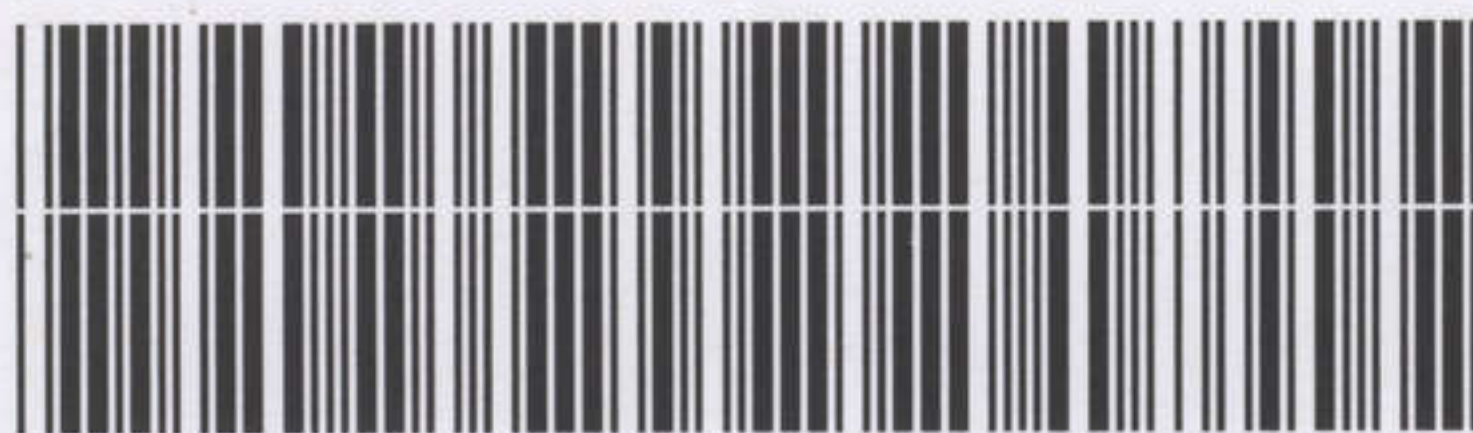


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS HAWK

Item number: 136/5

Title: January 1971 - January 1972



AWM78-136/5

[136/5]

HANK

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1971 -

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
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CONFIDENTIAL

Declassification Authority—Defence Records
This record has been reviewed and has been
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Reviewer: LCDR R. L. Smith (RANEM)

Signature: Date:

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DEPARTMENT OF THE NAVY

18/6/2020

HMAS Hawk

Report of Proceedings Jan, 71

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NAVY REGISTRY

OFFICE OF THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET
FLEET HEADQUARTERS
GARDEN ISLAND NSW 2000

A.F. 1/16/29

24 FEB 1971

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - JANUARY 1971

1. Forwarded.
2. With reference to paragraph 8 the morale of the Ship's Company of HMAS HAWK is now satisfactory.

Lt. Stevenson

Rear Admiral

Enclosure:

HMAS HAWK letter unnumbered dated 4th February 1971

RESTRICTED

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H.M.A.S. HAWK,
At Sydney.

4 February, 1971

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

For Information:

The Commander,
Australian Mine Warfare and Patrol Forces.

H.M.A.S. HAWK - REPORT OF PROCEEDINGS - JANUARY 1971

Sir,

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

2. At the commencement of the period the ship was alongside No. 2 Berth HMAS WATERHEN, carrying out base assisted maintenance. Approximately 50 per cent of the Ship's Company were on annual leave at any one time.

3. The ship was moved by tugs to Garden Island at 1115K on the 11th January, berthing port side to the South East Cruiser Wharf at 1145K. At 1415K the ship was moved into Captain Cook Dock securing starboard side to the dock wall. The ship was docked down during the forenoon of Tuesday 12th January.

4. Whilst in dockyard hands work progressed on renewing the sacrificial sheathing (URDEF 7/71), and was ~~crumpled~~ completed on 21st January. Work was also started on Fibreglassing the flag deck (URDEF 9/71); deck caulking above the engine room (URDEF 10/71); and repairs to piping in the funnel (URDEF 8/71). The ships underwater hull was cleaned and repainted.

5. The ship was refloated by 0810K Saturday 23rd. HAWK was slipped at 1105K and moved by tugs to HMAS WATERHEN, securing at No. 2 berth at 1140K.

6. The remainder of the period was spent alongside at HMAS WATERHEN. During this time maintenance continued and URDEFS 8/71, 9/71 and 10/71 were completed.

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- 2 -

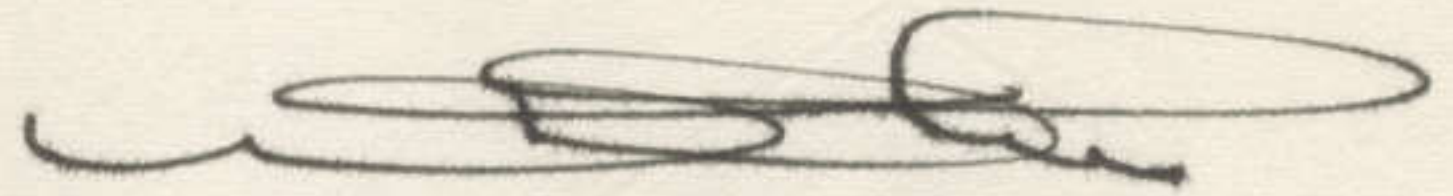
7. HULL AND MACHINERY

The state of the hull, main engines and auxilliary machinery can now be considered sound. The habitability and cleanliness leaves much to be desired due to Dockyard labours, main leave period, and inclement weather.

8. HEALTH, WELFARE AND MORALE

The health and welfare of the Ship's Company is considered satisfactory. Morale, despite the leave period, is not high due to the frustration of having a clean ship at the beginning of their leave and one requiring an excessive amount of work to bring up to the original standard at the end. The eleven days in dockyard hands, coupled with the weather, deteriorated the Ship's appearance to a state vastly below that one can reasonably accept.

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



(W.D.H. LEES)
Lieutenant Commander, RAN
COMMANDING OFFICER

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APPENDIX 1

Steaming Details

Miles steamed during January	NIL
Miles steamed since commissioning	180,986.5
Hours underway during January	NIL
Hours underway since commissioning	15,523 $\frac{3}{4}$

APPENDIX 2

Exercise

No exercises were conducted during the period.

APPENDIX 3

Sport

No organized sport was played during the period.

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17 MAY 1971
NAVY REGISTRY

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CMR

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

A.F. 1/16/29

13 MAY 1971

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - FEBRUARY 1971

Forwarded for information.

[Signature]
Rear Admiral

RT Enclosures:

1. COMAUSMINPABFOR letter 1/16/62 dated 3rd May 1971
2. AF 1/16/29 dated 24th March 1971

Las (us) Ch. 8/6.

1. *MXG* *16/1*

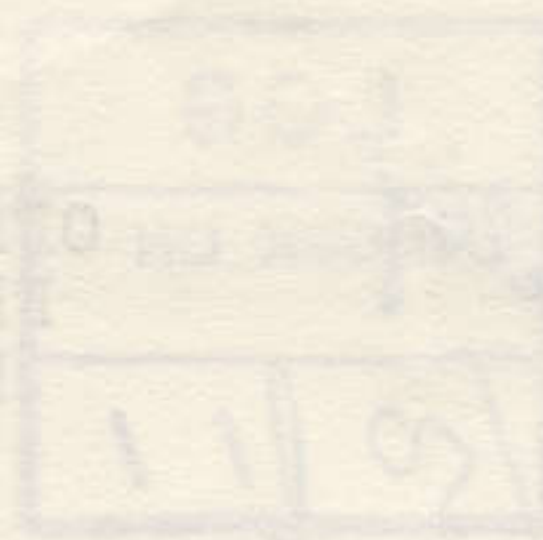
2. *Archives*

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NAVY - CANBERRA

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



CNR

A.F. 17/6/29

13 MAY 1971

The Secretary
Department of the Navy

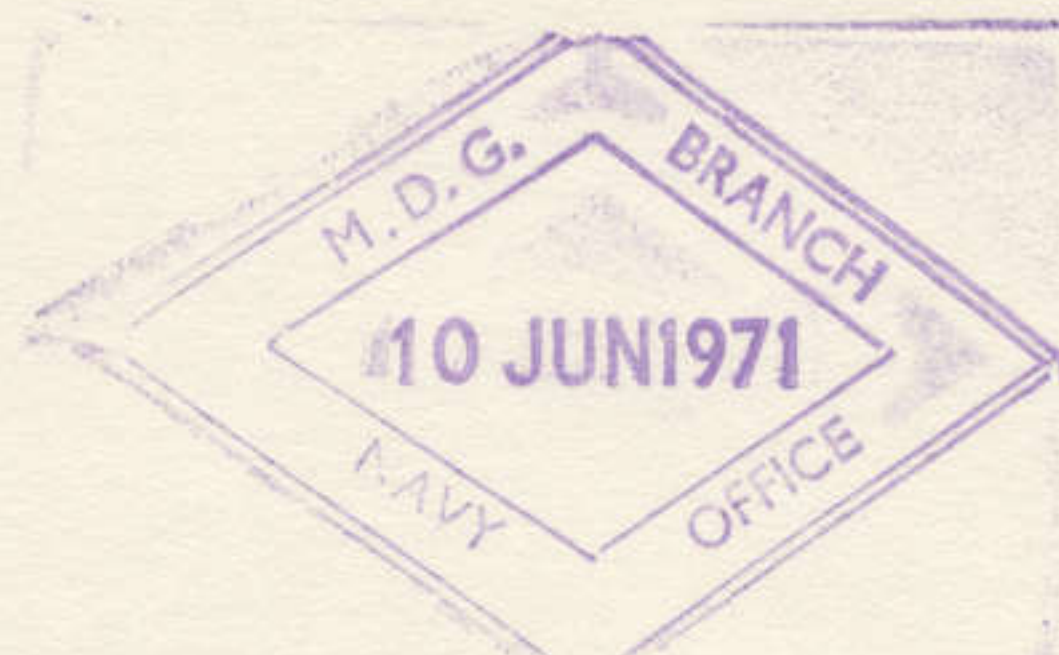
HMAS HAWK - REPORT OF PROCEEDINGS - FEBRUARY 1971

Forwarded for information.

[Handwritten signature]
Rear Admiral

Enclosures:

1. COMUSMINTPACRON letter 17/6/25 dated 3rd May 1971
2. AF 17/6/29 dated 24th March 1971



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TELEPHONE:

IN REPLY QUOTE

1/16/62.

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ROYAL AUSTRALIAN NAVY

Office of the Commander
Australian Mine Warfare and
Patrol Boat Forces,
H.M.A.S. WATERHEN
WAVERTON N.S.W. 2060

03 MAY 1971

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

(8)

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

References: A. HAWK's Report of Proceedings - February 1971 dated
4th March, 1971. - (3)
B. AF 1/16/29 dated 24th March, 1971. - (4)

The seemingly high incidence of nervous disorders in H.M.A.S. HAWK has been discussed with the Fleet Medical Officer and the Commanding Officer, H.M.A.S. HAWK.

2. One diagnosed illness was due to a duodenal ulcer, one was due to hypertension of which the sailor concerned had a slight history before joining H.M.A.S. HAWK and one was nervous strain resulting in a condition similar to epilepsy. The undiagnosed case was one of vomiting small quantities of blood but no medical reason was found.

3. It is the considered opinion of the Fleet Medical Officer that only two of the cases mentioned in Reference A can be definitely attributable to nervous disorders and that the seemingly high incidence was one of coincidence.

(Sgd.) J. M. KELLY

(J.M. Kelly)
COMMANDER R.A.N.
COMAUSMINPABFOR

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OFFICE OF THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND N.S.W.

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CMR

24 MAR 1971

2000

1/16/29

The Commander
Australian Mine Warfare and Patrol Boat Forces

HMAS HAWK - REPORT OF PROCEEDINGS - FEBRUARY 1971

Reference: HMAS HAWK letter unnumbered dated 4th March 1971

1. Your comments are to be forwarded on the seemingly high incidence of nervous disorders revealed in paragraph 25 of the reference.
2. The services of the Fleet Medical Officer may be called upon if required.

(SGD.) H. D. STEVENSON

Rear Admiral

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DEPARTMENT OF THE NAVY

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1816/2673

HMAS Hawk

Report of Proceedings Feb, 71

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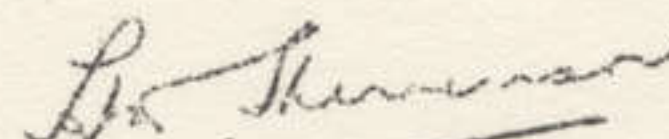
24 MAR 1971

A.F. 1/16/29

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - FEBRUARY 1971

1. Forwarded.
2. The flooding of the generators was caused by the failure of a sailor to shut off the shore supply of fresh water after replenishment. Disciplinary action has been taken against the sailor concerned and Squadron Standing Orders are being amended to provide adequate surveillance of bilge water levels. Modification of the tank filling arrangements to eliminate the risk of flooding from this cause has been proposed.
3. With reference to paragraph 25 the remarks of COMAUSMINPABFOR have been sought on the nervous disorders in the squadron.


Rear Admiral

R Enclosure:

HMAS HAWK letter unnumbered, dated 4th March 1971 (3 copies)

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H.M.A.S. HAWK
at Jervis Bay

4th March 1971

The Flag Officer Commanding
H.M. AUSTRALIAN FLEET

For Information

The Commander
AUSTRALIAN MINE WARFARE AND PATROL FORCES

HMAS HAWK - REPORT OF PROCEEDINGS - FEBRUARY 1971

Sir,

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

1. At the commencement of the period HAWK was alongside at HMAS WATERHEN, completing leave and maintenance, and carrying out In Harbour work-up exercises. These included AGR checks and Damage Control training at HMAS PENGUIN, gunnery drills, communications drills and a party of ten to Long Bay rifle range for rifle and pistol shooting.
2. At 1430K on the 2nd of February it was discovered that numbers one, two and three generators were unserviceable due to the ingress of water. Part of the main switchboard had also suffered damage due to water. My letter "Report of Damage by Flooding" unnumbered, dated 8 February 1971 refers.
3. Repairs to the generators and switchboard prevented the ship from sailing for work-up on the 10th February as planned. During this period alongside, work progressed on the damage repairs, and also on ship maintenance.
4. Dockyard repairs completed, HAWK slipped from WATERHEN at 0806K 17th February and proceeded to Spectacle Island to ammunition, securing to the ammunition lighter at 0825K. Ammunitioning completed, the ship slipped at 0953K and proceeded to sea. In addition to her normal outfit, the ship carried 104 cans of 20 mm ammunition for dumping.
5. On clearing Sydney Heads, course was set for Jervis Bay, crossing the 500 fathom line en route to dump ammunition, this being completed by 1310K. On passage an NBCD exercise was held and the watch and station bill proved.

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6. On entering Jervis Bay, the ship secured alongside HMAS CURLEW for a short period, and at 1735K anchored in E2 berth.
7. HAWK weighed anchor and proceeded to sea with CURLEW in company at 0558K 18th February. Transfer approaches and preliminary minesweeping formations were exercised until 0910K when CURLEW was detached to Sydney.
8. HAWK returned to Jervis Bay for exercises which consisted of OOW Ship Handling on a drifting danbuoy and a damage control exercise. The ship anchored in F5 anchorage at 1620K.
9. The ship weighed anchor at 0820K on the 19th February and proceeded to lay four danbuoys in Jervis Bay. The remainder of the day was spent streaming double orepesa sweeps, exercising sweep deck crew, and port and starboard minesweeping defence watches. At 1730K the ship anchored in MONTAGU ROADS, Jervis Bay.
10. After weighing anchor at 0805K 20th February, the ship commenced streaming Influence sweeps at 0909K. After two minor power failures were rectified, Combined Towed Acoustic sweep was streamed by 1029K. The Magnetic Loop MM 11(L) was then streamed, and pulsing commenced at 1110K. Practise in minesweeping navigation was obtained by running the dan line laid the previous day.
11. All sweeps were recovered and the AD transferred by 1512K. Recovery of the danbuoys then commenced, the last dan being recovered at 1623K. The ship anchored in MONTAGU ROAD Jervis Bay at 1635K.
12. HAWK weighed anchor at 2355K on the 20th February and proceeded on passage to Sydney, berthing port side to HMAS CURLEW at WATERHEN at 0803K Sunday 21st February for minor repairs to the main switchboard.
13. At 0755K Monday 22nd February, HAWK slipped from WATERHEN and in company with CURLEW and SNIPE proceeded to sea. SNIPE was detached off GARDEN ISLAND and CURLEW off Sydney heads.
14. Wire sweeps were streamed and recovered as necessary for calibration of replaced otter slings until 1305K. CURLEW, which had been calibrating sweeps independently, then rejoined.
15. During the afternoon, preliminary minesweeping formations were exercised with CURLEW. Heaving line transfers and light jackstay transfers followed. CURLEW was detached at 1515K to Sydney Harbour for collection of spares for her defective radar. HAWK continued streamed wire sweeps while awaiting CURLEW's return.

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16. CURLEW and SNIPE rejoined at 1700K. Preliminary minesweeping formations were exercised en route to Broken Bay until 1825K when SNIPE was detached to night steam. HAWK anchored on A2 berth Broken Bay at 1913K, CURLEW securing alongside at 1925K.

17. HAWK weighed anchor at 0753K, 23rd February and proceeded to sea with CURLEW in company. After a rendezvous with SNIPE preliminary minesweeping formations were carried out. CURLEW was detached at 0952K to minehunt, and from 1000K HAWK conducted seamanship exercises with SNIPE. These consisted of heaving line transfers, dummy approaches, jackstay transfers and towing.

18. On completion of these exercises HAWK anchored in A4 berth Broken Bay at 1555K. SNIPE and CURLEW anchored independently.

19. At 0800K on 24th February HAWK weighed anchor and proceeded to sea with CURLEW and SNIPE in company. After detaching CURLEW at 0832K and exercising preliminary M/S formations with SNIPE, scheduled exercises were cancelled for the remainder of the day, due to the inclement state of the weather. A high South-east swell and rising winds from the South-east were experienced. The ship anchored in A2 berth Broken Bay at 0915K and conducted internal exercises for the remainder of the day. CURLEW and SNIPE conducted minehunting exercises in Broken Bay, anchoring on completion.

20. After weighing anchor at 0728K on the 25th and proceeding to sea, a double orepesa sweep with CURLEW and SNIPE was commenced. This continued until 0950K when CURLEW and SNIPE were detached to Sydney and HAWK returned to Broken Bay. OOW ship handling was conducted in Broken Bay, the ship anchoring on completion at 1247K in Cowan Creek.

21. At 0754K on the 26th, the ship weighed anchor and proceeded to Sydney. Magnetic Loop MM II(L) and Combined Towed Acoustics sweeps were streamed en route and recovered by 09245K. The ship berthed port side to No. 2 berth HMAS WATERHEN at 1430K.

22. The remainder of the period was spent alongside HMAS WATERHEN. During this period two AMK 12 and seven MK50 exercise mines were embarked for use in EXERCISE SAME DEAL.

23. HULL AND MACHINERY

Main engines and auxiliary machinery have given virtually trouble-free service apart from the damage caused by flooding previously reported. Habitability has been affected since this flooding by intermittent operation of the air conditioning unit, reparation of which will be attempted during the Base Assistant Maintenance Period commencing 5th March.

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24. The state of the hull however, may not be sound as previously reported (January 1971 Report of Proceedings). There are indications of rot, widespread around the hull, mainly where metal scotchmen and discharge pipes are fitted. A complete burn back and survey of the hull has been submitted on HAWK's Supplementary Defect List for the Dockyard Assistance Maintenance Period commencing 19th April.

25. HEALTH, WELFARE AND MORALE

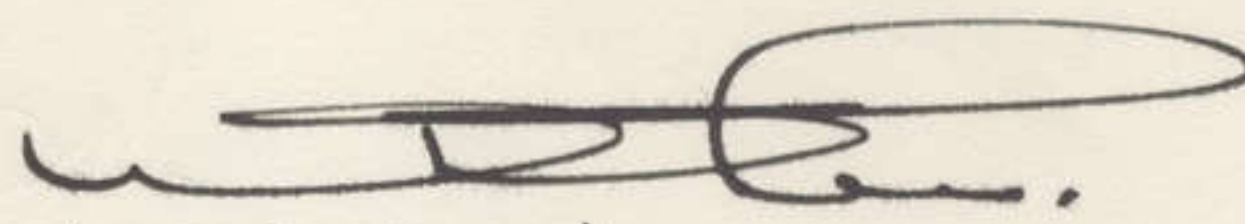
The health and welfare of the Ship's Company is generally good. One Mechanical Engineer (Diesel) was admitted to RANH PENGUIN suffering a nervous disorder. It is worthy of consideration that this ship has encountered three diagnosed illnesses and one possible illness, due to nervous disorders, all sailors being considered most responsible and mature, since the ship recommissioned on 18 September 1970. I do not consider that it is a situation peculiar to this ship, as similar illnesses have been experienced, albeit in small numbers, in other ships of the squadron. Two of the diagnosed cases and the one possible case occurred to an ERAD1 (Charge ERA), Petty Officer Coxswain and Leading Radio Operator.

26. The morale of the Officers and Ship's Company is considered good. The reason for this uplift must be placed on the impression the Kerr Committee and its published dissemination of aims has made, and the hopes of its outcome. The satisfactory working of the ship and the improved standard of cleanliness has assisted.

I have the honour to be,

Sir,

Your obedient servant,



(W.H.D. Lees)
LIEUTENANT-COMMANDER RAN
COMMANDING OFFICER

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STEAMING DETAILS

Distance steamed in February	734.2 miles
Distance steamed since commissioning	181,720.7 miles
Hours underway in February	80.0 hours
Hours underway since commissioning	151,603.75 hours

APPENDIX II

EXERCISES

1. SEAMANSHIP

17 FEBRUARY	Action Stations Defence Stations Leaving Ship Stations Prove watchbill Steering gear breakdowns (2 times) Mark and check starboard cable
18 FEBRUARY	Transfer approaches with CURLEW (3 times) Steering gear breakdown (2 times) OOW ship handling (2½ hours) Man-overboard Emergency Stations Mark and check port cable.
20 FEBRUARY	Steering gear breakdown Lower and recover boat
22 FEBRUARY	Heaving line transfer with CURLEW (2 times) Jackstay transfer with CURLEW (2 times)
23 FEBRUARY	Transfer approaches with SNIPE (4 times) Heaving line transfer with SNIPE (2 times) Jackstay transfer with SNIPE (2 times) Tow For'd with SNIPE
24 FEBRUARY	Raise and lower ship's boat.
25 FEBRUARY	OOW Ship handling (1½ hours) Man overboard

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19 FEBRUARY Land 4 dans
Point and fix dans
Streamed '00' sweep
Calibrate port and starboard wire and kite
Recovered '00' sweep

20 FEBRUARY Transfer AD (2 times)
Stream and recover CTA
Stream and Recover MM II(L)
Recover 4 dans

22 FEBRUARY Stream and recover '00' sweep (4 times)
Preliminary M/S formations with CURLEW and
SNIPE

23 FEBRUARY Preliminary M/S Formations with CURLEW
and SNIPE

24 FEBRUARY Preliminary M/S Formations with SNIPE

25 FEBRUARY '00' sweep with CURLEW and SNIPE

26 FEBRUARY Transfer AD (2 times)
Stream and recover CTA
Stream and recover MM II (L)

3. NAVIGATION

18 FEBRUARY Formation weigh with CURLEW

19 FEBRUARY Calibrate 975 Radar

22 FEBRUARY Formation Anchorage with CURLEW

23 FEBRUARY Formation weigh with CURLEW
Formation anchorage with SNIPE

24 FEBRUARY Formation weigh with CURLEW and SNIPE
Tested and calibrated 80 cm base rangefinder.

4. NBCD

2 FEBRUARY AGR checks and drills
D.C. training

17 FEBRUARY Minor NBCDX (1½ hours)

18 FEBRUARY Major NBCDX (1½ hours)

25 FEBRUARY Fire Exercise
Tested Foam Making Equipment

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5. GUNNERY

3	FEBRUARY	Small arms shoot
17	FEBRUARY	Crews closed up 1 hours gun drill
18	FEBRUARY	Crews closed up 1 hour gun drill

6. COMMUNICATIONS

2	FEBRUARY	Voice procedure
4	FEBRUARY	Voice procedure
17	FEBRUARY	Flashex T.O.'s and Junior Officers
22	FEBRUARY	Flashex TO's and Junior Officers

APPENDIX 3

No organised sport was played during February.

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DEPARTMENT OF THE NAVY

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HMAS *HMAS*

Report of Proceedings *March, 71*

AS(NS) *Ch. 10/5.*

D of O *Ue 10/5*

DCNS *19/5*

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2NM *21/5*

3NM *24/5*

4NM *25/5*

SECRETARY *25/5*

C of S *27/5*

DPR *BV 28/5*

AS(NS) (NS55) *BWH 26/5*

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NAVY—CANBERRA		
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OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

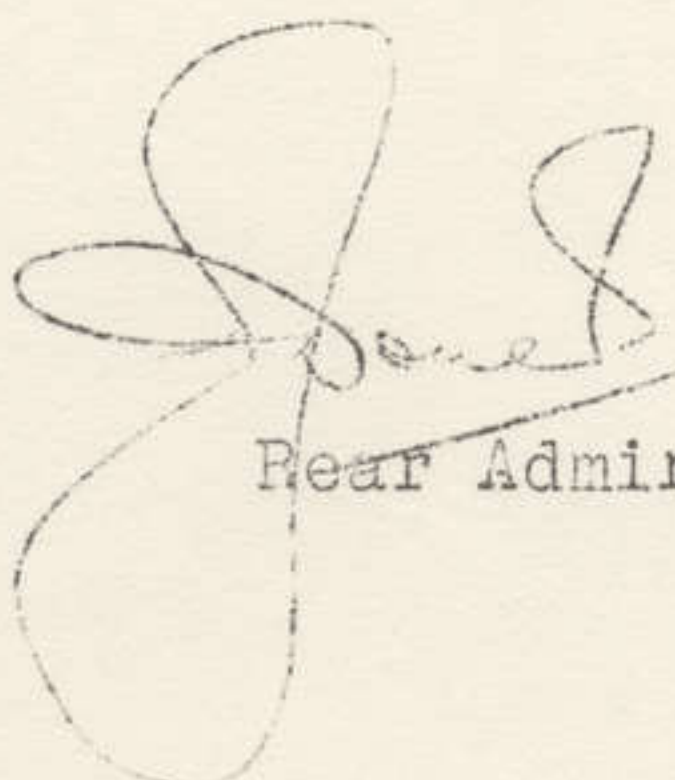
A.F. 1/16/29

23 MAY 1971

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - MARCH 1971

1. Forwarded.
2. The general deteriorated condition of air conditioning pipework has caused intermittent failures of the system. URDEF action has been taken and the Dockyard is replacing suspect components and remaking fatigued brazed connections. The rectification of hull defects is currently in progress.


Rear Admiral

Enclosure:

HMAS HAWK unnumbered letter dated 3rd April 1971

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HMAS HAWK
at Sea.

3 April 1971

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Commander
AUSTRALIAN MINE WARFARE AND
PATROL FORCES

HMAS HAWK - REPORT OF PROCEEDINGS - MARCH 1971

Sir,

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

1. At the commencement of the period the ship was
preparing to sail from HMAS WATERHEN for exercise SAME DEAL
in Jervis Bay. (O/P ORDER 10/71).

2. EXERCISE SAME DEAL

HAWK slipped at 0904K 1st March from WATERHEN and
with SNIPE and CURLEW in company, proceeded to Jervis Bay.
Arriving at 1530K SNIPE and CURLEW were detached to lay mines
and navigational buoys, and HAWK proceeded to the Western side
of Jervis Bay to lay mines. Two AMK12 mines were laid.

3. On completion of which a dan line of six danbuoys
was laid. This was completed by 1733K, and the ship again
proceeded to the Western side of Jervis Bay to lay four MK50
mines. HAWK anchored at 1820K in E1 berth Jervis Bay.

4. The squadron weighed anchor at 0757K on 2nd of March
and proceeded with the first phase of the exercise which was
a wire sweep. Double Orepesa sweeps were streamed by 0852K
and the first lap entered at 0857K. On completion of the 2nd
lap at 1020K, CURLEW and SNIPE were detached to independently
recover sweeps, and then to minehunt in their respective areas.

5. HAWK's sweeps were recovered by 1055K. CTA and
MMII(C) were streamed and HAWK entered the first lap in
influence at 1333K. The loop was not pulsed until 1618K due
to the necessity for repairs.

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6. Influence sweeping continued through to 1523K 3rd March when gear was recovered, completing at 1730K. At 1745K the ship anchored two cables off Captain Pt. Light, Jervis Bay. The three ground mines laid for the exercise were cleared.
7. The ship weighed anchor at 0600K on the 4th March and proceeded on courses and speeds necessary for sound ranging on the Jervis Bay range. Ranging was completed at 0828K and the ship proceeded to the danline to recover dans. Results of sound ranging indicated a knock in the starboard propulsion system at 375 shaft r.p.m., sufficient to activate acoustic mines. Investigation of source and rectification is progressing.
8. All dans were recovered by 1001K and HAWK anchored in F5 anchorage Jervis Bay at 1024K. HMAS CURLEW secured on HAWK's port side at 1900K.
9. HMAS SNIPE berthed on HAWK's starboard side at 0752K, 5th March. At 0825K a helicopter winching and ILR demonstration was conducted, being completed by 0855K. On completion SNIPE and CURLEW slipped from alongside, and HAWK weighed anchor and proceeded to sea. Course was set for Sydney with CURLEW and SNIPE in company. The ship berthed port side to No. 1 berth, HMAS WATERHEN at 1556K.
10. The period from the 6th to the 17th of March, was spent alongside at WATERHEN undergoing base assisted maintenance.
11. Departmental inspections for the annual inspection were held on the 10th, 11th, and 12th days of this period.
12. At 0900K on the 15th March, the Commander, Australian Mine Warfare and Patrol Forces, COMMANDER J.M. KELLY, D.S.C., R.A.N., inspected the ship's company at divisions and afterwards inspected the ship.
13. At 0829K on the 16th, the ship slipped and proceeded to Number 4 buoy Garden Island for a compass swing. This was completed by 1050K and the ship returned to WATERHEN, berthing starboard side to No. 1 berth at 1140K. Four AMK12 inert exercise mines were loaded in addition to spare equipment for exercise RAW DEAL.
14. The squadron was due to sail for exercise RAW DEAL (O/P ORDER 11/71) at 1000K on the 17th. Due to cyclone LENA centred off the Queensland coast, the sailing date was postponed.
15. HAWK slipped from HMAS WATERHEN at 0845K 19th March and, with CURLEW and SNIPE in company, proceeded to sea, enroute to Cairns. Once clear of Sydney Heads ships commenced independent steady steaming trials. From 1305K to 1350K on the 19th, a damage control exercise was conducted on HAWK.

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16. At 0904K on the 20th, a heaving line transfer was conducted with CURLEW to obtain a radar part. This was completed by 0912K. Steady steaming trials were terminated during the forenoon. A small arms shoot was held from the sweep deck from 1600K to 1640K.

17. Gun functioning check firings were held between 1330K and 1352K on 22nd March. As a result of these firings URDEF 17/71 has been raised on the for'd 40/60 Bofas mounting.

18. A graunch transfer was conducted with SNIPE at 0825K on 23rd March to transfer personnel and equipment required at the LCHQ in CAIRNS for exercise RAW DEAL. This was completed by 0836K, and the ship proceeded to the vicinity of Fitzroy Island, Lower Light latitude $16^{\circ} 55.39' S$, longitude $146^{\circ} 00.50' E$ to lay mines for the exercise. This was commenced at 1030K and completed at 1112K, four mines being laid. The ship then proceeded to CAIRNS berthing port side to No. 1 berth CAIRNS at 1248K. SNIPE berthed alongside at 1730K and CURLEW alongside at 1800K.

19. EXERCISE RAW DEAL

HAWK slipped from her berth at 1235K on 24th March, and with CURLEW astern, proceeded to sea in company with HMAS BARBETTE (Lieutenant-Commander M.H. ASTON RAN); HMAS BAYONET (Lieutenant-Commander B. ORR RAN); and HMAS BARRICADE (Lieutenant A.F.S. WYATT RAN). Press photographers were embarked in BARBETTE for the departure. At 1310K HAWK detached from the patrol boats and proceeded to the exercise area in FLORA PASSAGE Latitude $17^{\circ} 06.95' S$, Longitude $146^{\circ} 12.90' E$.

20. The first buoy of the dan line was laid at 1548K on the 24th and the line of eight dans was laid and fixed by 1657K. Influence sweeps were streamed and HAWK entered the first lap at 2040. An expected night encounter exercise with the patrol boats did not eventuate. During the night, four Sodium Phosphide-filled mines were swept, the visual firing indication being of very low intensity.

21. The first cycle was terminated at 1545K, 25th March, owing to a failure of the pulse generator. Influence gear was recovered and at 1902K the ship anchored off FITZROY ISLAND, in the proximity of CURLEW. Spares for the generator in the form of 27 brushes, were obtained from her.

22. At 1156K, 26th March, the ship weighed anchor and proceeded to the exercise area for the second cycle. A wire sweep to ten fathoms of the area was completed by 1545K, and on recovering sweeps CTA and MMII(L) were streamed, this being completed by 1935K. A fault with the AD caused sweeps to be recovered for repair. Repairs commencing at 2124K. A mine was swept in this state with only the PNM streamed.

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-4-

23. All repairs were completed and gear re-streamed by 0243K 27th March. The first lap in influence was entered at 0349K, and sweeping continued until 1210K when pulsing ceased, and it was discovered that the after catenary float had broken adrift. Subsequent recovery of the loop confirmed that the after catenary had parted. Consequently, all gear was recovered and the missing inshore float was discovered and retrieved. Six of the eight dans were then recovered. The ship anchored at 1852K at Fitzroy Island.

24. At 0635K, 28th March, the ship weighed and proceeded to CAIRNS, berthing port side to No. 1 berth at 0800K.

25. HAWK slipped from CAIRNS at 1158K, 29th, and proceeded to sea. After transferring personnel with SNIPE, Double Orepea sweeps were streamed and a check wire sweep to 12 fathoms of the shipping lane from Low Island to Russell Island commenced. This was continued until 1720K, when sweeps were recovered. The ship anchored off Fitzroy Island at 1830K.

26. The continuation of check sweeping at dawn on 30th March was postponed due to very adverse weather. However, at 1100K, wire sweeps were streamed and check sweeping of the shipping lane continued until 1700K when sweeps were recovered. The port sweep wire parted on recovery, but was subsequently retrieved, weather conditions making both evolutions decidedly unpleasant. Once again, the ship anchored in the lee of Fitzroy Island, spending a most uncomfortable night.

27. HAWK weighed and proceeded at 0630K, 31st March and secured starboard side to on CURLEW at No. 1 berth CAIRNS.

28. The ship remained in this situation at the end of the period.

29. HULL AND MACHINERY

Main engines and auxiliary machinery except the A/C unit, have continued to give virtually trouble-free service. One point of note, however, is the choking up and failure of main engine accumulators after approximately ten starts. PM schedules call for the cleaning of accumulators after fifty starts, but in practice this must be reduced to ten. The cause of this would seem to be excessive powder carry over from the starter cartridges.

30. The problems and intermittent failure of the A/C unit reported in February's Report of Proceedings continues, despite work conducted by Dockyard and Base. Habitability has been seriously affected, especially during EXERCISE RAW DEAL off CAIRNS.

31. The state of the hull remains as in February's Report of Proceedings.

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-5-

32.

HEALTH WELFARE AND MORALE

The health and welfare of the ship's company is generally good. Morale is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

W.D.H. Lees Lt
for.

(W.D.H. Lees)
LIEUTENANT-COMMANDER RAN
COMMANDING OFFICER

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APPENDIX I

STEAMING DETAILS

Distance steamed during March	2418.5 miles
Distance steamed since commissioning	184,140.2 miles
Hours underway during March	235 hours
Hours underway since commissioning	15,838.75 hours

APPENDIX II

EXERCISES

A. SEAMANSHIP

1 March Laid six mines
Pointed and fixed six danbuoys

2 March Formation weigh

20 March Heaving line transfer CURLEW

23 March Bump transfer with SNIPE
Laid four mines

24 March Point and fix eight dans

30 March Exercised boat drill

B. M.C.M.

1 March Laid six dans

2 March Streamed double O with SNIPE and CURLEW
Streamed CTA and MMII(L).
Commenced 36hour cycle exercise SAME DEAL.

3 March Recovered CTA, MMII. Completed 36 hour cycle
exercise SAME DEAL.

4 March Recovered 6 dans

24 March Laid 8 dans
Streamed CTA MMII(L)
Commenced first 36 hour cycle exercise RAW DEAL

25 March Recovered CTA MMII(L). Completed first 36 hour
cycle exercise RAW DEAL.

26 March Streamed and recovered double Crepesa
Streamed CTA MMII(L).
Commenced second 36 hour cycle exercise RAW DEAL.

27 March Recovered CTA MMII(L). Completed second 36 hour
cycle exercise RAW DEAL. Recovered 6 dans.

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B. M.C.M. (cont)

- 29 March Streamed and recovered double 'O'
Commenced third 36 hour cycle exercise RAW DEAL.
- 30 March Streamed and recovered double 'O'
Completed third 36 hour cycle exercise RAW DEAL.

C. GUNNERY

- 20 March Small arms shoot
- 22 March 40/60 surface shoot
- 24 March N.E.X. (break up shot fired)

D. N.B.C.D.

- 5 March Helo machinery IIR demonstration
- 19 March Minor NBCD exercise
- 20 March Minor NBCD exercise. Action stations.
Leaving ship stations. Tested foam making
equipment.
- 21 March Major NBCDX. Tested pre-wetting.

E. COMMUNICATIONS

- 1 March Junior officers, tactical operators flashex
- 4 March Junior officers, tactical operators flashex
- 19 March Junior officers, tactical operators flashex
- 20 March Junior officers tactical operators flashex
- 21 March Flag hoisting and NAV COMEX.

F. ENGINEERING

- 19/20
March Steady steaming trials

APPENDIX III

SPORT

- 17 March MCM Squadron Knockout Volleyball competition
HAWK defeated SNIPE 2-1 in the final.

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18/6/2807

DEPARTMENT OF THE NAVY

HMAS

Hank

Report of Proceedings

April 71

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AS(NS) (NS55)

16/6

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

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NAVY--CINCEANRA		
18	6	2807

CMR

OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

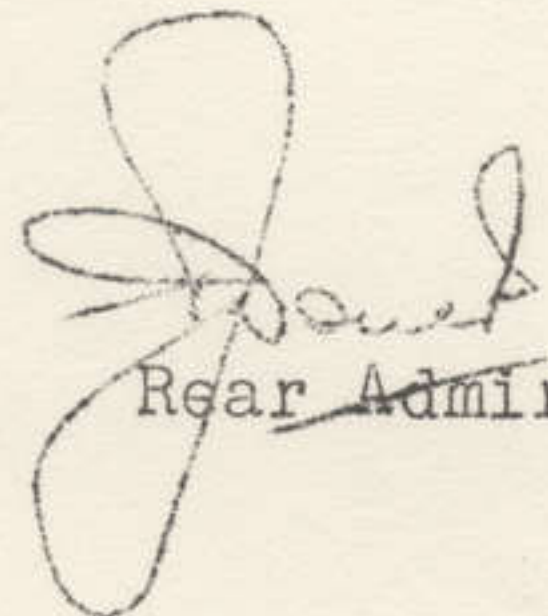
A.F. 1/16/29

24 MAY 1971

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - APRIL 1971

1. Forwarded.
2. The question of burning off ships' hull paint has been referred to HMAS WATERHEN where adequate facilities exist for such work to be undertaken by service personnel. For industrial reasons, work of this type is not undertaken by GID.


Rear Admiral

Rt Enclosure:

HMAS HAWK 1/16/12 dated 3rd May 1971

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1/16/12

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HMAS HAWK
at SYDNEY.

3 May 1971

1/16/29

The Flag Officer Commanding
HM Australian Fleet.

For Information:

The Commander
Australian Mine Warfare and Patrol Forces

9

HMAS HAWK - REPORT OF PROCEEDINGS - APRIL 1971

Sir,

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

1. At the commencement of the period the ship was secured at No 1 berth, Cairns, with CURLEW and SNIPE secured outboard.
2. At 0810K 2 April, HAWK in company with CURLEW slipped and proceeded up Trinity Bay coming to anchor at 0815K. This allowed SNIPE to be turned through 180°, this presenting an easy access from the wharf, for the loading of the spare acoustic displacer in its correct stowage. On completion SNIPE lay off, while HAWK reberthed, starboard side to No 1 berth at 0904K. SNIPE and CURLEW were then secured outboard.
3. After much deliberation over the weather, then prevailing along the eastern coast it was decided to sail for Sydney as soon as possible. The weather pattern was influenced by a steep gradient, causing constant South East winds of up to force 8 and therefore could reduce the ship's speed, by up to 4 knots.
4. At 1319K HAWK slipped from No 1 berth and proceeded to sea in company with CURLEW and SNIPE. On clearing the channel CURLEW was detached, to proceed south while HAWK and SNIPE proceeded to Flora Pass (Lat 17 06'30" STH Long 146 12'35"E). At 1631 SNIPE was detached to recover a Short Scope buoy while HAWK recovered the two remaining danbuoys laid for Exercise RAW DEAL. During the recovery of the second dan the mooring was cut by the port screw and consequently lost.
5. At 1815K SNIPE rejoined HAWK and proceeded at 14 knots to rendezvous with CURLEW. Upon rendezvousing at 0500K 3 April course was set for Sydney at 12.5 knots, on one engine.
6. On leaving the sheltered waters of the reef, during the morning watch of the 4 April, the swell increased to over 10 feet in height. This caused heavy 'pounding' of the hull and the Squadron was forced to slow to 11 knots, this speed gave a speed of advance of 8 knots. For the next three days the sea and swell remained heavy, aided by a strong South East wind. The speed of advance was increased to 11 knots when the ships picked up the East

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Coast Current during the forenoon watch on the 5th April. Work could not be carried out during this period and life below deck was extremely uncomfortable.

7. The Squadron passed between the Heads at 0900 7 April and HAWK berthed at No 1 berth HMAS WATERHEN at 0947K.

8. On Friday 9 April the first leave party proceeded on mid-winter leave and the ship entered a 2 week self maintenance period.

9. HAWK slipped from No 1 berth WATERHEN at 0830 Friday 16 April and proceeded to No 7 buoy Rushcutter's Bay, securing port side to an ammunition lighter Deammunitioning in preparation for entry into dry dock was completed at 1020K.

10. At 1305K the lighter was slipped and HAWK proceeded to the outer Captain Cook Dock. Tug 501 was secured to the port quarter to assist entry into the dock. HAWK was secured starboard side to Outer Captain Cook Dock at 1325K for the commencement of the mid-cycle docking. The ship was in dry dock for the remainder of the period.

11. Hull and Machinery

Main engines and auxiliary machinery except the A/C unit maintained their virtually trouble free service. The air conditioning unit has been stripped by Dockyard for complete renewal of pipe jointing.

12. The state of the hull remains a cause for concern as reported in February's Report of Proceedings. The burn back and survey of the hull as entered on the MCD Defect list was deleted by Dockyard.

13. Health Welfare and Morale

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

I have the honour to be,

Sir,

Your Obedient Servant,

(SGD.) W. D. H. LEES
LCDR. MCD R.A.N.

(W.D.H. LEES)
Lieutenant Commander RAN
Commanding Officer

Enclosures: Appendices I, II and III

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APPENDIX I

STEAMING DETAILS APRIL

Distance Steamed During April	1278.6 miles
Distance Steamed Since Commissioning	185418.8 miles
Hours Underway During April	116 $\frac{3}{4}$ hours
Hours Underway Since Commissioning	15955.5 hours

APPENDIX II

EXERCISES

A. MCM

2 April Recovered 2 Dams

APPENDIX III

SPORT

28 April 1971 Rugby
1st MCM defeated TORRENS 9-0

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18/6/2873

DEPARTMENT OF THE NAVY

HMAS HAWK

Report of Proceedings MAY 71

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D of O

DCNS

1NM

2NM

3NM

4NM

SECRETARY

C of S

DPR

AS(NS) (NS55)

- NOTES:
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CMR

NAVY—CANBERRA		
18	6	2873

OFFICE OF THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET
FLEET HEADQUARTERS
GARDEN ISLAND, N.S.W. 2000


A.F. 1/16/29

The Secretary
Department of the Navy

29 JUN 1971

HMAS HAWK - REPORT OF PROCEEDINGS - MAY 1971

1. Forwarded.
2. Both shafts were removed by the Dockyard but the cause of the noise could not be established. The Dockyard will investigate further during the November refit.


Rear Admiral

Enclosure:

Rx HMAS HAWK Report of Proceedings 1-16-12 dated 1st June 1971

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H.M.A.S. HAWK,
at Sea.

1-16-12

1st June, 1971

The Flag Officer Commanding
H.M. AUSTRALIAN FLEET

H.M.A.S. HAWK - REPORT OF PROCEEDINGS - MAY 1971

Sir,

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

2. At the commencement of the period, the ship was docked down in the Outer Captain Cook Dock Garden Island in company with H.M.A. Ships CURLEW and SNIPE undergoing a Mid Cycle Docking period. The ship remained in this state until 1300K Thursday 13th May when the ship was floated clear of the keel blocks.

3. At 1430K 5th May, I, with the Commanding Officers of H.M.A. Ships CURLEW and SNIPE, paid a call on you sir, on board H.M.A.S. MELBOURNE.

@. By 0900K 14th May, the dock was fully floated and at 1003K, HAWK slipped and proceeded under her own power to No 9 Buoy and ammunitioned. On completion at 1125K, the ship proceeded to H.M.A.S. WATERHEN and secured at No 1 berth at 1216K.

5. HAWK remained alongside until Thursday 20th May, storing, and cleaning ship, whilst Dockyard personnel completed outstanding work. All outstanding long leave was completed and at 0745K Thursday 20th May, HAWK proceeded to sea for shakedown and steaming trials. A surface shoot was conducted during the forenoon.

6. Dockyard representatives had boarded prior to sailing to assess any improvement in the accoustic transmissions from the starboard propulsion unit, reported as URDEF 16/71. The noise source remained and at 1345K, HAWK entered Watson's Bay, disembarked these personnel, and returned to sea. Steady steaming trials in conjunction with internal exercises were conducted for the remainder of the day and night, and at 0800K Friday 21st May, HAWK secured alongside No 1 berth H.M.A.S. WATERHEN.

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- 2 -

7. Storing and cleaning ship continued over the week-end, embarking all the Technical equipment from the Royal Australian Navy Experimental Laboratory for trial and for the forthcoming deployment.

8. HAWK slipped and proceeded at 0830K Tuesday 25th May to Spectacle Island to top up ammunition. This was completed at 0858, and the ship proceeded to Hunter Bay, Port Jackson, anchoring at 1028K. Trials, tests and modii operandi were conducted with all technical equipment on board, and being successful, the ship weighed, and secured alongside H.M.A.S. WATERHEN at 1533K.

9. Storing continued, but at 1600K Wednesday 26th May, ships of the First Australian Mine Counter Measures Squadron were "scrambled" to assist in any way possible, a QANTAS aircraft suspected of having a barometric explosive charge on board. Ships were on station by 1745K, five miles off Botany Bay. At approximately 1815K, information was received from H.M.A.S. DERWENT, that the emergency was over. COMAUSFLT subsequently advised ships to return to harbour and HAWK secured at WATERHEN at 2010K. Throughout the emergency communications were most confused, no ships of the Squadron receiving the co-ordinating instructions and communications frequencies issued by COMAUSFLT until 1815K. This caused indecision and with the number of ships in the area, was a potentially hazardous situation.

10. HAWK, with H.M.A. Ships CURLEW and SNIPE in company, slipped at 1000K Friday 28th May, and proceeded enroute for Mine Warfare Pilot Surveys in the Territory of Papua and New Guinea.

11. Good passage was maintained, with minor exercises being carried out enroute to Cairns. HAWK secured to No 1 berth Cairns at 1330K 1st June for refuelling and stering.

12. HULL AND MAINTENANCE

Main engines and auxiliary machinery continues to give excellent service. Our Foden Generator was exchanged during this period. The air conditioning plant appears to be operating reasonably well, but due to the cool weather experienced, no real test has been conducted.

13. The state of the hull remains as in my April's Report of Proceedings. The ship remains acoustically unsafe as URDEF 16/71 has not been rectified.

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- 3 -

14. HEALTH WELFARE AND MORALE

The health and welfare of the Ships Company is good. Morale is satisfactory. The thought of a long period away from home, in crowded surroundings has caused certain unhappiness in individuals, but this feeling is only transient.

I have the honour to be

Sir,

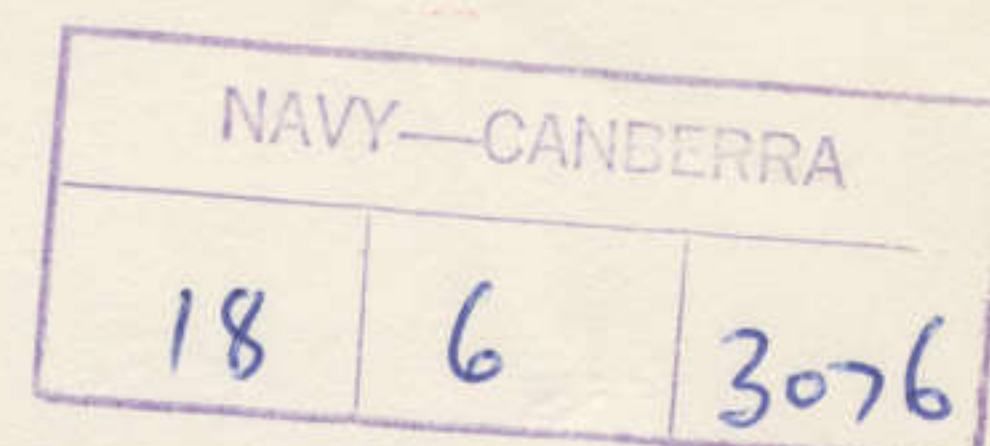
Your obedient Servant,

(SGD) W.D.H. LEES
LCDR MCD R.A.N.

(W.D.H. LEES)
LCDR, R.A.N.
COMMANDING OFFICER

RESTRICTED

SECRET



CMR

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

19th October 1971

A.F. 1/16/29

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - JUNE & ~~SEPTEMBER~~ 1971

1. Forwarded.
2. Hull work will be undertaken during the forthcoming refit.
3. The Report of Proceedings for JUNE was delayed by safe hand procedures whilst in transit and by an administrative error in this office.

(N.E. McDonald)
Commodore, RAN
for Flag Officer Commanding

Ans Enclosures:

1. HMAS HAWK unregistered of 18th September 1971
2. HMAS HAWK unregistered of 1st October 1971
3. HMAS HAWK unregistered of 1st July 1971

SECRET

1.16.29
SECRET

H.M.A.S. HAWK,
At Samarai.

1st July, 1971.

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

For Information:-

The Commander,
Australian Mine Warfare & Patrol Forces.

The Naval Officer In Charge,
Territory Papua & New Guinea.

H.M.A.S. HAWK - REPORT OF PROCEEDINGS - JUNE 1971.

Sir,

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

2. After an uneventful passage from Sydney HAWK
with H.M.A. Ships CURLEW and SNIPE in company berthed
port side to No 1 Berth, Cairns at 1330K 15th June for
refueling and storing..

3. At 0900K 2nd June, HAWK with CURLEW and SNIPE,
slipped and proceeded to sea to search for and recover as
many US MK 50 exercise mines as possible, these remaining
after MCM EXERCISE RAWDEAL conducted in the area during
March, 1971. (your directive AF 21/3/63 dated 17th May,
1971 refers).

4. CURLEW and SNIPE were detached at 0932K and HAWK
proceeded to Fitzroy Island Lat 16 degrees 55'S Long 146
degrees E to act as control ship and to operate further the
technical equipment for the Mine Warfare Pilot Survey's to
be conducted in the Territory of Papua and New Guinea. HAWK
came to anchor at 1132K and remained in that position until
1056K 3rd June, when anchor was weighed, equipment recovered
and course set for Cairns. CURLEW and SNIPE rejoined enroute
and HAWK reberthed at No 1 Berth Cairns at 1407K, CURLEW and
SNIPE berthing outboard. Six out of the ten mines were re-
covered and landed into the hands of the Patrol Boat Facility
for onforwarding to WATERHEN.

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- 6 SEP 1971

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5. HAWK, with CURLEW and SNIPE in company, slipped and proceeded at 1000K 4th June enroute for Port Moresby via the Inner Reef and Great North East Channel. A blustering easterly wind and rain made passage uncomfortable. At 0024K 5th June, CURLEW and SNIPE were detached to Cape Grenville to conduct EOD operations. HAWK commenced a search of Princess Charlotte Bay and the Flinders Islands group for H.M.A.S. BARRICADE (your 040140Z June, 71 refers.) The Patrol Boat was not found in the area. The search was continued to the northward, and BARRICADE was sighted sheltering in the lee of Fife Island Lat 13 degrees 37'S 143 degrees 41'E. Contact was established and instructions as dictated were passed. (BARRICADE's message 041743Z June 71 and my message 041842Z June 71 refer). Passage was resumed and HAWK came to anchor off Cape Grenville at 1105K 5th June. CURLEW and SNIPE being at anchor in the proximity.

6. Explosive Ordinance Disposal tasks were completed successfully and the ship with CURLEW and SNIPE weighed and proceeded in formation at 1600K. Passage was continued. During the afternoon of the 6th June, CURLEW reported the injury of a sailor as serious. Best speed was rung on and communication established with Port Moresby. A heaving line transfer of surgical instruments was made to CURLEW, the Squadron LSBA fortunately being embarked in her, for by this time the Squadron was clear of the protection of the reef and suffering from the effects of a heavy head sea and swell, and personnel transfer would have been hazardous. An operation was conducted successfully.

7. HAWK secured at the PNG Transportation Squadron Wharf, Port Moresby at 0159K, 7th June, CURLEW and SNIPE berthing astern.

8. At 1100K 8th June I, with the Commanding Officers of H.M.A. Ships CURLEW and SNIPE called on the Administrator for the Territory of Papua and New Guinea, Mr. L.W. JOHNSON M.A., C.E.D.A, M.A.C.E. followed by at 1145, BRIGADIER R.T. ELDRIDGE OBE, COMMANDER, PAPUAN INFANTRY REGIMENT.

9. The ships slipped and proceeded at 0900K 9th June and conducted scientific tests for the survey throughout the 9th and 10th June, reberthing at 1628 10th June. This pattern of two days on task, one day off was continued without incident through the period until 1330K 16th June when HAWK resecured for the final time and commenced a self maintenance period. The Mine Warfare Pilot Survey of the approaches to Port Moresby has proved the feasibility of this type of operation and a detailed report of the technique will be forwarded.

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-3-

A separate report on Port Moresby will be rendered. The weather conditions were generally satisfactory but occasional strong winds and rain made work unpleasant.

10. The self maintenance period continued through to sailing at 1000K 23rd June, coupled with an intensive sporting and recreational programme for both officers and sailors. The assistance given by the PNG Transportation Squadron in particular, and the facilities made available by the Papuan Infantry Regiment were of the highest order and greatly appreciated.

11. The ship, with CURLEW and SNIPE in company, slipped and proceeded at 1000K 23rd June enroute for the China Strait area. Once again, strong head winds with choppy seas were experienced; HAWK commenced her scientific tests at 0800K 24th June, both MOH's being detached to conduct a fast route search along the length of war route SNAKE between West Brumer Island and the China Strait, to establish bottom type, tidal conditions and the necessity of diversion routes.

12. HAWK came to anchor out of the stream in Possession Bay Lat 10 degrees 35'S Long 150 degrees 42'S at 1730K 24th June. Anchor was weighed at 0600K 25th June, and scientific tests were continued throughout the day, the ship anchoring in Possession Bay at 1540K. CURLEW and SNIPE came to anchor in the proximity, a debriefing was held on their arrival.

13. Recreation parties were landed on the nearby beaches in the afternoon of the 26th June.

14. HAWK weighed at 0600K 27th June, and continued with the survey re-anchoring in Possession Bay at 1730K. Surveying continued throughout 28th June, the ship returning to anchor at 1745K.

15. HAWK CURLEW and SNIPE weighed in formation at 0900K 29th June, and conducted minor manouvers. CURLEW detached at 0940 and with SNIPE as consort HAWK conducted Team Sweeping, Jackstay and bump transfers in Milne Bay returning to anchor at 1700K.

16. The Squadron weighed at 0800K 30th June and proceeded alongside, starboard side to at SAMARAI securing at 0835K. Fuel, water and provisions were embarked and sporting and recreational activities arranged. The ship was alongside at the end of the period.

17. HULL AND MACHINERY
Main engines and auxillary machinery continue to give excellent service without failure, except the air conditioning unit.

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SECRET

-4-

Despite dockyard attempts at rectification vide URDEF 18/71, pipes continue to crack resulting in leaks of refrigerant and subsequent deterioration in habitability. These defects were within the capacity of ships staff using facilities provided by the PNG Transportation Squadron.

18. The state of the Hull continues to give rise for concern. Apart from rot reported previously, it has become apparent that the ship works excessively in head seas causing the hull seams to open and allowing ingress of water to the Forepeak, Cable Locker, Magazine For'd tank space and AS Flat. My INDEF 6/71 refers. This condition was reported in my November, 1970 Report of Proceedings, but assessed then as being caused only by the bow shoes.

19. HEALTH WELFARE AND MORALE

The welfare of the ship's company is good. The health of the ship's company is generally sound but this ship continues to suffer cases diagnosed as nervous dyspepsia - three cases being treated in Port Moresby - originally reported in my February Report of Proceedings. Morale is satisfactory.

I have the honour to be,

Sir,

your obedient servant

(SGD.) W. D. H. LEES

LCDR. MCD R.A.N.

(W.D.H. LEES)

Lieutenant Commander, RAN
COMMANDING OFFICER

Enclosures:-
1. Appendix I.
2. Appendix II
3. Appendix III

SECRET

SECRET

APPENDIX 1

STEAMING DETAILS JUNE

Distance steamed during June	1,501.5 miles
Distance steamed since commissioning	188,319.6 miles
Hours underway in June	132 HOURS
Hours underway since commissioning	16,365 HOURS

APPENDIX II

EXERCISES

A. Seamanship and Navigation

2 June	Laid ONO Current Meter
3 June	Recovered ONO Current Meter
6 June	Heaving line transfer with CURLEW
9 June	Laid ONO Current Meter
10 June	Recovered ONO Current Meter
12 June	Laid ONO Current Meter
	Calibrated 975 Radar
15 June	Recovered ONO Current Meter
24 June	Laid ONO Current Meter
27 June	Recovered ONO Current Meter
	Laid ONO Current Meter
	Conducted S/LT's Anchorage
29 June	Recovered ONO Current Meter
	Jackstay transfer with SNIPE
	Bump transfer with SNIPE

B. M.C.M.

29 June	Armed team sweep with SNIPE (2 times. Total sweeping time 3 hours 30 minutes).
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APPENDIX III

SPORT

17 June	Inter-ship Volley Ball competition.
	HAWK beat SNIPE
	HAWK beat CURLEW
18 June	Rugby Union Murray Barracks Engineers V 1 MCM
	lost 6-15
30 June	Rugby League Samarai V 1 MCM
	won 17-4

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18/6/3016

DEPARTMENT OF THE NAVY

HMAS HAWK

Report of Proceedings JULY 71

AS(NS) 28/9

D of O 29/9

DCNS 5/10

1NM 26/10

2NM 30/10

3NM 9/10

4NM 13/10

SECRETARY 24/10

C of S 15/10

DPR 21/10

AS(NS) (NS55) 26/10

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27 SEP A.M.
NAVY REGISTER

NAVY—CANBERRA
18 6 3016

CMR

OFFICE OF THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET
FLEET HEADQUARTERS
GARDEN ISLAND, N.S.W. 2000

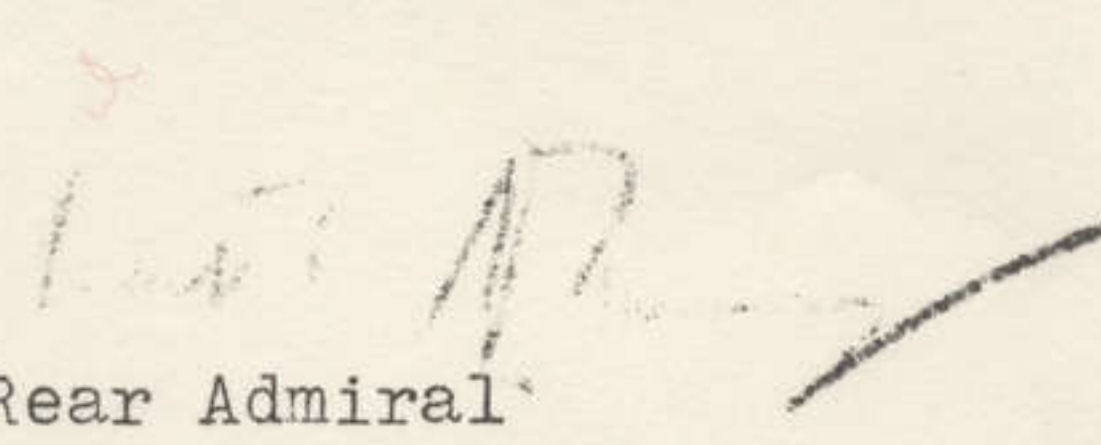
A.F. 1/16/29

22 SEP 1971


The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - JULY 1971

1. Forwarded.
2. GMGID is investigating design aspects of the air conditioning systems in these ships with a view to effecting improved performance at their next refit.


Rear Admiral

Enclosure:

 HMAS HAWK unregistered letter dated 1st August 1971

SECRET

H.M.A.S. HAWK,
At Rabaul.

1st August, 1971.

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

For Information:

The Commander Australian,
Mine Warfare & Patrol Boat Forces.

The Naval Officer In Charge,
Papua & New Guinea.

H.M.A.S. HAWK - REPORT OF PROCEEDINGS - JULY, 1971.

Sir,

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

2. At the commencement of the period, HAWK, with CURLEW and SNIPE, was berthed at Samarai, TPNG. All ships slipped at 0647K, 1st July and proceeded to ALOTAU, Milne Bay, as SAMARAI wharf was required for commercial shipping. Enroute to ALOTAU, Pre Refit Engine Trials, in accordance with the Pro forma forwarded by HMAS WATERHEN, were carried out. The ship came to anchor in Position 230° ALOTAU Jetty 3.7 cables at 1010K, CURLEW berthing on HAWK's starboard side and SNIPE on the port side, in 47 fathoms of water. The steep to gradient of the sea bed makes anchoring most difficult in this area, and at 1330K, CURLEW and SNIPE were directed to anchor individually as all ships were dragging. Squadron sporting teams were landed by boat at 1500K. The District Commissioner, Milne Bay District, called unofficially by boat at 1040K. Anchor was weighed and HAWK, with CURLEW and SNIPE out board, berthed port side to Alotau wharf. The berth is deep and sheltered and ships overhung by twenty five feet. Head ropes were secured to a convenient tree.

3. At 1000K, 2nd July, HAWK, with CURLEW and SNIPE in company, slipped and proceeded to the Cape Nelson area via RAVEN CHANNEL. This channel was assessed for Mine Warfare purposes enroute, bottom type and suitability for both mine-hunting and mine sweeping being considered. The report for this area has been included in that for the China Strait area. The Squadron came to anchor in position 10°02.8'S 130°57.4'E, in the lee of Normanby Island and domes were exchanged on the MHC's.

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4. Anchor was weighed at 2000K 2nd July, and the Squadron proceeded to Cape Nelson to commence the Mine Warfare Route Survey of the hunttable waters around Cape Nelson, to and around Cape Ward Hunt, a distance of 112 miles. At 0604K 3rd July, a sailor suspected of suffering malaria was transferred by boat to HAWK, carrying at this stage, the Squadron LSBA. HAWK came to a contrived reef anchor in 98 fathoms in position $9^{\circ}09'.1N$ $149^{\circ}24.9'E$ and conducted scientific readings. CURLEW and SNIPE were detached at 0630K and proceeded with their tasks on the Route Survey. Anchor was recovered and at 1130K HAWK entered TUFU Sound and re-anchored in 26 fathoms off TUFU settlement. The sailor suffering from suspected malaria was transported to the Administration medical centre, the diagnosis was confirmed and remedies provided. I, at this time, called on Mr. H. Milne, the resident Naval Movements Reporting Officer.

5. HAWK departed TUFU at 1338K and continued with necessary readings, coming to anchor in PORLOCK HARBOUR position $9^{\circ}02.4S$ $149^{\circ}03.6'E$ at 1702K. CURLEW and SNIPE were already at anchor. The Squadron weighed and proceeded at 0602K, 4th July and continued with the survey, coming to a formation anchorage in MAMBARE BAY position $8^{\circ}02.5'S$ $148^{\circ}00.8'E$ at 1710K. This bay bears no resemblance to the chart and a Hydrographic Note has been submitted.

6. CURLEW departed the anchorage at 0700K 5th July, to complete the survey, HAWK and SNIPE remaining at anchor to continue ship husbandry. Assistance in the form of repairing the prime mover of the Roman Catholic Mission settlement generator in this Bay was rendered at this time and the residents were most appreciative, it having been out of action for two months. Boarding parties were also exercised.

7. HMAS AITAPE - LCDR J. YATES RAN - secured alongside HAWK at 1705K 5th July, sailing for KELLERTON fifteen minutes later.

8. The Squadron weighed at 1228K, 6th July, and proceeded to Madang, berthing on the OLD wharf at 0918K 7th July. The Squadron was pleased to entertain 50 guests to cocktails that evening. The Mine Warfare Pilot Survey of MADANG and SEK Harbours commenced at 0830K 8th July, continuing through until ships reberthed at the OLD wharf at 1330K, 9th July, the task having been completed. A separate report on this survey will be rendered. Ships remained alongside for recreation and sporting activities until slipping and proceeding for HMAS TARANGAU, LOMBRUM Island, at 1627K, 12th July. The delay of 6 hours in sailing was due to civil investigations of alleged misbehaviour ashore by a sailor from HMAS CURLEW. This has been reported separately.

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9. A quarterly full-power trial was conducted enroute to LOMBRUM, and ships berthed at HMAS TARANGAU at 0900K 13th July.

10. The period 13th to 19th July was spent alongside on Assisted Maintenance Period, and enjoying a very full sporting programme. The Hon Dr. W. MACKAY M.P., Minister for the Navy visited the ship at 0830K on 15th July. HAWK with CURLEW and SNIPE in company, slipped at 0905K, 20th July and commenced a Mine Warfare Pilot Survey of Seeadler Harbour. The area specified in RANRL Report 2/71 was considered in sufficient, and this was extended by 200%. The survey progressed with little interruption until completion at 1730K, 24th July, when the Squadron reberthed at HMAS TARANGAU to fuel, water and store.

12. The Squadron slipped and proceeded at 0800K 26th July and conducted seamanship and minesweeping manouvers including, transfers team sweeping, and measured distance runs. The Squadron came to formation anchorage conducted by CURLEW around position 1°58.'4S 147°21.'1E in SEEADLER Harbour at 1814K

13. At 1815K 26th July, the Squadron was placed under the operational control of NOIC PNG - (COMAUSFLT Message 260719Z) and directed to refuel and store for a possible emergency in the RABAU area of New Britain, due to earthquake and tidal wave activity. On completion of fueling, HAWK, with CURLEW and SNIPE in company slipped at 2350K. 26th July and proceeded at best speed for Rabaul. Information was received at 1600K, 27th July, both from Rabaul and Deputy NOIC PNG, that "the situation was being handled by local authorities and that naval assistance was unlikely". However, reported activity on the seabed of Simpson Harbour and Blanche Bay required a need for survey. CURLEW was detached at 1625K to return to Lombrum, refuel and proceed to Wewak to complete the Mine Warfare Pilot Survey of that area and rejoin the Squadron in Rabaul on completion.

14. HAWK with SNIPE continued to Rabaul coming to anchor in Simpson Harbour at 0219K, 28th July. At 0730K, I called on the District Commissioner of East New Britain, Mr. J. EMANUEL the Deputy District Commissioner, Mr. J. WALSH, the Director of Civil Defence, Mr. P. O'SULLIVAN and the Port Manager, CAPTAIN GRIMMER, all in the office of the District Commissioner. On completion of that meeting, I visited the vulcanological observatory and discussed the situation with a Dr. D. PALFREYMAN. My message 272345Z July summarises the results of these conversations, enlarged by my 290020Z, July.

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15. HAWK and SNIPE slipped at 1015K, 29th July with Administration Officers embarked, and proceeded to the southern tip of New Ireland, and to Wide Bay area respectively. HAWK came to a head and stern moor off LAMBON Island, position 04°48.3'S 152°52'E. Damage was assessed, medical assistance given and eleven inhabitants evacuated. Visual indications and reports from the resident European school teacher verify that the tidal wave in this area had a vertical displacement of about 40 feet, 35 feet being down. There was little horizontal movement accounting for relative lack of damage. Anchors were recovered and the ship returned to RABAU, securing alongside at 2005K, 29th July, having been advised by resident experts that the possibility of further tidal waves was remote. The ship remained at immediate notice with a full watch on board for the remainder of the period.

16. SNIPE was directed to return to the Wide Bay/Jocquinot Bay areas of New Britain and proceeded at 0800K, 31st July.

17. HULL AND MACHINERY

Main engines and auxilliary machinery continue to give excellent service. One Foden generator's main armature bearings failed, but these have been replaced. The air-conditioning unit continues to give trouble, both in the mechanical piping and electrical control gear.

18. The state of the hull remains as in my June's Report of Proceedings. A concentrated paint burn back programme has continued since the beginning of the period, and general hull planking appears quite sound; the rot previously reported being around discharge pipes, and under metal scotchmen.

19. HEALTH WELFARE AND MORALE

The health and welfare of the ship's company is now very good. The pressure of contact sports in Madang and Lombrum has resulted in a large number of bruises and abrasions, but most are accepted as a form of decoration. Morale is good.

I have the honour to be

Sir,

Your obedient servant

(SGD.) W. D. H. LEES

LCDR. MCD R.A.N.

(W.D.H. LEES)

Lieutenant Commander, RAN
COMMANDING OFFICER

Enclosures: Appendix I
Appendix II
Appendix III

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APPENDIX I

STEAMING DETAILS - JULY

Distance steamed during July	1521.4 miles
Distance steamed since commissioning	189,841.0 miles
Hours underway during July	129½ hours
Hours underway since commissioning	16,434½ hours

APPENDIX II

EXERCISES

Seamanship and Navigation

19 July	Promotion Board Section I Part 1 and 2 7 passed.
20 July	Laid ONO Current Meter.
23 July	Recovered ONO Current Meter
26 July	Bump transfers with SNIPE (2 times) Jackstay transfer with SNIPE (2 times) Dummy RAS approaches with SNIPE (2 times) Tow For'wd with SNIPE Jackstay transfer with CURLEW (2 times)

M.C.D.

22 July	Exercised ships Demolition Party
26 July	Armed Team Sweep with SNIPE and CURLEW (3 times)

Communications

21 July	Exercised Emergency Crypto Team.
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APPENDIX III

SPORT

1 July	Basketball. Alotau High School defeated 1 MCM 96-30 Soccer. Alotau High School defeated 1 MCM 4-1 Volleyball. Combined HAWK CURLEW team defeated Alotau High School 8-15, 15-12, 15-10
10 July	Rugby League. 1MCM defeated Madang combined team 21-6
11 July	Aussie Rules. 1 MCM lost to combined Madang team 15 goals 11 to 26 goals 9 Soccer. Madang High School defeated 1 MCM team 1-0 Basketball. Madang High School defeated 1 MCM 56-23
13 July	Rugby League. TARANGAU lost to 1 MCM 8-3
14 July	Volleyball. TARANGAU lost to 1 MCM 4 games to 1 Basketball. TARANGAU defeated 1 MCM

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APPENDIX III(cont)

15 July	Aussie Rules. TARANGAU defeated 1 MCM 8 goals 15 to 6 goals.
16 July	Rugby League. TARANGAU defeated 1 MCM 20-13 Soccer. TARANGAU defeated 1 MCM 7-1
17 July	Tennis. TARANGAU drew with 1 MCM 6 sets each
19 July	Aussie Rules. TARANGAU defeated 1 MCM 17 goals 15 to 5 goals 1
25 July	Cricket. TARANGAU Wardroom defeated 1 MCM Wardroom 136 runs - 133 runs

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18/6/3057

DEPARTMENT OF THE NAVY

HMAS

Report of Proceedings AUG 71'

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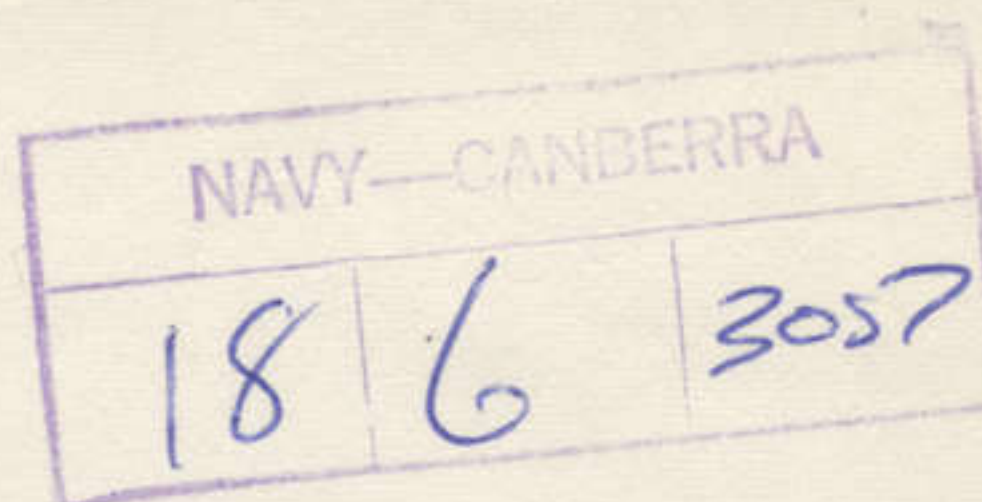
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J.G.



H.M.A. Fleet Headquarters,
GARDEN ISLAND. NSW 2000

7th October, 1971

A.F. 1/16/29

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - AUGUST, 1971.

1. Forwarded.

Robert A. Thomas
Flag Officer Commanding.

D Enclosure: HMAS HAWK unregistered letter dated 1 September, 1971.

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Copy No 3

H.M.A.S. HAWK,
At Vila.

1st September, 1971.

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

Information:

The Commander Australian
Mine Warfare & Patrol Boat Forces.

The Naval Officer In Charge,
Territory of Papua and New Guinea.

HMAS HAWK - REPORT OF PROCEEDINGS - AUGUST, 1971

Sir,

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

2. At the commencement of the period HAWK with CURLEW and SNIPE were berthed alongside the main wharf at Rabaul.

3. On Tuesday 3rd August, HMA Ships HAWK, CURLEW and SNIPE slipped from the main wharf at 1100K and came to anchor in the harbour to clear the wharf for commercial shipping. The Mine Warfare Pilot Survey of Rabaul Harbour was commenced at 0800K on 4th August and was completed at 1300K on Friday 6th August, ships anchoring in the harbour overnight. A separate report has been rendered on this survey.

4. While on passage between stations in Simpson Harbour, soundings were taken to determine the amount of movement in the harbour floor after the earthquake activities. No movement was apparent, and the die line chart has been forwarded to the Hydrographer, R.A.N. The Squadron remained at anchor overnight and proceeded alongside the main wharf at 0800K on 7th August, 1971, to embark fuel water and stores.

5. HAWK, with CURLEW and SNIPE in company, slipped and proceeded to sea at 0800K on 9th August for Minesweeping Exercises. A bump transfer of personnel was conducted with SNIPE at 1000K, and a boat transfer of personnel was conducted with SNIPE at 1210K.

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Minesweeping exercises were completed at 1630K and the Squadron came to a formation anchorage in Simpson Harbour at 1735K.

6. The Squadron remained at anchor the following day to progress ship husbandry and proceeded alongside No 3 wharf at 0800K on Wednesday 11th August, 1971

7. At 1000K on 13th August HAWK with CURLEW and SNIPE in company, slipped from No 3 wharf and proceeded to sea enroute to Kieta. After an uneventful passage, all ships came to a formation anchorage in Kieta Harbour position 6°13'03"S 155°38'29"E at 0800K on 14th August, 1971

8. I called on Mr W. BROWN, District Commissioner for Bouganville at 0900K. The Squadron remained at anchor, weighing at 0800K 15th August, and commenced the Mine Warfare Pilot Survey of Kieta and Anewa Harbours. This survey was completed by 1100K 16th August. A separate report has been rendered.

9. At 1055K, HAWK came to a Mediterranean moor off Grovo Island jetty position 6°10'03"S 155°37'55"E to embark fresh water, none being available at either Kieta or Anewa. This water was supplied by the good nature of the manager of the Tourist Hotel recently built on the island, and was passed by garden hose. Sufficient water was embarked by 1220K, and the ship came to anchor off Kieta wharf.

10. HAWK, with CURLEW and SNIPE weighed anchor and proceeded to sea enroute to the Shortland Islands at 0800K on 17th August, coming to anchor at 1310K off Ballele Island position 7°00'15"S 155°51'50"E. Shore parties were landed. The island offered much interest to the Ship's Company with many World War II relics still situated around the airfield.

11. HAWK remained at anchor overnight and proceeded on 18th August for Honiara with CURLEW and SNIPE in company. A reasonable passage was maintained into the S.E. Trade Winds, and at 0745L on Thursday 19th August over the position of HMAS CANBERRA a commemorative service was held for the members of her company who lost their lives on 9th August, 1942 during the battle of Savo Island.

12. At 0900L HAWK berthed stbd side to the Small Ships wharf at Honiara British Solomon Islands Protectorate.

13. I with the Commanding Officers of CURLEW and SNIPE called on His Excellency The High Commissioner for the Western Pacific, Sir Michael Gass KCMG, at 1145L. Honiara provided excellent recreation for Officers and Ship's Companies. Sporting events were arranged and the facilities of all clubs were made available.

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14. At 1500L, Sunday 22nd August, HAWK in company with CURLEW and SNIPE slipped from the Small Ships Wharf and proceeded enroute to Suva. On clearing Guadalcanal Island the full effect of the S.E. Trades was felt. By 1600L on 23rd August ^{revisions} ~~reys~~ had been reduced to nine knots with speed over the ground of 6 knots. At 1010L on Tuesday 24th August, it became obvious that the Squadron could not reach Suva with it's present fuel consumption. As forecasts indicated continuing bad weather, course was altered for Espiritu Santo, in the New Hebrides. My message DTG 232245Z August refers.

15. At 0635L on 25th August the Squadron came to anchor in Santo Harbour in position 138° Lower Beacon 6.8 Cables. I called on Mr. C. TURNER the British Resident District Agent, at 0900L and arranged for Diplomatic Clearance, pratique and leave for the Ship's Companies. A programme was discussed and the ships programmes were amended. My message DTG 250310Z August refers. At 1130L HAWK weighed and proceeded alongside the No 3 wharf, securing port side to at 1150L. Sporting and entertaining programmes were arranged with expatriate Australian families, who went out of their way to ensure the enjoyment of Santo by the Ship's Companies.

At 0600 on Friday 7th August the Squadron slipped from No 3 wharf and proceeded into the harbour to allow the Merchant Ship Polynesia to berth. The Squadron re-berthed port side to No 3 wharf at 0655L.

16. HAWK in company with HMA Ships CURLEW and SNIPE slipped and proceeded from No 3 wharf, Santo, at 0900L on Sunday 29th August enroute to Vila.

17. At 1545L on 29th August HAWK anchored in the lee of Epi Island in position 16° 37' 43" S 168° 08' 43" E. A shore party was landed.

18. HAWK weighed anchor at 0303L on Monday 30th August and continued passage to Vila.

19. The Squadron rendezvoused off Melle Bay at 0900L & HAWK anchored in Vila Harbour position 255° Lower lead Light 4.8 Cables with HMAS CURLEW berthing port side and HMAS SNIPE berthing starboard. Liason was effected through a Mr. J. GALE of the British Residency, who, by previous Naval experience was most co-operative and helpful. At 0900L 31st August I called on the French Resident Commissioner M. P. LONGLOIS and on the British Resident Commissioner Mr. C.H. ALLAN CMG. OBE. at 0930L.

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20. At 1045L HAWK weighed anchor and proceeded alongside the tanker "PACIFIC MARINER" - (CAPTAIN F. WARD) - of the Delman Line to fuel. Fueling was completed at 1220L and HAWK slipped at 1256L and secured starboard to HMAS CURLEW at anchor in Vila Harbour. The ship was at anchor at the end of the period.

21. Vila provided good shopping facilities, discounts generally being available in all British and Chinese Stores sufficient to reduce prices to an almost Duty Free state. Entertainment was limited, and most sporting arrangements discontinued through lack of opposition.

22. SECURITY AND HYGIENE

The Ship's Company were lectured on matters of Security and Hygiene on 3rd and 28th August.

23. HULL AND MACHINERY

Main engines have continued to give a most reliable performance. Auxilliary machinery including the air conditioning plant have operated satisfactorily with only minor stoppages. One set of generator armature bearings burnt out and were replaced by ship's staff. Regular and planned maintenance conducted by qualified and experienced personnel have made this ship virtually trouble free. The state of the Hull remains as in July's Report of Proceedings.

24. HEALTH WELFARE AND MORALE

x { The health and welfare of the Officers and Ships Company are very good. The morale of the Ship's Company is now quite high consequent upon the introduction of the Interum Pay Scheme. This scheme has, however, the unfortunate side effect of greatly narrowing the margin between sailors and officers pay, in some cases a Chief Petty Officer receiving more in wages than his Commanding Officer. As the increases in pay for Petty Officers and Chief Petty Officers is based mainly on responsibility as apart from skill, I can understand the concern of these officers. The continuing Public Relations associated with the Kerr Committee assists greatly in maintaining the Ship's Company's happy disposition.

I have the honour to be,

Sir,

Your obedient Servant

(SGD.) W. D. H. LEES

LCDR. MCD R.A.N.

(W.D.H. LEES)

Lieutenant Commander. RAN
COMMANDING OFFICER

Enclosures: Appendices I and II

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APPENDIX I

STEAMING DETAILS AUGUST

Distance Steamed during August	1,619.8 miles
Distance steamed since commissioning	191,460.8 miles
Hours underway during August	153 $\frac{1}{2}$ hours
Hours underway since commissioning	16,587 $\frac{7}{12}$ hours

APPENDIX II

EXERCISES

A. Seamanship and Navigation

4-6 Aug	Check Survey Rabaul Harbour
9 Aug	Bump transfer with SNIPE

B. M.C.M.

9 Aug	M/S Preliminary Formation
	3 ship Team Sweep with CURLEW and SNIPE
	total 3 $\frac{1}{4}$ hours

C. Gunnery

18 Aug	Small Arms Shoot.
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18/6/3076 ~~REV~~

DEPARTMENT OF THE NAVY

HMAS

HAWK

Report of Proceedings

~~11/11/71~~ *SEPT 71*

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HMAS HAWK
At SYDNEY

18 SEP 1971

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

For Information:

The Commander,
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge,
PAPUA AND NEW GUINEA

HMAS HAWK - REPORT OF PROCEEDINGS - 1st-15th SEPTEMBER 1971

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the period 1st to 15th September 1971.

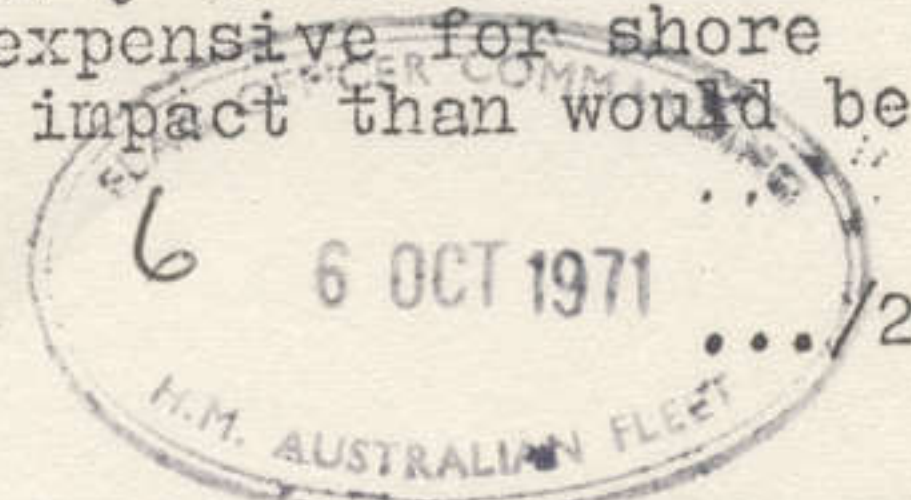
2. At the commencement of the period HMAS HAWK was secured Starboard side to HMAS CURLEW at anchor - VILA HARBOUR, with HMAS SNIPE secured Port side to HMAS CURLEW. At 1730K, I gave a small reception for committeemen and residents of VILA who combined to make the stay of the Squadron most enjoyable. VILA offered good shopping facilities and entertainment. The difficulty of refuelling, and the absence (at present) of an alongside berth marred, only slightly, the visit. The new wharf of approximately 450 ft. in length with a minimum depth alongside of 35 ft. should be completed by mid 1972.

3. The Squadron proceeded at 0830(L) 2nd September, for NOUMEA, NEW CALEDONIA. Air Defence, Gunfirings, Damage Control, and Emergency exercises were carried out during the forenoon. An uneventful if choppy passage was maintained through the LOYALTY ISLANDS and at 0530(L) 3rd September, HAWK entered HAVANNAH PASSAGE. A Pilot was embarked at 0620(L) for the passage through the WODIN CANAL and entry into NOUMEA. An Officer of the Guard was embarked with due ceremony off the Harbour entrance and all Ships proceeded alongside the French Navy Wharf at POINTE CHALEIX, at berthing Port side to, at 0900(L) to the accompaniment of a band playing "God Save the Queen". A difficult moment whilst berthing.

4. At 1000(L) I, with the Commanding Officers of CURLEW and SNIPE, paid courtesy calls on Le Capitane de Fregate Teton, the Acting Commandant of the Base followed by General Commander in Chief, General GOUVION ST. CYR.

5. The visit to NOUMEA was considered most successful. At all times and to all ranks, the greatest of courtesy, welfare and entertainment was extended, particularly by members of the Navy. Honorary membership of all messes, organised functions, sight-seeing tours, transport and administrative assistance was volubly offered. I returned this hospitality with a Cocktail Party on board SNIPE at 1800(L) on 3rd September. As NOUMEA is most expensive for shore entertainment, this hospitality had a greater impact than would be normal.

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6. At 0900(L) 6th September, HAWK with CURLEW and SNIPE in company, slipped and proceeded to sea, enroute for BRISBANE. Passage was made in gusty southerly winds and south-westerly swell, but was uneventful. At 0930K HAWK and CURLEW were detached to investigate Japanese long line fishing craft in position 26°03' S 155°10' E. Two of these craft, approximately seven over a large area, were investigated and proved to be licensed to operate in that area of the Declared Fishing Zone. The Squadron reformed, and at 2025(K) 8th September, after passage down the north-western channel into MORETON BAY came to formation anchor in the Quarantine Anchorage of the Pile Light.

7. The Port Medical Officer embarked at 0830(K) 9th September, and all Ships granted PRATIQUE. Anchor was weighed at 0845(K) and Ships proceeded up the BRISBANE RIVER, securing Port side to HMAS MORETON wharf at 1030(K), CURLEW and SNIPE berthing on HAWK. No entertainment or official requirements were requested for BRISBANE, and a quiet period was spent alongside.

8. HMAS HAWK in company with CURLEW and SNIPE slipped and proceeded from HMAS MORETON at 1000(K) on Monday, 13th September 1971 enroute to SYDNEY.

9. On Tuesday, 14th September, Officer of the Watch Manoeuvres were conducted commencing at 0930K, and lasting for 2 hours.

10. At 1230K HAWK commenced working up to full power, the engines reaching full power of 1407 engine revolutions per minute at 1247(K). This trial lasted until 1650K.

11. HMAS HAWK came to anchor in WATSONS BAY, PORT JACKSON at 0606K on Wednesday 15th September 1971. With CURLEW berthing Port side and SNIPE berthing Starboard side. Customs authorities were embarked at 0815(K) for customs clearance of the Ship. HMAS CURLEW and SNIPE slipped at 0855K and HAWK weighed anchor at 0859K, to proceed up Harbour to HMAS WATERHEN. HMAS HAWK berthed Port side to No.1 Wharf at WATERHEN at 0930(K) on Wednesday, 15th September 1971.

12. Lieutenant SLEX M. deB. BENNETT, RAN assumed command of HMAS HAWK at 1000K 15th September 1971.

13. HULL AND MACHINERY

Main and auxiliary machinery continued to give faultless performance. Emphasis must be placed on the fact that for the 16 week deployment of this ship without support, all machinery operated efficiently. This is directly attributable to Planned Maintenance Schedules being carried out by correctly qualified, efficient and experienced personnel. The state of the hull remains as previously reported.

14. HEALTH WELFARE AND MORALE

The health, welfare and morale of Officers and Ship's company are of a high order. There are four major factors affecting this, namely:-

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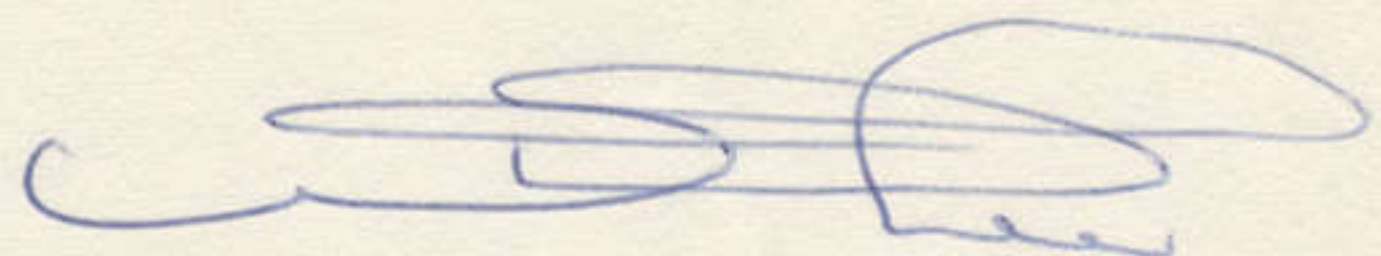
- 3 -

- (a) The almost perfect functioning of the Ship.
- (b) The worthwhile role of the Ship during the preceeding three months, and the absence of outside influences such as Dockyards.
- (c) The improved interim pay scales.
- (d) The visits to many and varied ports and remote areas during the deployment.

I have the honour to be,

Sir,

Your obedient servant.



(W.D.M. LEES)
LIEUTENANT COMMANDER, RAN
COMMANDING OFFICER

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HMAS HAWK
At SYDNEY

1st October 1971

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS HAWK - REPORT OF PROCEEDINGS
16th - 30th SEPTEMBER 1971

Sir,

I have the honour to submit the proceedings of HMA Ship under my command for the period 16th - 30th September 1971. All times are Zone K (-10).

2. On Thursday 16th September HAWK was lying Port side to No.1 Berth at HMAS WATERHEN and had commenced a BAMP. A start was also made on landing survey equipment preparatory to embarking minesweeping gear for Exercise "Square Deal".

3. At 0930 on 16th September 1971, in company with Lieutenant Commandeer W.D.H. LEES, RAN, I called on Commodore N.E. MACDONALD, RAN, Chief of Staff, at FLEET HEADQUARTERS on the occasion of my having assumed temporary command of HAWK to date 15th September 1971.

4. The ship lay alongside until 0805 on Wednesday 29th September when HAWK slipped and proceeded, in company with HMAS CURLEW, to refuel from O.F.L. 1201 at BRADLEY DOLPHINS. At 0839 HAWK secured Port side to on CURLEW and commenced fuelling at 0900, completing at 0936. Refuelling completed, HAWK slipped at 0941 to return to WATERHEN securing Starboard side to No.1 Wharf at 1014.

5. At the close of the month HAWK was lying alongside No.1 Berth at WATERHEN.

HEALTH, WELFARE AND MORALE.

Welfare and morale continue to remain of a high standard and the health of the Ship's Company is good.

The signals and letters relating to the Kerr Committee's work have been well received in the ship.

2....HULL and MACHINERY

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HULL and MACHINERY.

Machinery has continued to perform satisfactorily
but the hull continues to give cause for concern.

I have the honour to be,

Sir,

Your obedient servant

M. deB. Bennett

(M. deB. BENNETT)

LIEUTENANT COMMANDER, RAN
COMMANDING OFFICER

Enclosures: Appendix I
 Appendix II

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APPENDIX I

STEAMING DETAILS SEPTEMBER

Distance steamed during September	-	1645.4 miles
Distance steamed since commissioning	-	193,106.2 miles
Hours underway during September	-	134 $\frac{1}{4}$ hours
Hours underway since commissioning	-	16,721 $\frac{3}{4}$ hours

APPENDIX II

A. SEAMANSHIP AND NAVIGATION

8th September - Formation anchorage (Blind)

B. NBCD

2nd September - Major NBCDX
Steering Gear Breakdowns
Action Stations
Emergency Stations

C. GUNNERY

2nd September - AATX - Breakup shot fired

D. ENGINEERING

14th September - Full Power Trial.

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18/6/3168

DEPARTMENT OF THE NAVY

HMAS HAWK

Report of Proceedings

OCT. 71

AS(NS) 29/11

D of S 29/11

✓ DCNS

1NM 28/11

2NM 28/11

3NM 7/12

4NM 28/11

SECRETARY 28/11/71

DEFS
C of S 28/11

DPR 20/12

20/12
AS(NS) (NS55) 20/12/71

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NAVY—CANBERRA

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25 NOV A.M.

MAR

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

NOV 24 1971

1-16-29

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS OCTOBER, 1971

1. Forwarded.

2. The Reports of the Hull Surveys of HAWK and CURLEW are currently being prepared. Results to date indicate that the refit completion dates would need to be extended to rectify the defects found. Early statements in this regard have been sought from the GOSIEAD and GMOID.

John A. Brown
Rear Admiral

Enclosure:

HMAS HAWK 1/16/12 of 17th November, 1971

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2

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HMAS HAWK
At SYDNEY

2 NOV 1971

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

For Information:

The Commander,
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS HAWK - REPORT OF PROCEEDINGS - OCTOBER 1971

Sir,

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

2. All times are Zone K (-10) until the adoption of Summertime at 0200 on 31st October when ships clocks were advanced 60 minutes to Zone L (-11).
3. At the commencement of the period under report HAWK was lying starboard side to No.1 Wharf HMAS WATERHEN.
4. On Sunday 3rd October at 1000 three members of the MCDO conversion course embarked for passage to Jervis Bay for the sea training phase of the course. The Officers concerned were LCDR M. SHOTTER, RAN, LEUT A.A. DAVIES, RAN and LEUT K. HEYNATZ, RAN.
5. At midday on Sunday a simple buffet lunch was served on the forecastle of HAWK for Officers of the Squadron and their ladies to which the members of the course with their ladies were invited by way of an introduction to the Squadron.
6. HMAS HAWK slipped at 1615 on Sunday and proceeded to sea in company with HMA Ships TEAL (LCDR H.E. JONES, RAN), CURLEW and SNIPE for MCMX SQUARE DEAL arriving at the anchorage at 2335 when the Squadron anchored in formation.
7. The week's work commenced at 0900 on 4th October 1971 when the ship acted as laid down in Appendix II.
8. An event of special interest was the lead in of HMAS HOBART through a channel being swept by CURLEW and SNIPE Team Sweeping ahead of HAWK which was acting as guide. One Mk.17 buoyant mine was swept and which was clearly visible to the ship's company of HOBART as course was altered to avoid same.



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- 2 -

9. At 1020 on Thursday 7th October HAWK berthed port side to the jetty at HMAS CRESWELL for the remainder of the day. The ship slipped at 0605 on Friday 8th for further operations. HAWK and TEAL carried out a bump transfer at 1110 during which Commodore N.E. McDONALD, RAN, and LEUT NOEH, R.B.M.R. transferred to HAWK for a brief visit. I had the pleasure of the company of Commodore McDONALD and LEUT NOEH for luncheon before they transferred at 1400 to CURLEW.

10. HAWK entered the channel to be swept at 1437 on Friday 8th to commence MCMX SQUARE DEAL and completed at 0945 on Saturday 9th October with the commencement of the recovery of gear. HAWK anchored at 1247 and TEAL berthed on HAWK at 1400. TEAL slipped at 2150 and HAWK weighed at 2155 for passage in company with TEAL, CURLEW and SNIPE for Sydney.

11. HAWK berthed port side to HMAS WATERHEN at 0746 on Sunday 10th October and received TEAL alongside at 0830. Members of the course disembarked on arrival at WATERHEN.

12. The ship lay alongside until 0808 on Tuesday 12th October when she slipped to proceed to sea as consort for SNIPE's Sea Inspection. Four Navy Office guests were embarked for the day at sea whose names appear in Appendix III. HAWK berthed starboard side to at WATERHEN at 1705 on Tuesday.

13. HAWK remained alongside and commenced de-storing ship on the following day preparatory to entering refit at Cockatoo Island on 1st November except when the ship slipped at 1009 on Monday 25th October to proceed to No.5 buoy to de-ammunition. De-ammunitioning completed at 1118 when HAWK returned to WATERHEN arriving at 1145 to berth on TEAL.

14. At 0745 on Friday 29th HAWK slipped from alongside TEAL for passage to Garden Island to clean tanks and bilges with the assistance of TCV COLAC. The ship berthed port side to at 0805 and, tank and bilge cleaning completed, the ship slipped at 1030 for WATERHEN arriving at 1055 to berth starboard side to on TEAL.

15. Ships clocks were advanced 60 minutes at 0200 on Sunday 31st October.

16. Arrangements were made with HMAS KUTTABUL for the accommodation of the ship's company during refit the facility being required from Friday 29th as the ship had completed de-storing.

17. At the end of the period HAWK was lying starboard side to on TEAL at WATERHEN.

HEALTH, WELFARE AND MORALE

Health of the ship's company remains of a high order though morale has fallen slightly due to the ramifications of the forthcoming refit at Cockatoo Island.

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- 3 -

HULL AND MACHINERY

Machinery performed most satisfactorily during the period with the exception of very minor failures in auxiliary machinery. Hull remains as in previous reports.

I have the honour to be

Sir,

Your obedient Servant

M. de B. Bennett

M. de B. BENNETT
LIEUTENANT COMMANDER, RAN
COMMANDING OFFICER

Enclosures: Appendix I
Appendix II
Appendix III

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APPENDIX I

Distance steamed during October	-	761.2 miles
Distance steamed since commissioning	-	193,867.4 miles
Hours underway during October	-	87 27/60 hours
Hours underway since commissioning	-	16,809 12/60 hours

APPENDIX II

SEAMANSHIP AND NAVIGATION

3rd October	Formation anchorage
4th October	Dan laying and recovery Streamed and recovered double oropesa (2) Preliminary minesweeping formations Anchored ship
5th October	Dan laying OOW manoeuvres for photography Streamed and recovered double oropesa (2) Team sweeping (TEAL) Lead in through channel (HOBART) Berthed on ship at anchor (TEAL) (2)
6th October	Transferred A.D. Streamed and recovered CTA and MM11 (L) loop Bump transfer TRV 255 on HAWK for transfer of victuals Anchored ship (2) Recovered danbuoys
7th October	Berthed alongside at CRESWELL
8th October	Layed danbuoys Team sweep (TEAL) Bump transfer (TEAL) Transferred AD Streamed influence sweeps Commenced MCMX SQUARE DEAL
9th October	Recovered influence sweeps Recovered danbuoys Anchored ship Commenced passage to Sydney
10th October	Berthed at WATERHEN

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- 2 -

12th October OOW manoeuvres
 Streamed and recovered double oropesa
 Towing (SNIPE)
 Jackstay transfer (SNIPE)

25th October Berthed on ammunition lighter
 Berthed WATERHEN

GUNNERY

12th October Maxbus (consort for SNIPE)

25th October De-ammunitioned ship

APPENDIX III

Navy Office guests embarked in HAWK 12th October:-

- a. Professor H. MUIR, Head of School of Metalurgy,
University of NSW.
- b. Professor R.R. McMAHON, Wool and Pastoral Science,
University of NSW.
- c. Professor D. BROADBENT, Post Graduate Studies,
University of NSW.
- d. Mr. N. MACKAY, Engineer 1st Class.

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18/6/3211

DEPARTMENT OF THE NAVY

HMAS HAWK Report of Proceedings NOV 71

AS(NS) 15/1

D of O 15/1

~~DCNS~~

~~1NM~~

~~2NM~~ 15/1

~~3NM~~ 10/1

~~4NM~~ 10/1

~~SECRETARY~~ 13/1

~~C of S~~ 13/1

~~DPR~~ 17/1

~~CNS~~ 19/1/72

~~AS(NS) (NS55)~~

~~HISTORIAN~~

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19/1/72

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NAVY—CANBERRA		
18	6	3211

HMA FLEET HEADQUARTERS
GARDEN ISLAND NSW 2000
31st December, 1971

AF 1/16/29

The Secretary
DEPARTMENT OF THE NAVY

HMAS HAWK - REPORT OF PROCEEDINGS, NOVEMBER 1971

1. Forwarded.
2. With reference to paragraph 7 of the enclosure the need for increased finance has been reported in GOSIEAA Message 180317Z NOV. The full report of the HMAS HAWK surveys mentioned in this message has yet to be received.

John F. N. [Signature]

FLAG OFFICER COMMANDING

Enclosure: HMAS HAWK unregistered of 3rd December, 1971

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1/16/12

HMAS HAWK
At SYDNEY

17th November 1971

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

For Information:

The Commander,
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS HAWK - REPORT OF PROCEEDINGS
1ST - 17TH NOVEMBER 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the period 1st - 17th November 1971.

2. All times are Zone L (-11).

3. On the 1st of the month HAWK was lying starboard side to HMAS TEAL at HMAS WATERHEN. At 0830 the Ship slipped from alongside TEAL to berth port side to the northern side of the Minesweeping Wharf from where the after Bofor gun mounting was removed by crane.

4. At 0910 Monday 1st HAWK departed WATERHEN for Cockatoo Island berthing starboard side to Bolt Wharf at 0930 to commence her refit.

5. The bulk of the first leave party proceeded on seasonal leave on 2nd November 1971.

6. A refit progress meeting was held in the Principal Naval Overseer's Conference Room, Cockatoo Island, at 1050 on 16th November 1971. The completion date for survey work was stated to be 30th November 1971 as a result of which a signal, DTG 160515Z Nov 71; was released by COMAUSMINPABFOR regarding the future of HAWK.

7. Command of HAWK was transferred from myself to LCDR R.J. BURNS, GM, RAN, on 17th November 1971 in accordance with WLOP of 24th June 1971.

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- 2 -

8. I wish to place on record my appreciation of the help and friendly co-operation afforded by members of the Staff of HMAS PLATYPUS in providing office and messing facilities for members of the Ship's Company of HAWK within the Submarine Refit Facility at Cockatoo Island.

HEALTH WELFARE AND MORALE

The health of the Ship's Company remains good but morale has been affected by the uncertain future employment of HAWK as 1st MCM Squadron Leader due to extensive hull and upper deck defects which have been mentioned in previous Reports of Proceedings.

HULL AND MACHINERY

1. It was decided at the pre-refit meeting to cancel the main engine change originally planned for HAWK due to the high rate of serviceability and to the fact that the running hours logged were not of an excessive total.

2. As a result of extensive survey work carried out on the upper deck and hull structure it is now apparent that greatly increased expenditure of time and money will be required at this or a subsequent refit to fully rectify the problems of age. COMAUSFLT signal DTG 112208Z Nov 71 is relevant.

I have the honour to be

Sir,

Your obedient Servant.

M. de B. Bennett

M. de B. BENNETT
LIEUTENANT COMMANDER, RAN
COMMANDING OFFICER

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1/16/12

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HMAS HAWK
At SYDNEY

3rd December 1971

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

For Information:

The Commander,
AUSTRALIAN MINE WARFARE AND PATROL FORCES

HMAS HAWK - REPORT OF PROCEEDINGS
17TH TO 30TH NOVEMBER 1971

Sir,

I have the honour to report the proceedings of HMA ship under my command for the period 17th to 30th November 1971.

2. Lieutenant Commander R.J. BURNS, G.M. RAN assumed Command of HMAS HAWK and Commander, FIRST AUSTRALIAN MINE COUNTERMEASURE SQUADRON on Wednesday 17th November.

3. Throughout this period HAWK has remained alongside the Bolt Wharf Cockatoo Island undergoing refit.

4. As a result of defects found during the current re-fit it has been decided to pay HAWK off and Commission TEAL as the senior Ship of the Squadron (ACNB Message 250041Z Nov 71 refers). The ship's company is presently employed destoring and preparing HAWK for decommissioning and all work able to be carried out by ship's staff is expected to be completed by mid December.

HEALTH, WELFARE AND MORALE

5. The health and morale of the ship's company is good. Morale had been affected by the uncertain employment of HAWK and the prospect of a long period in refit at Cockatoo Island.

HULL AND MACHINERY

6. The refitting of machinery and electrical wiring is progressing according to schedule. Inspections by GOSI staff have shown that the ships wiring was in a very poor condition and will require additional time and money to be made good.

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7. Only 19 of the 31 hull surveys required by the Defect List have been completed to date but these surveys have shown the hull and wooden decks to be in poor condition. The poor state of the hull was the reason that it was decided to pay off HAWK.

I have the honour to be

Sir,

Your obedient Servant.



(R.J. BURNS)
LIEUTENANT COMMANDER, G.M. RAN
COMMANDING OFFICER

Enclosures: 1. Appendix I
2. Appendix II
3. Appendix III

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APPENDIX I

Distance steamed during November - Nil
Distance steamed since commissioning -- 193,867.4 Miles
Hours underway during November - Nil
Hours underway since commissioning - 161809 12/60 Hours.

APPENDIX II

Nil.

APPENDIX III

Nil.

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RESTRICTED

18/6/3243

DEPARTMENT OF THE NAVY

HMAS HAWK

Report of Proceedings Dec. 71

AS(NS) 18/1

D of O 19/1

DCNS 9/11

1NM 22/11

2NM 29/11

3NM 26/11

4NM 26/11

SECRETARY 30/1/72

C of S 27/12

DPR 27/12

AS(NS) (NS55) 27/12

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13/1/72

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NAVY—CANBERRA

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17 JAN A.M.

J.G.

HMA FLEET HEADQUARTERS
GARDEN ISLAND N.S.W. 2000.

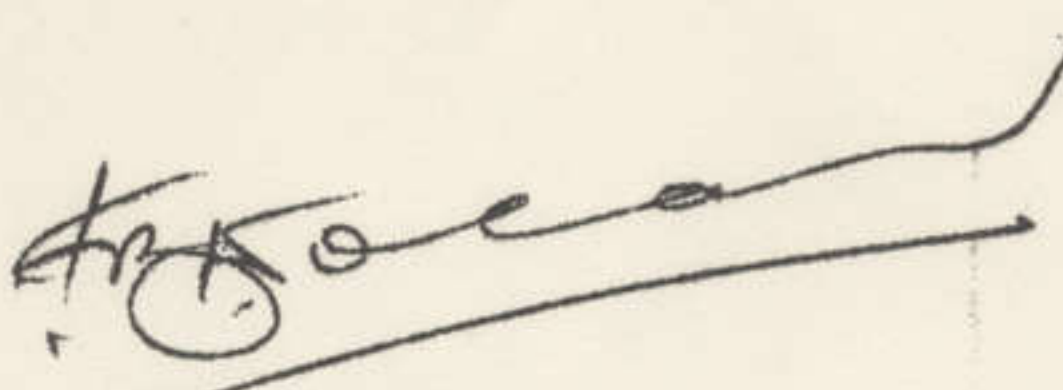
14 January, 1972.

AF 1/16/29

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - DECEMBER, 1971

Forwarded.


(F.B. Nolan)
Captain, RAN
for Flag Officer Commanding.

Enclosure: HMAS HAWK 1/16/12 of 4 January, 1972.

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1/16/12

HMAS HAWK
At SYDNEY

4th January 1972

Flag Officer Commanding,
HM AUSTRALIAN FLEET

For Information:

The Commander,
AUSTRALIAN MINE WARFARE AND PATROL FORCES

HMAS HAWK - REPORT OF PROCEEDINGS
DECEMBER 1971

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the period 01 to 31 December 1971.

2. At the start of the month HAWK was secured alongside the Bolt Wharf Cockatoo Island undergoing refit.

3. The ship was warped to the Destroyer Wharf Cockatoo Island during the afternoon of Thursday 23rd of December as no serviceable crane was available on the Bolt Wharf. The ship has remained alongside the Destroyer Wharf under refit during the remainder of the month.

4. HAWK has been completely destored ready for decomm-issioning on Friday the seventh of January 1972. Most of the maintenance and material preparations for paying off into operational reserve have not been carried out as the ship is in Dockyard hands and to have done so would have precipitated industrial unrest.

5. Ship's Company health and morale has remained good throughout this period. Morale has been very high since the sailors moved out of the refit accommodation at HMAS KUTTABUL and have been accommodated on TEAL.



(SGD.) R. J. BURNS
LIEUTENANT COMMANDER G.M. RAN

(R.J. BURNS)
LIEUTENANT COMMANDER, GM, RAN
COMMANDING OFFICER

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APPENDIX I

Distance Steamed during December - Nil

Distance Steamed since Commissioning - 193,867.4 Miles

Hours underway during December - Nil

Hours underway since Commissioning - 161809 12/60 Hours

APPENDIX II

NIL

APPENDIX III

NIL

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18/6/3274

DEPARTMENT OF THE NAVY

HMAS HAWK

Report of Proceedings JAN 72

AS(NS) *Ch. 25/1.*

D of O *26/11*

DCNS

1NM *4/2.*

2NM *3/2*

3NM *3/2*

4NM *4/2*

SECRETARY *7/2/72*

C of S *9/2*

DPR

AS(NS) (NS55) *16/2*

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NAVY—CANBERRA		
18	6	3274

24 JAN A.M.

J.G.

HMA FLEET HEADQUARTERS
GARDEN ISLAND. N.S.W. 2000.

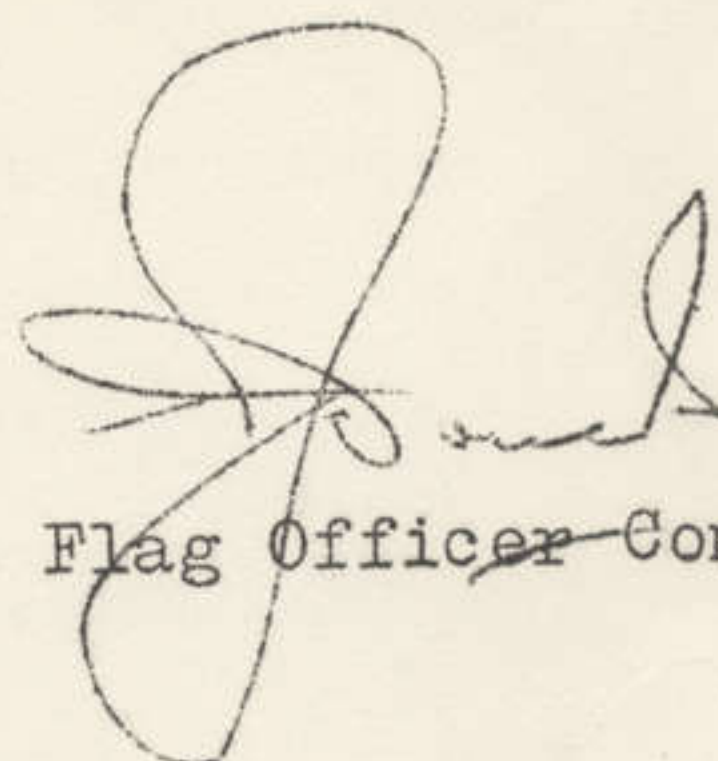
21 January, 1972.

AF 1/16/29

The Secretary
Department of the Navy

HMAS HAWK - REPORT OF PROCEEDINGS - 1 JANUARY 1972 -
7 JANUARY, 1972.

Forwarded.



Flag Officer Commanding.

Enclosure: HMAS HAWK 1/16/12 of 7 January, 1972.

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1/16/12

HMAS HAWK
At SYDNEY
07 JANUARY 1972

The Flag Officer Commanding
HM Australian Fleet
Fleet Headquarters
Garden Island NSW

For Information:-
The Commander Australian Minewarfare
and Patrol Forces

HMAS HAWK - REPORT OF PROCEEDINGS
01 to 07 JANUARY 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the period 01 to 07 January 1972.

2. HMAS Hawk remained under refit at Cockatoo Island throughout this period.

3. The ship decommissioned and was placed in operational reserve at 0815(L) Friday the seventh of January 1972

(SGD.) R. J. BURNS
LIEUTENANT COMMANDER G.M. RAN

(R. J. BURNS)
Lieutenant Commander GM RAN
COMMANDING OFFICER



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APPENDIX I

Distance Steamed during the Period	NIL
Distance Steamed since Commissioning	193,867.4 Miles
Hours Underway during the Period	NIL
Hours Underway since Commissioning	161,809 12/60 HRS

APPENDIX II

NIL

APPENDIX III

NIL

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