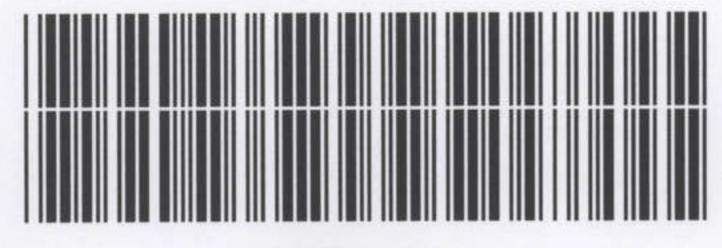
AWM78

Reports of Proceedings, HMA Ships and Establishments

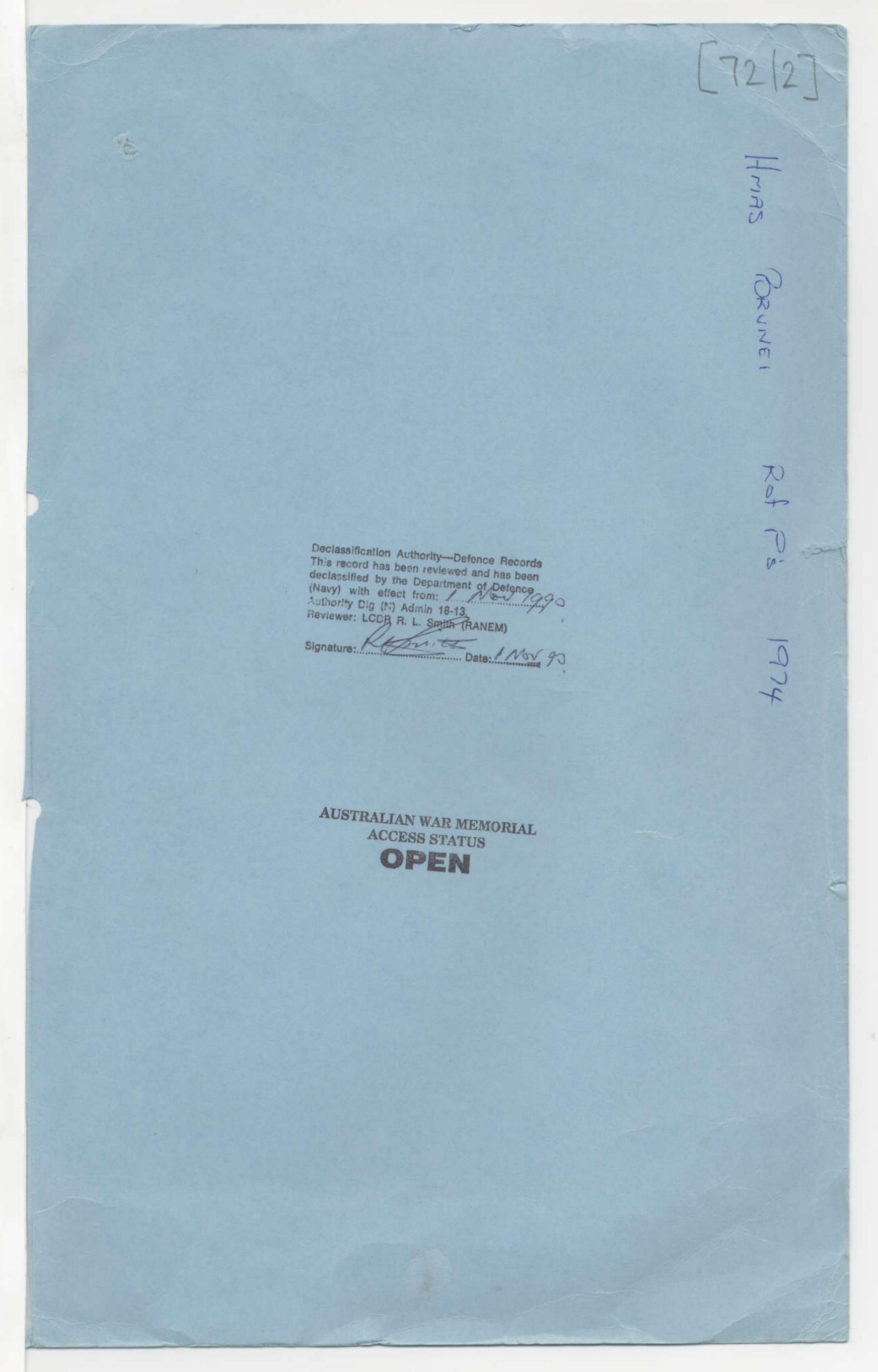
HMAS BRUNEI

Item number: 72/2

Title: January-December 1974



AWM78-72/2



FILE 18/6/4741

DEPARTMENT OF DEFENCE (NAVY OFFICE)

HMAS BRUNE! Report of Proceedings January 1974

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NOTES:

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 4741

22 FEB A.M. RESTRICTED

Telephone: 359-9111 L

LMD

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

20 FEB 1974

A.F. 1/16/82

The Secretary
Department of Defence (Navy Office)

WANTED A PROPERTY

HMAS BRUNEI - REPORT OF PROCEEDINGS - JANUARY, 1974

Forwarded.

Arrans

(D.C. Wells)
Rear Admiral
Flag Officer Commanding

Enclosure:

HMAS BRUNEI Report 1.16.25 dated 5th February, 1974



B.1-16-25

HMAS BRUNEI At Brisbane.

5th February, 1974.

The Flag Officer Commanding H.M. AUSTRALIAN FLEET

For information:

The Commander

FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BRUNEI - REPORT OF PROCEEDINGS JANUARY, 1974

Sir,

- 1. I have the honour to report the proceedings of H.M.A. Ship under my command during January 1974.
- 2. At the beginning of the month the Ship was at Walkers Ltd., Maryborough, undergoing a warranty docking.
- The ship's company returned from long leave on Monday, 7th January and commenced preparing the ship for the passage to Brisbane. Walkers Ltd. had completed the majority of items on the docking list, the uncompleted items being replacement of gauges which were not available from suppliers in Brisbane.
- BRUNEI cast off and proceeded from Walkers Wharf at 1030K on 10th January. The passage to Brisbane was made in moderate beam seas accompanied by a strong easterly wind. The ship berthed at HMAS MORETON at 1440K on 11th January and remained alongside until 19th January.
- Officers, instructors, cadets and equipment from Naval Reserve Cadet Units T.S. GAYUNDAH and T.S. PALUMA were embarked on Saturday 19th January for passage to Moreton Island where their annual camp was to be conducted. BRUNEI cast off and proceeded at 0900K that morning, and after landing the Cadet Units at Cowan Cowan beach returned alongside HMAS MORETON at 1845K the same day. Similar passages were made on 23rd and 24th January in support of the Naval Reserve Cadets. The passage on 24th January was made to extract the complete camp as weather conditions in the area were deteriorating with the approach of tropical cyclone "WANDA". BRUNEI returned alongside MORETON at 1845K on 24th January and remained there until the end of the month.
- 6. TECHNICAL: The performance of equipment during the month has been satisfactory.
- 7. The general state of the ship is satisfactory. The heavy rainfall experienced in the Brisbane area during the month has made ships husbandry particularly difficult. The health, welfare and morale of the ships company are satisfactory.
- 8. The ship's company have been addressed on Security in accordance with A.B.R. 337, Volume 1, Article 0431.

I have the honour to be, Sir,

~ ± ± ,

Your obedient servant

Annexes:

- A. Steaming Return.
- B. Exercise Return.
- C. Beaching Return.

(D. N. Sando) Lieutenant R.A.N.

COMMANDING OFFICER



ANNEX A to
HMAS BRUNEI letter
B.1-16-25 dated
5th February, 1974.

STEAMING RETURN - JANUARY 1974

A. Distance steamed during January : 494.7 miles

B. Hours underway during January : 48½ hours

C. Total distance steamed since commissioning : 13,608.1 miles

D. Total hours underway since commissioning : 1483 hours

ANNEX B to
HMAS BRUNEI letter
B.1-16-25 dated
5th February, 1974.

EXERCISE RETURN - JANUARY 1974

Date

Exercise

10

Leaving Ship Stations

Steaming Gear Breakdown



ANNEX C to
HMAS BRUNEI letter
B.1-16-25 dated
5th February 1974.

BEACHING RETURN - JANUARY 1974

Date	Position	Conditions	Remarks
19	Bulimba Bulimba River	Wind 1300 - 17 kts T/S - Ebb 2 kts.	Stern
	Cowan Cowan Beach Moreton Island	Wind 1800 - 15 kts. Swell - 2 ft.	Stern
23	Bulimba Brisbane River	Wind 090 - 12 kts. T/S Flood 2 kts.	Negative Stern Anchor
	Cowan Cowan Beach Moreton Island	Wind 2000 - 15 kts.	Negative Stern Anchor
24	Cowan Cowan Beach Moreton Island	Wind 160° - 20 kts. Swell - 3 ft.	Stern Anchor

18/6/4796 FILE

DEPARTMENT OF DEFENCE

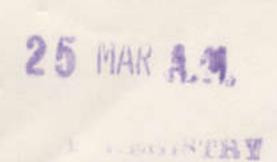
(NAVY OFFICE)

Report of Proceedings FEBRUARY 1974 HMAS Support of army Exercise. As Slephons. Loading por Lora Howe Is airfued Project.

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ROYAL AUSTRALIAN NAVY

RESTRICTED

NAVY—CANBERRA		
18	6	4796

Telephone

LMD

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

A.F. 1/16/82

2 2 MAR 1974

The Secretary
Department of Defence (Navy Office)

HMAS BRUNEI - REPORT OF PROCEEDINGS - FEBRUARY, 1974

Forwarded.

Arten's

(D.C. WELLS)
Rear Admiral
Commander Australian Fleet

A.

Enclosure:

HMAS BRUNEI Report B1/16/25 dated 2nd March, 1974

B1-16-25

HMAS BRUNEI At Sea

2nd March 1974

The Flag Officer Commanding HM AUSTRALIAN FLEET.

For information

The Commander First Australian Landing Craft Squadron.

HMAS BRUNEI - 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.
- 2. At the beginning of the month BRUNEI was berthed alongside HMAS MORETON in the Brisbane River, recovering from the experiences of the disastrous floods which hit the Brisbane area. late the previous month. BRUNEI escaped unscathed, except for minor denting to the rubbing strake caused by intership movement in the estimated 15 knot current in the river.
- 3. Preparations were also being made for the ship's southern deployment, during which time it would support the 1st Terminal Group in the Port Stephens area and the 2nd Transport and Movement Group with movement of equipment to Lord Howe Island.
- 4. BRUNEI cast off and proceeded in company with HMAS BETANO at 0800K on 13 February. The passage to Sydney was made in moderate seas and both ships secured alongside HMAS WATERHEN at 0900K on 15 February 1974.
- on Monday 18 February. In company with HMA Ships BETANO and BUNA, BRUNEI shifted berth to 35 Water Transport Squadron wharf at Woolwich. Each ship in turn beached on the Woolwich hard at Clarkes Pt. to embark equipment in accordance with the instructions laid down in HQ 1 Terminal Group Operation Order dated 31 January 1974.
- f. The loading of all ships was completed by mid-afternoon and at 2000K the same day, the Advance Party sea convoy, under my command, sailed from Woolwich for the Army exercise area in Pt. Stephens.
- 7. The convoy arrived in Pt. Stephens at 0645K the following morning and beached in Shoal Bay. Disembarkation was completed by 1035K, when the ships sailed to return to Sydney. All ships berthed at Woolwich at 2000K that evening.

- 2 -

- The morning of 20th February produced particularly inclement weather on Sydney Harbour. Strong winds and driving rain made ship handling difficult. However each ship in turn, beached on the Woolwich hard and embarked equipment as scheduled in the operation order. The unfavourable weather conditions prevented BRUNEI from proceeding to sea that day.
- Weather conditions had moderated on the morning of 21st February and it was possible for BRUNEI to proceed at 0600K for Pt. Stephens. Although a large swell was still running, the ship negotiated Sydney Heads without incident. The passage north was a little uncomfortable, but not unpleasant.
- BRUNEI arrived in Pt. Stephens at 1445K and proceeded directly to the beaching area in Shoal Bay. Unloading of LARC V cargo was completed by 1500K and the ship then anchored at 1508K in hoal Bay. The ship remained in Pt. Stephens until 25th February.
- At 1800K on 25th February, BRUNEI weighed anchor and proceeded to Sydney to commence Exercise Kentia Palm. The ship berthed at HMAS WATERHEN at 0730K the following morning, when assistance was provided to rectify several defects.
- BRUNEI moved to the Woolwich hard at 0745 on 27th February. and embarked heavy earth moving equipment in accordance with the Sea Movement Instruction 2/15/74 dated 11 February by HQ 2 Transport and Movement Group. Loading and the majority of securing was completed by early afternoon and the ship returned to WATERHEN at 1515K, and remained there until the end of the month.
- TECHNICAL: The performance of equipment during the month 13. has been satisfactory except for the Decca 101 radar which has been defective on two occasions.
- The general state of the ship is satisfactory and the 14. health, welfare and morale of the ship's Company are also satisfactory.

I have the honour to be,

Sir,

WAR P.M. MUSTRALIAN HEET.

Your Obedient Servant,

(D.N. BANDO) Lieutenant RAN COMMANDING OFFICER

Annexes:

- Steaming Return
- Exercise Return
- Beaching Return.

ANNEX A to HMAS BRUNEI letter B1-16-25 dated 2 March 1974

STEAMING RETURN - FEBRUARY 1974

A .	Distance steamed during February:	895.8 Miles
В.	Hours underway during February:	92 Hours
8.	Total distance steamed since commissioning	14503.9 Miles
T) -	Total hours underway since commissioning:	1575 Hours

ANNEX B to HMAS BRUNEI letter B1-16-25 dated 2 March 1974

EXERCISE RETURN - FEBRUARY 1974

Date

13 Leaving Ship Stations Steering Gear Breakdown

ANNEX C to HMAS BRUNEI letter B1-16-25 dated 2nd March, 1974.

BEACHING RETURN - FEBRUARY, 1974

Date	Position	Conditions	Remarks
5	Bulimba Brisbane River	Wind 180° Force 2 T/S - Ebb - 4 kts	Negative Stern Anchor
18	Clarkes Pt. Woolwich	Wind 076 - 10 kts	Negative Stern Anchor.
19	Shoal Bay Port Stephens	Wind nil Swell 2 ft.	Stern Anchor
20	Clarkes Pt. Woolwich	Wind 140° - 28 kts	Negative Stern Anchor
21	Shoal Bay Port Stephens	Wind 200° - 15 kts Swell - 3 ft.	Stern Anchor
27	Clarkes Pt. Woolwich	Wind 030 - 7 kts	Negative Stern Anchor.

FILE 428/3/48

DEPARTMENT OF DEFENCE (NAVY OFFICE)

HMAS BRUNE!

AS(NS) (NS) 20/5

DER MAS BRUNE!

Report of Proceedings MAR '14

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ROYAL AUSTRALIAN NAVY

Telephone: 359-9111 Ext 3529

AF. 1/16/82

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

1 3 MAY 1974

The Secretary Department of Defence (Navy Office)

HMAS BRUNEI - REPORT OF PROCEEDINGS - MARCH, 1974

Forwarded.

Armis

(D.C. WELLS)
Rear Admiral
Commander Australian Fleet

Enclosure:

HMAS BRUNEI Report 1/16/25 dated 3rd April, 1974



B1-16-25

HMAS BRUNEI At Sea

3rd April 1974

The Flag Officer Commanding, HM AUSTRALIAN FLEET.

For information

The Commander First Australian Landing Craft Squadron.

HMAS BRUNEI - REPORT OF PROCEEDINGS

MARCH - 1974

- 1. I have the honour to report the proceedings of HMA Ship under my command for the month of March 1974.
- 2. At the beginning of the month BRUNEI was along-side HMAS Waterhen. The Ship sailed at 0600K on 1st March for Lord Howe Island. R/V was made with HMA Ships BETANO and BUNA off Pt. Stephens early the same afternoon for the passage to Lord Howe Island. The cargo of the three ships consisted of heavy earth moving equipment, general stores and materials to be used by 1 Field Engineer Regiment in the construction of an airstrip on Lord Howe. The passage was uneventful and was made in light easterly winds and slight seas. The three ships arrived off Erscott's Passage at 0745K on 3rd March when an island inhabitant with local knowledge of the passage was embarked by D.C.A. launch. At Ø825K BRUNEI entered Erscott's Passage and anchored off Johnsons Beach. The remaining ships followed suit shortly afterwards.
- A survey of the approaches to the beaching area was then conducted using ships' boats. At 1400K all ships weighed anchor and beached in Prince William Henry Bay approximately 10.5 cables south east of Signal Pt. The unloading of all ships was completed by 1655K, when they retracted and proceeded for Sydney.
- BUNA and BETANO were detached at 0330K on 5th March off Newcastle, and BRUNEI continued the passage to Sydney where she berthed at HMAS WATERHEN at 1122K the same morning.
- Loading for voyage D of exercise Kentia Palm was completed by 1030K on 6th March and the securing of cargo was completed by personnel of 30 Terminal Squadron at HMAS WATERHEN the following morning.



- 2 -

- The sailing for voyage I was delayed considerably, due to a breakdown in A.V. Balikpapan at Lord Howe Island and then by a tropical cyclone off the east coast of Australia.
- 7. BRUNEI sailed in company with A.V. Balikpapan at 1000K on 15th March after having been delayed several days by the tropical cyclone off the NSW Coast. The weather conditions made for a most uncomfortable passage to Lord Howe Island where the ships arrived at 1125K on 17th March. Conditions were not suitable for entry through Erscott's Passage at the time and accordingly anchorage was found north of the island to shelter from the prevailing south easterly weather.
- 8. Conditions had moderated by the next afternoon and entry into the lagoon was made with the assistance of a local inhabitant. Both ships beached at approximately 1645K in Prince William Henry Bay and discharge of cargo commenced immediately. As it was not possible to complete discharge before sunset, the ships dried out on the beach overnight.
- 9. BRUNEI refloated at approximately 0430K on 19th March and Balikpapan shortly afterwards. The ships retracted at 0600K and proceeded in company for Sydney, BRUNEI anchoring in Watson's Bay at 2200K on 20th March.
- Loading for voyage G of Exercise Kentia Palm completed at Woolwich on 22nd March, and the ship berthed at HMAS Waterhen at 1400K that afternoon. Unsuitable weather conditions in the Tasman Sea prevented the ship from sailing until the 26th March. BRUNEI sailed in company with A.V. Balikpapan at 1400K on 26th March for voyages G and H in the Kantia Palm programme. This sailing time was approximately 8 days behind schedule, and it was hoped that BRUNEI could complete voyage G and return to Sydney in time to commence re-supply voyage 1 as planned on 1st April.
- 11. The passage to Lord Howe Island was made without incident and in moderate south easterly seas. The ship beached in Prince William Henry Bay at 1030K on 28th March. Unloading of containers and palletised stores extended into the afternoon and completed shortly before sunset. Both ships remained beached throughout the night and refloated on the high tide at approximately 1030K the following morning. After retracting at 1115K course was set for Sydney into a moderate south westerly sea at reduced speed to lessen pounding. Conditions moderated as the passage progressed and BRUNEI entered Sydeny heads at 0945K on 31st March. The ship berthed at HMAS WATERHEN at 1040K and remained there until the end of the month.

12. TECHNICAL: The performance of equipment and machinery has been good.

13. The general state of the ship is satisfactory and the health, welfare and morale of the ship's company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

(D.N. SANDO)
Lieutenant RAN
COMMANDING OFFICER.

Annexes: A. Steaming Return and Exercise Return

B. Beaching Return

I have the second to the

ANNEX A to HMAS-BRUNEI letter B1-16-25 dated 3rd April 1974.

STEAMING RETURN - MARCH 1974

Α.	Distance steamed during March:	2570.1	Miles
В.	Hours underway during March:	2813	Hours
C.	Total distance steamed since commissioning:	17,074	Miles
D.	Total hours underway since commissioning:	1856꽃	Hours

EXERCISE RETURN - MARCH 1974

Date	Exercise
1	Steering Gear Breakdown Shiphandling - Executive Officer Leaving Ship Stations
3	Seaboat Transfer
6	Shiphandling (Sternboard)
17	Anchorages Shiphandling Executive Officer
18	Beaching overnight (dried out)
20	Blend anchorage
28	Beaching overnight (dried out)
29	Cleared foul stern anchor



ANNEX 30 to HMAS BRUNEI letter B1-16-25 dated 3rd April, 1974.

BEACHING RETURN - MARCH 1974.

Date	Position	Conditions	Remarks
3	Lord Howe Island	Wind Ø9Ø - 15 kts	Negative Stern Anchor
6	Clarkes Pt. Woolwich	T/S - 1 kmot ebb	Negative Stern Anchor
18	Lord Howe Island	Wind 200 - 10 kts T/S 1 knot ebb	Stern Anchor Remained beached overnight
21	Clarkes Pt. Woolwich	Wind 090° - 15 kts	Negative Stern Anchor
22	Clarkes Pt. Woolwich	Wind $120^{\circ} - 8$ kts T/S $-\frac{1}{2}$ knot ebb	Negative Stern Anchor
28	Lord Howe Island	Wind 240° - 20 kts Sea 2 ft.	Stern Anchor Remained beached overnight.



AMMEN 19 to HMAS BRUNEI Letter B1-16-25

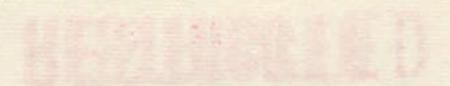
BEACHING RETURN - MARCH 1974.

	Lord Howe Inland	Wind 2400 - 20 kts	Stern Anchor Remained benched overnight.
22	Clarkes Pt. Woolwich	Wind 1200 - 8 kts T/S - % Imot obb	Hegative Stern Anchor
21	Clarkes Pt. Woolwich	Wind 090° - 15 kts	Megative Stern Anchor
18	Lord Howe Island	Wind 200 - 10 kts T/8 1 knot ebb	Stern Anolice Remained beached overnight
	Woolwich	T/S - 1 knot ebb	Megative Stern Anchor
Date	Position Ford Howe Island	Conditions Wind #90 - 15 lets	Remerks Negative Stern Anchor

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6 May 74 1 2 0 9

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3	Registration Number N 428 / 3/48
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1	HERDING BRUNGT - REPORT OF PROCEDINGS MARCH 1974
2	After File No on Logging Card for FOCAF Letter dated 3/5/74 Reference No A.F. 1/16/82

FILE 428/3/97

DEPARTMENT OF DEFENCE (NAVY OFFICE)

HMAS BRUNE! Report of Proceedings APR. 74

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1/5/14 No



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INFORMATION

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

A.F.

1/16/82

359-9111 Ext. 3532

LOGGE

1 2 JUL 1974

The Secretary
Department of Defence (Navy Office)

For Information.

The Naval Officer Commanding QUEENSLAND

The Commander FIRST AUSTRALIAN LANDING CRAFT SQUADRON

The Commanding Officer HMAS BRUNEI

HMAS BRUNEI - REPORT OF PROCEEDINGS - APRIL 1974

Reference: HMAS BRUNEI letter 1-16-25 dated 2nd May 1974

97

The investigation in paragraph 8 of the reference has been completed by the Fleet Maintenance Party. It is likely that the radio was below standard since the fault could not be reproduced. However the ship installation is not complete in that the special power supply for the radio equipment PP6254 1GRC-106, has not been fitted. BRUNEI is the only LCH with this deficiency and the Commander First Australian Landing Craft Squadron has been advised accordingly.

(W.H. MONEY)

Captain RAN

for Commander Australian Fleet

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Ext.3532

1/16/82

The state of the state of

Department of Defence (Mavy Office) The Secretary

For Information.

The Mayal Officer Commanding QUEERSLAND

The Commander FIRST AUSTRALIAN LAMBING CRAFT SQUADBON

The Commanding Officer HMAS BRUMEI

HIGH BRUNEI - REPORT OF PROCEEDINGS - APRIL 1974

Reference: HMAS BRUMEI letter 1-16-25 dated 2nd May 1974

advised accordingly. Commander First Australian Landing Craft Squadron has been BRUMEI is the only LCH with this deficiency and the radio equipment PP6254 1GRO-106, has not been fitted. not complete in that the special power supply for the could not be reproduced. However the ship installation is likely that the radio was below standard since the fault has been completed by the Fleet Maintenance Party. It is: . . The investigation in paragraph 8 of the reference

for Commander Australian Fleet Captain RAN (W.H. MOMEY)

RECEIVED 15 JUL 74 13 52 DE. OF DEFENCE CEPTRAL REGISTRY





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DEPARTMENT OF THEXNAVY DEFENCE

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

2 2 MAY 1974

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

HMAS BRUNEI - REPORT OF PROCEEDINGS - APRIL, 1974

Reference: R.I. Appendix 29A.

1. The enclosures are forwarded in accordance with the reference.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Enclosures: Report of Proceedings. (2 copies).

B.1-16-25

HMAS BRUNEI At Sydney.

2nd May 1974

The Naval Officer Commanding QUEENSLAND.

For information:

- 1. The Commander
 FIRST AUSTRALIAN LANDING CRAFT SQUADRON.
- 2. The Flag Officer Commanding H.M. AUSTRALIAN FLEET.

HMAS BRUNEI - REPORT OF PROCEEDINGS APRIL, 1974

- 1. I have the honour to report the proceedings of H.M.A. Ship under my command during April, 1974.
- At the beginning of the month BRUNEI was in Sydney continuing support of 1 Field Engineer Regiment during their construction of an airstrip on Lord Howe Island. Cargo for re-supply voyage 1 was embarked at Clarke's Pt., Woolwich during the forenoon of 1st April. By mid-afternoon securing of the cargo was complete and BRUNEI retracted from the Woolwich hard at 1730K and proceeded for Lord Howe Island. The passage was made in light easterly winds and BRUNEI beached at Lord Howe Island at 0710KL on Wednesday 3rd April, 1974. The cargo discharge was completed expeditiously, allowing BRUNEI to retract and proceed for Brisbane at 1650KL the same day.
- The passage to Brisbane was made in fast time and the Ship berthed at HMAS MORETON at 1035K on 5th April. BRUNEI remained alongside MORETON undergoing self-maintenance until 16th April. The Easter period in Brisbane provided a welcome break from the rather tedious routine of Exercise Kentia Palm.
- 4. BRUNEI sailed from Brisbane at 1000K on 16th April to continue support of 1 Field Engineer Regiment on Lord Howe Island. The resupply voyage number 2 was scheduled to sail from Sydney on 22nd April. BRUNEI arrived in Sydney at 0900K on 18th April and berthing at No. 2 berth HMAS WATERHEN.
- Loading for resupply voyage 2 was completed on Friday 19th April and BRUNEI sailed for Lord Howe Island at 0930K on Tuesday 23rd April, having been delayed for 24 hours by inclement weather on the New South Wales coast.
- BRUNEI arrived at Lord Howe Island at 1100KL on Anzac Day. It was unfortunate that the ship's company could not attend the Anzac Day Service on the island, due to cargo discharge. The ship was represented at the Service, however, by the Executive Officer, SBLT M. J. STORRS, R.A.N. On completion of cargo discharge, the ship's company were invited ashore to participate in the various activities.
- 7. A defect in the ship's H.F. transmitter delayed sailing from Lord Howe Island until 27th April.

The defect was partially rectified with the assistance of 1 Field Engineer Regiment and BRUNEI retracted and proceeded for Sydney at 1115KL on 27th April 1974. The ship arrived in Sydney at 0900K on 29th April after a smooth passage from Lord Howe Island. At the end of the month the ship was alongside at HMAS WATERHEN.

RESTRICTED

2.

8. TECHNICAL:

The performance of equipment and machinery has been good. The defect in the H.F. transmitter is under investigation by Army technicians.

9. The general state of the ship is satisfactory, and the health, welfare and morale of the ship's company are also satisfactory.

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

(D. N. SANDO)
Lieutenant, R.A.N.
COMMANDING OFFICER

ANNEX A. Steaming Return and Exercise Return.

B. Beaching Return.

ANNEX A to HMAS BRUNEI letter B.1-16-25 dated 2nd May, 1974.

STEAMING RETURN - APRIL 1974

Λ.	Distance steamed during April	:	2234.7 miles
В.	Hours underway during April	:	213 hours
C.	Total distance steamed since commissioning	:	19308.7 miles
D.	Total hours underway since commissioning	:	2069 3 hours

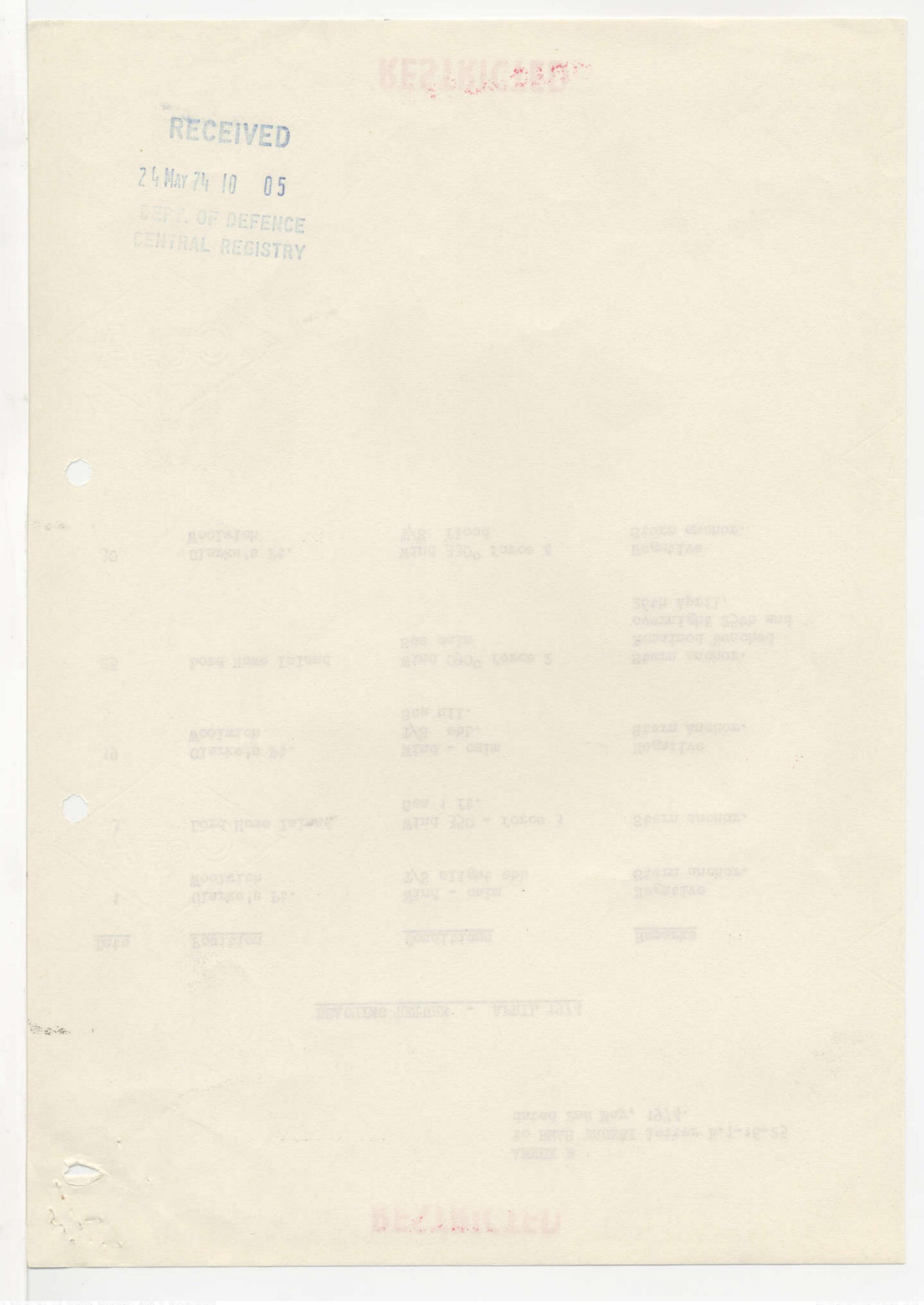
EXERCISE RETURN - APRIL 1974

DATE	EXERCISE
1	Leaving Ship Stations.
11	Shiphandling - Executive Officer
16	Steering Gear Breakdown
17	Small Arms Shoot
18	Blind Anchorage
29	Blind Anchorage

ANNEX B to HMAS BRUNEI letter B.1-16-25 dated 2nd May, 1974.

BEACHING RETURN - APRIL 1974

Date	Position	Conditions	Remarks
1	Clarke's Pt. Woolwich	Wind - calm T/S slight ebb	Negative Stern anchor.
3	Lord Howe Island	Wind 350 - force 3 Sea 1 ft.	Stern anchor.
19	Clarke's Pt. Woolwich	Wind - calm T/S ebb. Sea nil.	Negative Stern Anchor.
25	Lord Howe Island	Wind 090° force 2 Sea calm	Stern anchor. Remained beached overnight 25th and 26th April.
30	Clarke's Pt. Woolwich	Wind 330° force 4 T/S flood.	Negative Stern anchor.



DEPARTMENT OF DEFENCE

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Apo 27/6/74





TELEPHONE:

311611

IN REPLY QUOTE B.1-16-25 DEPARTMENT OF XXIVEXXIVAXXX DEFENCE

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

2 1 JUN 1974

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

> HMAS BRUNEI - REPORT OF PROCEEDINGS MAY - 1974

Reference: R.I. Appendix 29A.

The enclosures are forwarded in accordance with the reference. 1.

> enderbell (David Nicholls) Captain, O.B.E. R.A.N. NAVAL OFFICER COMMANDING

QUEENSLAND

Enclosure: Report of Proceedings. (2 copies)



HMAS BRUNEI At Sydney.

4th June, 1974.

The Naval Officer Commanding QUEENSLAND.

For information:

- 1. The Flag Officer Commanding H.M. AUSTRALIAN FLEET.
- 2. The Commander
 FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BRUNEI - REPORT OF PROCEEDINGS MAY - 1974

Sir,

- 1. I have the honour to report the proceedings of H.M.A. Ship under my command during May 1974.
- At the beginning of the month BRUNEI was alongside the minesweeping wharf at HMAS WATERHEN preparing for resupply voyage 3 of Exercise Kentia Palm. Loading and securing of cargo was completed on Friday 3rd May and the ship remained alongside at HMAS WATERHEN until 6th May.
- BRUNEI sailed at 1000K on 6th May for Lord Howe Island. The passage was made in light and variable winds, predominantly from the NE, and slight seas. Visibility on the morning of 8th May was particularly good as the ship approached Lord Howe Island. The high peak of Mount Gowen was sighted at 0200K at a range of approximately 60 miles. The ship entered Erscott's Passage at 0745K and beached in the lagoon shortly afterwards. Cargo discharge was completed quickly by personnel of 1 Field Engineer Regiment and BRUNEI retracted and proceeded for Brisbane at 1000K the same morning.
- 4. The passage to Brisbane was uneventful and the ship berthed at H.M.A.S. MORETON at 0900K on 10th May remaining there until 20th May.
- During the period alongside in Brisbane, ship's husbandry was progressed with the assistance of the LCH maintenance party. On 16th May the ship's company together with ships' companys of HMAS BETANO and HMAS MORETON were addressed by Commander P. V. Blackman R.A.N. on his departure from the Command.
- BRUNEI sailed for Sydney at 1000K on 20th May to continue support of 1 Field Engineer Regiment on Lord Howe Island. The ship berthed at H.M.A.S. WATERHEN at 1345K on 22nd May, the passage south from Brisbane having been uneventful.
- 7. BRUNEI secured to No. 7 buoy Man-'0-War anchorage at 0930K on 23rd May for magnetic compass adjustment. This was completed at 1115K and the ship reberthed at H.M.A.S. WATERHEN at 1155K.
- 8. Loading and securing of cargo for Exercise Kentia Palm resupply voyage 4 were completed at the Woolwich hard by 1430K on Friday 24th May and the ship returned alongside H.M.A.S. WATERHEN at 1515K. Sailing for voyage 4 on 27th May was delayed due to a violent gale which struck the N.S.W. coast on 25th May. Weather conditions had abated sufficiently by 29th May and the ship sailed at 1130K that morning for Lord Howe Island.

2.

9. The ship anchored inside Erscott's Passage at 1020K on 31st May to wait for high water late in the afternoon. Anchor was weighed at 1543K and the ship beached in Prince William Henry Bay at 1555K. Cargo discharge commenced immediately, but could not be completed before sunset. At the end of the month, BRUNEI was beached on Lord Howe Island in position 228° Transit Hill 3.4 cables.

10. TECHNICAL

The performance of all equipment and machinery has been good. The defect in the H.F. transmitter was not located by Army technicians. When the ANGRC 106 was refitted in the ship the transmitter performed satisfactorily. Fleet staff have investigated the possible cause of the fault, which appears to be intermittent. This will be taken up with Base staff on the ship's return to Brisbane early in June.

11. The general state of the ship is satisfactory, although the appearance is below standard. This has been caused by the inclement weather experienced during the ship's southern deployment and the lack of suitable weather to carry out ship's husbandry both in Sydney and Brisbane.

The health, welfare and morale of the ship's company are satisfactory.

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

> (D. N. Sando) Lieutenant R.A.N.

COMMANDING OFFICER

ANNEX A. Steaming and Exercise Return.

ANNEX B. Beaching Return.



ANNEX A to HMAS BRUNEI letter B.1-16-25 dated 4th June, 1974.

STEAMING RETURN - MAY 1974

A.	Distance steamed during the month	*	1833.1 miles
В.	Hours underway during the month	*	1864
C.	Total distance steamed since commissioning		21141.8 miles
D.	Total hours underway since commissioning	:	2256

EXERCISE RETURN - MAY 1974

Date	Exercise
25	Leaving ship stations
	Steering gear breakdown
30	.5 Browning surface shoot.

ANNEX B to HMAS BRUNEI letter B.1-16-25 dated 4th June, 1974.

BEACHING RETURN - MAY 1974

Date	Position	Conditions	Remarks
3	Clarke's Pt. Woolwich	Wind - force 3 T/S - slight ebb	Negative Stern anchor
8	Lord Howe Island	Wind - force 4 Sea - calm	Stern anchor
24	Clarke's Pt. Woolwich	Wind - force 3 T/S - flood	Negative Stern anchor
31	Lord Howe Island	Wind - force 4-5 Sea - calm	Stern anchor. Remained beached overnight.

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Lord Nove Island

Wind - force 4-5

Sea - calm

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DEPARTMENT OF DEFENCE (NAVY OFFICE)

HMAS BRUNE Report of Proceedings June 74

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TELEPHO

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IN REPLY QUOTE B.1-16-25 DEPARTMENT OF THEXINAVEX DEFENCE

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

3 D JUL 1974

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

HMAS BRUNEI - REPORT OF PROCEEDINGS - JUNE 1974

Reference: R.I. Appendix 29A.

The enclosures are forwarded in accordance with the reference.

Eunewhell. David Nicholls) Captain, O.B.E. R.A.N. NAVAL OFFICER COMMANDING QUEENSLAND

Enclosures: Report of Proceedings (2 copies).

B1-16-25

H.M.A.S. BRUNEI At Brisbane.

5th July, 1974

The Naval Officer Commanding QUEENSLAND

For Information :

- 1. The Flag Officer Commanding H.M. AUSTRALIAN FLEET
- 2. The Commander FIRST AUSTRALIAN LANDING CRAFT SQUADRON

H.M.A.S. BRUNEI - REPORT OF PROCEEDINGS JUNE, 1974

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my Command during June, 1974.

- 2. At the beginning of the month BRUNEI was beached at Lord Howe Island. During the day, backloading of equipment and stores from 1 Field Engineer Regiment was completed. The ship retracted at 1700KL the same afternoon and proceeded for Sydney.
- 3. The passage to Sydney was made in fast time, the ship being assisted by a 25-30 knot south easterly wind. BRUNEI anchored in Watson's Bay in Sydney Harbour at 0645K on 3rd June. Weather conditions deteriorated as the ship arrived in Sydney and it was with grateful heart the ship observed other fleet units and Royal Navy ships leave harbour for exercise Kangaroo One.
- Anchor was weighed at 1111K the same morning and the ship proceeded to H.M.A.S. WATERHEN, berthing there at 1145K. Discharge of backloaded cargo was completed on 4th June at the Woolwich hard, Clarkes Point, and on completion the ship reberthed at H.M.A.S. WATERHEN.
- Rough weather on the N.S.W. coast delayed the sailing of the ship for Brisbane until 6th June. BRUNEI proceeded at 1000K that morning and negotiated Sydney Heads without pounding. Weather and sea conditions had moderated considerably and this made the passage north comfortable.

.../2

2.

- BRUNEI berthed at H.M.A.S. MORETON at 0910K on 8th June and remained there until 20th June. The majority of the ship's company commenced 3 weeks long leave on 14th June.
- 7. With the assistance of personnel from H.M.A.S. MORETON, the ship proceeded to Bulimba hard on 21st June and loaded armoured personnel carriers and landrovers of 2/14 Queensland Mounted Infantry, an Army CMF Unit. Approximately 65 personnel from this unit were embarked early on the morning of 22nd June for passage to Amity Point, Stradbroke Island.
- 8. BRUNEI sailed at 0630K on Saturday 22nd June and beached on Amity Point at 1000K. Disembarkation of vehicles and personnel was completed by 1015K and the ship then retracted and anchored off Amity Point.
- Personnel and vehicles of 2/14 Q.M.I. were re-embarked at 1000K the following morning for the return passage to Brisbane. The ship beached on Bulimba hard at 1330K, disembarking vehicles and personnel shortly afterwards. BRUNEI then retracted and proceeded to H.M.A.S. MORETON berthing there at 1355K.
- 10. The ship was prepared hurriedly for slipping on Monday 24th June. Once again with the assistance of a "scratch" crew from base staff, the ship proceeded further up the Brisbane River to Peters Slip Pty. Ltd., Kangaroo Point, and secured to the slipway dolphin at 1100K. The ship was taken in hand by slipway personnel and at 1253K was secured on the slip, remaining there until the end of the month. The slipping operation was completed without incident observing that the slipway had been extensively damaged during the Brisbane floods earlier in the year.

11. TECHNICAL

The performance of equipment during the month has been good. The defect in the H.F. transmitter reported last month has reappeared and is under investigation by base staff and Army technicians.

12. The general state of the ship is satisfactory and the health, welfare and morale of the ship's company are also satisfactory.

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

(D.N. Sando)
Lieutenant RAN
COMMANDING OFFICER

Annex A to HMAS BRUNEI letter B1-16-25 dated 5th July, 1974.

BEACHING RETURN - JUNE, 1974

Date	Position	Conditions	Remarks
4	Clarke's Pt Woolwich	Wind 130° - force 6 Sea 2 ft	Negative Stern Anchor
21	Bulimba Brisbane River	Wind 160° - force 2	Negative Stern Anchor
22	Amity Point Stradbroke Is.	Wind 180° - force 3 T/S slack Sea calm	Stern Anchor
23	Amity Point Stradbroke Is.	Wind 180° - force 3 T/S 1 knot ebb Sea calm	Stern Anchor
23	Bulimba Brisbane River	Wind 100° - force 3 T/S slight ebb	Negative Stern Anchor

Annex B to HMAS BRUNEI letter B1-16-25 dated 5th July, 1974.

STEAMING RETURN - JUNE, 1974

Α.	Distance steamed during the month:	993.2 miles
В.	Hours underway during the month:	921/4
a.	Total distance steamed since commissioning:	22135 miles
D.	Total hours underway since commissioning:	23484

EXERCISE RETURN - JUNE, 1974

Nil.

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DEPARTMENT OF DEFENCE (NAVY OFFICE)

HMAS BRUNE!

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Apo 27/8/14



TELEPHONE:

311611

IN REPLY QUOTE B.1-16-25 DEPARTMENT OF THEXANAXXXX DEFENCE



2 0 AUG 1974

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

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

HMAS BRUNEI - REPORT OF PROCEEDINGS - JULY 1974

Reference: R.I. Appendix 29A.

The enclosures are forwarded in accordance with the reference.

> (R.S. Barrell) Commander R.A.N.

for NAVAL OFFICER COMMANDING QUEENSLAND (A.O.L)

Enclosures: Report of Proceedings (2 copies)

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2 0 AUG 1974

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

The Secretary
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(Navy Office)
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HMAS BRUNEI - REPORT OF PROCEEDINGS - JULY 1974

Reference: R.I. Appendix 29A.

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(R.S. Barrell)
Commander H.A.N.

for MAVAL OFFICIER COMMANDING
OUTBRESIGN (A.O.L)

Enclosures: Report of Proceedings (2 copies)

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THE NAVAL OFFICER COMMANDING QUEENSLAND.

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- 2 AUG 1974

HMAS BRUNEI At Brisbane.

1st August 1974.

For information:

- The Flag Officer Commanding H.M. AUSTRALIAN FLEET.
- The Commander FIRST AUSTRALIAN LANDING CRAFT SQUADRON.

HMAS BRUNEI - REPORT OF PROCEEDINGS - JULY 1974

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during July 1974.

- At the beginning of the month BRUNEI was on Peters Slip Pty. Ltd. slipway at Kangaroo Point. The ship had been delayed in unslipping due to the unforeseen requirement to withdraw and refurbish both shafts. These were refitted by 4th August and the ship was unslipped at 1005K on Friday, 5th August and secured to Evans Deakin fitting out wharf Kangaroo Point. Realignment of both shafts was completed by Friday 12th July and a successful basin trial was conducted the following morning.
- During the previous week the ship's company returned from long leave and the ship was prepared for shakedown workup. Vehicles and equipment of A Company 8/9 Battalion RAR were loaded over the wharf on 12th July in preparation for passage to Moreton Island.
- On Monday 15th July approximately 90 personnel from 8/9 Battalion embarked together with three R.A.N. officers who were to carry out the practical component of the CO Desig (LCH) PCT.
- BRUNEI cast off and proceeded at 0830K on 15th July from Moreton Bay. The ship beached at 1133K near Tangalooma wrecks and disembarked vehicles and personnel. After retracting at 1141K BRUNEI proceeded into the southern part of Moreton Bay where shiphandling exercises were carried out by the officers mentioned in paragraph 4. On completion, the ship anchored off Peel Island at 1600K.
- The ship weighed anchor at 0900K the following morning and proceeded to Bird Island where beaching exercises were conducted throughout the day by officers under training. BRUNEI anchored overnight off Peel Island once again. Beaching exercises were continued the following morning.
- On completion of beaching exercises on 17th July the ship proceeded back to HMAS MORETON berthing there at 1437K. The following morning berthing unberthing exercises were carried out at Dalgetys No. 1 berth in the Brisbane River. At 1400K the ship proceeded into Moreton Bay, anchoring off Tangalooma at 1652K. Radio contact was made with A Company 8/9 Battalion RAR to confirm embarkation arrangements for that unit early the next morning.
- BRUNEI weighed anchor at 0615K 19th July and beached near Tangalooma wrecks shortly afterwards. Vehicles and personnel from A Company 8/9 Battalion

RAR were embarked expeditiously and the ship proceeded for Brisbane at 0648K. After berthing at HMAS MORETON at 0955K, Army personnel disembarked, their vehicles and equipment being unloaded over the wharf by mobile crane on Monday 22nd July.

- 9. The ship proceeded at 1100K on Tuesday 23rd July into Moreton Bay to continue shakedown which had been commenced the previous week in conjunction with the shiphandling exercises. Shakedown exercises were completed on Wednesday 24th July and the ship returned alongside HMAS MORETON at 1237K that day.
- 10. The following morning The Commander, First Australian Landing Craft Squadron and his Staff Officer were embarked to conduct the ship's operational readiness evaluation. BRUNEI sailed at 0805K and proceeded into Moreton Bay where a comprehensive exercise programme directed by COMAUSLANCRON ONE was carried out. On completion of the programme, the ship returned to HMAS MORETON, berthing there at 1445K.
- 11. On 29th July the ship sailed at 0840K and proceeded to the Bulimba hard where vehicles and approximately 120 personnel of 4 Cavalry Regiment ARA were embarked for passage to Stradbroke Island. BRUNEI beached south of Amity Point jetty at 1225K and discharged vehicles and personnel. The ship then retracted and returned to Brisbane, berthing at HMAS MORETON at 1545K. At the end of the month the ship was alongside HMAS MORETON.

12. TECHNICAL:

The performance of most equipment has been satisfactory during the month. Minor defects have occurred in the refrigeration and hydraulic systems and have been rectified by ship's staff. The intermittent fault in the GRC 106 transmitter was rectified during the intermediate docking period, but re-occurred during the shakedown period. The 106 transmitter is currently under investigation by Army technicians.

- 13. The general state of the ship is satisfactory and the health, welfare and morale of the ship's company are also satisfactory.
- The ship's company have been addressed on security in accordance with ABR 337 Volume 1.

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

four obedient servant

(D. N. SANDO) Lieutenant R.A.N.

COMMANDING OFFICER

Annexes:

- A. Steaming Return.
- B. Exercise Return.
- C. Beaching Return.

ANNEX A to HMAS BRUNEI letter B.1-16-25 dated 1st August 1974.

STEAMING RETURN - JULY 1974

A. Distance steamed during the month : 350.8 miles

B. Hours underway during the month : 49\frac{1}{4}

C. Distance steamed since commissioning : 22,485.8 miles

D. Hours underway since commissioning : 2397\frac{1}{2}

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ANNEX B to HMAS BRUNEI letter B.1-16-25 dated 1st August 1974.

EXERCISE RETURN - JULY 1974

Date	Exercise
15	Leaving Ship Stations Emergency Stations Action Stations Steering Gear Breakdown Fire Party (3) Shiphandling (LCH PCT) Manoverboard
16	Beaching (15) (LCH PCT) Fire Party (Emergency fire pump) Minor NBCD and First Aid Leaving Ship Stations
17	Beaching (8) (LCH PCT) Fire Party (Sigmund pump)
18	Shiphandling (LCH PCT) - Berthing (14) - Unberthing (14) - Sternboard (1) Fire Party
19	Fire Party (Emergency Fire Pump)
23	Fire Party (Emergency Fire Pump) Beaching (2) - Executive Officer
24	Fire Party Manoverboard = Executive Officer (2) - Coxswain (2) Bow door emergency lift Shiphandling using engine room telegraphs.
25	Steering Gear Breakdown Fire Party Major NBCD and First Aid Shiphandling - Executive Officer - Coxswain Manoverboard Sea boat drop Moor ship Beaching.

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ANNEX C to HMAS BRUNEI letter B.1-16-25 dated 1st August 1974.

BEACHING RETURN - JULY 1974

Date	Position	Conditions	Remarks
15	Tangalooma	Wind nil	Negative
	Moreton Island	T/S slack	Stern Anchor
16	Bird Island Moreton Bay	Wind force 3-4 T/S ebb/flood 1-2 knots	Stern
17	Bird Island	Wind nil	Negative
	Moreton Bay	T/S Slight ebb	Stern Anchor
19	Tangalooma	Wind force 3	Negative
	Moreton Island	T/S flood 1 knot	Stern Anchor
23	Tangalooma	Wind nil	Stern
	Moreton Island	T/S ebb 2 knots	Anchor
25	Bulimba	Wind force 2	Negative
	Brisbane River	T/S slight ebb	Stern Anchor
29	Bulimba	Wind force 3	Negative
	Brisbane River	T/S slight ebb	Stern Anchor
29	Amity Point	Wind force 4	Negative
	Stradbroke Island	T/S 1 knot flood	Sterm Anchor

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DEPARTMENT OF DEFENCE (NAVY OFFICE)

AS(NS) BRUNE!

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April 4/10/14



TELEPHONE: 311611

IN REPLY QUOTE B. 1-16-25(2)

DEPARTMENT OF THEXNAVY DEFENCE

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

27 SEP 1974

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

HMAS BRUNEI - REPORT OF PROCEEDINGS
AUGUST, 1974

Reference: R.I. Appendix 29A

The enclosures are forwarded in accordance with the reference.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

N

Enclosures: Report of Proceedings (2 copies)

ASNS.



TH MENT COOM B. 1-16-25(2)

Box 1416 G.P.O. Edward Street, Maval Staff Office,

2 7 SEP 1974

CAMBERRA, A.C.T. 2600. (Mavy Office) Department of Defence, The Secretary,

HEAS BRUNEI - REPORT OF PROCESDINGS AUGUST, 1974

Reference: R.I. Appendix 294

reference.

Captain, O.B.E. R.A.M. MAVAL OFFICER COMMANDING (David Micholls)

CENTRAL REGISTRY Enclosures: Report of Proceedings (2 copies)

HE SEIVED 30 NET 76 16 32 DEP 1. OF DEFENCE

In reply quote: M.1-16-9

HMAS BRUNEI At Brisbane.

19th August 1974.

The Naval Officer Commanding QUEENSLAND

For information:

- 1. The Flag Officer Commanding H.M. AUSTRALIAN FLEET.
- 2. The Commander FIRST AUSTRALIAN LANDING CRAFT SQUADRON.

HMAS BRUNEI - REPORT OF PROCEEDINGS Period: 1-18 August 1974

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during the period 1-18 August 1974.

- 2. At the beginning of the month BRUNEI was alongside HMAS MORETON in Brisbane preparing for southern deployment.
- 3. The ship cast off and proceeded for Sydney at 1100K on 6th August. Shortly after rounding Cape Moreton speed was reduced to overcome pounding. A further speed reduction was made at approximately 1800K, as sea conditions were deteriorating. At 2005K a routine check of the bow door securing arrangements revealed that the starboard hook had fractured. (BRUNEI KUK/DAI 062320Z AUG 74 refers.) The ship reversed course immediately and returned to Brisbane, berthing at HMAS MORETON at 0830K on 7th August.
- 4. BRUNEI remained alongside until 19th August whilst investigation/
 modifications of the bow door securing arrangements were carried out. Modified hooks and an additional securing arrangement were fitted by 18th August.
- On 19th August 1974 I relinquished command of HMAS BRUNEI to Lieutenant J. H. DURRANT, R.A.N.

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

> (D. N. Sando) Lieutenant R.A.N.

B1.16.25

HMAS DRUMEI At SYDNEI

1st September 1974

4 The Naval Officer Commanding QUEENSLAND

For information:

- 1 Plag Officer Journaling, H. AUSTRALIAN FLEET
- 1 The Commander. First Australian Landing Craft Squacron

HMAS BRUNEI - REPORT OF PROCESDINGS 19-31 AUGUST 1974

Sir,

I have the honour to report the proceedings of IMA Ship under my Command from the 19 August 1974.

- I assumed command at 0800K Monday 19 August while the ship was berthed at HALS MORATON. At 1000K that same morning I cast off and proceeded to Sydney to continue with operation KENTIA PALM. Good time was made and the ship berthed at HMAS WATERHEN at 0830K Wednesday 21 August 1974.
- At 0830K the following morning the ship proceeded to WOOLWICH lard to embark cargo for re-supply to LORD HOWE ISLAND. Loading was completed by 1500L, the ship retracted and returned to WATERHAN
- 4. At 1600L I called on CMDR J.D. FOSTER RAN Commanding Officer of HMAS PARRAMATE, to discuss the forthcoming voyage and en route exercise programme.
- 5. At 1330H 23rd August BRUNEI proceeded with HMAS BEVANO in company and at 1630H that saternoon we effected a rendezvous with PARPAMATTA. The voyage to LOID HOWE was made with a beam sea and, although good sime was made, heavy rolling precluded any LOH participation in exercise programmes.
- The group arrived at LOLD HOWE IS at 1000KL Sunday 25th August, some four, hours prior to high water. The ship proceeded to an anchorage 275 Soldiere can lock 3.0 cables to await sufficient water to enter the lagron. At 1200KL anchor was weighed and EMUREI proceeded into the lagron under the glidance of NR. Clive Wilson, a local resident and self styled LOLD OWE IS pilot.
- 7. SETANO ontered the lageon shortly after and proceeded me to the beach. BRUNEI beached at 1400KL twenty five yards south of BETANO.
- 8. Unloading was not commenced until the following morning and both ships were unloaded and back loaded by 1700KL when EMUNEI retracted and sailed for Sydney with BETLIO in company. A rendezvous

2/-

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with HELS PARKAMATTL was offected at 2200k that evening.

- 9. The passage was made in good time, the ships being assisted by 30/35 knot easterly winds and a following sea. BRUMEI and BEMANO entered herbour at 0900K on Wednerday 27th August and berthed at HMAS WATELLEN at 0945K.
- Discharge of back loading was effected the following morning at the WOOLWICH hard and the ship returned to HMLS WITERHALL where she remained until the end of the month.

11. TECHNICAL

Throughout the period, close watch was maintained on the bow door securing arrangements and those appear to be functioning estasfactorily.

- 12. Performance of equipment during the month has been good. The auto-pilot developed a fault during passage from LORD HOWE ISLAND to SYDNEY but this was reclified by ships staff on arrival in SYDNEY.
- 13. The general state of the ship is good although the appearance is only fair. The health welfare and sorale of the craw is good.

I have the honour to be,

Sir,

Your Obedient Servant,

(J.H. DURMANT)
Lieutenant RAN
COMMANDING OF ICER

AMAIN to IMAS IMULBI letter B1/16/25 dated 1st September 1974

STEATHIRG RIMURN - AUGUST 1974

1,546.3 1. Distance steamed during the month

2. Hours underway during the month

154

3. Total distance specied since commissioning

21,032.1

4. Total hours underway since commissioning

2552

EXERCISE RETURN - AUGUST 1974

BLACTES RETURN - AUGUST 1974

Position Date Longiks

22 Aug WOOLWICK KED HEG Ledge anchor

25 Aug LORD HOWE ISLAND

29 aug WOOLWICH HARD HEG Kedge anchor

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FILE 428/3/382

DEPARTMENT OF DEFENCE (NAVY OFFICE)

HMAS BRUNE!

Report of Proceedings

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Dof 0 1/23/10 2. June KENTIA PARM regard - no hallows

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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.

1/0/14 No



DEPARTMENT OF THE NAVY DEFENCE



TELEPHONE:

311611

IN REPLY QUOTE B. 1-10-25

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

1 4 OCT 1974

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

HMAS BRUNEI - REPORT OF PROCEEDINGS - SEPTEMBER, 1974

Reference: R.I. Appendix 29A.

The enclosures are forwarded in accordance with the reference.

(David Nicholls)
Captain O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Anclosure: Report of Proceedings (2 copies)

B1-16-25

HMAS BRUNEI at Sydney 1st October, 1974

The Naval Officer Commanding, QUEENSLAND

For information:

The Flag Officer Commanding, HM AUSTRALIAN FLEET
The Commander,
First Australian Landing Craft Squadron, HMAS MORETON
The Commanding Officer, HMAS VENDETTA.

HMAS BRUNEI - REPORT OF PROCEEDINGS - SEPTEMBER 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command during September, 1974.

- 2. On the first of the month BRUNEI was berthed at HMAS WATERHEN making ready to sail on voyage II of operation Kentia Palm.
- The following morning the ship slipped and proceeded with BETANO in company and berthed alongside HMAS SUPPLY to take on fuel. Whilst alongside I called on CDRE B.H. LOXTON for discussions.
- There was some delay in the sailing of our escort destroyer, HMAS VENDETTA, due to the tug crew strike and BETANO had a hydraulics failure so the ship proceeded to Watsons Bay with LABUAN in company to await further developments.
- 5. At 021330K BETANO was able to get under way and the ship weighed and proceeded to Lord Howe Island with LABUAN and BETANO in company effecting a rendezvous with VENDETTA at 1500K.
- 6. The voyage to Lord Howe was uneventful and the ships beached in Prince William Henry Bay at 041000K. Loading commenced immediately and the three LCHs were able to retract the following morning at 1000KL. By 1040 the ships were clear of the lagoon and course was set for Sydney. VENDETTA effected a rendezvous at 1900K and the force continued into deteriorating weather throughout the night.

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- 7. Throughout the night of the 5th, the next day and during the night of the 6/7th the group proceeded into gale force conditions with wind speeds up to 70 knots. It was found however that by careful ballasting and reduction of speed that pounding was kept to an absolute minimum and although conditions were somewhat less than comfortable, the ship gave no cause for concern whatsoever.
- 8. At 070600K VENDETTA detached and proceeded to Newcastle in accordance with her programme. The LCH's entered harbour at 1730K berthing alongside as directed at HMAS WATERHEN by 1830K.
- 9. Unloading was effected at Woolwich hard during the forenoon of the 9th and BRUNEI returned to her berth along-side at WATERHEN where she remained for the next seven days.
- 10. At 0830 Monday 16th September the ship cast off and proceeded, with LABUAN and BETANO in company, to fuel from HMAS SUPPLY prior to sailing on the final voyage of Kentia Palm. Once again VENDETTA was the escort destroyer and she remained in our company throughout an uneventful voyage.
- 11. The ships beached on the 1000KL high water and commenced loading. It was hoped that it would be possible to turn around on the same tide but due to the much reduced Army complement this was impossible and the LCH's remained on the beach overnight.
- 12. The force sailed for Sydney the following morning and arrived at 0800K Saturday 21st September, berthing at WATERHEN.
- 13. At 0830K Monday 23rd September lower deck was cleared and the assembled ships' companies were addressed by the Flag Officer Commanding, HM Australian Fleet, Rear Admiral D.C. WELLS, C.B.E.
- 14. On completion of the address and the subsequent departure of the Fleet Commander, the LCH's commenced unloading in the sequence LABUAN, BRUNEI and BETANO and this occupied the remainder of the day. Advantage was taken of the time off the hard to conduct some man overboard drills and practice berthings for my Executive Officer, SBLT M.J. STORRS and the Coxswain POCOX J.A. EDWARDS. The ships returned to their berths alongside in WATERHEN and commenced some much needed ship husbandry.
- 15. On Wednesday morning we watched with envy as our two sister ships cast off and proceeded to Brisbane.
- 16. Thursday 26th September, I had much pleasure in lunching with the Fleet Commander, Rear Admiral D.C. WELLS, CRE at "Chatsworth".

RESTRICTED

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- 3 -

17. The ship remained alongside at WATERHEN in SMP until the end of the month.

18. TECHNICAL

The performance of most equipment during the month has been satisfactory. The fault in the Decea 101 radar - which is a recurring one - is under investigation by the EIL Service Division. The main engines have had their injectors cleaned and re-set.

19. HEALTH AND MORALE

Health of the ships company has remained good throughout the month. Morale is good having been boosted by the Fleet Commander's address on completion of Kentia Palm.

I have the honour to be,

Sir,

Your obedient servant

(J. H. Durrant)
Lieutenant, RAN
Commanding Officer

Annex A to HMAS BRUNEI letter B1/16/25 dated 1st October, 1974.

STEAMING RETURN - SEPTEMBER, 1974

1.	Distance steamed during the month	1480.6
2.	Hours underway during the month	186
3.	Total distance steamed since commissioning	25,492.9
4.	Total hours underway since commissioning	2.738

BEACHING RETURN - SEPTEMBER, 1974

Date	Position	Remarks
04 Sej	ot Lord Howe Is.	Dried out
10 Sej	ot Woolwich Hard	Neg. kedge anchor
18 Se ₁	ot Lord Howe Is.	Overnight on beach
23 Sep	ot Woolwich Hard	Neg. kedge anchor

EXERCISE RETURN - SEPTEMBER, 1974

02	Sept	Anchorage (X.O.)
04	Sept	Boat drop
10	Sept	Fire party (emergency fire pump)
12	Sept	Fire party
16	Sept	Steering gear breakdown
16	Sept	Leaving ship stations
18	Sept	Anchorage (X.O.
20	Sept	Fire party (NBCDX)
23	Sept	Man overboard (X.O2) (COX'N -2)
23	Sept	Berthing/Unberthing (X.O2) (COX'N - 2)
26	Sept	Submarine Smashex (paper only)
27	Sept	Fire party.

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DEPARTMENT OF DEFENCE (NAVY OFFICE)

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DEPARTMENT OF XTHEXNAVYX DEFENCE

TELEPHONE:

311611

IN REPLY QUOTE

B.1-16-25

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

1 1 NOV 1974

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

HMAS BRUNEI - REPORT OF PROCEEDINGS - OCTOBER 1974

References: A. R.I. Appendix 29A.

B. A.F.G.O. Article 0817b.

The enclosures are forwarded in accordance with reference A. 1.

The attention of the reporting officer has been drawn to the need to avoid misinterpretation of times used in Reports of Procedings by one of the methods outlined in reference B.

> Captain, O.B.E. R.A.N. NAVAL OFFICER COMMANDING QUEENSLAND

Enclosure: Report of Proceedings (2 copies).

AUSTRALIAN WAR MEMORIAL

311611

(Havy Office)

The Secretary

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B.1-16-25

BRISBANE. 4001. Box 1416 G.P.O. Mayal Staff Office

1 1 NOV 1974

THIVE PROMET - REPORT OF PROCESSINGS - OCTOBER 1974

B. A.F.G.O. Article DST7b. References : A. H.I. Appendix 294.

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Department of Defence

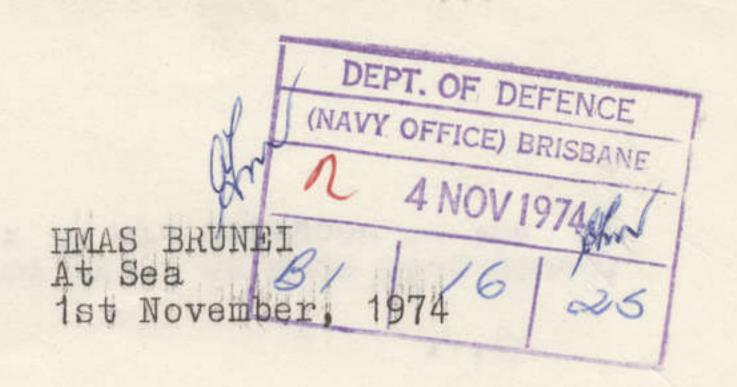
The enchosures are forwarded in accordance with reference A.

of the methods outlined in reference B. need to avoid minimterpretation of times used in Reports of Frecedings by one The attention of the reporting officer has been drawn to the

Captain, O.B.E. R.A.W.

Enclosure: / Heport of Proceedings (2 cepies).

B1-16-25



Naval Officer Commanding QUEENSLAND

For Information:

Flag Officer Commanding, HM Australian Fleet Commanding Officer, First Australian Landing Craft Squadron

HMAS BRUNEI - REPORT OF PROCEEDINGS - OCTOBER 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my Command during October, 1974:

- 2. The first of the month found BRUNEI alongside at HMAS WATERHEN nearing the end of a week long self maintenance period which unfortunately had been rendered in effective by inclement weather.
- Garden Island dockyard to load steel. This was our first experience of being loaded by Dockyard personnel in lieu of the Army and we were dismayed at the excessive length of time it took to complete the job even without any form of industrial action to cause delays.
- The loading was completed by Friday 4th October but there remained the shoring to do before we could sail. At 1200 HMAS SALAMAUA secured alongside and commenced transferring the shoring she had used on the previous voyage.
- 5. At 1300 both SALAMAUA and BRUNEI were required to move to facilitate the berthing of the Flag Ship HMAS MELBOURNE, and both ships proceeded to HMAS WATERHEN where BRUNEI remained until Tuesday 8th October.
- Much of the crew took advantage of the long weekend to fly to Brisbane and visit with their loved ones.
- 7. At 0800 Tuesday 8th the Ship once again cast off and proceeded to Garden Island where the shoring of the load progressed through until p.m. Wednesday 9th October.
- 8. The following morning the ship east off and proceeded for Williamstown into deteriorating weather. During the evening 10/11th October, winds up to force 7 and associated seas forced a reduction in speed and tacking up to fifty degrees off the track in order to prevent pounding. However by mid forenoon on the 11th there was much improvement and once again we made good speed.

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- 9. On rounding Wilsons Promontary on the 12th, the ship once again encountered head winds and seas causing a reduction in speed. Although the weather subsequently deteriorated still further into a gale, it backed to the beam and the ship was able to make seven knots although rolling uncomfortably.
- 10. BRUNEI entered Port Phillip Bay at 0530 Sunday 13th and secured alongside in Williamstown without incident.
- 11. Unloading commenced the following morning and although the ship's crew had removed all chains and shoring from the steel to facilitate proceedings, it took dockyard employees four hours to remove two of the seventy odd plates being carried. This was due for the most part to the quite inadequate crane provided for the job and after discussions with Mr P. Kelly the senior hull foreman, a modern, mobile crane was hired to complete the job. The remainder of the plate was off the ship by p.m. Tuesday 15th October.
- 12. On Wednesday, I called on the Commanding Officer, HMAS TORRENS, Captain D. Martin, who was senior officer present afloat.
- 13. At 1300 Thursday 17th October, BRUNEI cast off and proceeded for Sydney. The rip was cleared by 1830 and almost immediately the weather deteriorated to a gale. However, as a pleasant change, it was a following wind and sea and good speed was made. The voyage was completed in just fifty two hours and BRUNEI secured alongside at Garden Island at 1730 Saturday 19th October.
- 14. The steel loading during the following week was a complete flasco! The ship was plagued by crane breakdowns, strike action by the crane drivers and a total of seven ship movements. Consequently, by Friday 25th October, only one third of the plate was embarked and little effective ship maintenance had been progressed.
- 15. Loading was completed on Thursday 31st October and the ship made ready for sea.
- 16. Technical. The performance of most equipment during the month has been satisfactory. The cause of the recuring fault in the Decca 101 has been located and rectified. The port main engine suffered a loss of power and investigation revealed two broken valves. The valves have been replaced and the cause is currently under investigation.

Health and Welfare
Health of the ship's company has remained good
throughout the month. Morale, which slumped because of the
uncertainty of the ship's movements and the frustration of working
with dockyard employees, has once again risen as the end of the
deployment is in sight.

I have the honour to be,

Sir,

Your obedient servant,

RESTRICTED

(J.H. DURRANT) LIEUTENANT, RAN

ANNEX TO HMAS BRUNEI Letter B1-16-25 dated 1st November 1974

STEAMING RETURN - OCTOBER 1974

1.	Distance steamed during the month	1,187,4
2.	Hours underway during the month	106
3.	Total distance steamed since commissioning	26,683.3
4.	Total hours underway since commissioning	2,844

BEACHING RETURN - OCTOBER 1974

Nil beachings during the month of October

Total beachings since commissioning - 114

EXERCISE RETURN - OCTOBER 1974

04 OUT - Fire Exercise

07 OCT - Fire Exercise - Emergency Pump

08 OCT - Ship handling - X.O.

09 OCT - Ship handling - COXN

17 OCT - Fire exercises, Emergency Stations, Leaving Ship's Stations

18 OCT - Steering gear breakdown

24 OCT - Fire Exercise (emergency pump)

30 OCT - Fire exercise (emergency pump)



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DEPARTMENT OF DEFENCE (NAVY OFFICE)

HMAS BRUNEI Report of Proceedings NOV'TH.

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DEPARTMENT OF XTHEXNAVYX DEFENCE

TELEPHONE:

311611

IN REPLY QUOTE

B.1-16-25

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

13 DEC 1974

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

HMAS BRUNEI - REPORT OF PROCEEDINGS - NOVEMBER 1974.

Reference

: R.I. Appendix 29A.

- 1. The enclosures are forwarded in accordance with the reference.
- 2. The loss of power referred to in paragraph 9 of the report has been attributed to a problem that exists in the fuel system in LCH's which is currently under investigation.

(David Nicholls)
Captain, O.B.E. R.A.N.

NAVAL OFFICER COMMANDING

QUEENSLAND

Enclosure: Report of Proceedings (2 copies)

ASNS



DEPARTMENT OF ATMENDANCE DEFENCE

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B.1-16-25 TH SIPLY QUOTE

The Secretary

BRISEAME. 4001, Box 1416 G.P.O. Edward Street Maval Staff Office

13 DEC 1974

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HEAS BRUNEI - REPORT OF PROCEEDINGS - NOVEMBER 197A.

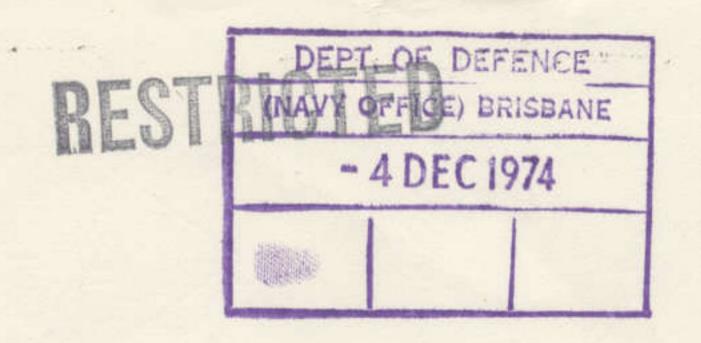
Reference : R.I. Appendix 29A.

1 . The enclosures are forwarded in accordance with the reference.

currently under investigation. attributed to a problem that exists in the fuel system in LCH's which is The loss of power referred to in paragraph 9 of the report has been

NAVAL OFFICER CORMANDING Captain, O.B.E. R.A.M. (David Micholia) Bucket.

Enclosure: Report of Proceedings (2 copies)



HMAS BRUNEI At Brisbane

2nd December, 1974.

B.1-16-25

The Naval Officer Commanding, QUEENSLAND.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET

The Commander, FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BRUNEI REPORT OF PROCEEDINGS - NOVEMBER, 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command during November 1974.

- 2. The month commenced with BRUNEI berthed alongside at Garden Island having been loaded with steel for Williamstown.
- 3. At 0930L on the 1st the ship proceeded to sea and almost immediately encountered the strong head winds that seem to be synonymous with LCH passages. However, the wind had backed by the following morning and good time was made for the remainder of the voyage.
- 4. The ship entered Port Phillip bay at 2230L on Sunday, 3rd and proceeded via the western channel to an anchorage in the vicinity of Gellibrand Pile Light to await daylight.
- 5. At 0800L the following morning BRUNEI berthed alongside Alfred Dock wall to disembark steel.
- 6. Little was achieved that day and as Tuesday, 5th was a public holiday, it became obvious that we would be unable to sail until Thursday. The remaining steel was unloaded on Wednesday and an ex Army Dukw was embarked for delivery to the Department of Aboriginal Affairs in Brisbane.

.../2



- 7. The ship sailed at 1000L Thursday, 7th November and proceeded to Sydney. At 1900L Saturday, 9th November BRUNEI berthed at HMAS WATERHEN and outboard of BALIKPAPAN to facilitate transfer of dunnage and shoring. Many willing hands made light work and the transfer was completed within an hour.
- 8. At 2000L, the ship again cast off and proceeded on the final leg of her voyage home to Brisbane.
- 9. At about 2210L that evening the ship suddenly began veering away to starboard and there was a loss of power on the starboard engine. It appeared that one of the innumerable fishing floats in the area had fouled a screw. The engines were stopped and the ship came to rest. Lights were rigged and a diver put over the side to investigate. Thorough investigation revealed no damage or signs of damage in the area of the propellers and rudder so the diver was recovered and the engines clutched in.
- 10. A careful run up to full power revealed no irregularities and the ship once again steered normally. So the voyage to Brisbane was resumed.
- 11. At 1330L 11th BRUNEI chopped to the operational control of the Commander, First Australian Landing Craft Squadron. At 1830L the same day clocks were retarded to Zone -10 (k).
- 12. The remainder of the voyage was made without incident and the ship anchored in the Quarantine anchorage, Brisbane Roads at 120100k. At 0730k BRUNEI weighed and proceeded to HMAS MORETON where she berthed alongside at 0900k.
- 13. The remainder of the month was spent alongside at MORETON progressing some sorely needed cosmetic ship's husbandry.

14. TECHNICAL

Equipment performance throughout the month has been satisfactory. Investigations into the cause of valve breakage in the main engines indicated faulty valves. The diesel emergency fire pump suffered from ingress of salt water and was refurbished with the assistance of MORETON base staff. The VHF whip aerial snapped at the base and was the subject of indef action.

..../3



14. Health of the ship's company is good and morale is high as main leave approaches. The general appearance of the ship is rapidly improving and will soon be up to BRUNEI's usual high standard.

I have the honour to be Sir,
Your obedient servant

(J.H. Durrant)
Lieutenant, RAN
COMMANDING OFFICER

Inclosures: Annex A - Steaming Return

Annex B - Exercise Return
Annex C - Beaching Return

RESTRICTED : ANNEX A to

ANNEX A to HMAS BRUNEI letter B1-16-25 dated 2nd December 1974

STEAMING RETURN

1.	Distance steamed during month	1646.6
2.	Hours underway during month	184.5
3.	Total distance steamed since commissioning	28329.9

Total hours underway since commissioning 3028.

ANNUX B to HMAS BRUNEI letter B.1-16-25 dated 2nd December, 1974

BEACHING RETURN

Beachings during the month

Total beachings since commissioning

115

ANNEX C to HMAS BRUNEI letter B1-16-25 dated 2nd December, 1974

EXERCISE RETURN

4 Nov Night Anchorage - XO

8 Nov Steering gear breakdown
Emergency stations

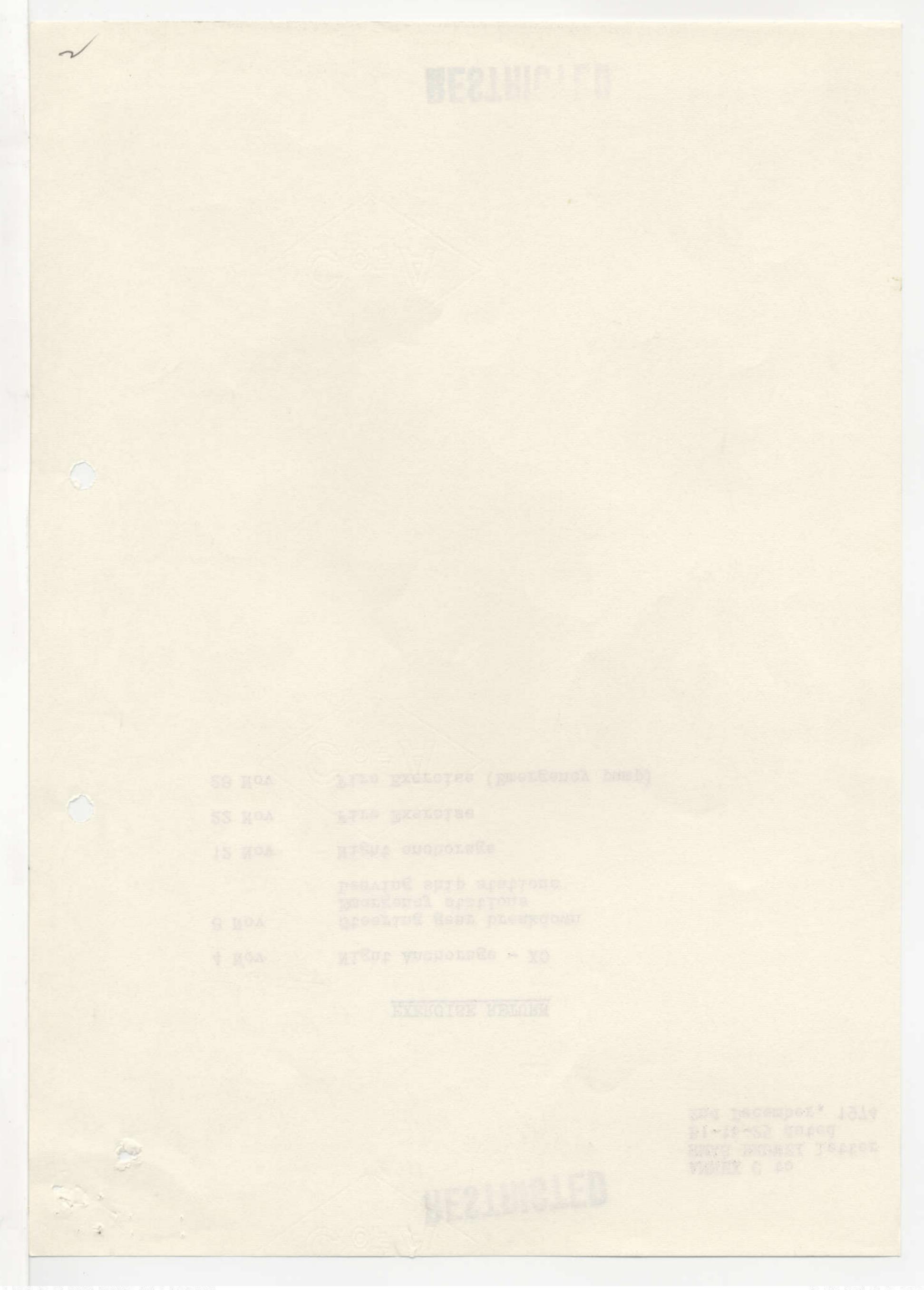
Leaving ship stations

12 Nov Night anchorage

22 Nov Fire Exercise

28 Nov Fire Exercise (Emergency pump)

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DEPARTMENT OF DEFENCE (NAVY OFFICE)

- 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.

AD 20/2/25



DEPARTMENT OF XTHEX NAVYXX DEFENCE

TELEPHONE:

311611

IN REPLY QUOTE B.1-16-25

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

1 1 FEB 1975

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

HMAS BRUNEI - REPORT OF PROCEEDINGS - DECEMBER 1974

Reference: R.I. Appendix 29A.

The enclosures are forwarded in accordance with the reference.

dunneholls (David Nicholls) Captain, O.B.E. R.A.N. NAVAL OFFICER COMMANDING QUEENSLAND

Report of Proceedings (2 copies). q D Enclosure:

AS (Resource Planing) N.

HMAS BRUNEI

B.1-16-25

2n' January, 1975

The Naval Officer Commanding, QUEENSLAND.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET

The Commander, FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BRUNEI - REPORT OF PROTEDINGS DECEMBER 1974

Sir

I have the honour to report the proceedings of HMA Ship under my command during the month of December 1974.

- The month commenced with BRUNEI berthed alongside at HIAS MORETON and available for tasking.
- At 0830K Monday, 2nd December, the ship embarked for sea training three Sea Cadet Officers and twenty-three members of the ship's company of T.S. MAGNUS.
- 4. At 0845K the ship cast off and proceeded down river to Moreton Bay where a number of evolutions were carried out utilising the cadets. Their response was willing and cheerful albeit inexpert. However, by the end of the forenoon they had gained much in ability and confidence.
- and ship's company enjoyed a barbecue luncheon on the beach. After a thorough skirmish of the area the cadets had a quick swim before re-embarking.
- 6. At 1315K the ship retracted and the evolutions continued during the return journey. All the cadets were given a trick on the wheel; the senior members were on the wheel for the transit up the Brisbane River under the watchful eye of the Executive Officer, Lieutenant M.J. Storrs.

..../2

- 7. At 1600K BRUNEI berthed alongside HMAS WEWAK at HMAS MORETON and disembarked the T.S. MAGNUS contingent. The Sea Cadet officers were effusive in their appreciation for the day and enthusiastic about the value to their members. It is unfortunate that short notice and insufficient facilities tendered a more effective Public Relations coverage impossible. However, a comprehensive outline of the days activities and guide lines for future embarkations has been made available to the Staff Officer Reserves, Lieutenant P. Lashko, RAN.
- 8. The ship remained alongside at HMAS MORETON available for tasks until the commencement of the main leave period on 13 December.
- From 13 25 December the ship reverted to main leave/ self maintenance status.
- 10. On 25th December the news of the demastation of Darwin by cyclone Tracey brought the recall expected, and indeed anticipated, by the ship's company. Key personnel returned before the recall was issued and the ship set about preparing for sea.
- 11. From 1700K on 26 December BRUNEI was at immediate notice to proceed. At 1630K on 27 December the ship was ordered to sail and BRUNEI with TARAKAN in company, cast off and proceeded to Townsville.
- 12. On sailing from Brisbane, I assumed the duties of CTU 327.1.5.
- 13. The ships arrived in Townsville harbour at 2200K Monday, 30th December and remained alongside until the end of the month awaiting cargo before onward passage to Darwin.

14. TECHNICAL

Equipment performance throughout the month has not been without problems. There was a recurrence of the valve troubles in the port engine and both heads were removed for a thorough investigation. It was revealed that three valves were affected and a top overhaul was carried out by ship's staff. Examination of the cause of the valve burning is being carried out in conjunction with base staff.

15. The VHF whip serial was replaced by commandeering LABUAN's and reaving bronds a with her for renewal from stores.

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Health of the ship's company is good and morale is 16. high.

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

(J.H. Durrant)
Lieutenant, RAN
COMMANDING OFFICER

Enclosures:

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Annex A - Steaming Return Annex B - Exercise Return

Annex C - Beaching Return

ANNEX A to HMAS BRUNEI letter B.1-16-25 dated 2nd January, 1975.

STEAMING RETURN

1.	Distance steamed during month	758.4
2.	Hours underway during month	86.0
3.	Total distance steamed since commissioning	28979.1
4.	Total hours underway since commissioning	3116

ANNEX B to HMAS BRUNEI letter B.1-16-25 dated 2nd January, 1975.

EXERCISE RETURN

2 I	Dec.	Steering Gear breakdown	(6)
		Gyro failure	(4)
		Man overboard	(2)
		Anchorage	(1)
		Leaving Ship Stations	(2)
		Fire Exercise	(6)
		Emergency stations	(1)
20	Dec.	Fire Exercise - emergency fire pump	
28	Dec.	Fire Exercise	
		Steering Gear breakdown	
		Emergency stations	
29	Dec.	Fire Exercise	

ANNEX C to HMAS BRUNEI letter B1-16-25 dated 2 January 1975.

BEACHING RETURN

Beachin	gs during	g the	month	1
Total b	eachings	since	commissioning	116

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