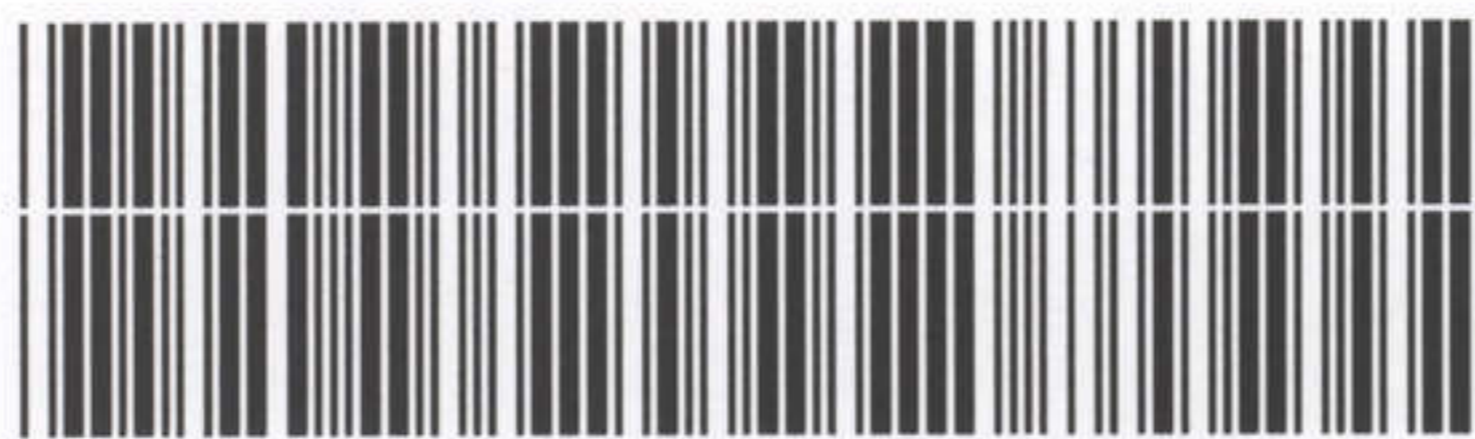


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS BUCCANEER

Item number: 73/11

Title: January-December 1981



AWM78-73/11

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[73/11]

HMAS BUCCRAVEER 1981

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

AF


1/16/23

19 FEB 1981

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

HMAS BUCCANEER - REPORT OF PROCEEDINGS -
JANUARY, 1981

1. Forwarded.
2. The production of an improved navigational chart covering the Lakes Entrance approach is being addressed by the Hydrographer. The concern expressed at paragraph 13 has been overtaken by events, since a refit has now been programmed for mid-1981.


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

Enclosure: HMAS BUCCANEER Report of Proceedings for
January, 1981 dated 2 February, 1981

ADMIN-N
(A)

10

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1/16/4B

HMAS BUCCANEER
at Sydney

2 February 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for January 1981. All times are in Lima (-11).

2. BUCCANEER was on passage south to Eden at the beginning of the month and berthed at 0900 Thursday 1st for fuel. The ship was open for Public inspection from 1300 to 1700 Saturday 3rd and Sunday 4th. BUCCANEER remained in Eden until 1400 Monday 5th when lines were cast off and the ship proceeded to sea for Area Bass. Duties of Surface Response Vessel were assumed at 2200 that evening and the ship secured to Tuna Oil Rig buoy at 2300. Due to deteriorating weather, the ship slipped from the buoy at 0700 Tuesday 6th and commenced patrolling Area Bass. An oil slick was reported by a passing merchants ship to the south west of Kingfish A at 1200. BUCCANEER proceeded to the area to take a sample for analysis by ESSO. At 1300 the starboard main engine developed problems and was shut down (URDEF 57/81). The ship proceeded to Barry's Beach Marine Terminal, berthing at 1930 that evening.

3. The URDEF was rectified when the defective part was replaced by a serviceable one delivered by car from HMAS CERBERUS the following day. Due to adverse weather in Bass Strait, the ship remained alongside until 0900 Sunday 11th when lines were cast off and course set for Area Bass. The ship secured to Marlin buoy at 2000 that evening but due to deteriorating weather slipped again at 0100 Monday 12th. The weather deteriorated steadily during the day and, on receipt of the 1500 weather forecast, the ship proceeded to Lakes Entrance for shelter. This was the first time a Patrol Boat had been into Lakes Entrance and caused a great deal of interest by the populace. The ship was open for Public inspection from 1300 to 1700 Tuesday 13th.

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4. Although an interesting Navigational exercise, the entry to Lakes Entrance was not as difficult, or as subject to weather as first thought. The bar is continually dredged to 4 meters but could be dredged to 6 meters without difficulty. Being only seven miles from alongside to Area Bass, it would be an ideal Patrol Boat port and it is intended to use it as often as possible.

5. BUCCANEER departed Lakes Entrance at 1530 Wednesday 14th for Area Bass and remained underway overnight. The ship secured to Snapper buoy at 0800 Thursday 15th and remained there until 1130 the following day when the ship moved to Halibut buoy securing at 1230. Again the weather forced BUCCANEER to leave Area Bass with constant north easterlies of 30 knots and very rough seas. Shelter was sought at Deal Island but in view of a further deterioration forecast, passage was continued down sea to Bell Bay, Tasmania, where the ship berthed at Inspection Point at 1600 Saturday 17th. A pilot joined at 0900 Sunday 18th when lines were cast off and a pleasant passage up the Tamar River followed, the ship berthing in Launceston at 1100.

6. An official Cocktail Party was held on the evening of Sunday 18th. I called on the Mayor of Launceston, Alderman B. Payne, at 1030 Monday 19th, and the Master Warden of the Port of Launceston Authority, Mr K. Meredith, at 1200. The ship was open for Public inspection during the afternoon of Monday 19th but did not attract much interest.

7. With a pilot embarked, lines were cast off at 1300 Tuesday 20th for the passage down the Tamar River. The pilot disembarked at 1500 at Inspection Head, Bell Bay and the ship proceeded to sea for passage to Sydney. A most uncomfortable passage followed, with the ship arriving off Sydney Heads at 0500 Thursday 22nd. BUCCANEER participated in Exercise ALFRED STREET from 0500 to 0800 that morning, conducting a visual search for HMAS OXLEY within five miles of North Head. It was a case of a blind man looking for the proverbial needle in a haystack. After three hours of unsuccessful searching, the ship returned to WATERHEN, berthing at 0840.

8. Lines were cast off at 1300 that afternoon and the ship proceeded to sea for the second phase of Exercise ALFRED STREET. This involved another visual search for OXLEY within seven miles of Barrenjoey Light, Broken Bay, between 1500 and 1900. The submarine periscope was sighted once when HMAS SWAN directed BUCCANEER to OXLEY's position. The ship returned to WATERHEN berthing at 2000 that evening.

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9. I relinquished command to LEUT R. Cunningham RANR at 1800 Friday 23rd. Lines were cast off at 2200 that evening and the ship proceeded to sea for passage north to Coffs Harbour, berthing at the Fishermans Wharf at 1600 Saturday 24th. Lines were cast off at 0800 Sunday 25th for return passage to Sydney. A 50 cal machine gun firing was conducted at 1100 that morning and the ship anchored in Broken Bay at 2300 that evening. The anchor was weighed at 0900 Monday 26th and the ship berthed at WATERHEN at 1500 that afternoon. I resumed command at 1600.

10. BUCCANEER remained alongside WATERHEN until the end of the month undergoing a much needed assisted maintenance period.

Technical

11. Four URDEFs and one INDEF were raised during the month. Whilst underway in Area Bass, the starboard main engine developed problems and was shut down. URDEF 57/81 (BUCCANEER IAH/OIH/RDH 060836Z JAN 81) was raised when it was discovered that a rocker arm securing stud had broken from vibration and metal fatigue. The URDEF was rectified by ships staff on receipt of spares from HMAS CERBERUS. URDEF 58/81 (BUCCANEER IAH/OIH/RDH 130601Z JAN 81) was raised when the fresh water pump stator failed. This was the third failure in one month and exhausted the onboard spares. The URDEF was rectified on receipt of a spare from HMAS BOMBARD. The galley range developed a dead short and after investigation by ships staff INDEF 33/81 (BUCCANEER RDH/RKH/ONH 202132Z JAN 81) was raised for base staff to rectify on return to WATERHEN.

12. URDEF 59/81 (BUCCANEER IAH/RPH/OOH 270214Z JAN 81) was raised on completion of the RANR training weekend, as the 40/60 gun was unserviceable. Subsequent investigation established that the gun had not been reassembled correctly and several parts had been forced and bent. The defect has been rectified and will be trialled on the 12th February. A serious leak developed in the ram seal on the hydraulic steering system and resulted in URDEF 60/81 (BUCCANEER IAH/RDH/OMT 290400Z JAN 81) being raised. The ram has been removed and is now in Base and Dockyard hands.

General

13. The health welfare and conduct of the ships company is satisfactory. Morale is improving with the use of different R & R ports in Bass Strait and a general

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- 4 -

acceptance that BSORS is with us to stay. However, the uncertainty of the ships future continues to be of great concern to all. Without the refit due this year including the replacement of both engines and generators, the ship is running on borrowed time, and placing additional workload on the ships company.

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 2 February 1981

STEAMING DETAILS - JANUARY 1981

1. Distance steamed in period	2,282 nm
2. Distance steamed since commissioning	245,314 nm
3. Hours underway in period	164
4. Hours underway since commissioning	18,174
5. Occasions for exceeding fast routing speed	Nil
6. Hours secured to buoys, Area Bass	55

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Annex B to
HMAS BUCCANEER letter 1/16/4B
dated 2 February 1981

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Exercise</u>	<u>No. Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
24	Shiphandling:-			
	Alongsides - XO	1	-	22
	- COXN	1	-	22
	Pilotage - Sydney			
	Harbour - XO	1	1	22
	- COXN	1	1	22
	- BUFFER	1	1	22
	Buoywork - XO	1	-	11
	- COXN	1	-	15
	- BUFFER	2	-	06,16
25	Blind Pilotage	4	3	17,22(3)
78	Minor DCX	1	5	18
N/N	Daily DCX	16	4	02-04,07-11, 13,18,19, 18-31

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N
428 3 3023

AF 1/16/23

99 MAR 1981

IAADMIN
24-2-81

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

HMAS BUCCANEER REPORT OF PROCEEDINGS -
FEBRUARY, 1981

Forwarded.

Ian H. Richards

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings
for February, 1981 dated 2 March, 1981

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HMAS BUCCANEER
at Lakes Entrance
2nd March 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS

FEBRUARY 1981

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for February 1981. All times are in Lima (-11).

2. BUCCANEER was alongside WATERHEN at the beginning of the month undergoing an assisted maintenance period. Lines were cast off at 1300 Thursday 12th and the ship proceeded to sea. However, due to a defective main HF radio set, the ship returned to WATERHEN at 1400 for a replacement radio. Lines were again cast off at 1440 and the ship proceeded to sea. A programmed surface firing was cancelled due to poor visibility and with deteriorating weather, shelter was sought at Port Kembla where the ship berthed at 1840 that evening. It was originally intended to remain overnight, however the weather improved dramatically and the ship proceeded to sea at 2130 the same evening. An uncomfortable passage to Devonport, Tasmania followed. BUCCANEER berthed at Devonport at 0800 Saturday 14th for a rest and recreation visit.

3. Lines were cast off at 0800 Tuesday 17th and course set for Adelaide. An uncomfortable passage in beam seas followed and BUCCANEER berthed outboard of HMAS BANKS at Port Adelaide at 1130 Thursday 19th. I relinquished command to LCDR D.B. Watson, RANR at 1800 Friday 20th. The Adelaide Port Division manned the ship for the weekend conducting exercises in harbour and at sea. LCDR R.W. Pugh assumed command at 1600 Saturday 21st with a second RANR crew. I assumed command at 1600 Sunday 22nd.

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4. A "Shop Window" was held on Monday 23rd with the Naval Officer Commanding South Australia, CMDR C.K. Callins RAN organising a guest list including representatives from the Police, Water Police, Customs, RANR, Sea Rescue and local businessmen. Lines were cast off at 0900 Monday 23rd for the Shop Window. BUCCANEER rendezvoused with a Water Police boat at 1000 and conducted a gun line demonstration. A boarding to investigate was carried out on the MV ANDREW WILSON (500 ton) by the Ship's boarding party and customs officer with a drug dog. Customs officers on the ANDREW WILSON had planted several parcels of drugs to add realism. The ship berthed at Outer Harbour at 1230 to disembark the guests.

5. BUCCANEER sailed from Adelaide at 1600 Monday 23rd for passage to Bass Strait. The ship berthed at Barrys Beach Marine Terminal at 0830 Wednesday 25th for fuel. Lines were cast off at 1300 that afternoon and course set for Area Bass. BUCCANEER commenced duties in Area Bass at 1800. An RAN Research Laboratory trial was being undertaken at the time and required BUCCANEER to conduct a bathythermograph dip hourly at Anchorage E north of Kingfish A. Being too deep to anchor, the ship secured to the stern of MV EASTERN TIDE, at anchor at the time, at 1945. The ship slipped at 0600 Thursday 26th and patrolled the area. At 1400 that afternoon the weather had deteriorated and course was set for Corner Inlet and shelter.

6. BUCCANEER sheltered in Corner Inlet overnight and berthed at Barrys Beach at 0800 Friday 27th for fuel. Lines were cast off at 0930 and the ship proceeded to sea for Area Bass. BUCCANEER remained underway overnight and at 0500 course was set to intercept a merchant vessel reported in the area by Mackerel oil rigs radar watch. The vessel was intercepted at 0700 and found to be a 45,000 ton bulk wheat ship. The ship secured to Barracouta buoy from 0830 until 1000 to effect minor repairs to the starboard engine. BUCCANEER patrolled the area during the day and at 1930 it was decided to seek shelter from deteriorating weather at Lakes Entrance where the ship berthed at the Lakes Entrance Charter Services Wharf at 2000.

Technical

7. The state of equipment and functioning of the Technical Department as a whole have been quite good with only one significant defect arising.

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URDEF 61/81 (BUCCANEER IAH/RKH/ONH 112230Z FEB 81) was raised when trouble was experienced with the general service battery bank requiring them to be replaced by spares from WATERHEN. URDEF 60/81, raised in January on the steering ram, was completed and URDEF 59/81 on the 40/60 mount has been rectified but awaits a gun functioning trial before completion.

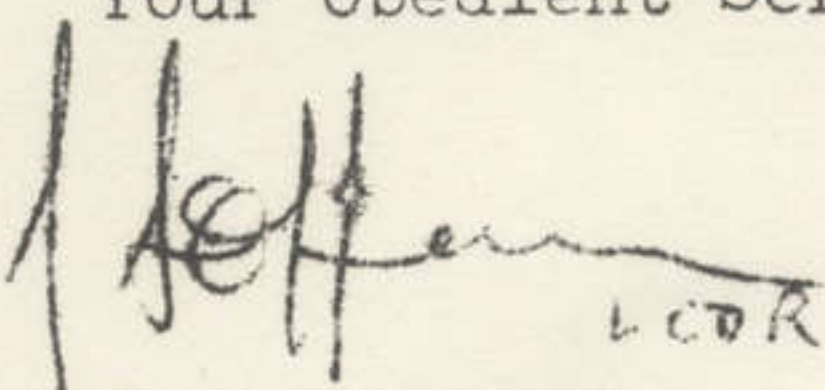
General

8. The health welfare morale and conduct of the ships company is quite good. The acquisition of a video tape recorder, hired by the RANCCF, has greatly reduced the boredom problem. With the ship now programmed for a full refit mid year, morale has been boosted significantly.

I have the honour to be

Sir,

Your obedient Servant,


for (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 March 1981

STEAMING DETAILS - FEBRUARY 1981

1.	Distance steamed in period	2,634
2.	Distance steamed since commissioning	247,948
3.	Hours underway in period	189
4.	Hours underway since commissioning	18,363
5.	Occasions for exceeding fast routing speed	Nil

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Annex B to
HMAS BUCCANEER letter 1/16/4B
dated 2 March 1981

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Exercise</u>	<u>No. Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
8	BOARDEX	1	1	23
24	Shiphandling: Alongsides - XO	3	-	12, 14, 19
	Pilotage Sydney Harbour - XO	1	1	12
25	Blind Pilotage	3	2	12, 14, 19
78	Minor DCX	1	1	11
N/N	Daily DCX	14	4	01, 11, 14, 15, 18

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

27 APR 1981

AF 1/16/23

LOGG

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

HMAS BUCCANEER REPORT OF PROCEEDINGS -
MARCH, 1981

Forwarded.

Ian H. Richards
(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings
for March, 1981 dated 4 April, 1981

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1/16/4B

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HMAS BUCCANEER
at Lake Entrance

4 April 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS

MARCH 1981

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for March 1981. All times before 0300 1st March 1981 are in Lima (-11) and all times thereafter are in Kilo (-10).

2. BUCCANEER was secured alongside the Charter Services pier at Lakes Entrance at the beginning of the month. Lines were cast off at 1800 Tuesday 3rd and course set for Area Bass where duties of Surface Response Vessel were assumed at 1900 that evening. BUCCANEER secured to Snapper Buoy at 1920 and remained there until 2210 Wednesday 4th when course was set, due to rough weather, for an anchorage off Stockyard Hill. BUCCANEER anchored at 2342 that evening and remained there until 1145 Thursday 5th when rough weather necessitated weighing anchor and conducting the remainder of the patrol underway. BUCCANEER relinquished the duties of Surface Response Vessel to HMAS ATTACK at 2000 that evening and berthed at the Charter Services pier, Lakes Entrance at 2020.

3. BUCCANEER remained at Lakes Entrance until 2000 Saturday 7th when lines were cast off and course set for Area Bass where duties of Surface Response Vessel were assumed at 2030. BUCCANEER maintained a patrol of Area Bass until 0920 Sunday 8th when course was set to rendezvous with USS RATHBURNE and USS BREWTON to the south east of the area. After a brief encounter BUCCANEER returned to Area Bass and secured to HALIBUT's South West Buoy from 1355 until 1625 that afternoon. The ship remained underway until 2155 Monday 9th when shelter was sought at anchor off Stockyard Hill. BUCCANEER weighed anchor at 0800 Tuesday 10th, relinquished the duties of Surface

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Response Vessel at 1100 to HMAS BOMBARD and berthed at the Charter Services Pier at Lakes Entrance at 1110.

4. BOMBARD developed mechanical problems on the morning of Wednesday 11th requiring BUCCANEER to proceed on task. Lines were cast off at 0900 that morning and course set for Area Bass and BUCCANEER assumed the duties of Surface Response Vessel at 0945. However due to rough weather, the ship anchored off Stockyard Hill at 1055, weighing anchor at 1405 that afternoon to continue the patrol underway. BUCCANEER secured to Tuna Buoy at 1005 Thursday 12th and slipped from this buoy at 1310 when a fire was reported on Kingfish Alpha platform. BUCCANEER proceeded with dispatch towards Kingfish Alpha platform, but at 1345 the fire was reported to be "for exercise" and consequently BUCCANEER set course for Marlin Platform and secured to their buoy at 1745 that evening. The ship slipped from Marlin Buoy at 0505 Friday 13th, as weather conditions had deteriorated rapidly, and set course for shelter in Eden arriving there at 1255 that afternoon.

5. BUCCANEER cast off lines at 1300 Saturday 14th and set course for Sydney arriving at HMAS WATERHEN at 0800 Sunday 15th to commence a two week assisted maintenance period. This was to be the last AMP until the commencement of the refit on Monday 18th May.

6. Lines were cast off at 1300 Monday 30th and the ship departed Sydney in company with HMAS SNIPE. At 1350 BUCCANEER detached from SNIPE and set course for the Sydney/Jervis Bay exercise area. A 40/60 BOFORS gun functioning trial, a 40/60 BOFORS and 0.5 inch Browning machine gun Anti Air Close Range Firing against a sleeve target were conducted. At 1800 a Night Encounter Exercise was conducted against HMAS MELBOURNE and HMAS HOBARD. Extreme difficulty was experienced in approaching the task force undetected whilst the weather remained calm and surveillance units remained aloft. At 2145 the exercise was completed and BUCCANEER set course for Eden, arriving at 0835 Tuesday 31st.

7. Lines were cast off at 1315 and course set for Area Bass where the ship assumed the duty of Surface Response Vessel at 2200 Tuesday 31st.

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Technical

8. The state of equipment and functioning of the technical department as a whole have been good, with only two significant defects arising. On Wednesday 25th the Rocker Gear on B7 exhaust valve on port main engine was discovered to be defective (URDEF 62/81) and this defect was rectified by ships staff on receipt of spares from WATERHEN (HMAS BUCCANEER IAH/OMT 260517Z MAR 81 refers' URDEF 59/81 (40/60 BOFOR) was rectified on completion of the gun functioning trial. INDEF 34/81 (HMAS BUCCANEER RDH/ROH/ONH 102217Z MAR 81) was raised when the secondary power supply changeover switch for the gyro failed yet again. This was the sixth time in twelve months that the generators had dropped off and on each occasion the changeover switch failed to provide power. It has subsequently been investigated by base staff and appears to be a design fault.

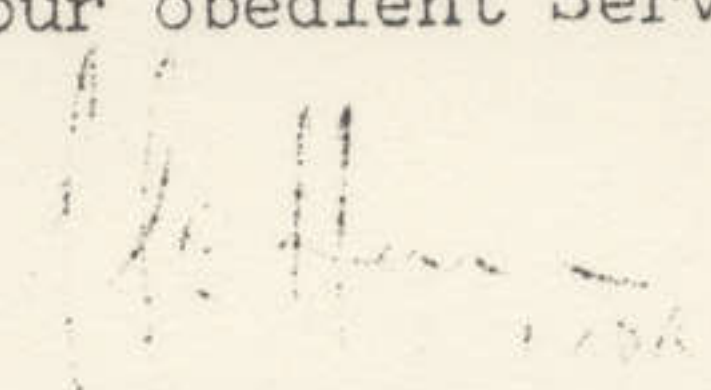
General

9. The health, welfare, morale and conduct of the ship's company is good. The acquisition of video cassettes by the ships fund has built up a small video library which has been used to great effect.

I have the honour to be

Sir,

Your obedient Servant,


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

Annexes: A. Steaming Details
B. Exercise Details

RESTRICTED

STEAMING DETAILS

1. Distance steamed in period	1,889
2. Distance steamed since Commissioning	249,837
3. Hours Underway in period	148
4. Hours Underway since Commissioning	18,511
5. Occasions for exceeding fast routing speed	Nil

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Annex B to
HMAS BUCCANEER letter 1/16/4B
dated 4 April 1981

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Exercise</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Dates</u>
24	Shiphandling			
	Pilotage, Sydney Harbour XO	2	2	15,30
	Alongsides XO	1	-	15
25	Blind Pilotage	2	2	15,30
78	Minor DCX	1	1	12
159	AACRF	1	1	30
NN	Daily DCX	15	4	15,30

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

26 MAY 1981



AF 1/16/23

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



HMAS BUCCANEER REPORT OF PROCEEDINGS -
APRIL, 1981

Forwarded.

Ian H. Richards.
(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings
for April, 1981 dated 6 May, 1981

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1/16/4B

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HMAS BUCCANEER
at Sydney

6 MAY 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS

APRIL 1981

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for April 1981. Times throughout are in zone Kilo (-10).

2. BUCCANEER was underway in Bass Strait at the beginning of the month, as surface response vessel in Area Bass. The ship secured to Barracouta buoy at 1320 Wednesday 1st and remained there until 2100 Thursday 2nd when deteriorating weather necessitated getting underway. Due to a defective engine room supply fan, the ship proceeded to Lakes Entrance to effect repairs, berthing at 1015 Friday 3rd. A replacement fan was ordered that day, however, was not received until the morning of Thursday 9th. The ship finally proceeded to sea at 0730 Saturday 11th. SAS personnel were embarked from Halibut rig at 1000 that morning and the ship acted as a safety vessel for SAS exercises. A suspected defect on the port gearbox necessitated the ship proceeding to shelter to conduct an investigation.

3. BUCCANEER departed Area Bass at 1600 that afternoon and secured to a buoy in Twofold Bay at 0130 Sunday 12th. The ship proceeded alongside at Eden at 0830 that morning. The defect was traced to a faulty governor and a replacement was expeditiously despatched by WATERHEN and received at 0200 the following morning. The ship remained in Eden until relieved by ADVANCE and BOMBARD on the morning of Tuesday 14th. Lines were cast off at 0800 that morning and BUCCANEER officially completed her last BSORS patrol for quite a few months. Course was set for Jervis Bay and a Fleet Support commitment with the ship berthing at HMAS CRESWELL at 1630 that afternoon.

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- 2 -

4. BUCCANEER proceeded to sea at 0600 Wednesday 15th to take part in the Final Battle Problem for HMNZS WAIKATO. The ship was required to attack WAIKATO and her consorts as they departed Jervis Bay. This phase was completed at 0800 when the ship proceeded to Port Hacking, anchoring at 1130. The ship proceeded to sea at 1400 to oppose WAIKATO and her consorts as they completed a nuclear transit. The starboard engine became unserviceable and the final phase was conducted on one engine. The ship berthed at WATERHEN at 1700 Wednesday 15th.

5. The defective engine repaired, lines were cast off at 0800 Thursday 16th for CO/XO design ship-handling. These were completed at 1400 when the ship berthed alongside WATERHEN for a much needed rest. The ship proceeded to Spectacle Island to ammunition at 1300 Tuesday 21st returning to WATERHEN at 1345.

6. Lines were cast off at 0900 Wednesday 22nd and course set for Portland Victoria where the ship was to take part in Anzac Day ceremonies. However, due to adverse weather in Bass Strait, the ship anchored in Twofold Bay at 0020 Thursday 23rd. The ship berthed at Eden at 0930 that morning and later that day was joined by ADVANCE who was also sheltering from the weather. BUCCANEER proceeded to sea at 2300 that evening into moderating south westerly weather in Bass Strait. The ship was hit by a full gale at 1000 Friday 24th necessitating seeking shelter at Port Welshpool. BUCCANEER berthed outboard of BOMBARD at Port Welshpool at 1500 that afternoon.

7. Due to continued bad weather, the visit to Portland was cancelled. The ship proceeded to Barry's Beach Marine Terminal for fuel at 0815 Monday 27th and returned to Port Welshpool at 1230. Another gale hit on Tuesday 28th which cancelled the ship's involvement in the TACTEX with the MELBOURNE Task Group. The ship eventually proceeded to sea at 1200 Wednesday 29th for the return passage to Sydney, berthing at WATERHEN at 1500 Thursday 30th.

Technical

8. Several major defects have occurred during the month which were swiftly rectified once spares were received. The six days delivery time for the engine room supply fan is considered excessive and a more efficient method of despatch is considered essential. This was by no means the first such delay encountered.

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9. The following URDEF's were raised and have all been rectified:

- a. URDEF 63/81 (BUCCANEER IAH/RKH/ONH 030101Z APR 81) Starboard engine room supply fan.
- b. URDEF 64/81 (BUCCANEER IAH/RKH/OIH 120400Z APR 81) Port main engine governor.
- c. URDEF 65/81 (BUCCANEER IAH/RDH/OIH 150520Z APR 81) Starboard main engine cylinder head (A2).
- d. URDEF 66/81 (BUCCANEER IAH/RKH/ONH 210415Z APR 81) No.3 battery bank.

10. With the main engines expected to pass 5000 hours before arrival in Cairns, the technical department is looking forward to the forthcoming refit.

General

11. The health, welfare, morale and conduct of the ships company is good. The forthcoming refit in Cairns will be a welcome break for all from 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

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Annex A to
HMAS BUCCANEER letter 1/16/4B
dated 6 MAY 1981

STEAMING DETAILS

1.	Distance steamed in period	1,691
2.	Distance steamed since commissioning	251,528
3.	Hours underway in period	115
4.	Hours underway since commissioning	18,626
5.	Occasions for exceeding fast routing speed	Nil

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Annex B to
HMAS BUCCANEER letter 1/16/4B
dated 6 MAY 1981

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Exercise</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Dates</u>
24	Shiphandling.			
	Alongsides	XO 4	-	16(3), 30
		COXN 3	-	16(3)
		BUFFER 3	-	16(3)
		CHARGE 2	-	16(2)
	Mediterranean MOORE-XO	1	-	23
	Pilotage.			
	Sydney Harbour - XO	2	2	15, 23
	- COXN	1	1	21
25	Blind Pilotage	3	3	15, 21, 30
78	Minor DCX	2	1	06, 10

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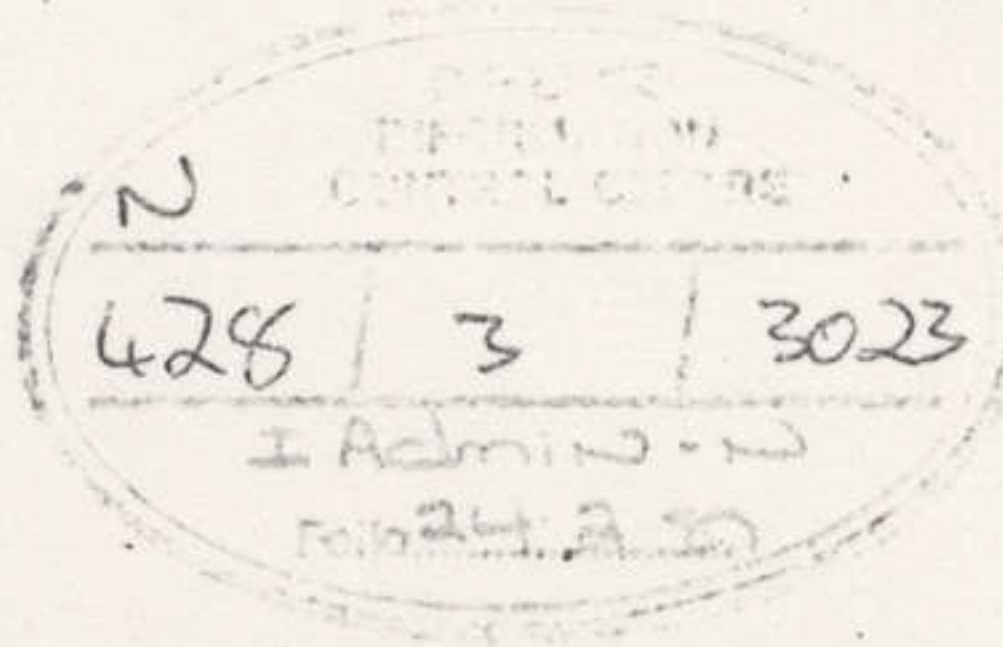
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SMV

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Extension 3139

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



AF 1/16/23

25 JUN 1981

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

HMAS BUCCANEER - REPORT OF PROCEEDINGS - MAY, 1981

1. Forwarded.
2. The circumstances surrounding the deployment described at paragraph 2 have been investigated and appropriate action has been taken.

Ian H. Richards

(IAN H. RICHARDS)
Commodore RAN
Deputy Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings for May, 1981 dated 1 June, 1981

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1/16/4B

HMAS BUCCANEER
at Cairns

1st June 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS
MAY 1981

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for May 1981. Times throughout are in zone K (-10).

2. At the beginning of May, BUCCANEER was enjoying a much needed weekend break at WATERHEN, in the middle of a seven week operational period. Lines were cast off at 1530 Tuesday 5th and course was set for HMAS CERBERUS to undertake a target tow for West Head Gunnery Range. After a rather unpleasant passage, the ship anchored off Hans Inlet, Westernport, at 2300 Wednesday 6th. The anchor was weighed at 0800 Thursday 7th and the ship proceeded up Hans Inlet, berthing at CERBERUS at 0830. The tow line was embarked and the ship proceeded to sea at 0900 with the target in tow. At 1100, the ship was in the required position with the target streamed, however due to technical problems at West Head, the forenoon shoot was cancelled. At the commencement of the afternoon shoot, the ship was advised that the gunnery system was unserviceable and the exercise was cancelled. The target was returned to CERBERUS and the ship sailed for Sydney at 1730 that evening. After an uncomfortable passage, BUCCANEER berthed at WATERHEN at 0400 Saturday 9th. Comments on this most wasteful deployment have been advised separately. (HMAS BUCCANEER IAJ 072145Z MAY 81 refers).

3. Final hurried preparations for the seventeen week northern deployment and refit were completed over the weekend and early on Monday 11th. Due to a last minute commitment to partake in a BOARDEX for SWAN, the ship departed WATERHEN at 0950 Monday 11th, and secured to No 5 buoy Garden Island at 1010. The BOARDEX completed, the ship slipped and proceeded at 1100 for passage to Brisbane. A quick passage in perfect weather followed and BUCCANEER entered Moreton Bay during the forenoon of Tuesday 12th and berthed at Dalgety's wharf at 1515 for fuel. Berth was moved to MORETON at 1700.

4. After a pleasant overnight break, lines were cast off at 0900 Wednesday 13th and a rather uncomfortable passage north in heavy quarter seas followed. The ship berthed at Loves Jetty Mackay at 1530 Thursday 14th for an overnight visit. Fuelling completed, lines were cast off at 1000 Friday 15th for the last passage before refit. A most

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uncomfortable passage followed and the ship berthed at No 1 wharf Cairns at 0700 Saturday 16th.

5. In the preceding eleven days the ship had covered 2518nm at an average speed of 16.5 knots. It was with an audible sigh of relief that the ship finally completed its operational commitments and could now enjoy a rest.

6. The ship was de-stored during the week commencing Monday 18th, and the refit commenced on Monday 25th. The ship was slipped at NQEA at 0430 Wednesday 27th, when dockyard work commenced in earnest. Initial impressions of the GID surveyor are that the ship is in surprisingly good condition with only the wind/waterline requiring grit blasting. It would appear at this stage that the ship is going to have an excellent refit.

Technical

7. May saw the culmination of the protracted efforts of the technical department in that two major goals have been obtained. Firstly the achievement of 5,000 running hours on the main engines. It is believed this is a first for Patrol Boats but this was only achieved by a considerable degree of dedication and a large amount of overtime. The last 200 hours were faced with a large degree of trepidation due to considerable crankcase pressurisation of both engines. Secondly, from a technical and morale point of view, the ship is now in refit. This was after being advised at last years ID that the ship would not be getting a refit.

8. No URDEFs or major defects were recorded this month and the few outstanding INDEFs are expected to be rectified during the refit.

General

9. The health, welfare, morale and conduct of the ship's company is excellent. The ship has achieved a great deal in the last twelve months and the ship's company are now enjoying a much earned rest in Cairns. However for married members of the ship's company, the refit is still a seventeen week separation from their families.

I have the honour to be,

Sir,

Your obedient Servant,

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

ANNEXES: A. Steaming Details
B. Exercise Details

RESTRICTED

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

1st June 1981

STEAMING DETAILS - MAY 1981

1.	Distance steamed in period	2,518 nm
2.	Distance steamed since commissioning	254,046 nm
3.	Hours underway in period	153
4.	Hours underway since commissioning	18,779
5.	Occasions for exceeding fast routeing speed	Nil

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

1st June 1981

EXERCISE DETAILS - MAY 1981

<u>Exercise No</u>	<u>Exercise</u>	<u>No Conducted</u>	<u>Hours</u>	<u>Dates</u>
24	Shiphandling - Pilotage Sydney Harbour -			
	COXN	1	1	05
	Buffer	1	1	11
25	Blind Pilotage	4	4	05,09,11,16
78	Minor DCX	1	$\frac{1}{2}$	04

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OFFICE OF THE
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FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

AF 1/16/23

15 JUL 1981

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

HMAS BUCCANEER REPORT OF PROCEEDINGS -
JUNE, 1981

Forwarded.

(I.H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings for
June, 1981 dated 1 July, 1981

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1/16/4B

HMAS BUCCANEER
at Cairns

1st July 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Flag Officer Commanding
HM AUSTRALIAN FLEET (AFLOAT)

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS
JUNE 1981

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for June 1981. Times throughout are in zone K (-10).
2. For the month of June BUCCANEER was continuing a refit at NQEA Cairns. The ship was unslipped on Thursday 25th June and at the end of the month, was alongside the fitting out wharf at NQEA.
3. The refit is progressing quite satisfactorily. Replacement engines and generators have been fitted and will be trialled in early July. 178 REDEF's have been raised and progress on these is good. The present union campaign for a 35 hour week is causing some minor problems however it is not expected to delay the completion of the refit.
4. The health, welfare, morale and conduct of the ship's company is excellent.

I have the honour to be,

Sir,

Your obedient Servant,

John W. Gauci
(JOHN W. GAUCI)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming details
B. Exercise details

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ANNEX A to HMAS BUCCANEER
letter 1/16/43 dated

1st July 1981

STEAMING DETAILS - JUNE 1981

1.	Distance steamed in period	Nil
2.	Distance steamed since commissioning	254,046
3.	Hours underway in period	Nil
4.	Hours underway since commissioning	18,779
5.	Occasions for exceeding fast routing speed	Nil

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

1st July 1981

EXERCISE DETAILS - JUNE 1981

No exercises conducted due to refit.

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

AF 1/16/23

18 AUG 1981

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

HMAS BUCCANEER REPORT OF PROCEEDINGS -
JULY, 1981 - (TWO SECTIONS)

Forwarded.

Ian H. Richards.

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings for
July, 1981 (two sections) dated 31 July, 1981

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1/16/4B

HMAS BUCCANEER
at Cairns

10 July 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Flag Officer Commanding
HM AUSTRALIAN FLEET (AFLCAT)

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS
01-09 JULY 1981

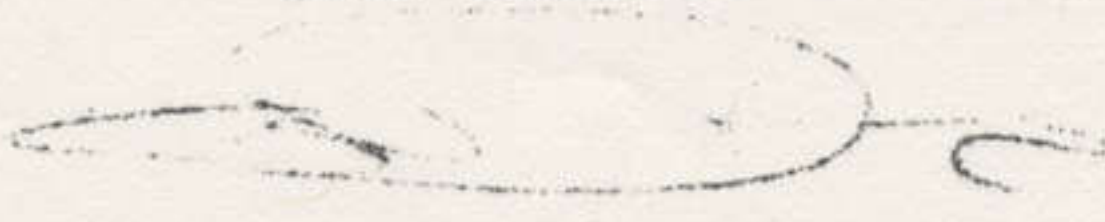
Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command for the period 01 to 09 July 1981. Times throughout are in K (-10).
2. The ship's refit at NQEA Cairns progressed well during the period. The union problems mentioned in the June ROP have been resolved and work is now progressing at a better pace.
3. I relinquished command to Lieutenant B.M. DOWSING at 1600 Thursday 9th in a brief ceremony onboard.
4. The health, welfare, morale and conduct of the ship's company remains good.

I have the honour to be,

Sir,

Your obedient Servant,


(JOHN W. GAUCI)
Lieutenant RAN
Commanding Officer

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1/16/4

HMAS BUCCANEER
at Cairns

31 July 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS BUCCANEER - REPORT OF PROCEEDINGS
10- 31 JULY 1981

Sir,

I have the honour to report the proceedings of HMAS BUCCANEER under my command for the period 10 to 31 July 1981. Times throughout are in K (-10) unless otherwise stated.

2. I assumed command of HMAS BUCCANEER from Lieutenant J. V. GAUCI RAN at 1600 9 July 1981 after a brief ceremony onboard.

3. The ship's refit at NQEA was extended for two weeks (COMAUSMINPAB IAD 140131Z JUL 81) due to industrial disputes disrupting power supplies to the dockyard (HMAS CAIRNS RDH/RDR 100230Z JUL 81) and the subsequent reprogramming of GID and RANTAU inspection teams (HMAS CAIRNS RDH/RDR/IAD 130031Z JUL 81). With the refit completion date now being 7 August, progress is satisfactory. Successful generator trials were conducted 16-17 July and Basin trial on 30 July.

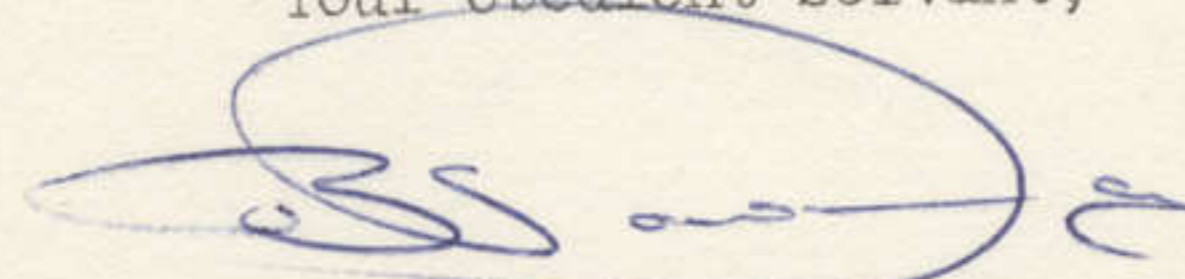
4. At 0900 31 July, I embarked in HMAS BARBETTE for an hour's berthing practice in Cairns Harbour.

5. The health, welfare, morale and conduct of the ship's company remain good.

I have the honour to be,

Sir,

Your obedient Servant,



(B.M. DOWSING)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

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ANNEX A to HMAS BUCCALEAR
letter 1/16/4 dated

31 July 1981

STEAMING DETAILS - JULY 1981

1.	Distance steamed during July	Nil
2.	Distance steamed since commissioning	254,046
3.	Hours underway during July	Nil
4.	Hours underway since commissioning	18,779
5.	Occasions for exceeding fast routeing speed	Nil

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

31 July 1981

EXERCISE DETAILS - JULY 1981

No exercises were conducted due to refit.

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

21 SEP 1981

AF

1/16/23

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

HMAS BUCCANEER REPORT OF PROCEEDINGS -
AUGUST, 1981

Forwarded.

Ian H. Richards
(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings for
August, 1981 dated 1 September, 1981

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1/16/4

HMAS BUCCANEER
at Cairns

1 September 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS BUCCANEER - REPORT OF PROCEEDINGS
AUGUST 1981

Sir,

I have the honour to report the proceedings of HMAS BUCCANEER under my command for August 1981. Times throughout are K (-10) unless otherwise stated.

2. The general activities of the ship have evolved around the completion of the refit at NQEA Cairns on 5 August, post refit trials, a two week AMP and the commencement of a Shakedown/Workup programme in preparation for an ORE on 10 September 1981.

3. Harbour Acceptance Trials were conducted by RANTAU/GID personnel 03-05 August. Simultaneously the ship was re-ammunitioned for gun functioning trials, refuelled and registered publications re-embarked. On Wednesday 5 August, CMDR I.W. HALL RAN conducted an informal inspection of the ship.

4. At 0700 Thursday 6 August, BUCCANEER slipped and proceeded to Cairns Exercise Areas to conduct Sea Acceptance Trials. Gun functioning trials of both the 40/60 Bofors, the .50 Cal machine gun and the 2" Rocket Flare Launcher were successfully completed. Engineering trials, including tachometer calibrations, turning trials and a Full Power trial were also successfully completed. Navaid trials and calibrations were successful except for the Echo Sounder system. The transducer was later replaced (17 August).

5. The ship berthed at NQEA Fitting Out Wharf Smith's Creek at 1405 having completed very successful and satisfactory Sea Acceptance Trials. Only minor finishing work and the exchange of the echo sounder transducer were outstanding and most of these items were rectified during the following two week AMP.

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6. At 0945 Monday 10 August, BUCCANEER slipped and proceeded from NQEA Smith's Creek to berth on HMAS BARBETTE at No 1 Wharf Cairns. A two week AMP was then commenced. This primarily consisted of stripping back and repainting the superstructure, all areas between decks and repainting the upper deck. During the same period the ship was re-ammunitioned, refuelled and totally provisioned.

7. On Friday 14, COMAUSMINPAB CMDR P.F. BLACKMAN RAN conducted an informal inspection of BUCCANEER.

8. At 0745 Monday 17 the ship slipped and proceeded to NQEA Smith's Creek for a two hour slipping to replace the echo sounder transducer with a serviceable item. BUCCANEER reberthed at No 1 Wharf at 1107. That afternoon a security lecture on Bomb Threats was given to the ship's company.

8. The remainder of that week was spent continuing the repainting, completing Post Refit Inspections of all departments and conducting an annual range course with SLRs for all personnel.

9. At 0800 Thursday 20 August HMAS BAYONET berthed outboard, starboard side to.

10. A Post Refit meeting was conducted at NQEA on Monday 24 the results of which were quite satisfactory. The prime causes for concern voiced by the ship were the lack of stores support throughout the refit caused by industrial action in Sydney, and the general laxness in the refitting agent or contractors to completely finish jobs.

11. Tuesday 25 to Friday 28 was spent in the Cairns area undergoing a shakedown programme promulgated vide NOIC CAIRNS Op Order 4/81. The ship slipped and proceeded to sea at 1000 Tuesday. Once the Watch and Station Bill was proved, minor NBCD exercises and ship handling and seamanship evolutions were conducted.

12. The following day the ship berthed at No 1 Wharf at 0800 to embark WOMTH THOMPSON as a 'searider'. After proceeding from Cairns at 0900 minor and major NBCD exercises were conducted. External aid parties were exercised and seamanship evolutions conducted throughout the day. That afternoon a surface firing exercise was conducted for 40/60 Bofor and .50 Cal machine gun. At 1715 the ship anchored in the lee of Fitzroy Island.

13. After weighing by deck tackle at 0800 the following morning man-overboard exercises were conducted with the Senior Sailor watchkeepers doing four recoveries each. On completion, a major NBCD exercise was conducted followed by a Boarding Party exercise.

14. At 1300 BUCCANEER berthed starboard side to No 1 Wharf Cairns to exchange 'sea riders' and embark WOMTP WEEKS. Having slipped and proceeded at 1430, machinery breakdown drills were exercised throughout the remainder of the afternoon and whilst steaming overnight. That afternoon a surface plotting exercise using low grade codes was conducted with HMAS CAIRNS.

15. Friday 28, the last day of the shakedown, commenced with machinery breakdown drills and manoverboard exercises. Later that morning a small arms shoot with pistol and submachine guns was conducted for the Boarding

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Party. On completion an AA firing simulated by 2" rocket flares and involving the 40/60 Bofors, .40 Cal machine gun was conducted in R791A and B. During the return passage to Cairns, steering and fixing by magnetic compass was conducted and Challenge/Reply signalling exercised.

16. BUCCANEER berthed at No 10 Wharf Cairns at 1400 for refuelling, shifting to No 1 Wharf at 1530. Both the berthings were conducted by the Senior Sailor watchkeepers. At 1705 BARBETTE berthed outboard, starboard side to.

17. At 1000 Monday 31, BUCCANEER slipped and proceeded in company with BARBETTE to commence working up in the Cairns area. Exercises that day were primarily tactical manoeuvres, seamanship evolutions and communications exercises. On completion of an anti-infiltration exercise, a formation anchorage was conducted to the lee of Fitzroy Island.

Morale

18. With returning to sea, the health, welfare and morale of the ship's company is good.

I have the honour to be,

Sir,

Your obedient Servant,



(B.M. DOWSING)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

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

1 September 1981

STEAMING DETAILS - AUGUST 1981

- | | | |
|----|---|-------------|
| 1. | Distance steamed during August | 928.5 nm |
| 2. | Distance steamed since commissioning | 254974.5 nm |
| 3. | Hours underway during August | 81 |
| 4. | Hours underway since commissioning | 18860 |
| 5. | Occasions for exceeding fast routeing speed: | |
| | 05 August Post Refit Full Power Trial for 2 hours | |

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

1 September 1981

EXERCISE DETAILS - AUGUST 1981

<u>Exercise Number</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>	<u>Dates</u>
<u>Seamanship/General Evolutions</u>				
24	Shiphandling			
	Alongsides XO	2	-	26
	POQMG	1	-	28
	COXN	1	-	28
	Weigh by deck tackle	1	$\frac{1}{2}$	27
	Lay Para Anchor	1	1	26
21	Man Overboards XO	3	$\frac{1}{2}$	25,27,31
	POQMG	9	1	25,27,31
	COXN	10	1	25,27,28,31
8	Boardex	2	3	25,27
9	OOW Eng	9	$2\frac{1}{2}$	27,28,31
10	OOW Manoeuvres	12	1	31
18A	TOWEX	1	1	31
<u>Navigation</u>				
29	Blind Pilotage	2	1	26,27
31	Formation Anchorage	1	1	31
<u>NBCD</u>				
78	Minor DCX	2	2	25,26
79	Major DCX	2	3	26,27
73	Faidex	3	3	25,26,27
<u>Action Information Organization</u>				
32	SPX	1	1	27

..B2/Communications

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<u>Exercise Number</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>	<u>Dates</u>
<u>Communications</u>				
126	NCX 602	2	1	26,28
127	NCX 604 (Adonis)	2	2	30
N/N	Visual Challenge/Reply	1	1	28
115	NCX 207	1	1	31
119	NCX 404	1	1	31
<u>Gunnery</u>				
145	SUFX	2	1½	26,31
159	AACRFX	1	1	28
N/N	Annual Range Course	1	10	20,21
N/N	Small arms firing	1	1	28
<u>Machinery Breakdown Drills</u>				
181	Loss Lub Oil	4	2	27,28,31
N/N	Manual Gearbox Operation	2	1½	27,28
N/N	Loss of Generator	3	1	28
N/N	Loss of Main Engine Water Coolant	1	½	31
<u>Tactical</u>				
5	NEX	1	2½	31

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ROYAL AUSTRALIAN NAVY

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

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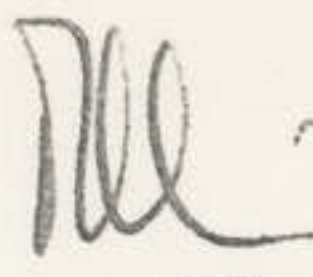
1/16/23

15 OCT 1981

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

HMAS BUCCANEER REPORT OF PROCEEDINGS -
SEPTEMBER, 1981

Forwarded.


/ (IAN H. RICHARDS)
- Commodore RAN AOD
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings for
September, 1981 dated 1 October, 1981

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HMAS BUCCANEER
at Sydney

01 October 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS BUCCANEER - REPORT OF PROCEEDINGS

SEPTEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my Command during September 1981. Times throughout are K (-10).
2. September has been a busy and diverse month for HMAS BUCCANEER which will probably be in direct contrast to what the ship has programmed for the next six months - BSORS.
3. The first two weeks of the month were spent working up and exercising in company with HMAS BARBETTE in the Cairns area. The programmed work-up was marred by time lost to bad weather and unserviceabilities within the spheres of communications and gunnery (BUCCANEER URDEFS 1, 2, 3/84 refer). Seariders from both HMAS CAIRNS and HMAS WATERHEN were embarked at various times throughout.
4. At 0700 10 September, BUCCANEER, with the Commander, Australian Mine Warfare and Patrol Boat Forces, Commander P.V. Blackman, RAN, embarked, slipped and proceeded in company with HMAS BARBETTE for an operational readiness evaluation. Due to weather, most of the preplanned activities could neither be conducted at the time nor under the circumstances required by the examining staff but all facets were covered one way or the other.

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5. In a very mixed day, under very mixed conditions, a very mixed result to the evaluation was achieved, with the prime areas of concern being within the Command team and communication fields. These aspects have since received additional training and been successfully re-evaluated.

6. The ship slipped and proceeded for Sydney at 1330 Friday 11, having spent three and a half months in Cairns. Due to industrial action causing a fuel shortage along the Queensland coast and the requirement to rendezvous with HMAS CURLEW off Cape Moreton 1500 Monday 14 for passage south in company, the ship sailed with the uncertainty of where refuelling was to be effected. This refuelling was completed late PM Saturday 12 at Mackay. On completion, at 2000, BUCCANEER slipped and proceeded south, anchoring for eight hours in the lee of Cape Moreton, Monday 14.

7. Two hours OOW manoeuvres were conducted in company with HMA Ships TOBRUK and CURLEW to the north of Cape Moreton from 1500 Monday 14, after which BUCCANEER and CURLEW proceeded south in company.

8. Whilst on passage, both ships conducted various shiphandling, seamanship and communications exercises culminating in a formation anchorage in Broken Bay, 2359 Tuesday 15, and formation entry into Sydney 0900 the following morning. BUCCANEER berthed at HMAS WATERHEN 1000.

9. At 0830 Friday 18, the ship slipped and proceeded in company with TRV 802 for a formation departure and general pilotage exercises. A blind entry was then exercised, berthing at WATERHEN 1110.

10. After recalling and then standing down the ship's company during the weekend, BUCCANEER sailed at 1000 Monday 21, to participate as a Harpoon fitted FPB in Exercise Sea Eagle. The scenario called for BUCCANEER, operating under USS RICHARDS EDWARDS as a member of the Orange Forces, to close within 60 nm of HMAS MELBOURNE and simulate Harpoon attacks. Due to rising seas, the forecast weather, lack of targeting information once EDWARDS discontinued marking MELBOURNE and the anticipated distance still to close MELBOURNE, BUCCANEER reversed course at 1940 to return to WATERHEN, berthing at 0645 the following morning. At the time of reversing course BUCCANEER was 150 miles south east from Sydney. 22

11. Although not successful in pressing the attack, the crew gained a definite boost in morale knowing they had been that far out to sea and had definitely had a bearing on the movements of the Blue Forces.

/12. At 0800

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12. At 0800 September, BUCCANEER slipped and proceeded from WATERHEN to rendezvous with HMAS KIMBLA fifteen miles east of Sydney to conduct an RANRL Muloka related sonar experiment. Two scientists, Mr K. SIMMONS and O. ROBINSON were embarked for this experiment. The ship berthed at WATERHEN at 1430 after achieving a most satisfactory day's work.

13. The remainder of the month has been spent alongside at WATERHEN conducting an AMP in preparation for the next BSORS patrol commencing on 12 October.

14. At 0930 Wednesday 30, I presented myself to the Flag Officer Commanding Her Majesty's Australian Fleet, Rear Admiral J.D. STEVENS, as having taken command of HMAS BUCCANEER.

Engineering

15. Technically, this month has been very satisfying for the engineering department. After the refit, very successful sea trials and little mechanical trouble, it was slightly disappointing to have to spend so much time slow running during the work-up and passage back to Sydney in company with CURLEW. However, ample time was allowed for engine "burn-outs" and no problems are envisaged.

16. Three URDEFS have been raised this month, these being as follows:

- a. URDEF 1/84 (HMAS BUCCANEER IAH/RKH/ONT 012230Z SEP) was raised when a time delay relay in the windlass starter box burnt out.
- b. URDEF 2/84 (HMAS BUCCANEER IAH/RDH 030502Z SEP) was raised because of the loss of all fenders whilst on work-up.
- c. URDEF 3/84 (HMAS BUCCANEER IAH/RMH/ONH 030015Z SEP) was raised when both KL-7's became unserviceable.

URDEFs 1 and 3/84 have since been rectified.

/Morale

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Morale

17. With the return of the ship to Sydney morale has in general been good. Uncertainties and general patchiness in the ship's programme during this month, coupled with the programmed return to BSORS early next month, has diminished this morale slightly.



(B.M. DOWSING)
Lieutenant, RAN
Commanding Officer

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ANNEX A TO HMAS BUCCANEER
LETTER 1/16/4
DATED 01 OCTOBER 1981

STEAMING DETAILS - SEPTEMBER 1981

1. Distance steamed during September 2351.4.
2. Distance steamed since commissioning 257325.9.
3. Hours underway during September 189.
4. Hours underway since commissioning 19049.
5. Occasions for exceeding fast routing speed : Nil.

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ANNEX B TO HMAS BUCCANEER
LETTER 1/16/4
DATED 01 OCTOBER 1981

EXERCISE DETAILS - SEPTEMBER 1981

<u>Exercise Number</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>	<u>Dates</u>
<u>Seamanship/General Evaluations</u>				
24	Shiphandling			
	Alongsides XO	2	$\frac{1}{2}$	2, 24
	POQMG	1	$\frac{1}{4}$	24
	Weigh by Deck Tackle	1	$\frac{1}{2}$	8
	Lay Para Anchor	1	1	2
8	Boardex	3	3	1, 7, 10
9	OOW Eng	6	2	2,3,7,8,10
10	OOW Manoeuvres	10	8	1,2,7,8,10, 14, 15, 16
12	Rasaps CO	12	$1\frac{1}{2}$	1,8,10,15
	XO	6	$\frac{1}{2}$	1, 8, 15
18	Towex	3	3	1, 7, 10
21	Man Overboard XO	4	$\frac{1}{2}$)	3, 7, 10
	POQMG	4	$\frac{1}{2}$)	
	POCOX	4	$\frac{1}{2}$)	
<u>Navigation</u>				
29	Blind Pilotage	4	3	2,7,10,18
31	Formation Anchorage	3	3	2, 7, 10
<u>Action Information Organization</u>				
32	SPX	5	12	1,4,7,10, 12

/Tactical

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Exercise Number	Exercise	B-2 Number Conducted	Hours	Dates
<u>Tactical</u>				
5	NEX	1	3	2
N/N	SAREX	2	3	3, 10
<u>NBCD.</u>				
73	Faidex	2	3	4
78	Minor DCX	6	3	2, 4, 9
79	Major DCX	5	4½	2, 8, 9, 10
N/N	Bomb Threat	2	1½	4, 7
<u>Communications</u>				
113	NCX 202	8	2½	2, 3, 14, 15
114	NCX 205	2	2	14, 15
119	NCX 404	1	½	3
126	NCX 602	3	1½	2, 3, 10
127	NCX 604	1	1½	2
<u>Machinery Breakdown Drills</u>				
181	Loss of Lub Oil	3	2	8, 9, 10
N/N	Manual Gearbox Operation	2	1	8, 10
N/N	Generator Failure	3	1	8, 9, 10
N/N	Loss Main Engine Water Coolant	1	½	8
<u>Gunnery</u>				
159	AACRFX	4	3	1, 8, 10

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Extension 3139

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

AF

1/16/23

19 NOV 1981

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

HMAS BUCCANEER REPORT OF PROCEEDINGS -
OCTOBER, 1981

Forwarded.

Ian H. Richards

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings for
October, 1981 dated 1 November, 1981

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HMAS BUCCANEER
at Burnie

1/16/4

1 November 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA

The Naval Officer Commanding
TASMANIA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS
OCTOBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my Command during October 1981. Times to 2330 Sunday 25 are K (-10), thereafter L (-11).

2. The major commitment for the ship during the month has been Bass Strait Oil Rig Surveillance (BSORS). This commenced with casting off and proceeding from HMAS WATERHEN at 1330 Monday 12, having completed a two week AMP. A Federal policeman was embarked in Sydney.

3. On Friday 2, I enjoyed a delightful buffet luncheon hosted by your lovely wife and yourself, Sir, onboard HMAS MELBOURNE at Sydney.

4. Whilst proceeding south from Sydney a gun functioning trial was carried out on the 40/60 Bofor prior to AACRFX being conducted in R487 late pm Monday 12.

5. At 0530 the following morning, BUCCANEER anchored in Twofold Bay before berthing starboard side to Breakwater Pier, Eden to refuel. Having completed refuelling the ship cast off and proceeded from Eden to relieve HMAS ADVANCE at 2000 as Surface Response Vessel (SRV). The ship secured to Halibut buoy at 2155 later that night.

/6. The following

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6. The following morning, at 0600, the ship slipped and proceeded to Barry Beach Marine Terminal to refuel before proceeding to Port Welshpool to shelter from a force 7 gale. Whilst refuelling alongside the rig tender Flinders Tide, westerly winds in excess of fifty knots were measured.

7. The ship remained alongside at Port Welshpool throughout Thursday 15 sailing at 1330 the following afternoon to secure to Kingfish A buoy at 1815. Whilst alongside on Thursday, buoyage changes to the Corner Inlet chart AUS5161, were charted for submission to the Hydrographic Office on return to Sydney.

8. During Saturday 17 BUCCANEER patrolled the restricted area before, on being relieved by HMAS ADVANCE at 1730, proceeding for Launceston. At 0805 the following morning, a pilot, Captain R. Wallace, was embarked at Port Dalrymple for the 35 mile pilotage of River Tamar to Launceston. The ship berthed at Kings Wharf at 1105 after which the pilot disembarked. Later that afternoon the ship was opened for inspection by Naval Reserve Cadets from TS TAMAR.

9. At 0800 Wednesday 21 after having embarked pilot Captain L. Nicholls, BUCCANEER cast off and proceeded from Launceston for Port Dalrymple and Area Bass. The pilot disembarked at 1020 and due to a strong wind warning being issued for the Bass Strait oil rig area with no moderation expected the following day, the ship proceeded to anchor in Marshall Bay, Flinders Island at 1500 that afternoon.

10. With the wind backing to become a Force 6 westerly BUCCANEER weighed and proceeded to anchor in the lee of Prime Seal Island at 0800 the following morning.

11. At 0800 Friday 23, the ship weighed and proceeded to Area Bass securing to the Barracouta buoy at 1550. The following morning, at the invitation of the Rig Supervisor, parties from the crew of BUCCANEER visited Barracouta Oil Rig. At 1530 the ship slipped to conduct man overboard exercises whilst the buoy was used by a rig tender, re-securing at 1710.

12. At 2330 Saturday 24, clocks were advanced one hour to 0030L. At 0100, having earlier been relieved by ADVANCE, BUCCANEER slipped and proceeded to anchor in Refuge Cove at 0700.

13. Whilst still at anchor on Monday 25 and just prior to proceeding to Portland for an official visit the following day, BUCCANEER was informed that it was to remain tasked for BSORS until October 31. Two days later this commitment was extended to November 8.

/14. The ship

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14. The ship weighed at 0930 Thursday 27, proceeding to berth at Barry Beach Marine Terminal at 1115 to refuel. This completed, BUCCANEER proceeded to berth at Port Welshpool at 1405 to exchange Federal policemen and to take on water and victuals. Due to the forecast passage of a cold front through the surveillance area and the associated strong wind warning current for that evening, BUCCANEER remained alongside overnight.

15. At 1100 Friday the ship cast off and proceeded to anchor in the lee of Stockyard Hill at 1630. For astro navigation exercise purposes, evening and morning stars were taken by the Executive Officer and myself.

16. After weighing and proceeding at 1600 Thursday 29, BUCCANEER patrolled the restricted area, securing to Kingfish A buoy at 1900. At 2030, having been relieved by ADVANCE, the ship slipped and proceeded for an official visit to Burnie 30 October to 3 November, the main purpose of which was to participate in the first Burnie Regatta on the Saturday and Sunday.

17. After berthing at North McGaw Wharf, Burnie at 0900, I called on the Warden of Burnie, Councillor R. Filleul, and the Master Warden of the Port, Councillor H. Loane. At 1230 the officers, senior sailors and myself hosted a luncheon onboard which was reciprocated by a reception at the Council Chambers at 1730.

18. The following day, at 1330, BUCCANEER cast off to anchor in the vicinity of the Burnie Yacht Club, remaining there as the regatta flagship until 1630 after which the ship reberthed at McGaw Wharf. That evening at 1915, the ship cast off to proceed ten miles north of Burnie to participate in a very successful signal flare demonstration. This completed, the ship berthed at McGaw Wharf at 2130.

19. The ship was programmed for basically the same day commitments for the following day, 1 November and to sail from Burnie, 3 November, for BSORS.

Engineering

20. This month the Engineering Department has been beset by a couple of frustrating problems, the main one being a recurring problem with the Ferrograph G500 Echo Sounder (INDEF 1/84 HMAS BUCCANEER RDH/ONH/RKH 220052Z OCT 81 refers).

21. The other main problem was encountered with both diesel alternators. Internal fuel lines have been slowly leaking resulting in the dilution of engine oil (URDEF 5/84 HMAS BUCCANEER IAH/OMH/RIH 282308Z OCT 81 refers).

/22. The Echo

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22. The echo sounder defect will be rectified by Base Staff on the ship's return to HMAS WATERHEN. Ship's staff rectified the problems with the diesel alternators on receipt of spare fuel lines on 1 November.

Morale

23. The health, welfare and morale of the crew has been, and is, good. Besides the relatively good weather that has been experienced whilst on task, a major contributing factor to the morale has been the four day about routine run by ADVANCE and BUCCANEER and the associated visits to the northern Tasmanian ports.

24. Minor frustrations arose from the problems experienced at Port Welshpool with its increased use by oil rig tenders and from the late alterations to BUCCANEER's programme necessitating the cancellation of an official visit to Portland (the second time within the past 12 months) and operational exercises at Jervis Bay.



(B. DOWSING)
Lieutenant, RAN
Commanding Officer

- ANNEXES: A. Steaming Details - October 1981
B. Exercise Details - October 1981

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ANNEX A TO HMAS BUCCANEER
LETTER 1/16/4
DATED 1 NOVEMBER 1981

STEAMING DETAILS - OCTOBER 1981

1.	Distance steamed during October	1563.8
2.	Distance steamed since commissioning	258889.7
3.	Hours underway during October	114
4.	Hours underway since commissioning	19163
5.	Occasions for exceeding fast routing speed.	Nil.

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ANNEX B TO HMAS BUCCANEER
LETTER 1/16/4
DATED 1 NOVEMBER 1981

EXERCISE DETAILS - OCTOBER 1981

<u>Exercise Number</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>	<u>Dates</u>
<u>Seamanship/General Evolutions</u>				
21	Man Overboards	XO 2	$\frac{1}{4}$	17
		POCOX 2	$\frac{1}{4}$	28
		POMTP 2	$\frac{1}{4}$	24
24	Shiphandling Alongsides	XO 2	$\frac{1}{2}$	27
		POCOX 2	$\frac{1}{2}$	29
	Securing to Buoy	XO 1	$\frac{1}{4}$	17
POCOX 1		$\frac{1}{4}$	13	
POMTP 1		$\frac{1}{4}$	29	
<u>Navigation</u>				
29	Blind Pilotage	3	1 $\frac{1}{2}$	13,21,25.
N/N	Anchorage	XO 1	1	22
		POCOX 1	1	21
N/N	Passage Planning	POCOX 1	3	22
N/N	Astro Navigation	CO 1	2	29
		XO 1	2	28
<u>NBCD</u>				
78	Minor DCX	4	2	6,7,8,9.
<u>Gunnery</u>				
159	AACRFX	1	1	12
N/N	2" Rocket Flare Firings	3	1	30

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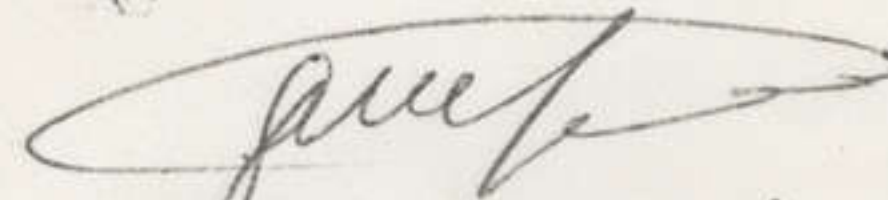
AF 1/16/23

30 DEC 1981

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

HMAS BUCCANEER - REPORT OF PROCEEDINGS -
NOVEMBER, 1981

1. Forwarded.
2. Regarding diesel fuel leakages (paragraph 11) class inspections have been implemented and remedial action taken where necessary.



(G. W. SPENCE)
Commander RAN
for Fleet Commander

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

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HMAS BUCCANEER
at Port Welshpool

01 DECEMBER 1981

1/16/4

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA

The Naval Officer Commanding
TASMANIA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS
NOVEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command during November 1981. Times throughout are Lima (-11).

2. Although not a terribly diverse month for the ship and crew, November has been a busy month with a lot of hard work being done to increase the efficiency of both the ship and crew and also in presenting the ship for annual departmental and Admiral's Inspections. Basically, the ship spent the first and last weeks of the month on BSORS and the other two weeks in Sydney undergoing AMP and in preparation for the inspections.

3. At the start of the month BUCCANEER was alongside in Burnie participating in the inaugural Burnie Regatta in the capacity as Regatta Flagship. On Sunday 01 November, this duty required the ship to cast off from North MacGaw Wharf at 1300 to anchor off the Burnie Yacht Club until 1730 when she was reberthed. After a very successful visit to Burnie for four days, BUCCANEER cast off at 0830 Tuesday 03 November, and proceeded to Area Bass to assume the duties of surface response vessel from HMAS ATTACK. Having done this at 1950, the ship secured to Barracouta buoy at 2100 later that evening.

4. At 0815 the following morning BUCCANEER slipped and proceeded to anchor in the lee of Stockyard Hill at 1024. Due to further deteriorating weather conditions, the ship weighed at 1400 that Wednesday afternoon and proceeded to Twofold Bay anchoring at 2145 in Nullica Bay.

/5. The following

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5. The following morning at 0815 BUCCANEER berthed on MV GRESHAM alongside Breakwater Pier Eden, remaining there until 1700 Friday 06 November, when lines were cast off and the ship sailed for Area Bass. At 0230 the following morning, BUCCANEER anchored in the lee of Stockyard Hill until 1400 when the anchor was weighed and the ship patrolled the restricted area. On being relieved by ATTACK at 1800 Saturday 07, BUCCANEER departed Area Bass and proceeded to Sydney berthing starboard side to the Patrol Boat Wharf HMAS WATERHEN at 1200 Sunday 08. The ship then entered a two week AMP and commenced preparations for annual departmental and Admiral's inspections. Advantage was also taken of the time alongside to have POOMG G. WILSON attend the Ship Husbandry Course at Garden Island Dockyard.

6. Following departmental inspections the preceding three days, the Commander, Australian Mine Warfare and Patrol Boat Forces, Commander P.V. Blackman, RAN, represented you, Sir, in inspecting HMAS BUCCANEER and her ship's company on Friday 20. The efforts and hard work by the ship's company were justly rewarded with very pleasing comments about the inspections.

7. During the morning of Monday 23, the ship was swung from West Cockatoo Island Buoy and the compass adjusted by Lieutenant Commander E.L. MORGAN, RAN. At 1400 that afternoon BUCCANEER cast off and proceeded for Area Bass via Eden. Whilst on passage south, a night AACRFEX was conducted in R445A.

8. At 0542 the following morning, the ship anchored in Twofold Bay, berthing portside to HMAS ADVANCE on the No 1 Jetty at 0807. Advantage was taken of the adverse weather conditions in Bass Strait making surveillance impracticable on Wednesday 25, when BUCCANEER and ADVANCE sailed in company to conduct OOW manoeuvres off Eden for that forenoon. On completion, ADVANCE sailed for Area Bass and BUCCANEER reberthed at No 1 Jetty Eden. At 2300 that night due to there being no other berth available, the 30 metre yacht VENGENGE (ex SISKA) berthed on BUCCANEER.

9. Due to adverse weather in Bass Strait, ADVANCE returned to Eden and berthed outboard of BUCCANEER 1630 Thursday 26, with VENGENGE berthing outboard of her. With the continuation of the adverse weather conditions south, it was not until 1500 Sunday 29, that BUCCANEER departed Eden for Area Bass.

10. Securing at Barracouta Buoy at 0130 Monday 30, the ship remained there until 1330 that afternoon when a patrol around the southern rigs was conducted before re-securing to the Barracouta Buoy at 1830. That night was spent secured to the buoy without incident and on being relieved by HMAS WARRNAMBOOL at 1400 Tuesday 01 December, BUCCANEER proceeded to Port Welshpool berthing at 1730.

/Engineering.

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Engineering

11. This month the ship has been afflicted with a problem which appears to be common with a number of other ATTACK Class patrol boats. On opening the after void spaces during the annual hull inspection both spaces were found to be nearly full of diesel fuel oil. After removing the oil, check securing the man-hole covers to both ferry tanks aft and conducting an inspection of the spaces, the spaces were resealed. Since then, re-inspection of these void spaces has revealed further flooding at an estimated rate of two gallons per day. A further inspection by ship's staff is to take place tomorrow whilst alongside, in an attempt to solve this problem before requesting external assistance.

12. Both unserviceabilities mentioned in the October report of proceedings, namely, the Ferrograph G500 Echo Sounder and leaking fuel lines on the diesel alternator, have been repaired and checked serviceable.

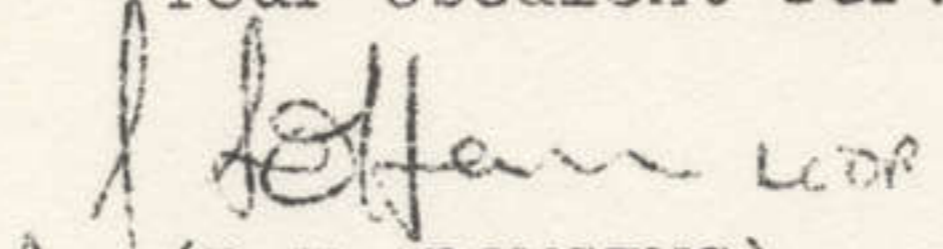
Morale

13. The health, welfare and morale of the Ship's Company is good. The very good inspection report was most pleasing to all members of the crew, all of whom had worked long and hard to produce the high standard that was achieved.

I have the honour to be,

Sir,

Your obedient Servant,


(B.M. DOWSING)
Lieutenant, RAN
Commanding Officer

ANNEXES: A. Steaming Details.
B. Exercise Details.

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ANNEX A TO
HMAS BUCCANEER LETTER 1/16/4
DATED 01 DECEMBER 1981

STEAMING DETAILS - NOVEMBER 1981

- | | | |
|----|--|----------|
| 1. | Distance steamed during November | 1417.9 |
| 2. | Distance steamed since commissioning | 260307.6 |
| 3. | Hours underway during November | 93 |
| 4. | Hours steamed since commissioning | 19256 |
| 5. | Occasions for exceeding fast routing speed | - Nil. |

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ANNEX B TO
HMAS BUCCANEER LETTER 1/16/4
DATED 01 DECEMBER 1981

EXERCISE DETAILS - NOVEMBER 1981

Exercise Number	Exercise	Number Conducted	Hours	Dates
<u>Seamanship/General Evolutions.</u>				
10	OOW Manoeuvres	POCOX 1	1½	25
		POQMG 1	1½	25
12	RASAPS(D)	CO	½	25
21	Man Overboard	XO 1	¼ ¼ ¼	} 7
		POCOX 1		
		POQMG 1		
24	Shiphandling			
	Berthing			
	XO 2	1½	} 25	
	POCOX 1	23		
	POQMG 1	23		
	Anchorages			
	XO 1	1½	1	
	POCOX 1	1½	4	
	POQMG 1	1½	7	
	Securing to Buoy			
	XO 2	1½	30	
	POCOX 1	1½	3	
POQMG 1	1½	30		
<u>Navigation</u>				
29 N/N	Blind Pilotage Pilotage	XO 1	½	4
		POQMG 1	1	25
<u>NBCD</u>				
78	Minor DCX	2	1	10, 28
<u>NAVCOMEX</u>				
114	NCX 205		1½	25
116	NCX 251		3	25

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<u>Exercise Number</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>	<u>Dates</u>
<u>Gunnery</u>				
159	AACRFX (N)	1	1	23
N/N	Small Arms Shoot	1	1	30

As well as the above exercises being conducted, normal Part 3 Seamanship Training has been carried out during the latter half of the month. This has involved able seamen taking charge of such evolutions as raising and lowering anchors by deck tackle, rigging and unrigging awnings, laying and recovering para anchors and rigging and using gins and sheer legs.

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GARDEN ISLAND NSW 2000

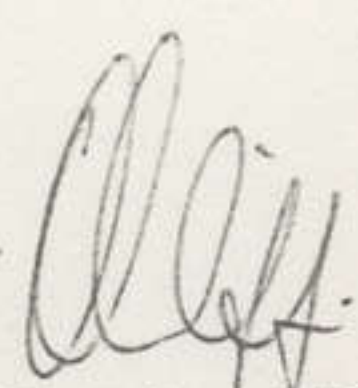
AF 1/16/23

22 JAN 1982

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

HMAS BUCCANEER REPORT OF PROCEEDINGS -
DECEMBER, 1981

Forwarded.


(P. A. KNIFE)
Commander RAN
for Fleet Commander

Enclosure: HMAS BUCCANEER Report of Proceedings for
December, 1981 dated 3 January, 1982

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1/16/4

HMAS BUCCANEER
at Sydney

3 January 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BUCCANEER - REPORT OF PROCEEDINGS

Sir,

1. I have the honour to report the proceedings of HMAS BUCCANEER under my command during December 1981. Times throughout are Lima (-11).

2. The month opened with BUCCANEER being secured to BARRACOUTA oil rig buoy having completed the first week of a month long Bass Strait Oil Rig Surveillance patrol (BSORS). At 1320 on Tuesday 1, the ship, on being relieved by HMAS WARRNAMBOOL slipped and proceeded to Port Welshpool, berthing at 1730. The following morning at 0830 BUCCANEER cast off and proceeded to Barry Beach Marine Terminal to refuel. This completed at 1630 that afternoon, the ship departed to reberth on the Main Jetty Port Welshpool at 1710, remaining there overnight.

3. At 0730 the following morning, Thursday 3, BUCCANEER cast off and proceeded under the con of the ship's Coxswain, to relieve WARRNAMBOOL in Area Bass. Whilst on passage RAS approaches were conducted on the rig tender TASMAN TIDE whose master is an ex-naval officer and patrol boat captain. The experience and knowledge gained from this exercise was invaluable. On completion, the ship secured to Barracouta buoy at 1315.

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4. BUCCANEER patrolled the restricted area on Friday 4 from 0900 resecuring to Barracouta buoy at 1530 that afternoon. Due to forecast strong winds and associated high seas, the ship slipped from the buoy at 2300 and proceeded to Refuge Cove anchoring at 0430 Saturday morning. BUCCANEER remained sheltering in Refuge Cove until 1130 Sunday 6 when the anchor was weighed and the ship proceeded back to Area Bass securing to Barracouta buoy at 1700.

5. On receipt of the following days weather forecast at 2100 Sunday 6, it was decided to depart the area at 0200 Monday 7 to shelter again in Refuge Cove prior to the arrival of strong winds/high seas in the area late AM Monday. These winds and seas struck the ship three hours out from Refuge Cove some five hours earlier than was predicted and about 90° different than was forecast. On arrival at Refuge Cove at 0730 it was discovered that the windlass control box was damaged rendering it inoperable (URDEF 7/84 HMAS BUCCANEER IAH/RKH 070645Z DEC81 refers) and that the anchor cable had knotted itself in the cable locker. With the ship unable to anchor BUCCANEER proceeded to Port Welshpool berthing portside to on rig tender LADY JOYCE alongside the Main Jetty at 1010. Further investigation revealed damage to the forward hydraulic lines of the 40/60 Bofors mounting rendering it unserviceable (URDEF 6/84 HMAS BUCCANEER IAH/RRH 070647Z DEC81 refers).

6. Using one of LADY JOYCE's winches, BUCCANEER's cable was pulled from the cable locker and restowed, at least giving the ship the ability to anchor even if recovery would have to be by block and tackle.

7. On Tuesday 8, BUCCANEER, because of her shallow draught and power available, was requested by the Harbour Master of Port Welshpool to take over the tow of a storm damaged 65 foot prawn trawler RAPTIS SIX from the rig tender WESTERN TIDE. This was done at 1945 and the vessel towed up the confines of the Lewis Channel where she was anchored at 2025. BUCCANEER then reberthed on the rig tender LADY JOYCE.

8. With the ship's proposed visit to Melbourne looking more and more sceptical due to weather, I proceeded by motor vehicle to the city where I was briefed and sworn in as a special member of the Federal Police AM Thursday 10. There is now no requirement for BSORS patrol vessels to carry a Federal policeman.

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9. At 1130 the following day, the ship shifted berth to be outboard the rig tender SEA EMERALD. At 0830 Wednesday 16 BUCCANEER cast off and proceeded for Area Bass. Whilst on transit, a small arms shoot was conducted primarily for the value of three Reserve sailors embarked. Man overboard exercises were conducted for an hour later that afternoon before securing to the Mackerel buoy at 1900 that afternoon.

10. At 0735 Thursday 17 BUCCANEER slipped and proceeded to patrol the area before securing to the Snapper buoy at 0920. With the permission of the rig supervisor, visits to the Snapper oil rig by ships company were conducted at various times throughout the day.

11. The following day was spent drifting on the para anchor before recovering it at 2300 and proceeding to Eden after being relieved by HMAS ATTACK. BUCCANEER berthed portside to outboard of MV LB CANE at 0745 Saturday 19. At 2335 that evening, ATTACK berthed outboard of BUCCANEER.

12. The ship cast off and proceeded for Sydney at 1730 Sunday 20 but in view of mechanical problems being experienced by ATTACK and at the direction of your staff, the ship returned to Eden at 0130 the following morning to await relief by HMAS FREMANTLE. This occurred at 2130 Monday 21 half an hour after BUCCANEER proceeded from Eden.

13. After berthing starboard side to on HMAS ADVANCE at the patrol boat wharf HMAS WATERHEN, the ship entered a two week AMP with leave for the luckier members of the crew. The ship was programmed to depart Sydney for BSORS 4 January 1982. 22-4

Engineering

14. With the exception of two URDEFS, this month has been uneventful for ships staff and the engineering department has functioned well. Both the 40/60 Bofors and the windlass motor URDEFS (HMAS BUCCANEER's IAH/RRH 070647Z DEC81 and IAH/RKH 070645Z DEC81) were rectified during the AMP just completed.

15. At the months end no significant defects remain outstanding.

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Health, Welfare and Morale

16. The health, welfare and morale of the ship's company has been and is, good.

I have the honour to be

Sir,

Your obedient Servant


(B.M. DOWSING)
Lieutenant, RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details

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Annex A to
HMAS BUCCANEER letter 1/16/4
dated 3 January 1982

STEAMING DETAILS - DECEMBER 1981

1. Distance steamed during December	1,744.2
2. Distance steamed since commissioning	262,051.8
3. Hours underway in December	116
4. Hours underway since commissioning	19,372
5. Occasions for exceeding fast routing speed	Nil

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Annex B to
HMAS BUCCANEER letter 1/16/4
dated 3 January 1982

EXERCISE DETAILS - DECEMBER 1981

<u>Exercise Number</u>	<u>Exercise</u>	<u>Number Conducted</u>	<u>Hours</u>	<u>Dates</u>
<u>Seamanship/General Evolutions</u>				
12	RASAPS (D)	CO 2 XO 2	$\frac{1}{4}$ $\frac{1}{4}$	3 3
19	Tow Aft Supply Gear	1	1	8
21	Man Overboard	XO 2 POCOX 3 POQMG 3 POMTP 3	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	} } 16 }
24	Shiphandling			
	Berthing	XO 3 POCOX 1 POQMG 1	$\frac{3}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	2, 10, 22 19 15
	Anchorage	POQMG 1	$\frac{1}{2}$	5
	Securing to buoy	XO 1 POCOX 2 POQMG 2	$\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$	3 4, 14 14, 17
N/N	Lay Para Anchor	2	3	16, 18
<u>Navigation</u>				
29	Blind Pilotage	CO 2 XO 2 POQMG 1	2 2 $\frac{1}{2}$	11, 19 11, 14 7
N/N	Pilotage	XO 2 POQMG 1 POCOX 1	$1\frac{3}{4}$ $\frac{1}{4}$ 1	2, 16 15 3
<u>NBCD</u>				
178	Minor DCX	3	1	3, 8, 15
<u>NAVCOMEX</u>				
119	NCX 404	3	1	18
129	NCX 651	4	1	18, 19
<u>Gunnery</u>				
N/N	Small arms shoot	1	$1\frac{1}{2}$	16

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