

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

**HMAS BUCCANEER**

**Item number: 73/10**

**Title: January-December 1980**



AWM78-73/10

[73/10]

BUCEE ANKER 1980.

AUSTRALIAN WAR MEMORIAL  
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OFFICE OF THE  
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H.M. AUSTRALIAN FLEET,  
FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

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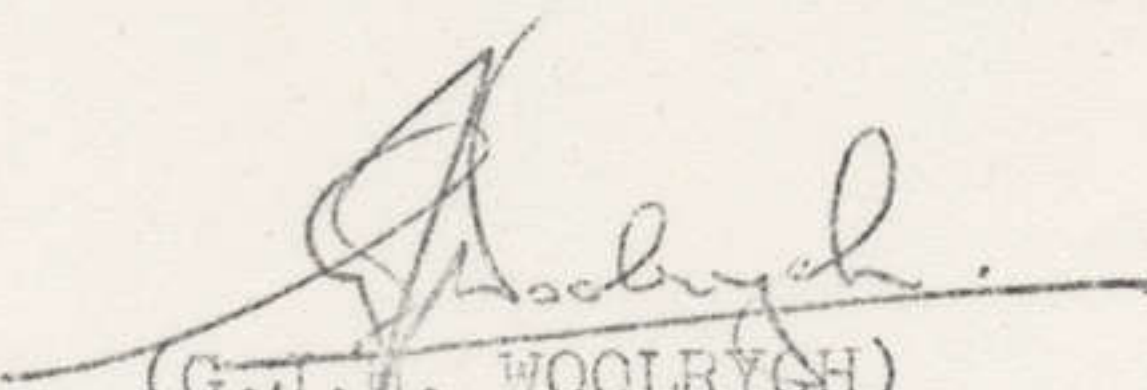
1/16/23


28 FEB 1980

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BUCCANEER -- REPORT OF PROCEEDINGS --  
JANUARY, 1980

1. Forwarded.
2. The potentially embarrassing situation referred to in paragraphs 9 and 11, whereby a primary surveillance platform was not in receipt of the current list of licensed fishing vessels, is viewed with concern. Action has been taken to ensure expeditious interdepartmental handling of this information will occur in future.

  
(G.J.H. WOOLRYCH)  
Commodore RAN  
Deputy Fleet Commander

Enclosure:  HMAS BUCCANEER Report of Proceedings for  
January, 1980 dated 4 February, 1980

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CWP  
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HMAS BUCCANEER  
AT SYDNEY

4 February 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

Commander  
Australian Mine Warfare and  
Patrol Boat Forces

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
JANUARY 1980

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for the month of January 1980. Times used throughout are Zone Lima (-11).
2. At the beginning of the month the ship was alongside the Patrol Boat Wharf HMAS WATERHEN. The ship remained alongside until 1000 Thursday 3rd when lines were cast off and the ship proceeded to sea at the start of a three and a half week Fisheries Surveillance Patrol in southern waters.
3. Approximately two hours after clearing Sydney Heads the Starboard Main Engine Forced draught supply Fan became unserviceable. This was caused by rough seas admitting sea water onto the fan capacitors located in a housing in the aft section of the funnel, causing the capacitors to "burn out". In order to rectify this defect the ship proceeded to the SAR wharf Jervis Bay berthing there at 1707 Thursday 3rd. Prompt stores action resulted in the replacement capacitors arriving onboard in Jervis Bay at 0030 Friday 4th. The defect was rectified shortly afterwards and at 0100 Friday 4th the ship sailed and resumed patrol.
4. After clearing Jervis Bay the ship conducted a patrol south along the New South Wales coast then across Bass Strait to Flinders Island and then via the north Tasmanian coast to King Island before proceeding to Burnie where BUCCANEER berthed at 1100 Monday 7th.
5. BUCCANEER remained alongside until 0900 Tuesday 8th when the ship proceeded to sea to resume patrol. This sector of patrol took the ship to the Furneaux Group and then through Banks Strait, to the east coast of Tasmania. Once the ship had reached this area very rough South Easterly seas and forty knot SE winds were encountered. Shelter was sought as conditions were such that the upper deck could not be used which meant that watchkeeping personnel could not be relieved.

/The ship came to

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- 2 -

The ship came to anchor in the lee of St Helens Island at 2332 Tuesday 8th. Conditions at the anchorage were extremely rough and the heavy rolling experienced, caused the gyro compass to topple. At 0615 Wednesday 9th the ship proceeded to sea using magnetic compass and set course for Maria Island. At 1354 Wednesday 9th the ship came to anchor in the shelter of Maria Island where the gyro compass was re-set. At 1605 the compass had settled adequately and the ship again proceeded to sea on patrol. The remainder of the passage to Hobart was uneventful except that the weather remained rough. At 1100 Thursday 10th the ship berthed at Princess Wharf Number One, Hobart.

6. The ship remained alongside overnight and at 1000 Friday 11th cast off and proceeded to HMAS HUON, berthing alongside HMAS BASS at 1020.

7. From 1800 Friday 11th until 1530 Sunday 13th I relinquished command of BUCCANEER to Lieutenant Commander B.F. Brassington RANR.

8. At 0830 Monday 14th the ship proceeded to Princess Wharf Number One and "topped up" with fuel before proceeding to sea at 1000. Once clear of Storm Bay the ship patrolled north along the east Tasmanian coast in deteriorating weather until 0800 Tuesday 14th when westerly winds had increased to gale force. Shelter was again sought and at 1035 Tuesday 15th the ship came to anchor in the lee of Cape Barren Island. The ship remained at anchor until 1952 that day when a sudden wind shift which produced Force 7 south easterly winds rendered the anchorage untenable. After weighing anchor BUCCANEER proceeded in very rough conditions through Banks Strait to continue patrol in the partly sheltered conditions of the north Tasmanian coast. The ship continued patrolling along the coast to King Island before proceeding north west across Bass Strait.

9. At approximately 2000 Wednesday 16th, the ship detected the first of six Japanese Squid Fishing Vessels in Bass Strait. All contacts were investigated visually and according to information held aboard, were not licenced to fish for squid within the Australian Fishing Zone. Weather conditions were such that an Investigative Boarding could only be carried out on one vessel, the KINKO MARU Number 8. The master of the vessel produced a licence which subsequently proved to be authentic. The ship completed investigating the remaining FFV at 0300 Thursday 17th and resumed patrol. BUCCANEER berthed at SL Patterson wharf Portland at 0900 that day.

10. The ship remained at Portland overnight and at 0900 Friday 18th cast off and proceeded to sea. The short passage

/to Port Fairy

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- 3 -

to Port Fairy was uneventful and at 1202 that day the ship came to anchor in Port Fairy Bay. The ship remained at anchor for the weekend participating in a number of events and social functions in connection with the Port Fairy Moyneyana Festival which was in progress at that time. This visit was extremely popular among the ships' company and the hospitality extended to the ship by the Port Fairy citizens was very great indeed.

11. At 1000 Monday 21st the ship weighed anchor and proceeded to sea. BUCCANEER continued patrol along the Victorian coast to Cape Otway before again crossing Bass Strait. Whilst crossing this Strait, six more Japanese Squid Fishing Vessels were detected. Again, according to information held onboard, these Fishing Vessels were illegally fishing. Weather conditions prevented any boardings being carried out but the presence of these vessels was reported by signal. The matter regarding the inadequate information held onboard concerning licenced Foreign Fishing Vessels has been raised separately with the Commander Australian Mine Warfare and Patrol Boat Forces. The remainder of the patrol to Devonport was uneventful apart from the marginal weather and sea conditions.

12. At 1100 Tuesday 22nd BUCCANEER berthed at Number Two East Wharf, Devonport. The ship sailed from Devonport at 0900 Wednesday 23rd and conducted a patrol along the north Tasmanian coast to Three Hummock Island before crossing Bass Strait making landfall on the Victorian coast at Cape Liptrap. From that position the ship proceeded via the recommended track to Sydney berthing at HMAS WATERHEN Patrol Boat Wharf at 1000 Friday 25th.

13. BUCCANEER remained alongside until 0830 Wednesday 30th when lines were cast off and the ship proceeded to sea to participate in the SMASHEX of HMAS ONSLOW. At 1830 the ship was advised that the SMASHEX had been completed and accordingly the ship returned to Sydney berthing at the Patrol Boat Wharf HMAS WATERHEN at 2200 that day.

14. The ship remained alongside until the end of the month.

#### TECHNICAL

15. Mechanical. One significant defect occurred within this department in January when on Thursday 3rd, the Starboard Main Engine Forced Draught Fan became unserviceable due to water ingress. This defect was rectified at Jervis Bay early Friday 4th (HMAS BUCCANEER signal RDH/OMH 030130Z JAN 80 URDEF 29/81 refers). In all other respects this department has operated in a most reliable manner during the month.

/16, Electrical and

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- 4 -

16. Electrical and Weapons. Both departments have operated in a thoroughly reliable manner during the month with no significant defects occurring.

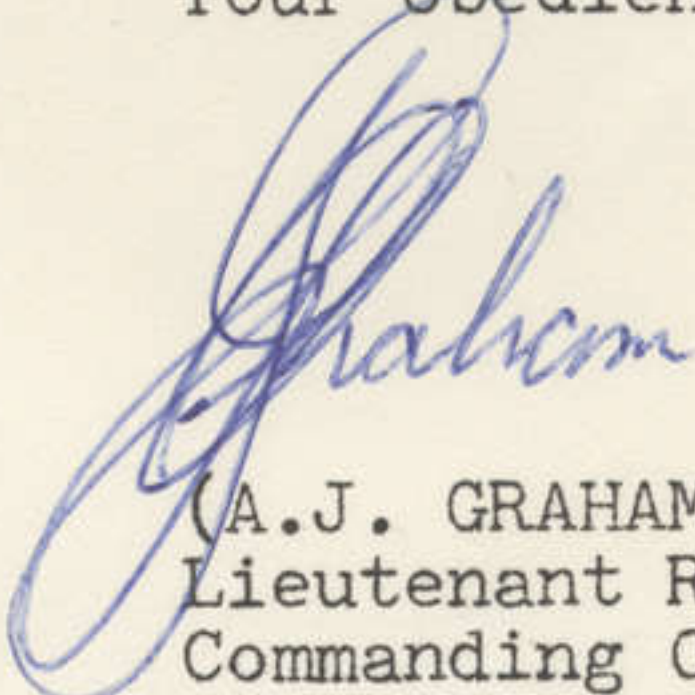
GENERAL

17. The health, welfare, morale and conduct of the ship's company have been very good during the month. Following the Christmas/New Year Leave Period, personnel settled into the Fisheries Surveillance Patrol duties very quickly and although all port visits were enjoyed fully, the standards of behaviour expected were in all cases demonstrated.

I have the honour to be

Sir,

Your obedient servant



(A.J. GRAHAM)  
Lieutenant RAN  
Commanding Officer

Enclosures: Annex A. Steaming Details  
Annex B. Exercise Details  
Annex C. FFV Boardings

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Annex A to  
HMAS BUCCANEER letter 1/16/4B  
dated 4 February 1980

STEAMING DETAILS - JANUARY 1980

Distance steamed in January	3,371 miles
Distance steamed since commissioning	225,640 miles
Hours underway in January	340 hours
Hours underway since commissioning	16,719 hours

Occasions for exceeding fast routeing speed

<u>Date</u>	<u>Duration</u>	<u>Occasion</u>	<u>Speed</u>
30th	5 hrs	SMASHEX	21 kts

NB. Distances and Hours Underway include those steamed by RANR during weekend 11 - 13 January.

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Annex B to  
HMAS BUCCANEER letter 1/16/4B  
dated 4 February 1980

EXERCISE DETAILS - JANUARY 1980

<u>Date</u>	<u>Exercise (Exercise Number)</u>	<u>Duration</u>	<u>Remarks</u>
1-31	Minor DCX (78)	¼ hr daily	When in harbour
3	Blind Pilotage (29)	½ hr	
	Time Exercise (78A)	½ hr	
	MANORD (21)	1 hr	
7	Blind Pilotage (29)	½ hr	
8	Blind Pilotage (29)	½ hr	
10	Blind Pilotage (29)	1½ hr	
	Time Exercise (78A)	½ hr	
14	Blind Pilotage (29)	1 hr	
	MANORD (21)	½ hr	
17	Blind Pilotage (29)	½ hr	
	Time Exercise (78A)	1 hr	
	BOARDEX	1 hr	
22	Time Exercise (78A)	½ hr	
	Blind Pilotage (29)	½ hr	
28	Blind Pilotage (29)	½ hr	
	MANORD (21)	½ hr	
	OOW ENG (9)	1 hr	
30	SMASHEX	9 hrs	

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Annex C to  
HMAS BUCCANEER letter 1/16/4B  
dated 4 February 1980

FOREIGN FISHING VESSEL BOARDINGS -

JANUARY 1980

<u>Date</u>	<u>Position</u>	<u>Name</u>	<u>Remarks</u>
17	39°19'S 143°35E	KINKO MARU No.8	1. Investigative Boarding  2. Alongside method used for transfer.

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12.3.80*



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GARDEN ISLAND, N.S.W. 2000

AF 1/16/23

10 MAR 1980

Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA A.C.T. 2600

LOGGED

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
1-15 FEBRUARY, 1980

Forwarded.

(G.J.H. WOOLRYCH)  
Commodore, RAN  
for Fleet Commander

✓ Enclosure: HMAS BUCCANEER Report of Proceedings  
for period 1-15 February, 1980 dated  
15 February, 1980

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*J Admin  
(A)*



1/16/4B

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HMAS BUCCANEER  
at Sydney

15 February 1980

Flag Officer Commanding  
HM AUSTRALIAN FLEET

Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS

1 - 15 FEBRUARY 1980

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for the period 1 - 15 February 1980. Times used throughout are zone Lima (-11).

2. At the beginning of the month the ship was secured alongside the Patrol Boat Wharf HMAS WATERHEN. BUCCANEER was available for Fleet Support however, as there were no tasks which required the ship's participation, BUCCANEER remained alongside until Wednesday 6th.

3. On Thursday 7th the ship commenced a two week Assisted Maintenance Period. A great deal of minor maintenance has already been completed and work has commenced on the installation of the Bofors 40/60 AN2/1 gun in preparation for Defence Trial 9/411. Sea trials of this gun are programmed to commence on Monday 25th February.

4. At 1200 Friday 15th February I relinquished command of BUCCANEER to Lieutenant J.W. GAUCI RAN at a small ceremony onboard.

TECHNICAL

5. Mechanical, Electrical Weapons. All departments have operated in a reliable manner with no significant defects occurring.

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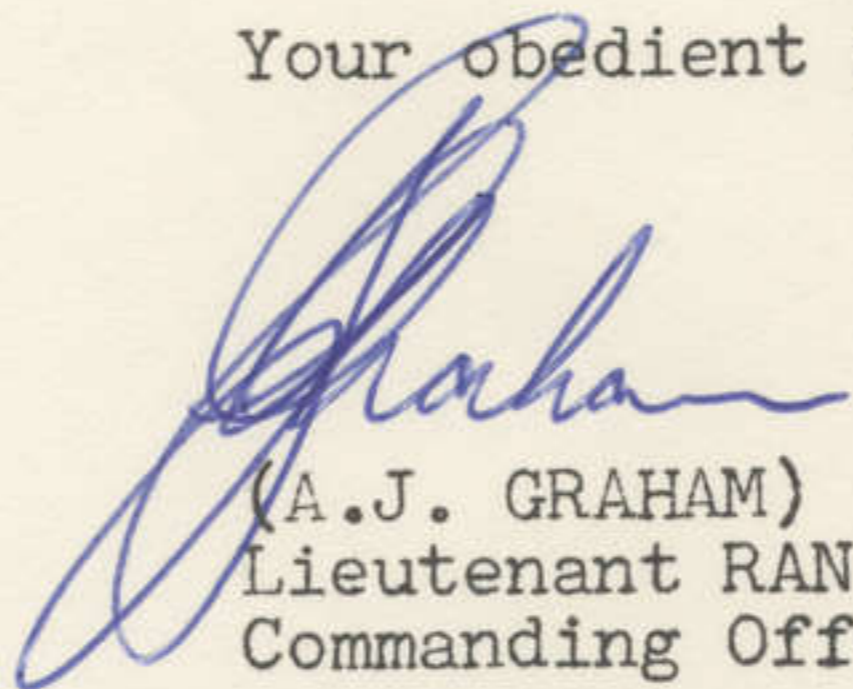
GENERAL

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

I have the honour to be

Sir,

Your obedient servant



(A.J. GRAHAM)  
Lieutenant RAN  
Commanding Officer

Enclosures: Annex A. Steaming Details  
Annex B. Exercise Details

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Annex A to  
HMAS BUCCANEER letter 1/16/4B  
dated 15 February 1980

STEAMING DETAILS - 1 - 15 FEBRUARY 1980

Distance steamed in period	NIL
Distance steamed since commissioning	225,640 miles
Hours underway in period	NIL
Hours underway since commissioning	16,719 hours

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Annex B to  
HMAS BUCCANEER letter 1/16/4B  
dated 15 February 1980

EXERCISE DETAILS - 1 - 15 FEBRUARY 1980

<u>Date</u>	<u>Exercise(Exercise Number</u>	<u>Duration</u>	<u>Remarks</u>
1 - 15	Minor DCX (78)	$\frac{1}{4}$ Daily	
13	ILR/Helo winching demonstration	$\frac{1}{2}$ Hour	

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

AF 1/16/ 23

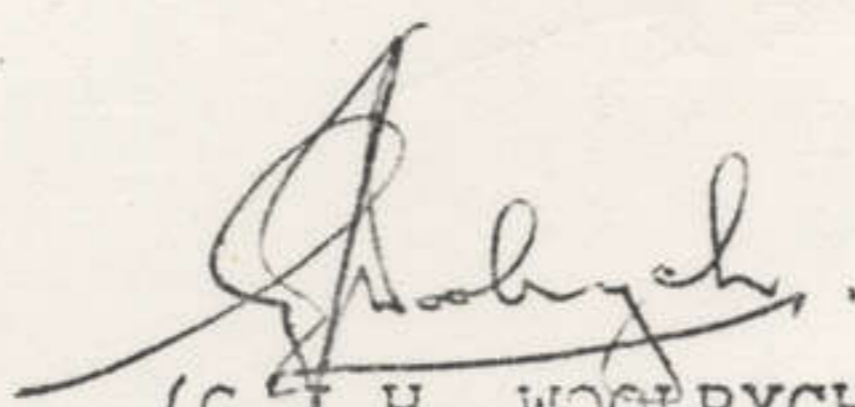
18 MAR 1980

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Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA A.C.T. 2600

HMAS BUCCANEER - REPORT OF PROCEEDINGS.  
15-29 FEBRUARY, 1980

1. Forwarded.
2. At the beginning of the period HMAS BUCCANEER was at HMAS WATERHEN.

  
(G.J.H. WOOLRYCH)  
Commodore, RAN  
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings  
for period 15-29 February, 1980  
undated.

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HMAS BUCCANEER  
At Sydney

1/16/4B

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
15-29 FEBRUARY 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for the period 15-29 February 1980. Times are in zone Lima (-11).
2. I assumed command of BUCCANEER from Leut A.J. Graham RAN at 1200 Friday 15th.
3. The Assistance Maintenance Period progressed satisfactorily and the ship fuelled from the OFL during the forenoon of Thursday 21st in preparation for sea trials the following day. Harbour Acceptance Trials on the 40/60 AN 2-1 gun mount were completed by RANTAU on Thursday 21st. BUCCANEER sailed at 0900 Friday 22nd for sea acceptance trials and gun functioning trials on the modified gun. The trials were conducted satisfactorily in area R479 and the ship returned to WATERHEN berthing at 1330.
4. An AATX scheduled for Monday 25th was cancelled due to an URDEF on the gun. The defect was rectified by base staff, and the ship sailed at 0800 <sup>THUR</sup>Thursday 26th to conduct a SUFX in R479. The exercise was successful and BUCCANEER returned to WATERHEN berthing at 1300.
5. The ship sailed at 0830 Wednesday 27th to continue trials with the modified gun. An AATX and AACRF were successfully conducted in R479 and BUCCANEER returned to WATERHEN berthing at 1500. In company with HMAS BOMBARD, BUCCANEER sailed at 0900 Thursday 28th to conduct further AATX and AACRF in R479. Again these exercises were successful and both ships returned to harbour conducting OOW manoeuvres enroute. BUCCANEER berthed at WATERHEN at 1420, and remained alongside until the end of the month.
6. Technical. All mechanical and electrical equipment has performed most satisfactorily during the period. The URDEF on the 40/60 gun (URDEF 31/81 BUCCANEER RDG/FMG/IAN 242214ZFEB80) was expeditiously rectified by base staff, and the gun has subsequently performed well.

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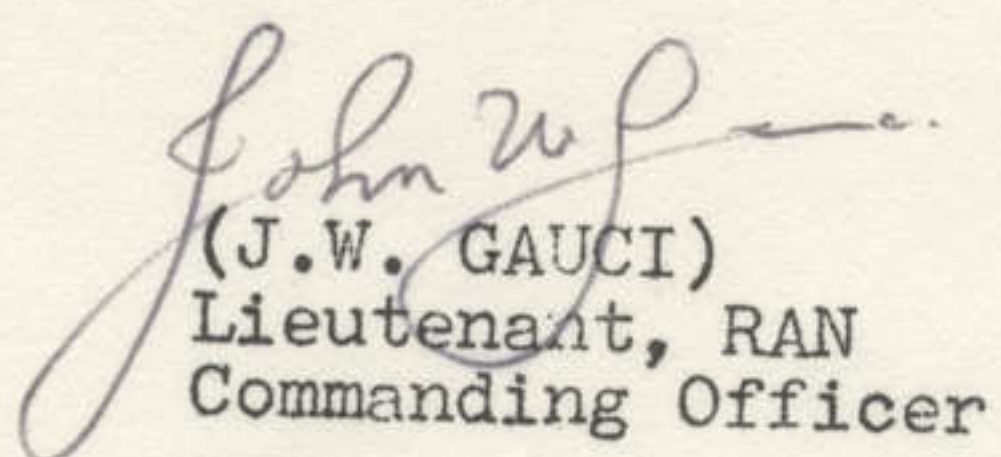
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7. The health, welfare and morale of the ships company has been good during the period.

I have the honour to be

Sir

Your obedient servant

  
(J.W. GAUCI)  
Lieutenant, RAN  
Commanding Officer

- ANNEX A. Steaming details.  
B. Exercise details.

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ANNEX A to  
HMAS BUCCANEER letter 1/16/4B  
dated 3 March 1980

STEAMING DETAILS 15-29 FEBRUARY 1980

Distance steamed in period	184 miles
Distance steamed since commissioning	225,824 miles
Hours underway in period	16 hours
Hours underway since commissioning	16,735 hours

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ANNEX B to  
HMAS BUCCANEER letter 1/16/4B  
dated 3 March 1980

## EXERCISE DETAILS 15-29 FEBRUARY 1980

<u>Date</u>	<u>Exercise</u>	<u>Exercise No.</u>	<u>Duration</u>	<u>Remarks</u>
15 - 29	Minor DCX	78	$\frac{1}{4}$ Daily	
26	SUFX	145	1 hour	40/60 Trials
27	AACRF	136	1 hour	" "
28	AACRF	136	1 hour	" "
28	OOW MAN.	10	1 hour	
26, 27, 28	Blind Pilotage	29	3 hours	
26, 27, 28	Jout Pilotage	NN	4 hours	

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

AF

1/16/23

23 APR 1980

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BUCCANEER - REPORT OF PROCEEDINGS - MARCH, 1980

1. Forwarded.
2. The poor typing, layout, expression and terminology in enclosure 2 is being raised separately with the Director of Naval Reserves and Cadets.

(E. MENTZ)  
Commander RAN  
for Fleet Commander

- Enclosure:
1. HMAS BUCCANEER Report of Proceedings for 1-9 March and 22-31 March, dated 8 April, 1980
  2. HMAS BUCCANEER Report of Proceedings for 8-23 March, 1980 undated.

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1/16/4B

HMAS BUCCANEER  
At Sydney

108 APR 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
01-09 AND 22-31 MARCH 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for the periods 01-09 and 22-31 March 1980. Zone time was reverted to zone K(-10) at 0200 Sunday 2nd and all subsequent times are in zone K (-10).
2. At the beginning of the month, the ship was alongside at HMAS WATERHEN on operational Fleet support. Lines were cast off at 0900 Monday 3rd and all OOW's carried out several berthings on the OFL. The ship proceeded to sea at 0930 to continue trials with the modified AN 2-1 40/60 mount. An AACRF was conducted in R 479 and BUCCANEER returned to WATERHEN berthing at 1400.
3. To enable Base Staff to conduct trials on the AN 2-1 mount, as required by DEFNAV CANBERRA, the surface firing for Tuesday 4th was cancelled and the ship remained alongside. BUCCANEER proceeded to sea at 0800 Wednesday 5th to conduct further gun trials. With CHAP. J. JONES RAN embarked, the ship proceeded to Watsons Bay where friends and relatives of the late LEUT T.S. SYMON RN embarked to witness the scattering of his ashes. The ashes of the late LEUT T.S. SYMON RN, MR. F. GRIFFITHS, MR N. HILL and MR G. GALBRAITH were scattered 2 nm east of Macquarie Light by CHAP J. JONES RAN. On completion BUCCANEER returned to Watsons Bay disembarking civilian personnel at 0915.
4. BUCCANEER then rendezvoused with HMAS ADVANCE at 1100 and conducted joint AACRF and AAROF in R479. BUCCANEER detached at 1200 and returned to WATERHEN berthing at 1400. The AN 2-1 40/60 mount was removed on Thursday 6th and the original 40/60 mount fitted in preparation for ANCHORMAN 80. The ship proceeded to Spectacle Island to ammunition at 0815

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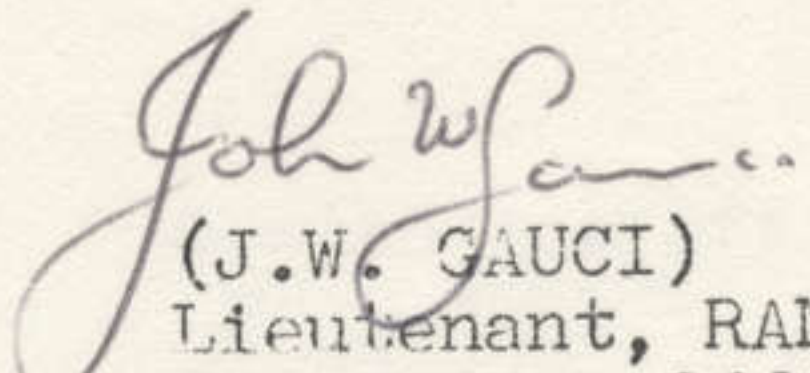
Friday 7th returning to WATERHEN at 1000.

5. The RANR crew from Fremantle Port Division joined the ship at 0800 Sunday 9th to commence Exercise ANCHORMAN 80. I relinquished command to LCDR P.R.H. HILL RANR at 1200.
6. During ANCHORMAN 80 the majority of the ships company proceeded on leave. Several modifications to the AN 2-1 40/60 mount were carried out while the mount was at WATERHEN.
7. I assumed command of BUCANEER at 1030 Saturday 22nd from LCDR P.R.H. HILL RANR on completion of ANCHORMAN 80. It was apparent that the RANR crew had performed their duties in a most competent and zealous manner. The state of the ship in general was very good considering the heavy exercise programme of ANCHORMAN 80.
8. An Assisted Maintenance Period commenced on Monday 24th to prepare the ship for the forthcoming three month Northern deployment. BUCCANEER remained alongside at HMAS WATERHEN until the end of the month.
9. Technical. All mechanical and electrical equipment has performed well during the period. URDEF 32/81 (HMAS BUCCANEER IAH/RDH 060450 Z Mar 80) was raised to have the LOMBARDINI salvage pump replaced. A new pump was supplied on Wednesday 26th. URDEF 33/81 (HMAS BUCCANEER IAH/RDH 250441 Z Mar 80) was raised on No. 1 air conditioning unit due to an unserviceable compressor. This URDEF remains outstanding with an estimated completion date of Thursday 3rd April.
10. The health, welfare and morale of the ships company has been good during the period.

I have the honour to be

Sir

Your obedient servant.

  
(J.W. GAUCI)  
Lieutenant, RAN  
Commanding Officer

- Annex: A. Steaming details.  
B. Exercise details.

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Annex A to  
HMAS BUCCANEER letter 1/16/4B  
Dated 2nd April 1980.

STEAMING DETAILS - MARCH 1980

Distance steamed in period	1860 miles
Distance steamed since commissioning	227684 miles
Hours underway in period	162 hours
Hours underway since commissioning	16897 hours

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Annex B to  
HMAS BUCCANEER letter 1/16/4B  
dated 2nd April 1980.

## EXERCISE DETAILS 01-09 AND 22-31 MARCH 1980

<u>Date</u>	<u>Exercise</u>	<u>Exercise No.</u>	<u>Duration</u>	<u>Remarks</u>
01-09, 22-31	Minor DCX	78	¼ hr daily	
03, 05	A ACRF	136	½ hour	10/60 trials
03, 05	AATX		½ hour	"
05	AAROF		½ hour	"
03, 05	COW MAN	10	1/½ hour	
03, 05	Blind Pilotage	29	2 hours	
03, 05, 07	JOUT Pilotage	N/N	4 hours	

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1-5-80



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

AF 1/16/ 23


26 MAY 1980

Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA A.C.T. 2600



HMAS BUCCANEER - REPORT OF PROCEEDINGS  
APRIL, 1980

Forwarded.

  
(G.J.H. WOOLRYCH)  
Commodore, RAN  
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings  
for April, 1980 dated 1 May, 1980

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A-4-19



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1/16/4B

HMAS BUCCANEER  
at Cairns

1st May 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer Commanding  
QUEENSLAND

The Naval Officer-in-Charge  
CAIRNS

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
APRIL 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for the month of April 1980. Times are in zone K (-10).

2. The ship was alongside HMAS WATERHEN at the beginning of the month completing an assisted maintenance period in preparation for a forthcoming northern deployment. With families and friends embarked, the ship sailed at 1015 Saturday 5th for a families day cruise around Sydney Harbour. BUCCANEER returned to WATERHEN at 1240 for a barbecue and sports afternoon. The ship was ammunitioned at Spectacle Island and fuelled from the OFL during the forenoon of Tuesday 8th.

3. Lines were cast off at 1000 Wednesday 9th and the ship departed Sydney for the northern deployment. An AATX and AACRF were conducted in R479 from 1330 to 1415 as further trial for the AN2-1A gunmount. A most uncomfortable passage to Brisbane followed and the ship entered the shelter of Moreton Bay at 2200 Thursday 10th anchoring in the lee of Moreton Island at 2300. The anchor was weighed at 0630 Friday 11th and the ship proceeded slowly up the Brisbane River berthing outboard of HMAS BALIKPAPAN at HMAS MORETON at 0900.

4. I called on the Naval Officer Commanding QUEENSLAND Captain W.L. OWEN RAN at 1100 Friday 11th.

5. After a much needed rest in Brisbane, the ship sailed at 0900 Monday 14th into the same uncomfortable easterly weather. The weather deteriorated during the day and shelter was sought in Wide Bay where the ship anchored at 2215. In order to avoid rounding Sandy Cape in the prevailing conditions, the Sandy Strait was transited during the forenoon of Tuesday 15th, on a spring high tide, without incident. Once clear of

...2/the shelter

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the shelter of Fraser Island, the same easterly weather made the programmed patrol of Swains Reef impossible, so coastal passage north continued and the ship sheltered at Sea Hill Point, Port Alma at 2145. The anchor was weighed at 0800 Wednesday 16th and the ship continued north in the uncomfortable but consistent easterly weather. With time in hand due to the cancelled reef patrol, the ship anchored in the lee of Brampton Island at 2230 Wednesday 16th.

6. The anchor was weighed at 1000 Thursday 17th and the ship proceeded to Lindeman Island arriving at 1200. A most enjoyable days rest and recreation followed and the ship departed at 1300 Friday 18th. After an uneventful passage to Townsville via Hook Reef, the ship berthed at Townsville at 0900 Saturday 19th. Having fuelled, BUCCANEER departed Townsville at 0900 Sunday 20th for passage to Cairns, where the ship berthed at 0900 Monday 21st.

7. Fuel and stores were taken on in Cairns, and lines were cast off at 1500 Tuesday 22nd and the ship proceeded to sea for passage to Thursday Island. Another uneventful passage followed and BUCCANEER berthed at the fuel wharf, Thursday Island at 0800 Thursday 24th. On completion of fuelling, the ship moved to the main wharf at 1200. All non duty members of the ship's company mustered in the main street of Thursday Island at 0600 Friday 25th and led the Anzac Day parade to the Memorial Park for a dawn service. Several members of the ships company and myself joined a group of local dignatories for chartered flight to the mainland settlements of Bamega and Cowell Creek where we participated in several more Anzac Day ceremonies and services. The group returned to Thursday Island by air at 1700. The tremendous enthusiasm of the indigenous populations of these settlements for Anzac Day was most surprising.

8. BUCCANEER departed Thursday Island at 0900 Saturday 26th for a patrol of the Great Northeastern Channel, and visits to Coastwatchers in the area. The ship proceeded via Yam Island to Coconut Island anchoring at 1630. The anchor was weighed at 0800 Sunday 27th and following a short passage anchored at Yorke Island at 1030. BUCCANEER remained overnight at anchor and sailed at 0800 Monday 28th for Thursday Island, berthing at the fuel wharf at 1600. On completion of fuelling, lines were cast off and passage south to Cairns was commenced in uncomfortable weather.

9. An overheating problem with the main engine necessitated anchoring in the shelter of Princess Charlotte Bay at 1600 Tuesday 29th. The anchor was weighed at 1715 and two hours of OOW manœuvres with HMAS BARRICADE, crewed by the RANR, followed in the relative shelter of the bay. Passage south was continued at 1930 into worsening southerly weather, which delayed the ships arrival into Cairns by several hours. BUCCANEER berthed at Cairns at 1300 Wednesday 30th where the ship remained at the end of the month pending decision on an emergency docking for an URDEF on the rudders.

#### Technical

10. Although several major problems developed during the month, in general the technical department has functioned satisfactorily. URDEF 33/81 on No 1 airconditioning unit was rectified Thursday 3rd and has performed well. URDEF 34/81 (HMAS BUCCANEER IAH/RDH/OIH 190030Z APR 80) was raised on the anchor windlass drive coupling. URDEF 35/81 (HMAS BUCCANEER IAH/RDH/OIH 190250Z APR 80) was raised on the port engine room

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forced draft fan. Both these URDEFS were rectified by ship's staff in Cairns Tuesday 22nd. To enable an I.N.O. inspection of the 40/60 gun to be carried out during the programmed AMP in Sydney during May, URDEF 36/81 (HMAS BUCCANEER IAH/RPI 220420Z APR 80) was raised.

11. A gradual deterioration in the power assistance of the steering system resulted in URDEF 37/81 (HMAS BUCCANEER IAE/RDH/OIH 232317Z APR 80) was raised. Due to an excessive ingress of water into the tiller flat via the rudder posts, URDEF 38/81 (HMAS BUCCANEER IAJ/RIH 300910Z APR 80) was raised requiring an emergency docking. It is anticipated that a full intermediate docking will now take place in Cairns during May when all outstanding URDEFs should be rectified.

12. During the month the ship's company has been subjected to a considerable amount of uncomfortable weather. However health, welfare and morale of the ship's company has not suffered appreciably.

I have the honour to be,

Sir,

Your obedient Servant,

*John W. Gauci*  
(J.W. GAUCI)  
Lieutenant RAN  
Commanding Officer

ANNEXES: A. Steaming Details  
B. Exercise Details

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ANNEX A to HMAS BUCCANEER  
letter 1/16/4B dated

1st May 1980

STEAMING DETAILS - APRIL 1980

1.	Distance steamed in period	2,822 nm
2.	Distance steamed since commissioning	230,506 nm
3.	Hours underway in period	206
4.	Hours underway since commissioning	17,103

**RESTRICTED**



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ANNEX B to HMAS BUCCANEER  
letter 1/16/4B dated

1st May 1980

EXERCISE DETAILS - APRIL 1980

<u>Date</u>	<u>Exercise</u>	<u>Exercise No.</u>	<u>Duration</u>	<u>Remarks</u>
01-30	Minor DCX	78	½hr daily	
09	AATX/AACRF	136	1 hr	40/60 trial
14	OOW Manoverboard Ex	21	2 hr	
29	OOW Manoeuvres	10	2 hr	With BARRICADE (RANR)
08,11,24	Blind Pilotage	29	3 hr	
08,11,14	JOUT Pilotage	N/N	7 hr	
19,20,21,22) 24,28,30. )	JOUT Anchorages (11)	N/N	5 hr	

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


AF 1/16/ 23

12 JUN 1980

Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA A.C.T. 2600

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
MAY, 1980

Forwarded.

  
(G.J.H. WOOLRYCH)  
Commodore, RAN  
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings  
for May, 1980 dated 2 June, 1980

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1/16/4B

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HMAS BUCCANEER  
at Cairns

2nd June 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer Commanding  
QUEENSLAND

The Naval Officer-in-Charge  
CAIRNS

HMAS BUCCANEER -- REPORT OF PROCEEDINGS  
MAY 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for May 1980. All times are Zone K(-10).

2. At the beginning of the month BUCCANEER was alongside No.1 wharf Cairns awaiting a decision on an emergency docking to rectify an URDEF on the rudders. The decision to dock having been made, the ship moved berth to the vicinity of the dry dock at 1800 Thursday 1st. BUCCANEER entered the dry dock at 2130.

3. A decision was made to advance the ships Intermediate Docking, programmed for July, to be carried out in conjunction with the rudder repairs. The ship remained in dry dock until Thursday 22nd. During this period a considerable amount of work was carried out. In addition to the ID work list, 9 REDEFs, 7 URDEFs, and 9 INDEFs were rectified. At the end of the month there were no outstanding major defects.

4. The dry dock was flooded at 0400 Thursday 22nd and at 0545 the ship undocked and proceeded to the fuel wharf. Fuelling completed, the ship moved berth to No. wharf at 1000, and commenced on assisted maintenance period.

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- 2 -

5. At the end of the month BUCCANEER was alongside at Cairns completing an assisted maintenance period in preparation for a Base Strait Oil Rig Surveillance deployment.
6. Technical. The Technical Department has completed a significant amount of work during the period. The overheating problem on the main engine was attributed to several dropped values in conjunction with severe growth of coral in the salt water cooling lines. The rudder defect proved more difficult than first thought as re-alignment of the rudders was required. This original mis-alignment would have caused the original excessive wear. The defective steering box was replaced on completion of the repairs to the rudders.
7. Two URDEF's and one INDEF were raised on the AN2-1A covering the check fire bell, hydraulic system and PVC cover respectively. A gun functioning trial is programmed for Monday 2nd June and it is hoped to conduct an AACRF on return to the Sydney area.
8. URDEF's, INDEF's and REDEF's raised and/or completed during the month are at Annex C.
9. The health, welfare and morale of the ships company is very good having completed a most beneficial docking period in Cairns.

I have the honour to be

Sir,

Your obedient servant

*John W. Gauci*  
(J.W. GAUCI)  
Lieutenant RAN  
Commanding Officer

- Annexes: A. Steaming details  
B. Exercise details  
C. Defects Completed

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~~ADDN~~  
~~HMAS BUCCANEER~~  
~~dated 2nd June~~

STEAMING DETAILS - MAY 1980

1.	Distance steamed in period	Nil
2.	Distance steamed since commissioning	230,506 nm
3.	Hours underway in period	Nil
4.	Hours underway since commissioning	17,103

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Annex B to  
HMAS BUCCANEER letter 1/16/4D  
dated 2nd June 1980

EXERCISE DETAILS - MAY 1980

<u>Date</u>	<u>Exercise</u>	<u>Exercise No.</u>	<u>Duration</u>
01 - 30	Minor DCX	78	$\frac{1}{4}$ hr Daily

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Annex C to  
HMAS BUCCANEER letter 1/16/4B  
dated 2nd June 1980

DEFECTS COMPLETED DURING MAY 1980

URDEFS

<u>No.</u>	<u>Defect</u>	<u>Raised</u>
37/81	Mathway Steering Gearbox	IAH/RDH/OIH 232317Z APR 80
38/81	Port and Stbd Rudder Posts	IAH/RIH 300910Z APR 80
39/81	Main Engine Exhaust Lagging	IAH/RIH 070440Z MAY 80
40/81	40/60 BOFOR ANZ-1 Check Fire Bell	RDH/IAH 150050Z MAY 80
41/81	40/60 BOFOR ANZ-1 Hydraulics	RDH/IAH 190931Z MAY 80
42/81	Cancelled	-
43/81	24 Volt DC Battery Charger	IAH/RDH 260555Z MAY 80
44/81	STB Alternator will not excite	IAH/RDH 260556Z MAY 80

INDEFS

14/81	Anchor Windlass PVC cover	RKH 142337Z FEB 80
15/81	Ships Boat PVC cover	RKH 172333Z FEB 80
16/81	RFL PVC cover	RKH 290218Z FEB 80
17/81	FWD .50 Cal Mount	RDH 270045Z MAR 80
18/81	Marconi Auto alarm aerial feeder run	IAH/RKH 070432Z MAY 80
19/81	Wardroom soft furnishings	RIH 070431Z MAY 80
20/81	40/60 BOFOR AN2-1 PVC cover	RIH/RKH 090147Z MAY 80
21/81	Accommodation access ladders	ROH/RIH 192301Z MAY 80
22/81	General service battery bank	RDH/RKH/RKG 192300Z MAY 80

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REDEFS

<u>No.</u>	<u>Defect</u>	<u>Raised</u>
1/81	Underwater Suction tubes and piping	RDH/RDV 070122Z MAY 80
2/81	Forepeak suction valve	RDH/RDV 090455Z MAY 80
3/81	Air Conditioning condenser valves	
4/81	Port and STBD "P" bracket bearings	RDH/RDV 090457Z MAY 80
5/81	Boat davit pedestal	RDH/RDV 120856Z MAY 80
6/81	Guardrail stanchions	RDH/RDV 120855Z MAY 80
7/81	STBD prop shaft shroud	RDH/RDV 152245Z MAY 80
8/81	Echo Sounder Transceiver	RDH/RDV 152246Z MAY 80
9/81	Underwater fittings No.3 A/C unit suction.	RDH/RDV 152247Z MAY 80

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GARDEN ISLAND, N.S.W. 2000

AF 1/16/23

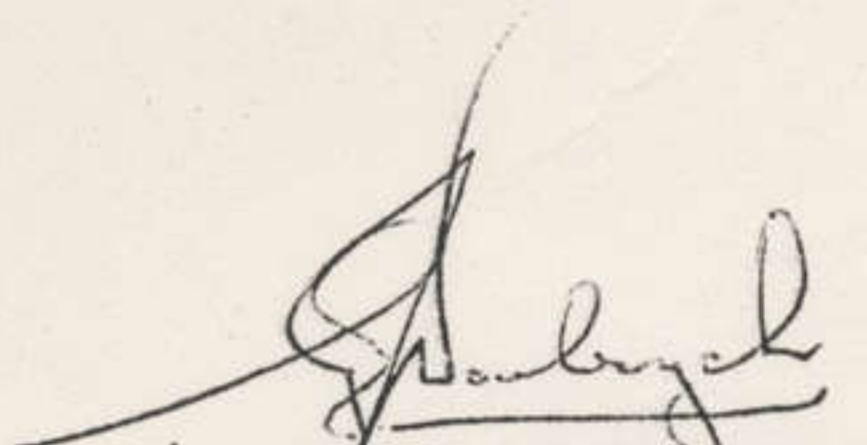
15 JUL 1980

Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BUCCANEER - REPORT OF PROCEEDINGS

JUNE, 1980

Forwarded.

  
(G.J.H. WOOLRYCH)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings  
for June, 1980 dated 4 July, 1980

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1/16/4B

HMAS BUCCANEER  
at Sydney

04 JUL 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
JUNE 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for the periods, 1st to 15th and 28th to 30th June 1980. Times are in zone K(-10).
2. On Sunday 1st BUCCANEER was alongside in Cairns Queensland, making final preparation for passage south to Bass Strait. Lines were cast off at 1000 Monday 2nd and the ship proceeded to sea for passage to Gladstone. A gun functioning trial of the AN2-1 gun was successfully conducted at 1300 whilst transiting area R791. A full power trial was undertaken that evening. At 0900 Tuesday 3rd, the ship berthed at Brampton Island to land a sailor for medical evacuation to Mackay. Passage south was continued and BUCCANEER berthed at Gladstone at 2355 Tuesday 3rd for fuel.
3. Lines were cast off at 0200 Wednesday 4th and the ship proceeded to sea continuing passage south to Sydney in calm weather. The weather deteriorated on entering NSW waters and at 2000 Thursday 5th a burst oil line on the starboard engine reduced the ship to single engine steaming. An unsuccessful attempt was made to anchor on Watsons Bay at 0300 Friday 6th due to a badly fouled cable caused by the recent rough weather. BUCCANEER therefore proceeded to HMAS WATERHEN berthing at 0415. This completed an eight week absence from Sydney.



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- 2 -

4. The ship remained at WATERHEN until 1100 Tuesday 10th when lines were cast off and the ship proceeded to sea for passage south to Bass Strait. BUCCANEER berthed at HMAS CRESWELL at 1730 that evening to land a sailor for medical treatment. The ship remained alongside overnight and sailed at 1000 Wednesday 11th, having fuelled. BUCCANEER proceeded directly to Bass Strait to commence Bass Strait Oil Rig Surveillance. Duties of Surface Response Vessel were commenced on Thursday 12th.

5. BUCCANEER secured to the buoy in the vicinity of Kingfish Bravo oil rig at 1100 Thursday 12th and commenced radar surveillance of the restricted area. The use of the buoy in calm weather proved most successful and kept fuel consumption to a minimum and subsequently operational availability to a maximum. The ship slipped from the buoy at 0700 Friday 13th to intercept a merchant vessel passing through the restricted area. The vessel was escorted clear of the area and the ship proceeded on a patrol of the northern section of the restricted area. BUCCANEER returned to Kingfish Bravo buoy securing at 1520 and remained there overnight.

6. The ship slipped from the buoy at 1200 Saturday 14th and proceeded to rendezvous with HMAS BOMBARD in the western section of the restricted area. On completion of a heaving line transfer with BOMBARD at 1330, duties of Surface Response Vessel were relinquished and BUCCANEER proceeded to HMAS CERBERUS. Hans Inlet was transited at 0130 Sunday 15th and the ship berthed at CERBERUS at 0145.

7. An RANR crew from Sydney, Hobart and Fremantle Port Divisions joined at 0800 Sunday 15th and at 1200 LCDR R.N. Horspool, RANR assumed command for operation Sea Slip.

8. During the period 15th to 28th BUCCANEER continued Bass Strait Oil Rig Surveillance.

9. I assumed command of BUCCANEER from LCDR R.N. Horspool RANR at 1200 Saturday 28th. The state of the ship was very good and it was most apparent the BUCCANEER had been crewed by a most professional team.

10. At the end of the month the ship was alongside WATERHEN undergoing an assisted maintenance period.

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TECHNICAL

11. In general all machinery performed well during the period. A full power trial was carried out on Monday 2nd without incident. The overheating problems previously experienced were rectified during the Intermediate Docking in Cairns. The steering system electric motor was replaced on Friday 6th. URDEF 45/81 (HMAS BUCCANEER IAH/RDH/OIH 120243Z JUN 80) was raised due to a faulty thermostat on the starboard main engine. This was rectified with a replacement unit being fitted by ships staff on Sunday 15th. URDEF 46/81 (HMAS BUCCANEER IAH/RDH/OIH 120244Z JUN 80) was raised following intermittent progressive failure of power assistance in the steering system. Although this URDEF remains outstanding awaiting stores action, the failure has not occurred since the 15th.

12. The ship was handed over to the RANR on Sunday 15th. URDEF 47/81 (HMAS BUCCANEER IAH/RDH/OIH 152100Z JUN 80) was raised on the port alternator due to a leak in the fresh water cooling line. This was rectified by ships staff on Saturday 21st. A cracked inlet valve seat on the port main engine resulted in URDEF 48/81 being raised. (HMAS BUCCANEER IAH/RDH/OIH 190527Z JUN 80). This was rectified with the assistance of HMAS BERBERUS base staff on Friday 20th.

13. BUCCANEER was handed back to the PNF crew on Saturday 28th when an assisted maintenance period was commenced. The 4000 hour PM routine was commenced on the port main engine.

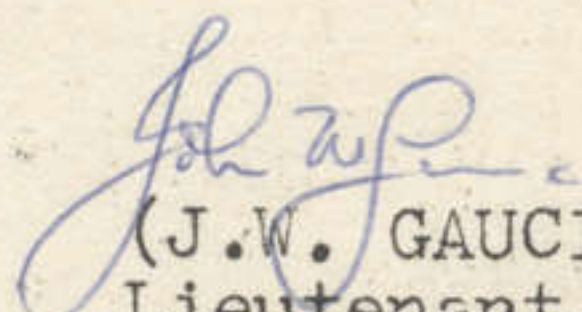
GENERAL

14. The health, welfare and morale of the ships company has been most satisfactory during the period.

I have the honour to be

Sir,

Your obedient servant

  
(J.W. GAUCI)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming details  
B. Exercise details



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Annex A to  
HMAS BUCCANEER letter 1/16/4B  
dated 04 JUL 1980

STEAMING DETAILS FOR JUNE, INCLUDING RANR ACT

1. Distance steamed in period	3,583
2. Distance steamed since commissioning	234,089
3. Hours underway in period	266
4. Hours underway since commissioning	17,369

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Annex B to  
HMAS BUCCANEER letter 1/16/4B  
dated 04 III 1980

EXERCISE DETAILS 1ST - 15TH AND 28TH - 30TH

<u>Date</u>	<u>Exercise</u>	<u>Exercise No.</u>	<u>Duration</u>
1, 6-9, 28-30	MINOR DCX	78	$\frac{1}{4}$ hr daily
2	GUN FUNCTION- ING TRIAL	N/N	$\frac{1}{2}$ hr
3	XO PILOTAGE	N/N	1 hr entering Gladstone
4	COXN PILOTAGE	N/N	1 hr entering Gladstone
6	BLIND PILOTAGE	29	1 hr
14	RAS APPROACH/ HEAVING LINE TRANSFER	N/N	$\frac{1}{2}$ hr with BOMBARD

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1/16/4

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1-16-23

HMAS BUCCANEER  
At Sydney  
28 June 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

Department of Defence (Navy Office)  
Canberra ACT 2600

For Attention:

Director of Naval Reserves and Cadets

The Flag Officer  
Naval Support Command

The Captain Naval Reserves  
HMAS MORETON

The Commander  
Australian Mine Warfare and Patrol Boat Forces

The Naval Officer Commanding  
Tasmania

The Commanding Officer (Reserves)  
Sydney Port Division RANR

The Commanding Officer (Reserves)  
Hobart Port Division RANR

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
RANR SEASLIP ACT  
15 - 28 JUNE 1980

Sir,

1. I have the honour to report the proceedings of HMAS Buccaneer under my command from 15 June to 28 June 1980.

Times used throughout are Zone K (-10).

2. I assumed command of Buccaneer from LEUT J.W. Gauci RAN at 1200 on Sunday 15 June 1980.
3. The Ship's company was a composite crew of Hobart and Sydney reservists with the exception of a CPO QMG from Fremantle and Buccaneer's permanent LSETP and ABRO.

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4. Buccaneer was alongside the wharf at HMAS Cerberus at the beginning of the period having just returned from an Operation ESTES patrol of the Bass Strait Oil Rig Surveillance (BSORS) area.
5. Sailing was delayed from 1600 on Sunday 15th until 0800 on Monday 16th due to the current gale warnings and as a consequence Buccaneer did not relieve HMAS Bombard for BSORS patrol duties until 2100 the same day which was 15 hours late.
6. Shortly after commencing the patrol, weather information received from the oil rigs indicated that a cold front, with winds gusting to 60 knots, was expected within 6 hours. Accordingly, Buccaneer departed the BSORS area at 2130 to seek shelter and proceeded to anchor in Refuge Cove at 0411 on Tuesday 17th. On arrival at Refuge Cove the light at the southern entrance to the Cove was found to be inoperative and a NAVREP was raised.
7. The adverse weather continued until 0800 on Wednesday 18th when Buccaneer weighed and returned to the patrol area, arriving at 1400 the same day to resume the patrol.
8. The patrol was uneventful until 1350 on Thursday 19th when the port main engine developed a defect which necessitated an immediate return to HMAS Cerberus on one engine (HMAS Buccaneer URDEF 48/81 refers).
9. The ship berthed at HMAS Cerberus at 0745 on Friday 20th and the URDEF was rectified by 1500 the same day.
10. Buccaneer cast off from HMAS Cerberus at 1630 on Saturday 21st and proceeded to the BSORS area where HMAS Bombard was relieved at 0715 on Sunday 22nd.
11. The ship conducted a BSORS patrol until 1700 on Tuesday 24 when Buccaneer was relieved by HMAS Bombard. During the period on patrol three foreign merchant vessels entered the restricted area and were escorted out whilst a further two such vessels which were about to encroach on the area were turned away before they actually entered.
12. On completion of the patrol Buccaneer proceeded to Eden berthing at 0814 on Wednesday 25th and refueled.
13. Buccaneer cast off at 1600 on Thursday 26th and proceeded in company with HMAS Bombard to Sydney berthing at HMAS Waterhen at 0900 on Friday 27th.
14. The ship remained alongside until 1200 on Saturday 28th when I relinquished command to LEUT J.W. Gauci RAN.

## Technical

### 15. Mechanical

The ship's mechanical equipment performed very reliably during the period with the exception of the Port Main Engine defect mentioned in paragraph 8. above.

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Electrical

The electrical equipment performed very well during the period.

Weapons

With the exception of minor problems, all weapons performed reliably.

General

The health, morale, welfare and conduct of the ship's company was very good during the period.

I have the honour to be,

Sir,

Your obedient servant,



(R.N. HORSPOL)  
LIEUTENANT COMMANDER, RANR  
COMMANDING OFFICER

Enclosures:

Annexes:

- A. Steaming Details
- B. Exercise Details

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ANNEX A TO  
HMAS BUCCANEER LETTER 1/16/4  
DATED 28 JUNE 1980

STEAMING DETAILS

15 JUNE - 28 JUNE 1980

1.	Distance steamed in the period	1564 miles
2.	Distance steamed since commissioning	233884 miles
3.	Hours underway in the period	123 hours
4.	Hours underway since commissioning	17353 hours
5.	Occasions for exceeding fast routing speed	Nil

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ANNEX B TO

HMAS BUCCANEER LETTER 1/16/4

DATED 28 JUNE 1980

EXERCISE DETAILS

<u>Date</u>	<u>Time</u>	<u>Exercise</u>
<u>SEAMANSHIP</u>		
15 JUN	1300 - 1315	LEAVING SHIP'S STATIONS EMERGENCY STATIONS
17 JUN	0800 - 0830	DCX - FIRE
18 JUN	1930 - 2030	DARKEN SHIP
19 JUN	0815 - 1206	STREAM PARA ANCHOR
	1300 - 1320	OOW MAN
20 JUN	1500 - 1520	EMERGENCY STATIONS LEAVING SHIP STATIONS
21 JUN	1512 - 1525	DCX - FLOOD
22 JUN	1200 - 1245	ACTION STATIONS
	1700 - 1730	DCX - FIRE
23 JUN	1400 - 1430	DCX - FLOOD
24 JUN	0900 - 0930	OOW MAN
	0930 - 0945	ACTION STATIONS
	1030 - 1040	CRANE TRANSFER
	1045 - 1115	ACTION STATIONS
	1645 - 1700	ACTION STATIONS
25 JUN	1300 - 1320	EMERGENCY STATIONS
26 JUN	0825 - 0845	DCX FIRE
<u>GUNNERY</u>		
17 JUN	1500 - 1515	40/60 TRACKING
19 JUN	0900 - 1915	40/60 TRACKING
	1300 - 1325	SMALL ARMS FIRING

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ANNEX B TO  
HMAS BUCCANEER LETTER 1/16/4  
DATED 28 JUNE 1980

EXERCISE DETAILS (cont'd)

<u>Date</u>	<u>Time</u>	<u>Exercise</u>
<u>GUNNERY</u>		
21 JUN	1500 - 1515	40/60 TRACKING
24 JUN	0930 - 0945	40/60 TRACKING 50 CAL TRACKING
26 JUN	1000 - 1020	40/60 TRACKING
27 JUN	1000 - 1030	40/60 TRACKING
<u>ENGINE ROOM</u>		
24 JUN	0915 - 0930	OOW ENG STEERING BREAKDOWN
<u>NAVIGATION</u>		
17 JUN	0340 - 0415	BLIND PILOTAGE
18 JUN	1500 - 1510	MAN ORD
19 JUN	1300 - 1320	OOW MAN
20 JUN	0400 - 0530	BLIND PILOTAGE
22 JUN	1045 - 1115	MAN ORD
24 JUN	0900 - 0930	OOW MAN
26 JUN	1630 - 1930	OOW MAN
	1925 - 2359	NSIC
27 JUN	0001 - 0530	NSIC
	0745 - 0900	CEREMONIAL ENTRY

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

12.8.80

13 AUG 1980

AF 1/16/23

Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
JULY, 1980

Forwarded.

LOGGED

(G.J.H. WOOLRYCH)  
Commodore RAN  
for Fleet Commander

GM

Enclosure: HMAS BUCCANEER Report of Proceedings  
for July, 1980 dated 1 August, 1980

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1/16/4B

HMAS BUCCANEER  
at Eden

1 August 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
JULY 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for July 1980. Times are in K(-10).

2. At the beginning of the month BUCCANEER was alongside at HMAS WATERHEN completing an assisted maintenance period in preparation for another Bass Strait Oil Rig Surveillance deployment. Having completed the maintenance period, lines were cast off at 1000 Monday 14th and a magnetic compass swing was conducted in Sydney Harbour. The ship then proceeded to sea for passage to Eden, departing Sydney at 1200.

3. BUCCANEER anchored off Eden in Twofold Bay at 0200 Tuesday 15th, and at 0800 weighed anchor and berthed at Eden to fuel. Fuelling completed, the ship sailed from Eden at 1100, and proceeded directly to Bass Strait to commence oil rig surveillance. Duties of Surface Response Vessel were commenced at 2100 Tuesday 15th.

4. BUCCANEER secured to the buoy in the vicinity of Kingfish Bravo oil rig at 2130 Tuesday 15th and commenced radar surveillance of the restricted area. The ship remained at the buoy with 2220 Thursday 17th when a merchant vessel was detected entering the area. At this time a second merchantman was seen to be approaching the area, however due to the navigational situation permission was granted to transit the area within specified limitations.

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- 2 -

5. The weather up to this point had been ideal in all respects, with calm seas and clear sunny days. However, by the early hours of Friday 18th, conditions had deteriorated considerably, to the extent that the ship was forced to seek shelter at Port Welshpool, leaving Area Bass at 0500 Friday 18th.

6. The ship entered Corner Inlet at 1000 Friday 18th, fuelled at Barry's Beach terminal, and berthed at Port Welshpool Main Pier at 1210, BUCCANEER remained at Port Welshpool for the next five days due to inclement weather. During this time a considerable number of people visited the ship, including a total of two hundred and forty children from local Primary Schools.

7. At 1815 Wednesday 23rd lines were cast off and BUCCANEER returned to Area Bass. After a rendezvous with HMAS ADVANCE in the western section of the restricted area, the duties of Surface Response Vessel were resumed at 2300. The ship remained on task in Area Bass until 0001 Friday 25th, when HMAS ADVANCE returned, having fuelled at Barry's Beach terminal.

8. On being relieved, BUCCANEER proceeded to Barry's Beach terminal to fuel, arriving at 0800 Friday 25th, departing again at 1200. A quick passage in fine weather enabled HMAS ADVANCE to be relieved at 1600 that day, and at 1840 the ship secured to Kingfish Bravo oil rig buoy.

9. BUCCANEER remained at the buoy until 1600 Saturday 26th, when rising swells made conditions too uncomfortable. The ship therefore slipped from the buoy and began a patrol of Area Bass. The saving in fuel accomplished by remaining at the buoy until 1600 Saturday 26th enabled BUCCANEER to stay on patrol in the area until 1730 Monday 28th, when deteriorating weather conditions dictated that the ship depart the area and head for Eden.

10. After an uneventful coastal passage, BUCCANEER anchored off Eden at 0415 Tuesday 29th, and at 1100 weighed anchor and berthed at Eden, where she stayed for the remaining two days of the month.

#### Technical

11. During the assisted maintenance period, a four thousand hour planned maintenance routine was carried out on the port main engine, which has since performed satisfactorily. The starboard engine is beginning to show signs of wear and appears eager for its' four thousand hour routine.

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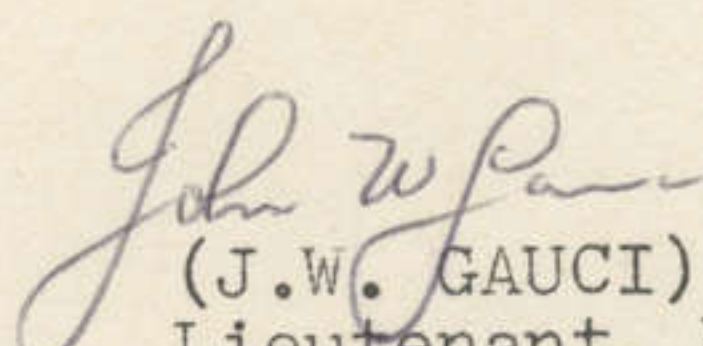
- 3 -

12. The 40/60 AN2/1(A) mount was replaced by a Mk7 mount during the maintenance period, however, on installation the scooter control threads were stripped, and URDEF 49/81 was raised (HMAS BUCCANEER FMH/IAH/OON 150036Z JUL80) and remains outstanding pending supply of replacement parts.
13. URDEF 46/81 was raised last month concerning loss of power assistance to the steering system, and also remains outstanding awaiting supply of replacement parts.
14. Due to deteriorating performance of the Willis Seaphone, URDEF 50/81 (HMAS BUCCANEER ONJ/RMH/IAH 290800Z JUL80) was raised and remains outstanding. All other equipment has performed satisfactorily during the period.
15. General. The health, welfare, and morale of the ship's company has been quite good during the period despite arduous patrol conditions experienced in Bass Strait.

I have the honour to be

Sir,

Your obedient servant

  
(J.W. GAUCI)  
Lieutenant, RAN  
Commanding Officer

- Annexes: A. Steaming details  
B. Exercise details  
C. Vessels intercepted during period  
D. Relevant photographs (COMAUSFLT only)

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Annex A to  
HMAS BUCCANEER letter 1/16/4B  
dated 1 August 1980

STEAMING DETAILS - JULY 1980

1. Distance steamed in period	1,897
2. Distance steamed since commissioning	235,986
3. Hours underway in period	143
4. Hours underway since commissioning	17,512

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Annex B to  
HMAS BUCCANEER letter 1/16/4B  
dated 1 August 1980

EXERCISE DETAILS - JULY 1980

<u>Date</u>	<u>Exercise</u>	<u>Duration</u>
1 - 31	Daily Fire Ex, Minor DCX	$\frac{1}{4}$ hr daily
14	Practice alongside: XO, JOUT, POCOYN, CPMTP POQMG	1 hr
14	JOUT pilotage	1 hr exit Sydney
15	JOUT anchorage	$\frac{1}{2}$ hr entry Twofold Bay
16	DC/First Aid lectures	2 x $\frac{1}{2}$ hr
27	Man Overboard EX	2 x $\frac{1}{4}$ hr
29	JOUT anchorage	$\frac{1}{2}$ hr entry Twofold Bay.

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Annex C to  
HMAS BUCCANEER letter 1/16/4B  
dated 1 August 1980

VESSELS INTERCEPTED DURING PERIOD

Thursday 17th:	MOKO MARU	BUCCANEER	MISCREP	EMI/EAE
			171325Z	JUL 80
	SOUTH RAINBOW	BUCCANEER	MISCREP	EMI/EAE
			171602Z	JUL 80
Monday 28th:	PANAMAX WORLD	BUCCANEER	MISCREP	EMI/EAE
			272110Z	JUL 80

Hours spent at Kingfish Bravo oil rig buoy during period:

71

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GARDEN ISLAND, N.S.W. 2000

AF 1/16/23

- 1 OCT 1980

LOG

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BUCCANEER - REPORT OF PROCEEDINGS - AUGUST  
1980

Forwarded.

(G.J.H. WOOLRYCH)  
Commodore RAN  
Deputy Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings for  
August, 1980

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1/16/4B

HMAS BUCCANEER  
at Corner Inlet

1 September 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS

AUGUST 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for August 1980. Times are in Kilo (-10).

2. At the beginning of the month, BUCCANEER was alongside in EDEN NSW on Rest and Recreation from Bass Strait Oil Rig Surveillance. Due to adverse weather, sailing was delayed by a day and the ship departed EDEN for Area Bass at 0900 Monday 4th commencing surveillance at 1900 that evening. The weather gradually abated and the ship secured to HALIBUT buoy at 1100 Tuesday 5th in an effort to conserve fuel. Whilst at the buoy some twenty personnel from HALIBUT visited the ship and several of the ships company visited the oil rig. An injured sailor was landed to HALIBUT on the morning of Wednesday 6th for medical evacuation by an ESSO helicopter to RAAF East Sale.

3. The ship slipped from the buoy at 1600 Wednesday 6th to intercept an intruding Merchant Vessel, and re-secured to the buoy at 1700. Another intruder was reported by a P3B at 1930 requiring the ship to slip and proceed west to intercept. The vessel was subsequently identified as an oil rig tender. The weather, having steadily deteriorated, dictated the ship seek shelter. BUCCANEER anchored in Corner Inlet at 0500 Thursday 7th and proceeded to Barries Beach Marine Terminal, berthing at 0730 for fuel. In company

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with HMAS ATTACK berth was shifted to Port Welshpool at 1200. The adverse westerly weather continued as forecast for several days resulting in both ships remaining at Port Welshpool.

4. Lines were cast off at 0900 Saturday 9th and the ship proceeded to sea in abating westerly weather for the return passage to Sydney. BUCCANEER berthed at HMAS WATERHEN at 1200 Sunday 10th and commenced a two week Assisted Maintenance Period the following day. A four thousand hour planned maintenance routine was carried out on the starboard main engine and was completed after a successful basin trial at 2000 Saturday 23rd.

5. Another four week Bass Strait Oil Rig Surveillance patrol was commenced when lines were cast off at 0900 Monday 25th and the ship proceeded to sea. AATX, AACRF and AAROFX were carried out in area R488 between 1430 and 1530 that day. The SUFX was cancelled due to deteriorating south westerly weather. A most uncomfortable passage to EDEN followed and BUCCANEER berthed at 0930 Tuesday 26th for fuel.

6. BUCCANEER proceeded to sea at 1400 that afternoon and commenced surveillance of Area Bass at 2200. The ship secured to MACKERAL buoy at 0800 Wednesday 27 and remained there until 1000 the following day when the ship slipped due to deteriorating weather and commenced patrolling. BUCCANEER secured to MARLIN buoy at 1500, the weather having abated. Several groups from MARLIN visited the ship during the afternoon and several of the ships company were able to look over the gas rig. BUCCANEER proceeded from MARLIN buoy at 0130 Friday 29th due to deteriorating weather and commenced patrolling the north westerly section of Area Bass.

7. HALIBUT oil rig reported an intruding merchant vessel at 0900 that morning which resulted in a two hour high speed chase by BUCCANEER to intercept. The vessel finally responded to Channel 16 at 1130 and the ship was then free to seek shelter at anchor under the lee of the mainland within Area Bass. Due to most unusual atmospheric conditions, full radar coverage of Area Bass was maintained with oil rigs, tenders and merchant vessels being held on radar to forty eight miles.

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8. HMAS ADVANCE joined BUCCANEER at anchor at 2200 Friday 29th and assumed surveillance duties. BUCCANEER weighed anchor at 0300 Saturday 30th and proceeded to Barries Beach Marine Terminal berthing at 0800 for fuel. At the end of August BUCCANEER was alongside at Barries Beach on much needed rest and recreation.

TECHNICAL

9. Upon receipt of stores in EDEN on Friday 1st, URDEF 50/81 (WILLIS SEAPHONE) was rectified by ships staff. On the return passage to Sydney, the port main engine intermittently shut itself down. The fault was traced to the governor "energise to run" solenoid and subsequently URDEF 51/81 (HMAS BUCCANEER RMH/IAH/ONH 100220Z AUG 80) was raised. On return to Sydney, a 4,000 hour routine was carried out on the starboard main engine. A considerable delay in the supply of stores for the routine required some 92 man hours overtime by ships staff (in addition to base staff) on the weekend prior to sailing to complete the routine.

10. URDEF 49/81 (40/60 BOFOR oil leak) and URDEF 51/81 (Port main engine solenoid) were rectified during the AMP and successfully trialled on the first day at sea. URDEF 46/81 (HMAS BUCCANEER IAH/ROH/OIH 120244Z JUN 80) remains outstanding awaiting supply of a new steering gear pump. The steering gear is functional but suspect.

11. In general all equipment is working well and the state of the technical department is good, however, some concern is felt for the remaining working life of the main engines. It is understood that they are to last until decommissioning in December 1981 by which time they will have well over 5000 hours running time.

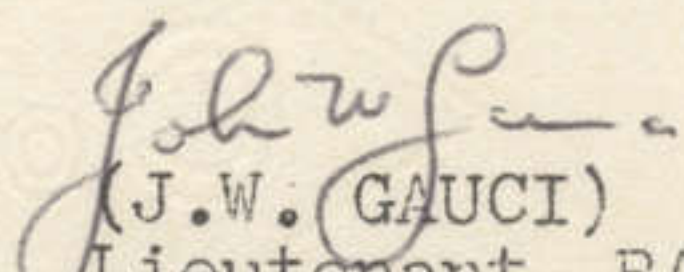
GENERAL

12. The health, welfare and conduct of the ships company has been good during the month. Morale has been high with the adverse conditions of BSORS drawing the ships company together as a team. Morale was substantially boosted on receipt of COMAUSFLT ADA/EMC 270710Z AUG 80 - comments on Operation Estes.

I have the honour to be

Sir,

Your obedient Servant

  
(J.W. GAUCI)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming Details  
B. Exercise details



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Annex A to  
HMAS BUCCANEER letter 1/16/4B  
dated 1 September 1980

STEAMING DETAILS - AUGUST 1980

1. Distance steamed in period	1,726 nm
2. Distance steamed since commissioning	237,712
3. Hours underway in period	123
4. Hours underway since commissioning	17,635
5. Hours secured to Buoy/at anchor Area Bass	81

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Annex B to  
HMAS BUCCANEER letter 1/16/4B  
dated 1 September 1980

EXERCISE DETAILS -- AUGUST 1980

<u>Exercise Number</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
24	Shiphandling	1		
	Berthings - XO	1	-	25
	Buoy Work - OOWs	7	1	5,6(3),27,28,29
	Anchorage - OOWs	3	1	7,26,29
29	Blind Pilotage	2	2	10,25
78	Minor DCX	14	3	10 to 25
159	AACRF	1	1	25



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

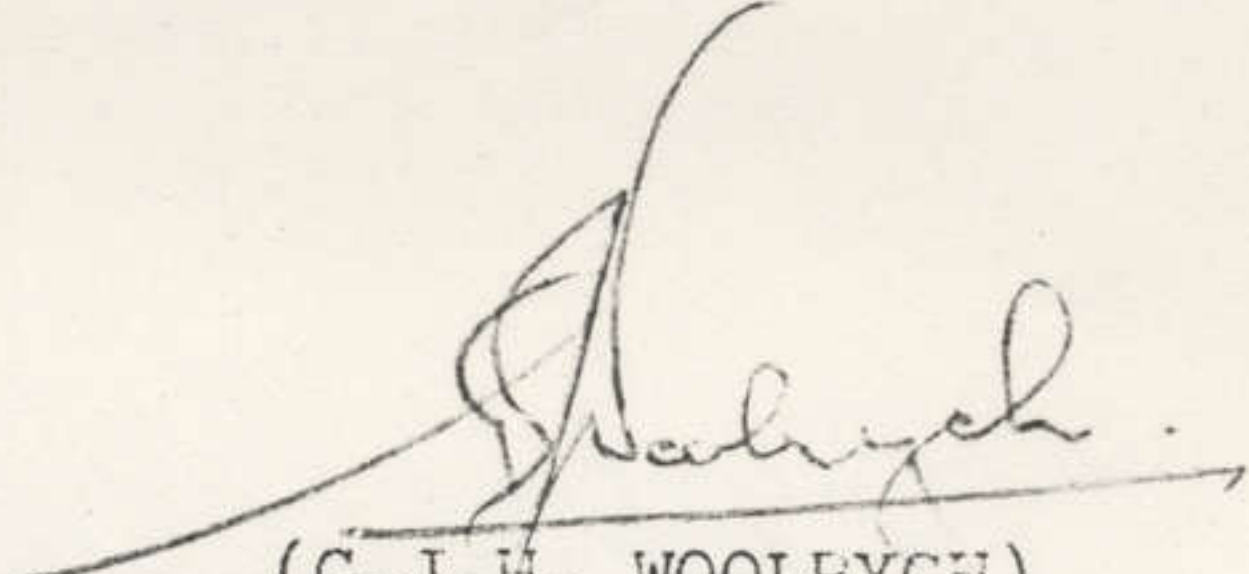
AF 1/16/ 23

10 OCT 1980

Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
SEPTEMBER, 1980

Forwarded.

  
(G.J.H. WOOLRYCH)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings  
for September, 1980 dated 1 October, 1980

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1/16/4B

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HMAS BUCCANEER  
at Sydney

101 OCT 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
SEPTEMBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for September 1980. Times are in Kilo (-10).

2. At the beginning of the month BUCCANEER, whilst deployed on Bass Strait Oil Rig Surveillance, was alongside at Barriers Beach Marine Terminal, Corner Inlet Victoria, sheltering from adverse weather. Due to a rapid succession of cold fronts through Bass Strait, the ship remained alongside for several days. Winds of thirty to forty knots, with gusts to sixty knots were regularly recorded by the terminal's anemometer. Most disturbing local knowledge was imparted by oil rig tender Masters who consider the summer months to be the roughest. However, they did concede the present weather to be abnormal.

3. Lines were eventually cast off at 0800 Saturday 6th for passage to Area Bass. Due to an overheating problem on both engines and generators, the ship anchored in Corner Inlet at 0830. The problem was traced to an ingress of reeds into the salt water cooling system. The anchor was weighed at 1000 and BUCCANEER relieved HMAS ADVANCE as surface response vessel at 1500. In an effort to conserve fuel, and engine running hours, the ship secured to Marlin oil rig buoy at 1700. During the afternoon of Sunday 7th some twenty oil rig personnel visited the ship and a small group of the ships company visited Marlin.

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4. The weather deteriorated during the evening of Sunday 7th resulting in the ship slipping from the buoy at 0130 Monday 8th. BUCCANEER remained underway in Area Bass until 1700 that evening when further deterioration in the weather required the ship to seek shelter at anchor at Stockyard Hill. The weather steadily deteriorated making the anchorage unsuitable. With a forecast of winds of forty to fifty knots, gusting to seventy, and waves of eight to ten metres, the anchor was weighed at 0700 Tuesday 9th and a down sea dash for shelter in Eden was made. On passage, the steering motor shutdown regularly due to an outstanding URDEF, the gun was damaged when the ship buried its bow into a wave whilst surfing, and a life raft was lifted off its mount. The ship berthed in Eden at 1530 that afternoon.

5. The adverse weather continued for the remaining ten days BUCCANEER was programmed for BSORS with only a brief period of suitable weather when BOMBARD managed some time on task. At 0800 Thursday 11th, in company with BOMBARD, the ship departed Eden and conducted towing evolutions, man overboard exercises and OOW manoeuvres in Two Fold Bay. BUCCANEER returned to Eden berthing at 1140 whilst BOMBARD attempted (unsuccessfully) to proceed on task. Berth was shifted during the forenoon of Wednesday 17th when a mediterranean moor, using two anchors, was undertaken on the end of the fishermans jetty.

6. Lines were cast off and anchors weighed at 0300 Saturday 20th for return passage to Sydney. BUCCANEER fuelled from the OFL at HMAS WATERHEN at 1630 that afternoon and moved to the Patrol Boat Wharf at 1715. To enable HMAS ADVANCE to sail, lines were cast off at 1030 Monday 22nd and one hour of OOW ship handling on the OFL was conducted. The ship berthed at the Patrol Boat Wharf at 1130 and remained there until the end of the month undergoing on Assisted Maintenance Period.

#### Technical

7. Both main engines and generators have performed well during the month although relatively few engine running hours were achieved due to the adverse weather. URDEF 46/81 (HMAS BUCCANEER IAH/ROM/OIM 120244ZJUN80) was at last rectified on receipt and installation of a reconditioned steering pump in Eden on Thursday 18th. The damage sustained by the gun in rough seas on Tuesday 9th resulted in URDEF 52/81 (HMAS BUCCANEER FMH/IAH/OOH 092320ZSEP80) being raised. The hydraulic motor mount and header tank were bent aft several degrees cracking several hydraulic pipes. Repairs by base staff are nearing completion. All other technical equipment has performed well.

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General

8. The health welfare and morale of the ships company remains quite good.

*John W. Gauci*

(J.W. GAUCI)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming details  
B. Exercise Details

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Annex A to  
HMAS BUCCANEER letter 1/16/4B  
dated 01 OCT 1980

STEAMING DETAILS - SEPTEMBER 1980

1.	Distance steamed in period	730 nm
2.	Distance steamed since commissioning	238,442 nm
3.	Hours underway in period	50 hrs
4.	Hours underway since commissioning	17,685 hrs
5.	Hours secured to Buoy/at anchor Area Bass	47 hrs

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Annex B to  
HMAS BUCCANEER letter 1/16/4B  
dated 10 1 OCT 1980

EXERCISE DETAILS - SEPTEMBER 1980

<u>Exercise Number</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
10	OOW Manoeuvres	1	1	11
18	Tow fwd	1	1	11
19	Tow aft	1	1	11
24	Shiphandling			
	Alongsides XO	4	1	22
	Coxn	5		
	Buffer	2		
	Buoy work OOW	4	1	7,8
	Anchorage OOW	2	1	6,8
	XO Pilotage Sydney Harbour	1	1	20
29	Blind Pilotage	2	1	6,20
78	Minor DCX	23	8	1 to 5, 10 to 19, 21 - 30

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

AF 1/16/23

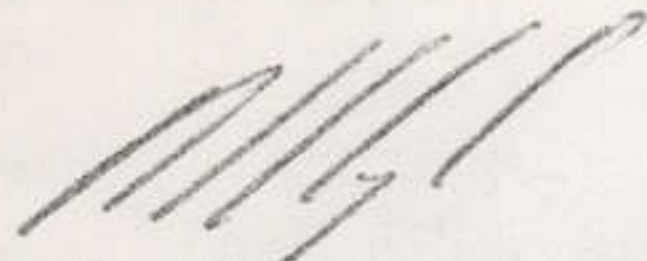
- 2 DEC 1980

The Chief of Naval Staff  
DEPARTMENT OF DEFENCE (NAVY OFFICE)

HMAS BUCCANEER - REPORT OF PROCEEDINGS -  
OCTOBER 1980

Reference: A. AF Letter 1/16/12 of 13 August, 1980.

1. Forwarded.
2. The matter raised at paragraph 11 is recognised. Both main engines have already run in excess of 4000 hours and the situation will be monitored closely.
3. With regard to the comments at paragraph 12, measures to make Patrol Boats' Bass Strait surveillance programmes more attractive will be implemented shortly.

  
(P. H. DOYLE)  
Rear Admiral, RAN.  
Fleet Commander.

Enclosure: HMAS BUCCANEER Report of Proceedings for  
October 1980, dated 1 November, 1980.



1/16/4B

HMAS BUCCANEER  
at Eden

1 November 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
OCTOBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for October 1980. Zone time is used throughout and was advanced for K(-10) to L(-11) at 251600Z0CT80.
2. BUCCANEER was alongside at HMAS WATERHEN on Wednesday 1st undergoing an assisted maintenance period. A member of the Fleet Hygiene Unit lectured the ships company during the forenoon of Thursday 2nd. Lines were cast off at 0930 Friday 3rd and berth was shifted to West Dock Wharf Garden Island where the ship was to be open for public inspection during the weekend as part of Navy Week 80. A total of 4,300 visitors inspected the ship over the weekend.
3. Lines were cast off at 0700 Tuesday 7th, the ship rendezvoused with HMAS BOMBARD in the vicinity of Fort Denison and proceeded to sea at action stations. An AACRF was conducted with BOMBARD in R487 however, due to deteriorating weather the surface firing was cancelled. Passage to Bass Strait and the forthcoming Squadron Exercise (SOUTHEX 80), progressed into worsening weather. A defect developed on the port main engine which shut the engine down when the ship pounded into a rough sea. BUCCANEER detached from BOMBARD and proceeded to Eden to rectify the defect.
4. The ship anchored in Twofold Bay at 0040 Wednesday 8th and berthed at the Breakwater Wharf Eden at 1015. The defect was originally thought to have stemmed from a faulty governor however, further sea trials in Twofold Bay during the afternoon of Wednesday 8th established the cause as a faulty electrical relay.

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This was isolated and the ship sailed for Bass Strait and SOUTHEX 80 at 1830. After a high speed overnight passage the ship was in the vicinity of Clifly Island where at 0700 Thursday 9th HMAS ATTACK conducted a boarding to apprehend (FFV) on BUCCANEER. On completion the Squadron Commander and Staff embarked. Several Machinery breakdown drills and other emergency evolutions were then exercised. In company with ATTACK and ADVANCE OOW manoeuvres were conducted to the West of Area Bass from 1120 until 1220. On completion para anchors were streamed followed by a TOWEX in which ATTACK towed BUCCANEER.

5. The Squadron Commander was transferred to ADVANCE at 1415 Thursday 9th when several more hours of OOW manoeuvres commenced with all four patrol boats taking part. On completion an uneventful passage around Wilsons Promontory to area R325 followed in company with ADVANCE and ATTACK. A surface firing at a towed splash target was conducted during the forenoon of Friday 10th. The AACRF was cancelled due to aircraft difficulties. A ceremonial entry to HMAS CERBERUS was made at 1430 that afternoon, complete with gun salutes and band.

6. Following the SOUTHEX 80 debrief, BUCCANEER and ADVANCE departed CERBERUS at 1830 Friday 10th for return passage to Sydney. Rough weather was encountered off Eden necessitating both ships seeking a few hours shelter in Twofold Bay. The ship anchored at 1800 Saturday 11th and proceeded to sea again at 2000, the weather having moderated sufficiently. BUCCANEER and ADVANCE entered Sydney Harbour at 1115 Sunday 12th and secured at WATERHEN at 1200.

7. The ships annual inspection was carried out with Departmental inspections on Wednesday 15th and Thursday 16th and the Squadron Commanders divisions and inspection during the forenoon of Friday 17th.

8. BUCCANEER remained at WATERHEN continuing on assisted maintenance period until Monday 27th when at 0845(L), lines were cast off and the ship proceeded to Spectacle Island to ammunition. With ammunitioning completed early, the opportunity was taken for berthing practice by the Executive Officer on the OFL at WATERHEN. The ship departed WATERHEN at 1000 for four weeks Bass Strait Surveillance. An AACRF was conducted in area R487 at 1300 that afternoon followed by an uncomfortable passage to Eden. The ship anchored in Twofold Bay at 0130 Tuesday 28th and berthed outboard of BOMBARD at Eden at 1000. During a move of berths during the forenoon of Thursday 30th, a defect on the starboard engine was discovered. A replacement starter motor was most expeditiously despatched by Base Staff resulting in defect rectification within 24 hours.

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9. BUCCANEER remained at Eden until the end of the month due to adverse weather in Bass Strait where thirty knot south westerly winds and rough seas had been prevalent for several days.

Technical

10. The technical department has functioned well during the month with the exception of a few defects, all of which have been rectified. URDEF 52/81 (BUCCANEER FMH/IAH/OOD 092320ZSEP80) on the damaged gun mount was rectified by base staff prior to SOUTHEX 80. URDEF 54/81 (BUCCANEER FMH/IAM/OON 100129Z OCT80) was raised on the safety firing arcs of the 40/60 mount and was rectified by Base Staff on Thursday 23rd. URDEF 53/81 (BUCCANEER IAH/RDH/OIH 071806Z OCT80) was raised on the port main engine shut down defect. The engine was operational in the emergency start mode until the defect was rectified and completed sea trials on Monday 27th. URDEF 55/81 (BUCCANEER IAH/ROH/RKH 300146Z OCT80) was raised on the starboard main engine starter motor and was rectified on Friday 31st with a replacement unit.

11. With the programme for the first half of 1981 now known, more concern is felt that the engines will not last until the proposed December 1981 de-commissioning.

General

12. The health and welfare of the ships company is satisfactory. Morale suffered considerably on being advised of the ships programme for the first half of 1981. With the considerable correspondence at Ship, Squadron and Fleet level on the unsuitability of Patrol Boats for Bass Strait surveillance, all personnel were reasonably confident of an early end to this unpleasant commitment. It is now apparent to the ships company that no end is in sight and morale is now and will continue to be a problem. The conduct of the ships company has in general been satisfactory but an increase of minor offences has been evident.

I have the honour to be

Sir,

Your obedient Servant

*for* M J Stock *comd*  
(J.W. GAUCI)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming Details  
B. Exercise Details



Annex A to  
HMAS BUCCANEER letter 1/16/4B  
dated 1 November 1980

STEAMING DETAILS - OCTOBER 1980

1. Distance steamed in period	1,633
2. Distance steamed since commissioning	240,075
3. Hours underway in period	117
4. Hours underway since commissioning	17,802
5. Occasions for exceeding fast routing speed	Nil

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Annex B to  
HMAS BUCCANEER letter 1/16/4B  
dated 1 November 1980

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Exercise</u>	<u>No. Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
10	OOW Manoeuvres	3	6	9,10
13	Tow Fwd	1	1	9
24	Shiphandling alongside XO	5	1	12,27
	Pilotage Sydney XO	1	1	27
29	Blind Pilotage	3	2	7,12,27
78	Minor DCX	25	6	1-6, 12-26, 28-31
79	Major DCX	1	1	9
159	AACRF	2	2	7, 27
160	SUCRF	1	1	10

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Telephone: 359-9111  
Extension 3139

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

12 DEC 1980

AF 1/16/23

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

*R DARC  
25.1.80*

HMAS BUCCANEER - REPORT OF PROCEEDINGS -  
NOVEMBER, 1980

Forwarded.

*[Signature]*  
(G.J.H. WOOLRYCH)  
Commodore RAN  
for Fleet Commander

SI+ Enclosure: HMAS BUCCANEER Report of Proceedings for  
November, 1980 dated 2 December, 1980

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*CNS*



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1/16/4B

HMAS BUCCANEER  
at Sydney

- 2 DEC 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
NOVEMBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for November 1980. Times are in Lima (-11).
2. At the beginning of the month BUCCANEER was alongside in Eden NSW sheltering from adverse weather in Bass Strait. The weather finally abated and at 0800 Tuesday 4th lines were cast off and the ship proceeded to Bass Strait for Oil Rig Surveillance, arriving on task at 1600 that afternoon. The ship secured to Marlin Buoy for the night, and slipped at 0900 Wednesday 5th to patrol the area. The weather deteriorated during the forenoon and the ship proceeded to shelter in Corner Inlet, proceeding off task at 1300 and berthing at Barries Beach Marine Terminal at 1630 that afternoon.
3. The weather having abated, lines were cast off at 0800 Friday 7th and BUCCANEER proceeded to sea for further surveillance of Area Bass. The ship secured to Halibut buoy at 1600 and remained there until 0730 Sunday 9th. A patrol of the area to break the boredom was undertaken during the forenoon of Sunday 9th with the ship securing to Halibut buoy again at 1100. The ship remained at the buoy until 2200 Monday 10th when, having been relieved by HMAS ATTACK, BUCCANEER proceeded to Barries Beach Marine Terminal for fuel and R & R, berthing at 0800 Tuesday 11th.

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- 2 -

4. BUCCANEER remained at Barries Beach until 1730 Thursday 13th when lines were cast off and the ship proceeded to sea for Area Bass, relieving ATTACK at 2100 that evening, and anchoring at Stockyard Hill at 2300. The anchor was weighed at 0730 Friday 14th and the ship proceeded to Halibut Buoy securing at 1200. BUCCANEER remained at the buoy, undertaking radar surveillance, until 1200 Saturday 15th when the buoy was required by an oil rig tender. When the MV TASMAN TIDE had completed replenishing Halibut, BUCCANEER secured to the tender and replenished with fresh water. The ship secured to the buoy at 1700 and remained there until 1030 Sunday 16th when deteriorating weather necessitated the ship getting underway. BUCCANEER remained underway until relieved by ATTACK at 0800 Monday 17th resulting in eighty three hours on task. The ship proceeded to Eden for fuel and R & R berthing at 1400 that afternoon.

5. Lines were cast off at 1300 Tuesday 18th and course set for Area Bass. A rapid deterioration in the weather necessitated the ship returning to Eden for shelter, anchoring in Twofold Bay at 2230 and berthing in Eden at 0800 Wednesday 19th. Lines were again cast off at 1700 Thursday 20th and course set for Area Bass. BUCCANEER commenced surveillance at 0300 Friday 21st however, further deterioration in the weather saw the ship again proceeding to Eden for shelter. BUCCANEER anchored in Twofold Bay at 2330 and proceeded alongside at 0800 Saturday 22nd. HMAS BAYONET berthed at 1200 and BUCCANEER sailed for Sydney at 1600 that afternoon.

6. The ship anchored in Watsons Bay at 0500 Sunday 23rd, weighing anchor at 0720 and berthing at HMAS WATERHEN at 0800. BUCCANEER remained alongside WATERHEN until the end of the month undergoing an assisted maintenance period.

Technical

7. On the whole a good month technically. Only one URDEF 56/81 (BUCCANEER JAH/RDH/RKH 190001Z NOV 80) was raised on a fault in the compressor on No.3 air-conditioning unit. As this unit serves the after mess, the compressor from No.2 unit was pirated and No.3 unit made operational. A reconditioned compressor is presently being fitted to No.2 unit.

8. Engine hours have been kept to a minimum with maximum use of the oil rig buoys in Area Bass, and single engine steaming. Both main engines and generators have been virtually trouble free.

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- 3 -

General

9. The health, welfare and conduct of the ships company is satisfactory. Several ideas to overcome the morale problem are being investigated including use of ports other than Eden and Welshpool, and providing a video recorder onboard.

I have the honour to be

Sir,

Your obedient servant

*John W. Gauci*  
(J.W. GAUCI)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming details  
B. Exercise details



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Annex A to  
HMAS BUCCANEER letter 1/16/4B  
dated - 2 DEC 1980

STEAMING DETAILS -- NOVEMBER 1980

1.	Distance steamed in period	1,839
2.	Distance steamed since commissioning	241,914
3.	Hours underway in period	128
4.	Hours underway since commissioning	17,930
5.	Occasions for exceeding fast routing speed	Nil
6.	Hours secured to buoys/at anchor Area Bass	144



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Annex B to  
HMAS BUCCANEER letter 1/16/4B  
dated - 2 DEC 1980

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Exercise</u>	<u>No. Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
24	Shiphandling			
	Alongsides-XO	4	1	5, 11, 17, 23
	Anchorage-XO	5	2	11, 13, 18, 21, 23
	Buoy Work -OOWs	5	1	4, 7, 9, 14, 15
	Pilotage -Sydney	1	1	23
	Harbour - XO			
29	Blind Pilotage	4	1	5, 11, 17, 23
78	Minor DCX	16	4	1-4, 6, 11, 12, 17, 23-30

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

DNRC 25-9-80

AF 1/16/23

- 4 FEB 1981

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

LOGGED

HMAS BUCCANEER - REPORT OF PROCEEDINGS -  
DECEMBER 1980

1. Forwarded.
2. The defects reported at paragraph 6 were due not to the age of the engines, but rather to the interval since major overhaul, which now exceeds 4000 hours. The predictions at paragraph 7 concerning HMAS BUCCANEER's future stem from conjecture on the part of the Commanding Officer.

(G.J.H. WOOLRYCH)  
Commodore RAN  
Deputy Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings for  
December, 1980 dated 1 January, 1981

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1/16/4B

HMAS BUCCANEER  
at Eden

1 January 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS  
DECEMBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for December 1980. All times are in Lima (-11).

2. At the beginning of the month, BUCCANEER was alongside at HMAS WATERHEN undergoing an assisted maintenance period. During this period a reconditioned 40/60 gun was fitted. Lines were cast off at 1000 Monday 8th and the ship proceeded to sea for passage to Bass Strait. Between 1400 and 1600 that afternoon, a 40/60 gun functioning trial, surface firing exercise, rapid open fire exercise, and small arms firing exercises were conducted in R488. Passage south to Eden continued and the ship berthed in Eden at 0930 Tuesday 9th for fuel. Lines were cast off at 1330 that afternoon and the ship proceeded south for Area Bass.

3. BUCCANEER commenced duties as Surface Response Vessel, Area Bass, at 2100 Tuesday 9th and secured to Marlin Oil Rig buoy at 2300. The ship remained overnight and slipped at 0900 Wednesday 10th and proceeded to Halibut Oil Rig buoy. The ship returned to Marlin buoy at 0900 Thursday 11th. Due to deteriorating weather, BUCCANEER slipped from Marlin buoy at 2200 that evening and remained underway until 1400 Friday 12th when the ship secured to Barracouta Oil Rig buoy. BUCCANEER slipped at 0600 Saturday 13th to intercept a merchant vessel in the Restricted Area and secured to Marlin buoy at 1000. The presence of another merchant vessel in the

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Restricted Area that afternoon necessitated BUCCANEER slipping at 1630 to intercept, returning to Marlin buoy at 1730. The ship again slipped at 2300 that evening to proceed off task having completed a record ninety eight hours on task. Course was set for Eden where the ship berthed at 0900 Sunday 14th for fuel.

4. Lines were cast off at 0600 Monday 15th and a quick passage to Sydney followed with BUCCANEER berthing at WATERHEN at 1800 that evening. A two week self maintenance period followed allowing most personnel to be home for Christmas. A Families Day was conducted on Sydney Harbour on Sunday 21st between 0900 and 1200.

5. At 1800 Monday 29th lines were cast off from WATERHEN and the ship proceeded to sea for passage to Bass Strait. Due to deteriorating weather, shelter was sought in Port Kembla at 2245 that evening. The ship remained in Port Kembla until 1600 Wednesday 31st when passage south was continued in more suitable weather. The New Year was cheered in in the Jervis Bay area.

Technical

6. The month has been relatively trouble free for the Technical Department. No URDEFS were raised and only one INDEF(RADAR) was raised and rectified by ships staff. No main engine major defects have occurred however, it is worthy of note that ships staff have replaced two rocker arms and associated valve bridge pieces due to failure of their case hardening. This is indicative of the age and wear of the engines.

7. It is now apparent that BUCCANEER will not be decommissioned in December 1981, but may be operational for several years. If so, it is considered essential that BUCCANEER undertake a full refit, including changing main engines and generators, instead of the programmed I.D. this year.

General

8. The health welfare and conduct of the Ship's Company is satisfactory. Morale has shown a slight increase as a result of several innovations to break the monotony of Bass Strait operations. The purchase by ships fund of an omnidirectional television aerial and

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- 3 -

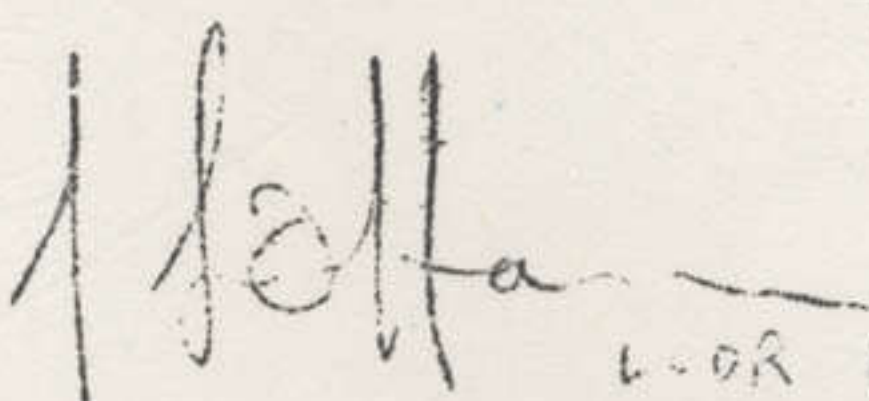
General (Cont'd)

amplifier now allows television to be used in Bass Strait. It is hoped to add a video recorder shortly with the assistance of the RANCCF. A general increase in the standard of victualling has also had some effect. The uncertainty of the ships future however, is of concern to all.

I have the honour to be

Sir,

Your obedient servant

  
L-OR RAN  
for (J.W. CAUCI)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming details  
B. Exercise details

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Annex A to  
HMMS BUCCANEER letter 1/16/4B  
dated 1st January 1981

STEAMING DETAILS - DECEMBER 1980

1. Distance steamed in period	1,118 NM
2. Distance steamed since commissioning	243,032 NM
3. Hours underway in period	80
4. Hours underway since commissioning	18,010
5. Occasions for exceeding fast routing speed	Nil
6. Hours secured to buoys area Bass	73



Annex B to  
HMAS BUCCANEER letter 1/16/4E  
dated 1st January 1981

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Exercise</u>	<u>No. Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
24	Shiphandling alongside -- XO	1	--	09
	buoy work - COXN	1	--	13
	BUFFER	7	1	09(2),10,11,12,13,15
	Pilotage Sydney Harbour - COXN	1	1	29
	BUFFER	1	1	15
29	Blind Pilotage	3	2	08,15,29
78	Minor DCX	24	6	01-08, 13-29
160	SUCRF	1	1	08