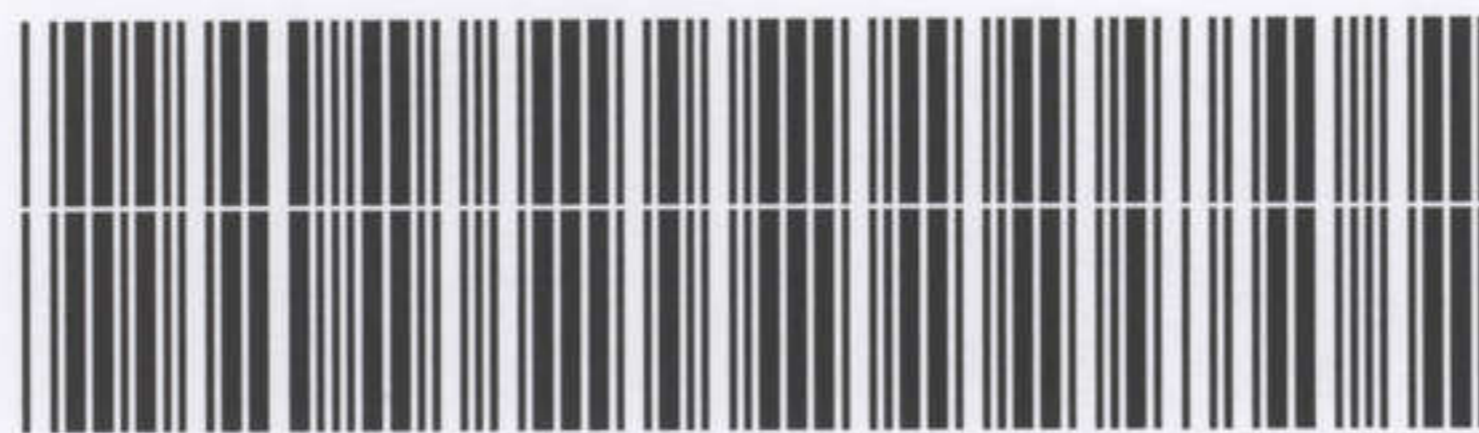


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS FLINDERS

Item number: 111/3

Title: January-December 1975



AWM78-111/3

[111(3)]

FLINDERS

RafPs 1475

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

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

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
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FILE: 428/3/650

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS

Report of Proceedings JANUARY 1975

~~ASRP-N~~ *h. 21/2*

1. *Donner - checking anchor lengths, - checking navigational aids.*
2. *AMP at Cairns resumed.*

~~DNO~~ *24/2*

~~DGNOP~~ *[Signature]*

~~DCNS~~

~~CNS~~

~~CNP~~ *[Signature]*

~~CNTS~~ *[Signature]*

~~CNSW~~ *[Signature]*

~~CNM~~

~~FAS C of S - N~~ *W 5/3/75*

~~NPR~~ *MAC 5/3*

~~DND~~
~~ASRP-N (NS55)~~ *7/3*

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Free 21/2/75

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(2)

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B.1-16-34

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


13 FEB 1975

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

HMAS FLINDERS - REPORT OF PROCEEDINGS - JANUARY 1975

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

go Enclosures: Report of Proceedings (2 copies).

AS (Resources Planning) Navy.

RESTRICTED

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File: P6/26

HMAS FLINDERS
At Cairns.

31st January, 1975.

Naval Officer Commanding,
QUEENSLAND.

For Information

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

The Hydrographer,
ROYAL AUSTRALIAN NAVY.

HMAS FLINDERS - REPORT OF PROCEEDINGS - JANUARY 1975

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship, FLINDERS, under my command for the month of January, 1975.

2. Weighing at 0752 (IK) on Wednesday 1st, the ship continued sonar sweeping and sounding in the area allotted as the Task Group anchorage in Port Darwin. The S.M.B. proceeded inshore to closely examine the alongside berths available.

On completion of the anchorages, the ship then commenced sounding in the area between Emery Point and Charles Point Patches. HMAS MELBOURNE, wearing the flag of the Fleet Commander, entered harbour accompanied by HMAS STUART at 1000 (IK).

3. Sounding, sonar sweeping and fixing the position of the harbour buoys continued until the ship anchored at 1500 (IK). Stores and personnel were then transferred with HMAS MELBOURNE.

...../Observing

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4. Observing parties were landed at 0615 (IK) on Thursday 2nd. These parties occupied stations on the southern side of the harbour. Mini-ranger stations were established and fixed. When the ship's company were inoculated during the afternoon, further parties were landed on the northern side of the harbour.

5. HMAS STALWART entered harbour at 1000 (IK). At 0718 (IK) on Friday 3rd, HMA Ships HOBART and VENDETTA entered harbour.

6. Weighing at 0755 (IK), the ship fixed the position of underwater obstructions found.

As interference was apparent at one of the Mini-ranger stations, the ship anchored at 1350 (IK) and a party sent ashore to relocate the equipment. The ship weighed at 1745 (IK) and proceeded to recover boats, returning to its anchorage at 1856 (IK).

7. Prior to weighing at 0755 (IK) on Saturday 4th, Captain I.M. Burnside, O.B.E., RAN joined the ship to view the progress of the work and to inspect the ship. The ship proceeded sounding in the area to the south of Emery Point.

The S.M.B. landed a party to re-level the Port Darwin tide gauge and obtain tidal readings.

The ship continued sounding, anchoring at 1607 (IK) when reconnaissance parties were sent in to East Arm to select Mini-ranger sites.

8. I attended a Commanding Officer's meeting onboard HMAS MELBOURNE at 1030 (IK) on Sunday 5th. The S.M.B. was employed marking the sonar contacts found by the ship. The SMB returned alongside at 1938 (IK).

9. The SMB continued marking obstructions on Monday 6th. The ship weighed at 0655 (IK) to continue the sonar search. The ship anchored at 1330 (IK).

When all obstructions had been marked, the SMB recovered the Mini-ranger transponders and established them in East Arm and completed the soundings in that area, covering the approaches to Catalina Landing. The transponders were recovered on completion. The SMB returned alongside at 1750 (IK).

10. The ship weighed at 0936 (IK) Tuesday 7th and went alongside HMAS SUPPLY at 1023 (IK) to take on fuel and water, casting off at 1136 (IK) to continue the sonar sweep.

The SMB was employed establishing the Mini-ranger at Emery Point and Charles Point. The ship anchored at 1700 (IK).

...../11. On

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11. On Wednesday 8th, the ship weighed at 0700 (IK) and proceeded sounding over Charles Point Patches. Sounding being completed at 1620, the ship anchored astern of MV Cape Moreton off Charles Point at 1642 (IK). With the use of MV Cape Moreton's LARK, the equipment was recovered from Charles Point. I called on the Master, Captain Chesterman, and gave a sitrep of the Port Darwin Nav aids. The ship weighed at 1809 (IK) and entered harbour, anchoring at 1940 (IK).
12. The SMB was used by C.D.T.1 to classify the located underwater obstructions.
13. On completion of hoisting boats, the ship weighed and proceeded for Cairns at 0753 (IK) on Thursday 9th.
14. At 2015 (K) on Friday 10th, two fishing vessels were sighted and course was altered to pass close by. (FLINDERS Message 101100z JAN 75)
15. At 2140 (K), HMAShips BRUNEI, TARAKAN and WEWAK were passed.
16. As the tidal stream was favourable, the ship transitted Torres Strait by the Prince of Wales Channel at 2100 (K) on Saturday 11th.
17. The ship secured alongside No 10 wharf, Cairns at 1436 (K) on Monday 13th. On completion of fuelling, the ship secured starboard side to No 1 wharf at 1613 (K). Recreational leave was granted.
18. The assisted Maintenance Period was recommenced. The modification of the installation of the Speed/Heading Interface and Video output was continued on the SAT NAV. No other modifications have been undertaken.
19. During the ship's absence in Darwin, Variant 'B' S.B.M. had been delivered. It was found necessary to adjust the falls and griping points on the davits. Echo sounder comparison trials were conducted between the two variants.
20. The opportunity was taken on Tuesday 21st to closely examine the deep water inlets in the southern part of Trinity Inlet and assess their potential to provide shelter for this ship and the Patrol Boats in a tropical revolving storm. Deep water was found in these narrow confines and it is considered that with the shelter provided by the dense mangroves, a vessel of FLINDERS size or larger could survive a storm in safety.

...../21. On

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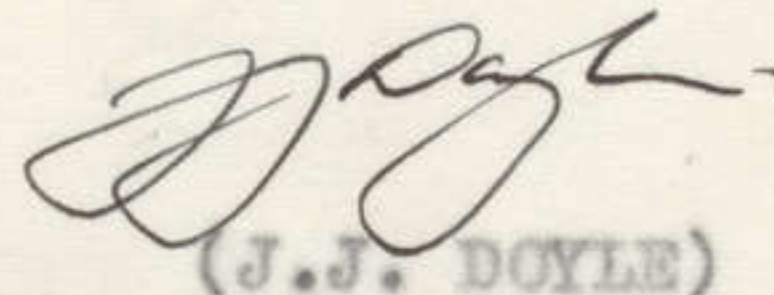
21. On Monday 27th, Variant 'A' A.M.B. was used to transfer personnel and mail with HMAS VENDETTA, enroute from Darwin.

22. The morale of the Ship's Company has remained high. Their conduct has been very good.

I Remain,

Sir,

Your Obedient Servant.



(J.J. DOYLE)
Lieutenant Commander, ROYAL AUSTRALIAN NAVY.
COMMANDING OFFICER

Enclosure: Steaming Appendix

RESTRICTED

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HMAS FLINDERS - REPORT OF PROCEEDINGS - JANUARY 1975

STEAMING APPENDIX

Miles steamed during Month	1568.6 Miles
Miles steamed since Commissioning	28834.0 Miles
Hours underway during Month	149 Hours 27 Mins.
Hours underway since Commissioning	2720 Hours 30 Mins.

RESTRICTED

RESTRICTED

UNITED STATES - REPORT OF PROCEEDINGS - JANUARY 1972

STANDING ALTYNDIX

1268.6 Miles
28834.0 Miles

Miles steamed during Month
Miles steamed since Commissioning

149 Hours 27 Min.
2720 Hours 30 Min.

Hours underway during Month
Hours underway since Commissioning

RESTRICTED

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

FILE NUMBER

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Four empty boxes for file number

Box containing the number 1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

M. Duffie

ORIGINAL/COPY _____

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DATE OPENED 18. 2. 1975

REGISTRATION

SECURITY CLASSIFICATION

TITLE AMAS FLINDERS REPORT OF PROCEEDINGS
JAN 1975.

REGISTRATION NUMBER 1428-3-650

MARK TO ASPR.

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
<u>R 24. 2.</u>	<u>As above</u>

NAME INDEX

HEADING	PRECIS
<u>AMAS FLINDERS</u>	<u>As above.</u>
ALTER FILE NUMBER ON LOGGING CARD FOR <u>N.O.C. Qland.</u>	
LETTER DATED <u>13. 2. 1975</u> REFERENCE NUMBER <u>31. 16. 34</u>	

RESTRICTED

FILE: 428/3/725

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS Report of Proceedings FEBRUARY 1975

- ASRP-N 24/3/75 1. Survey grounds Cape Melville area.
- DNO 24/3 2. SMB trials.
- 24/3 3. Bad weather interrupts survey.

DGNOP 24/3

DCNS

~~DCNS~~ 27/3

~~CNP~~ 11/4

~~CNTS.~~ 2/4

~~CNSW~~ 4/4

~~CNM~~ 7/4

~~FAS C of S - N~~ 8/4/75

~~NPR~~ BRC 9/4

~~DNO~~

~~ASRP-N (NS55)~~ 11/4

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24/3/75

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DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B.1-16-34

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

14 MAR 1975

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

HMAS FLINDERS - REPORT OF PROCEEDINGS - FEBRUARY 1975

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

Enclosure: Report of Proceedings (2 copies).

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10 MAR 1975
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DEPT. OF DEFENCE
CENTRAL REGISTRY

Reference: Report of Proceedings (5 copies)

UNCLASSIFIED
NAVY OFFICER COMMANDING
SUBJECT: O.P.E. B.V.R.
(DEATH INCIDENT)
[Signature]

The enclosures are forwarded in accordance with the reference.

Reference: H.I. 1000000000

NAVY OFFICER - REPORT OF PROCEEDINGS - REVISED 1972

COMMUNIC. V.C.B. 2000
(HEAD OFFICE)
Department of Defence
The Secretary

14 MAR 1975

BRISBANE, QLD.
Box 1400 G.P.O.
Central Brisbane
NAVY OFFICE

IN REPLY QUOTE B-4-10-34

REFERENCE 311011



DEPARTMENT OF THE AUSTRALIAN DEFENCE

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File: P6/26

HMAS FLINDERS
At Cairns.
4th March, 1975.

Naval Officer Commanding,
QUEENSLAND.

For Information

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

The Hydrographer,
ROYAL AUSTRALIAN NAVY.

HMAS FLINDERS - REPORT OF PROCEEDINGS - FEBRUARY 1975

Sir,

I have the honour to report the proceedings of Her Majesties Australian Ship, FLINDERS, under my command for the month of February 1975.

2. Having completed the Assisted Self Maintenance period on the preceding Friday, the ship fuelled at no.10 wharf, Cairns, on Monday 3rd. On completion of fuelling the ship cast off at 1130 and proceeded to the survey ground in the Cape Melville, Barron Island area.

3. In accordance with previous instructions on the conduct of the evaluation trial of the Variant b Survey Motor Boat, the boat was despatched at 0830 to make an independent passage to the north.

4. A strong south easterly wind and accompanying high seas allowed the S.M.B. to maintain a higher speed than normal. It became apparent that the ship would not overtake the boat by sunset so the boat was ordered to anchor in the lee of Hope Islands.

...../5

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5. The boat rejoined the ship at 1730 and proceeded to the survey ground in company.
6. After several delays due to fuel blockages in the boat, the ship arrived in Bathurst Bay at 1030 on Tuesday 4th.
7. Establishing a tide gauge at Cape Melville, the ship proceeded to an anchorage to the West of Pipon Island. Parties were landed to clear the proposed Hifix Site and establish control points on Hales Island and Pipon Island Light.
8. The Petty Officer in charge of the clearing party was stung by a stingray and was returned to the ship at 1730. The wound caused some concern at the time and the patient had an uncomfortable night. However he was fit for duty the following morning.
9. A heavy squall hit the ship at 1745 and as further deterioration of the weather was indicated, the ship weighed and proceeded to an anchorage in Stokes Bay, Flinders Group.
10. With visibility down to less than half a mile in the rain and the wind steady at force 6 gusting force 7, the ship remained at anchor on Wednesday 5th. The S.M.B. was despatched to check the tide gauge at Cape Melville.
11. The ship weighed at 0730 Thursday 6th and with the boat in company, proceeded out of the lee. It became apparent with the 3 to 4 metre sea running that no worthwhile sounding could take place. The ship returned to its anchorage.
12. By noon the low pressure cell situated 60 miles to the north had deepened, causing a cyclone alert to be issued. The S.M.B. was hoisted and the ship was prepared for heavy weather. The wind was now gusting to force 9 at the anchorage.
13. The gale having moderated, the ship weighed and proceeded sounding at 0600 Saturday 8th.
14. Anchoring close in the lee of North Warden Reef at 1500, the S.M.B. was lowered and the mini-ranger fixing aid was transferred to the oboat which proceeded sounding at 1730 returning to the boom at 2359.
15. To allow the boat to progress with the survey it was run on the routine of leaving the ship at 0600, returning at 1600 for fuel and maintenance. Then proceeding at 1800 returning alongside at 2359.

3. **RESTRICTED**

16. The ship was employed marking and fixing new stations. On Sunday 9th, the ship, on meeting M.V. "Neptune Amber", was informed that Marine Operations Centre had released a report that a vessel was aground on North Warden Reef. As this report could only refer to this ship, a signal was released clarifying the situation.

17. The weather again deteriorated during the afternoon of the 9th. The boat was escorted into anchorage in Bathurst Bay. The ship then proceeded to the south east, anchoring off Lizard Island at 0700 Monday 10th.

18. Lieutenant J.R. COOK RANR was landed. Mail was collected and the ship weighed at 0900 and proceeded to the survey ground. HMAS BARBETTE passed at 0100 Wednesday 12th. HMAS TARAKAN passed at 0900.

19. The S.M.B. returned to the ship at 2000 with a failure of the power supply to the mini ranger. The defect was beyond the capability of ships staff and Indef 24/76 was raised.

20. The mini-ranger was transferred to the ship and sounding was continued by the ship. To allow the ship to sound continually, a camp party was landed at Cape Melville to transmit tidal readings to the ship.

21. The ship proceeded to Lizard Island on Saturday 15th, where mail was landed and collected. The defective static inverter, the cause of the unserviceability of the mini-ranger was air freighted to Sydney. Short leave was granted on the afternoon of Sunday 16th.

22. Weighing at 0400 Monday 17th, the ship returned to the survey ground. As control for visual fixing had been established in the Cape Melville area, the S.M.B. was lowered and both ship and boat recommenced sounding.

23. Mail was transferred with HMAS BAYONET at 0500 Tuesday 18th. The ship sounded continually until Saturday 21st. The boat was lowered each morning to continue its work.

24. On Saturday 21st the ship remained at anchor off Ingram Island. A tide gauge was established there in preparation for the work to be conducted there next month.

25. After two days of calm conditions, a squall of 30 knots heralded a period 5 days of strong north westerly weather. Sounding continued until Thursday 27th when the tide pole party was recovered and the ship proceeded to Cairns.

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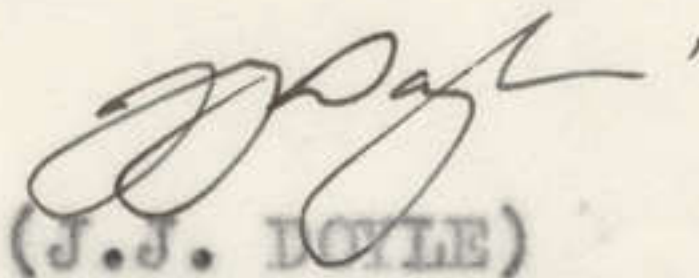
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26. The weather forecast had predicted moderate to rough seas so the boat remained hoisted for the passage.
27. Arriving off the Cairns channel entrance at 0600 Friday 28th, it was found that entry was prohibited by a tanker anchoring in the fairway due to heavy fog. As suitable conditions existed the boat was lowered and the ship anchored.
28. At this stage details of local Navex Q1 were received and the necessary action taken. Weighing and proceeding down the channel the ship secured alongside No.10 wharf at 0855.
29. Sub Lieutenant J.E. BAKER RAN joined the ship. On completion of fuelling, the ship proceeded alongside No.1 wharf at 1100.
30. The morale and conduct of the ships' company has been very good.

I Remain,

Sir,

Your Obedient Servant.



(J.J. DOYLE)
Lieutenant Commander, ROYAL AUSTRALIAN NAVY
COMMANDING OFFICER

ENCLOSURE

Steaming
Appendix

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HMAS FLINDERS - REPORT OF PROCEEDINGS FEBRUARY 1975

STEMAING APPENDIX

Miles steamed during month 2467.1
Miles steamed since commissioning 31301.1

Hours underway during month 249hr 37m
Hours underway since commissioning 2970hr 07m

Miles soundes by ship 985.4
Miles sounded by boat 357.5

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DEPARTMENT OF DEFENCE

FILE NUMBER

FOLD

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

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M. C. Luff

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SECURITY CLASSIFICATION

Rest.

TITLE HMA'S FLINDERS - REPORT OF PROCEEDINGS
FEBRUARY 1975.

REGISTRATION NUMBER H428-3-725

MARK TO ABAP

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
<u>R24.2.</u>	

NAME INDEX

HEADING	PRECIS
<u>HMA'S FLINDERS</u>	<u>As above</u>
ALTER FILE NUMBER ON LOGGING CARD FOR <u>N.O.C. (LANT)</u>	
LETTER DATED <u>14. 3. 1975</u>	REFERENCE NUMBER <u>B1-16-34</u>

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS Report of Proceedings MARCH 1975

ASRP-N 23/4 1. RNZN evaluation of SMB's.
2. Sailing delayed due difficulties with SATNAV equipment.
3. Bad weather causes delays in sunny area.

DNO 23/4

DGNOP 24/4

DCNS

CNS

CNP 29/4

CNTS 30/4

CNSW 1/5

CNM 2/5

~~EAS C of B - N~~ 9/5/75

NPR 14/5/75
~~DNO~~

ASRP-N (NS55) 20/5

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428 23/4/75

70/22/3

HMAS FLINDERS
At Cairns.

The Naval Officer Commanding,
QUEENSLAND.

8 APR 1975

For Information:

The Secretary,
Department of Defence,
Navy Office,
CANBERRA. ACT.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

The Hydrographer,
ROYAL AUSTRALIAN NAVY.

HMAS FLINDERS - REPORT OF PROCEEDINGS MARCH 1975

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship "FLINDERS" for the month of March 1975.

2. Mr R. Sauter of the Magnovox Research Laboratories arrived in Cairns on Saturday 1st. In co-operation with Mr. P. Haines of DNCD's staff the examination and setting to work of the Satellite Navigation System proceeded. Mr. R. Park of Garden Island Dockyard arrived on Sunday 2nd.
3. Lieutenant Commander W.F. JAQUES RNZN arrived in Cairns on Sunday 2nd to conduct evaluation trials on both Variants of S.M.B.
4. On Monday 3rd and Tuesday 4th crews were provided for both boats to enable the New Zealand representative to conduct trials in an area extending out to the outer reef.
5. Due to problems in setting the new interfaces of Heading, speed and Visual readout to the Satellite Navigation Computer the ship was delayed in sailing.

DEPT OF DEFENCE

12 APR 1975 12 18

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CENTRAL REGISTRY

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28 APR 1975

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6. In the early hours of Friday 7th the problems with the computer were proved to be a combination of both software and hardware, the solution to which would be the supply of replacement parts from the United States.
7. After repairing a defect on the Satellite Receiver on Friday 7th, the technical officers left the area.
8. The ship sailed for the survey ground at 1000 Saturday 8th after a most frustrating period alongside.
9. Fire, Emergency and Leaving Ship Stations were exercised on the passage north.
10. The ship anchored off Bewick Island at 2354. The ship reverted to survey routine the following morning. After recovering tidal records from Bewick Island the ship weighed at 0640 and proceeded to the north. The remainder of the day was spent establishing Mini-Ranger transponders at King and Pipon Islands. The SMB proceeded sounding and the ship anchored at Cape Melville.
11. The SMB returned alongside at 2000. On Monday 10th the boat proceeded sounding and the ship weighed and proceeded to Bewick Island to make adjustments to the tide gauge.
12. The boat reported by radio that the alternator/water pump belts had failed on the port engine. The remaining set on the starboard engine were split and the boat continued sounding for two hours before the port engine failed again. The boat anchored awaiting the ships return. Identities were exchanged with HMAS DERWENT at 1236.
13. Returning to the Cape Melville area, the boat was hoisted at 1730. The ship then proceeded to an anchorage in the Flinders Group.
14. As the remaining area to be sounded depended on the serviceability of the boat and replacement belts had to be obtained from Sydney, the efforts of the ship were directed towards completing the geodetic traverse between Flinders Peak and Pelican Island.
15. From Tuesday 11th until Friday 14th the ship remained in Princess Charlotte Bay. Observing parties were landed on Flinders Island, Cliff Island, Fahey, Eden and Wharton Reefs.
16. HMAS ADROIT rendezvoused with the ship on Wednesday 12th to transfer mail and personnel.
17. Leaving the general area in the afternoon of Friday 14th the ship proceeded to Lizard Island to collect air freight. Due to heavy passenger bookings, an additional freight flight had to be made. This did not arrive until 1100 Saturday 15th on obtaining the replacement belts for the SMB the ship returned to the Cape Melville area.

18. The SMB proceeded sounding at first light on Sunday 16th. The ship proceeded to the head of Bathurst Bay to land a party to occupy a triangulation station situation on a mountain in that area. Another party was landed at Flinders Island to occupy Flinders Peak. These parties were to remain ashore overnight. The ship then proceeded into Princess Charlotte Bay to continue the traverse, returning to an anchorage in the Flinders Group at 2030 and there meeting the S.M.B.

19. On Monday 17th the shore parties were recovered. It was disappointing to discover that the observations had not been made, the Bathurst Bay Party had inadvertantly spent the night on the summit of the wrong mountain. The Princess Charlotte Bay end of the traverse was then continued by the ship.

20. To obtain the observations between Flinders Peak and what was now called Mt. Exhaustion, parties were landed again on Tuesday 18th. The boat continued sounding in the Cape Melville area. The ship serviced the tide gauges, anchoring in the lee of Pipon Islands. A party was landed at the Proposed Pipon Island Hifix site to connect it with Flinders Peak.

21. The night proved to be one of continuous torrential rain and no contact was made with Pipon Island.

22. Weighing at 0630 Wednesday 19th, the Flinders Peak party was recovered at 0800. It was a relief to hear that the weather in that area had not prevented the observations from being obtained. HMAS BARBETTE rendezvoused with the ship at 0900.

23. As the Mt. Exhaustion party had not returned to the beach by 1400, concern was felt for their safety. The ship anchored. Search and first aid parties were landed. The SMB was recalled. The missing party was located and with all personnel onboard the ship weighed and proceeded to the Flinders Group to anchor.

24. The ship weighed at 0600 Thursday 20th. The SMB proceeded to recover the Cape Melville tide camp and the Mini-Ranger transponders. The ship proceeded to recover marks on the Western side of Princess Charlotte Bay.

25. The opportunity was taken to approach the "Helix Apollo" aground on Eden Reef. The position of the stranded vessel was fixed as being on the charted danger.

26. The SMB was hoisted at 1400 and the ship proceeded to Bewick Island to recover the tide gauge.

...../27

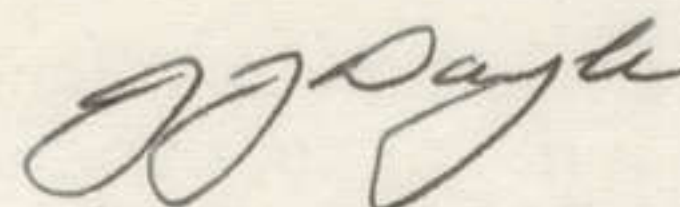
27. It had been intended to return to Cairns by the outer route, leaving the Barrier Reef through Waterwitch Passage. Due to delays and having to transit the reef in darkness the ship returned to the south via the inner route. However the opportunity was taken to proceed in to deep water via Trinity Opening the following morning in order that the deep echo sounder could be checked. Returning through the reef by Grafton Passage, the ship secured alongside No.1 Wharf, Cairns at 1500 Friday 21st.

28. The A.M.P. was commenced on Monday 24th. Besides the planned maintenance items due, work was commenced in refitting the Hifix.

29. Another engineer from the Magnavox Company, in association with Mr. Haines progressed with the setting to work of the Satellite Navigation Equipment.

30. Long weekend leave was granted for Easter. Cairns Harbour became a busy naval port with the visits of H.M.S. ODIN and the First Australian Minecounter Measures Squadron.

31. The conduct and morale of the ships company has remained very good.



(J.J. DOYLE)

Lieutenant Commander RAN
COMMANDING OFFICER

APPENDIX

MILES STEAMED DURING MONTH	1626.1
MILES STEAMED SINCE COMMISSIONING	32927.2
HOURS UNDERWAY DURING MONTH	151hrs 11m
HOURS UNDERWAY SINCE COMMISSIONING	3221hrs 13m
MILES SOUNDED BY BOAT	88

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLD

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

MULANDS

ORIGINAL/COPY _____

DUPLICATE COPY MADE _____

DATE OPENED 16/4 1975

REGISTRATION

SECURITY CLASSIFICATION

U/C

TITLE MMAS FLINDERS - REPORT OF
PROCEEDINGS MARCH 1975

REGISTRATION NUMBER N428/3/75

MARK TO VASRP-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

R24.2

a/a

NAME INDEX

HEADING

PRECIS

MMAS FLINDERS

a/a

ALTER FILE NUMBER ON LOGGING CARD FOR MMAS FLINDERS
LETTER DATED 8/4 1975 REFERENCE NUMBER 70/22/3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS Flinders Report of Proceedings Apr 1975

ASRP-N 27/5

1. AMP at ~~Cairns~~ Cairns.
2. Call at Kista.
3. Survey Bougainville area.

DNO 27/5

DGNOF 28/5

DCNS

CNS

CNP 30/5

CNES 3/6

CNSW 3/6

CNM 5/6

~~FAS C of S - N~~ 11/6/75

NPR 13/6

~~ASRP-N (NS55)~~ 18/6

- 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.

26/5.



HMAS FLINDERS
At Sea

70/22/3

6th April 1975

The Naval Officer Commanding,
QUEENSLAND

For Information:

The Secretary, Department of Defence (Navy)

The Flag Officer Commanding, HM AUSTRALIAN FLEET

The Hydrographer, ROYAL AUSTRALIAN NAVY

The Commander, AUSTRALIAN DEFENCE ASSISTANCE GROUP

HMAS FLINDERS - REPORT OF PROCEEDINGS APRIL 1975

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship FLINDERS for the month of April 1975. All times are zone time (-10).

2. After the Easter weekend, work continued in completing the work list of the Maintenance Period. The Hifix site established in the Army Barracks was used to tune the replacement Medium Power Hifix transmitters.

3. On Friday 4th an attempt was made to replace the rod meter of the SM Log. On withdrawing the old rod, the sea valve failed and water began entering the compartment. The rod was replaced but the preformed packing of the gland had distorted and water continued to enter. URDEF 29/76 was raised for dockyard assistance. A blanking plate was positioned by diver. The sea valve was refitted and the sea rod meter positioned on Wednesday 9th.

4. Mr Steffel, the ^{MAGNAVOX} Hagnavos Field engineer left for Sydney on Saturday 9th.

5. A comprehensive programme of Basin Trials and equipment trials was conducted during the week ending Friday 11th.

6. A major defect in the steering became apparent. On selecting Primary Hand or Automatic, the rudders went hard over to starboard. (FLINDERS URDEF 31/76 Refers). As

/2...

secondary control from the bridge and two methods of steering from aft were available, it was considered safe for the ship to manouvre in harbour waters.

7. HMAS DUCHESS entered harbour at 0830 on Tuesday 15th and proceeded to No. 10 wharf for fuel .

8. To allow HMAS DUCHESS to re-berth at No. 1 Wharf, the ship cast off at 1320 and proceeded into the east arm of Trinity Inlet. Underway tests of the re-fitted SM Log were undertaken.

9. The ship berthed port side to on HMAS DUCHESS's port quarter at No. 1 wharf at 1430.

10. I called on, and was entertained by, the Commanding Officer, HMAS DUCHESS, on Wednesday 16th.

11. A comprehensive programme of sporting activities was organised for the afternoon involving all ships in harbour.

12. The SMB and crew were provided in the afternoon to transport Captain E. V. Stevens RAN and two accompanying Naval Reserve Cadet Unit Officers to the N.R.C. Vessel TRIDENT, moored in the east arm of Trinity Inlet.

13. The ship cast off from HMAS DUCHESS at 1530 on Thursday 17th and secured starboard to at No. 10 wharf.

14. A most constructive period had been had alongside HMAS DUCHESS. Her technical staff had been of the greatest assistance.

15. The electronic components of the Bridge Steering console had been removed, inspected and re-installed. The major defect disappeared but a 'hunting' motion developed on the rudders. (FLINDERS INDEF 26/76 Refers). No spares for the electronic units are available in Australia.

16. The ship fuelled and continued storing on Friday 18th. Berth was shifted to No. 1 at 1115, HMAS DUCHESS having sailed at 0830.

17. The ship sailed from Cairns at 1100 on Monday 21st. With time in hand to reach Shark Reef at first light the following morning the log was calibrated. The opportunity was also taken to calibrate the mini-ranger system. Trinity opening was transited at 1900.

18. On arriving at Shark Reef at 0600 on Tuesday 22nd, the investigation of the area commenced. The ship anchored at 1530 and adjustments were made to the starboard main engine. The ship weighed at 1700 and continued sounding until 1900 when the investigation was broken off and the ship continued on passage to the eastward.

/3...

19. In the early hours of Thursday 24th an area of reported discoloured water was investigated. Passage was resumed to the north east. Cape Deliverance was passed at 0100 Friday 25th.

20. The ship was diverted from the intended programme and ordered to call at Kieta at the first available opportunity (DEFNAV CANBERRA MESSAGE 240503 APR75). Course was accordingly adjusted and a Logistic Requirement signal raised.

21. Arriving off the Kieta/Anewa Bay area on Saturday 26th without having received further instructions, the ship proceeded to Anewa Bay, anchoring at 0900.

22. The Commanding Officer proceeded ashore and contacted the local authorities and made enquiries of what was expected of the ship. On finally contacting the Harbour Master, a berth was made available at Kieta.

23. The ship weighed at 1040 and proceeded to Kieta, securing port side to the Government Jetty at 1130. The ship was met by the Harbour Master, Captain J. Marshall and the Assistant District Commissioner Mr A. Melvill.

24. A survey party was despatched in the SMB during the afternoon to commence supplementary tasks in the Kieta/Anewa Bay area.

25. Short leave was granted from 1600, the opportunity being taken by all the available ships company to attend the Anzac Day Ball to which an invitation had been received.

26. This was followed on the Sunday, by attendance at the Diggers Day Golf Match.

27. LCDR C. J. PICKERING RAN of the PNG Department of Defence arrived at 1700 Sunday 27th and began briefing the Command on the situation in the Bougainville area.

28. During the forenoon of Monday 28th I called on DR E. SARSI D.B. the District Commissioner for Bougainville. During the afternoon I called on MR L. HANNSETT, the Planning Officer of the Provisional Government of Bougainville.

29. Having completed fuelling, the ship cast off at 1550 and proceeded to the survey ground.

30. After sounding overnight in the 1/300,000 area the ship entered Matchin Bay by North Channel at 0900 Tuesday 29th and anchored off SORAKEN Plantation at 0830.

31. Arrangements had been made to meet Mr Stewart Priestley, the Patrol Officer who had worked in the western section of Bouganville. Whilst awaiting his arrival, parties

were landed to select the Hifix site and recover the Geodetic control Point. The SMB proceeded sounding in the 1/100,000 area.

32. With all parties and the Patrol Officer onboard the ship proceeded through the south eastern entrance of Matchin Bay to steam down the coast visiting local settlements to inform them of the ships role. The opportunity was taken to run a line of soundings and to visit the coastal geodetic control points. The ship anchored overnight off KUNUA Plantation.

33. On Wednesday 30th parties were landed at 0800 to call at KUNUA and SIPAI. The SMB proceeded sounding.

34. On recovering the parties the ship weighed at 1020 and proceeded to the southeast anchoring off KUBAIC mission at 1230.

35. On establishing the ships task with the local inhabitants the ship weighed and proceeded to Torokina, the site of the southern Hifix Camp, anchoring at 1633.

36. The morale of the ships Company has been very good and their conduct excellent.

I have the honour to be

Sir,

Your Obedient Servant

(J. J. DOYLE)

Lieutenant Commander RAN
COMMANDING OFFICER

STEAMING APPENDIX

MILES STEAMED DURING MONTH	1622.8
MILES STEAMED SINCE COMMISSIONING	34550.0
HOURS UNDERWAY DURING MONTH	140hr 29M
HOURS UNDERWAY SINCE COMMISSIONING	3361hr 47M
MILES SOUNDED ON SURVEY GROUND	
SHIP	215.3
BOAT	17.7

N428/3/837

26th MAY 1975.

The Commanding Officer
HMAS FLINDERS

For Information:

The Naval Officer Commanding QUEENSLAND

HMAS FLINDERS REPORT OF PROCEEDINGS APRIL 1975

Reference: Your 70/22/3 of 6th April 1975

The Navy Office copy of the reference which was received was barely legible. It is requested that in future clearer copies be forwarded.

F. J. Green
(F. J. GREEN)
Special Deputy (Navy Office)



(2)

HMS FLINDERS
At Sea.

6th April, 1975.

70/22/3

The Naval Officer Commanding,
HMS FLINDERS.

For Information:

The Secretary, Department of Defence (Navy)

The Flag Officer Commanding, THE AUSTRALIAN FLEET.

The Hydrographer, ROYAL AUSTRALIAN NAVY.

The Commander, AUSTRALIAN DEFENCE ASSISTANCE GROUP.

HMS FLINDERS - REPORT OF PROCEEDINGS APRIL 1975

Sir,

I have the honour to report the proceedings of Her Majesty's Australian ship FLINDERS for the month of April 1975. All times are zone time (+10)

2. After the Easter weekend, work continued in completing the work list of the Maintenance Period. The Hifis site established in the Army Barracks was used to tune the replacement Medium Power Hifis transmitters.

3. On Friday 4th an attempt was made to replace the red meter of the HM Log. On withdrawing the old red, the sea valve failed and water began entering the compartment. The red was replaced but the professed packing of the gland had distorted and water continued to enter. SMDP 29/76 was raised for dockyard assistance. A blanking plate was positioned by diver. The sea valve was refitted and the new red meter positioned on Wednesday 9th.

4. Mr. Stoffel, the Magnevox Field engineer left for Sydney on Saturday 9th.

5. A comprehensive programme of Main Trials and equipment trials was conducted during the week ending Friday 11th.

ASRPN

...../6

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DEPT. OF DEFENCE
CENTRAL REGISTRY

[Faint, mostly illegible text, likely a letter or official communication]



8



6. A major defect in the steering became apparent. On selecting Primary Hand or Automatic, the rudders went hard over to starboard. (FLINDERS UNSP 31/76 Refers). As secondary control from the bridge and two methods of steering from aft were available, it was considered safe for the ship to manoeuvre in harbour waters.
7. HMAS BUCHANAN entered harbour at 0830 on Tuesday 15th and proceeded to No.10 wharf for fuel.
8. To allow HMAS BUCHANAN to re-berth at No.1 Wharf, the ship cast off at 1320 and proceeded into the east arm of Trinity Inlet. Underway tests of the re-fitted RM Log were undertaken.
9. The ship berthed port side to on HMAS BUCHANAN's port quarter at No.1 wharf at 1430.
10. I called on, and was entertained by, the Commanding Officer, HMAS BUCHANAN, on Wednesday 16th.
11. A comprehensive programme of sporting activities was organised for the afternoon involving all ships in harbour.
12. The SMO and crew were provided in the afternoon to transport Captain E.V. Stevens RAN and two accompanying Naval Reserve Cadet Unit Officers to the H.R.S. Vessel TRIDENT, moored in the east arm of Trinity Inlet.
13. The ship cast off from HMAS BUCHANAN at 1530 on Thursday 17th and secured starboard to at No.10 wharf.
14. A most constructive period had been had alongside HMAS BUCHANAN. Her technical staff had been of the greatest assistance.
15. The electronic components of the Bridge Steering console had been removed, inspected and re-installed. The major defect disappeared but a "hunting" motion developed on the rudders. (FLINDERS UNSP 26/76 Refers). No spares for the electronic units are available in Australia.
16. The ship fuelled and continued stoving on Friday 18th. Berth was shifted to No.1 at 1115, HMAS BUCHANAN having sailed at 0830.
17. The ship sailed from Cairns at 1100 on Monday 21st. With time in hand to reach Shark Reef at first light the following morning the log was celebrated. The opportunity was also taken to calibrate the mini-ranger system. Trinity opening was transited at 1900.

...../13



18. On arriving at Sharp Reef at 0600 on Tuesday 22nd, the investigation of the area commenced. The ship anchored at 1530 and adjustments were made to the starboard main engine. The ship weighed at 1700 and continued sounding until 1900 when the investigation was broken off and the ship continued on passage to the eastward.

19. In the early hours of Thursday 24th an area of reported discoloured water was investigated. Passage was resumed to the north east. Cape Deliverance was passed at 0100 Friday 25th.

20. The ship was diverted from the intended programme and ordered to call at Kieta at the first available opportunity (DEPHAV CANBERRA MESSAGE 240503 APR75). Course was accordingly adjusted and a Logistic Requirement signal raised.

21. Arriving off the Kieta/Anasa Bay area on Saturday 26th without having received further instructions, the ship proceeded to Anasa Bay, anchoring at 0900.

22. The Commanding Officer proceeded ashore and contacted the local authorities and made enquiries of what was expected of the ship. On finally contacting the Harbour Master, a berth was made available at Kieta.

23. The ship weighed at 1040 and proceeded to Kieta, securing port side to the Government Jetty at 1130. The ship was met by the Harbour Master, Captain J. Marshall and the Assistant District Commissioner Mr. A. Melville.

24. A survey party was despatched in the SIB during the afternoon to commence supplementary tasks in the Kieta/Anasa Bay area.

25. Short leave was granted from 1600, the opportunity being taken by all the available ships company to attend the Anasa Bay Ball to which an invitation had been received.

26. This was followed on the Sunday, by attendance at the Diggers Bay Golf Match.

27. LCDR C.J. PICKERING RAN of the DND Department of Defence arrived at 1700 Sunday 27th and began briefing the Command on the situation in the Bougainville area.

28. During the forenoon of Monday 28th I called on MR. E. SARI D.D. the District Commissioner for Bougainville. During the afternoon I called on MR. L. HANSETT, the Planning Officer of the Provisional Government of Bougainville.



29. Having completed fuelling, the ship cast off at 1550 and proceeded to the survey ground.
30. After sounding overnight in the 1/300,000 area the ship entered Hachin Bay by North Channel at 0600 Tuesday 29th and anchored off BORAKEN Plantation at 0830.
31. Arrangements had been made to meet Mr. Stewart Priestley, the Patrol Officer who had worked in the western section of Bougainville. Whilst awaiting his arrival, parties were landed to select the Hifix site and recover the Geodetic control Point. The SMB proceeded sounding in the 1/100,000 area.
32. With all parties and the Patrol Officer onboard the ship proceeded through the south eastern entrance of Hachin Bay to steam down the coast visiting local settlements to inform them of the ships role. The opportunity was taken to run a line of soundings and to visit the coastal geodetic control points. The ship anchored overnight off KUNUA Plantation.
33. On Wednesday 30th parties were landed at 0800 to call at KUNUA and SIPAI. The SMB proceeded sounding.
34. On recovering the parties the ship weighed at 1020 and proceeded to the southeast anchoring off KURAI0 mission at 1230.
35. On establishing the ships task with the local inhabitants the ship weighed and proceeded to Korokina, the site of the southern Hifix Camp, anchoring at 1633/
36. The morale of the ships Company has been very good and their conduct excellent.

I have the honour to be

Sir,

Your Obedient Servant

(J. J. GILL)

Lieutenant Commander RAN
COMMANDING OFFICER



STEAMING APPENDIX

MILES STEAMED DURING MONTH	1622.8
MILES STEAMED SINCE COMMISSIONING	34550.0
HOURS UNDERWAY DURING MONTH	140hr 29M
HOURS UNDERWAY SINCE COMMISSIONING	3361hr 47M
MILES SOUNDED ON SURVEY GROUND	
SHIP	215.3
BOAT	17.7

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

FILE NUMBER

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FORM

1

DETAILS OF INFORMATION ANALYSIS

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DATE OPENED 14/5/1975

REGISTRATION

SECURITY CLASSIFICATION

U/C

TITLE Report of Proceedings - HMAS FLINDERS
- APRIL 1975

REGISTRATION NUMBER N428/3/837

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
<u>R24.2</u>	<u>- A/A</u>

NAME INDEX

HEADING	PRECIS
<u>HMAS FLINDERS</u>	<u>- A/A</u>
ALTER FILE NUMBER ON LOGGING CARD FOR <u>HMAS FLINDERS</u>	
LETTER DATED <u>6/4/1975</u> REFERENCE NUMBER <u>70/28/3</u>	

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS Report of Proceedings MAY 1975

ASRP-N *9/7*

1. Survey grounds - P.N.G.
2. Visit to Kieta.
3. Visit to Rabaul.
4. Nav. equipment and communication difficulties

DNO *10/7*

DGNOP *10/7*

DCNS

CNS

CNP *15/7*

CNCS *16/7*

CNSW *16/7*

CNM *18/7*

f FAS C of S - N *21/7*

NPR *21/7*

ASRP-N (NS55) *28/7*

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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.

9/7.



HMAS FLINDERS
At Sea.

5th June, 1975.

70/22/3

The Naval Officer Commanding,
QUEENSLAND.

For Information:

The Secretary, Department of Defence (Navy).

The Flag Officer Commanding, HM AUSTRALIAN FLEET.

The Hydrographer, ROYAL AUSTRALIAN NAVY.

The Commander, Australian Defence Assistance Group, PORT MORSBY.

HMAS FLINDERS - REPORT OF PROCEEDINGS MAY 1975

Sir,

I have the honour to report the proceedings of Her Majesties Australian Ship Flinders for the month of May 1975. The ship remained within the waters of PAPUA NEW GUINEA throughout the month.

2. Having selected a suitable site for the southern Hifix Camp in the vicinity of Forokina, the equipment was landed on Thursday 1st. Leaving an erection party ashore, the ship weighed, hoisted boats and proceeded sounding at 1530.
3. The ship sounded in the outer area overnight and entered Matchin Bay by North Channel at 0945 Friday 2nd.
4. Mr S. Priestly, the Patrol Officer was landed by boat at Buka Passage. The ship proceeded to an anchorage off Soraken Point.
5. The second Hifix Camp was landed and the setting to work proceeded.
6. Observation parties were landed on Saturday 3rd and the position of the Hifix site was established. Difficulty was experienced in stabilising the Hifix Chain and the decision was made to revert to the Low Power Transmitters. This meant that the Hifix Camp had to be re-arranged to suit the new configuration. During this period of activity ashore the SMD was used to continue the survey of Matchin Bay.
7. The Wardroom entertained the management of Soraken Plantation during the evening.

ASRP-N

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NOTIFICATION OF DEATH TO THE DEPARTMENT OF DEFENCE

4888-11

THE DEPARTMENT OF DEFENCE
CENTRAL REGISTRY
1105
23 JUN 75

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CENTRAL REGISTRY

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23 JUN 75

DEPARTMENT OF DEFENCE - CENTRAL REGISTRY

DEPARTMENT OF DEFENCE
CENTRAL REGISTRY
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CENTRAL REGISTRY
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23 JUN 75



DEPARTMENT OF DEFENCE
CENTRAL REGISTRY
1105
23 JUN 75

8. With the Hifix site operational on Sunday 4th, the ship weighed and proceeded sounding in the off shore area.

9. Anchoring off Torokina at 0930 Monday 5th, a working party was landed to re-configure the Hifix site for the low power transmitters. The ship weighed at 1600 and proceeded sounding.

10. Returning to Soraken for two hours during the afternoon of Tuesday 6th to make further adjustments to the Hifix equipment, the ship then continued sounding until the early forenoon of Thursday 8th, when because of the lack of reliable communications, the ship was forced to return to the Torokina site. After three hours effort two way communications, of low efficiency, were re-established by using the receiver of one HIFI and the transmitter of another.

11. As no contact had been had with the Soraken site the ship proceeded northward along the coast to determine the camp party's well being.

12. As Soraken was approached at sunset, no attempt was made to enter Matchin Bay from the south. The ship retraced its route seven miles until it was considered safe to alter to the westward.

13. Having thus been delayed, it was unavoidable that the ship arrived three hours late at Kieta on Friday 9th, securing port side to the Government Wharf at 1206. Recreational leave was granted from 1415.

14. A cocktail party was held onboard during the evening.

15. By the efforts of Mr. R. Martin, an ex-serviceman resident in Kieta, the Ship's Company were provided with a full and varied programme of entertainment.

16. The ship fuelled by road tanker on the Friday but as no water was available in Kieta, the ship moved to the Bougainville Copper Limited installation in Anewar Bay on Monday 12th to replenish.

17. The ship cast off and proceeded for the survey ground at 1430, just prior to the riots breaking out ashore. The ship sounded overnight.

18. The ship anchored in the inshore survey area at 1045 on Tuesday 13th. The SMB was lowered and despatched sounding. It was discovered that the ship was now sharing the area with the Drilling Rig "GETTYSBURG".

19. The ship and boat proceeded sounding on Wednesday 14th. The boat was hoisted at 1315, then ship proceeded to the outer area and sounded overnight.

20. Returning to an anchorage off Torakina at 0900 Thursday 15th a party was despatched inshore to service the Hifix site. Weighing at 1515 the ship proceeded to the north west to an anchorage inside the survey area. The SMB sounded overnight.

21. The survey continued in this fashion with the boat doing the majority of the sounding until Sunday 18th when the ship was at anchor to the south of Soraken. The Hifix site was re-victualled and the Satellite Navigation Equipment landed for operation ashore.

22. A fault developed on the SATNAV receiver which was further compounded by a failure of the portable source of power. The receiver was repaired and again landed on Monday 19th. The management of Soraken Plantation provided a 240 volt diesel generator and the system was again activated.

23. A further failure, this time in the Data Punch forced the abandonment of the shore based observations.

24. The ship and boat continued sounding during the week. Due to the nature of the area, the ship was only employed during daylight hours, the boat however, was able to continue overnight.

25. The boat was hoisted in the evening of Thursday 22nd. The ship then proceeded sounding in the outer area using Hifix to assist in the evaluation of the accuracy of the Satellite Navigation System.

26. The ship continued sounding on Friday 23rd. It had been the intention to continue through until Sunday, however the Soraken Camp reported that a member of the camp party had injured his foot and the wound had become infected. The ship proceeded inshore and anchored to the south of Soraken at 1915 on Saturday 24th.

27. The SMB was lowered and despatched to Buka Passage at 0715 Sunday 25th to collect Captain D.R. GROVES of the PNG Department of Transport who joined the ship until Rabaul. The ship remained at anchor for the remainder of the day.

28. Weighing at 0600 Monday 26th the ship and boat proceeded with the intention of consort sounding. However as the weather was overcast and "oily" calm, thus giving no indication of navigational dangers, the ship anchored and the boat was despatched sounding. Communication failure then forced the abandonment of that plan.

29. The SMB was hoisted at 1630 and the ship weighed and proceeded sounding, interlining the submerged outer barrier reef.

30. The ship hove to off the Torokina camp at 0715 Tuesday 27th. The camp was re-victualled and a member of the party returned onboard for medical treatment.

31. The ship proceeded sounding at 0800 and continued working in the inshore area until 1200 when Hifix was shut down. Sounding continued in the outer area until 1630 when course was set for Rabaul.

32. Arriving off Cape Gaselle at sunrise Wednesday 28th, two hours were spent checking the coastline on the new Ordnance sheet of that area.
33. The ship secured port side to No. 3 Wharf Rabaul at 0900.
34. I called on the District Commissioner Mr. J. Bagita at 1100.
35. A cocktail party was held onboard during the evening.
36. The District Commissioner informally returned my call at 1600 on Thursday 29th.
37. Rabaul was celebrating Frangipane Week and the organised activities provided the ships company with a varied list of entertainment. It was unfortunate that no sporting activities of a more strenuous nature could be provided.
38. The interest shown in the ship by the local community was gratifying. Conducted tours of the ship were arranged and representatives from most schools and some government departments attended.
39. The ship changed berth to Starboard side to the Fuel Wharf at 0630 Saturday 31st. Due to the limited depth of water available a lighter had to be positioned between the wharf and the ship.
40. On starting main engines on completion of fuelling, a fault in the 24 volt distribution system prevented the starboard clutch from being engaged and also affected the control of the starboard pitch gear.
41. I was loathe to remain alongside with inadequate securing arrangements available and with a possible increase in wind strength from the southeast. The SMB was lowered and with the assistance of the boat, the ship cast off at 1100 and proceeded on one shaft.
42. On clearing Simpson Harbour, the ship anchored off Sulphur Point and an attempt was made to trace the cause of the defect. The fault disappeared and after running the shaft, the ship weighed and course was set for the survey ground.


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43. The morale of the ships company has been high and their conduct exemplary. The general health has been good. A severe form of influenza has been with the ship since leaving Cairns. One case of glandular fever occurred and several cases of infected cuts and bites have been treated.

I have the honour to be,

sir

Your obedient servant.


(J. J. DOYLE)
Lieutenant Commander RAN
COMMANDING OFFICER

STEAMING APPENDIX

MILES STEAMED DURING MONTH	3502.3
MILES STEAMED SINCE COMMISSIONING	30132.3
HOURS UNDERWAY DURING MONTH	370hr 09m
HOURS UNDERWAY SINCE COMMISSIONING	3731hr 56m
MILES SOUNDED DURING MONTH	
SHIP (a) 1/100,000 AREA	903.3
(b) 1/300,000 AREA	2251.5
BOAT	716.5

DEPARTMENT OF DEFENCE

FORM 1000

FORM

INTERIM FORM ONLY - JUNE 1974

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23/6/75

REGISTRATION

SECURITY CLASSIFICATION

U/C

TITLE MMAS FLINDERS - REPORT OF
PROCEEDINGS - MAY 1975

REGISTRATION NUMBER N428/3/915

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

R24.2

afa

NAME INDEX

HEADING

PRECIS

MMAS FLINDERS

afa

ALTER FILE NUMBER ON LOGGING CARD FOR MMAS FLINDERS

LETTER DATED 5/6 1975 REFERENCE NUMBER 70/22/3

copy only
To be kept until original
arrives

428/3/760 PT"

~~CIRCULATION LIST NO 2 OF 3~~

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS

Report of Proceedings JUNE 1975

- ~~DNP~~ 20/7
- ~~DNLFC~~ 20/7
- ~~DDCP-N~~ 31/7
- ~~DGNOR~~ 31/7
- ~~A/DGNOR~~
- ~~DUW~~ 31/7
- ~~DTSN~~ 5/8
- ~~DSAW-N~~ 5/8
- ~~DNG~~ 5/8
- ~~DNAP~~
- ~~DNI~~ 13/8
- ~~DSMP~~ 13/8
- ~~ASSP-N~~ 11/10/75
- ~~DGNES~~ 18 Aug
- ~~DNPS~~ 19/8
- ~~DNOP~~ 25/8/75
- ~~DGNTE~~ 25/8
- ~~DNT~~ 26 Aug 75
- ~~DGM-N~~ 29/8
- ~~DNMP~~ 29/8/75
- ~~DSP~~ 9/9
- ~~DNES~~ 10/9
- ~~DNR~~ 10/9
- ~~DTSR~~ 10/9
- ~~ASRP-N~~ (DNES) 16/9

HISTORIAN

- NOTES:
- A. This report should be dealt with and passed on promptly.
 - B. On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch or approval of a Board Member, a new file should be raised, cross-referenced to this one.
 - C. Circulation lists numbers 1 and 3 are referred to Board Members and remaining Directors.

29/7

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

HMAS FLINDERS
At Cairns.

10th July, 1975.

70/22/3

The Naval Officer Commanding,
QUEENSLAND.

For Information:

The Secretary, Department of Defence (Navy).

The Flag Officer Commanding, HM AUSTRALIAN FLEET.

The Hydrographer, ROYAL AUSTRALIAN NAVY.

The Commander, Australian Defence Assistance Group, PORT MORESBY.

HMAS FLINDERS - REPORT OF PROCEEDINGS - JUNE 1975

Sir,

I have the honour to report the proceedings of Her Majesties Australian Ship Flinders for the month of June 1975. The ship remained in the waters of Papua New Guinea keeping zone time -10, except for the period Wednesday 18th to Monday 23rd when the ship was in the Waters of the Solomon Islands keeping zone time-11.

2. At the beginning of the month the ship was on passage from Rabaul to the survey area. The ship arrived off the Torokina camp site at 0930 Sunday 1st. The boats were lowered and the camp re-victualled. The ship then proceeded to the northward with the SMB in company, sounding.

3. As the northern camp could not be reached by sunset, the ship anchored and the SMB proceeded sounding. The SMB returned alongside at 0315 Monday 2nd.

4. The ship weighed at 0600 and proceeded to the southern entrance of Soraken channel. On weighing it was noted that the bolt of the anchor shackle on the centreline cable had moved. Action was put in hand to rectify the defect. (HMAS FLINDERS letter 70/16/1 dated 26th June, 1975.).

ARP.N

5. The ship anchored at the southern entrance to Soraken Channel; The SMB continued sounding and the Soraken camp was re-victualled on completion, the ship and SMB proceeded sounding in company. The ship anchored at 1800 and the SMB sounded overnight.
6. Sounding progressed in this manner until 1800 Saturday 7th when the boat was hoisted. The ship proceeded to investigate a shoal sounding obtained in the outer area.
7. By Sunday 8th the investigation indicated a complete volcanic crater rising out of 1000 metres of water with a least depth of under 8 metres. Before proceeding inshore, the current meter was laid in a suitable depth adjacent to the shoal.
8. The ship and SMB sounded over the 9th and into the 10th. A heavy swell had developed and the ship had to lie close in off Bik Island to hoist the boat. The ship then proceeded to the outer area to recover the current meter. The swell was building up into breakers in this area. During recovery the moorings on the current meter fouled the bottom, both recovery wires parted and the meter was lost. The position was buoyed and the ship proceeded sounding.
9. At 1800 the Soraken camp reported that a member of the camp party was apparently seriously ill with an infection that had affected both ears and his jaw. The ship proceeded inshore in order to approach the camp at first light on Wednesday 11th.
10. Contact was lost with the Torokina camp and by 0900 on the Wednesday concern was felt. As the patient at Soraken had been moved to the plantation manager's house and was receiving better medical attention than the ship could offer, the ship proceeded to Torokina to investigate the problem there.
11. Radio contact was regained at 1500. A complete power failure had occurred. As other problems had occurred with the Hifix the decision was made to recover the camps. The ship anchored in Torokina Harbour at 1630 and working parties were landed.
12. With the camp and equipment onboard the ship weighed at 1730 and proceeded to the north, anchoring at the entrance of Soraken channel at 2200.
13. When radio contact was established at first light on Thursday 12th, it was reported that the patient's condition had deteriorated the previous evening and he had been despatched by the plantation boat to Buka Passage for evacuation to Rabaul at 0530 that morning.
14. Working parties were landed to recover the Soraken Camp. The SMB was lowered and despatched to Buka Passage to book airline seats to Rabaul for the Coxswain and one other sailor who had a badly infected wound on his hand.

15. The boat's engine overheated and as the temperature gauge gave no warning, the head gasket seals were damaged and the boat returned on one engine (FLINDERS INDEF 29/76).
16. As the SIB was now unuseable for a long unaccompanied trip, the Plantation Management provided a boat at 0500 on Friday 13th, to ferry the party to Buka Passage. The ship remained at anchor.
17. The ship weighed at 0830 Saturday 14th and proceeded through Soraken Channel into Matchin Bay. The ship then carried on into Buka Passage, lowering a boat off the settlement to recover the personnel.
18. The transitting of Buka Passage and approaches was of great value as it gave an opportunity to write the sailing directions for the area. Several uncharted reefs were plotted.
19. The ship then proceeded through North Channel and continued sounding in the outer area.
20. Breaking off from sounding on Sunday 15th a search for the current meter was conducted but without success. Sounding then continued until the following day when both tide gauges were visited.
21. The ship left the area of the main survey at 1300 on Tuesday 17th and proceeded to the eastward to investigate an area of reported shoal water. Completing the investigation at 1900, the ship proceeded on passage to Honiara.
22. During Wednesday 18th, course was adjusted to pass close by the submerged volcano in position Latitude $8^{\circ} 59' S$ Longitude $157^{\circ} 57'$. The volcanic activity was impressive and the photographers onboard made every use of the opportunity.
23. The Harbour Master for Honiara boarded as the pilot at 0840 Thursday 19th. The ship berthed port side to the Inner Wharf at 0900.
24. The Australian Commissioner, Mr. P. Jackson met the ship on arrival and details of the visit were finalized.
25. I called on the Chief Minister of Solomon Islands, the Honourable Solomon Mamaloni at 1100 which was followed by my call on His Excellency the Governor, Mr. D.C.C. Luddington CMG, CVO.
26. My calls were considered returned by their attendance at the ships Cocktail Party that evening.
27. I called on the Commissioner of Police, Mr. R. Edwards at 1100 on Friday 20th.

28. The Australian Commission had organized a very enjoyable programme of entertainment which culminated, for the ships company, in a cricket match against an Honiara Eleven during the afternoon of Saturday 21st.

29. During the stay alongside the ship was not open for inspection by the general public but a steady stream of organized groups of school children kept the duty watch fully occupied.

30. Survey parties were landed on the Friday and Saturday to connect the satellite navigation aerial into the local geodetic network.

31. The ships company made full use of the easily accessible Duty Free Shopping available.

32. The ship cast off and proceeded at 0900 Sunday 22nd and passage was made for the survey ground.

33. The off shore survey area was entered during Monday 23rd. Sounding continued overnight and was broken off the following day to visit the tide gauges at Torokina and Soraken.

34. During the evening of Tuesday 24th a sailor was turned in with the symptoms of appendicitis as these symptoms had been present for two days and with the impending ocean passage to Cairns, further medical advice was thought necessary and the ship diverted to Kieta.

35. On anchoring in Kieta Harbour at 1515 Wednesday 25th the ship was met by the Harbour Master. The patient was landed and transported to the Base Hospital, Arawa where the diagnosis confirmed appendicitis and the sailor was admitted. Medical advice indicated that the patient would still be fit to travel during the next 24 hours. Rather than leave him unaccompanied in the Bougainville area, the Coxswain was landed to arrange repatriation to Service Medical facilities in Port Moresby.

36. The ship weighed at 1730 and returned to the survey ground.

37. Sounding continued until Friday 27th when the ship proceeded inshore to recover the Coxswain at Buka Passage. The remaining equipment at Soraken was recovered.

38. The SMB was lowered at 1540 and ship and boat investigated shoal soundings. To maintain a reasonable passage speed it was necessary to tow the boat, the shafts being suitably locked. The ship anchored at 2000 and the SMB continued sounding until 0345 Saturday 28th.

39. The ship weighed at 0730 and proceeded with the SMB to find the least depth on various shoals discovered.

40. The boat was hoisted in Torokina Harbour and the tide gauge was recovered at 1430. The ship then proceeded sounding in the outer area.

41. On Sunday 29th the area in which the current meter was lost was approached in order that a further search could be carried out. The weather had deteriorated overnight with a freshening south east wind. As the area was untenable in the sea state prevailing the search was abandoned. The ship proceeded to the southern limit of the survey area.

42. The weather further deteriorated into Monday 30th. Force 7 winds were experienced. After the long period of excellent weather the motion of the ship began to take effect on the ships company.

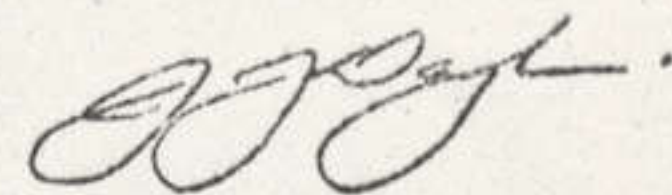
43. Although the general health of the ships company has been good the experience gained during the month has indicated the inadequacies of Medical Equipment List No.11 in dealing with tropical infections.

44. The morale and conduct of the ships company has remained very good.

I have the honour to be,

Sir,

Your obedient servant.



(J.J. DOYLE)
Lieutenant Commander RAN
COMMANDING OFFICER

STEAMING APPENDIX

MILES STEAMED DURING MONTH 4889.1
MILES STEAMED SINCE COMMISSIONING 43021.4
HOURS UNDERWAY DURING MONTH 442hr 20m
HOURS UNDERWAY SINCE COMMISSIONING 4024hr 16m

(The total hours underway has been adjusted for an error found in the month of March).

MILES SOUNDED

SHIP	1/100,000	1072.1 miles
	1/300,000	2569.9 miles
BOAT		608.9 miles

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS Report of Proceedings JULY 1975

~~ASRP-N~~

21/8

1. Refit at Cairns

~~DNO~~

24/3/9

~~DGNOP~~

9/6/9

~~DCNS~~

~~CNS~~

~~CNP~~

11/9/9

~~CNTS~~

10/10/9

~~CNSW~~

11/9

~~CNM~~

12/9

FAS C of S - N WILKINS

~~APR LON~~

18/9

ASRP-N (NS55)

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
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822/8.



2

ROYAL AUSTRALIAN NAVY

TELEPHONE: 513800
IN REPLY QUOTE 70/22/3

HMAS FLINDERS
at Cairns

12th August, 1975

The Naval Officer Commanding
QUEENSLAND

For Information:

The Special Deputy
DEPARTMENT OF DEFENCE (NAVY OFFICE)

The Flag Officer Commanding
H.M. AUSTRALIAN FLEET

The Hydrographer
ROYAL AUSTRALIAN NAVY.

HMAS FLINDERS - REPORT OF PROCEEDINGS - JULY 1975

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship FLINDERS for the month of July 1975.
2. At the beginning of the month the ship was on passage across the Coral Sea, bound Cairns.
3. Over the midday period Tuesday 1st, a search was made for the reported shoal in position Latitude 14 05 south Longitude 155 51 East. No indication of a shoal was found and as the heavy sea running hampered the manoeuvring of the ship, the investigation was abandoned at 1400.
4. As the weather prognosis indicated a continuance of the strong south easterly winds, it was considered that the completion of the investigation of Shark Reef would be hazardous. Course was adjusted to proceed directly to Grafton Passage.
5. By Thursday 3rd, however, the wind moderated. Grafton Passage was entered at 1600. The ship anchored in the lee of Fitzroy Island at 1740.
6. Weighing at 0800, Friday 4th, the ship entered Trinity Inlet and secured starboard side to No.2 Wharf at 1000.

ASRP-N
(A)

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00 12 52

.../2

(4)
A-9924

RECEIVED

AUG 18 09 15 '75

DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

TO THE DIRECTOR
INFORMATION ANALYSIS CENTRE
DEPT. OF DEFENCE
CANBERRA

1. The purpose of this report is to provide a summary of the information received from the source mentioned in the subject heading.

2. The information received is of a confidential nature and should be handled accordingly.

3. The information received is of a confidential nature and should be handled accordingly.

4. The information received is of a confidential nature and should be handled accordingly.

5. The information received is of a confidential nature and should be handled accordingly.

6. The information received is of a confidential nature and should be handled accordingly.

7. The information received is of a confidential nature and should be handled accordingly.

8. The information received is of a confidential nature and should be handled accordingly.

9. The information received is of a confidential nature and should be handled accordingly.

10. The information received is of a confidential nature and should be handled accordingly.

11. The information received is of a confidential nature and should be handled accordingly.

12. The information received is of a confidential nature and should be handled accordingly.

13. The information received is of a confidential nature and should be handled accordingly.

IN VERY SHORT
TELEPHONE




(5)

7. The annual refit commenced on Monday 7th. The pre-refit conference was held during the forenoon. The date of slipping the ship was postponed from Tuesday 8th until the 23rd.
8. To allow dredging to be undertaken at the main wharf, the ship was moved by tug to the Sugar Wharf at 1500, returning to No.1 Wharf at 1100 Thursday 10th. As the date of slipping was again postponed, the ship remained at this berth for the remainder of the month.
9. The progress of the refit has been hampered by an industrial dispute involving the Metal Trades.
10. Both main engines have been removed and the replacement units positioned. As it was necessary to strip the main engine units of their auxiliaries during this process, work is still progressing in re-assembling the engines.
11. The slow progress of dockyard work in the engine room has hindered the ship's staff maintenance programme.
12. Lieutenant P.A. Hardy RAN left the ship Friday 4th for HMAS CRESWELL. Lieutenant M. McAuley RAN joined from HMAS KUTTABUL on Friday 11th.
13. The health of the ship's company is good. Their conduct and morale is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,


(J.J. DOYLE)
Lieutenant-Commander RAN
Commanding Officer

STEAMING APPENDIX

Miles steamed during month	480.0
Miles steamed since commissioning	43501.4
Hours underway during month	67 HRS 30 MIN
Hours underway since commissioning	4091 HR 46 MIN

STANDARD REPORT

43501.4
43501.4

Miles steamed during month
Miles steamed since commissioning

401 hr 46 min
67 hrs 30 min

Hours underway during month
Hours underway since commissioning

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

M. Culiffe

ORIGINAL/COPY _____

DUPLICATE COPY MADE _____

DATE OPENED 18. 8. 1975

REGISTRATION

SECURITY CLASSIFICATION

TITLE HMAS FLINDERS - REPORT OF PROCEEDINGS - JULY 1975

REGISTRATION NUMBER N428-2-1027

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
<u>R24. 2</u>	<u>As above.</u>

NAME INDEX

HEADING	PRECIS
<u>HMAS FLINDERS</u>	<u>As above.</u>
ALTER FILE NUMBER ON LOGGING CARD FOR <u>HMAS FLINDERS</u>	
LETTER DATED <u>12. 8. 1975</u>	REFERENCE NUMBER <u>70/22/3.</u>

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS Report of Proceedings AUGUST 75

ASRP-N 23/9 1. Refit at Cairns - delayed due industrial disputes

~~DNO~~ 25/9

~~DGNOF~~ 27/9

~~DCNS~~

~~CNS~~

~~CNP~~ 29/9

~~CNTS~~ 30/9

~~CNSW~~ 30/9

~~CNM~~ 1/10

FAS C of S - Navy/10/75

~~PRION~~ BR C 3/10

~~DNO~~
~~ASRP-N (NSIS)~~ 7/10

- 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.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

HMAS FLINDERS
At Cairns.

70/22/3

5th September, 1975.

The Naval Officer Commanding,
QUEENSLAND.

For Information:

The Secretary, Department of Defence (NAVY).

The Flag Officer Commanding, HM AUSTRALIAN FLEET.

The Hydrographer, ROYAL AUSTRALIAN NAVY.

REPORT OF PROCEEDINGS - AUGUST 1975

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship FLINDERS for the month of August 1975.

2. The ship remained in Cairns undergoing annual refit.
3. The ship was berthed at No.1 Wharf until Wednesday 20th when it was moved by tug during the afternoon alack water to alongside the Fitting Out Wharf adjacent to the North Queensland Engineers and Agents slipway in Smiths Creek.
4. The ship was slipped at 2120 on Thursday 21st. The ship remained on the slip way until the end of the month.
5. The completion date of the refit was extended because of the slow progress of dockyard work due to industrial disputes.
6. The ships company have been accommodated ashore in the International Hotel throughout the month. This period has been used to grant long leave.
7. Helped by a spell of excellent weather, the remainder of the ships Company have made good progress in preserving the weatherdecks and in other ship's staff maintenance areas.
8. The ships company attended a presentation by the Personnel Liaison Team during the forenoon of Tuesday 5th.
9. An investigation into the supply of stores to ships undergoing refit in the Cairns area was conducted by Captain B.L. WEST R.A.N. This team visited the ship during the afternoon of Tuesday 5th.

ASRN
(A)

10. Excellent progress has been made in finalizing the documentation and records of the previous survey. These will be submitted to the Hydrographer early in September.

11. The conduct of the ships company has remained good. Their morale is high.

I have the honour to be

Sir,

Your obedient servant



(J.J. DOYLE)
Lieutenant Commander RAN
COMMANDING OFFICER

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE
26 11 15 24 52
RECEIVED

RECEIVED

SEP 17 12 56 '75
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

COMMUNICATING OFFICER
RESEARCH AND ANALYSIS DIVISION
(2nd FLOOR)



YOUR OFFICER'S ASSISTANT

BT

I have the pleasure to re

11. The content of the article contained in the

is submitted to the Hydrographic Office in accordance with the provisions of the Hydrographic Act, 1953.

10. The Hydrographic Office has been advised that the information contained in the article is of a confidential nature and should be treated as such.

3

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

M. Cluliffe

ORIGINAL/COPY _____

DUPLICATE COPY MADE _____

DATE OPENED 17. 9. 1975

REGISTRATION

SECURITY CLASSIFICATION

VIP

TITLE HMAS FLINDERS - REPORT OF PROCEEDINGS - AUGUST 1975.

REGISTRATION NUMBER N428. 3. - 1069

MARK TO ABRP. A

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

H 24. 2

As above.

NAME INDEX

HEADING

PRECIS

HMAS FLINDERS

As above

ALTER FILE NUMBER ON LOGGING CARD FOR HMAS FLINDERS

LETTER DATED 5. 9. 1975 REFERENCE NUMBER 70/22/3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS Flinders Report of Proceedings September 1975

ASRP-N 15/10

DNO 1. Ship remained in Cairns throughout the month undergoing
refit. 16/10

DGNOF 17/10

DCNS

CNS

CNP 21/10

CNTS 21/10

CNSW 22/10

CNM 23/10

FAS C of S - N 27/10/75

WPR 29/10

ASRP-N (NS55) 31/10

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DEPARTMENT OF THE NAVY

NAVY OFFICE
CANBERRA, A.C.T. 2600

In Reply Quote 70/22/3

HMAS FLINDERS
At Cairns.

5th October, 1975.

The Naval Officer Commanding,
QUEENSLAND.

For Information:

- The Special Deputy, Department of Defence (NAVY).
- The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.
- The Hydrographer, ROYAL AUSTRALIAN NAVY.

HMAS FLINDERS - REPORT OF PROCEEDINGS - SEPTEMBER 1975

1. I have the honour to report the proceedings of Her Majestys Australian Ship FLINDERS for the month of September 1975. The ship remained in Cairns, keeping zone time -10.
2. At the beginning of the month the ship was on the N.Q.E.A. slip, undergoing annual refit,
3. The ship was unslipped on the night of Wednesday 3rd and was moved by tug to No.1 Wharf, securing alongside at 2030.
4. PNGS LAE entered harbour and secured outboard at 0210 on Thursday 4th.
5. The ships company moved back onboard on Monday 8th.
6. This ships predecessor, still bearing the name PALUMA berthed ahead on the night of Wednesday 17th. It was the first time both ships had been adjacent and by comparison, many fond nostalgic memories were destroyed.
7. Dockyard work progressed slowly throughout the month. The new main engines were just started on Thursday 18th. Basin trials were conducted on Friday 19th. These indicated that the 24V control system was wired incorrectly and further trials had to be conducted the following week.
8. Work continued on the davits and the steering. The steering became operational by the end of the month but work on the davits continued into the new month.

ASRP-N
(A)

...../9



DEPARTMENT OF THE NAVY

~~NAVY OFFICE~~
~~CANBERRA, A.C.T. 2600~~

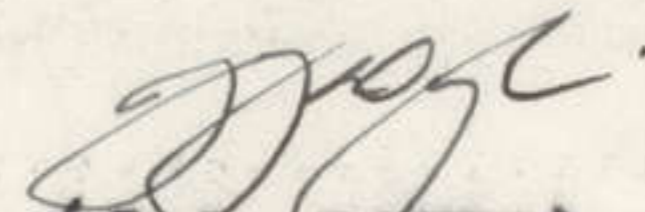
In Reply Quote

9. A comprehensive programme of evolutions and drills had had to be postponed due to the interference it would have caused with dockyard work.
10. As the work-up week has disappeared with the adjustments to the ships programme; full opportunity will be made of sea trials and passage time.
11. The conduct, morale and health of the ship's company has remained good.

I have the honour to be,

Sir,

Your Obedient Servant



(J.J. DOYLE)

Lieutenant Commander RAN
COMMANDING OFFICER

CENTRE
INFORMATION UNIT
DEPT OF DEFENCE
OCT 10 13 28 52

RECEIVED

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER HOLLANDS

ORIGINAL/COPY _____

DUPLICATE COPY MADE _____

DATE OPENED 10/10/75

REGISTRATION

SECURITY CLASSIFICATION

U/C

TITLE HMAS FLINDERS - REPORT OF PROCEEDINGS - SEPTEMBER 1975

REGISTRATION NUMBER N428/3/1117

MARK TO ASRP-N (A)

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

CLOSE FILE NUMBER _____

CROSS REFERENCE THIS FILE WITH FILE/S _____

SUBJECT INDEX

POSTING	PRECIS
<u>R24.2</u>	<u>of a</u>

NAME INDEX

HEADING	PRECIS
<u>HMAS FLINDERS</u>	<u>of a</u>
ALTER FILE NUMBER ON LOGGING CARD FOR <u>HMAS FLINDERS</u>	
LETTER DATED <u>8/10/75</u>	REFERENCE NUMBER <u>70/22/3</u>

RESTRICTED

FILE: 428/3/1176

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS Report of Proceedings OCTOBER '75

ASRP-N 20/11/75

DNO Repit and trials completed, FLINDERS sailed from Cairns on 4th OCT and operated on the Barrier Reef survey ground for the remainder of the month, returning to Cairns 13-14 OCT and again 21-23 OCT.

DCNS On the survey ground she has been dogged by strong winds and HI. Fix unavailability. He clearly had an anxious moment when a HERCULES captured on 8th OCT - para 17.

CNS

CNP 27/11
CMTS 28/11

CNSW 1/12

CNM 2/12
FAS C of S - N 4/12

PRLO-N BRC 8/12

DNO 9/12

ASRP-N (NS55) 10/12

14/2/76

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

[Handwritten initials]



RESTRICTED

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B.1-16-34

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

34 NOV 1975

Special Deputy (Navy Office)
Department of Defence,
CANBERRA, A.C.T. 2600.

HMAS FLINDERS - REPORT OF PROCEEDINGS - OCTOBER 1975

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

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

Enclosures: Report of Proceedings (2 copies)

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE
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INFORMATION ANALYSIS
CENTRE

Enclosures: Report of Proceedings (5 copies)

OPERATIONAL
NAVY OFFICER COMMANDING
CENTRAL O.B.E. H.V.M.
(DEPT. DEFENCE)



The enclosures are forwarded in accordance with R.I.

NAVY OFFICERS - REPORT OF PROCEEDINGS - OCTOBER 1975

NAVY OFFICERS
DEPARTMENT OF DEFENCE
CENTRAL OFFICE

27 NOV 1975

NAVY OFFICERS
BOX 1416 G.P.O.
DEPT. DEFENCE

REF ID: A1-10-24

11/11/75



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HMAS FLINDERS
At Sea.

31st October, 1975.

The Naval Officer Commanding,
QUEENSLAND.

For Information:

- The Special Deputy, Department of Defence (NAVY) ✓
- The Flag Officer Commanding, HM AUSTRALIAN FLEET.
- The Hydrographer, ROYAL AUSTRALIAN NAVY.

HMAS FLINDERS - REPORT OF PROCEEDINGS - OCTOBER 1975

1. I have the honour to report the proceedings of Her Majesty's Australian Ship FLINDERS for the month of October 1975. The ship remained in the Queensland Sub Area and kept zone time -10 throughout the month.
2. The beginning of the month saw the closing stages, belatedly, of the 1975 refit. Davit trials, together with general setting-to-work procedures were continued in preparation for sea trials.
3. The ship cast off from No.1 Wharf Cairns for sea trials at 0908 Thursday 2nd. The main purpose of the trial was to prove the new main engines under load and the acceptability of dockyard work conducted on the evaporator, steering, stabilizers and air conditioning. A representative of Naval Technical Services was present to assist in the adjustment of the engine revolution/engine governor/propellor pitch relationship.
4. The limited time available was used to conduct ship staff sea acceptance trials of sonar, echo sounders, radar and communication equipment.
5. The ship returned to alongside No.1 Wharf at 1645. Due to the defects that had become apparent during the trial an immediate decision was made to cancel the half day sea trial programmed for Friday 3rd. These defects included a defective gyro compass unit, a leak in the starboard main engine exhaust muffler and salt water leaks in the gear box oil coolers. Numerous oil seals required adjustment.

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6. On Friday 3rd the defective gyro compass was returned to Garden Island. Ships staff and Dockyard labour began making good the outstanding defects. The Refit Completion Meeting was held during the afternoon.
7. The ship sailed for the survey ground at 0900 Saturday 4th. Preparation for landing the shore camps was undertaken on passage.
8. A signal, indicating the need to grant compassionate leave was received. The ship diverted to Port Douglas and landed the sailor by boat at 1220. ~~On~~ return of the boat at 1240, the ship resumed passage.
9. Arriving off Fife Island at 0630 Sunday 5th a party and equipment were landed to establish a campsite and tide gauge. The ship proceeded to the north to Cape Sidmouth.
10. The weather had deteriorated to a force 5 gusting force 6 south easterly. The lack of shelter available, coupled with the unworked up ships company made it prudent to abandon the plan to establish Hifix Two at Cape Sidmouth that day. The ship proceeded to the north and began investigation of a reported 5 fathom rock off Sherrard Reef.
11. The Fife Island Party was recovered at 1830 and the ship proceeded to an anchorage in the Flinders Island Group, anchoring at 2318.
12. Weighing at 0700 Monday 6th the ship proceeded to Pipon Island. Although the weather had worsened to force 6 gusting force 7, the lee afforded by Pipon Reef allowed the landing of the Hifix One Camp to proceed safely. Leaving an erection party ashore, the ship returned to the Flinders Group.
13. Anchoring in Owen Channel at 1300 a camp and tide gauge was landed on Flinders Island. The ship weighed at 1400. Recovering the Pipon Island erection party by 1730, the ship proceeded to the west, anchoring in the lee of Blackwood Island at 1930. The Flinders Island party returned at 2000.
14. The wind had moderated by first light on Tuesday 7th. Weighing at 0600, the ship proceeded to Cliff Island on the western side of Princess Charlotte Bay. With the ship staying underway, the equipment for the Hifix Master Camp was landed by 0930. The ship then anchored until the work ashore was complete at 1645 when the ship proceeded to the northward, anchoring in the lee of Morris Island Reef at 2050.
15. As the weather conditions remained moderate, the Cape Sidmouth camp was landed at 0730 Wednesday 8th. As the distance from the ship to the camp was over three miles, the Hercules boats were operated in company.

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16. In anticipation that the Hifix chain would be operational by 1600, the ship proceeded to the north and inshore of the Cliff Island/Cape Sidmouth Baseline. However by 1630 it was apparent that the receiver at the site was unserviceable and the ship returned to the south to pick up the party.
17. One Hercules swamped and overturned on crossing the offshore bar. The crew were rescued by the other boat; no personnel were injured. The two important items of stores being transported, a Hifix Receiver and a portable generating set were lashed to the boat and were recovered when the boat was uprighted and towed to the beach. Some personal items and consumable stores were lost. Both boats returned to the ship at 1845. Rehabilitation and preserving of the damaged equipment was progressed overnight.
18. The ship remained at anchor off Cape Sidmouth until 1830 Thursday 9th by when it was decided that the defect in the shore equipment required further adjustment onboard. As no radio contact had been made with Pipon Island for three days, the ship proceeded towards that camp, anchoring in Fly Channel at midnight.
19. A party was landed on Flinders Island at 0730 Friday 10th and the ship proceeded to Pipon Island. Repairs were effected to the equipment and recovering the Flinders party enroute, the ship proceeded to Cliff Island, anchoring at 2000.
20. The defective equipment from the Cape Sidmouth site was landed at Cliff Island and checked against the Master Drive Unit. A defective component was found in the Hifix transmitter unit.
21. Weighing at 1130 Saturday 11th, the ship proceeded to Fife Island. The position of Iris Reef Buoy was checked in response to NAVAUS 230/75.
22. Weighing at 0700 Sunday 12th the ship proceeded to the north to land the repaired Hifix equipment at Cape Sidmouth. A moderate fog had developed overnight. It proved a unique experience to be navigating the Inner Route of the Barrier Reef with visibility restricted by fog.
23. Hifix was now operational but unfortunately the ship had to return to Cairns to collect the Survey Motor Boat.
24. In preparation for the trials on the modified hull form of the Survey Motor Boat, a baseline was established across Stokes Bay, Stanley Island.
25. The ship berthed starboard side to No.6 Wharf Cairns at 1300 Monday 13th. Mr. F. Westhorpe from the Support Craft Section of the Directorate of Naval Ship Design joined to conduct the boat trials. Mr. A Wood of Garden Island Dockyard joined to assist in the rectification of the defects associated with the Hifix Chain.

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26. The boat was not ready. As the berth had to be clear by 2200, the ship shifted ship to No.12 Wharf at 1800. Overnight leave was granted.
27. With the contractors working overtime, the boat was serviceable by 0830 Tuesday 14th. On completion of acceptance trials and fitting the boat to the davits, the ship sailed at 1115.
28. - Three buoys were layed on a line of bearing on Clack Island at 0630 Wednesday 15th. The Survey Motor Boat "Deliverance" was lowered at 0730 and detached to conduct trials. The ship proceeded to Pipon Island to investigate and repair a power supply problem. On completion the ship proceeded to repair a further power supply problem at Cliff Island. "Deliverance" rejoined the ship at 1900.
29. On Thursday 16th "Deliverance" conducted trials in the local area of Cliff Island until it was hoisted. On the rectification of the defect ashore, the ship weighed and proceeded towards Lizard Island.
30. By 0630 Friday 17th the ship was in a position to the eastward of Lizard Island investigating a reported shoal. Mr. Westhorpe was landed at the airstrip at 0930. The ship then returned to the survey ground.
31. Hifix was calibrated off Clack Island at 1645. The ship anchored eastward of Fife Island at 2230.
32. The Cape Sidmouth site was re-victualled on Saturday 18th. Further calibration of the Hifix was carried out and the echo sounder bar checked. As an instability developed in the Pipon Island Hifix pattern, the ship had to proceed to that site, anchoring at midnight.
33. Leaving a party with "Deliverance" to rectify the Pipon Island defect, the ship proceeded to Cliff Island to re-victual the camp on Sunday 19th. The ship returned to the Flinders Island area, recovered the buoys and anchored. "Deliverance" rejoined the ship at 1700.
34. The weather deteriorated overnight and by the time the ship weighed and proceeded out of the lee of the Flinders Group, the wind was blowing at force 5 gusting force 6. The ship and boat proceeded up through Fairway Channel into the outer reef. The boat was hoisted in the lee of a reef at 1100 Monday 20th. The ship then proceeded on passage to Cairns.
35. Berthing at 0600 Tuesday 21st on No.1 Wharf, Cairns, the ship was fuelled and stored. Short leave was granted.
36. At 1300 Vice Admiral H.D. STEVENSON, C.B.E. attended a luncheon onboard.
37. Due to shipping movements in the harbour, the ship was delayed in sailing until 1100 Thursday 23rd.

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38. Arriving off Pipon Island at 0600 Friday 24th, the camp was re-victualled. The Flinders Island tide gauge was visited and the ship proceeded to Cliff Island to re-victual there. The ship anchored off Cape Sidmouth at 1940.

39. On completion of victualling the Cape Sidmouth camp on Saturday 25th, the ship and boat proceeded sounding, anchoring in the outer reef at 1700.

40. The site at Cliff Island developed further power supply problems on Sunday 26th; necessitating the return of the ship to that site on Sunday 26th.

41. The ship re-entered the survey area by the Fairway Channel on Monday 27th. The ship and boat proceeded sounding.

42. Wind strength began rising overnight and by morning the wind was gusting to force 7. The ship and boat ran for shelter behind Hay Island. The boat was hoisted and the ship remained at anchor for the remainder of the day.

43. As force 6-7 weather continued into Wednesday 29th it was thought that sea conditions in the outer reef would be unsuitable for surveying. The ship weighed and investigated shoals in the area of Hannah Island. The severity of the winds played havoc with the shore camps. Tents were torn and radio aerials blown down.

44. The weather improved on Thursday 30th and the ship proceeded into the outer area sounding, anchoring at 2330.

45. The weather further improved on Friday 31st allowing the ship to closely approach the indicated dangers. The ship returned to an anchorage off Fife Island at 1845.

46. The health of the ships company is good. Their morale is high and their conduct has been very good. The weather experienced during the month has delayed the preparation of the exterior of the ship for the annual inspection in November. However good progress has been made in the Marine Engineering Compartments.

I have the honour to be,

Sir,

Your Obedient Servant

(J.S. DOYLE)

Lieutenant Commander RAN
COMMANDING OFFICER

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HMAS FLINDERS - REPORT OF PROCEEDINGS - OCTOBER 1975

STEAMING APPENDIX

Hours underway during month	299hrs 48m
Hours underway since commissioning	4391hrs 34m
Miles steamed during month	3092
Miles steamed since commissioning	46593.4
Miles sounded during month	481.1
Miles sounded by boat	54.5

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DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER HULANDS

ORIGINAL/COPY _____
 DUPLICATE COPY MADE _____
 DATE OPENED 11/11 19 75

REGISTRATION

SECURITY CLASSIFICATION

<u>V/C</u>

TITLE HMAS FLINDERS - REPORT OF PROCEEDINGS - OCTOBER 1975

REGISTRATION NUMBER N428/3/1176
 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
<u>B24.2</u>	<u>a/a</u>

NAME INDEX

HEADING	PRECIS
<u>HMAS FLINDERS</u>	<u>a/a</u>

ALTER FILE NUMBER ON LOGGING CARD FOR HMAS FLINDERS
 LETTER DATED 31/10 1975 REFERENCE NUMBER 70/22/3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS

Report of Proceedings NOV 1975

ASRP-N 17/12/75

DNO Throughout the month FLINDERS has been active on her Barrier Reef Survey grounds, visiting Cairns from 5-7 and returning there again on 21st

DGNOP to commence leave & maintenance period.

DCNS The ship was inspected by the Hydrographer RAN on 20-21 Nov.

CNE
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14-23/12

FAS C of S - N 12/11/76

PRLO-N 15/1

ASRP-N (NS55) 19/1

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

AS 17/12



DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 31-1611

IN REPLY QUOTE B.1-16-34


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

23 DEC 1975

Special Deputy (Navy Office)
Department of Defence
CANBERRA. A.C.T. 2600.

HMAS FLINDERS - REPORT OF PROCEEDINGS - NOVEMBER 1975

1. The enclosures are forwarded in accordance with R.I. Appendix 29A.
2. A further explanation having regard to paragraph 25 of the report is being sought.


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

KC Enclosures: Report of Proceedings (2 copies).

CENTRE
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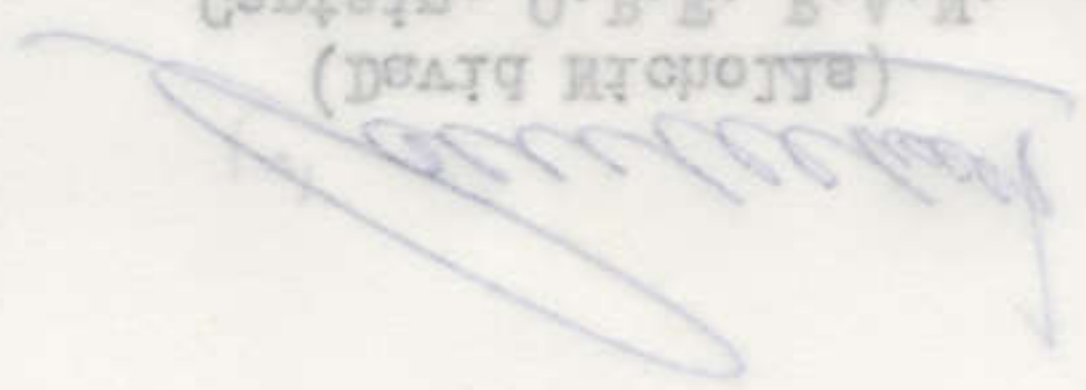
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INFORMATION ANALYSIS
CENTRE

Enclosures: Report of Proceedings (2 copies).

OPERATIONAL
NAVY OFFICER COMMANDING
SUBSISTENCE O.B.E. R.V.N.
(DEPT. HEADQUARTERS)



- 2. A further explanation relating to the report
- 4. The enclosures are forwarded in accordance with R.I. Appendix 2A.

NAVY HEADQUARTERS - REPORT OF PROCEEDINGS - NUMBER 1012

COMMUNION V.C.L. 5000
Department of Defence
General Services (Navy Office)

5 3 DEC 1975

IN REPLY TO: B.1-10-34
REFERENCE: 31-10-11

REPLY TO: 4001
Box 1110 G.P.O.
Edwards Street
NAVY HEADQUARTERS



DEPARTMENT OF DEFENCE



~~DEPARTMENT OF THE NAVY~~

~~NAVY OFFICE~~
~~CANBERRA ACT 2600~~

In Reply Quote 70/22/3

HMAS FLINDERS
At Cairns.

30th November, 1975.

The Naval Officer Commanding,
QUEENSLAND.

For Information:

The Special Deputy,
Department of Defence (NAVY).

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

The Hydrographer,
ROYAL AUSTRALIAN NAVY.

HMAS FLINDERS - REPORT OF PROCEEDINGS - NOVEMBER 1975

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship FLINDERS, under my command, for the month of November 1975. The ship remained in the Queensland Operational Sub Area, keeping zone time -10. The Survey "Tijou Reef to Lowry Passage" was continued.

2. As the major spring tides since the equinox occurred during the beginning of the month, the ships activities were directed towards obtaining continuous tidal records at the established stations.

3. A camp party was landed at Fife Island at 0600 Saturday 1st. The ship then weighed and proceeded to an anchorage off Cape Sidmouth. The Hifix site ashore was re-victualled. The Survey Motor Boat was lowered, the operational Hifix receiver transferred to her and she was despatched sounding. The Fife Island camp had been victualled in order to support her.

4. The ship weighed at 0940 and proceeded to the south, anchoring off Cliff Island at 1400. The Hifix master site was re-victualled. Weighing at 1500 the ship proceeded to the Flinders Island Group. A camp party was landed at 1730. The ship remained at anchor in Owen Channel overnight.

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DEPARTMENT OF THE NAVY

NAVY/DEPT OF THE NAVY
CANBERRA ACT 2600

In Reply Quote

5. Weighing at 0700 Sunday 2nd, course was set for Pipon Island. The remaining Hifix Camp was re-victualled and the ship returning through Fly Channel checked the results of the Flinders Island Tide Pole party. These results were unsatisfactory. Additional equipment and personnel were landed to rectify the deficiencies ashore.
6. The ship then proceeded to the northward. At this stage, out of the complement of 38, 15 were detached in surveying parties ashore, and with one turned in for medical reasons onboard, the ship seemed deserted. For these reasons no attempt was made to establish the additional tidal station at Cape Melville. The ship anchored at Fife Island at 1700. The SMB returned alongside at 1730.
7. After transferring the operational Hifix receiver to the ship, ship and boat proceeded consort sounding on Monday 3rd. At 1500, to take advantage of the good weather being experienced, the ship anchored and the boat continued, delineating reefs until 1800 when it was hoisted. The ship then weighed and continued sounding overnight.
8. The ship continued sounding until midday Tuesday 4th when the party at Fife Island was recovered. The Flinders Island party was recovered at 1730. On completion of transfer of personnel at Pipon Island at 1940, the ship proceeded to Cairns.
9. The ship secured starboard side to No.2 berth Cairns at 1130 Wednesday 5th. The ship was fueled, and stored, recreational leave was granted.
10. LIEUTENANT COMMANDER J.S. COMPTON RAN joined the ship Thursday 8th for a period of sea training. The five new portable HF radios were delivered.
11. As an item of urgently required stores was expected on the mid day flight, the ship delayed sailing until 1300 Friday 7th.
12. Time was taken on passage to the survey ground to carry out drills and evolutions.
13. The ship arrived off Pipon Island at 0600 Saturday 8th. The southern camps were visited and re-victualled. The new radios were established ashore. A further calibration of the Hifix was conducted off Cliff Island.
14. The ship anchored off Fife Island at 1645. The shore party was re-established. Another calibration of the Hifix was undertaken and the SMB was lowered.

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~~DEPARTMENT OF THE NAVY~~

~~NAVY OFFICE~~
~~CANBERRA, A.C.T. 2600~~

In Reply Quote

15. At 2340 the SMB went to the assistance of the yacht "Billy Blue" that had ran aground on the Fife Island sand spit. On towing the yacht off, the SMB secured alongside at 0030 Sunday 9th.
16. An observing party proceeded in the SMB to Heath Reef at 0600. The ship weighed and proceeded towards Cape Sidmouth. Hifix was calibrated and the northern camp re-victualled. The ship proceeded sounding at 0845. The ship anchored at 1700 in the outer reef.
17. The SMB proceeded sounding on the morning of Monday 10th. The Cliff Island site reported that their one remaining diesel generator had failed and that they were running on the standby petrol generator with only a limited amount of fuel. The ship weighed, leaving the boat to continue sounding. Enroute to Cliff Island, the Fife Island camp was provisioned to allow the boat to stay overnight in that area. The ship anchored at 1900.
18. Replacement equipment was landed at Cliff Island at 0600 Tuesday 11th. The site becoming fully operational, the ship weighed at 0845 and returned to Fife Island, anchoring at 1130. The boat's crew was changed and the boat continued sounding until 1930.
19. The boat was despatched sounding at 0400 Wednesday 12th. The ship weighed and proceeded to Lizard Island. LIEUTENANT COMMANDER COMPTON was landed at 1530 and the ship returned to the survey ground, anchoring at Fife Island 0440 Thursday 13th. The boat returned alongside at 0600.
20. With replacement crews, the boat continued sounding until 0030, Friday 14th. The ship recovered the personnel and equipment from Fife Island.
21. The ship weighed and proceeded consort sounding with the boat, anchoring in the outer reef at 2000.
22. The ship weighed at 0600 Saturday 15th. The boat was despatched inshore to collect the tide gauge readings from Fife Island. The ship recovered the reference buoys and completed a small amount of sounding. The ship anchored at 1130 off Cape Sidmouth and the Hifix site was recovered.
23. On completion of hoisting the boats the ship weighed at 1530 and proceeded to Pipon Island, anchoring at 2145.
24. Working parties were landed at 0730 Sunday 16th and recovery of the Pipon Island site proceeded. The ship weighed at 1030 and proceeded to the Flinders Island Group where the camp situated there was recovered.

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~~DEPARTMENT OF THE NAVY~~

~~NAVY OFFICE~~
~~CANBERRA A.C.T. 2600~~

In Reply Quote

25. The ship arrived off Cliff Island at 1530 and the remaining camp was recovered by 1800. It had become apparent that the records of two lines of sounding had been destroyed so the ship proceeded to the northward again and anchored at Fife Island at 2045.

26. On Monday 17th the ship re-established a tide gauge at Fife Island, landed an observing party at Heath Reef and anchored in the area of the missing soundings. The boat was then coned by radar to complete the area. The sounding being completed, the ship weighed at 1500. The boat was hoisted and the shore parties recovered. The ship proceeded to Stanley Island, anchoring at 2100.

27. Tuesday 18th was spent preparing for the annual inspection. The weather which had been excellent began to deteriorate into a south easter gusting to force 6.

28. The weather prevented any further work on the upper deck on Wednesday 19th. The ship weighed at 1800 and proceeded to the southward in a force 6 gusting force 7 south easter.

29. Due to the weather a signal was sent amending the programme for the Hydrographers inspection.

30. On Thursday 20th the boat was lowered at 1130 with the ship lying in the lee close under Low Island. The ship escorted the boat across to Port Douglas. The Hydrographer joined the boat inshore and embarked onboard at 1310.

31. The ship returned to the lee of Low Islands, anchoring at 1340. Divisions and rounds were conducted. The ship weighed at 1700, hoisted the boat and sea evolutions were conducted. The ship anchored at Low Island at 1900.

32. Weighing at 0530 Friday 21st the ship proceeded to Cairns, securing starboard side to No.2 berth at 0900. Departmental inspections were then commenced. On completion of the inspections, recreational leave was granted.

33. A very successful car rally was conducted by the ships company on Sunday 23rd. As this event proved so popular more will be planned in the future.

34. The ship fueled on Monday 24th. The maintenance programme commenced.



~~DEPARTMENT OF THE NAVY~~

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In Reply Quote

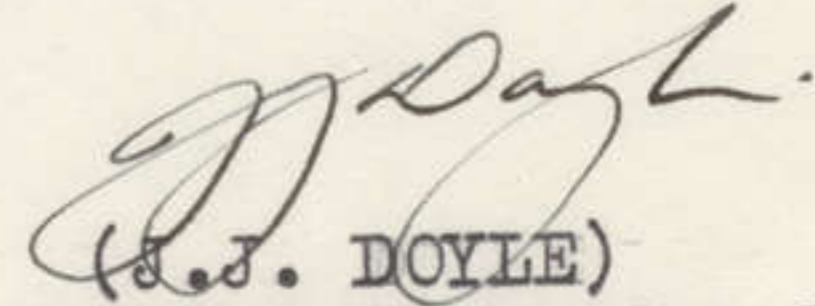
35. The leave period began on Friday 28th when the first leave party proceeded.

36. The morale of the ships company is high and their conduct very good. The ships company underwent dental examinations on Monday 24th. Their general health has been good.

I have the honour to be

Sir,

Your obedient servant


(J.J. DOYLE)

Lieutenant Commander RAN
COMMANDING OFFICER



~~DEPARTMENT OF THE NAVY~~

~~NAVY OFFICE
CANBERRA, A.C.T. 2600~~

In Reply Quote

STEAMING APPENDIX

MILES STEAMED DURING MONTH	2198.5
MILES STEAMED SINCE COMMISSIONING	48791.9
HOURS UNDERWAY DURING MONTH	196hr 51m
HOURS UNDERWAY SINCE COMMISSIONING	4588hr 25m
MILES SOUNDED(SHIP)	495.1
MILES SOUNDED(BOAT)	569.5



DEPARTMENT OF THE NAVY

NAVY OFFICE
CANBERRA, A.C.T. 2600

In Reply Quote 70/22/3

HMAS FLINDERS
At Cairns.

30th November, 1975.

The Naval Officer Commanding,
QUEENSLAND.

For Information:

The Special Deputy,
Department of Defence (NAVY).

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

The Hydrographer,
ROYAL AUSTRALIAN NAVY.

HMAS FLINDERS - REPORT OF PROCEEDINGS - NOVEMBER 1975

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3. A camp party was landed at Fife Island at 0600 Saturday 1st. The ship then weighed and proceeded to an anchorage off Cape Sidmouth. The Hifix site ashore was re-victualled. The Survey Motor Boat was lowered, the operational Hifix receiver transferred to her and she was despatched sounding. The Fife Island camp had been victualled in order to support her.

4. The ship weighed at 0940 and proceeded to the south, anchoring off Cliff Island at 1400. The Hifix master site was re-victualled. Weighing at 1500 the ship proceeded to the Flinders Island Group. A camp party was landed at 1730. The ship remained at anchor in Owen Channel overnight.

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DEPT. OF DEFENCE

CENTRAL REGISTRY

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UNITED STATES - DEPARTMENT OF DEFENSE - WASHINGTON 20315

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DEPARTMENT OF DEFENSE (MVAI)
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DEPARTMENT OF THE MVAI



DEPARTMENT OF THE NAVY

NAVY OFFICE
CANBERRA, A.C.T. 2600

In Reply Quote

5. Weighing at 0700 Sunday 2nd, course was set for Pipon Island. The remaining Hifix Camp was re-victualled and the ship returning through Fly Channel checked the results of the Flinders Island Tide Pole party. These results were unsatisfactory. Additional equipment and personnel were landed to rectify the deficiencies ashore.
6. The ship then proceeded to the northward. At this stage, out of the complement of 38, 15 were detached in surveying parties ashore, and with one turned in for medical reasons onboard, the ship seemed deserted. For these reasons no attempt was made to establish the additional tidal station at Cape Melville. The ship anchored at Fife Island at 1700. The SMB returned alongside at 1730.
7. After transferring the operational Hifix receiver to the ship, ship and boat proceeded consort sounding on Monday 3rd. At 1500, to take advantage of the good weather being experienced, the ship anchored and the boat continued, delineating reefs until 1800 when it was hoisted. The ship then weighed and continued sounding overnight.
8. The ship continued sounding until midday Tuesday 4th when the party at Fife Island was recovered. The Flinders Island party was recovered at 1730. On completion of transfer of personnel at Pipon Island at 1940, the ship proceeded to Cairns.
9. The ship secured starboard side to No.2 berth Cairns at 1130 Wednesday 5th. The ship was fueled, and stored, recreational leave was granted.
10. LIEUTENANT COMMANDER J.S. COMPTON RAN joined the ship Thursday 8th for a period of sea training. The five new portable HF radios were delivered.
11. As an item of urgently required stores was expected on the mid day flight, the ship delayed sailing until 1300 Friday 7th.
12. Time was taken on passage to the survey ground to carry out drills and evolutions.
13. The ship arrived off Pipon Island at 0600 Saturday 8th. The southern camps were visited and re-victualled. The new radios were established ashore. A further calibration of the Hifix was conducted off Cliff Island.
14. The ship anchored off Fife Island at 1645. The shore party was re-established. Another calibration of the Hifix was undertaken and the SMB was lowered.

...../15



DEPARTMENT OF THE NAVY

NAVY OFFICE
CANBERRA, A.C.T. 2600

In Reply Quote

15. At 2340 the SMB went to the assistance of the yacht "Billy Blue" that had ran aground on the Fife Island sand spit. On towing the yacht off, the SMB secured alongside at 0030 Sunday 9th.
16. An observing party proceeded in the SMB to Heath Reef at 0600. The ship weighed and proceeded towards Cape Sidmouth. Hifix was calibrated and the northern camp re-victualled. The ship proceeded sounding at 0845. The ship anchored at 1700 in the outer reef.
17. The SMB proceeded sounding on the morning of Monday 10th. The Cliff Island site reported that their one remaining diesel generator had failed and that they were running on the standby petrol generator with only a limited amount of fuel. The ship weighed, leaving the boat to continue sounding. Enroute to Cliff Island, the Fife Island camp was provisioned to allow the boat to stay overnight in that area. The ship anchored at 1900.
18. Replacement equipment was landed at Cliff Island at 0600 Tuesday 11th. The site becoming fully operational, the ship weighed at 0845 and returned to Fife Island, anchoring at 1130. The boat's crew was changed and the boat continued sounding until 1930.
19. The boat was despatched sounding at 0400 Wednesday 12th. The ship weighed and proceeded to Lizard Island. LIEUTENANT COMMANDER COMPTON was landed at 1530 and the ship returned to the survey ground, anchoring at Fife Island 0440 Thursday 13th. The boat returned alongside at 0600.
20. With replacement crews, the boat continued sounding until 0030, Friday 14th. The ship recovered the personnel and equipment from Fife Island.
21. The ship weighed and proceeded consort sounding with the boat, anchoring in the outer reef at 2000.
22. The ship weighed at 0600 Saturday 15th. The boat was despatched inshore to collect the tide gauge readings from Fife Island. The ship recovered the reference buoys and completed a small amount of sounding. The ship anchored at 1130 off Cape Sidmouth and the Hifix site was recovered.
23. On completion of hoisting the boats the ship weighed at 1530 and proceeded to Pipon Island, anchoring at 2145.
24. Working parties were landed at 0730 Sunday 16th and recovery of the Pipon Island site proceeded. The ship weighed at 1030 and proceeded to the Flinders Island Group where the camp situated there was recovered.

...../25



DEPARTMENT OF THE NAVY

NAVY OFFICE
CANBERRA, A.C.T. 2600
XXXXXXXXXXXXXXXXXXXX

In Reply Quote

25. The ship arrived off Cliff Island at 1530 and the remaining camp was recovered by 1800. It had become apparent that the records of two lines of sounding had been destroyed so the ship proceeded to the northward again and anchored at Fife Island at 2045.
26. On Monday 17th the ship re-established a tide gauge at Fife Island, landed an observing party at Heath Reef and anchored in the area of the missing soundings. The boat was then coned by radar to complete the area. The sounding being completed, the ship weighed at 1500. The boat was hoisted and the shore parties recovered. The ship proceeded to Stanley Island, anchoring at 2100.
27. Tuesday 18th was spent preparing for the annual inspection. The weather which had been excellent began to deteriorate into a south easter gusting to force 6.
28. The weather prevented any further work on the upper deck on Wednesday 19th. The ship weighed at 1800 and proceeded to the southward in a force 6 gusting force 7 south easter.
29. Due to the weather a signal was sent amending the programme for the Hydrographers inspection.
30. On Thursday 20th the boat was lowered at 1130 with the ship lying in the lee close under Low Island. The ship escorted the boat across to Port Douglas. The Hydrographer joined the boat inshore and embarked onboard at 1310.
31. The ship returned to the lee of Low Islands, anchoring at 1340. Divisions and rounds were conducted. The ship weighed at 1700, hoisted the boat and sea evolutions were conducted. The ship anchored at Low Island at 1900.
32. Weighing at 0530 Friday 21st the ship proceeded to Cairns, securing starboard side to No. 2 berth at 0900. Departmental inspections were then commenced. On completion of the inspections, recreational leave was granted.
33. A very successful car rally was conducted by the ships company on Sunday 23rd. As this event proved so popular more will be planned in the future.
34. The ship fueled on Monday 24th. The maintenance programme commenced.

...../35



DEPARTMENT OF THE NAVY

NAVY OFFICE
CANBERRA, A.C.T. 2600

In Reply Quote

35. The leave period began on Friday 28th when the first leave party proceeded.

36. The morale of the ships company is high and their conduct very good. The ships company under went dental examinations on Monday 24th. Their general health has been good.

I have the honour to be

Sir,

Your obedient servant

(J.J. DOYLE)
Lieutenant Commander RAN
COMMANDING OFFICER



DEPARTMENT OF THE NAVY

NAVY OFFICE
CANBERRA, A.C.T. 2600

In Reply Quote

STEAMING APPENDIX

MILES STEAMED DURING MONTH	2189.5
MILES STEAMED SINCE COMMISSIONING	48791.9
HOURS UNDERWAY DURING MONTH	196hr 51m
HOURS UNDERWAY SINCE COMMISSIONING	4588hr 25m
MILES SOUNDED(SHIP)	495.1
MILES SOUNDED(BOAT)	569.5

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER *W. Gulliffr.*

ORIGINAL/COPY _____
 DUPLICATE COPY MADE _____
 DATE OPENED 11. 12. 1970

REGISTRATION

SECURITY CLASSIFICATION

TITLE AMAS FRINDERS - REPORT OF PROCEEDINGS
Nov 1970.

REGISTRATION NUMBER N428-2-1231

MARK TO AGAP-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
<u>R24. 2</u>	

NAME INDEX

HEADING	PRECIS
<u>AMAS FRINDERS</u>	<u>As above.</u>

ALTER FILE NUMBER ON LOGGING CARD FOR AMAS Frinders
 LETTER DATED 30. 11. 1970 REFERENCE NUMBER 70/22/3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS FLINDERS

Report of Proceedings DEC 75

ASRP-N

27/1/76

~~DNO~~

During the period of this report HMAS FLINDERS remained in CAIRNS undergoing AMP

~~DGNOP~~

Lt Comdr DOYLE was relieved in command by Lt Comdr COMPTON on 20 Dec.

~~DCNS~~

~~CNS~~

30/3.

25/3

~~CNP~~

3/3.

~~CNTS~~

~~CNSW~~

~~CNM~~

FAS C of S - N MY-TATE

~~PRLO-N~~

~~ASRP-N~~

(NS55) 13/4

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

23



INFORMATION CONTROL CENTRE
N428/3/1299

DEPARTMENT OF THE NAVY DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B.1-16-34

ASPP-N
7.1.76

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

12 JAN 1976

Special Deputy (Navy Office)
Department of Defence
CANBERRA. A.C.T. 2600.

LOGGED

For information:

Flag Officer Commanding
H.M. AUSTRALIAN FLEET.

HMAS FLINDERS - REPORT OF PROCEEDINGS - DECEMBER 1975

1. The enclosures are forwarded in accordance with R.I. Appendix 29A.
2. The Commanding Officer's attention has been drawn to AFGO 0820.b. Annex B in particular NBCD and emergency procedures.

(Signature)
(David Nicholls)
Captain OBE RAN
NAVAL OFFICER COMMANDING
QUEENSLAND

A. Enclosures: Report of Proceedings (2 copies).

N428/3/1299

CENTRE
INFORMATION ANALYSIS
DEPT OF DEFENCE
JAN 11 1976

ASPP-N
(A)

Handwritten initials and a circled 'H' in the top left corner.

JAN 14 11 43 '75
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

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Enclosures: Report of Proceedings (5 copies).

NAVY OFFICERS COMMANDING
SPECIAL ONE UNIT
(DEALY REPORT)

Handwritten signature or initials over the typed text.

- 1. The commanding officer, a warrant officer has been drawn to VECO OBSO.P.
- 2. The enclosures are forwarded in accordance with R.I. Appendix 2.

REPORTS - REPORT OF PROCEEDINGS - DECEMBER 1974

H.M. VASILEVICIUS
NAVY OFFICERS COMMANDING
FOR INFORMATION:

NAVY OFFICERS COMMANDING
DEPARTMENT OF DEFENCE
SPECIAL ONE UNIT (DEALY REPORT)

RECEIVED stamp.

15 JAN 1975 stamp.

NAVY OFFICERS COMMANDING
DEPARTMENT OF DEFENCE
SPECIAL ONE UNIT (DEALY REPORT)

IN REPLY TO: B-1-10-34
REFERENCE: 31111



DEPARTMENT OF DEFENCE

Large circular stamp with handwritten text and a date: 15 JAN 1975.

70/22/3

HMAS FLINDERS
At Cairns.

31st December, 1975.

The Naval Officer Commanding,
QUEENSLAND.

For Information:

The Special Deputy, Department of Defence (NAVY).

The Flag Officer Commanding, HM AUSTRALIAN FLEET.

The Hydrographer, ROYAL AUSTRALIAN NAVY.

HMAS FLINDERS - REPORT OF PROCEEDINGS - DECEMBER 1975

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship FLINDERS for the month of December 1975. The ship was under the command of LIEUTENANT COMMANDER J.J. DOYLE RAN until 0800 on 20th December, 1975 from which time command was assumed by myself. All times reported are zone time -10.
2. The ship spent the month in Cairns undergoing self and assisted maintenance in preparation for the next survey season in the Mackay Area, scheduled to commence on 12th January, 1976. Assistance from Garden Island Dockyard was provided to rectify the long standing defect in Alpine Precision Ranging Attachment (PRA), to the Type 829 Radar and to assist in setting to work the Hifix in the two range mode, while the ship's company continued the self maintenance programme and undertook support for the Tropical Trials unit at Innisfail between 2nd and 5th December, 1975.
3. To assist in setting the Hifix to work, an Hifix site was established in the secure area of the Portan Barracks, the local Army Establishment.
4. Final setting to work of the PRA was undertaken on Monday 8th December when the transponders were landed and the unit calibrated against tellurometers. The final adjustment of Hifix was being hindered by re-radiation of the master signal from the ship by the sheds on the wharf adjacent to the ship's berth. To overcome this the ship proceeded to Sea at 0900 Thursday 11th December to conduct trials on Hifix, the repaired gyro and the deep echo sounder, returning alongside at 1425 having successfully completed all trials and berthing port side to at No. 1 berth.

5. In order to allow full checking out of the Survey Motor Boat, "Deliverance", the ship was cast off and resecured starboard side to No.1 berth during the forenoon of 31st December. Thus enabling the boat to be lowered and hoisted at will as necessary for trials.
6. With the exception of the two ton deck crane (HMAS FLINDERS DDZ/OWU 190433Z NOV 75) the material state of the ship is good, all spaces reflecting the recent annual inspection. It is expected that the deck crane will be operational by the scheduled sailing date of 12th January, 1976.
7. The morale of the Ship's Company is high and conduct continues to be very good. General health remains good.

I have the honour to be

Sir,

Your obedient servant



J.S. COMPTON)
Lieutenant Commander RAN
COMMANDING OFFICER

STEAMING APPENDIX

MILES STEAMED DURING THE MONTH	45.0
MILES STEAMED SINCE COMMISSIONING	48836.9
HOURS UNDERWAY DURING THE MONTH	6hr 05m
HOURS UNDERWAY SINCE COMMISSIONING	4594hr 30m
MILES SOUNDED DURING THE MONTH	NIL

File Number

N 428	3	1279	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

U/P

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS FLINDERS - REPORT OF PROCEEDINGS - DEC 1975.

M to ASRP - N (Name or Designation) A. (Location)

Cancel File No and inform Movements Section.

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Cross reference this file with:

SUBJECT INDEX

Posting	Precis	Initials
<u>R 24 - 2</u>	<u>As above.</u>	

NAME INDEX

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

LOGGING

Originator	Originator's Reference	Date	Initials
<u>HMAS Flinders</u>	<u>70/22/75</u>	<u>31, 12, 75</u>	

Information Classifier [Signature] (Signature) 7, 1, 76. (Date)

AWM 78

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