

AWM78

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

AWM78 Class 198 - HMAS LAE [LST 3035]

File number: AWM78 198/5

Title: AWM78 198/5 - January 1974 - March
1975



RCDIG1073292

[198/5]

LAE

Ref ID's

1974; JAN—5 MAR. 1975.

Declassification Authority—Defence Records
This record has been reviewed and has been
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(Navy) with effect from: 1 NOV 1990
Authority Dig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 1 NOV 90

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FILE 18/6/4756

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS LAE

Report of Proceedings JANUARY 1974

AS(NS) 6/3.

Southern Patrol.

D of O 7/3

DCNS

CNS 8/3.

CNP 11/3.

CNTS 14/3

CNSW 19/3

SD(NO) 1/5/3

C of S 19/3

DPR 21/3

AS(NS) 21/3/74

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NAVY—CANBERRA		
18	6	4756

Telephone:

Address:

Quote in Reply

766-D1-22

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

26. Feb 74

The Chairman
Chiefs of Staff Committee (1)

→ The Secretary
Department of Defence (Navy Office) (4)

For Information:

The Flag Officer Commanding
HM Australian Fleet (2)

The Commander
Australian Mine Warfare and Patrol Forces

The Commanding Officer
HMAS TARANGAU

The Commanding Officer
HMAS LAE

dy HMAS LAE - REPORT OF PROCEEDINGS
JANUARY 1974

1. Forwarded.

(J. W. NORRIE)
Brigadier
Commander

for

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HMAS LAE
at Lombrum

1st FEBUARY 1974

The Commanding Officer
HMAS TARANGAU

HMAS LAE - REPORT OF PROCEEDINGS - JANUARY 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of January 1974. All times are zone Kilo (-10).

2. LAE commenced the month alongside at Lombrum, having returned from Christmas in Rabaul on 28th December. Self maintenance continued when work started on Wednesday 2nd January and as there were no outstanding major defects, ship's staff continued on planned maintenance and ship's husbandry.

3. This work continued for the remainder of the week, culminating in Captain's Rounds at 1400 Monday 7th January. The appearance of the ship had improved considerably in the previous week however several faults were noted for rectification. Cockroaches seem to present a continual problem in LAE. Despite treatment by service staff in Lombrum and Port Moresby during the month, they are still present in large numbers.

4. At 1000, Tuesday 8th January, LAE sailed on a three week patrol to Port Moresby and the Gulf of Papua area. The passage was made in calm fine weather, deteriorating slightly on Wednesday to overcast skies and variable winds. Passage through Hornbill Passage was completed on Thursday morning, and, having some hours in hand, the ship berthed briefly at Samarai where fresh stores were taken on board.

5. The ship entered Port Moresby Harbour on Friday 11th January and berthed at the Support Squadron Wharf at 0900. After fuel and stores had been taken on board, the ship remained at the berth for the week-end.

6. The patrol commenced at 1715 on Tuesday, 15th January when LAE sailed for Daru. Landfall was made at Bramble Bay at 0915 on Wednesday and the ship entered Daru Roads at 1300. After a slow passage up the Roads LAE came to anchor half a mile from Daru Jetty at 1420.

7. After spending the night at Daru, LAE weighed anchor and commenced passage to Kerema at 1500 on 17th January. The overnight passage was made in ideal conditions and LAE arrived at the entrance to Kerema bar at full tide and continued up the bouyed channel to secure at Kerema wharf at 0805.

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8. The week-end at Kerema was an enjoyable one for the ships company. Numerous sporting fixtures and social events were organised and these gained the full support of the crew. The ship was opened for inspection on Saturday and Sunday and about two hundred local residents took the opportunity to tour the ship.
9. LAE sailed from Kerema at 0800 Monday 21st January, and proceeded towards Yule Island in calm, cloudy weather. After anchoring at 1405, the ship was opened to visitors and some forty school children from the local mission were given a guided tour.
10. The ship remained at anchor until after lunch on Tuesday, when at 1300, she weighed and completed the short passage to Vari Vari Island. The wind had freshened to a force four westerly and LAE took the opportunity to anchor in the lee of the island at 1515.
11. The final leg of the patrol was completed on Wednesday 23rd January when LAE sailed from Vari Vari Island and entered Port Moresby to berth at the Support Squadron wharf at 1020. After taking on fuel and fresh provisions, LAE remained alongside for Friday and the week-end.
12. LAE left Port Moresby at 1000 Monday 28th January for the three day return passage to Manus Island. Progress to the east was made in calm hazy conditions. The transit through China Strait was made at 0400 on Tuesday, after which the weather closed in and heavy rain was experienced across Milne Bay. Reduced visibility forced the ship to anchor for an hour before proceeding through Hornbill Passage at 0810.
13. The remainder of the passage passed uneventfully with the ship at times being buffeted by stiff westerly winds. LAE berthed alongside at Lombrum at 1210 on 31st January and commenced a four day self maintenance period.
14. In spite of LAE's postponed refit, the engineering department is functioning smoothly with no machinery defects. There are two electrical defects which remain at the end of January. The radar has a recurring defect which regularly causes blown fuzes, however the fault could not be ascertained by civilian contractors in Port Moresby. Despite efforts by base staff the remoting systems for the ship's radio equipment to the wheelhouse and flying bridge are still unservicable. (My TM 145 dated 23NOV73 refers) Base staff is continuing work on both defects.
15. The health, morale and conduct of the ship's company remained good during the month.

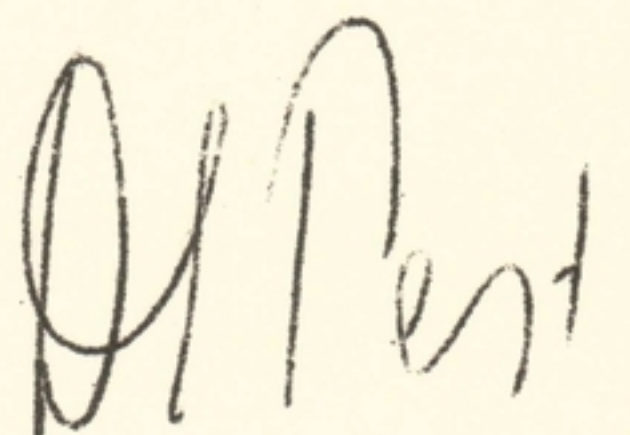
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I have the honour to be,

Sir,

Your obedient servant,



(D.S. PERT)
Lieutenant RAN
COMMANDING OFFICER

ANNEX

- A. Steaming Annex
- B. Monthly return of ship's availability
- C. Exercise Annex

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ANNEX 'A'

Steaming Annex

a.	Distance steamed during the month	2,399.3 Mls
b.	Distance steamed since commissioning	138,794.5 Mls
c.	Hours underway during the month	192 Hrs
d.	Hours underway since commissioning	10,594 Hrs
e.	Days on patrol during month	14 Nights
f.	Occassions exceeding economical speed	Nil

ANNEX 'B'

Monthly return of ships availability - attached

ANNEX 'C'

Exercise Annex - Nil return

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

HMAS.....LAE.....
DATE.....1 FEB 74.....

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING.....05³/₄ YRS.

MILES STEAMED SINCE COMMISSIONING

I.C. ENGINE SHIPS

PROGRESSIVE TOTAL EN. HRS

NO. 1.....2028.....

...138,794.5 MILES

NO. 2.....2050.....

MONTH		AVAILABILITY STATE		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)										REMARKS								
DAY	1	2																								H	E	L	G	A	N	D	C	E		W	D	L	C	P	T		
1	✓														✓																												AMP LOMBRUM
2	✓														✓																												
3	✓														✓																												
4	✓														✓																												
5	✓														✓																												
6	✓														✓																												PASSAGE TO PORT MORESBY
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9	✓													✓																													
10	✓													✓																													
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17	✓													✓																													
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27	✓														✓																												
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AMP LOMBRUM

PASSAGE TO PORT MORESBY

PORT MORESBY

DARU
KEREMA
— " — GULF OF PAPUA
— " — PATROL
YULE IS

PORT MORESBY

PASSAGE TO LOMBRUM

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FILE 18/6/4808

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS LAE

Report of Proceedings FEBRUARY 1974

AS(NS)

D of O

DCNS

CNS

GNP

CNTS

CNSW

SD(WO)

DPR

AS(NS)

(NS55) 19/4

loyal yacht event 8/4

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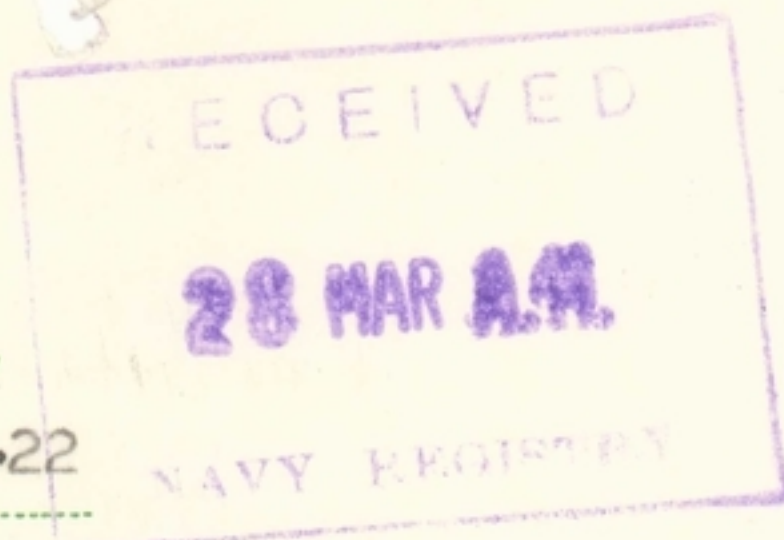


NAVY—CANBERRA		
18	6	4808

Telephone:

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Address:

Headquarters
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Murray Barracks Free Bag
BOROKO PNG

25 Mar 74

The Chairman
Chiefs of Staff Committee (1)

→ The Secretary
Department of Defence (Navy Office) (4)

For Information:

The Flag Officer Commanding
HM Australian Fleet (2)

The Commander
Australian Mine Warfare and Patrol Forces

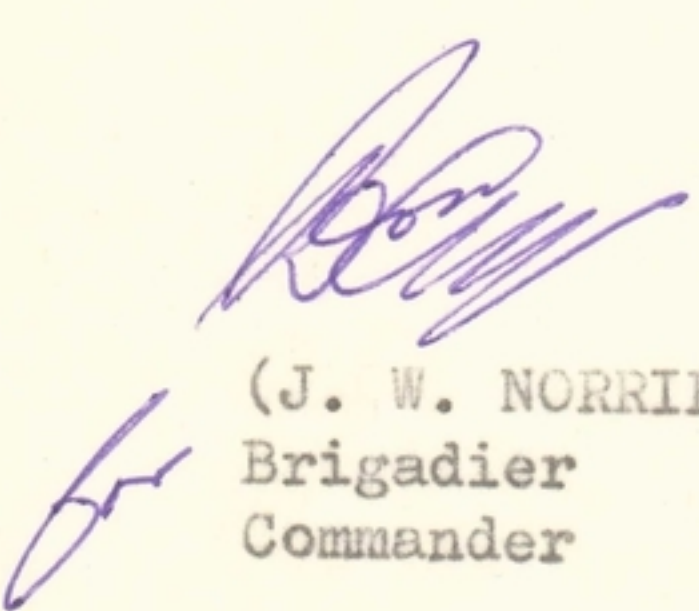
The Commanding Officer
HMAS TARANGAU

The Commanding Officer
HMAS LAE

HMAS LAE REPORT OF PROCEEDINGS - FEBRUARY 1974

1. Forwarded.

2. Before sailing Monday 11 Feb 74, HMAS LAE's Charge MTP was hospitalised. At short notice the Charge job was assumed by A/ERAD2 LINGA with A/ERAD2 RUNGOL as second. This is the first occasion that one of the PNG Division ERAs has had charge, and it was gratifying to learn that he carried out his duties well under the testing conditions of a major patrol boat exercise and the Royal Tour.


(J. W. NORRIE)
Brigadier
Commander

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In reply quote:- FL 11

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HMAS LAE
at Lombrum

6th March 1974

The Commanding Officer
HMAS TARANGAU

HMAS LAE - REPORT OF PROCEEDINGS - FEBRUARY 1974

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of February 1974. All times are Zone Kilo (-10).
2. LAE commenced the month alongside at Lombrum for a self maintenance period, having returned from patrol on 31st January. There were no major outstanding defects and ship's technical staff proceeded with planned maintenance while the seamen continued with ship's husbandry. During this period of maintenance, base staff were successful in wiring an interim remoting system for the UHF radio to the bridge. This worked well during Squadex Four but will have to be redone during the forthcoming refit.
3. LAE, in company with AITAPE and MADANG sailed at 0900 on Thursday 7th February for a shake down prior to Squadex Four. During the exercises conducted on Thursday, LAE sustained steering gear damage and returned to harbour to secure at Lombrum at 1720. The defective part, which was found to be the steering gearbox was worked on by ship's and base staff and temporary repairs were completed allowing the ship to proceed to sea at 2145. LAE came to anchor with MADANG and AITAPE off Koruniat Island at 2120.
4. The next morning, at 0600, the three ships were sailed from this anchorage for the SAREX phase of the shake down. A thorough search was carried out of the designated area without success before the ships returned to Lombrum (AITAPE's ROP for February 1974 contain's further details of the shake down).
5. LAE secured alongside at Lombrum at 1555. After the ship had topped up with fuel, base staff removed the defective steering gearbox and replaced it with another. LAE then remained alongside for the remainder of the week-end.
6. On Monday morning at 0900, AITAPE, MADANG and LAE sailed from Lombrum for the work up phase of Squadex Four. Soon after leaving Seadler Harbour MADANG was detailed to investigate an alledged illegal fishing boat while the other two ships proceeded as originally planned. During the ensuing days both AITAPE and LAE were plagued with radar defects and these forced the cancellation of some serials.
7. LADAVA joined at 1150 on 12th February and the three ships continued south into Milne Bay through Hornbill Passage. They then proceeded to Samarai to fuel and for an initial de briefing. On completion they sailed for further exercises.

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8. The next phase of the exercise, the Operational Readiness Evaluation, has to be reduced in scope due to the unservicability of AITAPE's radar and the fact that MADANG had still not rejoined. Gunnery firings and an abbreviated ORE were conducted Thursday, after which the ships anchored in the Conflict Group Lagoon.
9. The last exercise of the week's activities was the joint SAREX, held on Friday 15th February, and involving units of the RAAF and the Maritime Element of the PNGDF. The exercise which commenced at 0800 was completed successfully when the "survivors" were located at 1220 and subsequently picked up by AITAPE. The credit for the success of the operation however, belongs to the men in blue, as the patrol boats played only a minor part in the actual search operations.
10. On completion of this exercise AITAPE and LAE proceeded into Milne Bay where they joined LADAVA at anchor at Gili Gili at 2120. Further details of exercises held during the week are contained in AITAPE's ROP for February 1974.
11. The debriefing was held in AITAPE on Saturday morning, after which the ships moved to Alotau for water and for the disembarkation of observers. After watering each ship proceeded to Samarai, fuelled at the Main Wharf, then shifted to the Government wharf. LAE secured alongside LADAVA at this wharf at 1650 on Saturday and remained there for the week-end.
12. LAE, in company with LADAVA, sailed from Samarai at 0915 on Monday 18th February for the passage to Rabaul. At 1915 that night, LADAVA was detached to assist AITAPE with an injured crewman, and LAE continued north independently. Good time was made during the passage and LAE arrived in Rabaul in the early hours of Wednesday morning to berth at Bay Street Wharf at 0145. LADAVA arrived and berthed alongside later that day. Both ships remained there for three days while the crews prepared for their Royal Escort duties.
13. At 0615, Saturday, 23rd February, LAE, with LADAVA, cast off and proceeded out of Rabaul Harbour to rendezvous with AITAPE and MADANG. This was done at 0740 and after a short briefing in AITAPE the four ships proceeded southwards to meet with HMY BRITANNIA (RADM R. Trowbridge) and HMAS TORRENS. On sighting the two ships, course was adjusted before the four patrol boats turned together to fall in astern.
14. The squadron then complied with the movements of the Royal Yacht until 1200. At this time, after TORRENS had completed her steam past, the squadron hauled out to port and overtook BRITANNIA to cheer Her Majesty the Queen. The squadron then wheeled to return to its position astern of BRITANNIA and TORRENS.
15. The ships took station to enter Rabaul harbour, at 1330. As they steamed up the harbour, the six ships of the Royal Squadron received an enthusiastic welcome by an assortment of small craft. BRITANNIA anchored near the allocated Royal landing amid a spectacle of thousands of cheering residents and colourfully decorated boats. LAE berthed astern of TORRENS at the Bay Street Wharf at 1450. The four patrol boat Commanding Officers then called on the Commanding Officer of TORRENS, Captain D.J. Martin RAN.

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16. LAE only remained alongside until 2000 when, in company with LADAVA, she sailed for Port Moresby. The passage via the China Strait was made in pleasant conditions and the ships arrived in plenty of time to rendezvous with BRITANNIA and RFA TIDESURGE at the entrance to Port Moresby Harbour; at 0630 on 26th February. As the Royal Family was not embarked in the Royal Yacht, the entrance was not as well supported as it had been in Rabaul. A strong on shore north westerly prevented BRITANNIA from berthing alongside. Both she and TIDESURGE anchored in the harbour while LADAVA and LAE berthed at the PNG Support Squadron Wharf. LAE remained here for the last days of February. This wharf also became the Royal landing and this resulted in considerable ceremony with the passing of numerous important personages.

17. The escort duties of LAE and LADAVA were completed when the two Commanding Officers took their leave of Her Majesty the Queen on 28th February. The two officers were presented briefly to Her Majesty, HRH The Prince Philip, HRH The Princess Anne and Captain Phillips prior to the Royal Family's departure for Jackson's Airport where they boarded an aircraft for Australia.

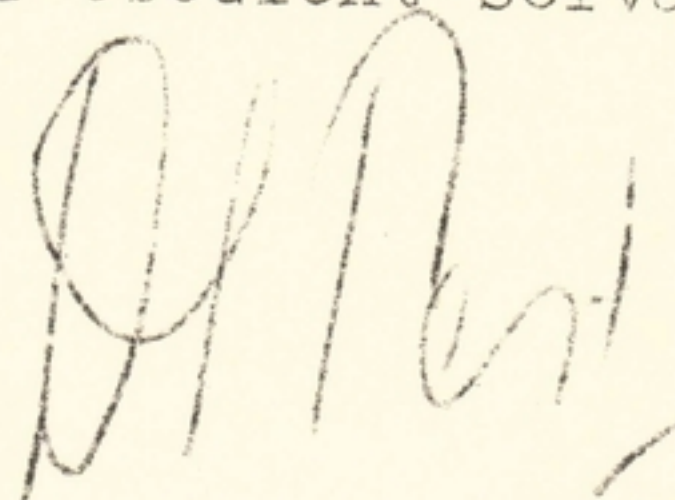
18. The technical department continues to function well with no significant defects at the end of the month.

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

I have the honour to be,

Sir,

Your obedient servant



(D.S. PERT)
LIEUTENANT RAN
COMMANDING OFFICER

ANNEX

- A. Steaming Annex
B. Monthly Return of Ship's Availability
C. Exercise Annex

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ANNEX A

Steaming Annex

a.	Distance steamed during the month	2751.3	Mls
b.	Distance steamed since commissioning	141545.8	Mls
c.	Hours underway during the month	205	Hrs
d.	Hours underway since commissioning	10799	Hrs
e.	Days on patrol during month	13	Days
f.	Occassions exceeding economical Speed		

- (1) 7FEB - 8FEB Shake down to Squadex Four
- (2) 11FEB - 16FEB Squadex Four
- (3) 23FEB Royal Escort Duties
- (4) 26FEB Royal Escort Duties

ANNEX B

Monthly return of ships availability - attached

ANNEX C

Exercise Annex

- (1) 7FEB - 8FEB Shakedown to SQUADEX FOUR
- (2) 11FEB - 15FEB SQUADEX FOUR (AITAPE's ROP February 1974 refers).

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

HMAS
DATE 21 MAR 74

APPENDIX 'B' TO CANO 7/66
AGE SINCE FIRST COMMISSIONING..... 5 1/2 YRS
MILES STEAMED SINCE COMMISSIONING
141,545.8 MILES

I.C. ENGINE SHIPS
PROGRESSIVE TOTAL EN: HRS
NO. 1 2180
NO. 2 2238

MONTH AVAILABILITY STATE		OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAM MAINT	PROGRAM REFIT DOCKING	REPAIR HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS)												REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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FILE 428/3/79

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS

LAE

Report of Proceedings MAR. 74

AS(NS)

D of O

DGOP

DCNS

CNS

CNP

CNTS

CNSW

SD(NO)

C of S

DPR

AS(NS)

(NS55) 11/6

Patrol and Sepik River penetration

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Telephone 56166

Quote in Reply

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BOROKO PNG

766-D1-22

The Chairman
Chiefs of Staff Committee (1)

→ The Secretary
Department of Defence (Navy Office) (4)

For Information:

The Flag Officer Commanding
HM Australian Fleet (2)


The Commander
Australian Mine Warfare and Patrol Forces (1)


The Commanding Officer
HMAS TARANGAU

The Commanding Officer
HMAS LAE

HMAS LAE REPORT OF PROCEEDINGS - MARCH 1974

Forwarded.


(J. W. NORRIE)
Brigadier
Commander


22 Apr 74

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HMAS LAE (PTF 93)
at Lombrum

1 April, 1974.

The Commanding Officer
HMAS TARANGAU

HMAS LAE REPORT OF PROCEEDINGS - MARCH, 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of March, 1974. All times are Zone Kilo (-10).

2. After completing Royal escort duties on 28th February, LAE was alongside at Port Moresby at the beginning of March. At 1020, Saturday 2nd March, in company with LADAVA, she slipped from Support Squadron wharf for the return passage to Lombrum.
3. Although the passage was hindered slightly by heavy rain, both ships made good time to enter Seeadler Harbour on the morning of 5th March and berth at HMAS TARANGAU at 0800.
4. LAE then commenced a self maintenance period which continued for the remainder of the week. There were no major defects and ship's staff proceeded with planned maintenance and ship husbandry.
5. At 1000, Monday 11th March, LAE cast off and proceeded from Lombrum on a short Northern area patrol. The ship steamed overnight towards the New Guinea coast in gusty north westerly winds and 2M seas.
6. The weather moderated considerably on entering Vitiaz Strait and the ship proceeded into Dager Harbour at 1100 and secured at Bunti wharf at 1130. In the afternoon the ship's sporting teams confidently accepted challenges by local students, however the residents were successful in each encounter.
7. The ship cast off at 0800 the following morning and after clearing the harbour, continued on a southerly course across Huon Gulf. LAE then passed through the narrow entrance to Mort Harbour to anchor at 1720.
8. At 0800 Thursday 14th March, the ship weighed and proceeded towards Lae town. She arrived to secure alongside MV OLGA SCHEU at the small ships' wharf at 1300. The ship then had to change to an alongside berth at 1500 to facilitate fuelling and watering. After replenishing she remained in this berth for the night.
9. On Friday afternoon with at least two foreseeable berth changes over the weekend, it was decided to move to an anchorage. So at 1300 LAE cast off and came to anchor approximately three cables to the south west of the wharf.

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.../10. The ship

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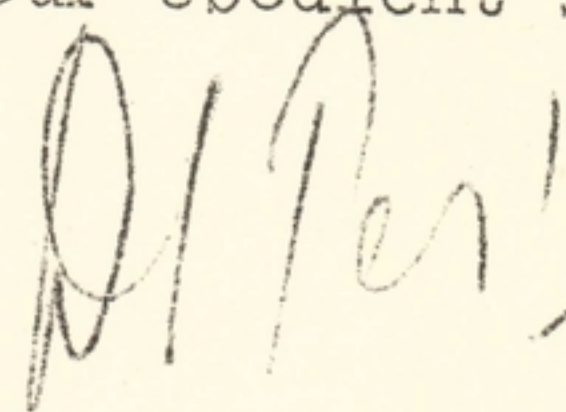
- 2 -

10. The ship remained at anchor until 1600, Monday 18th March when she sailed for Madang town. After the night passage she entered Madang Harbour to berth at the small ships' wharf at 0955. The ship remained here only briefly before shifting to the Shell jetty for fuel. This provided a well sheltered berth so LAE remained here overnight and was joined by HMAS MADANG at 0800 on 19th March.
11. At 1800 the same day, after watering at the main wharf, both ships sailed for the mouth of the Sepik River. For the ensuing six days, between 21st and 27th March, MADANG and LAE penetrated the Sepik River to an estimated 267 miles (HMAS MADANG's ROP of March 1974 refers).
12. During these days both ships encountered large concentrations of floating and half floating debris of varying sizes. Although LAE did not register any definite log strikes, it was inevitable that strikes did occur. A period at high power after clearing the river mouth did not produce any shaft vibration however a survey by divers on return to base, revealed a number of small indentations in both propellers. (TARANGAU's P282315Z MAR74 refers). None of these were sufficiently serious to affect the operational capacity of the ship.
13. After leaving the Sepik River at 1200, 27th March, both ships made good time in calm conditions to secure alongside at Lombrum at 0500, the following morning.
14. LAE then commenced a self maintenance period which continued for the remainder of the month.
15. The electrical and engineering departments continue to function without any significant defects.
16. During the month the health and morale of the Ship's Company has been good. Their conduct has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,



(D.S. PERT)
Lieutenant RAN
Commanding Officer

- ANNEX A. Steaming Annex
B. Monthly Return of Ship's Availability
C. Exercise Annex.

RESTRICTED

RESTRICTED

RESTRICTED

RESTRICTED

ANNEX A to HMAS LAE
REPORT OF PROCEEDINGS
dated 1 April, 1974

STEAMING ANNEX

a.	Distance steamed during the month	2546.4	mls
b.	Distance steamed since commissioning	144092.2	mls
c.	Hours underway during the month	204	hrs
d.	Hours underway since commissioning	11003	hrs
e.	Days on patrol during month	14	days
f.	Occasions exceeding economical speed:		
	13 Mar	Quarterly Full Power Trial (1 hour)	
	21-27 Mar	Sepik River Penetration.	

ANNEX C to HMAS LAE
REPORT OF PROCEEDINGS
dated 1 April, 1974

EXERCISE ANNEX

12 March - Action Stations, Emergency Stations, Leaving Ship
Stations, NBCD Drills.

RESTRICTED

RESTRICTED

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

HMAS **LAE**
DATE **01 APR 74**

APPENDIX 'B' TO CANO 7/66
AGE SINCE FIRST COMMISSIONING **5 1/2** YRS
MILES STEAMED SINCE COMMISSIONING **14,409.2** MILES

I.C. ENGINE SHIPS
PROGRESSIVE TOTAL EN: HRS
NO. 1 ... **2320**
NO. 2 ... **2354**

MONTH AVAILABILITY STATE		OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAM MAINT	PROGRAM REFIT DOCKING	REPAIR HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS)												REMARKS
DAY	1												H	E	L	G	A	D	C	W	E	C	E	T	
1	✓							✓																	PORT MORESBY
2	✓																								
3	✓																								
4	✓																								PASSAGE Lombrum
5	✓																								
6	✓																								
7	✓																								
8	✓																								
9	✓																								Lombrum
10	✓																								
11	✓																								
12	✓	✓																							
13	✓	✓																							
14	✓	✓																							
15	✓	✓																							NORTHERN AREA
16	✓																								DATEON
17	✓																								
18	✓																								
19	✓																								LAE
20	✓																								
21	✓																								
22	✓																								MADANG
23	✓																								
24	✓																								
25	✓																								
26	✓																								
27	✓																								SEPIK RIVER
28	✓																								
29	✓																								
30	✓																								
31	✓																								
TOTAL	31		4		7		3	7	10																

RESTRICTED

RESTRICTED

DEPARTMENT OF DEFENCE

DETAILS OF INFORMATION ANALYSIS

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REGISTRATION

SECURITY CLASSIFICATION

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Title

REPORTS - Proceedings of HMAS LAE for
March 1974.

Registration Number

N428-3-79

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FURTHER INDEX

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NAME INDEX

Heading

HMAS LAE -

Precis

as above

Alter File No. on Logging Card for

HQ PNGDF

Letter dated 22 / 4 / 1974

Reference No.

766-DI-22

RESTRICTED

FILE 428/3/115

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS *LAE*

Report of Proceedings *APR. 74*

L AS(NS) *10/6*

D of O *11/6*

DGOP *12/6*

DCNS

L CNS *13/6*

CNP *13/6*

L CNTS *18/6*

CNSW *20/6*

SD(NO) *24/6*

L C of S *25/6*

DPR *27/6*

D20 AS(NS) *(NS55) 3/7*

Passage Status Report.

- NOTES:
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RESTRICTED

for 5/6/74

RESTRICTED

5



Telephone 56166

Quote in Reply

.766-D1-22.....

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

The Chairman
Chiefs of Staff Committee (1)

→ The Secretary
Department of Defence (Navy Office) (4)

For Information:

The Flag Officer Commanding
HM Australian Fleet (2)

The Commander
Australian Mine Warfare and Patrol Forces (1)

The Commanding Officer
HMAS TARANGAU

The Commanding Officer
HMAS LAE

for HMAS LAE REPORT OF PROCEEDINGS - APRIL 1974

Forwarded.

(J. W. NORRIE)
Brigadier
Commander

27 May 74

RESTRICTED

RESTRICTED

HMAS LAE (PTF 93)
At Cairns

1st May, 1974

The Commanding Officer
HMAS TARANGAU

HMAS LAE - REPORT OF PROCEEDINGS - APRIL 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of April 1974. All times are Zone Kilo (-10).

2. At the beginning of the month LAE was alongside at Lombrum undergoing a self maintenance period. LEUT R.A. Cherake PNGDF joined 2nd April and assumed the duties of Executive Officer 4th April. He relieved LEUT J.I. Maniana PNGDF who was posted to TARANGAU.

3. Prior to this handover Captain's Rounds and Divisions were held 3rd April and the high standard of both reflected creditably on the outgoing Executive Officer.

4. At 1000 Thursday 4th April, LAE cast off and proceeded out of Seadler Harbour for the passage to Cairns. The ship arrived at Samarai where fuel was taken on and overnight leave granted.

5. LAE sailed at 0800 Sunday morning for the passage across the Coral Sea. During the crossing a force five south easterly and 2-3 metre seas were experienced before the landfall was made on Euston Reef Light at 1030 Monday, 7th April. LAE then proceeded into Cairns Harbour to secure at 1500.

6. The following day at 0830, LAE proceeded to sea for pre refit trials, returning alongside at 1015. For the remainder of the week, prior to Easter, the ship was destored.

7. At 0615, Tuesday 16th April LAE cast off and proceeded to Smith's Creek where she was slipped at 0700. Work then commenced on the ship's biennial refit.

8. The refit continued for the remainder of the month while the ship's company were employed on ship husbandry and stores replacement. At this stage it appears that the refit will be successfully completed by the programmed date.

.../2

RESTRICTED

RESTRICTED

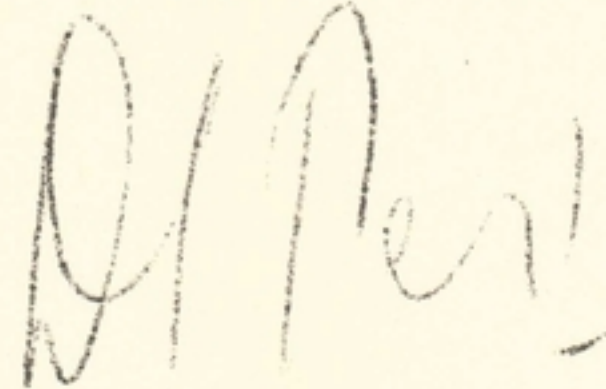
- 2 -

9. The health, morale and conduct of the ship's company during the month has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,



(D.S. PERT)
Lieutenant RAN
Commanding Officer

ANNEX A. Steaming Annex
B. Monthly Return of Ship's Availability
C. Exercise Annex

RESTRICTED

RESTRICTED

ANNEX A

Steaming Annex

- | | | |
|----|--|--------------|
| a. | Distance steamed during the month | 1177.1 Mls |
| b. | Distance steamed since commissioning | 142722.9 Mls |
| c. | Hours underway during the month | 83 hours |
| d. | Hours underway since commissioning | 11086 hours |
| e. | Days on patrol during month | 5 Days |
| f. | Occasions exceeding economical speed | |
| | (1.) 7-8 FEB Ship proceeded at 16 Kts during transit of
Coral Sea (COMPNGFOR KNA 280430Z MAR 74 refers) | |
| | (2.) 9 FEB Pre Refit Trials | |

ANNEX B

Monthly return of ship's availability - attached.

ANNEX C

Exercise Annex - Nill Return.

RESTRICTED

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

RESTRICTED

ANNEX 'B' TO CANO 1/66

HMAS... LAE
DATE... 1 MAY 74

AGE SINCE FIRST COMMISSIONING... 6 ...YEARS
MILES STEAMED SINCE FIRST COMMISSIONING... 142722.9 ...MILES

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL ENGINE
HOURS
NO 1 2362
NO 2 2406
NO 3

MONTH DAY	AVAILABILITY STATE		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Dock.	Repair	Harbour	Long Leave	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													H	E	L	G	TAS	ND	C	EW	DL	CPT	
1	✓									✓															LOMBRUM SMP
2	✓									✓															
3	✓									✓															
4	✓							✓																	PASSAGE TO CAIRNS
5	✓							✓																	
6	✓							✓																	
7	✓							✓																	PRE REFIT TRIALS
8	✓							✓																	
9	✓						✓																		
10	✓												✓												CAIRNS DESTORING
11	✓												✓												
12	✓												✓												
13	✓												✓												BIENNIAL REFIT
14	✓												✓												
15	✓	✓											✓												
16		✓									✓														
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31																									
TOTAL	15	15																							

RESTRICTED

DEPARTMENT OF DEFENCE

DETAILS OF INFORMATION ANALYSIS

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SECURITY CLASSIFICATION

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REPORT - PROCEEDINGS - HMAS 'LAE' - APRIL 1974

Registration Number

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HMAS 'Lae'

Precis

R.O.P April 1974

Alter File No. on Logging Card for

PNGDT Beroko

Letter dated

27/4 1974

Reference No.

766.01.22

RESTRICTED

FILE 428/3/166

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS

LAE

Report of Proceedings MAY '74

AS(NS)

D of O

DGOF

DCNS

CNS

CNP

CNTS

CNSW

SD(NO)

C of S

DPR

AS(NS)

(NS55) 18/7

Refit

- NOTES:
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file 4/7/74

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②

Telephone 56166

Quote in Reply

766-D1-22

.....

Headquarters

Papua New Guinea Defence Force

Murray Barracks Free Bag

BORCKO PNG

Chairman

Chiefs of Staff Committee

The Secretary

Department of Defence (Navy Office) (4)

For Information:

The Flag Officer Commanding

H.M. Australian Fleet

(2)

The Commander

Australian Mine Warfare and Patrol Forces

The Commanding Officer

HMAS TARANGAU

The Commanding Officer

HMAS LAE

HMAS LAE REPORT OF PROCEEDINGS - MAY 1974

1. Forwarded.

(J.W. NORRIE.)

Brigadier

Commander

for
24 Jun 74

RESTRICTED

RESTRICTED

HMAS LAE (PTF-93)
At Cairns

1st June, 1974

The Commanding Officer
HMAS TARANGAU

HMAS LAE - REPORT OF PROCEEDINGS - MAY 1974

Sir,

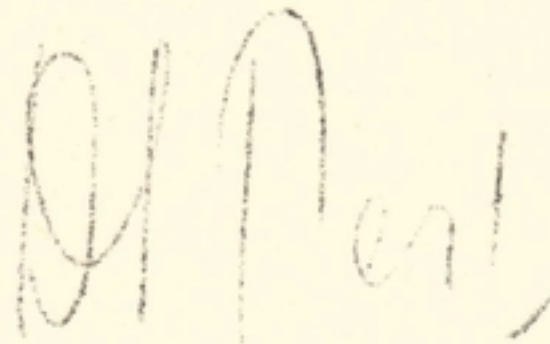
I have the honour to report the proceedings of HMA Ship under my command for the month of May 1974. All times are in Zone Kilo (-10).

2. HMAS LAE spent the entire month in the hands of North Queensland Engineers and Agents undergoing its biennial refit.
3. The two generators were replaced on 10th May and the two main engines on 14th May. The ship was unslipped by tug at 0535 16th May and secured at number 1 wharf for the remainder of the month.
4. The refit progressed satisfactorily during the month. It now appears that the refit will have to be extended by one week to give a completion date of 21st June. These five extra working days are necessary to compensate for four public holidays prior to the new completion date.
5. The health, morale and conduct of the ship's company during the month have been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,



(D.S. PERT)
Lieutenant RAN
Commanding Officer

- ANNEX
- A. Steaming Annex.
 - B. Monthly Return of Ship's Availability.
 - C. Exercise Annex.

RESTRICTED

RESTRICTED

ANNEX A

Steaming Annex

a.	Distance steamed during the month	Nil
b.	Distance steamed since commissioning	142722.9 mls
c.	Hours underway during the month	Nil
d.	Hours underway since commissioning	11086 hrs
e.	Days on patrol during month	Nil
f.	Occasions exceeding economical speed	Nil

ANNEX B

Monthly return of ship's availability - attached.

ANNEX C

Exercise Annex - Nil Return.

RESTRICTED

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

ANNEX 'B' TO CANO '66

HMAS... LAE
DATE... 01 JUN 74

AGE SINCE FIRST COMMISSIONING... 6 1/2 YEARS
MILES STEAMED SINCE FIRST COMMISSIONING... 14,222.9 MILES

I.C. ENGINED SHIPS
PROGRESSIVE TOTAL ENGINE
HOURS 2362
NO 1
NO 2 2406
NO 3

MONTH DAY	AVAILABILITY STATE		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Dock.	Repair	Harbour	Long Leave	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													H	E	L	G	TAS	ND	C	EW	DL	CPT	
1		✓									✓														BIENNIAL REFIT (LAIRNS)
2		✓									✓														
3		✓									✓														
4		✓									✓														
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29		✓									✓														
30		✓									✓														
31		✓									✓														
TOTAL		31									31														

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DEPARTMENT OF DEFENCE

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

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REGISTRATION

SECURITY CLASSIFICATION

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Title - Report of Proceedings - HMAS Lae
- May 1974

Registration Number N428 / 3 / 166

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FURTHER INDEX

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Precis

NAME INDEX

Heading

Precis

HMAS Lae | ROP - May 74

Alter File No. on Logging Card for - - - - -

PN GDF

Letter dated 24 / 6 / 19 74

Reference No. 766-DI-22

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FILE 428/3/241

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS LAE

Report of Proceedings JUNE 74

AS(NS) h. 1/8.

D of O 20/5/8

DGOP 4/5/8

DCNS 4/5/8

CNS 7/8

CNP 8/8.

CNTS 2/8

CNSW 11/4/8

SD(NO) 21/4/8

C of S 15/8/74

DPR 16/8

AS(NS) 24/8

(NS55) 19/8

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Telephone 56166

Quote in Reply

766-D1-22

.....

Headquarters

Papua New Guinea Defence Force

Murray Barracks Free Bag

BORCKO PNG

The Chairman
Chiefs of Staff Committee

The Secretary
Department of Defence (Navy Office) (4)

For Information:

The Flag Officer Commanding
H.M. Australian Fleet (2)

The Commander
Australian Mine Warfare and Patrol Forces

The Commanding Officer
HMAS TARANGAU

The Commanding Officer
HMAS LAE

HMAS LAE REPORT OF PROCEEDINGS - JUNE 1974

1. Forwarded.

2. The problems experienced by HMAS LAE during the latter part of the month highlight the need for a patrol boat to be allowed a proper period for post refit trials and shakedown prior to commencement of work-up.

for P. Feldman left
(J.W. NORRIE.)
Brigadier
Commander

25 Jul 74

RESTRICTED
RESTRICTED

RESTRICTED
RESTRICTED

HMAS LAE (PTF 93)
AT SEA

3rd July 1974

The Commanding Officer
HMAS TARANGAU

HMAS LAE - REPORT OF PROCEEDINGS - JUNE 1974

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of June 1974. All times are in Zone Kilo (-10).
2. At the beginning of the month, HMAS LAE was in the hands of North Queensland Engineers and Agents undergoing the final stages of its biennial refit. Although the contractors were having trouble obtaining some parts, they gave no indication that the ship would not be ready for final acceptance on 21st June.
3. Basin trials were held on 13th June and the ship proceeded to sea for its first sea trials on Saturday 15th June at 0900. On returning to harbour at 1445 there were still a number of major faults which had to be rectified prior to acceptance.
4. Work continued during the early days of the following week. Contractors trials were conducted on Thursday 20th June when the ship proceed to sea for two and a half hours during the forenoon.
5. The ship again proceeded to sea at 1100 Friday 21st June on what were to have been the final acceptance trials. During the course of these trials faults were revealed in the starting system, the domestic fresh water pump and battery charger. The unavailability from stores of a replacement circuit breaker and a seal for the fresh water pump had prevented contractors from rectifying the major faults. However there still remained a number of smaller defects to be corrected. As a result of these, the ship was not accepted.
6. The parts had still not arrived by Monday, so LAE shifted to Number 10 wharf to ammunition and on completion the magnetic Compass was swung. The ship secured alongside Number 1 wharf at 1140.
7. During the next twenty four hours the circuit breaker arrived and was fitted. It did not appear likely that the seal for the fresh water pump would arrive for some time so the pump was repaired using available materials.
8. At 1530 25th June, on completion of this work, the ship was accepted. At 1545, LAE slipped and proceeded out of Cairns for passage to the Family Islands. On passage the shakedown commenced with a number of internal drills. The ship anchored at Dunk Island at 2105.
9. LAE weighed at 1000 on Wednesday and proceeded to the east of Dunk Island for more shakedown exercises, returning to anchor at 1610. The ship again weighed at 1835 and for two hours conducted a blind pilotage exercise around the Family Islands before reanchoring.

RESTRICTED RESTRICTED

RESTRICTED

- 2 -

RESTRICTED

10. During the forenoon of Thursday 27th June, more trouble was experienced with the fresh water pump (My URDEF 1/74 refers). It was also found that the starboard engine required adjustment by contractor staff. So at 0900 the ship weighed anchor and sailed for Cairns, arriving at 1435.

11. HMAS Cairns had still not received the illusive pump spares so it was decided to replace the whole pump assembly with the old one from HMAS BARBETTE, which was then undergoing refit. This was done the following day and the ship then proceeded to sea briefly for trials before fuelling and securing at number 1 wharf at 1650. LAE was again fully operational.

12. With the work-up commencing on Monday, LAE had spent less than two days shakedown so at 1000 on Saturday, the ship slipped and proceeded for exercises in the Green Fitzroy Island area. The night was spent at anchor at Michaelmas Cay before returning to Cairns at 1145 Sunday 30th June.

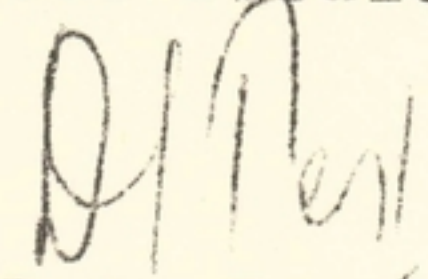
13. The state of the engineering and electrical departments is unsettled after the refit. Although the ship has no major defects at present it is felt that full assessment of the refit cannot be made until the completion of a month of operational running.

14. The health of the Ship's company during the month has been satisfactory. The morale and conduct have slipped during the latter stages of the refit. This is thought to be due to the long period the PNG sailors have spent away from their homes and also the irregular running times which have been necessary to bring the ship to an operational state.

I have the honour to be,

Sir,

Your obedient servant,


(D.S. PERT)
Lieutenant RAN
Commanding Officer

- ANNEX A. Steaming Annex
B. Monthly Return of Ship's availability
C. Exercise Annex.

RESTRICTED

RESTRICTED

RESTRICTED

RESTRICTED

- 3 -

ANNEX A

Steaming Annex

a.	Distance steamed during the month	495.8 miles
b.	Distance steamed since commissioning	143218.7 miles
c.	Hours underway during the month	34 hours
d.	Hours underway since commissioning	11120 hours
e.	Days on patrol during month	Nil
f..	Occasions exceeding economical speed	
	(1) 15 June - 30 June - as necessary to	
	carry out trials and shakedown.	

ANNEX B

Monthly return of ship's availability - attached.

ANNEX C

Exercise Annex

The following exercises were conducted during June:

- (1) NBCD Exercises
- (2) Ship handling exercises
- (3) BOARDEX
- (4) Steering gear breakdown
- (5) Gyro breakdown
- (6) Action, Emergency and leaving ship station
- (7) Blind pilotage exercise.

RESTRICTED
RESTRICTED

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

HMAS : **UAE**
DATE : **01 JUL 74**

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING **6 Y6**

MILES STEAMED SINCE COMMISSIONING

143218.7 MILES

I.C. ENGINE SHIPS

YRS PROGRESSIVE TOTAL EN: HRS

NO. 1 **2398**

NO. 2 **2410**

DAY	MONTH AVAILABILITY STATE		OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAM MAINT	PROGRAM REFIT DOCKING	REPAIR HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE. (DURATION IN HOURS)	REMARKS
	1	2													
1															
2		✓													
3		✓													
4		✓													
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6		✓													
7		✓													
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26	✓														
27	✓														
28	✓														
29	✓														
30	✓														
31															
TOTAL	5	25	5												

BIENNIAL
REFIT
CAIRNS

(SHIP IN
CONTRACTORS
HANDS)

SHAKE DOWN
EXERCISES

RESTRICTED

RESTRICTED

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

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FILE NUMBER

428

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REGISTRATION

SECURITY CLASSIFICATION

Restricted

TITLE Report of Proceedings of HMAS Lae for June 1974

REGISTRATION NUMBER N428-3-241

MARK TO ASNS

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM

FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

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SUBJECT INDEX

POSTING

PRECIS

NAME INDEX

HEADING

PRECIS

HMAS Lae

ROP June 1974

ALTER FILE NUMBER ON LOGGING CARD FOR AQPNGDF

LETTER DATED 25 - 7 - 19 74 REFERENCE NUMBER 766-DI-22

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FILE 428/3/327

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS

Report of Proceedings JULY '74

AS(NS)

D of O

DGOP

DCNS

CNS

CNP

CNTS

CNSW

SD(NO)

C of S

DPR

AS(NS)

LAE

20/9

25/9

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1. Post report trials
2. Passage to PNG.
3. Concern over number of depots.

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

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Feb 24/9/74

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766-D1-22

1A2(W)
003000

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

The Chairman,
Chiefs of Staff Committee,
Department of Defence,
CANBERRA ACT. 2600.

The Secretary,
Department of Defence (Navy Office) (4)
CANBERRA ACT. 2600

For information: The Flag Officer Commanding,
H.M. Australian Fleet (2)

The Commander,
Australian Mine Warfare & Patrol Forces

The Commanding Officer,
HMAS TARANGAU

The Commanding Officer,
HMAS LAE

HMAS LAE REPORT OF PROCEEDINGS - JUL 74

1. Forwarded.
2. The matters raised in para 28 are being investigated and a further report will be forwarded.

J. W. Norrie

(J.W. NORRIE)
Brigadier
Commander

10 Sep 74

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ASNS

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Headquarters
Royal New Guinea Defence Force
Moresby
P.O. Box 100
P.O. Box 100

766-DI-22

1464
003000

The Chairman,
Chiefs of Staff Committee,
Department of Defence,
CANBERRA ACT 2600.

The Secretary,
Department of Defence (Navy Office) (4)
CANBERRA ACT 2600.

For information: The Flag Officer Commanding,
H.M. Australian Fleet (2)

The Commander,
Australian Mine Warfare & Patrol Forces

The Commanding Officer,
HMAS TARANGU

The Commanding Officer,
HMAS LAR

HMAS LAR REPORT OF PROCEEDINGS - JUL 74

1. Forwarded.

2. The matters raised in para 28 are being investigated and further report will be forwarded.

(J.W. MORRIS)
Brigadier
Commander

10 SEP 74

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DEPT OF DEFENCE
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HMAS LAE
at Sea

The Commanding Officer
HMAS TARANGAU

HMAS LAE REPORT OF PROCEEDINGS - JULY 1974

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of July 1974. All times are Zone Kilo (-10).
2. At the beginning of the month, HMAS LAE was alongside in Cairns, having completed her biennial refit on 25 June. The ship commenced its post refit workup at 0645 1 July, 1974, when, in company with the consort HMAS BARRICADE, (Lieutenant P.J. GERRY, RAN) she slipped and proceeded out of harbour. For this phase of the work-up, Lieutenant J.E. SCOTT, MBE, RAN, an ex-Commanding Officer of HMAS LAE, was embarked to assist with navigation and other aspects of operational training.
3. After clearing the heads, both ships sailed south towards the declared gunnery practice firing area. Firings were then carried out in the forenoon and afternoon. The target for these serials was a sleeve, towed by a Melbourne based Piaggio aircraft. Heaving line transfers and a night encounter exercise were also completed before anchoring at Dunk Island at 2015.
4. On Tuesday, both ships sailed at 0700 for gunnery firings at both surface and air targets. This was followed by boarding party, damage control and station keeping exercises while the ships advanced northward towards Cairns.
5. The ships then entered Cairns and berthed at Number 10 wharf for fuel and ammunition. As Lieutenant SCOTT disembarked, Commander W.S.G. BATEMAN, RAN joined for the next phase of the exercise. On completion of fuelling, both LAE and BARRICADE sailed from Cairns and steamed north in company towards the Flinders Group.
6. On Wednesday LAE was further exercised with an assortment of internal drills and two ship evolutions. These concluded when both ships anchored in Owen Channel at 1600.
7. The following morning at 0555, LAE was alerted for a SAR exercise. Although there was some confusion in the initial stages, both ships cleared the channel by 0640 and proceeded south towards the established datum. The exercise was abandoned at 1000 and after a period of combined drills both ships continued south independently. At 2050 after more exercises, LAE anchored with BARRICADE at Double Island.
8. After anchoring a defect developed in the HF radio transceiver and this rendered the equipment unserviceable. (My URDEF 2/74 refers). The fault was rectified the following morning with replacement components from HMAS CAIRNS.

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9. Both ships weighed anchor at 0530 on Friday morning and proceeded into Cairns in preparation for LAE's Operational Readiness Evaluation. At 0735, COMAUSMINPABFOR (Commander J. St.B. MORE, RAN) boarded for the inspection. The ship was brought to action stations at 0750 and shortly after led BARRICADE out of harbour. For the next seven hours LAE was exercised in a wide variety of patrol boat drills and evolutions. On completion LAE proceeded into port with BARRICADE and secured at the fuel wharf at 1525. Commander MORE then indicated that LAE had successfully completed the evaluation. However he did state that although the ship had reached a satisfactory standard in most exercises, there still remained a number of evolutions in which more practice was required. Practice since has improved the standard, however the recent posting of three soldiers under training and three other crew changes has made it difficult to maintain a fully worked up ship's company.
10. Just prior to start of the ORE, ship's staff found that the general service battery bank and the battery charger were unserviceable (my URDEF 3/74 refers). Local contractors repaired the battery charge on Saturday forenoon. On examination by HMAS CAIRNS base staff, it appeared obvious the cells in the general service bank had been overcharged at some stage during the refit or trials and this had caused major damage to the plates. This fact had not been passed on to ship's staff by either refit inspectors or contractors on completion of refit. Fortunately a spare bank was available from CAIRNS and this was fitted on Saturday.
11. After a final day's leave in Cairns, LAE sailed for Papua New Guinea at 1000 Sunday 7 July, 1974. The passage was planned for inner reef to Cape Grenville, then through Pollard Passage and across the Coral Sea.
12. Steady progress was made to the north in a pleasant south easterly. However, on arrival at Cape Grenville at 1300 on Monday 8 July, 1974, the steaming generator failed causing the gyro to topple. After some trouble the gyro settled allowing barely enough time for passage through the reef before sunset. The transit was completed and LAE came to anchor at Raine Island on the eastern extreme of the reef at 1830.
13. During the silent hours the south easterly increased steadily and by the time LAE ventured into the Coral Sea at 1030 Tuesday, she faced force 5 winds, and 3 metre seas. These conditions continued until entering Port Moresby the following forenoon when the ship proceeded alongside at 1035.
14. At 1000, 11 July 1974, after fuelling and overnight leave, LAE sailed for Lombrum. Although the weather report indicated abating winds, on clearing the harbour the ship was confronted with the same south easterly which had, if anything, increased in strength.
15. With no shelter on the southern coast, LAE continued with the easterly passage until the protection of the China Straits provided calm weather. Comfortable conditions were experienced for the remainder of the voyage and the ship made good time to arrive at Lombrum at 1200 Sunday 14 July, 1974.

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16. The following day, ship's staff commenced a seven day assisted maintenance period at HMAS TARANGAU. With only three weeks since the completion of refit, there were a considerable number of defects and most of these were to be rectified before the end of this period.
17. There was to have been Captain's Rounds at 1100, Friday 19 July, but these were replaced by a 'walk around' by the Commanding Officer of HMAS TARANGAU, Commander P.D. McKAY, RAN. On completion of the tour, Commander McKAY said that the ship had attained a satisfactory standard of cleanliness and ship husbandry.
18. LAE spent the weekend alongside and on Monday sailed for Meteinge Bay and Exercise NEW HANOVER with 'A' Company, 2 PIR (Major A. HUAI, PNGDF). After an overnight passage, the ship anchored briefly in Meteinge Bay before proceeding on its first task. HMAS LADAVA (Lieutenant K. FRANK, PNGDF) had already embarked half of 3 Platoon from Dyaul Island at 1115, LAE embarked the remainder and returned to Meteinge Bay. After disembarkation LADAVA detached to Lombrum and LAE proceeded eastward to an anchorage in Metanus Harbour.
19. At this time the fresh water pump was reported unserviceable. The pump had had intermittent faults but this defect was of a more permanent nature. Despite efforts by engineering staff the pump could not be restarted and for the remainder of the patrol, fresh water was only available by bucket from a hand pump in the engine room.
20. The following day, a number of fishing boats were sighted while LAE was patrolling to the north of New Hanover. Three of these were investigated and found to be Japanese, wearing current PNG fishing licence numbers. Although it is not promulgated, it was later found that ten such vessels operate consistently in this area from a headquarters in Kavieng.
21. The ship then anchored in Schadel Harbour, Mussau Island, and proceeded south the following day. At 1400, Thursday 25 July, 1974 after entering Ysabel Channel, more foreign fishing activity was observed. The whole inner channel was a maze of buoyed nets, all licenced, which provides the bait for the tuna boats 'outside'.
22. That night was spent at anchor to the east of Taskul and the following forenoon the ship proceeded into Kavieng. A large copra ship occupied the main wharf so LAE Mediterranean moored stern to the southern end of the wharf. Water was then taken on but because the fuel tanker was overdue, dieso was not available from the contractor. It was therefore necessary to proceed to Rabaul for fuel, so leave was granted until 1730 Sunday when the ship sailed.
23. After the overnight passage, LAE berthed at the Shell wharf, Rabaul at 0640 Monday 29 July, 1974. Fuel and provisions were embarked during the day and the ship again sailed at 1530.
24. It was then learned that the second patrol boat programmed for Exercise NEW HANOVER was unavailable through mechanical defect. LAE was then informed that it would be required to perform the remaining patrol boat serials for the exercise concluding on 7 August, 1974.

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- 4 -

25. At 0545 on Tuesday morning, LAE entered Meteinge Bay. Twenty troops of 1 Platoon were embarked and the ship proceeded to Mussau Island. The troops were disembarked in Schadel Harbour at 1235 and then the ship returned to an anchorage in Baongung Bay, a few miles to the west of Meteinge Bay.

26. LAE suffered another defect that night when the windlass motor burned out while anchoring. It was therefore necessary to weigh anchor by deck tackle for the remainder of the patrol.

27. At 0615 Wednesday, LAE weighed and again proceeded to Meteinge Bay where the remaining fourteen members of 1 Platoon were embarked. The ship followed a similar course as it had the previous day, disembarking the troops in Schadel Harbour and returning to anchor at Baongung Bay at 1845, 31 July, 1974.

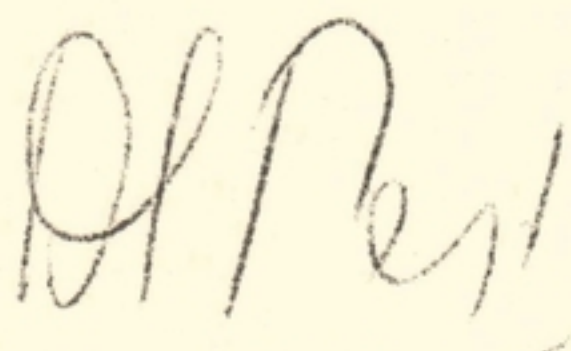
28. In the short time out of refit, LAE has experienced an alarming number of defects. When the ship entered refit, it had no defects and had had no major problems in the previous six months. In the five weeks between the end of refit and the end of July defects have occurred in nearly every major piece of equipment and machinery. Fortunately ship's staff have had no main engine or generator trouble. These were not changed during refit.

29. The health of the ship's company during the month has been satisfactory. The conduct and morale were fair. At the beginning of the month there was a spate of leave breaking offences. These are attributed to the fact that the ship was running to an irregular programme which was necessary to meet acceptance and work up schedules. Also the sailors had become restless after three months away from Papua New Guinea. There has been no further trouble since the ship returned to PNG waters and the morale has improved considerably.

I have the honour to be,

Sir,

Your obedient servant,



(D.S. PERT)
Lieutenant RAN
Commanding Officer

19 August, 1974

ANNEXES: A. Steaming Annex
B. Monthly return of Ship's availability
C. Exercise Annex.

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ANNEX A to HMAS LAE
REPORT OF PROCEEDINGS
dated August, 1974

STEAMING ANNEX

1. Distance steamed during the month 3498.4 miles
2. Distance steamed since commissioning 149263.2 miles
3. Hours underway during the month 295 hours
4. Hours underway since commissioning 11415 hours
5. Days on patrol during month 10 days
6. Occasions economical speed
1-5 July - Post refit workup and ORE

-O-

ANNEX B to HMAS LAE
REPORT OF PROCEEDINGS
dated August, 1974

MONTHLY RETURN OF SHIP'S AVAILABILITY - Attached.

-O-

ANNEX C to HMAS LAE
REPORT OF PROCEEDINGS
dated August, 1974

EXERCISE ANNEX

- 1-4 July - Work-up.
- 5 July - Operational Readiness Evaluation.
- 8 July - Internal DC Drills.
- 22 July - Internal DC Drills.

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

HMAS... *LAF*

DATE... *3 AUG 74*

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING... *6 1/4*

MILES STEAMED SINCE COMMISSIONING

149,263.2...MILES

I.C. ENGINE SHIPS

YRS. PROGRESSIVE TOTAL EN HRS

NO. 1 *2686 HRS*

NO. 2 *2671 HRS*

MONTH AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISE WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS PROGRAM MAINT	PROGRAM REFIT DOCKING	REPAIR	HARBOUR LONG LEAVE	DEFECTS AFFECTING PERFORMANCE (DURATION IN HOURS)										REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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WORK UP + ORE CAIRNS

PASSAGE CAIRNS To Lombok

ALONGSIDE Lombok AMP

EX NEW HANOVER WITH A COY 2PIR

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DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

FILE NUMBER

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DETAILS OF INFORMATION ANALYSIS

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JULY 1974

REGISTRATION NUMBER N428-3-327

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HEADING

HMAS LAE

PRECIS

Report of PROCEEDINGS

JULY 1974

ALTER FILE NUMBER ON LOGGING CARD FOR PALUA NEW GUINEA DEFENCE FORCE

LETTER DATED 10-9-1974 REFERENCE NUMBER 766-D1-22

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FILE 428/3/387

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS LAE

Report of Proceedings AUG '74

AS(NS)

D of O 23/10

DGOP 24/10

DCNS

CNS 24/10

CNP 25/10

CNTS

CNSW

SD(NO)

C of S

DPR

AS(NS) (N855) 13-1-75

1. Exercise with 2 PIR
2. Forced to shelter due to bad weather.
3. AMP at Larangan.
4. Exercise SQUAD EX 6

- NOTES:
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for 22/10/74

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Reference: 766-D1-22

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

The Chairman,
Chiefs of Staff Committee,
Department of Defence,
CANBERRA ACT 2600.

The Secretary,
Department of Defence (Navy Office) (4)
CANBERRA ACT 2600.

For information: The Flag Officer Commanding,
HM Australian Fleet (2)

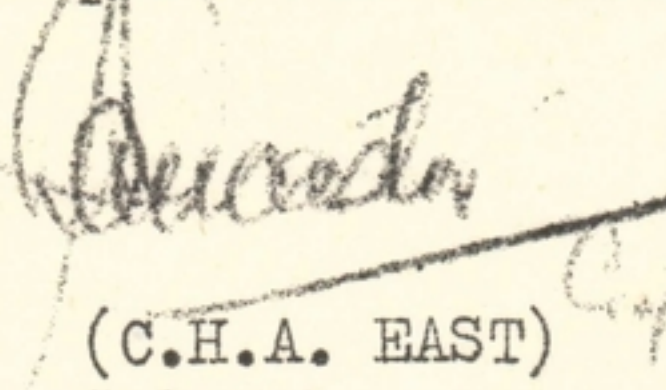
The Commander,
Australian Mine Warfare & Patrol Forces

The Commanding Officer,
HMAS TARANGAU

The Commanding Officer,
HMAS LAE

HMAS LAE REPORT OF PROCEEDINGS - AUGUST 1974

1. Forwarded.
2. In regard to paragraph 24 of the report the replacement windlass motor has been received and fitted.
3. The month was a busy one for HMAS LAE. All tasks assigned were completed in an efficient manner.


(C.H.A. EAST)
Colonel
Acting Commander

15 Oct 74

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Headquarters
Papua New Guinea Defence Force,
Murray Barracks Tree Bag,
BOROKO, PNG.

Reference: 764-DF-23

The Chairman,
Chiefs of Staff Committee,
Department of Defence,
CANBERRA, ACT 2600.

The Secretary,
Department of Defence (Navy Office) (A),
CANBERRA, ACT 2600.

For information: The Flag Officer Commanding,
HM Australian Fleet (2)

The Commander,
Australian Mine Warfare & Patrol Forces

The Commanding Officer,
HMAS TARANGAU

The Commanding Officer,
HMAS LAR

HMAS LAR REPORT OF PROCEEDINGS - AUGUST 1974

1. Forwarded.

2. In regard to paragraph 24 of the report the replacement windlass motor has been received and fitted.

3. The month was a busy one for HMAS LAR. All tasks assigned were completed in an efficient manner.

(Sgt. A. BARR)
S-1000
Acting Commander

15 OCT 74

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HMAS LAE
AT SEA

The Commanding Officer
HMAS TARANGAU

HMAS LAE REPORT OF PROCEEDINGS - AUGUST 1974.

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of August 1974. All times are zone kilo (-10).

2. At the beginning of the month LAE was at anchor in Baongung Bay while participating in EXERCISE New Hanover with A company, 2 PIR (Major A. Huai PNGDF). As the windlass was unserviceable, the anchor was weighed by deck tackle at 0545 on 1st August and the ship steamed the short distance to Meteinge Bay. Here A Company Headquarters personnel were embarked for passage to Kavieng.

3. The ship arrived in Kavieng at 1200 and as the main wharf was occupied, the soldiers were disembarked by boat. Later that afternoon the wharf was vacated so at 1620, LAE moved alongside. Leave was then granted for Friday.

4. At 0600, Saturday 3rd August, LAE cast off and proceeded for the next serial, which involved lifting 1 platoon from Mussau Island to Kavieng. Enroute provisions for the resupply of 2 Platoon were landed on the North Coast of New Hanover Island. The ship then crossed Isabel Channel to enter Schadel Harbour at 1500 and anchor for the night.

5. The following morning, after embarking the first sixteen members of 1 Platoon, LAE sailed. After an incident free passage in fine weather, the ship secured alongside at Kavieng at 1625. The soldiers were then disembarked.

6. LAE remained alongside for the night and sailed at 0800 on Monday morning for Mussau Island. The night was again spent at anchor in Schadel Harbour and the following morning the remaining 14 members of 1 Platoon were embarked.

7. With ideal weather conditions the crossing to Kavieng was completed in good time and the ship berthed at 1450 on 6th August. The troops were disembarked and LAE proceeded on the final serial of the exercise. This involved the lifting of 2 and 3 Platoon from Taskul to Kavieng.

8. On arrival, LAE did not attempt to berth at Taskul in the fading light but anchored to the east. The troops of 2 Platoon were embarked by boat and the ship was again underway by 1810. In the calm conditions, the fact that a full platoon was embarked made no difference to the movement of the ship or her handling characteristics and the transit was completed without incident when the ship berthed at Kavieng at 2005.

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9. At 0800, the following morning, LAE crossed for the final pickup at Taskul. A full platoon was again embarked and the operation was successfully completed when LAE secured alongside and disembarked the soldiers at 1205.
10. Although in the final phase of EXERCISE NEW HANOVER, LAE completed the tasks that were originally intended for two patrol boats, there was no undue strain on either the ship or the ship's company. With the co-operation and slight re-arrangement of some serials by A Company Headquarters, all the tasks were completed without any hitches and generally without delay.
11. The ship spent the night alongside and at 1110 Thursday, 8th August, sailed on a short island patrol. During the afternoon LAE crossed to Tabar Island where she came to anchor in Tsumbura Bay at 1740.
12. 0825 the following morning, we again weighed anchor by deck tackle and proceeded to the coast of New Ireland to visit the coast watcher at Kamiraba Plantation. This visit was completed at 1210, and the ship sailed further south along the coast to visit Bopiri Plantation near Namatanai. As the coast watcher was absent LAE continued on the next leg of the patrol. The weather by this stage was deteriorating and the crossing to Nuguria Islands was made in seas increasing from moderate to rough and force 6 to 7 winds.
13. After the uncomfortable night, LAE sought the welcome shelter of the Nuguria atoll and berthed at Fead Island at 0730 Saturday 10th August.
14. The weather appeared to make no improvement during the weekend which LAE spent alongside. However, on Monday morning the wind and seas seemed to have moderated and LAE proceeded at 0805. After clearing the protection of the island, course was set to the south west in seas which were reasonably comfortable. Unfortunately the weather worsened during the forenoon to the extent that course had to be reversed at 1015. The ship again berthed at Fead Island at 1240.
15. On Tuesday, no attempt was made to leave and it was not until Wednesday, 14th August, that the ship made a successful departure. The passage to Rabaul was completed in moderate seas and LAE secured at the Bay Street wharf at 0020 in the morning of 15th August. During the forenoon fuel was taken on and the ship sailed for Lombrum at 1100.
16. Before departure from Rabaul, LAE received an instruction to divert to Nauna Island while on passage to Manus Island. Nauna village is established on the south eastern shores of the island and had suffered considerable damage from the affect of the gusty south easterlies of the previous days.
17. LAE arrived at the island at 0730 Friday 16th August. A party was then sent ashore to assess the damage and report on what assistance the ship could offer. Although there was major damage to a number of dwellings, there were no villagers in need of medical attention and their supply of food and water was adequate. The island's unserviceable radio was embarked and the ship continued to Lombrum where it secured at 1500.

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18. The following eight days were spent alongside at HMAS TARANGAU for an assisted maintenance period. During this time the fault in the fresh water pump was rectified and all planned maintenance was brought up to date. The only outstanding defect was the windlass motor which had not been supplied from Sydney.

19. At 0900, Sunday 25th August, HMAS LAE in company with HMAS LADAVA (Lieutenant K. FRANK PNGDF) and HMAS MADANG (Lieutenant G.A. WELLHAM RAN) sailed for SQUADEX SIX. The first two days were spent in the Manus Island area conducting gunnery firings, patrollex, night plotting exercise and general drills. A detailed list of the exercises is contained in Annex C.

20. The three ships returned to Lombrum to fuel at 1800 Monday 26th August. At 2215, they sailed for New Hanover Island.

21. After the overnight crossing, manoeuvres were conducted before entering Isabel Passage for a navigation exercise. This was completed at 1715 and the ships passed out of Steffen Strait and commenced the passage to Rabaul.

22. The weather was fine and calm for the overnight steam and the ships berthed at the Bay Street wharf on Wednesday at 0715. While fuel and water were being embarked a debriefing for the first phase was given by the Commanding Officer HMAS TARANGAU (Commander P.D. McKAY RAN) who had been embarked as the Senior Observer.

23. At 1415 on the same day, LAE and LADAVA sailed for the PATROLEX phase of the exercise. MADANG had sailed at 1030. For this phase LAE and LADAVA were required to patrol a line between Cape Mimias on New Ireland and Nissan Island. MADANG acted as the opposing force, with the aim of breaking through this line undetected. During the following days troops from 1 PIR and an RAAF Caribou took part in the exercise. With the exception of a refuelling run to Rabaul on 31st August, LAE spent the remainder of the month involved in this exercise.

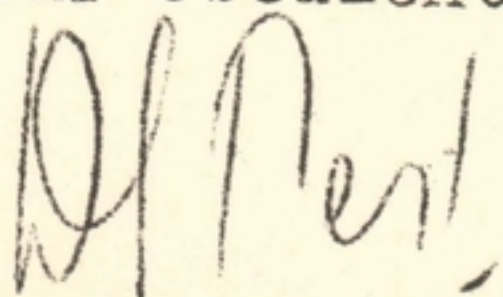
24. The state of the engineering and electrical departments is satisfactory. At the end of the month all planned maintenance had been completed with the unservicable windlass being the only outstanding major defect. This has been the source of considerable inconvenience and it appears that it is likely to remain so with the unavailability of a replacement motor being the main problem.

25. The health, morale and conduct of the ship's company during the month have been good.

I have the honour to be,

Sir,

Your obedient servant,



(D.S. PERT)
Lieutenant RAN
Commanding Officer

September 1974

RESTRICTED

RESTRICTED

- ANNEXES:
- A. Steaming Annex.
 - B. Monthly return of ship's availability.
 - C. Exercise Annex.

RESTRICTED

RESTRICTED

ANNEX A TO HMAS LAE
AUGUST 1974 REPORT OF
PROCEEDINGS

STEAMING ANNEX

- | | | |
|----|--------------------------------------|-----------------|
| 1. | Distance steamed during the month | 3255.9 miles |
| 2. | Distance steamed since commissioning | 152,519.1 miles |
| 3. | Hours underway during the month | 273 hours |
| 4. | Hours underway since commissioning | 11688 hours |
| 5. | Days on patrol during month | 23 days |
| 6. | Occasions exceeding economical speed | |
| | 25-31 August - SQUAD EX SIX. | |

ANNEX B TO HMAS LAE
AUGUST 1974 REPORT OF
PROCEEDINGS

Monthly Return of Ship's availability - attached.

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ANNEX C TO HMAS LAE
AUGUST 1974 REPORT OF
PROCEEDINGS

EXERCISE ANNEX

DATE	SHIPS INVOLVED	EXERCISE	AREA
05AUG74	LAE	40/60 and 5" Browning SUFX	Mussau Is. Area
05AUG74	LAE	Action Stations, Emergency Stations, Leaving Ship Stations.	Mussau Is. Area
05AUG74	LAE	OOW Ship Handling	Mussau Is. Area
25AUG74	LAE MADANG LADAVA	1. Action Stations, Emergency Stations, Leaving Ship Stations, NBCD Drills. 2. ROFX (2" Rockets) 3. SUCRF 4. Radar Index Calibration 5. OOW Manoeuvres 6. NBCD Drills 7. PATROLEX	Manus Island
26AUG74	LAE LADAVA MADANG	1. PLOTEx 2. Heaving line transfers 3. TOWEX 4. OOW Manoeuvres 5. FFV BOARDEx 6. Formation Anchorage 7. Armed Boarding Party 8. General Drills	Manus Island
27AUG74	LAE LADAVA MADANG	1. NSIC 2. OOW Manoeuvres 3. NAVEX 4. NSIC	Manus Island - New Hanover Is. New Hanover Is. Isabel Passage to Steffen Strait New Hanover Is. to Rabaul
28AUG74	LAE LADAVA MADANG 1 PIR RAAF Caribou	PATROLEX	Cape Mimias to Nissan Island.
29AUG74	"	PATROLEX	"
30AUG74	"	PATROLEX	"
31AUG74	"	PATROLEX	"

RESTRICTED

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

HMAS LAE
DATE 01 SEP 74

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING 6 4/12 YEARS
MILES STEAMED SINCE COMMISSIONING

I.C. ENGINE SHIPS
PROGRESSIVE TOTAL EN.HRS.

NO. 1... 2851...

152,519.1 MILES NO. 2... 2845...

MONTH	AVAILABILITY STATE		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)										REMARKS
DAY	1	2													H	E	L	G	S	ND	C	EW	DL	CPT	
1	✓		✓			✓																		EXERCISE NEW HANDOVER WITH A COY 2PIR	
2	✓		✓			✓																			
3	✓		✓			✓																			
4	✓		✓			✓																			
5	✓		✓			✓																			
6	✓		✓			✓																			
7	✓		✓			✓																			
8	✓		✓			✓																			
9	✓		✓																					ISLAND PATROL	
10	✓		✓																						
11	✓		✓																						
12	✓		✓																						
13	✓		✓																						
14	✓		✓																						
15	✓		✓																						
16	✓		✓																						
17	✓		✓																					ALONGSIDE HMAS TARANGAU	
18	✓									✓		✓													
19	✓									✓															
20	✓									✓															
21	✓									✓															
22	✓									✓															
23	✓									✓															
24	✓												✓												
25	✓		✓	✓	✓																			SQUADEX SIX	
26	✓		✓	✓	✓																				
27	✓		✓	✓	✓																				
28	✓		✓	✓	✓																				
29	✓		✓	✓	✓																				
30	✓		✓	✓	✓																				
31	✓		✓	✓	✓																				
TOTAL	31			4	2	8				5		3													

RESTRICTED

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DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

FILE NUMBER

FOLIO

N428

3

387

1

1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER McKDOWN (N)

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED

18/10/1974

REGISTRATION

SECURITY CLASSIFICATION

RESTRICTED.

TITLE HMAS LAE - REPORT OF PROCEEDINGS
AUGUST, 1974.

REGISTRATION NUMBER

N428/3/387

MARK TO AS(NS)

CANCEL FILE NUMBER

VIDE THIS FILE AND INFORM

FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING

PRECIS

NAME INDEX

HEADING

PRECIS

HMAS LAE

- 'A/A'

ALTER FILE NUMBER ON LOGGING CARD FOR

H/QRTS PNG DEFENCE FORCE.

LETTER DATED

15/10/1974

REFERENCE NUMBER

766-D1-22

RESTRICTED

FILE 428/3/421.

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

Report of Proceedings

SEPT '74

HMAS

AS(NS)

D of C

DCOP

DCNS

CNS

CNP

OWIS

CNSW

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C of S

DER

AS(NS)

(N655)

1. SQUAD EX SIX
2. Unit to Solomon Islands.

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

RESTRICTED



RESTRICTED

Telephone 56166

Quote in Reply

766-D1-22

Headquarters .

Papua New Guinea Defence Force

Murray Barracks Free Bag

BCRCKO PNG

The Chairman,
Chiefs of Staff Committee,
Department of Defence,
CANBERRA ACT 2600.

The Secretary,
Department of Defence (Navy Office) (4)
CANBERRA ACT 2600.

For Information: The Flag Officer Commanding,
HMAS Australian Fleet (2)

The Commander,
Australian Mine Warfare & Patrol Boat Forces

The Commanding Officer,
HMAS TARANGAU

The Commanding Officer,
HMAS LAE

HMAS LAE REPORT OF PROCEEDINGS - SEPTEMBER 1974

1. Forwarded.
2. Remedial action on all defects was completed before HMAS LAE sailed on her next patrol on Monday, 14 October.
3. September was another busy month for HMAS LAE. The apparent success of her goodwill cruise to the British Solomon Islands Protectorate is noteworthy.

[Signature]
(C.H.A. EAST)
Colonel
Acting Commander

CENTRAL REGISTRY
DEPT OF DEFENCE

58 OCT 15 03

RECEIVED

23 OCT 1974

RESTRICTED

RESTRICTED

2

53 OCT 1974

RECEIVED

28 OCT 74 12 03

DEPT. OF DEFENCE
CENTRAL REGISTRY

URGENT COMMUNIQUE

URGENT

(C.H.V. 1974)

URGENT

of the following nature to the British Government in London
3. reference was made to the fact that the above-mentioned

on the next day on Monday, 14 October.

5. The following action on all affected was completed before the above-mentioned

1. The following

HMS LVE REPORT OF PROCEEDINGS - SEPTEMBER 1974

HMS LVE
The commanding officer

HMS LVE
The commanding officer

Unofficially the matter of the above-mentioned
The commanding officer

For information: HMS Unofficially Fleet (5)
The Fleet Officer commanding

URGENT VCL 5000
Department of Defence (Head Office) (4)
The Secretary

URGENT VCL 5000
Department of Defence
Office of Staff Committee
The Secretary

100-11-55

Office in Berlin
Telephone 2000

ВОВКО ВИС
Министерство ВВС
ВВС ВВС ВВС ВВС ВВС
ВВС ВВС ВВС ВВС ВВС
ВВС ВВС ВВС ВВС ВВС



RESTRICTED

2

RESTRICTED

HMAS LAE (PTF - 93)
At Lombrum

The Commanding Officer
HMAS TARANGA U

HMAS LAE REPORT OF PROCEEDINGS - SEPTEMBER 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of September 1974. All times are in Zone Kilo (-10) except from 9th to 20th inclusive where the times are in Zone Lima (-11).

2. On 1st September, LAE was at sea participating in SQUAD EX SIX. Together with HMA Ships LADAVA (Lieutenant K. FRANK PNGDF) and MADANG (Lieutenant G.A. WELLHAM RAN), the ship was taking part in the final stages of the Patrolex phase of the exercise. The Commanding Officer, HMAS TARANGAU (Commander P.D. McKAY RAN) was embarked as an observer for the exercise.

3. The SAREX phase was initiated at 1200 and ships were given a search pattern with the aim of locating a life raft placed by MADANG. The raft was subsequently located by a merchant ship. At 1710, LAE was detached to collect two army coastwatchers at Feni Island and took no further part in the exercise. After the passage from the search area, the ship came to anchor in Warramung Harbour at 2205.

4. The following forenoon the coastwatchers were embarked and course was set for Rabaul. The ship proceeded into Simpson Harbour and secured alongside the Bay Street wharf at 1720.

5. LADAVA and MADANG entered harbour later in the night and secured alongside at 0030, 3rd September. The exercise was concluded that forenoon when a wash up was conducted by Commander McKAY.

6. LAE spent Tuesday night alongside and sailed at 1550 Wednesday 4th. The crossing to the Cartaret Islands was completed in pleasant conditions and the ship anchored at 1015 on Thursday.

7. Anchor was weighed at 1100 the following forenoon and the ship proceeded on the next leg to the Tasman Islands, where she anchored for the weekend at 0855 Saturday, 7th September.

8. At 0700 on Monday after an enjoyable stay at these idyllic islands, anchor was again weighed by deck tackle and the ship commenced the short crossing to Ontong Java. This marked the beginning of the ship's official visit to the British Solomon Islands Protectorate.

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2.

9. On anchoring in Ontong Java lagoon at 1300, the ship was opened for inspection while the sailors were entertained by villagers from Liuniva Island. The ship was again opened for inspection the following afternoon before sailing at 1600.

10. LAE steamed overnight and entered the next port of call, Auki, to secure alongside at 0900 on Thursday. During the one night there, the ship's company was again well looked after by local residents. Sport and a dance had been organised beforehand and both were well supported by all on board.

11. On Friday 13th September, LAE left Auki and completed the short crossing to Honiara where she secured at 1500. A liaison officer had been appointed and a full programme had been organised for the four day visit, which included everything from a variety of sport to an invitation to a Bible reading.

12. A cocktail party was held on board that night and was attended by His Excellency The Governor and Mrs Luddington and the newly elected, the Honourable Chief Minister Solomom Mamaloni. The Governor reciprocated with an invitation to a poolside luncheon on Sunday for the whole ship's company.

13. After an enjoyable break in Honiara, LAE sailed at 1400 on Tuesday 17th September for Gizo, the last Solomon Islands port of the visit. The ship berthed there at 0905 on Wednesday. The next two days were spent in Gizo and again a well organised programme had been arranged.

14. LAE proceeded from Gizo harbour at 0815 on Friday after a successful eleven day visit to the Protectorate. The passage to the Mortlock Islands was completed that night and the ship anchored at 0910 on Saturday forenoon. The weekend was again spent at anchor.

15. While entering the Mortlock Islands lagoon the helmsman experienced difficulty with the steering. The steering motor was then switched off. After anchoring the motor was examined and found to have unserviceable bearings (My URDEF 4/74 refers).

16. On Monday, the ship crossed to Kieta, arriving at 1625. After remaining alongside for the night, food and fuel were taken on during Tuesday forenoon. At this stage fresh water on the ship was very low and it was not available from Kieta's normal supplies, so at 1400, the ship moved to the small wharf at the island resort of Arawa, five miles to the north. Here water was taken on before the ship again sailed at 1600.

17. LAE berthed at Rabaul at 1300, Wednesday 25th September.

The night was spent alongside and the fuel tanks were topped up. The following morning at 0800 the ship sailed on the final leg of the voyage. During the passage internal drills, a 40/60 firing and a .50 calibre firing were conducted.

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3.

18. The ship entered Seeadler Harbour on Friday morning and berthed at Lombrum at 1000 after an absence of five weeks. A much needed two week assisted maintenance period was then started. In the three months since refit, LAE had completed nearly 10,000 miles with only two weeks maintenance at Lombrum so base and ship's staff had a heavy programme of defects and planned maintenance to be completed in the two weeks.

19. The outstanding major defects are unserviceable windlass, steering motor and auxiliary salt water pump. The radar was also made unserviceable when it became necessary to cannibalise parts so that HMAS SAMARAI (Lieutenant G.B. ATKINSON RAN) could proceed to sea on 30th September. It is expected that all these faults will be made good during the present period at Lombrum.

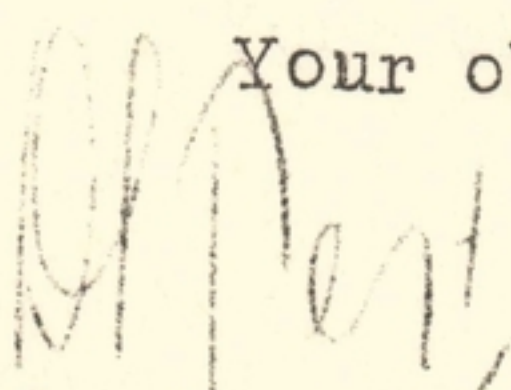
20. The ship remained alongside until the end of the month while the Ship's Company were employed on maintenance and in preparation for the Annual Inspection.

21. The health, morale and conduct of the ship's company during the month have been good.

I have the honour to be,

Sir,

Your obedient servant,


(D.S. PERT)
Lieutenant RAN
Commanding Officer

October, 1974

ANNEXES: A. Steaming Annex
B. Monthly return of ship's availability
C. Exercise Annex

RESTRICTED

ANNEX A to HMAS LAE
SEPTEMBER 1974 REPORT OF
PROCEEDINGS

1.	Distance steamed during the month	2554.5 miles
2.	Distance steamed since commissioning	155073.6 miles
3.	Hours underway during the month	203 Hours
4.	Hours underway since commissioning	11891 Hours
5.	Days on patrol during the month	22 Days
6.	Occasions exceeding economical speed	01 - 03 SEP SQUADEX SIX

[illegible]

Monthly Return of ship's availability - attached.

☐ none ☐ small ☐ medium ☒ large

DATE	SHIPS INVOLVED	EXERCISE	AREA
01 SEP 74	LAE, LADAVA MADANG	PATROLEX (SQUADEX SIX) Ship in Defence Watches	New Ireland Area
01-02 SEP 74	LAE, LADAVA MADANG	SAREX	New Ireland Area
20 SEP 74	LAE	Small arms firing	Bougainville Area
26 SEP 74	LAE	1. Action Stations Emergency Stations, Leaving ship stations 2. NBCD Drills 3. 40/60 and .5 calibre firing OOV Manoverboard exercises	New Britain Area
27 SEP 74	LAE		Manus Island Area

RCDIG1073292

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

HMAS... WAE

DATE... 30 OCT 74

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING... 6 5/12 ...

MILES STEAMED SINCE COMMISSIONING
155,973.6 ...MILES

I.C. ENGINE SHIPS

YRS. PROGRESSIVE TOTAL EN HRS

NO. 1 : 29,756

NO. 2 : 29,564

MONTH AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISE WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS PROGRAM MAINT	PROGRAM REFIT DOCKING	REPAIR	HARBOUR LONG LEAVE	DEFECTS AFFECTING PERFORMANCE (DURATION IN HOURS)										REMARKS		
DAY											H	E	L	G	T	S	A	N	D	C		W	DL
1	✓		✓																				QUADEX 6
2	✓		✓																				
3	✓		✓																				
4	✓		✓																				
5	✓		✓																				ISLANDS PATROL
6	✓		✓																				
7	✓		✓																				
8	✓		✓																				
9	✓		✓																				BSIP VISIT
10	✓		✓																				
11	✓		✓																				
12	✓		✓																				
13	✓		✓																				ISLAND PATROL AND PASSAGE TIME
14	✓		✓																				
15	✓		✓																				
16	✓		✓																				
17	✓		✓																				ISLAND PATROL AND PASSAGE TIME
18	✓		✓																				
19	✓		✓																				
20	✓		✓																				
21	✓		✓																				ISLAND PATROL AND PASSAGE TIME
22	✓		✓																				
23	✓		✓																				
24	✓		✓																				
25	✓		✓																				ISLAND PATROL AND PASSAGE TIME
26	✓		✓																				
27	✓		✓																				
28	✓		✓																				
29	✓		✓																				ISLAND PATROL AND PASSAGE TIME
30	✓		✓																				
TOTAL	30		13	3	1																		

RESTRICTED

RESTRICTED

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

N428 3 421 1

1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER *McKEOWN(N)*

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED *29/10/1974*

REGISTRATION

SECURITY CLASSIFICATION

TITLE *HMAS LAE* ~~*LAKE*~~ - *REPORT OF PROCEEDINGS*
SEPT, 1974.

REGISTRATION NUMBER *N428/3/421*

MARK TO *AS(NS)*

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM

FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING

PRECIS

NAME INDEX

HEADING

PRECIS

HMAS LAE - 'A/A'

ALTER FILE NUMBER ON LOGGING CARD FOR

LETTER DATED *23/10/1974*

PNG Defence Force
REFERENCE NUMBER *766-D1-22*

RESTRICTED

FILE 428/3/497

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

OCT. 74

HMAS

LAE

Report of Proceedings

AS(NS)

D of O

DGOF

DCNS

CNS

CNP

CNTS

CNSW

SD(NO)

C of S

DPR

AS(NS)

(NS55)

1. Annual inspection.
2. Patrol and ~~at Port~~ ~~at Port~~
3. Cancellation of ~~escrim~~ WARM WATERS
4. Shop window at Port monthly.

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

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Telephone 56166

Quote in Reply

766-D1-22
.....

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

The Chairman,
Chiefs of Staff Committee,
Department of Defence,
CANBERRA ACT 2600.

The Secretary,
✓ Department of Defence (Navy Office) (4)
CANBERRA ACT 2600.

For Information: The Flag Officer Commanding (2)
HM Australian Fleet

The Commander,
Australian Mine Warfare & Patrol Forces

The Commanding Officer,
PNGDF Patrol Boat Base

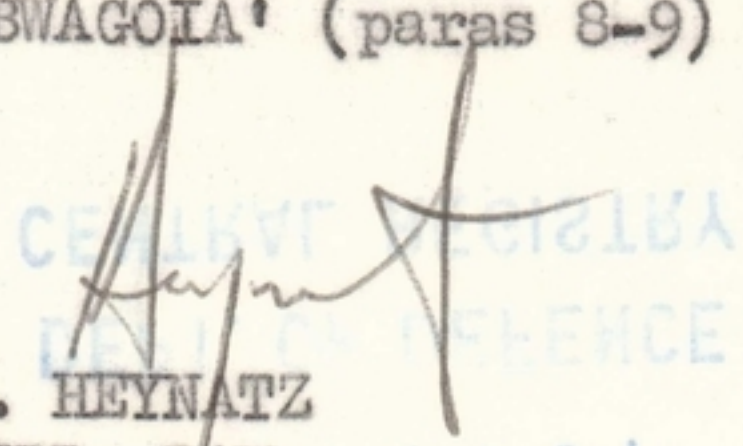
The Commanding Officer,
PNGS LAE

HMAS

~~LA~~ LAE REPORT OF PROCEEDINGS - OCTOBER 74

1. Forwarded.

2. PNGS LAE has been directed to ensure greater accuracy with the spelling of place names. Inaccuracies include 'LOSUIA' not 'LOSUI' (para 5); 'DEBOYNE' not 'DEPOYNE' (para 8); 'BWAGAOIA' not 'BWAGOIA' (paras 8-9) and 'MISIMA' not 'MISSIMA' (paras 8-9).


K. HEYNATZ
LCDR RAN
SO2 Mar Ops

For Commander

21 Nov 74

RESTRICTED

ASNS

Enclosure: PNGS LAE Report of Proceedings October 74



ENCLOSURE: HMS IVE REPORT OF PROCEEDINGS OCTOBER 14

1842

ST NOA 14

RESTRICTED

RECEIVED

205 HMT. OBS

2 DEC 74 14 34

K. HMT. OBS

DEPT. OF DEFENCE
CENTRAL REGISTRY

1. HMS IVE (Bates 8-3) and HMS IVE, not HMS IVE, (Bates 8-3).
2. HMS IVE (Bates 8-3): HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not
the shipping of HMS IVE. HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not
3. HMS IVE has been directed to ensure HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not
4. HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not

HMS IVE REPORT OF PROCEEDINGS - OCTOBER 14

HMT. OBS

HMS IVE
THE COMMANDING OFFICER:

HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not

HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not

HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not

FOR INFORMATION: THE HMS OFFICER COMMANDING (5)

CVI. HMT. OBS
Department of Defence (HMT. OBS) (4)
The Secretary:

CVI. HMT. OBS
Department of Defence:
Office of Staff Committee:
The Chairman:

1842-11-11

Office in Regt
Telephone 2111

BOBCKO HMS
HMT. OBS, not HMS IVE, (Bates 8-3): HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not
HMT. OBS, not HMS IVE, (Bates 8-3): HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not
HMT. OBS, not HMS IVE, (Bates 8-3): HMS IVE, not HMS IVE, (Bates 8-3): HMS IVE, not



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1842

RESTRICTED

HMAS LAE (PTF-93)
At Sea

The Commanding Officer
HMAS TARANGAU

HMAS LAE REPORT OF PROCEEDINGS-OCTOBER 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of October 1974. All times are in Zone Kilo (-10).

2. On 1st October, HMAS LAE was alongside at Lombrum undergoing maintenance. Base staff were busy rectifying outstanding defects while the ship's technical staff were employed on routine planned maintenance. The remainder of the ship's company worked in preparation for the ship's annual inspection.

3. After nearly two weeks' preparation, the harbour inspections were held on the 9th October. In the absence of the Commanding Officer, HMAS TARANGAU, the inspection was co-ordinated by the Executive Officer, LCDR M. deB. BENNETT, RAN. During the day all departments were examined by officers and senior sailors from the base.

4. The following day, LAE proceeded for her sea inspection, controlled again by LCDR BENNETT. HMAS SAMARAI (LEUT G.B. ATKINSON RAN) acted as escort and was also inspected. After sailing at 0800, both ships completed a variety of exercises before returning alongside at 1620. A full list of the exercises conducted is attached as Annex C.

5. LAE spent the weekend at Lombrum and sailed at 1600, Monday 14th October on what was to have been a southern patrol followed by a combined patrol boat exercise off the Queensland coast. Steady progress was made to the South and the patrol commenced early on 16th October. The first place visited was Losui, in the Trobriand Islands, where the ship anchored at 0940 that day. One night was spent here before sailing at 1505, Thursday 17th October.

6. Following an overnight passage, LAE entered Guasopa Harbour in the Woodlark Islands to secure at the jetty at 1150. On Saturday, 19th October, after another overnight stop, the ship continued the patrol towards Samarai. En route Egum Atoll was examined for foreign fishing boat activity without success.

7. LAE secured at the main wharf Samarai at 0850 on Sunday 20th October. Fuel and provisions were embarked on Monday, however fresh water was not available. This made it necessary for the ship to proceed to Kana Kopi Bay in Milne Bay, where water was taken on that night.

8. The ship sailed at 0800, 22nd October and continued the patrol of the Louisiade Archipelago until anchoring that night at the Conflict Group. The next day a search of Depoyne Lagoon and the Calvados Chain proved unsuccessful and during the afternoon the ship entered Bwagoia Harbour, Missima, to secure alongside at 1625.

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It was prior to entering Bwagoia that a signal was received withdrawing the ship from the COMAUSFLT sponsored exercise off Queensland.

9. While at Missima, the ADC indicated that there had been considerable foreign fishing boat activity around the island in recent weeks, but he could give no details as to the positions and times of the sightings. The following morning, after sailing from Bwagoia, a sweep to the north of Missima Island was carried out but nothing was sighted.

10. Course was then set for Port Moresby where the ship secured at the PNGLANCRON wharf at 1400 Friday, 25th October.

11. HMAS AITAPE (A/LCDR K.A. WINTLE, RAN) had arrived on Friday forenoon after a period with the Cairns dockyard. As that ship had been unoperational for some months, LAE was reprogrammed as her escort for a short workup the following week.

12. On Monday, 28th October the ship stored and the following day went to sea for the first stage of the workup. The two ships again exercised on Wednesday 30th, carrying out a variety of in-company drills and manoeuvres.

13. As a conclusion, a "mini Shop Window" was conducted for invited civil servants on the 31st October. Both ships sailed at 0900 and completed three hours of planned exercises. They returned alongside at 1200 and were there at the end of the month. A list of the guests carried in LAE for the forenoon is enclosed as Annex D. All seemed impressed with the day's activities which were conducted in perfect weather.

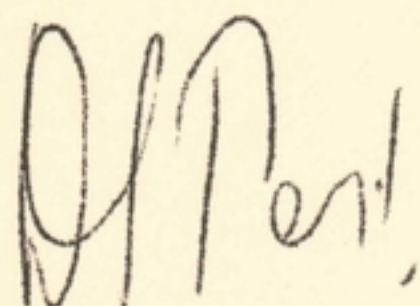
14. The state of the engineering and electrical department during the month has been good. The spate of defects which followed the refit has been stopped and the ship is now running well.

15. The health, morale and conduct of the ship's company during the month have been good.

I have the honour to be,

Sir,

Yours obedient Servant,



(D.S. PERT)
Lieutenant RAN
Commanding Officer

November 1974

ANNEXES: A. Steaming Annex
B. Monthly Return of Ship's Availability
C. Exercise Annex
D. Official Guests for Shop Window-31OCT74.

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ANNEX A to HMAS LAE
REPORT OF PROCEEDINGS
October 1974

STEAMING ANNEX

- | | | |
|----|--|----------------|
| 1. | Distance Steamed During the month | 1794.8 miles |
| 2. | Distance Steamed since commissioning | 156878.6 miles |
| 3. | Hours underway during the month | 157. hours |
| 4. | Hours underway since commissioning | 12048 hours |
| 5. | Days on Patrol during the month | 11 days |
| 6. | Occassions exceeding economical speed. | |

10 Oct 74 Annual Inspection.

29 to 31 Oct Consort for HMAS AITAPE workup.

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RESTRICTED

EXERCISE ANNEX

Date	Ship Involved	Exercise	Area
10 Oct 74	LAE, SAMARAI	Annual Inspection Blind Pilotage Exercise NBCD Exercises - Fire Flooding 2" RF Firing 40/60 Firing OOW Manoeuvres BOARDX TOWEX	Manus Island Area
14 Oct 74	LAE	Alongside Practice For all Sea Watchkeepers	Manus Island
29 Oct 74	LAE, AITAPE	TOWEX Exercise Steering Gear Breakdown Formation Anchorage Heaving line transfers OOW Manoeuvres	Port Moresby
30 Oct 74	LAE, AITAPE	OOW Manoeuvres Man Overboard Ex Fire Exercise TOWEX Man Overboard - Sea Boat Recovery Formation Anchorage BOARDX	Port Moresby
31 Oct 74	LAE, AITAPE	Mini SHOP WINDOW OOW Manoeuvres BOARDX 5 cal Firing Small Arms Firing Man Overboard- Sea Boat Recovery Heaving Line Transfers.	Port Moresby

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ANNEX D to HMAS LAE
OCTOBER 1974 REPORT
OF PROCEEDINGS

OFFICIAL GUESTS "SHOP WINDOW" 31 OCT 74.

MR. J. NATERA	Director DASF
MR N. DOKO	Department of Foreign Relations and Trade
Inspector J. GOULD	RPNGD
Mr G.DABB	Law Department
Mr K. HUTCHINGS	A/S Finance and Programming Department of Defence.
SQDN LCDR W.SHEPHARD RAAF	- Policy and Planning Branch, Department of Defence.

RESTRICTED

RESTRICTED

(MONTHLY RETURN OF SHIP AVAILABILITY TO
ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)
HMAS **DAE**

ACCOMPANY MONTHLY REPORT OF
HMAS.
DATE.

APPENDIX 'B' TO CANO 7/66
AGE SINCE FIRST COMMISSIONING...
MILES STEAMED SINCE COMMISSIONING
...156,878.6...MILES

I.C. ENGINE SHIPS
YRS. PROGRESSIVE TOTAL EN HRS
NO. 1 . . . 3104 HRS
NO. 2 . . . 3013 HRS

MONTH		AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISE WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS PROGRAM MAINT	PROGRAM REFIT DOCKING	REPAIR	HARBOUR LONG LEAVE	DEFECTS AFFECTING PERFORMANCE (DURATION IN HOURS)										REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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DEPARTMENT OF DEFENCE

FILE NUMBER

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INTERIM FORM ONLY - JUNE 1974

N428

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DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER MCKEOWN(N)

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED

3/12/1974

REGISTRATION

SECURITY CLASSIFICATION

RESTRICTED

TITLE PNGS LAE - REPORT OF PROCEEDINGS - OCTOBER, 1974

REGISTRATION NUMBER N428/3/497

MARK TO AS(NS)

CANCEL FILE NUMBER

VIDE THIS FILE AND INFORM

FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING

PRECIS

NAME INDEX

HEADING

PRECIS

PNGS LAE - REPORT OF PROCEEDINGS - OCTOBER, 1974

ALTER FILE NUMBER ON LOGGING CARD FOR

PNG Defence Force

LETTER DATED

26/11/1974

REFERENCE NUMBER

766-D1-22

RESTRICTED

FILE: 428/3/615

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

PNGS

~~PMAS~~

LAE

Report of Proceedings 1-14 Nov. 74 15-30 Nov. 74
1-23 DEC. 74.

AS(RP)
AS(NS)

D of O

DGOF

DCNS

CNS

CNP

CNTS

CNSW

SD(NO)

C of S

DPR

AS(NS)(NS55)

1. Fisheries surveillance on barge Port Moresby to Lae.
2. Leaving any work boat.
3. Re-commissioned as PNGS.
4. Cadet cruise from Lae.
5. Leaving any work boat Madang - Lae.
6. Difficulty in rectifying engine defects.

NOTES:

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

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Telephone 56166

Quote in Reply

766-D1-35
.....

Headquarters

Papua New Guinea Defence Force

Murray Barracks Free Bag

BORCKO PNG

The Chairman
Chiefs of Staff Committee
Department of Defence
CANBERRA ACT 2600

✓ The Secretary
Department of Defence (Navy Office) (4)
CANBERRA ACT 2600

For Information: The Flag Officer Commanding (2)
HM Australian Fleet

The Commander
Aust Mine Warfare and Patrol Forces

The Commander
PNG Patrol Boat Squadron

The Commanding Officer
HMAS BASILISK

The Commanding Officer
PNGS LAE

PNGS LAE REPORT OF PROCEEDINGS

1-14 NOV 74
15-30 NOV 74
1-23 DEC 74

Forwarded.

J. W. Norrie
(J.W. NORRIE)
Brigadier
Commander

28 Jan 75

Enclosure: PNGS LAE Report of Proceedings

1-14 Nov 74
15-30 Nov 74
1-31 Dec 74

AS(RP)N

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FNCS LAE (PTF-93)
At Lombrum

The Commander
PNGDF PATROL BOAT BASE
LOMBRUM
PAPUA NEW GUINEA

HMAS LAE REPORT OF PROCEEDINGS - 1st NOVEMBER to 14th NOVEMBER, 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the period from 1st to 14th November, 1974. All times are in Zone Kilo (-10).

2. HMAS LAE was alongside at Port Moresby on 1st November with HMAS AITAPE (A/LCDR K.A. WINTLE, RAN). Both ships slipped at 1340 that afternoon and proceeded out of harbour before setting course towards the east.

3. After an overnight passage, the ships entered the Conflict Group lagoon and came to anchor at 1415. The night was spent there before the ships again weighed and sailed northward at 0900, Sunday 3rd November. Fishery surveillance was carried out during the day, until LAE anchored off Nekumara Island at 1620.

4. Following another overnight at anchor, LAE weighed at 0830 Monday, 4th November and proceeded towards Lae town, still in company with AITAPE. The passage was uneventful and both ships secured at the Small Ships' Wharf to the west of the Main Wharf in Lae at 0910 on Tuesday. Fuel was taken on at 1715 that afternoon.

5. On Wednesday morning LAE prepared for the next task which involved towing a workboat (AM 413) to the slipway at Madang town. As AITAPE's HF radio transceiver was unserviceable, it was necessary for her to remain in company for the duration of the tow and for the return passage to Lombrum.

6. During the forenoon the tow was rigged. Although the workboat had a damaged keel and suspected damaged shaft, it could still proceed at approximately eight knots so this alleviated many of the problems of getting under way. The tow was eventually taken up and after gradually increasing speed, it was found that the workboat travelled comfortably at the normal cruising speed of 950 rpm on one engine. An average speed of 11.5 knots was maintained throughout the night in the prevailing calm conditions and both ships entered Madang Harbour at 0600, 7th November. LAE slipped the workboat and it proceeded to the slipway under its own power, while LAE proceeded to the Shell Wharf for fuel. At 0855, on completion of fuelling, LAE shifted to the Small Ships' Wharf while AITAPE fuelled.

7. Thursday was spent alongside at Madang, and the following morning at 1000, LAE and AITAPE sailed for Manus Island. En route gun functioning trials and OOW manoeuvres were conducted. The passage was completed in calm weather and both ships made good time before entering Seeadler Harbour and securing at Lombrum at 0900, Saturday 9th November. This was to have been the beginning of a two week assisted maintenance period for LAE.

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8. During the early days of the following week preparations were in full swing for De-commissioning Day on Thursday 14th November. Subsequently, base assistance on patrol boats was limited. As LAE was due to remain alongside until 25th November, base assistance was confined to those boats due to depart on patrol directly after Re-commissioning. Ship's staff continued on ship husbandry and engineering planned maintenance on 11th and 12th November.

9. On Wednesday 13th November, HMA Ships AITAPE, LAE, SAMARAI and MADANG slipped from the Lombrum wharf at 1300, and proceeded to an anchorage to the east of HMAS TARANGAU parade ground. After some difficulty in the gusty northerly winds, the ships took their positions, securing bow to stern with 70ft between each vessel. Each ship then played its part in the full dress rehearsal of the ceremonial parade to be held the following day. On completion of this rehearsal, all ships returned alongside and LAE secured at 1840.

10. The following day, the patrol boats again proceeded from the wharf and LAE again took up its position at 1425. The De-commissioning ceremony commenced at 1630 and the Australian White Ensign was lowered in HMAS LAE for the last time at 1723. The ship then Re-commissioned as Papua New Guinea Ship LAE when the new commissioning pennant and the PNGDF Maritime White Ensign were raised for the first time at 1755.

11. On completion of the ceremony, LAE proceeded alongside Lombrum to secure at 1940.

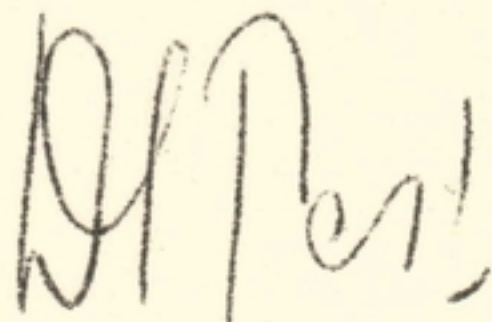
12. The engineering and electrical departments have operated well during the period. There are no outstanding defects and planned maintenance schedules will be completed during the present maintenance period.

13. The health, morale and conduct of the ship's company during the month have been satisfactory.

I have the honour to be,

Sir,

Your obedient Servant,



(D.S. PERT)
Lieutenant RAN
Commanding Officer

5 December, 1974

ANNEXES: A. Steaming Annex
B. Monthly Return of Ship's Availability
C. Exercise Annex

RESTRICTED

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ANNEX A to HMAS LAE
REPORT OF PROCEEDINGS
1st - 14th NOVEMBER, 1974

STEAMING ANNEX

1.	Distance steamed during the period	1244.7 miles
2.	Distance steamed since commissioning	158123.3 miles
3.	Hours underway during the period	105 hours
4.	Hours underway since commissioning	12153 hours
5.	Days on patrol during the period	6 days
6.	Occasions exceeding economical speed	

02 Nov - 2 hours for triannual Full Power Trials.

-O-

ANNEX B to HMAS LAE
REPORT OF PROCEEDINGS
1st - 14th NOVEMBER, 1974

MONTHLY RETURN OF SHIPS AVAILABILITY - Attached.

-O-

ANNEX C to HMAS LAE
REPORT OF PROCEEDINGS
1st - 14th NOVEMBER, 1974

EXERCISE ANNEX

08 Nov	1.	OOW Manoeuvres	Madang Area
	2.	Gun Functioning Trials	
	3.	Man Overboard Exercises.	

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MONTHLY RETURN OF SHIP AVAILABILITY TO APPENDIX 'B' TO CANO 7/66 I.C. ENGINE SHIPS
COMPANY MONTHLY REPORT OF PROCEEDINGS) AGE SINCE FIRST COMMISSIONING 6.24....YRS PROGRESSIVE TOTAL
MAS.....LAE.....MILES STEAMED SINCE COMMISSIONING NO. 1 3141 HRS
ATE.....15 NOV 79.....MILES NO. 2 2093 HRS

MONTH AVAILABILITY STATE			OPERATIONAL DUTIES	EXERCISE WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS PROGRAM MAINT	PROGRAM REFIT DOCKING	REPAIR	HARBOUR LONG LEAVE	DEFECTS AFFECTING PERFORMANCE (DURATION IN HOURS)										REMARK		
DAY	1	2										H	E	L	G	T	S	D	C	W	DL		CPT	
1	✓		✓				✓																	
2	✓		✓																					
3	✓		✓																					
4	✓		✓				✓																	
5	✓		✓								✓													
6	✓		✓		✓																			
7	✓		✓								✓													
8	✓		✓				✓				✓													
9	✓		✓								✓													
10	✓		✓								✓													
11	✓		✓					✓			✓													
12	✓		✓					✓			✓													
13	✓		✓		✓						✓													
14	✓		✓		✓						✓													
RESTRICTED																								

RESTRICTED

RESTRICTED

PNGS LAE (PTF-93)
at Lombrum

The Commander
PNGDF PATROL BOAT BASE
LOMBRUM

PNGS LAE REPORT OF PROCEEDINGS - 15th to 30th NOVEMBER, 1974

Sir,

I have the honour to report the proceedings of PNG Ship under my command for the period from 15th November to 30th November, 1974. All times are in Zone Kilo (-10).

2. After the Re-commissioning ceremony on 14th November, PNGS LAE returned alongside at Lombrum and was there on 15th November. The ship was to have remained here until 1st December undergoing maintenance. However, PNGS SAMARAI (LEUT G.B. ATKINSON, RAN) **reported a radar defect and LAE was directed to take her place for the beginning of the JSC Maritime Element Cadets' training cruise.** (COMPNGFOR Signal KVB/KNA 170602Z NOV74 refers.)
3. So LAE sailed from Lombrum in company with PNGS MADANG (LEUT M.J. HARRISON, RAN) at 1110 Saturday, 16th November. After the overnight passage, both ships secured at Lae town at 1510 on Sunday. Three cadets and an instructor were embarked in the two ships and they were again underway at 1630. While the cadets carried out seamanship and navigation training the ships steamed north towards Madang where they arrived the following day.
4. Following Tuesday night alongside at Madang, the training cruise continued east towards Garove Island where LAE berthed alongside MADANG at 0850, Wednesday 20th November. LAE was due to sail for Lombrum the following morning to continue with the maintenance period, however another change of programme was received. SAMARAI was still unserviceable and LAE was now required to tow a workboat (AM 413) from Madang to Lae.
5. LAE then sailed from Garove Island the same day at 1700 and crossed to Madang where she secured at the Shell Wharf at 1015, Thursday 21st November.
6. After the night alongside, the workboat was taken in tow the following morning and course set for Lae. Having towed the same boat to Madang two weeks earlier, the return trip presented no problems and good speed was made in the calm conditions. LAE arrived in Lae town at 0815, Saturday 23rd November and after slipping the tow, proceeded alongside the Small Ships Wharf. Fuel was embarked later that day.
7. The ship then spent the remainder of the weekend at Lae and sailed for Manus Island at 1045 Monday, 25th November. Before casting off, 25 Land Element cadets and 5 officers were embarked. These were carried 20 km to the east and landed at Balu Plantation where they commenced a five day exercise.

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8. PNGS AITAPE (A/LCDR K.A. WINTLE, RAN), who had relieved LAE for JSC cadet training at Garove Island, had suffered an engine breakdown and was forced to return to Lombrum. LAE received yet another programme change when she was directed to take AITAPE's place for the remaining three days of the training cruise.

9. LAE arrived back at Lombrum at 1510, Tuesday 26th November. The following morning fuel and provisions were embarked. Then at 1300, in company with MADANG and with cadets embarked, the ship sailed for Huon Gulf.

10. Both ships arrived in the Gulf at noon the following day and commenced manoeuvres. During Thursday afternoon and all of Friday, the two ships carried out a variety of drills, seamanship evolutions and navigation exercises with the aim of giving the cadets optimum value during their short stay onboard.

11. On completion of the training cruise, MADANG and LAE proceeded into Lae town and secured at the Small Ships Wharf at 0900 Saturday 30th November.

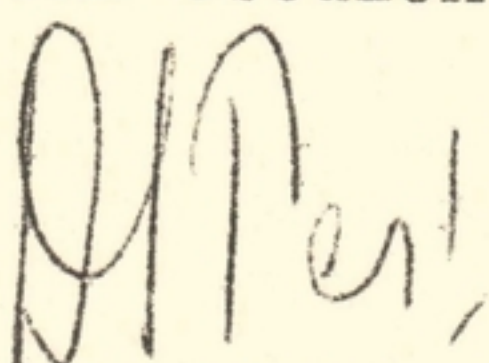
12. The engineering and electrical department has functioned well during the period, though a decent maintenance will be required in the near future.

13. The health, morale and conduct of the ship's company during the period have been good.

I have the honour to be

Sir,

Your obedient Servant,



(D.S. PERT)
Lieutenant RAN
Commanding Officer

6 December, 1974

ANNEXES: A. Steaming Annex
B. Monthly Return of Ship's Availability
C. Exercise Annex.

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

DATE... 01 DEC 74

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING... 6 8/3

MILES STEAMED SINCE COMMISSIONING

160409.7 MILES

I.C. ENGINEER

PROGRESSIVE

NO. 1

NO. 2

MONTH AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISE WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS PROGRAM MAINT	PROGRAM REFIT DOCKING	REPAIR	HARBOR LONG LEAVE	DEFECTS AFFECTING PERFORMANCE (DURATION IN HOURS)									
DAY											H	E	L	G	T	S	T	N	E	DL
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2																				
3																				
4																				
5																				
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28																				
29																				
30																				
31																				
TOTAL	16	8																		

RESTRICTED

RESTRICTED

PNGS LAE
at LOMBRUM
PAPUA NEW GUINEA

The Commander
PNGDF Patrol Boat Base
LOMBRUM PNG

PNGS LAE REPORT OF PROCEEDINGS 01 -23 DECEMBER 1974

Sir,

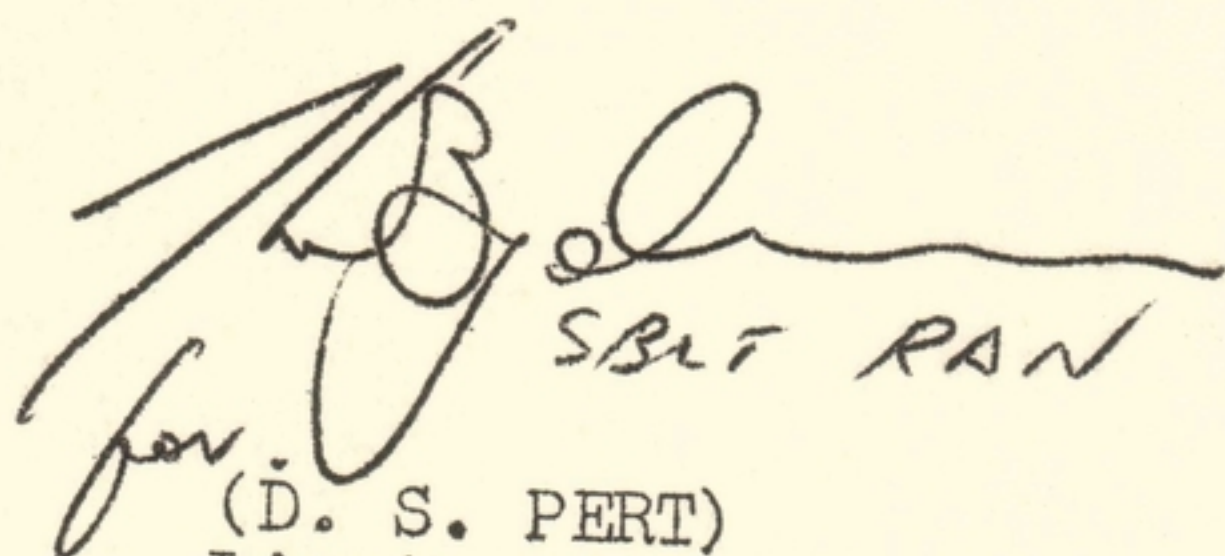
1. I have the honour to report the proceedings of PNG Ship LAE under my command for the period 1st to 23 December 1974. All times are zone K (-10).
2. At the commencement of the month LAE was alongside at Lae town in company with PNGS MADANG. The following morning at approximately 0830 both ships slipped and proceeded to anchor in Milfor Haven as directed by the Lae Harbourmaster, returning alongside at approximately 1700 the same evening.
3. Although the ship was programmed to stay in Lae for another day before continuing on with a northern patrol, she sailed at 1135 on Tuesday 3rd in company with MADANG for Lombrum to rectify a main engine defect. (My URDEF 4/76 refers) Both ships arrived at their destination at approximately 1530 on the 4th after an uneventful passage and base staff immediately started working on the defect.
4. A harbour trial was carried out in Seeadler Harbour during the forenoon of Monday 9th, but the trial proved unsuccessful. On returning alongside both ships and base staff set to work on the additional defects discovered as well as a number of outstanding planned maintenance routines. This work was completed by Monday 16th and the following morning at 0800 LAE sailed with base staff embarked for another trial in Seeadler Harbour but again the trial was unsuccessful and the ship returned alongside at 0920.
5. The ship has remained alongside at Lombrum for the remainder of the period and at 0800 on Monday 23rd December I handed over command of PNG Ship LAE to Lieutenant Commander J. I. MANIANA.
6. On Monday 16th December PNGDF members of the ship's company attended a demonstration of the new PNGDF Maritime Element uniform. The general reaction was some satisfaction in the major difference from the Land Element uniform but still a big disappointment that the present RAN uniform cannot be retained. Another subject which is starting to have a harmful effect on morale is the uncertainty that exists in the promotion system for Maritime Element personnel.
7. Despite the points mentioned above, the health, morale and conduct of the ship's company remains good as is the appearance of the ship.

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Page 2

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


for SBLT RAN

(D. S. PERT)
Lieutenant RAN
Commanding Officer

24 December, 1974

ANNEXES: Exercise Annex

EXERCISE ANNEX

Nil returns

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DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER *SHAW*

FILE NUMBER

FOLD

1

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED *3 Feb 1975*

REGISTRATION

SECURITY CLASSIFICATION

RESTRICTED

TITLE *PNQS LAE REPORT OF PROCEEDINGS* *1-14 Nov 74*

15-30 Nov 74

1-23 Dec 74

REGISTRATION NUMBER *N 428/3* *b15*

MARK TO *AS(RP)N*

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM
FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER _____

CROSS REFERENCE THIS FILE WITH FILE/S _____

SUBJECT INDEX

POSTING

R24.2

PRECIS

a/a

NAME INDEX

HEADING

PNQS LAE

PRECIS

a/a

ALTER FILE NUMBER ON LOGGING CARD FOR *PNQDI=*

LETTER DATED *Feb 1975* REFERENCE NUMBER *766-DI-35*

RESTRICTED

FILE: 428/3/803

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

PNGS

Report of Proceedings 24-31 Dec 1974

ASRP-N

Transfer to PNGAF

DNO

DGNOP

DCNS

CNS

CNP

CNTS

CNSW

CNM

EAS C of S-N

NPR

ASRP-N (NS55)

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 - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
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DEPARTMENT OF DEFENCE

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②

HEADQUARTERS,

AUSTRALIAN DEFENCE ASSISTANCE GROUP
— PAPUA NEW GUINEA,

P.O. Box 2270

KONEDOBU

PAPUA NEW GUINEA

In reply please quote 752/2/3

21 April 75

The Chairman
Chiefs of Staff Committee
Department of Defence
CANBERRA ACT 2600

The Secretary
Department of Defence (Navy Office) (4)
CANBERRA ACT 2600

For Information: The Flag Officer Commanding (2)
HM Australian Fleet

The Commander
Aust Mine Warfare and Patrol Forces

Hydrographer RAN
IBM Building, Kent St
SYDNEY.

PNIGS LAE REPORT OF PROCEEDINGS 24TH-31ST DECEMBER 1974

JA Forwarded.

for *P. Feldman* *alt*
(W F FRODERICK)
Colonel
Commander ADAG — PNG

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B(RP)

125/5/3

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DEPT. OF DEFENCE
CENTRAL REGISTRY

COMMUNICATED VOTD - 1113
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(M 1 11002 100K)

for
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DEPARTMENT OF DEFENCE (M 1 11002 100K) (V)
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COMMUNICATED VOTD - 1113
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PARUA NEW GUINEA
KORODORU
P.O. Box 3330

— PARUA NEW GUINEA
AUSTRALIAN DEFENCE ASSISTANCE GROUP
HEADQUARTERS

DEPARTMENT OF DEFENCE

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PNGS LAE
At Rabaul
Papua New Guinea

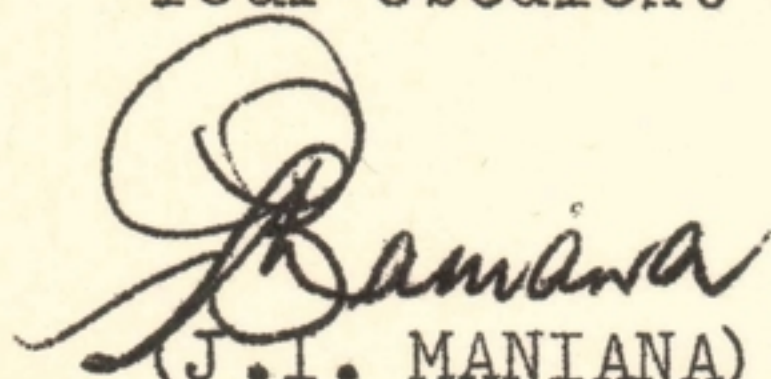
The Commander
PNG PATROL BOAT BASE
LOMBRUM

PNGS LAE REPORT OF PROCEEDINGS 24th - 31st DECEMBER 1974

Sir,

1. I have the honour to report the proceedings of PNGS LAE under my command for the period 24th to the 31st December 1974. All times are kilo(-10).
2. On assuming command LAE was alongside Lombrum undergoing repairs to the starboard main engine. Due to the forthcoming programme the ships staff and base staff worked overtime including weekends, reassembling for sea trials.
3. A harbour trial was carried out in Seeadler Harbour on the afternoon of Friday the 27th; this resulted unsuccessful, with similar problems experienced in the last trial and the ship returned to berth. (Your Priority 270900Z refers). Harbour trials were again carried out on the forenoon and afternoon on Sunday 29th, it was then considered that 'LAE' proceed as programmed with restrictions on the STB M/E. (Your 291208Z refers).
4. LEUT S.P. RAEPA joined PNGS LAE on the forenoon 26th, from PNG LANCRON, as Executive Officer. On the 29th December PNGS LAE became the second PNGDF Patrol Boat to be fully localised.
5. At 1000 Monday 30th, LAE slipped and proceeded for Rabaul to commence Island Patrols. She was then ordered to return by 311800 to Lombrum. (Your 300420Z refers). Another signal was then received (COMPNGFOR 300430Z DEC74 refers), approving a visit to Rabaul. The ship was then set on a course for Rabaul, arriving 310420Z DEC74. The ship remained alongside Rabaul for the New Year.
6. The health, morale and conduct of the Ship's Company during the month has been satisfactory.

I have the honour to be
Sir,
Your obedient servant.


(J.I. MANIANA)

A/LCDR SLEX PNGDF
COMMANDING OFFICER
7 January, 1975.

Annexes: A. Steaming Annex
B. Monthly Return of Ships Availability
C. Exercise Annex

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(MONTHLY RETURN OF SHIP AVAILABILITY TO
ACCOMPANY MONTHLY REPORT OF PROCEEDINGS) KIT 3-5
FORM 100-1-4-44
DATE...
MONTH AVAILABILITY
STATE

RESTRICTED

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

Douglas

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DATE OPENED *24 April 1975*

REGISTRATION

SECURITY CLASSIFICATION

Restricted.

TITLE *PNGS WAE - REPORT OF PROCEEDINGS*
24-31 DECEMBER 1974

REGISTRATION NUMBER *N428/3/803*

MARK TO *ASRP-N*

CANCEL FILE NUMBER *VIDE THIS FILE AND INFORM*
FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING

PRECIS

NAME INDEX

HEADING

PNGS WAE

PRECIS

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ALTER FILE NUMBER ON LOGGING CARD FOR *ADAC-PNG*

LETTER DATED *21 April 1975* REFERENCE NUMBER *752.2.3*

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

PNGS

Report of Proceedings

1 Jan-5 Mar 75

ASRP-N

1. MED EVAC.

2. Fishing boats

3. Transfer to PNGDF

DNO

DGNOP

DCNS

CNS

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CMTS

CNSW

CNM

FAS C of S-N

PRLO-N

ASRP-N

(NS55)

NOTES:

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

12/6.



DEPARTMENT OF DEFENCE

HEADQUARTERS,
AUSTRALIAN DEFENCE ASSISTANCE GROUP
— PAPUA NEW GUINEA,

P.O. Box 2270
KONEDOBU
PAPUA NEW GUINEA

In reply please quote 752/2/3

26 May 75

The Chairman
Chiefs of Staff Committee
Department of Defence
CANBERRA ACT 2600

The Secretary
Department of Defence (Navy Office)

For Information: The Flag Officer Commanding
HM Australian Fleet

The Commander
Australian Mine Warfare and Patrol Forces

PNGS LAE REPORT OF PROCEEDINGS - 1-31 JAN 75:
1 FEB - 5 MAR 75

Forwarded.

CR Spurgeon **LEUT RAN**
for (C H SPURGEON)
Commander RAN
D/Comd ADAG - Navy

CH Enclosure: PNGS LAE Report of Proceedings: 1-31 Jan 75
1 Feb - 5 Mar 75.

ASRP-N

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CENTRAL REGISTRY

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DEPARTMENT OF DEFENCE

PNGS LAE
AT LOMBRUM

THE COMMANDER
PNG PATROL BOAT SQUADRON

PNGS LAE REPORT OF PROCEEDINGS 1ST - 31ST JANUARY 1975

Sir,

1. I have the honour to report the proceedings of PNGS LAE under my command for the period 1st to 31st January 1975. All times kilo (-10).
2. On the first of the month PNGS LAE was alongside RABAU Town, as the ship was programmed for the New Year period from the 1st to 5th January. Even though it was a quiet break, everyone enjoyed the stay.
3. It was during this when a message was received from HQPNGDF that AB(W) Tovura Remigo had been arrested by the civil from extended absence. (COMPNGFOR'S 310739z Dec '74 refers). On departure, 5th at 1030 the sailor was in custody on PNGS LAE, to be returned to the Base.
4. After an uneventful overnight passage, the ship hove to, on the forenoon of the 6th north of Nauna Island. Action Stations, NBCD and Fire Exercises were executed. A small arms shoot was also done for the benefit of the 'new faces' onboard. As this was the first exercise since assuming command I thought it was very well done. On completion at 1130 the ship got under way for Lombrum arriving at 1600.
5. PNGS LAE remained alongside Lombrum, whilst maintenance work were carried out, prior to sailing for Rabaul. Defects were reported; due this defects the ship was recalled to Lombrum. As programmed PNGS LAE was to do an islands patrol. At 1400 on the 13th PNGS LAE cast off and proceeded for Kavieng.
6. On resuming the Islands Area patrol the ship was restricted at 1050 revolutions on both main engines, and the starboard was only for emergency use. PNGS LAE arrived in Kavieng town at 0800 on Tuesday morning.
7. At 0900 the following day the ship proceeded for Mussau Island anchoring in 50 feet of water in SCHADEL BAY. On the forenoon of the 16th a message was received, requesting PNGS LAE to proceed to BIPI ISLAND for a medivac. (COMPNGFOR'S 150550z Jan '75 refers). The ship weighed at 1400 and proceeded but on exiting the harbour a defect on the port main engine was reported, this was soon rectified and PNGS LAE resumed her passage for Bipi Island. (My 160445z refers).

cont...../2

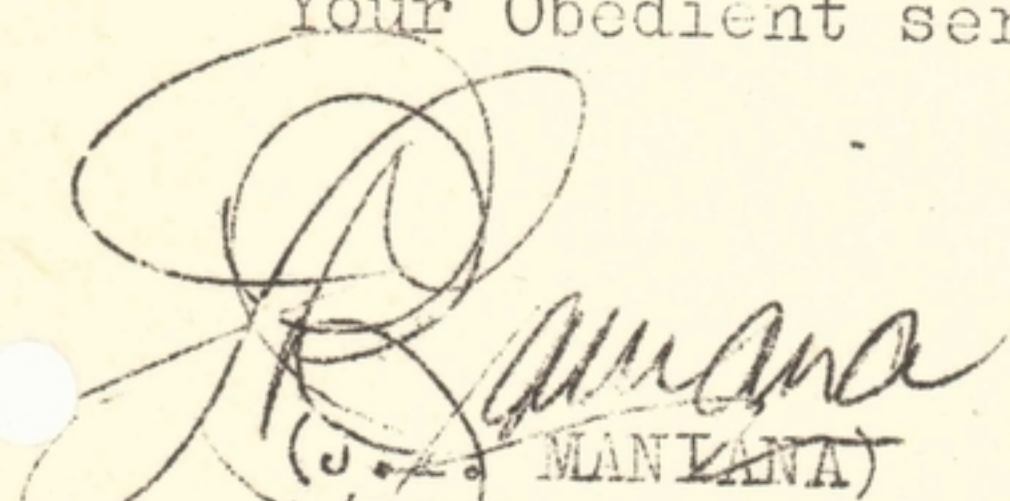
8. Due to the rough weather encountered during the passage the ETA Bipi Island was at 1100. The weather at this stage had deteriorated, having arrived. A party was sent ashore to locate the family and were soon embarked. (My 170430z Jan '75 refers). On clearing the lee side of the Islands, the ship was buffeted around and soon the engine over heated. With regard that the ship had one engine and the children were sea sick, I decided to alter course and proceed inside the reef (My 170525z Jan '75 refers). Whilst transiting Nares harbour COMPNGFOR8s 170448z Jan '75 was received. After a thorough check on the family, and the state of weariness of the ship's company the ship altered course to anchor on the leeward side of Noru Island.

9. PNGS LAE anchored at 1615 two cables off Noru Island, with intentions to weigh anchor at 0700 the ships radio operator reported to me, that difficulties were found in transmitting. I advised him to keep trying, but this was still unsuccessful. These facts were later presented at an inquiry held on arrival at the base. (COMPNGPATRON's report of investigation ref. 20/13/10).

10. The ship remained alongside for a maintenance period till the end of the month, at which time the fuel pumps were checked and other defects that were reported.

11. The health, morale and conduct of the ship's company during the month had been satisfactory.

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


(J. J. MANIANA)
A/LCDR SLEX PNGDF
Commanding Officer
February 1975

Annexes: A. Steaming Annex
B. Monthly Return of Ships availability
c. Exercise Annex

ANNEX A to PNGS LAE
REPORT OF PROCEEDINGS for
the month of JANUARY 1975

STEAMING ANNEX

1.	Distance steamed during the period	914.9 Miles
2.	Distance steamed since commissioning	159767.7 Miles
3.	Hours underway during period	76 hours
4.	Hours underway since commissioning	12295 hours
5.	Days on patrol during period	10 days
6	Occasions exceeding economical speed	

ANNEX B to PNGS LAE
REPORT OF PROCEEDINGS for
the MONTH of JANUARY 1975

ANNEX B

Monthly return of ships availability - Attached.

ANNEX C to PNGS LAE
REPORT OF PROCEEDINGS for
the MONTH of JANUARY 1975

ANNEX C

Exercise Annex: 6th

- Action Stations
- Fire exercises
- NBCD exercises
- Emergency Stations
- Leaving ships stations
- Small arms firings

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

PNGS LAE
PERIOD JANUARY 1975

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING 6 $\frac{3}{4}$ YEARS
MILES STEAMED SINCE FIRST COMMISSIONING
159767.7 MILES

I.C. ENGINE SHIPS
PROGRESSIVE TOTAL

NO. 1 3313 $\frac{1}{2}$ HRS

NO. 2 3260 $\frac{1}{2}$ "

TH	AVAILABILITY STATE		OPERATION DUTIES	EXERCISE WEAPON	TRAINING SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMMED MAINT	PROGRAMMED REFIT DOCKING	REPAIR HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS)											REMARKS	
	DAY	1											2	H	E	L	G	T A S	ND	C	EW	DL	CPT		
1		✓									✓													ALONGSIDE RABUL NEW YEAR	
2		✓									✓														
3		✓									✓														
4		✓									✓														
5		✓	✓				✓																	PASSAGE - LOMBRUM EXERCISES ENROUTE	
6		✓	✓	✓	✓		✓																		
7		✓									✓													SMP - LOMBRUM	
8		✓									✓	✓													
9		✓									✓	✓													
10		✓									✓	✓													
11		✓									✓	✓													
12		✓									✓	✓												RESUME ISLAND AREA PATROL MEDIVAC BAPI ISLAND RETURN LOMBRUM	
13		✓	✓				✓																		
14		✓	✓				✓																		
15		✓	✓				✓																		
16		✓	✓				✓																		
17		✓	✓				✓																	ALONGSIDE LOMBRUM - SMP	
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PNGS LAE
At Lombrum

The Commander
PNG PATROL BOAT SQUADRON

PNGS LAE REPORT OF PROCEEDINGS - 1ST FEBRUARY-5TH MARCH 1975.

Sir,

I have the honour to report the proceedings of PNG Ship under my command for the period from 1st Feb - 5th Mar 1975.
All time kilo.

2. At the beginning of the month PNGS LAE was alongside under maintenance prior to departing for the Southern Area patrol.
3. On the 4th February, the ship slipped at 1050 and proceeded to sea. At approximately 1120 the ship was recalled to Lombrum for an investigation on an incident which occurred during the weekend. On completion of an enquiry the following day, the ship departed. During the night passage in the early hours of the morning of the 6th, a log was struck. (My 060630Z FEB 75 refers). The damage at this stage was thought not serious, and LAE proceeded as programmed, stopping at Samarai town to purchase provisions. At 1600 LAE slipped and proceeded for Port Moresby.
4. PNGS LAE berthed at the north side LANCRON Wharf at 1200, a diver was sent over the side to investigate the damage of the log strike. It was reported that damage was done only to the starboard propellor.
5. On Monday 10th, plans were made for an emergency slipping in Port Moresby, but due to the lack of knowledge of the situation, and required equipment it was finally decided, that PNGS LAE was to proceed to Lombrum prior to an emergency and intermediate docking at Madang slipways (COMPNGPATRON 110710Z FEB 75 refers).
6. At 1600 on the 13th, PNGS LAE slipped to return to Lombrum, but on clearing the harbour, a defect was reported and the ship returned alongside (my 130643Z FEB 75 refers). On arrival ship's and base staff set to work rectifying the reported defects by midnight. The following day the ship sailed on an overnight passage for Samarai.
7. At 0800 Saturday morning PNGS LAE arrived Samarai. The overnight stop was thoroughly enjoyed by the ship's company. During the afternoon a game of cricket was played, but the locals proved a tough opposition for the ship's team.
8. PNGS LAE slipped at 0900 Sunday morning for Lombrum. The passage was done in very calm weather. Prior to the raising the last coast of Morobe the radar was reported unserviceable, the ship's staff made all attempts to find the fault, but it was beyond the knowledge of the men. PNGS LAE arrived Lombrum at 1200 on Tuesday.

9. De-ammunitioning was carried out on the afternoon of the 20th and an intermediste shaft and a new propellor were embarked.

10. On Sunday the 23rd PNGS LAE slipped at 1300 for passage to Madang for docking. Due to the unavailability of parts for the radar, the ship made the passage without a radar, arriving at 0830 to berth at the small ships' wharf Madang; where the shaft and propellor were off loaded. At 1300 PNGS LAE proceeded up the harbour towards the slipway, by 1430 she was out of the water, once clear of the water it was discovered that another replacement propellor was required. (COMPNGPATRON's 240710Z FEB refers).

11. The work on the ship went well with few complications. PNGS SAMARAI, on arrival Madang town reported a faulty radio aerial coupler, this was exchanged for the serviceable item off PNGS LAE.

12. At 1100 on the 3rd March, PNGS LAE unslipped and proceeded for sea trials. On completion she returned alongside to berth at the small ships' wharf. In the afternoon PNGS LAE, departed to refuel at the Shell Wharf. At approximately 1630 the ship slipped and proceeded for Lombrum, arriving at 1250 the following day.

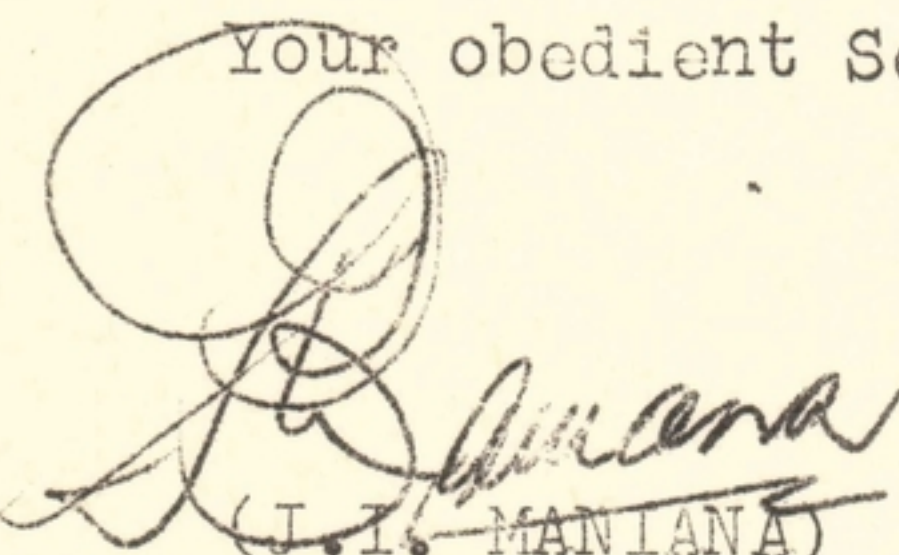
13. The 5th March, brought about another change to the Defence Force when the Defence Power were handed over to the PNG Government.

14. The health, morale and conduct of the ship's company during the month have been good.

I have the honour to be

Sir,

Your obedient Servant,


(J.I. MANIANA)
A/LCDR SLEX PNGDF
Commanding Officer

May, 1975

ANNEXES to PNGS LAE
REPORT OF PROCEEDINGS
1 FEB to 5 MAR 1975

ANNEX A: STEAMING ANNEX.

1. Distance steaming during the period 2050.8 miles
2. Distance steamed since Commissioning 161819.5
3. Hours underway during period 151½
4. Hours underway since Commissioning 12446½
5. Days on patrol during period 21
6. Occasions exceeding economical speed:

ANNEX B: Monthly Return of Ships Availability.

Attached.

ANNEX C: Exercise Annex.

Nil Exercise.

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

PNGS LAE

PERIOD FEBRUARY 1975

APPENDIX 'B' TO CANO 7/66

AGE SINCE FIRST COMMISSIONING 6 5/6 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING
16189.5 MILES

I.C. ENGINE SHIPS
PROGRESSIVE TOTAL

NO. 1 3459 HRS

NO. 2 3280 HRS.

MONTH	AVAILABILITY STATE		OPERATION DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMMED MAINT	PROGRAMMED REFIT DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS					
	DAY	1													2	H	E	L	G	T A S	ND	C	EW	DL		CPT				
	1	✓											✓																	} SMP LOMERUM
	2	✓											✓																	
	3	✓											✓																	
	4	✓											✓																	
	5	✓											✓																	
	6							✓																					} PASSAGE TO PORT MORESBY	
	7							✓																						
	8							✓																						
	9							✓																						
	10							✓																						
	11							✓																					} ALONGSIDE PORT MORESBY	
	12							✓																						
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SMP LONGRUM

PASSAGE TO
PORT MORESBY

ALONGSIDE
PORT MORESBY

PASSAGE TO
LONGRUM

DEAMMUNITIONING
DE-STORE, LOAD, SPARE
PARTS & EQUIPMENT.

PASSAGE TO MADANG

I.D AND CHANGE OF
PROPELLORS.

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

PNGS LAG

PERIOD 1-5 MAR '75

APPENDIX 'B' TO LNO 7/66

AGE SINCE FIRST COMMISSIONING 6 5/6 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING
16,189.5 MILES

I.C. ENGINE SHIPS
PROGRESSIVE TOTAL

NO. 1 3459

NO. 2 3280

MONTH	AVAILABILITY STATE		OPERATION DUTIES	EXERCISE WEAPON TRAINING SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMMED MAINT	PROGRAMMED REFIT DOCKING	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIPS DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS				
	1	2											H	E	L	G	T	A	S	ND	C	EW		DL	LPT		
DAY																											
1																											
2										✓	✓															} MADANG SLIPWAY } 1-D + PROP CHANGE	
3										✓	✓																
4										✓	✓																
5																										} PASSAGE LOMBRUM } ALONGSIDE LOMBRUM	
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DEPARTMENT OF DEFENCE

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TITLE

PNG's LAE - REPORT OF PROCEEDINGS
1-31st January 75 to 1st February
- 5th March 75

REGISTRATION NUMBER

N428/3/885

MARK TO

ASRP-N

CANCEL FILE NUMBER

VIDE THIS FILE AND INFORM

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a/a

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~~LA~~ PNG's LAE

ALTER FILE NUMBER ON LOGGING CARD FOR

PNG

LETTER DATED

26/5 1975

REFERENCE NUMBER

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