Defence FOI 484/26/27
Document 1

ROYAL AUSTRALIAN NAVY
MINUTE

1/16/1
MEL 410/10

COMAUSFLT

For information:
Sea Power Centre – Australia (Naval History Section)
Department of Defence
CANBERRA ACT 2600

HMAS MELBOURNE REPORT OF PROCEEDINGS 01 – 31 OCTOBER 10

1. This report details the proceedings of HMAS MELBOURNE under my Command between 01 and 31 October. All timings are in time zone Delta (-4) unless otherwise indicated.

2. MELBOURNE commenced the reporting period alongside s33(a)(ii) for a scheduled port visit in support of s33(a)(ii) On 02 Oct, MELBOURNE sailed from s33(a)(ii) and Rendezvoused with s33(a)(ii) for a PASSEX in the s33(a)(ii) During the PASSEX a number of training evolutions were conducted including OOWMANS, RASAPS and Enhanced Boarding Capability (EBC) Team Demonstration. Upon completion MELBOURNE assumed control under CTF 150 for Maritime Security Operations in the s33(a)(ii)

3. On 03 Oct MELBOURNE commenced Maritime Security Operations in the s33(a)(ii) On 04 Oct MELBOURNE was tasked to investigate a COI and made preparations to conduct a Flag Verification Boarding (FVB). The planned FVB changed complexion quickly when the COI caught alight with the crew abandoning the vessel upon MELBOURNE's arrival. The FVB resulted in a SOLAS operation where MELBOURNE's EBC team recovered seven crew members by boats whilst MELBOURNE positioned to extinguish the vessel utilising Standing Sea Fire and Emergency Pary from the forecastle. After the vessel was extinguished it later sunk and upon receipt of approval from CTF 150 the rescued crew members were transferred to s33(a)(ii) on the morning of 05 Oct. The actions of MELBOURNE's Ships Company during the SOLAS operation were highly commendable and in the finest traditions of the RAN.

4. On 05 Oct MELBOURNE conducted a RAS(L) With s33(a)(ii) in the s33(a)(ii) and conducted a VERTREP utilising MELBOURNE's Helo embarking Stores and Victuals. On 07 Oct MELBOURNE commenced a transit from the s33(a)(ii) to Named Area of Interest Charlie (NAI C) located in the s33(a)(ii) in support of CTF 150 and arrived for surveillance on 10 Oct.

5. On 12 Oct MELBOURNE conduct a RAS(L) with s33(a)(ii) and then commenced transit from NAI C to NAI B located in the s33(a)(ii). MELBOURNE arrived on 14 Oct in NAI B and remained in the area until 16 Oct then transited back to NAI C arriving on 18 Oct and conducted a RAS(L) and VERTREP utilising MELBOURNE Helo with s33(a)(ii).

6. On 19 Oct 10 MELBOURNE's EBC boarded a suspicious Dhow when a suspected Narcotics transfer was observed during a routine surface search by MELBOURNE's Helo. Whilst the Boarding failed to locate any suspicious cargo on the vessel it proved to disrupt the activity taking place prior to MELBOURNE's on scene arrival. MELBOURNE remained in NAI C s33(a)(ii) for the remainder of the patrol and conducted a dual RAS with s33(a)(ii) and s33(a)(ii) on 23 Oct, which was MELBOURNE's first dual RAS for other 2 years.

7. On 27 Oct MELBOURNE assumed Command State Oscar and conducted a RAS (L) with s33(a)(ii) in the s33(a)(ii) and then commenced transit to s33(a)(ii) for a scheduled port visit and Self Maintenance Period (SMP). On 30 Oct s33(a)(ii) was no longer exercised and MELBOURNE commenced the transit through s33(a)(ii) enroute to a planned RAS(L) with s33(a)(ii) in the s33(a)(ii). On the afternoon of the 30 Oct MELBOURNE conducted a RAS(L) and continued the transit to s33(a)(ii)

8. At the conclusion of the reporting period MELBOURNE berthed at s33(a)(ii) and commenced preparations for the SMP and embarked personnel from FSU who were deployed to assist with MELBOURNE's Force Protection and Maintenance Period.

9. MELBOURNE maintained a safe working environment throughout October, the status of the ship's Occupational Health and Safety Incident Reports (OHSIR) at the end of October:

a. Nil raised;
b. One updated;
c. Nil closed; and
d. Nine remaining extant.

A detailed list of these OHSIRs is at the annex. An electronic copy of all relevant OHSIRs is at the enclosure.

10. As MELBOURNE moves into November the focus will be:

a. Successful SMP alongside s33(a)(ii)
b. Extended Crew respite and relaxation
c. Commencement of CTF 151 Operations in Patrol 3

11. MELBOURNE conducted a busy patrol in support of CTF 150 conducting two Approach and Assist Visit (AAV) Boardings, Two Flag Verification Boardings and a SOLAS operation rescuing 7 foreign nationals from the sea. MELBOURNE also conducted five scheduled RAS evolutions along with achieving a number of internal training objectives. As MELBOURNE proceeds into the second half of her deployment the Ships Company remain focused on supporting CMF operations in the s33(a)(ii) despite fluctuating periods of operational tempo. Following the opportunity for crew rest in s33(a)(ii) and vital maintenance, MELBOURNE will approach her next patrol with re-invigorated enthusiasm for employment in counter-piracy operations in support of CTF 151.

s47F

HMAS MELBOURNE

November 10

Annex:
A. HMAS MELBOURNE OHSIR List – Oct 10

s22

ANNEX A TO
MEL 410/10
OCT 10

HMAS MELBOURNE OHSIR LIST – OCTOBER 10

OHSIR's Raised

OHSIR's Closed

OHSIR's Updated

010/08	Noise Hazard (Ongoing – no resolution) Sitrep 2

OHSIR's Remaining Extant

010/08	Noise Hazard (Ongoing – no resolution)
001/10	CIWS Personal Injury – Blank Loading Drills
005/10	Dangerous Occurrence – Nixie Compartment
012/10	Equipment Failure
013/10	RADHAZ Incident
014/10	RADHAZ Exposure
015/10	RADHAZ Procedural Breach
016/10	Toxic Hazard Incident
017/10	RADHAZ Procedural Breach

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ROYAL AUSTRALIAN NAVY
HMAS MELBOURNE

Minute

1/16/1
MEL/OUT/2011/094

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HMAS MELBOURNE REPORT OF PROCEEDINGS 01–28 FEBRUARY 11

1. This report details the proceedings of HMAS *Melbourne* under my Command between 01 and 28 February. Due to the number of time zone changes throughout the period, time zone will be indicated individually.

2. During the month of February, *Melbourne* completed her s33(a)(ii) deployment, sailing from s33(a)(ii) and finally returning to s33(mid February. *Melbourne* conducted port visits in s33(a)(ii), providing opportunities for ships company to relax after a busy deployment. During February, *Melbourne* held memorial services in several locations and conducted de-ammunitioning in s33(a)(ii).

3. *Melbourne* commenced the reporting period alongside s33(a)(ii). This port visit provided ships company with the opportunity for some well earned rest and relaxation. The port visit was a success with ships company taking full advantage of the opportunity to relax, whilst providing good ambassadorship for both the RAN and Australia.

4. At 0919h (H) on 03 Feb 11 *Melbourne* departed s33(a)(ii) and commenced her transit to s33(a)(ii) for the long awaited return to Australia. This transit included passage through s33(a)(ii) along with the passage through the greater s33(a)(ii). During the course of the passage, a memorial service was conducted by *Melbourne's* Chaplain at the location of the wreck of HMAS PERTH I. A similar memorial service was conducted at the site of HMAS SYDNEY II where the ashes of six former RAN sailors were committed to the sea.

5. On 08 Feb 11 *Melbourne* berthed alongside the s33(a)(ii) to facilitate de-arming of part of the ships explosive ordnance. On completion of de-ammunitioning, *Melbourne* transited to s33(a)(ii) berthing at s33(a)(ii). *Melbourne* conducted a three day port visit which gave the crew a period of rest and relaxation in their first Australian port in six months. Several members of ships company from Western Australia were met on the wharf by family members. The visit and return to Australia was very well received by the ships company, who enjoyed themselves while continuing to uphold the high standards of behaviour expected of RAN members.

6. At 1950h (H) on 11 Feb 11 *Melbourne* departed s33(a)(ii) for the final leg of her return journey to Sydney, transiting the s33(a)(ii) At 0657h (L) *Melbourne* berthed alongside the s33(a)(ii) to facilitate de-ammunitioning of the ships remaining explosive ordnance. Following successful completion

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of the evolution, *Melbourne* departed at 1830h (L) for the final night at sea of her [redacted] deployment. s33(a)(iii)

7. On 18 Feb 11 *Melbourne* entered Sydney Harbour for the first time in over six months and proceeded alongside FBE 4. *Melbourne* came alongside at 1003 (K) where she was met by COMAUSFLT (RADM S. GILMORE, AM , CSC, RAN) and family members of the ships company. Once berthed the majority of the ships company proceeded on post deployment leave.

8. *Melbourne* maintained a safe working environment throughout January, the status of the ships Occupational Health and Safety Incident Reports (OHSIR) at the end of January:

a. two raised,

b. two updated, and

c. one remaining extant.

A detailed list of these OHSIR's is in annex A. An electronic copy of all relevant OHSIR's is in enclosure 1.

9. As *Melbourne* moves into March the focus will be:

a. respite of ships company,

b. DSRA planning, and

c. pre-work up preparations.

10. *Captains comments.*

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[redacted]
HMAS *Melbourne*

April 11

Annex:
A. HMAS MELBOURNE OHSIR List—February11

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[redacted]

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ANNEX A TO
MEL/OUT/2011 /094
FEB 11

HMAS MELBOURNE OHSIR LIST—FEBRUARY 11

OHSIR's Raised

003/11	Fire incident
004/11	Ammunition incident

OHSIR's Closed

Nil

OHSIR's Updated

001/11	RADHAZ procedural breach
002/11	Slips, trips and falls

OHSIR's Remaining Extant

010/08	Noise Hazard (Ongoing – no resolution)