 1972

Forwarded.

(J. LANCASTER)
CAPTAIN, RAN
NAVAL COMPONENT COMMANDER

Enclosure: Report of Proceedings (4 copies)

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

1.16.11

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/7

HMAS TARANGAU
LOMBRUM
NEW GUINEA

26 JUL 1972

The Naval Component Commander
Papua New Guinea
Murray Barracks
PORT MORESBY

REPORT OF PROCEEDINGS JUNE 1972 - HMAS LADAVA

1. Forwarded.

2. The Commanding Officer has been directed to render a report in accordance with RI Article 3537 paragraph 2 in respect of the log strike on 2nd June.

3. Due to the limited stores and test equipment available, rectification of the major electrical problems by Base Staff was not possible. The ship proceeded to refit with extemporaneous arrangements for battery charging.

W K Bird

(W.K. BIRD)
Commander RAN
Commanding Officer

RESTRICTED

RECEIVED
28 JUL 1972
HQPNGNAV

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

HMAS LADAVA,
at Lombrum.

30th June, 1972.

Naval Component Commander,
PAPUA NEW GUINEA.

For Information:

The Commanding Officer, HMAS TARANGAU.

HMAS LADAVA - REPORT OF PROCEEDINGS - JUNE, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of June, 1972. All times are Zone -10 (K).

2. Having spent three days alongside recharging batteries, LADAVA sailed from Lae at 0905 Thursday 1st June to Lombrum. At 1818 that evening a Japanese fisherman was intercepted; he proved to be licensed, but nevertheless provided a realistic opportunity for an armed boarding exercise. Returning to Lombrum at 0800 on Friday 2nd June a diver was sent down to inspect the propellers. During the middle watch on the passage north to Manus LADAVA ran over a large log and bent both propellors.

3. LADAVA remained alongside Lombrum for the next ten days undergoing an AMP. On Saturday 10th June the port solenoid governor went U/S, and remained that way for the next ten days. At 1100 Monday 12th June LADAVA sailed for Madang, intercepting and inspecting another Japanese fisherman en route; arriving off Madang slipway on schedule at 0700 the following morning, LADAVA waited until 1015 for the slip to be prepared. At 1148 the patrol boat was out of the water and work had started on the removal of the damaged propellors.

4. During the brief stay here the ships company was billetted overnight at various hotels. Unslipping the next day at 1406 Wednesday 14th June, LADAVA secured to the small wharf and remained there for 24 hours recharging batteries. (Urdef 8/72 (battery charger U/S) refers). To avoid unnecessary expense and delay it was decided that LADAVA would take the damaged propellers back to Lombrum, instead of having them flown up commercially. Therefore at 1522 Thursday 15th June LADAVA stern-moored to the large wharf between two merchantmen, and had the two propellors crane lifted on to the quarter deck.

5. At 1555 LADAVA sailed from Madang arriving at Lombrum 0800 the following morning. The patrol boat secured alongside for the remainder of the month, some fifteen days awaiting spare parts to make good urgent defects. On Saturday 17th June the Minister of State for Defence the Honourable David Fairburn, M.P. visited LADAVA and was conducted on a 15 minute tour of the patrol boat. The Minister was introduced to the ship's company.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

6. The material condition of the ship is good, and although two major defects remain outstanding (one from May) it is hoped they will be repaired in time for LADAVA's imminent departure for refit in Sydney next month. The health, morale and welfare of the ship's company is excellent, and their conduct good.

I have the honour to be,
Sir,

Your obedient servant.

(D.P. RICHARDS)
LIEUTENANT, RAN
COMMANDING OFFICER.

Enclosures: A. Steaming Appendix
B. Monthly Return of Ship Availability. Attached.
C. Exercise Appendix.
D. Sporting Appendix.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX A.

STEAMING APPENDIX.

(a)	Distance steamed during month	866.9 miles
(b)	Total distance steamed since commissioning	88,821.6 miles
(c)	Hours underway during month	62 hours
(d)	Total hours underway since commissioning	6,683 hours

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY: Attached.

APPENDIX C

EXERCISE APPENDIX

Leaving ship stations
Emergency stations
Boarding exercise.

APPENDIX D

While alongside at HMAS TARANGAU, LADAVA's ship's company has participated in a joint patrol boats team in several games against TARANGAU. e.g. Australian Rules, Rugby and Cricket.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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

APPENDIX 'B' TO CANO 7/66

I.C. ENGINES
PROGRESSIVE TOTAL RUNNING

NAME OF SHIP: LADAVA

DATE: 30TH JUNE 1972.

AGE SINCE FIRST COMMISSIONING: 3 9/12 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING: 88,821.6 MILES

NO.1. PORT 2530

NO.2. STBD 2413

MONTH / DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMM MAINT	PROGRAMM REFIT	DOCKING REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	TASND	C	EW	DL	CPT	REMARKS
1	✓																							PASSAGE LAE TO LOMBRUM.
2	✓																							
3		✓								✓			✓											
4		✓								✓			✓											
5		✓								✓			✓											AMP IN LOMBRUM (ENGINEERING DEFECT FUEL INJECTORS).
6		✓								✓			✓			16								
7		✓								✓			✓			16								
8		✓								✓			✓			8								
9		✓								✓			✓			8								
10		✓								✓			✓											
11		✓								✓			✓											
12	✓																							PASSAGE TO MADANG
13		✓											✓											MADANG SLIPWAY
14		✓											✓											
15		✓											✓											RE-CHARGING BATTERIES.
16	✓																							PASSAGE MADANG TO LOMBRUM
17		✓											✓				24							
18		✓											✓				24							
19		✓											✓				24							
20		✓											✓			16	24							(ENGINEERING DEFECT FUEL INJECTORS)
21		✓											✓			16	24							(ELECTRICAL DEFECTS.)
22		✓											✓				24							1. BATTERY CHARGER
23		✓											✓				24							2. PORT GOVERNOR SOLENOID.
24		✓											✓				24							3. COMPRESSOR DEEP FREEZE UNIT U/S.
25		✓											✓				24							
26		✓											✓				24							
27		✓											✓				24							
28		✓											✓				24							
29		✓											✓				24							
30		✓											✓				24							
31																								
TOTAL	4	26								9			26			80	336							

RESTRICTED

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

18.6.3672.

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings JULY 72.

AS(NS) 2578.

D of O

DCNS

1NM

2NM 31/8/72.

3NM 11/9

4NM 4/9

SECRETARY 6/9

C of S 7/9

DPR 11/9

AS(NS) (NS55) 12/9

Historian

NOTES:
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24/8

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA
18 | 6 | 3672

23 AUG A.M.

Telephone: J.G.
350444

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

A.F. 1/16/33

21st August, 1972.

The Secretary
Department of the Navy

HMAS LADAVA - REPORT OF PROCEEDINGS - JULY, 1972

1. Forwarded.

2. The problems experienced with the Battery charging arrangements were investigated by Base Staff, HMAS WATERHEN, upon LADAVA's arrival in Sydney. A report covering this investigation will be forwarded.

(A.A. Willis)
Commodore
for Flag Officer Commanding.

Enclosure: HMAS LADAVA report dated 31 July, 1972.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

1.16.33

HMAS LADAVA
SYDNEY
31st July, 1972

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:
Naval Component Commander
PAPUA, NEW GUINEA

The Commander
Australian Mine Warfare and
Patrol Forces
HMAS WATERHEN

The Commanding Officer
HMAS TARANGAU

HMAS LADAVA - REPORT OF PROCEEDINGS - JULY 1972

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of July 1972. All times are Zone -10 (K).

2. The first ten days of the month were spent alongside Lombrum in an effort to repair the urgent defect (u/s battery charger). A team of experts from Canberra soon put things to rights, and LADAVA sailed from Lombrum at 1800 on Tuesday 11th July for refit in Sydney.

3. Immediately on departing from the shelter of Seeadler Harbour LADAVA encountered high seas and a short swell; this caused an uncomfortable motion which continued until the patrol boat berthed in Samarai at 0840 on Thursday 13th July. After leaving Lombrum it was discovered that the trickle charger was not functioning at all, therefore whilst alongside at Samarai the main engines were not shut down in case insufficient charge remained in the batteries to restart them. At 1127 on completion of refuelling LADAVA sailed from Samarai for Cairns.

4. The trip across the Coral Sea left much to be desired. The weather was unpleasant in the extreme, winds force 7 to gale force 8 were experienced, and the deep swell caused excessive pounding. The programmed speed of 13 kts proved most uncomfortable, and after successive reductions to 8 kts (the most comfortable speed) I decided that the inclement conditions did not warrant the inevitable excessive carbonisation of main engines, and therefore I increased speed to 20 kts in an effort to out-run the gale.

5. During the early hours of Friday 14th July a number of things went wrong. At 0220 the port main engine overheated, triggering off alarms; then a few moments afterwards the port generator tripped.

RESTRICTED

FLAG OFFICER COMMANDING
- 3 AUG 1972
.../2
H.M. AUSTRALIAN FLEET

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

Immediately the electrical load was taken by the starboard generator, then five minutes later this too went off the board. Thus a 20 minute black-out ensued. On restoration of power it was discovered that the gyro had toppled and the trigatron in the radar had blown. These faults being rectified within the next hour, the only piece of important machinery that had not failed was the steering gear. The steering gear malfunction happened at 0429, and for six minutes main engines were used to maintain heading.

6. The bad weather persisted until LADAVA entered the Great Barrier Reef. Apart from the few mishaps mentioned in para.5, the trip across the Coral Sea was uneventful, and the patrol boat berthed at Cairns without further ado at 1200 the same day. LCDR A. Aston RAN called on LADAVA shortly after arrival, and a call was made on LCDR Burrells RAN, Commanding Officer of PBF Cairns.

7. LADAVA sailed from Cairns at 0900 Sunday 16th July for Gladstone. The weather had not moderated any during LADAVA's 45 hour stop in Cairns, and after a further 30 unpleasant hours, during which time another power failure occurred, LADAVA berthed in the industrial port of Gladstone at 1500 Monday 17th July. As in Samarai, and for the same reasons, the main engines were not shut down; then immediately on completion of refuelling at 1647 LADAVA sailed for Sydney.

8. On passage south from Gladstone the ship was once more dogged by bad weather, and until approximately 6 hours from Sydney, when the wind dropped and the swell eased. LADAVA anchored in Watson's Bay from 1135 until 1500 then departed for HMAS WATERHEN, berthing there at 1600 Wednesday 19th July.

9. For the remaining two days of the week LADAVA destored alongside WATERHEN, and spent a couple of hours on Friday 21st July de-ammunitioning at Spectacle Island. On Monday 24th July the patrol boat went alongside HMAS STALWART for tank cleaning, returning to WATERHEN at 1430 the same day. Destoring continued for the next four days, and at 0930 on Monday 31st July LADAVA berthed at Cockatoo Dock to start her refit.

10. The material condition of the ship is fair, and planned maintenance is up to date. The health, morale and welfare of the ship's company is excellent, and although their conduct has not been exemplary since arrival, it is hoped they will settle down and become less vulnerable to the pitfalls and bright lights of Sydney.

I have the honour to be,

Sir,

Your Obedient Servant

(D.P. RICHARDS)
Lieutenant RAN
Commanding Officer

RESTRICTED

Enclosures: A. Steaming Appendix.
B. Monthly Return of Ship Availability, attached.
C. Exercise Appendix.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX A

STEAMING APPENDIX

(a)	Distance steamed during month	2,498.2 miles
(b)	Total distance steamed since commissioning	91,319.8 miles
(c)	Hours underway during month	153 hours.
(d)	Total hours underway since commissioning.	6,836 hours.

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY: Attached

APPENDIX C

EXERCISE APPENDIX

Leaving ship stations
Emergency stations
Fire exercise.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

AUSTRALIAN WAR MEMORIAL RCDIG1073285

18-6-3694

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings AUGUST '72

AS(NS) 15/9.

D of O 15/9

DCNS CRC 18/9

1NM 20/9

2NM 20/9

3NM 21/9.

4NM Capt MC.

SECRETARY 25/9

C of S 25/9

DPR 4/10

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

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14/9

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RECEIVED
13 SEP A.M
NAVY REGISTRY

NAVY—CANBERRA
18 | 6 | 3694

ROYAL AUSTRALIAN NAVY

Telephone:
350444

J.G.

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

A.F. 1/16/33

11 SEP 1972

The Secretary
Department of the Navy

HMAS LADAVA - REPORT OF PROCEEDINGS - AUGUST, 1972

Forwarded.

(A.A. Willis)
Commodore
for Flag Officer Commanding.

Enclosure: HMAS LADAVA report dated 31 August, 1972.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

1 16.33
OPS

HMAS LADAVA
At Sydney

31st August, 1972.

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:
Naval Component Commander
PAPUA - NEW GUINEA

The Commander
Australian Mine Warfare and
Patrol Forces
HMAS WATERHEN

The Commanding Officer
HMAS TARANGAU

HMAS LADAVA - REPORT OF PROCEEDINGS - AUGUST 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of August 1972. The times are Zone -10(K).

2. The first three days of the month were spent alongside Cockatoo Island Dockyard preparatory to having the Forward Main Engines, generators and pumps removed. This operation eventuated over the next eight days.

3. On Monday 14th August LADAVA was slipped at 1105 for the remainder of the month. Work has progressed quite satisfactorily, with the usual number of industrial disputes.

4. It is expected that the ship will be put back in the water on Monday 4th September and be released from Dockyard hands Friday 29th September.

5. The health, welfare, conduct and morale of the Ship's Company is excellent.

I have the honour to be,

Sir,

Your Obedient Servant

(D.P. RICHARDS)
Lieutenant RAN
Commanding Officer

FLAG OFFICER COMMANDING
5 SEP 1972
H.M. AUSTRALIAN FLEET

AUSTRALIAN WAR MEMORIAL RCDIG1073285

MONTHLY RETURN OF SHIP AVAILABILITY
(To accompany Monthly Report of Proceedings)

APPENDIX B TO CANO 7/66

HMAS LADAVA Age since first commissioning 3 11/12 years.

DATE 31 AUGUST 1972 Miles steamed since first commissioning 91,319.8 Miles

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL ENGINE HOURS
No. 1 2680 (PORT)
No. 2 2680 (STBD)
No. 3 ——

	Availability State 1	Availability State 2	Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/~~Docking~~	Repair Harbour	Long Leave	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (Duration in Hours) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1		✓									✓													
2		✓									✓													
3		✓									✓													
4		✓									✓													
5		✓									✓													
6		✓									✓													
7		✓									✓													
8		✓									✓													
9		✓									✓													
10		✓									✓													
11		✓									✓													REFIT CODOCK
12		✓									✓													
13		✓									✓													
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27		✓									✓													
28		✓									✓													

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX TO CANO 7/66

	Availability State 1	Availability State 2	Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (Duration in Hours) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
29		✓									✓														REFIT COCKK
30		✓									✓														
31		✓									✓														
TOTAL																									

AUSTRALIAN WAR MEMORIAL RCDIG1073285

18-6-3749.

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings SEPTEMBER 1972

AS(NS) 25/10.

D of O

DCNS

1NM 27/10

2NM 27/10

3NM 31/10

4NM 31/10.

SECRETARY 1/11

C of S 1/11

DPR 7/11

DofO

AS(NS) (NSH5) 9/11/72.

Historian

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24/10/72

AUSTRALIAN WAR MEMORIAL RCDIG1073285

ROYAL AUSTRALIAN NAVY

RESTRICTED

NAVY—CANBERRA | 18 | 6 | 3749

Telephone:
380444

RECEIVED
20 OCT A.M.
CMR
NAVY REGISTRY

A F. 1/16/33

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

17th October, 1972

The Secretary
Department of the Navy

HMAS LADAVA - REPORT OF PROCEEDINGS - SEPTEMBER 1972

Forwarded.

(A.A. Willis)
Commodore
for Flag Officer Commanding

Enclosure:

HMAS LADAVA Report dated 30th September 1972

54

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

1-16-

HMAS LADAVA
At Sydney

30th September, 1972.

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

Naval Component Commander
PAPUA - NEW GUINEA

The Commander
Australian Mine Warfare and
Patrol Forces
HMAS WATERHEN

Commanding Officer
HMAS TARANGAU

HMAS LADAVA - REPORT OF PROCEEDINGS - SEPTEMBER, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of September 1972. The times are Zone -10(K).

2. The first three days of the month LADAVA remained slipped with work continuing on the main engines, generators and pumps.

3. On Monday 4th September LADAVA was unslipped and secured at the Patrol Boat Wharf. Work was recommenced chipping the ship's side with the exception of the pennant number areas which the dockyard insisted on doing themselves.

4. It is anticipated that basin trials will be carried out during the first week of October. At this time LADAVA will return to WATERHEN where the outstanding refit items will be carried out; e.g. the vacuum blasting and metal spraying of the upper deck.

5. Departure from Sydney is not expected until the end of October.

6. The health, welfare, conduct and morale of the Ship's Company is excellent.

I have the honour to be

Sir,

Your Obedient Servant

(D.P. RICHARDS)
Lieutenant RAN
Commanding Officer

FLAG OFFICER COMMANDING
5 OCT 1972
H.M. AUSTRALIAN FLEET

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

MONTHLY RETURN OF SHIP AVAILABILITY
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)
HMAS...LADAVA...
DATE...30TH SEPTEMBER...1972

APPENDIX 'B' TO CANO 7/66 o
AGE SINCE COMMISSIONG...4 1/2...YEARS
MILES STEAMED SINCE COMM 91,319.8 MILES

I.C. ENGINES SHIPS
PROGRESSIVE TOTAL ENGINE HRS.
NO. 1...N14... } RECOND.
NO. 2...N14... } ENGINES

MONTH DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERAT DUTIES	EXERCISE	WEAPON TRNG	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGMED REFIT BOOK	REPAIR	HARBOUR	LONG LEAVE	DEFECT AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1		√									√														REFIT / CO-DOCK
2		√									√														
3		√									√														
4		√									√														
5		√									√														
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31		√									√														

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

18/6/3814

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings OCT 72

AS(NS) 24/11.

~~D of O~~ 27/11 LADAVA has had more than her fair share of post refit problems. 27/11

~~D of P~~.

DCNS 27/11

CNS 28/11

~~CNP~~ 29/11

~~CNHS~~. You may feel that this unhappy report justifies formal correspondence - with CODOCK?

CNWS 28/11

CNS informed - no action necessary 3/4

SECRETARY 5/4

C of S 10/4

~~D/R~~ 6/4

AS(NS) (NS55) 30/11/73

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23/11/72

AUSTRALIAN WAR MEMORIAL RCDIG1073285

NAVY—CANBERRA
18 | 6 | 3814

ROYAL AUSTRALIAN NAVY

Telephone:
350444

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CMR 22 NOV A.M.
NAVY REGISTRY

A.F. 1/16/33

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

21st November 1972

The Secretary
Department of the Navy

HMAS LADAVA - REPORT OF PROCEEDINGS - OCTOBER 1972

1. Forwarded.

2. Difficulties encountered in adjusting the main engine governors and the gearbox controls are being investigated.

2. Overheating of the port gearbox (paragraph 12) has now been corrected.

(A.A. Willis)
Commodore
for Flag Officer Commanding

Enclosure:

HMAS LADAVA Report dated 31st October 1972

AUSTRALIAN WAR MEMORIAL RCDIG1073285

HMAS LADAVA
At Sydney
31st October, 1972.

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Naval Component Commander
PAPUA - NEW GUINEA

The Commander
Australian Mine Warfare and
Patrol Forces
HMAS WATERHEN

The Commanding Officer
HMAS TARANGAU

FLAG OFFICER COMMANDING
6
2 NOV 1972
H.M. AUSTRALIAN FLEET

HMAS LADAVA - REPORT OF PROCEEDINGS - OCTOBER 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of October 1972. All times except where otherwise stated are Zone - 10(K).

2. For the first four days of the month LADAVA's refit progressed normally in Cockatoo Island Dockyard. On Thursday 5th October the scheduled basin trials took place, but proved unsatisfactory for the following reasons:-

a. Both main engine governors incorrectly adjusted.
b. Faulty battery banks.
c. Starting solenoids malfunctioning.
d. Faulty pyropress switch on port main engine.
e. Overspeed trips set at 1550 rpm.

3. An attempt was made to rectify these faults, and on Friday 6th October another basin trial took place. This too was unsatisfactory, the main reason being the main engine governors which still did not function properly.

4. LADAVA remained alongside Codock for the weekend with intentions to shift to HMAS WATERHEN a.m. Monday 9th October. However, the droop settings on the main engine governors were still being adjusted by the "English Electric Diesels" representative all day Monday, and the shift did not eventuate until 1000 Tuesday 10th October. LADAVA berthed starboard side to the Oil Fuel Lighter after a port main engine failure caused the patrol boat to 'lean' on the O.F.L. and slightly bend the anchor stock. This was later straightened by WATERHEN shipwrights. LADAVA took on some 2000 gallons of fuel before shifting to No.10 berth alongside. In the meantime EED repressntatives were on board adjusting the governors; these were later accepted conditionally pending the sea-trials planned for Thursday 19th October.

5. On Wednesday 11th October it was decided that the battery banks

.../2

AUSTRALIAN WAR MEMORIAL RCDIG1073285

replaced by Codock were unsatisfactory and would not last a further two years. Therefore URDEF 1/74 was raised in order to have batteries ex-HMAS BOMBARD installed. BOMBARD at present has a new type of battery on trial. On Thursday 12th October a faulty pyropress switch was replaced, and new flow meters were fitted. Thursday also saw battery banks 1 & 3 fitted by WATERHEN base staff. A gear box modification and battery bank No. 2 were completed by base staff, and the Favco winch and windlass casing were fitted by Codock engineers, all on Friday 13th October.

6. After the weekend general maintenance was carried out by the ship's engineering staff while an EED representative continued to adjust the main engine governors. These were periodically tested with the main engines under load alongside WATERHEN, prior to the sea-trials planned for Friday 20th October.

7. Late on Thursday 19th October it became evident from information given by EED that the sea-trial scheduled for the following day would have to be postponed. At 1100 on Friday 20th October LADAVA departed from WATERHEN to Codock to undergo windlass and Favco winch trials. At close of play that day the Favco winch was U/S and the governors were still faulty and would again have to be adjusted. The Families Day scheduled for Saturday 21st October was postponed until the following weekend.

8. At 0930 on Monday 23rd October LADAVA departed from WATERHEN to ammunition ship at Spectacle Island and then to Compass swing at No.4 buoy off Garden Island. During this brief passage it was discovered that the Bloctube controls were "sloppy" and would have to be adjusted. LADAVA returned to WATERHEN after an unsuccessful compass swing (4° error in the gyro compass) berthing at 1425 and remaining there overnight. The following morning at 0830 on Tuesday 24th October LADAVA departed from WATERHEN to sea for Gun Functioning Trials. These were carried out satisfactorily, with favourable governor performances too and LADAVA then returned to WATERHEN at 1410.

9. Vickers Cockatoo Dockyard engineers came on board a.m. Wednesday 25th October to adjust the bloctube controls prior to sea-trials to be held the next day. At 0930 on Thursday 26th October LADAVA sailed from WATERHEN for sea-trials, calling at Codock to pick up the necessary engineers and at Garden Island to collect two passengers from the Operations Staff. On reaching the Heads an unexplained shut-down of the port main engine (believed to have been caused by a faulty pyropress switch) caused the trials to be aborted. Anchor and windlass trials were then carried out successfully in Watson's Bay and LADAVA returned to WATERHEN at 1419. At this time the main engine governors were still surging up to 200 rpm and the poor sea-state rendered a full power trial impossible.

10. The next three working days were spent in rectifying the starboard governor, the shut-down fault on the port main engine and the flying bridge bloctube control unit. Awnings were erected on the Fo'c'sle on Saturday 28th October and an official cocktail party was held that evening. Despite the rain it was a great success. The Families Day planned for Sunday 29th October was cancelled because of the unsatisfactory sea-trials.

11. The three outstanding faults, (starboard governor, port main engine electrical fault and the bloctube control unit) were all rectified

.../3

AUSTRALIAN WAR MEMORIAL RCDIG1073285

by mid-day Monday 30th October and LADAVA signalled all necessary addresses that trials would take place the following morning.

12. At 0915 on Tuesday 31st October LADAVA sailed from WATERHEN to Codock to collect GOSIEAA engineers and thence through Sydney Harbour while the Navy Public Relations team took photographs of the Patrol Boat. Sea-trials were relatively successful until full power trials disclosed excessive overheating in the port main engine gear box. LADAVA returned to WATERHEN for a full investigation by GOSIEAA, arriving there at 1346 and remaining alongside overnight.

13. Final departure date is now dependant upon the results of the investigation of the gear box due to take place tomorrow.

14. The material condition of the ship is very good and planned maintenance is up to date. The health, morale, welfare and conduct of the ship's company is excellent.

I have the honour to be,

Sir,

Your Obedient Servant

(D.P. RICHARDS)
Lieutenant RAN
Commanding Officer

Enclosures: A. Steaming Appendix.
B. Monthly Return of Ship Availability, attached.
C. Exercise Appendix.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX A

STEAMING APPENDIX

(a)	Distance steamed during month	165.4 miles
(b)	Total distance steamed since commissioning.	91,485.2 miles
(c)	Hours underway during month.	18 hours
(d)	Total hours underway since commissioning.	6,854 hours.

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY: Attached

APPENDIX C

EXERCISE APPENDIX

Leaving ship stations
Emergency stations
40/60 Gun Functioning Trial
9mm small arms shoot.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

MONTHLY RETURN OF SHIP AVAILABILITY
(To accompany Monthly Report of Proceedings)

APPENDIX B TO CANO 7/66

HMAS LADAVA Age since first commissioning 4½ years

DATE 31 OCTOBER '72 Miles steamed since first commissioning Miles

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL ENGINE HOURS
No. 1 PORT 17
No. 2 STBD 18
No. 3 —

	Availability State 1	Availability State 2	Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/~~Docking~~	Repair Harbour	Long Leave	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (Duration in Hours) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
1		✓									✓													
2		✓									✓													
3		✓									✓													
4		✓									✓													
5		✓									✓													REFIT CO-DOCK
6		✓									✓													
7		✓									✓													
8		✓									✓													
9		✓									✓													
10		✓									✓													
11		✓									✓													
12		✓									✓													
13		✓									✓													
14		✓									✓													
15		✓									✓													
16		✓									✓													
17		✓									✓													REFIT WATERLINE
18		✓									✓													
19		✓									✓													
20		✓									✓													
21		✓									✓													
22		✓									✓													
23		✓									✓													
24		✓									✓													
25		✓									✓													
26		✓		✓	✓		✓				✓													SEA-TRIALS AND EFT
27		✓									✓													
28		✓									✓													

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX TO CANO 7/66

	Availability State 1	Availability State 2	Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/~~Docking~~	Repair	Harbour	Lcng Leave	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (Duration in Hours) H	E	L	G	TAS	ND	C	EW	DL	CPT	REMARKS
29		✓									✓														
30		✓									✓														REFIT WATERHEN
31		✓					✓				✓														SEA-TRIALS
TOTAL		31					2##				31														

NUMBER OF NIGHTS SPENT AWAY FROM BASE : 31 (9 at CO-DOCK, 22 at WATERHEN) DURING REFIT.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

18-6-3968.

DEPARTMENT OF THE NAVY

HMAS LADAVA. Report of Proceedings Nov '72.

AS(NS) Ch. 20/2.

D of O ~~S~~ 22/2 Post refit problems. Passage north.

DCNS GR Ch 30/1

CNS

CNP 27/2

CNTS 29/1

CNSW 5/3

SECRETARY 6/3

C of S 6/3

DPR 7/3

AS(NS) (NS55) 12/3/73

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20/2/73

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

19 FEB
NAVY REGISTRY

AUSTRALIA

PAPUA NEW GUINEA DEFENCE FORCE

NAVY—CANBERRA
18 | 6 | 3968

Telephone 56166

Quote in Reply

766-D1-8

Headquarters
Papua New Guinea Defence Force
Murray Barracks Free Bag
BOROKO PNG

15 February 1973

15 FEB 1973

The Secretary,
DEPARTMENT OF THE NAVY

For Information: The Flag Officer Commanding, HM AUSTRALIAN FLEET
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES

HMAS LADAVA - REPORT OF PROCEEDINGS - NOVEMBER 1972

Forwarded.

(J. LANCASTER)
Captain RAN
Chief of Operations
for Commander.

Enclosure: HMAS LADAVA - Report of Proceedings - November 1972
(4 copies).

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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HMAS LADAVA,.
at Lombrum.

30th November, 1972.

The Commanding Officer,
HMAS TARANGAU.

HMAS LADAVA REPORT OF PROCEEDINGS FOR NOVEMBER, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of November, 1972. All times except where otherwise stated are Zone -10 (K).

2. Wednesday 1st November was spent alongside at HMAS WATERHEN undergoing routine maintenance and fault-finding on the port main engine gear box, which had resulted in the failure of the sea-trials held the previous day. On Thursday 2nd at 0920 (L) LADAVA sailed with Co-Dock engineers onboard for a further attempt at sea-trials, but these too were unsuccessful for the same reason - port gearbox temperatures too high. Therefore at 1240 (L) LADAVA secured at WATERHEN for an hour, to disembark all 'passengers', and then proceeded to Garden Island to have the compass swung a second time. Having completed this by 1500 (L) LADAVA returned to WATERHEN and secured for the night at 1525 (L).

3. The following morning, Friday 3rd, at 1130(L) LADAVA once again sailed for sea-trials, this time with more success. Returning triumphantly to WATERHEN at 1257(L) the patrol boat secured alongside no. 10 berth prior to shifting at 1500(L) to refuel alongside the OFL. On completion of fuelling at 1605(L) LADAVA returned to No. 10 berth and remained there until Monday morning. The weekend was spent as a rest period alongside WATERHEN, with the duty watch employed painting around the upperdeck.

4. On Monday 6th November at 0830(L) LADAVA slipped from WATERHEN and proceeded to sea to an exercise area for an AACRFX. This was provided by a Piaggio aircraft towing a sleeve target for one hour from 1100(L). The shoot was successful, and at 1200(L) LADAVA set course for Jervis Bay, arriving at the SAR wharf at 1424(L). Refuelling took less than an hour and at 1517(L) the patrol boat got underway for Gladstone.

5. The trip north was relatively uneventful, and with a following sea the passage was most comfortable. In fact it looked as if all onboard would sleep well, however, it was not to be, and at 0245(L) on the morning of Tuesday 7th, a cooling-water alarm was triggered on the starboard main engine. After investigation by the Charge ERA the cooling system was vented, but this proved unsuccessful, so a fine adjustment was made to the cooling water thermostat. This had the desired effect and no further trouble was encountered. At the same time the Charge

.../ERA.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

ERA reported that a luboil filter change was imminent due to a luboil pressure of 62-63 psi on the 1000 rpm speed range; also reported was that the luboil differential gauge on the filter unit was not operating correctly. It was felt that the restriction of luboil within the system was a contributary factor, if not the actual cause of the overheating. LADAVA proceeded without further mishap to Gladstone, retarding clocks on hour that evening.

6. At 2200 on Wednesday 8th the patrol boat berthed at the Petroleum Wharf Gladstone and remained there overnight. Having refuelled , LADAVA sailed the following morning at 0901 on Thursday 9th. The trip from Gladstone to Cairns was comfortable, and once again it looked as though there would be an undisturbed night. Unfortunately early in the morning of Friday 10th at 0123 the starboard main engine shut-down. Both main engines had been running at 1250 rpm, and all performance readings were well within the designed running margins; the fans were at high speed. The fuel system was thoroughly and systematically checked for blockages, and found to be clean and unobstructed. The governor solenoid was checked visibly for loose connections, or severed/burned/chaffed wiring and found to be satisfactory. After two unsuccessful attempts at restarting the engine normally (the engine seemed at first to fire, but then produced a 'fail to start' light) it was started in 'emergency'. This fault was subsequently traced to a U/S pyropress switch, and the matter was rectified by PBF Cairns.

7. Arriving in Cairns at 1530 on Friday 10th LADAVA berthed at the fuel wharf, and after topping up proceeded at 1711 to No. 2 berth alongside HMAS PALUMA for the night. The following morning at 1015 Saturday 11th LADAVA, now with a U/S radar, departed for Papua-New Guinea. At 1720, after a final fix from Bouganville Reef the patrol boat altered course to the north and headed for Port Moresby. This time it was fervently hoped that a peaceful night would be had by all - needless to say the weather deteriorated badly and no one was to sleep a wink all night.

8. At 1331 on Sunday 12th, a landfall was made off Port Moresby, nine minutes ahead of prediction. LADAVA entered the sheltered waters of the harbour at 1444 and anchored, washed down, and generally recovered from the violent trip across the Coral Sea. At 1537 anchor was weighed and LADAVA proceeded to the TN Squadron wharf, berthing there at 1600 on schedule, to rejoin the PNG Patrol Boat Squadron.

9. The next four days, from Monday 13th to Thursday 16th LADAVA operated with HMA Ships AITAPE, SAMARAI and LAE, undergoing a full work-up programme. See Appendix C for exercises. Each of the four days allowed a patrol boat in turn to be OCE. On Monday 13th, after a day of exercises LADAVA was programmed to undergo a Major NBCD exercise. However because of a main engine problem this had to be postponed until the following day. The 'problem' was a 'popping' noise emanating from the starboard main engine funnel exhaust. After checking for broken bridge pieces and readjusting tappets, it was decided to replace two fuel injectors - this latter apparently being the cause.

.../10.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

10. After another full days exericses the squadron berthed at 1600 on Tuesday 14th, and a visit was paid to each ship by the Chief of Naval Staff, Vice Admiral Sir Richard Innes PEEK CB, OBE, DSC. From 1635 to 1720 LADAVA's Major NBCD exercise was performed. The following day, Wednesday 15th, after a forenoon at sea, a sports afternoon was held, and LADAVA competed favourably against SAMARAI. See Appendix D. Thursday 16th brought an end to the weeks exercises, and an end also to LADAVA's work-up with the PNG Squadron. Friday 17th was spent in routine maintenance and getting the ship up to scratch for the 'shop window' display scheduled to take place on Saturday and Sunday mornings. That evening the Squadron's official cocktail party was held on the combined quarterdecks of AITAPE and LAE.

11. On Saturday and Sunday mornings from 0930-1200 (approx) the 'shop window' display was held and members of the Papua New Guinea House of Representatives repaired onboard to witness OOW manoeuvres, gunnery exercises, and heaving line transfers. All appeared to enjoy themselves and were quite interested in the goings on. Afterwards, before lunch, a short social gathering was held ashore and the Squadron Officers chatted informally with the members.

12. At 1105 on Monday 20th LADAVA sailed from Port Moresby, still without radar (URDEF 3/74 refers) for Madang. The coastal trip was without incident, and a full moon and clear sky enabled accurate fixing to be maintained throughout the nights. On Tuesday afternoon 21st, two miles from Tufi near Cape Nelson, LADAVA stopped at 1530 to break the monotony by allowing the ship's company to swim for an hour. A shark guard was posted with a loaded and cocked SLR. Then at 1630 the patrol boat once more got underway for Madang, berthing there at 1530 the following day, Wednesday 22nd.

13. LADAVA sailed the next day at 1209 Thursday 23rd, again without radar, to escort MWL 256 which had departed from Madang some three hours earlier. On catching up at 1500, speed was reduced and a shooting competition was held among LADAVA's ship's company. Eight teams of two participated each team attempting in turn to destroy as many balloons as possible with i) 9 mm pistol, ii) SLR, iii) L2A2 auto SLR. This lasted for an hour whereupon at 1620 LADAVA stopped for thirty minutes again to allow the ship's company a short swim. At 1650, now underway, speed was increased to pick up Alim Island light at 2100 before the moon rose and made visible detection of the light difficult. At 2105 the light was visible ahead at approx 10 miles, and LADAVA altered to the southwest to intercept the MWL.

14. For the remainded of the night and forenoon the next day LADAVA zig-zagged and back-tracked ahead of the MWL finally escorting it into Seeadler Harbour at 1100. At 1130 Friday 24th LADAVA berthed at Lombrum and remained there for the next seven days undergoing an SMP until the end of the month.

.../15.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

15. The material condition of the ship is good and planned maintenance is up to date. The health, morale, welfare and conduct of the ship's company is excellent.

I have the honour to be,

Sir,

Your obedient servant

(D.P. RICHARDS)
Lieutenant, RAN
Commanding Officer

Enclosures: Appendices.

A. Steaming Appendix.
B. Monthly return of ship availability.
C. Exercise Appendix.
D. Sporting Appendix.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

APPENDIX A

Steaming Appendix

(a)	Distance steamed during month	3,426.8	miles
(b)	Total distance steamed since commissioning	94,911.0	miles
(c)	Hours underway during month	227	hours
(d)	Total hours underway since commissioning	7,081	hours
(e)	Number of days spent away from base	23	days

APPENDIX B

Monthly return of ship availability: Attached.

APPENDIX C

Exercise Appendix

1. Action stations
2. Leaving ship stations
3. Emergency stations
4. Minor NBCD exercise
5. Major NBCD exercise
6. OOW manoeuvres
7. Blind pilotage
8. Blind anchorage
9. Formation anchorage
10. Boardex.
11. Towex
12. Heaving line transfer
13. Man overboard
14. AATX
15. AACREX
16. SUFX
17. .50 cal.
18. SLR.
19. Automatic SLR.
20. 9 mm pistol.

APPENDIX D

Sporting Appendix

Volleyball	LADAVA defeated SAMARAI	3-2
Soccer	LADAVA defeated SAMARAI	2-0
Basketball	SAMARAI defected LADAVA	40-28

AUSTRALIAN WAR MEMORIAL RCDIG1073285

(MONTHLY RETURN OF SHIP AVAILABILITY TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS) APPENDIX 'B' TO CANO 7/66

HMAS ...LADAVA.....

DATE ...30 NOV 72.....

AGE SINCE FIRST COMMISSIONING 4 2/12 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 94911:0 MILES

I.C. ENGINE SHIPS
PROGRESSIVE TOTAL EN.HRS.
NO.1 PORT 266
NO.2 STBD 235

DAY	AVAILABILITY STATE 1	AVAILABILITY STATE 2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGRAM REFIT DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	AS	ND	C	EW	DL	CPT	REMARKS
1		✓									✓		✓												
2		✓					✓				✓		✓												REFIT
3		✓					✓				✓		✓												WATERHEN
4	✓												✓												
5	✓												✓												
6	✓		✓	✓	✓																				SHAKEDOWN S.B
7	✓		✓					✓																	JB to GLADSTONE
8	✓		✓						✓																GLADSTONE
9	✓		✓					✓																	GLADSTONE to CAIRNS
10	✓		✓						✓																CAIRNS
11	✓		✓					✓																	CAIRNS to PORT MORESBY
12	✓		✓						✓																
13	✓		✓	✓	✓				✓																SQUADRON
14	✓		✓	✓	✓				✓																EXERCISE
15	✓		✓	✓	✓				✓																& WORK-UP
16	✓		✓	✓	✓				✓																PORT
17	✓		✓						✓																MORESBY
18	✓		✓			✓			✓																ROUTINE MAINTENANCE
19	✓		✓			✓			✓																SHOP WINDOW
20	✓		✓					✓																	DISPLAY
21	✓		✓					✓																	
22	✓		✓					✓																	PORT MORESBY to MADANG
23	✓		✓			✓		✓	✓																MADANG
24	✓		✓			✓		✓		✓			✓												ESCORT MWL
25	✓									✓			✓												to LOMBRUM
26	✓									✓			✓												
27	✓									✓			✓												SMP
28	✓									✓			✓												LOMBRUM
29	✓									✓			✓												
30	✓									✓			✓												
31																									
TOTAL	27	3	19	5	5	4	2	8	11	7	3		12												

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

NAVY—CANBERRA
18 | 6 | 3964

15 FEB D72

AUSTRALIA

PAPUA NEW GUINEA DEFENCE FORCE

Telephone 56166

Quote in Reply

766-D1-8

Headquarters
Papua New Guinea Defence Force
Murray Barracks Free Bag
BOROKO PNG

13 February 1973

The Secretary,
DEPARTMENT OF THE NAVY

HMAS LADAVA - REPORT OF PROCEEDINGS - DECEMBER 1972

The Report of Proceedings for HMAS LADAVA for the month of December 1972 has been returned to the Administrative Authority for correction and will be submitted in due course.

(J. LANCASTER)
Captain RAN
Chief of Operations
for Commander

~~HSAS~~

NOTE FOR FILE.

~~D~~ Report of Proceedings for HMAS Ladava for Dec '72 was received in AS(WS) on 3/4/73 & circulated on that day.

NSS - Pls retain for attachment to ~~D~~ in due course. 6/4/73.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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18-6-4010

DEPARTMENT OF THE NAVY

HMAS LADAVA Report of Proceedings DEC. 1972

AS(NS) 4/4.

D of O 6/4

DGOP

DCNS

CMS

CNP

CNTS

CNSW 12/4

SECRETARY 12/4

C of S 16/4

DPR 26/4

AS(NS) (NS55) 27/4/73

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4/4/73

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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NAVY—CANBERRA
18 | 6 | 4010

Headquarters
Papua New Guinea Defence Force
Murray Barracks Free Bag
BOROKO PNG

File: 766-D1-8
766-D1-6

22 March 1973

The Chairman
CHIEFS OF STAFF COMMITTEE

The Secretary
DEPARTMENT OF THE NAVY

For Information: The Flag Officer Commanding, HM AUSTRALIAN FLEET
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES

REPORTS OF PROCEEDINGS

~~HMAS AITAPE - JAN 73~~

HMAS LADAVA - DEC 72 ~~AND JAN 73~~

1. Forwarded.

2. HMAS LADAVA's report for Dec 72 has been corrected. HQ PNGDF 766-D1-8 of 13 Feb 73 refers. In connection with paragraph 4 of this report, the Captain of HMAS LADAVA will be advised that rather than 'post haste' it would be preferable to use one of the classifications of speed and power from RI 4256.

(J. W. NORRIE)
Brigadier
Commander

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HMAS LADAVA,
at Lombrum.

1st January, 1973.

The Commanding Officer,
HMAS TARANGAU.

HMAS LADAVA - REPORT OF PROCEEDINGS FOR DECEMBER, 1972.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of December, 1972. All times are Zone Kilo (-10).

2. Having returned to Lombrum from the PNG Squadron exercise / work-up in Port Moresby at the end of November LADAVA remained alongside for the first nine days of the month undergoing routine maintenance and rectifying defects. Then at 1400 Sunday 10th LADAVA sailed for Madang, arriving there the following morning at 0845 on Monday 11th and secured alongside the flagship of the Japanese Agriculture and Fisheries Fleet, TOKYO MARU. At 0952 LADAVA moved off the Japanese ship to allow her to proceed to sea, then returned alongside the vacant berth. That evening at 1800 LADAVA sailed for the west coast of Manus Island.

3. Early in the morning of Tuesday 12th at 0115 the starboard main engine high water temperature alarm sounded. Investigation revealed that the high level sea water suction had been opened and sea conditions were such that an air lock had developed in the engine cooling system. The port main engine was started temporarily until air was eliminated from the starboard main engine cooling system. The starboard main engine was restarted at 0130, some 15 minutes after the alarm had sounded.

4. Shortly after lunch the same day 90 seconds before LADAVA was due to let go anchor in Nares Harbour at the western end of Manus Island a signal was received recalling LADAVA to Lombrum post haste. At 1615 that afternoon the patrol boat berthed in Lombrum.

5. At 0001 on Wednesday 13th LADAVA slipped from Lombrum and proceeded to sea to rendezvous with HMAS SYDNEY for a mail transfer. The chosen R/V position was in the relatively sheltered waters off the southeast point of Manus; and this was reached at 0115 where LADAVA remained until closing with SYDNEY for the transfer by gemini at 0140. By 0200 the transfer was completed and LADAVA with a U/S radar D.R. 'd back to Seeadler Harbour entrance, pounding heavily through seas whipped up by winds force 6 to 7. The harbour entrance light was glimpsed through the pouring rain at 0300 approx. and 45 minutes later LADAVA berthed at Lombrum.

...../-6.

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AUSTRALIAN WAR MEMORIAL RCDIG1073285

6. The following day on Thursday 14th after the radar had been repaired LADAVA sailed from Lombrum at 1200 for St. Andrews Anchorage some 30 miles to the southeast of Manus. After a 5 mile blind pilotage LADAVA anchored there at 1430. Here with both main engines shut down the engine room was painted out, and the upper deck painted from stem to stern. The entire ship's company (except the OOD and the Duty Watch) then retired to a small island half a mile away where after three games of volleyball and a fishing contest were held. One hour and twenty-three fish later in the fast-fading light of dusk a fire was started and Leading Cook John Bail proceeded to barbeque the "catch" supplemented with steaks.

7. By 2130 that evening everybody was back onboard and LADAVA remained at anchor overnight. The next day, Friday 15th, was spent tiddlying-up the ship for the imminent annual 'Admirals' Inspection due to take place three days later. At 1500 that day anchor was weighed and LADAVA again blind-piloted out of St. Andrews Anchorage and circumnavigated Lou Island before anchoring in Kelaua Harbour on the southeast coast of Manus at 1710.

8. That evening while at anchor another fishing contest was held but had to be abandoned since the only bites anybody got were those freely given by a myriad of local mosquitoes. At 0745 the following morning on Saturday 16th LADAVA weighed anchor and returned to Lombrum, berthing there at 1000. The remainder of that day and Sunday 17th was spent finalising details for 'Admirals'. Next morning on Monday 18th, Heads of Department from HMAS TARANGAU came onboard and commenced LADAVA'S Departmental Inspection; this was completed successfully by 1600. At 0805 on Tuesday 19th LADAVA ship's company was fallen-in, in full No. 10's for 'Divisions' to be inspected by you, Sir; then at 1000 you, Sir; commenced your walk-round inspection of LADAVA. This was completed approximately 30 minutes later, whereupon final pre-sailing checks were carried out on all engineering, electrical and electronic equipment. At 1305 LADAVA sailed with you, Sir; and staff from TARANGAU for 'Admirals' sea inspection. HMAS LAE acting as consort. Immediately on sailing LADAVA's radar failed. After three hours of simulated battle conditions and a series of conventional sea and harbour exercises LADAVA berthed in Lombrum at 1655, the inspection completed.

9. At 1000 Wednesday 20th a major NBCD exercise ensued; then at 1230 LADAVA slipped and proceeded to sea, radar now serviceable, calling at Pak Island to ferry LCK Bail's wife and twin daughters ashore to their home. Then once more LADAVA got underway and proceeded to Vanimo on the north coast of New Guinea about 20 miles from the Indonesian border.

10. LADAVA berthed alongside the old wharf in Vanimo at 1610 Thursday 21st. At 1700 the Executive Officer and I called on the District Commissioner. We were immediately invited to a cocktail party ashore, and 2½ hours later with what appeared to be very nearly the entire population of Vanimo, including the local member of the PNG House of Representatives, we returned onboard LADAVA to complete the 'cementing' of Navy / Civilian relations.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

11. The following morning at 0800 Friday 22nd LADAVA sailed from Vanimo and five hours later at 1300 arrived in Aitape Roads. The local wharf, the building of which had been abandoned some time ago because of the heavy swell which broke over it in the northwest season, (Oct-Mar) was no place for a patrol boat, therefore LADAVA anchored and launched the dinghy. Having made contact with the A.D.C., LADAVA weighed anchor at 1346 and proceeded without incident to Manus Island. Berthing at 1400 on Saturday 23rd LADAVA remained alongside at Lombrum for the remainder of the month.

12. The material condition of the ship is very good, and planned maintenance is up to date. The health, morale, welfare and conduct of the ship's company is excellent.

I have the honour to be,

Sir,

Your obedient servant,

(D.P. RICHARDS)
LIEUTENANT RAN
COMMANDING OFFICER

Enclosures: Appendices.

A. Steaming Appendix.

B. Monthly return of ship availability.

C. Exercise Appendix.

D. Sporting Appendix.

AUSTRALIAN WAR MEMORIAL RCDIG1073285

RESTRICTED

APPENDIX A.

Steaming Appendix:

(a)	Distance steamed during the month	1525.5	miles
(b)	Total distance steamed since commissioning	96436.5	miles
(c)	Hours underway during the month	116	hours
(d)	Total hours underway since commissioning	7197	hours
(e)	Number of nights spent away from base	8	nights

APPENDIX B.

Monthly return of ship availability: Attached.

APPENDIX C.

Exercise Appendix:

1. Action stations
2. Leaving ship stations
3. Emergency stations
4. NBCD exercise
5. OOW manoeuvres
6. Blind pilotage
7. Blind anchorage
8. Formation anchorage
9. Boarding exercise
10. Towing exercise
11. Heaving line transfer
12. Man overboard exercise
13. SUFX 40/60
14. SUFX .50 cal.
15. L1A1 SLR
16. 9 mm pistol

APPENDIX D.

Sporting Appendix:

Nil

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

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

APPENDIX 'B' TO CANO 7/6[illegible]

HMAS LADAVA

DATE 1JAN 73

AGE SINCE FIRST COMMISSIONING 4 3/12 YEARS

MILES STEAMED SINCE COMMISSIONING 92436.5 MILES

I.C. ENGINE SHIPS
PROGRESSIVE TOTAL EN.HRS.
NO. 1 PORT 318
NO. 2 STBD 302

MONTH DAY	AVAILABILITY STATE 1	2	OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAM MAINT.	PROGRAM REFIT DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS) H	E	L	G	A/S	ND	C	EW	DL	CPT	REMARKS
1	✓												✓												
2	✓												✓												
3	✓												✓												
4	✓												✓												
5	✓												✓												SMP LOMBRUM
6	✓												✓												
7	✓												✓												
8	✓												✓												
9	✓							✓					✓												
10	✓		✓					✓	✓				✓												
11	✓		✓					✓																	LOMBRUM TO MADANG
12	✓		✓					✓																	MADANG
13	✓		✓			✓		✓																	WEST COAST MANUS
14	✓		✓																						MAIL TRANSFER - SYDNEY
15	✓		✓																						ST ANDREWS ANCHORAGE
16	✓																								KELAJA HARBOUR
17	✓												✓												
18	✓												✓												LOMBRUM
19	✓		✓	✓		✓							✓												ADMIRALS DEPART INSP
20	✓		✓					✓																	ADMIRALS SEA INSP
21	✓		✓					✓																	LOMBRUM TO VANIMO
22	✓		✓					✓	✓																VANIMO
23	✓							✓																	VANIMO TO AITAPE
24	✓												✓												AITAPE TO LOMBRUM
25	✓												✓												
26	✓												✓												
27	✓												✓												
28	✓												✓												SMP LOMBRUM
29	✓												✓												
30	✓												✓												
31	✓												✓												
TOTAL	31		11	1		2		6	2				22												

RESTRICTED

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073285

AUSTRALIAN WAR MEMORIAL RCDIG1073285

AWM 78

AUSTRALIAN WAR MEMORIAL RCDIG1073285