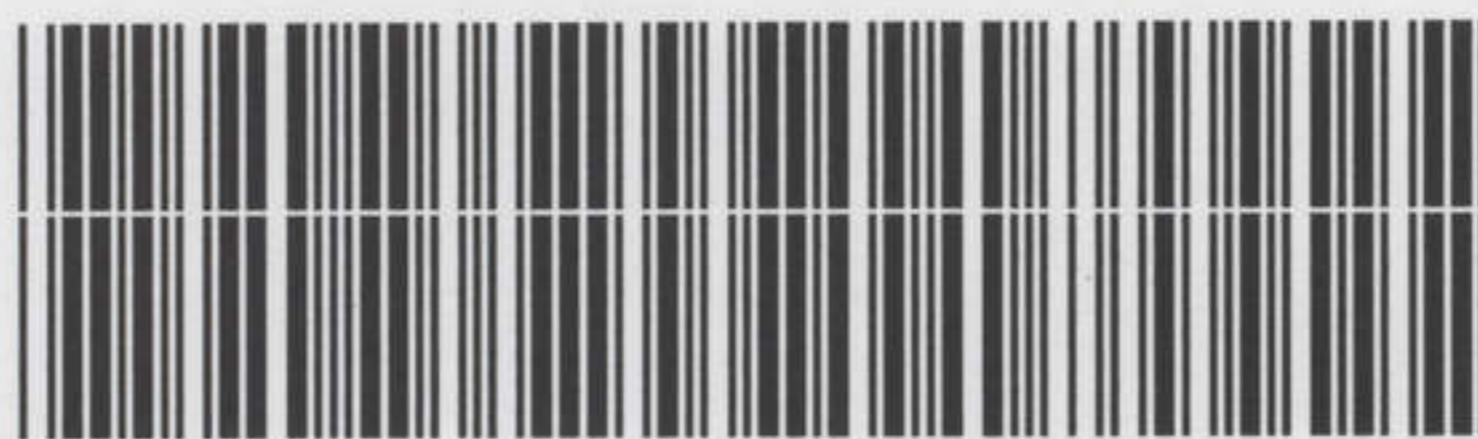


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS CURLEW**

**Item number: 96/14**

**Title: February-December 1981**



AWM78-96/14

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[96/14]

HMAS CURLEW 1981

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

AF 1/16/24

17 MAR 1981

65551

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

HMAS CURLEW - REPORT OF PROCEEDINGS - FEBRUARY, 1981

1. Forwarded.
2. The Commanding Officer, HMAS CURLEW has been directed to pay closer attention to spelling and punctuation in future Reports of Proceedings.

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

Enclosure: HMAS CURLEW Report of Proceedings for February 1981 dated 1 March, 1981

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(A)



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/1

HMAS CURLEW  
at Devonport

1 March 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND  
PATROL BOAT FORCES

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW REPORT OF PROCEEDINGS - FEBRUARY 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of February 1981. Time zone used throughout is Lima (-11).
2. The start of the period found HMAS CURLEW secured starboard side to No. 2 Minesweeping Wharf, HMAS WATERHEN.
3. The week commencing Monday 2nd was CURLEW's last week of work up. CURLEW sailed at 0805 in company with HMAS SNIPE, to conduct 40/60 firings. Unfortunately due to an industrial dispute by radar technicians these firings were cancelled. Both ships returned to Hunters Bay where the Staff Officer Weapons was transferred by boat to HMAS SNIPE. On completion CURLEW sailed, arriving at Jervis Bay at 1725.
4. At 0500 Tuesday 3rd CURLEW weighed anchor and commenced Minefield transit lead-outs for HMA Ships TORRENS, SWAN and finally HMAS STALWART. The exercise was conducted satisfactorily and valuable experience was gained in this not so often practiced form of Mine Countermeasures.
5. At 0730, CURLEW commenced escort duties for CSL 03. Both vessels arrived in the vicinity of Garden Island at 1630, and CURLEW berthed at WATERHEN at 1650.
6. Wednesday 4th was spent undergoing final preparations for the ships forthcoming ORE. At 0430 Thursday 5th, with COMAUSMINPAB, (Commander E.T.KEANE RAN) and staff embarked, HMAS CURLEW (OCS) and HMAS SNIPE sailed at action stations to conduct the ORE. (COMAUSMINPAB EXOPORD 3/81 refers) The mechanical minesweeping phase of the ORE was marred when the starboard sweep wire of both ships could not be used and a large gyro error developed in HMAS CURLEW. Only one of the two Mk 17 bouyant exercise mines was swept. This necessitated the Minehunting phase of the ORE to be postponed whilst efforts by HMAS SNIPE (sweeping), and CURLEW (hunting) progressed to locate the missing mine. The ensuring searches were unsuccessful and the existing gyro error seriously impacted upon CURLEW conducting a meaningful and effective sonar search. A search by divers in

.../ the datum

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the datum position of the mine revealed long furrows in the sea bed which indicated the mine was possibly dragged from its position. A NAVAREAAUS warning was subsequently promulgated. COMAUSMINPAB and staff were disembarked at 2030 at Palm Beach wharf. CURLEW proceeded to anchor in Broken Bay at 2139.

7. CURLEW weighed anchor at 0530 Friday 6th, and with the gyro error resolved proceeded to conduct sonar searches for the missing Mk 17 mine. The search proved unsuccessful, however with laid positions of ground mines provided by COMAUSMINPAB staff, little difficulty was experienced in their location and recovery. On completion passage was made to Sydney. The ship anchored in Watsons Bay at 1540 to replace the hard sonar dome prior to berthing outboard on SNIPE at No. 3 Minesweeping wharf at 1710.

8. A two week AMP and leave period was commenced on Monday 9th. The ship was cold moved to No. 2 Minesweeping wharf at 0835 on Tuesday 10th to facilitate off loading of exercise mines. The ship was again cold moved outboard of SNIPE at 1100 on Thursday 12th, to allow HMAS KIMBLA to berth. CURLEW was finally cold moved to No. 2 Minesweeping wharf at 1023 Wednesday 18th with HMAS BOMBARD securing outboard at 1100.

9. The marginal assessment obtained during the ORE in damage control led to daily instruction for all personnel with guidance and assistance provided by WATERHEN base staff. This training culminated in a successful major DCX on Friday 20th. This success is indicative that staff assistance is necessary during a ships work up and supportive of COMAUSMINPAB comments. (COMAUSMINPAB letter 5/10/7 dated February 17th 1981 refers) that staff assistance was sadly lacking during the ships workup. At 0950 BOMBARD was cold moved to the patrol boat wharf.

10. The AMP and leave period over, CURLEW sailed at 0730 Monday 23rd to conduct degaussing operations. These operations started slowly with HMAS OXLEY undergoing discharge trials in the area and a TRV conducting navigation training, However as the day progressed good results were obtained.

11. At 1355 OXLEY requested assistance to locate a practice weapon that had failed to surface. Degaussing operations were halted and at 1410 HMAS CURLEW (IAB 230431 Z FEB 81 refers) laid a datum marker in the reported position. Whilst divers conducted a search of the area CURLEW anchored to the north of the datum at 1446 and removed the hard dome. An all round sonar search located the missing weapon and the weapon was recovered and returned to CSL 02 by 1640. (HMAS CURLEW IAB 230546 Z FEB 81 refers) CURLEW weighed anchor and berthed alongside No. 2 Minesweeping wharf at 1730.

12. CURLEW sailed at 0730 on Tuesday 24th to recommence degaussing operations. These were successfully completed by 1445, and CURLEW returned to WATERHEN berthing stern first outboard on HMAS SNIPE at 1550.

13. CURLEW sailed at 1100 on Wednesday 15th for Devonport. During the passage CURLEW met HMAS BRISBANE and HMAS VAMPIRE at 0440 on Thursday 26th. Taking advantage of the fine Bass Strait weather CURLEW proceeded directly to the vicinity of Devonport anchoring at 2332.

14. The Devonport Regatta Weekend commenced for CURLEW when the ship weighed anchor at 0912 on Friday 27th, berthing starboard side to No. 3 west wharf Devonport at 0956. Calls were made on the Master Warden Mr. C.F. BYRON and the Council Warden, Councillor K. BERWICK. At 1830 on Friday 27th an Official Reception for 40 guests was held on the forecastle. The ship has remained at this berth for the remainder of the period.

.../ ENGINEERING

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ENGINEERING, HULL AND ELECTRICAL

15. Three URDEF's arose during the period, the ships air conditioning expansion valve became unservicable, (URDEF 5.82). This was rectified on Wednesday 4th. URDEF 6/82 was raised when the azimuth gyro for the sonar became unservicable. This URDEF was rectified by the GID during the ships AMP. The ships 35 ton Snorer pump (URDEF 7/82) became unservicable during the ships ORE. This URDEF remains outstanding. At the end of AMP all planned maintenance shedules had been completed.

HEALTH, WELFARE, CONDUCT AND MORALE

16. The Health, Welfare, Conduct and Morale of the ships company remains good.

I have the honour to be,

Sir,

Your obedient servant

*V. Rashleigh*  
(V. RASHLEIGH) BEM  
Lieutenant RAN  
Commanding Officer

Annex: A. HMAS CURLEW Steaming Details.  
B. HMAS CURLEW Exercise Details.

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Annex A to HMAS CURLEW letter  
1/16/1 dated 1 March 1981

HMAS CURLEW STEAMING DETAILS - FEBRUARY 1981

Total distance steamed during the period	934
Total distance steamed since first commissioning	283,973
Total hours underway during the period	104
Total hours underway since first commissioning	26,987

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Annex B to HMAS CURLEW  
letter 1/16/1 dated 1 March 81

HMAS CURLEW EXERCISE DETAILS - FEBRUARY 1981

<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>HOURS</u>	<u>NUMBER</u>	<u>DATES</u>
9	OOW Eng	$\frac{1}{2}$	2	5
21	Manord	$\frac{1}{4}$	1	5
24	Shiphandling	3	6	5, 6, 24
29	Blind Pilotage	2	4	3, 5, 6
78	Minor DCX	3	5	3, 9, 10, 11, 12
78A	Fire at sea	$1\frac{1}{2}$	3	3, 6
79	Major DCX	4	4	3, 5, 13
NN	Leaving ship/ Emergency stat <sup>n</sup> 's	$\frac{1}{2}$	2	5, 27
NN	Sweepex '00' 6 exp. cutters	$6\frac{1}{2}$	2	2, 3
	'0' 5 exp. cutters port	5	1	5
NN	SSB lay/recover	1	2	5, 6
NN	Conning runs	$\frac{1}{2}$	3	6, 23
NN	Lay recover exercise mine	$\frac{1}{2}$	1	5
NN	Mine hunting Type 1	9	3	3, 5, 6
	Type 4	$\frac{1}{2}$	1	23
NN	Ship/Unship A/R's harbour	2	1	3
NN	Divex	$2\frac{1}{2}$	4	6, 23
NN	Dome change harbour	4	2	3, 23
NN	Daily harbour flood/ fire	3	22	Daily except for 2, 3, 5, 6, 25, 26
NN	Action stations	15	2	3, 5

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

AF 1/16/24

22 APR 1981

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

HMAS CURLEW - REPORT OF PROCEEDINGS - MARCH, 1981

1. Forwarded.
2. The Hydrographer, RAN has advised that the 7 metre pinnacle reported at paragraph 14 will be further investigated. A report by the Commander, Australian Minewarfare and Patrol Boat Forces into the loss of HMAS CURLEW's MCM equipment has been deferred pending the outcome of the hydrographic investigation.

*Ian H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

HMAS CURLEW  
at Waverton

IN REPLY QUOTE 1/16/1

1 April 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE and  
PATROL BOAT FORCES

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW REPORT OF PROCEEDINGS - MARCH 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of March 1981. Time zone used until 0200 Sunday 1st was zone Lima (-11), and then zone Kilo (-10) for the remainder of the period.
2. The beginning of the month found HMAS CURLEW berthed starboard side to No.3 west wharf Devonport, Tasmania.
3. CURLEW slipped from its berth at 0800 Monday 2nd and proceeded to the planned anchorage in the Mersey River channel to take up position as the official flagship for the Devonport Regatta. Shortly after positioning the ship in the narrow channel by bow and stern anchor the weather deteriorated. Poor visibility, driving rain and winds gusting in excess of thirty five knots caused both anchors to drag in the poor holding ground. Because of the uncertainty of the weather and the possibility of hazarding the ship, CURLEW returned to No. 3 west wharf berthing at 0845. CURLEW provided a diving/mine destruction, and a distress flare demonstration, both of which were well received by the large regatta crowd. (Annex C refers)
4. A very successful Devonport visit concluded, (CNS letter dated 13 March 1981 refers) when CURLEW slipped at 0954 Tuesday 3rd and proceeded to Bass Strait, rendezvousing with HMA Ships SNIPE, ATTACK, and BOMBARD at 0340 Wednesday 4th, to conduct a pre-dawn gunnery shoot. (Annex B refers) Whilst forming up to conduct the shoot identities were exchanged with HMAS VAMPIRE. On completion of the shoot, ATTACK and BOMBARD were detached and CURLEW passaged to Jervis Bay in company with SNIPE.
5. CURLEW came to anchor in Jervis Bay at 0758 on Thursday 5th to effect repairs to a faulty sea suction line on the starboard main engine. CURLEW weighed anchor at 1252 and conducted exercises in accordance with COMAUSMINPAB EXOPORD 3/81. CURLEW anchored at 1741 after completing the days exercises (Annex B refers) and the soft dome and activated rudders were fitted in preparation for the forthcoming MCMX.
6. CURLEW in company with HMAS SNIPE, weighed anchor at 0515 on Friday 6th, and commenced a 36 hour sweeping cycle in accordance with COMAUSMINPAB EXOPORD 3/81. The exercise progressed well during the day

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.../ with both

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with both ships practicing team sweeping manoeuvres. This being the first occasion that both ships had had the opportunity to conduct this facet of sweeping operations since early 1980.

7. The night phase of the exercise; conducting independant statistical single oropesa wire sweeping, progressed well until CURLEW's starboard sweep wire parted during a turn at the seaward end of the lap, at 0030 Saturday 7th. The starboard float and otter were subsequently recovered at 0101.

8. CURLEW continued sweeping using the port sweep wire whilst re-splicing of the starboard wire progressed. Shortly after a turn, to commence a seaward run down the channel, the port sweep wire parted at 0310. During recovery operations of the port float and otter at 0330, the effect of ground swell and the otter snagging on the bottom caused the port after minesweeping davit to be badly damaged and unusable.

9. CURLEW anchored at 0515 to complete repairs to both sweep wires prior to re-commencing the task cycle, which called for team sweeping in company with HMAS SNIPE. CURLEW and SNIPE commenced the team sweeping phase at 1015 Saturday 7th. At 1414 both ships sweep wires parted, resulting in the loss of six explosive cutters and in excess of 200 fathoms of sweep wire from both ships.

10. CURLEW was tasked at 1445 to commence Minehunting operations to locate the laid exercise mines. Difficulty had been experienced in using the port activated rudder(A/R), and during mine recovery operations it was confirmed that the port A/R was missing. CURLEW came to anchor at 1849 on Saturday 7th after a somewhat harrowing and eventful 36 hour sweeping cycle.

11. CURLEW weighed anchor at 0706 Sunday 8th and commenced minehunting in a one mile square area in the vicinity of where the port A/R was believed lost. The search was unsuccessful and after dan recovery operations, CURLEW came to anchor at 1800 on Sunday 8th. CURLEW re-commenced hunting/searching operations for the port A/R at 0600 on Monday 9th.

12. CURLEW curtailed search operations at 1015 on Monday 9th, berthing starboard side to the Marine Section Wharf HMAS CRESWELL at 1045, for re-fuelling and re-victualling. CURLEW slipped and proceeded to the northern end of Jarvis Bay at 1340, to re-commence minehunting operations in accordance with COMAUSMINPAB EXOPORD 3/81. CURLEW came off task, anchoring at 0045 Tuesday 10th, having recovered one AMk12 exercise ground mine.

13. After embarking six Cadet-Midshipmen from HMAS CRESWELL for ship familiarization, CURLEW weighed anchor at 0800 Tuesday 10th in preparation to commence sound ranging. However, due to fleet units anchoring in the area, fouling the range, sound ranging was cancelled and CURLEW re-commenced minehunting operations at 1000. The second AMk12 exercise ground mine was recovered at 1200. The Cadet-Midshipmen were disembarked at 1230, after which CURLEW continued hunting the area where the A/R was presumed lost. CURLEW anchored at 1951 to prepare for sound ranging.

14. On Wednesday 11th CURLEW successfully sound ranged, after conducting an A/R and dome change. On completion of sound ranging, CURLEW conducted diving operations on Middle Ground, in an effort to recover lost MCM

.../ equipment

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equipment. Whilst laying a datum marker, a 7 metre pinnacle was located in Jervis Bay (HMAS CURLEW IAJ/FPJ 110948Z MAR 81 refers). The shoal was investigated by echo sounder runs with the resultant tracings and HSA fix being passed in a Hydrographic Note to the Hydrographic Office.

15. Diving operations proved successful with both CURLEW and SNIPE's end cutters and CURLEW's starboard otter being recovered. During diving operations, courtesies were exchanged with you Sir, as you were embarked in TORRENS, entering Jervis Bay at 1640.

16. CURLEW completed diving operations and came to anchor at 1805, weighing anchor at 2300 to proceed to Sydney where CURLEW berthed starboard side to the Mine Sweeping Wharf at 0745 Thursday 12th.

17. This completed a lengthy and eventful seven day task cycle in which CURLEW successfully located and recovered three out of the four mines laid for the exercise. Commanding Officer's Investigations into the loss of CURLEW's MCM equipment has been forwarded in accordance with your directive, Sir. (COMAUSFLT ABA 1003002 MAR 81 refers)

18. CURLEW sailed in company with SNIPE at 0800 Monday 16th for Moreton Bay. New sweep wires were calibrated on passage, and CURLEW arrived off Moreton Bay at 0643 on Wednesday 18th. CURLEW was detached by SNIPE and tasked to search for suspected unexploded ordnance at Henderson Rock (COMAUSMINPAB IFI/FOL 160006 Z MAR 81 refers). The unexploded ordnance, a 250 lb practice bomb, was located by divers in 70 feet of water after a series of searches of the datum. The bomb was destroyed at 1436 after approval was received from Naval Officer Commanding QUEENSLAND. (HMAS CURLEW IFJ/FOI 180542 Z MAR 81 refers)

19. CURLEW proceeded into Moreton Bay, anchoring near SNIPE at 1913, where an A/R and dome change was conducted in preparation for minehunting on Thursday 19th.

20. CURLEW was tasked by SNIPE to commence search operations for a sunken ammunition barge, (COMAUSMINPAB FOD/IFB/IAJ 130022 Z MAR 81 refers) whilst SNIPE proceeded into Brisbane to effect repairs to the ships main steering systems. Search operations commenced at 0745 on Thursday 19th. A one and a half square mile area around the given datums was searched, in an East-West direction first, and then a North-South direction. Minehunting operations were suspended at 1832 with the barge not being located. Three possible contacts were dived on (HMAS CURLEW FOJ/IFJ 190855 Z MAR 81 refers).

21. CURLEW weighed anchor at 0855 on Friday 20th and proceeded into Brisbane, berthing outboard of SNIPE at Dalgety's Wharf No.2 New Farm, at 1100. I, in company with the Commanding Officer of HMAS SNIPE, (Lieutenant Commander P. LASHKO RAN) called on Captain W. OWEN RAN, Naval Officer Commanding QUEENSLAND, at 1130. An Official Reception was held on board SNIPE at 1830, for 40 guests.

22. On Saturday 21st Mr. Oscar CORNFORD, a trawler owner who originally reported the wreck, took divers from both ships and the navigator of CURLEW to positively locate the "wrecked" barge. Even though the barge was not located, the position and details of the wreck, pin-pointed it to that of a charted 12.8 metre wreck that had sunk in 1944. (HMAS SNIPE FOJ/IFJ/IAJ 210605 Z MAR 81 refers)

23. CURLEW sailed in company with SNIPE from Brisbane at 1000 Tuesday 24th to locate and survey the wrecked barge. After conducting

.../ Junior

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Junior officers training CURLEW came to anchor at 1409 and stood by to assist SNIPE in their location of the wreck.

24. With the barge position identified and surveyed, CURLEW in company with SNIPE departed Moreton Bay at 1200 Wednesday 25th and proceeded to Sydney. A SUFX shoot was conducted prior to CURLEW berthing starboard side to No.2 Minesweeping Wharf HMAS WATERHEN, at 1000 Friday 27th. CURLEW has remained at this berth for the remainder of the period undergoing AMP.

25. Command Team Training for CURLEW and IBIS was held at HMAS WATSON on Monday and Tuesday 30th and 31st.

ENGINEERING, HULL and ELECTRICAL

26. All ships main and auxillary machinery has functioned well for the month and Planned Maintenance schedules are being maintained. The following outstanding URDEF's are due to be completed during the forthcoming AMP.

- a. URDEF 7/82 - 35 Ton Snorer Pump
- b. URDEF 8/82 - Port aft. davit
- c. URDEF 10/82- 696 UHF Transceiver
- d. URDEF 14/82- Port activated propellor
- e. URDEF 15/82- Gemini diving boat
- f. URDEF 16/82- Calibration of bridge and shaft tachometers.

27. Retiling of compartments and spaces commenced during February 1981 by ships staff, is nearing completion, and this has done much to improve the cleanliness and habitability within the ship.

HEALTH, WELFARE, CONDUCT and MORALE

28. The health, welfare, conduct and morale of the ships company is good.

I have the honour to be,

Sir,

Your obedient servant

*V. Rashleigh*  
 (V. RASHLEIGH) BEM  
 Lieutenant RAN  
 Commanding Officer

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- Annexes: A. Steaming Details  
B. Exercise Details  
C. Public Relations

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Annex A to HMAS CURLEW  
letter 1/16/1 dated  
1 April 1981

HMAS CURLEW STEAMING DETAILS - MARCH 1981

Total distance steamed during the period	2174
Total distance since first commissioning	286147
Total hours underway during the period	250
Total hours underway since first commissioning	27237

Occasions for exceeding fast routing speed:

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
25	$\frac{1}{2}$	16	Full power work up trial

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Annex B to HMAS CURLEW  
letter 1/16/1 dated  
1 April 1981

HMAS CURLEW - EXERCISE DETAILS - MARCH 1981

<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>HOURS</u>	<u>NUMBER</u>	<u>DATES</u>
9	OOW eng	1	3	6, 7, 26
21	Manord	1/2	2	5
24	Shiphandling	4	12	5, 6, 7, 8, 9, 10
29	Blind Pilotage	2	4	7(2), 10, 11
78	Minor DCX	1/2	1	5
78A	Fire at sea	1/2	1	5
NN	Leaving ship/emerg.	1/3	1	5
NN	SSB lay/recover	3 1/2	9	6(3), 7(3), 10(2), 11
NN	Conning runs	1 1/2	8	8, 9, 10(3), 19(3)
NN	Recover mines	1	3	7, 9, 10
NN	Mine hunt type 1	23	5	
	2	6	3	
	3	2	1	8, 9, 10(2), 19
	4	1	1	
NN	Slip/unslip A/R's hbr.	5	5	5, 10(2), 11, 18
NN	Divex	3	2	11, 18
NN	Dome change hbr.	5	5	6, 10(2), 11, 18
NN	EOD/ExpEx.	1/2	2	2, 18
NN	Daily flood fire hbr.	2 1/2	15	1, 2, 12, 13, 14, 15, 20, 21 22, 23, 27, 28, 29, 30, 31
NN	Sweepex 00	4	3	3, 4, 6
	0 Starboard	9 1/2	3	3, 4, 6
	Port	5		
	Team	8 1/2	2	6, 7
12	Resops	1	3	5
18A	Tow fwd. receive gear	1	1	5
19	Tow aft supply gear	1	1	5
25	Screenplay	12	3	16, 17, 25
159	AATX, AACRFX	1	1	4
160	SUTX, SUCRFX	1/2	1	27
NN	Small arms firing	1/2	2	5, 27
NN	Surface Decomp.	1/2	1	18
NN	Action Stat.	1/2	1	5
NN	HSA fixing	3/4	6	6(3), 8, 9, 10
NN	FAIDEX	1	1	5

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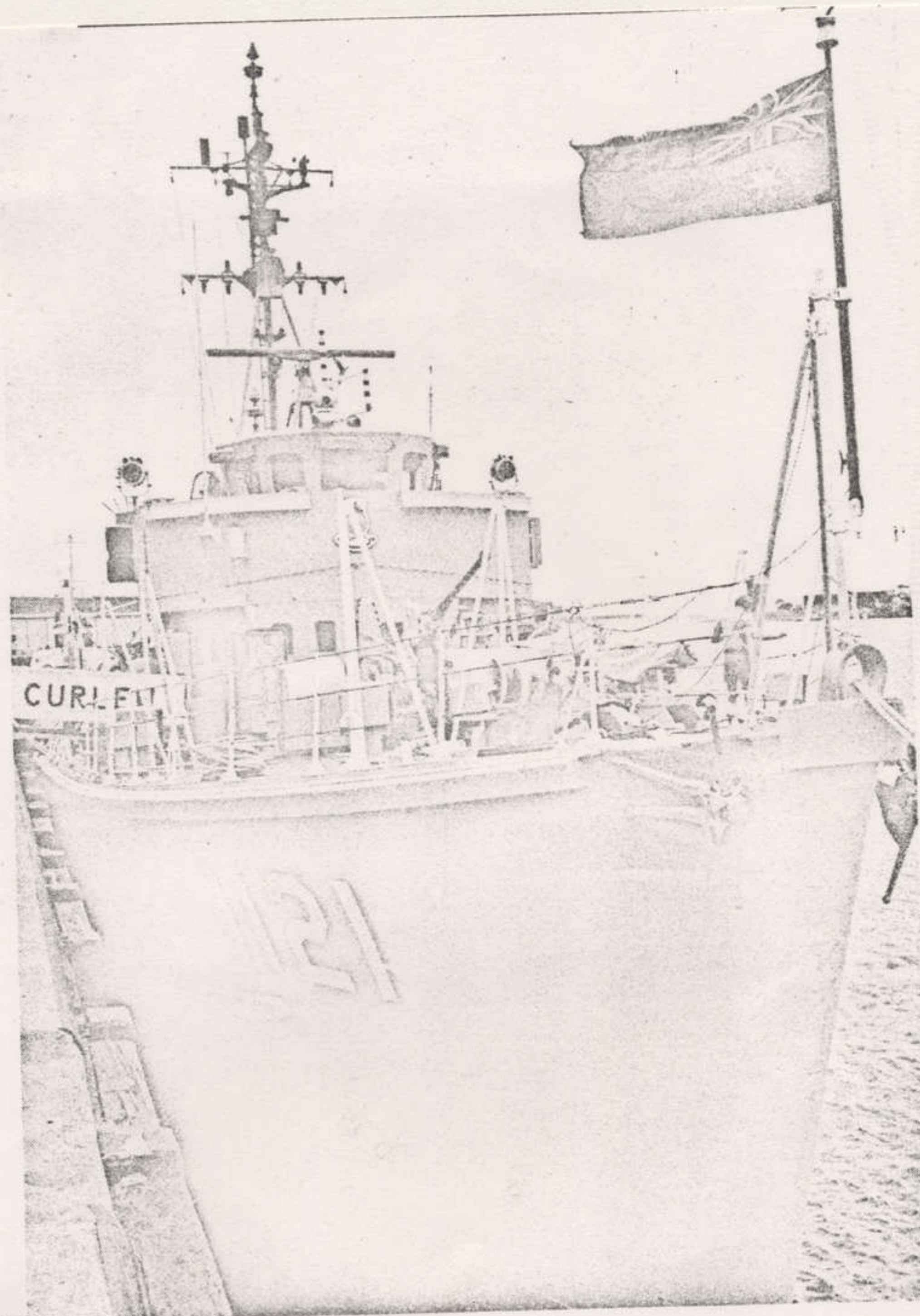
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Annex C to HMAS CURLEW  
letter 1/16/1 dated  
1 April 1981

DEVONPORT PUBLIC RELATIONS

CURLEW enjoyed good press coverage for the ships visit to Devonport for the Devonport Regatta. Attached are copies of the coverage.

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● H.M.A.S. Curlew tied up at the Devonport wharves yesterday.

## H.M.A.S. CURLEW ARRIVES AT D'PORT

The minehunter H.M.A.S. Curlew arrived slightly ahead of schedule at Devonport yesterday morning.

The ship, a member of the First Australian Mine Countermeasures Squadron, will act as flagship for the annual Devonport Apex Regatta on Monday.

The R.A.N. vessel is designed and equipped to sweep and search for the many types of mines which could be laid by an enemy.

And regatta patrons will have the chance to see the minehunter in action, as a simulated exercise involving locating a mine and destroying it has been arranged to take place at 1 p.m.

on Monday.

The ship, under the command of Lt. Vic Rashleigh, has a crew of five officers and 35 sailors.

The Curlew left Sydney for Devonport on Wednesday after a refit.

The British-designed vessel is 46.77 m long, has a beam of 8.5 m and is capable of exceeding 15 knots.

The vessel was built in 1952 and was modified in the United Kingdom before being commissioned into the R.A.N. in 1962.

Even today World War 2 mines are being found either washed up or

trapped in reefs along the Australian coastline.

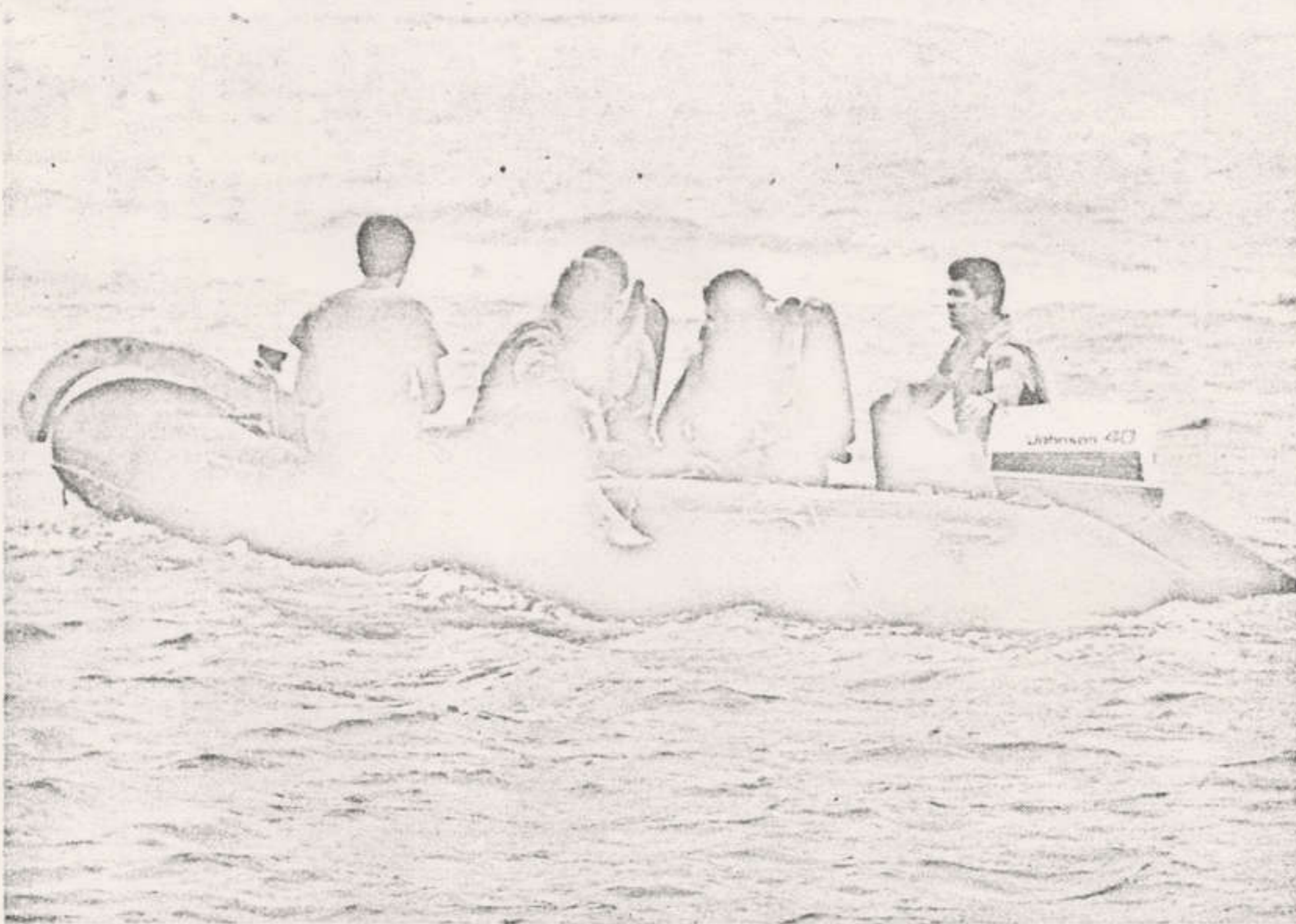
All ships of the squadron are wooden-hulled for protection against magnetic mines, and are silent enough not to set off acoustic mines.

Recreational activities including basketball and cricket matches have been organised for most of the ship's company during their stay.

The vessel will be opened for public inspection tomorrow between 2 and 5 p.m.

The Curlew will leave Devonport on Tuesday to take part in exercises at Jervis Bay.

## DEVONPORT APEX REGATTA



ABOVE: Navy clearance divers from H.M.A.S. Curlew preparing to do a demolition demonstration. A. B. Terry Punshon (second right) the son of Mr and Mrs Carl Punshon, of Latrobe, is formerly of Latrobe.

THE EXAMINER, Monday, March 2, 1981 — 3

# Explosive display at regatta

Crew members of the mine Hunter HMAS Curlew will give a demonstration of exploding a mine at the Devonport Regatta today.

Lt Vic Rashleigh announced the plans yesterday when HMAS Curlew arrived in Devonport for a four-day stay.

The Curlew is flagship for the annual Apex regatta on Monday and during the afternoon several divers will dive for a mine placed in the Mersey River.

They will then attach and detonate 5kg of explosives.

"We want to show the people at the regatta what type of work we do and what equipment we use," Lt Rashleigh said.

Before the regatta the Curlew will be opened for public inspection from 2 pm till 5 pm.

The Curlew is one of only two mine hunters in the Australian Navy and she has a crew of 32 sailors and five officers.

Lt Rashleigh said the ship has been refitted in Sydney, and after leaving Devonport will join her sister ship HMAS Snipe, the minesweeper HMAS Ibis and other ships for exercises off Jervis Bay.

She will then go on to Brisbane before returning to Hobart in May.

Lt Rashleigh, 40, has been in the Australian Navy for 25 years and recently returned after a two-year exchange trip to the U.S.

"I was attached to the U.S. Navy Mine Warfare Command which is responsible for all mine operations."

Lt Rashleigh has graduated through the ranks and during his navy career has served on HMAS Sydney, Melbourne, Swan, Duchess, Stalwart and Snipe.

He said he enjoyed his command of HMAS Curlew although his diving activities have been scaled down during the past few years.

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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

N  
428 3 / 3002

AF 1/16/24

12 MAY 1981

I ADMIN-N

24-2-81

LOGGED

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

HMAS CURLEW REPORT OF PROCEEDINGS -  
APRIL, 1981

Forwarded.

*Ian H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS CURLEW Report of Proceedings  
for April, 1981 dated 1 May, 1981

*ps*

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In Reply Quote : 1/16/1

HMAS CURLEW  
At Sea  
1 May 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information :

The Commander  
AUSTRALIAN MINEWARFARE and PATROL BOAT FORCES

The Commanding Officer  
HMAS IBIS

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW REPORT OF PROCEEDINGS - APRIL 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of April 1981. Time zone used throughout is Kilo ( -10 )
2. The start of the month found CURLEW secured starboard side to the minesweeper wharf HMAS WATERHEN undergoing A.M.P.
3. I had the pleasure to welcome Rear Admiral C.F.HORNE III USN ( COMMANDER MINEWARFARE COMMAND ) onboard CURLEW at 1100 Friday 3rd, as part of his Australian tour of mine warfare forces. At 1135 I had the honour to present to RADM. Horne a suitably engraved CURLEW ship's crest. This was a special honour as Admiral Horne had been my superior officer whilst I was on exchange service to the United States Navy.
4. CURLEW slipped from WATERHEN at 0925 Wednesday 8th, and proceeded to Hunters Bay, securing to a buoy at 1020 in preparation to start the Sydney to Mooloolaba Yacht Race. At 1100 Commander P. Blackman RAN, Commander Australian Minewarfare and Patrol Boat Forces, embarked. By 1100 all the official guests of the Middle Harbour Yacht Club were embarked, and at 1128 you Sir, and Mrs Doyle embarked from your barge.
5. At 1200 Sir, you officially started the 1981 Sydney to Mooloolaba Yacht Race. At 1208 CURLEW slipped from the buoy to follow the fleet of 47 yachts from the harbour. At 1246 CURLEW reversed course and returned to Hunters Bay, anchoring at 1310. At 1317 yourself Sir, Mrs Doyle and selected guests were disembarked via your barge. The remaining guests were disembarked by 1325. At 1331 CURLEW weighed anchor and proceeded to WATERHEN, berthing starboard side to the minesweeping wharf at 1412 to continue A.M.P.

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.../ 6. CURLEW

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6. CURLEW sailed from WATERHEN at 1602 on Monday 13th after experiencing a number of defects. Just prior to sailing at 1000 the HF receiver developed a fault that required base staff assistance and stores action ( URDEF 18/82 refers ).

7. As a result of this delay approval was given to sail directly to Jervis Bay to conduct the Mine Warfare Pilot Survey ( COMAUSMINPAB Op Order 8/81 refers ), and a planned mine recovery at Broken Bay was cancelled. In view of the programme change, the starboard activated rudder was removed. During the change it was discovered that the retaining split pin from the boss-nut had sheared on the stbd. A.R., and that the boss-nut was easily removed by hand. Investigation by ship and WATERHEN base staff indicated that there was wear at both ends of the shaft and adjacent to the key way ( URDEF 19/82 refers ).

8. CURLEW finally slipped at 1602 and transitted to Jervis Bay, coming to anchor at 2309 in F1 anchorage. CURLEW weighed anchor and proceeded in accordance with COMAUSMINPAB Op Order 8/81 at 0633 Tuesday 13th. Minehunting operations were conducted on main engines as a result of URDEF 19/82. To minimize the chances of a funnel fire, operations had to be temporarily suspended every hour, to do a high speed burn out of the oil and residue carried over into the funnel caused by slow speed running. This severely restricted operations ( CURLEW IFJ 140720Z APR 81 refers ). A number of possible contacts were found, however, winds in excess of 30 knots, a 2 metre swell and rough seas caused minehunting operations to be suspended, and CURLEW came to anchor in F1 at 1226.

9. Whilst at anchor LEUT. N. Bell RAN, and POSR. W. Dunn from RANRL were embarked and the MRS III Digital Radar equipment was fitted. This time at anchor was well spent in briefing key personnel on the use and operation of MRSIII ( Mini Ranger ).

10. CURLEW weighed anchor at 0630 Wednesday 15th and commenced minehunting operations. Notwithstanding restrictions imposed by the use of main engines, two mines, ( one Mk 17 from MCMX 1/81 and one M Mk5 laid by a submarine approximately two years prior ), were located and recovered during the days operations. ( CURLEW IFJ 150857Z APR 81 refers ). CURLEW came off task and anchored at 1830 in F1 anchorage. The ship weighed anchor at 2305 and transitted to Sydney, berthing starboard side to the minesweeping wharf at 0740 Thursday 16th.

11. During further investigations by base staff and divers on Thursday 16th on the starboard activated rudder, it was determined that CURLEW required docking. After a quiet Easter week-end CURLEW slipped from HMAS WATERHEN at 1012 on Tuesday 21st and proceeded to the floating dock, Garden Island. On arrival at Garden Island CURLEW was manoeuvred by tugs into the floating dock and docked down at 1433.

12. CURLEW was undocked at 1118 on the 27th and proceeded to Rose Bay area with GID personnel embarked, to witness trials on the ship's activated rudders (A/R's). Trials were successfully completed at 1204 and Garden Island personnel were disembarked at 1211. CURLEW anchored at 1226 in Watsons Bay and changed both A/R's prior to transiting to Jervis Bay. CURLEW weighed anchor at 1335 and enjoyed a calm passage to Jervis Bay, anchoring in F3 at 1925.

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.../ 13. On

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13. On Tuesday 28th, at 0600, divers were landed to assist RANRL personnel with the rigging of equipment in preparation for the Dyad Magnetic Sweep Towing Trials ( RANRL trials proposal 10/79 refers ).

14. At 0930 information was received via HMAS CRESWELL that the ship's CPOETP was suffering from two partially collapsed lungs. Two doctors from HMAS ALBATROSS were transferred by helicopter at 1000, and the patient was subsequently transferred by boat and road to HMAS ALBATROSS.

15. CURLEW weighed anchor at 1020 and acted in accordance with the RANRL trials programme 10/79. On completion of the days trials, CURLEW came to anchor at 1805 in F3. The trials recommenced at 0806 Wednesday 29th and all the trials were completed at 1550; a day ahead of the planned schedule. The equipment was transferred to TRV 803 and CURLEW proceeded to anchor in F3 at 1616.

16. At 0804, Thursday 30th, CURLEW weighed anchor and conducted echo sounder runs in the Middle Ground area of Jervis Bay. A datum marker was laid at 0907 and CURLEW came to anchor at 0918 near the datum marker. The remainder of the day was spent with the diving team conducting searches of the area in an endeavour to accurately locate the suspected 7 metre shoal. ( HMAS CURLEW IAJ/FPJ 110948Z MAR 81 refers ). The divers ran out of diving time, and operations were terminated without locating the shoal and completing a full search of the area, at 1515. CURLEW weighed anchor and proceeded to F3, anchoring at 1627 and has remained there for the rest of the period.

## Engineering Hull and Electrical

17. Whilst repairs were being effected to the starboard A/R (URDEF 19/82) during the period in dry dock, (Monday 21st to Monday 27th) further hull defects were discovered. A leaking seal on the starboard A/R was noted, (URDEF 22/82) and the fibre glass around the lower dome had lifted and was breaking away (URDEF 23/82). This fibre glass had been re-newed during the refit recently completed in December 1980. On completion of the docking, all the above URDEF's had been rectified and a new port A/R propeller (URDEF 14/82) was supplied and fitted.

18. During this month, the re-tiling of decks were completed by ships staff and the following URDEFs remain outstanding.

- a. URDEF 16/82 - Bridge and main engine tachometers not correctly calibrated.
- b. URDEF 20/82 - 696 UHF Transceiver
- c. URDEF 24/82 - Starboard steering system clutch assembly.

## Health, Welfare, Conduct and Morale

19. Two cases of shingles were detected on board during the month and placed in isolation at RANH PENGUIN for 4 days, and the ship's CPOETP was hospitalized with partially collapsed lungs.

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20. A spate of leave breaking offences during the month has marred an otherwise successful operational period. The health, welfare, conduct and morale of the ships company remains satisfactory.

*V. Rashleigh*  
( V. RASHLEIGH ), BEM  
Lieutenant, RAN  
COMMANDING OFFICER

Annexes: A. Steaming details  
B. Exercise details

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Annex A to HMAS CURLEW  
letter 1/16/1 dated  
1 May 1981

HMAS CURLEW STEAMING DETAILS - APRIL 1981

Distance steamed during the period 415  
Distance steamed since first commissioning 286,562  
Total hours underway during the period 60  
Total hours underway since first commissioning 27,297

Occasions for exceeding fast route speed:

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
14-15	1½	14½	To burn the oil residue carried over into the funnels, caused by minehunting on main engines
27-30	5	15½	RANRL trials 10/79

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Annex B to HMAS CURLEW  
letter 1/16/1 dated  
1 May 1981

HMAS CURLEW - EXERCISE DETAILS - APRIL 1981

<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>HOURS</u>	<u>NUMBER</u>	<u>DATES</u>
24	Shiphandling	18 $\frac{3}{4}$	4	15(2), 28, 29
29	Blind pilotage	4	6	13, 14, 15, 27 28, 30
NN	Leaving ship/emerg.	$\frac{1}{4}$	1	13
NN	Lay/recover SSB	$\frac{1}{4}$	1	14
NN	Conning runs	1 $\frac{1}{2}$	7	14(4), 15(3)
NN	Recover mines	$\frac{2}{3}$	2	15
NN	Minehunt type 2	14	2	14, 15
NN	Slip/unslip A/R's hbr	3	3	7, 13, 27
NN	Divex	6 $\frac{1}{2}$	9	14(2), 15(4) 30(3)
NN	Dome change	$\frac{2}{3}$	1	15
NN	Daily flood fire hbr	3 $\frac{1}{4}$	23	1-12 16-26
NN	Hele tx	$\frac{1}{4}$	1	29

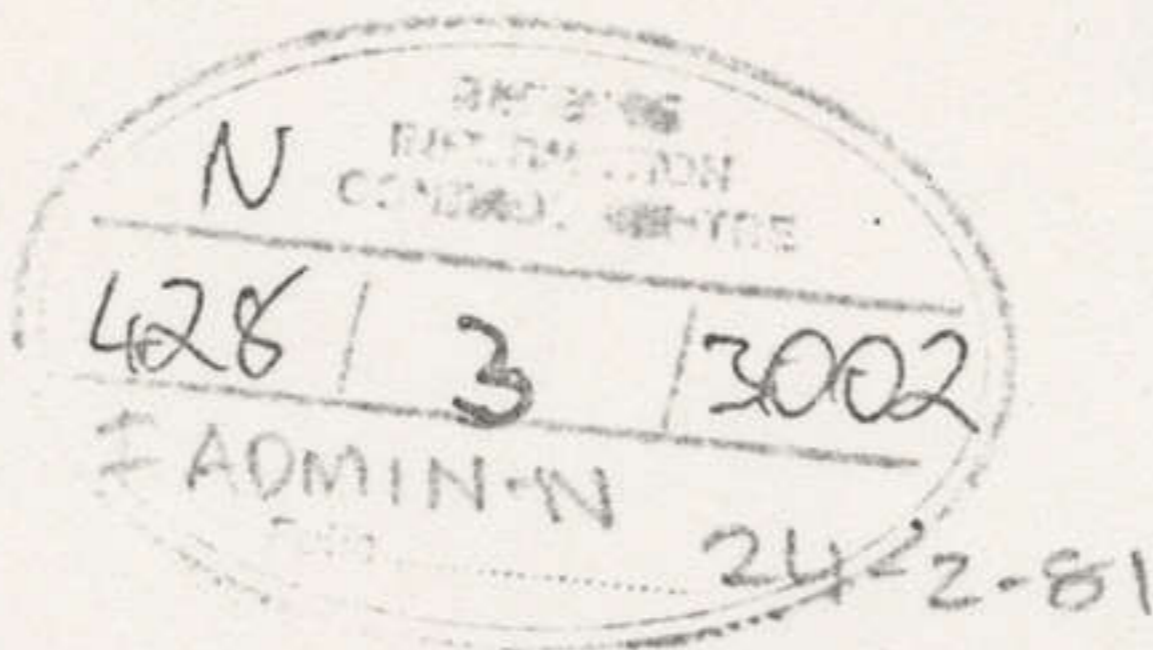
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Extension 3139

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



AF 1/16/24

15 JUN 1981

LOGGED

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

HMAS CURLEW REPORT OF PROCEEDINGS -

MAY, 1981

Forwarded.

*Ian H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

*[Handwritten signature]*

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

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ADMIN-N(A)



ROYAL AUSTRALIAN NAVY

TELEPHONE: 92-0961

IN REPLY QUOTE 1/16/1

HMAS CURLEW  
at Waverton

1 June 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINEWARFARE AND PATROL BOAT FORCES

The Commanding Officer  
HMAS IBIS

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW REPORT OF PROCEEDINGS - MAY 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of May 1981. Time zones used throughout are:

- a. K(-10) until 1815 Thursday 14th;
- b. I/K(-9½) from 1745 Thursday 14th until 2345 Monday 25th; and
- c. K(-10) from 0015 Tuesday 26th until the end of the period.

2. The start of the month found CURLEW weighing anchor at Jervis Bay to transit to Sydney. After a quiet passage CURLEW secured outboard of HMAS SNIPE at WATERHEN at 0800 Friday 1st. Ship's company divisions were held at 1400; the overall standard of dress was most pleasing.

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3. The weekend was used to prepare for the forthcoming visit to Hobart, Wallaroo and Adelaide. CURLEW slipped from HMAS WATERHEN at 1000 Monday 4th, and proceeded out of Sydney in company with HMA Ships FREMANTLE and SNIPE. HMAS SNIPE and CURLEW were detached by FREMANTLE and proceeded in company to Jervis Bay, anchoring at 1820 in E2 anchorage.

4. At 0600 Tuesday 5th, CURLEW weighed anchor and laid a datum marker on the middle ground area at 0722. This was in preparation to conduct diving operations in search for the suspected 7 metre shoal reported by CURLEW in March 81 (HMAS CURLEW IAJ/FPJ 110948Z MAR 81 refers). On completion, CURLEW berthed at the eastern SAR wharf, HMAS CRESWELL at 0830.

5. Whilst alongside HMAS CRESWELL, CURLEW's damage control parties were able to conduct practical fire fighting practice at the JBMR fire fighting ground. In conjunction, utilizing a 33 ft LUB lent by HMAS CRESWELL, the ship's diving team conducted a diving survey of the middle ground area. Diving operations were completed at 1330 without locating the previously reported 7 metre shoal (HMAS CURLEW IFJ/IAJ 070119Z MAY 81 refers). Advantage was also taken of the time alongside CRESWELL to show a group of Midshipmen over CURLEW. A joint reception by SNIPE and CURLEW was held on CURLEW at 1900 for the Commanding Officer, Captain A. Horton, RAN, and officers of CRESWELL. This was to show appreciation for the support and assistance CRESWELL has provided to the MCMVs.

6. CURLEW slipped from CRESWELL at 0900 on Wednesday 6th. During the forenoon, sweep wires were streamed and partially calibrated prior to rendezvousing with HMA Ships FREMANTLE and SNIPE for passage to Hobart. CURLEW departed Jervis Bay at 1228 and for the remainder of the day conducted exercises as listed at Annex B.

7. Strong winds and rough seas on PM Thursday 7th and Friday 8th marred an otherwise peaceful passage. CURLEW came to anchor in company with FREMANTLE and SNIPE in the vicinity of West Point at 1004 Friday 8th, to witness the Coral Sea Commemoration service held on FREMANTLE's quarterdeck. Colours were half masted between 1141 and 1144. CURLEW weighed anchor at 1145 and secured port side to the northern outer end of Elizabeth St Pier Hobart at 1217. HMAS SNIPE berthed outboard on CURLEW at 1223.

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8. At 1230 in company with the Commanding Officer of SNIPE, I had the pleasure of lunching with the Naval Officer Commanding Tasmania, Commander J.J. Bear MBE at HMAS HUON. At 1430 joined by the Commanding Officer of FREMANTLE, the three Commanding Officers called on the Lord Mayor of Hobart, Alderman D.R. Plaister AO and following that at 1445, called on the Harbour Master of the Marine Board of Hobart, Captain F.G. Christie. CURLEW hosted a three ship reception from 1830 to 2000. Mr M.A. Aird MHA, representing the local Government attended.

9. HMAS CURLEW was open to the public from 1400 to 1700 on Saturday 9th and a total of 492 personnel inspected the ship. The remainder of the weekend was spent quietly with a combined SNIPE and CURLEW Australian Rules team being narrowly defeated by a Combined Services side on Sunday 10th. One ABRO from the Hobart Port Division RANR joined CURLEW on Sunday 10th for 14 days sea training.

10. At 0800 on Tuesday 12th, CURLEW in company with SNIPE departed Hobart enroute to the next port of call, Wallaroo S.A. The predicted weather forecast of rough seas and strong winds did not eventuate and CURLEW had a pleasant and uneventful passage to Wallaroo. During the passage the ships Coxswain was awarded his Minor War Vessel bridge watchkeeping certificate. Exercises conducted enroute are listed at Annex B.

11. The favourable weather conditions enabled CURLEW to make good time for the passage and the ships anchored at 0723 on Friday 15th in the vicinity of Wallaroo. CURLEW berthed outboard of SNIPE at Wallaroo Number 3 berth North, at 1208.

12. A two ship reception was held onboard SNIPE from 1830 to 2000 on Friday 15th. On Saturday 16th, ten ships company from both ships marched as a unit in the Festival Queen Procession and later formed a guard of honour for the Festival Queen and VIP guests at Kadina. At 1300 in company with the Commanding Officer of SNIPE and a senior sailor and junior sailor from each ship, I had the pleasure of attending the official opening luncheon at Kadina Town Hall.

13. On Sunday 17th, 3 naval reserve cadets from Port Lincoln joined to passage to Adelaide. On Monday 18th, ten personnel from each ship again marched as a unit in the Festival Procession through Moonto. This was followed by a Cornish Fair in which CURLEW's tug-of-war team was defeated in the semi final by a team from SNIPE.

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14. A somewhat different to the norm but successful visit concluded when CURLEW slipped at 1000 on Tuesday 19th in company with SNIPE, for passage to Adelaide. Exercises carried out enroute are listed at Annex B. CURLEW came to anchor at 0340 Wednesday 20th in Semaphore Bay. CURLEW weighed anchor at 0838, and both ships proceeded into Adelaide, with CURLEW berthing at Number 3 Inner Harbour, at 1005.

15. At 1130, accompanied by the Commanding Officer of SNIPE and the Executive Officer of HMAS ENCOUNTER, I called on the Mayor of Port Adelaide, Mr H.C.P. Marten. At 1230 we then called on the Officer in Charge of the police for Port Adelaide, Chief Superintendent D. Symons and the Officer in Charge of the criminal investigation division, Superintendent B. Gamble.

16. At 1030 Thursday 20th, 20 members of the Naval Families Club visited the ship. This was followed by a visit of 20 children from the St Peters Day Care Centre camp at 1100. A further 30 children from the Woodside Army School holiday camp visited the ship at 1335. A combined ships volley ball team competed against the South Australian Police Academy during the afternoon, with a draw as the result.

17. At 1100 Friday 21st, 20 trainees from the Police Academy visited the ship. At 1230, accompanied by the Commanding Officer of SNIPE and two officers from each ship I attended a luncheon hosted by the Chairman, Mr C Arnold and committee of the South Australian Tattersalls Club. In the evening, CURLEW hosted a two ship official reception from 1830 to 2000 for 70 guests.

18. The weekend was spent quietly with the scheduled IMC sea day being cancelled. On Sunday 24th, CURLEW was open for public inspection from 1400 to 1700 and 864 visitors inspected CURLEW. A combined ships Rugby side was narrowly defeated by the Adelaide Welsh Rugby Club 15 - 12 on Sunday 24th.

19. CURLEW slipped from Port Adelaide at 1006 on Monday 25th in company with SNIPE. This concluded the ships four week Southern deployment. Fine weather and calm seas enabled work to be progressed in preparation for Admirals inspection. Defects in both ships guns precluded the ships conducting a surface shoot arranged for Wednesday 27th. Annex B refers to exercises conducted enroute.

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20. At 0425 on Thursday 28th the azimuth motor for the gyro failed. The ship was successfully navigated by magnetic compass and station pointer until CURLEW came to anchor at F2, Jervis Bay at 0821.

21. Lower deck was cleared at 0840 and the ships company was briefed on the use of drugs and security in the RAN. On completion, work was continued in preparation for the ships forthcoming inspection. Whilst at anchor, the newest addition to the fleet HMAS TOBRUK was viewed for the first time, undergoing flight trials in Jervis Bay.

22. Repairs were effected to the gyro and anchor was weighed at 2350. Both SNIPE and CURLEW proceeded to Sydney where CURLEW berthed at Number 3 Minesweeper Wharf, WATERHEN, outboard of HMAS IBIS at 0905 Friday 29th. SNIPE berthed outboard on CURLEW at 0915. This is the first time in over five months that the three MCMV's have been nested together. CURLEW has remained at this berth for the remainder of the period.

#### Engineering Hull and Electrical

23. All machinery has run well during the period. At the end of the period, only one URDEF remains outstanding, URDEF 16/82; the bridge and main engine tachometers. It is anticipated this URDEF will be rectified during the ships forthcoming AMP.

24. The longstanding problem with the ships 696 UHF transceiver (URDEF 20/82) was rectified with the total replacement of the unit by WATERHEN base staff prior to CURLEW sailing on Monday 4th. General ships husbandry of all compartments has been progressed satisfactorily during the period. The ships replacement POETP joined CURLEW in Adelaide from HMAS STIRLING.

#### Health, Welfare, Conduct and Morale

25. The health, welfare, conduct and morale of the ships company is good. The ships company have conducted themselves exceedingly well and have participated

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in the many social and sporting activities during the ships Southern trip. This has resulted in fostering a good image of the Navy to the general public (NOCSA ADA 250350Z MAY 81 refers).

I have the honour to be

Sir,

Your obedient Servant

*V. Rashleigh*  
(V. RASHLEIGH) BEM  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming details  
B. Exercise details  
C. Press clipping

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Annex A to  
HMAS CURLEW letter 1/16/1  
dated 1 June 1981

HMAS CURLEW STEAMING DETAILS - MAY 1981

Distance steamed during the period	2,976
Distance steamed since first commissioning	289,538
Total hours underway during the period	238
Total hours underway since first commissioning	27,535

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HMAS CURLEW - EXERCISE DETAILS - MAY 81

<u>Exercise No.</u>	<u>Short Title</u>	<u>Hours</u>	<u>No</u>	<u>Dates</u>
29	Blind Pilotage	2	4	1,4,20,28
21	Form Anch.	2	4	4,8,20,28
NN	Divex	3½	1	5
78	DC Party Firex	4	1	5
NN	Sweepex '0' Port '0' Stbd 100'	4¾ ¾ 3	2	6,7
25	Screenplay	3	1	6
12	RASAPS	2	5	7,19,27
12	Heaving Line TX(D)	½	2	7,27
10	OOW Mans	1	1	7
NN	Leaving Ship/ Emergency Stations	½	1	13
	FLASHEX	¾	3	7,19,27
21	MANORD	¾	4	19,25
	Semaphore	1	4	19,28
24	Shiphandling	1½	3	19
NN	Emergency Dest.	½	1	28
NN	Daily hbr flood/ fire	2½	20	1,2,3,5,8,9,10, 11,15,16,17,18, 20-24,29,30,31

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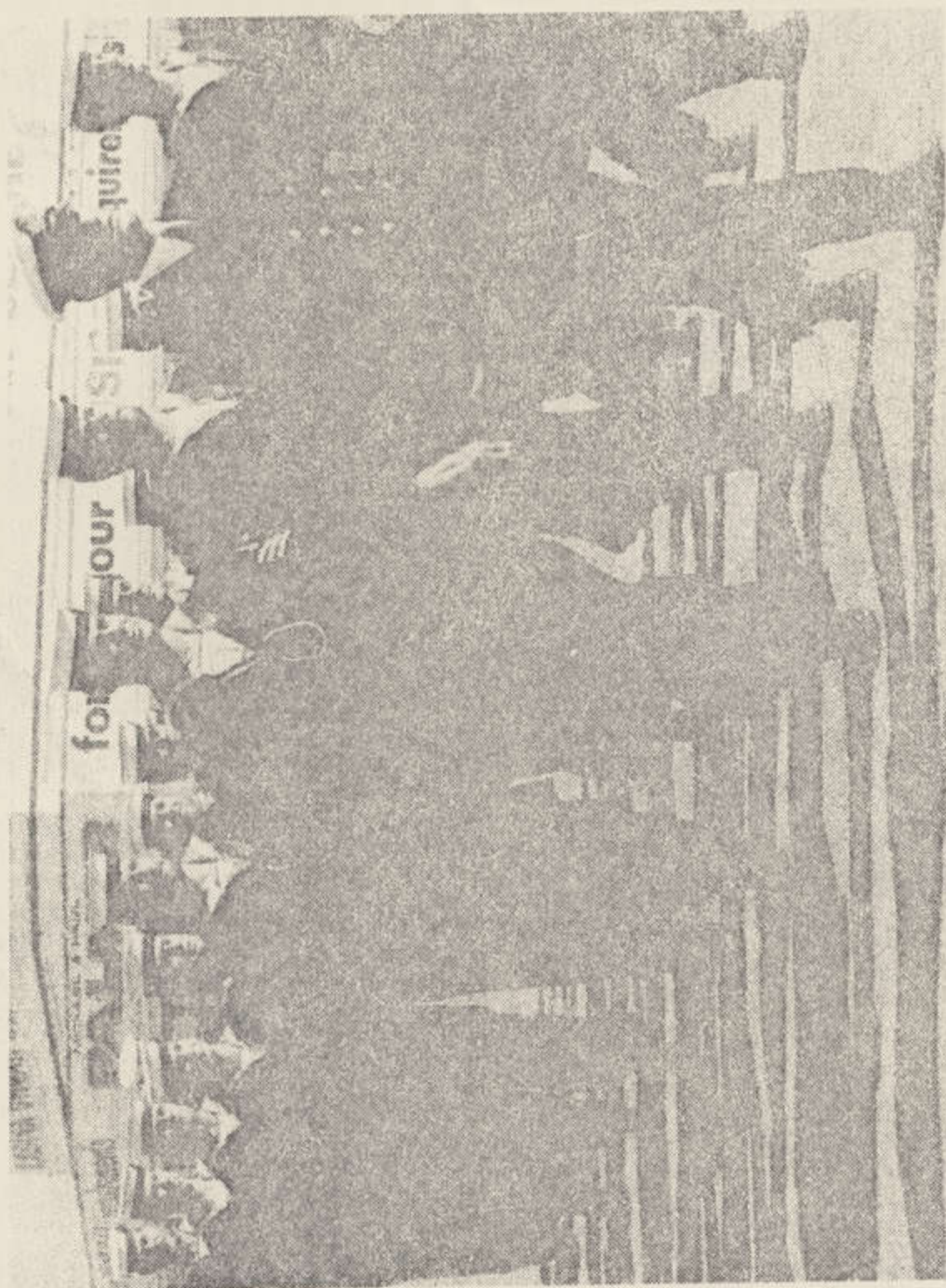
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Annex C to  
HMAS CURLEW letter 1/16/1  
dated 1 June 1981

WALLAROO PUBLIC RELATIONS

CURLEW and SNIPE enjoyed favourable public comment from the ships recent visit to Wallaroo for the Cornish Festival. Attached is a local press clipping of the Combined Ships march in Kadina.

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The Navy on parade! Sailors from the two naval ships at Wallaroo took part in several functions and looked very smart.

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ROYAL AUSTRALIAN NAVY

Telephone: 359-9111  
Extension 3139

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

AF 1/16/24

22 JUL 1981

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

HMAS CURLEW REPORT OF PROCEEDINGS -  
JUNE, 1981

Forwarded.

*Ian H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

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

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 92-0961

IN REPLY QUOTE 1/16/1

HMAS CURLEW  
at Sea

1 July 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (AFLOAT)

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINEWARFARE AND PATROL BOAT FORCES

The Commanding Officer  
HMAS IBIS

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW REPORT OF PROCEEDINGS - JUNE 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of June 1981. Time zones used throughout are:

- (a) K(-10) until 0001 Wednesday 24th;
- (b) L(-11) from 0100 Wednesday 24th until 2330 Tuesday 30th.

2. The start of the month found CURLEW nested between HMAS IBIS and SNIPE at the Minesweeper Wharf, HMAS WATERHEN.

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3. On Monday 1st, I had the honour, Sir, to attend your change of command ceremony onboard HMAS STALWART. During Monday 1st and Tuesday 2nd, departmental inspections were conducted by Fleet and Base Staff Officers. On Wednesday 3rd a combined mine-counter-measures Rugby side was narrowly defeated 6-4, by HMAS NIRIMBA A side, in the Mons Cup.

4. At 0930 Friday 5th, Commander P.V. Blackman RAN, (COMAUSMINPAB), as your representative, inspected CURLEW'S ship's company at divisions. This was followed by formal rounds of the ship which concluded at 1135. On completion, Commander Blackman addressed the ship's company, before departing at 1145.

5. CURLEW and SNIPE were cold moved off IBIS at 0834 Tuesday 9th to allow IBIS to proceed to sea. On completion, at 0847, CURLEW was secured starboard side to Number 1 Minesweeper Wharf and commenced an AMP to prepare for the forthcoming SW Pacific deployment.

6. On Wednesday 10th at 1118 Vice Admiral Trost USN, Commander, U.S. 7th Fleet inspected CURLEW, during his visit to WATERHEN. Vice Admiral Trost departed CURLEW at 1127. Midshipman R. Sturgell USN, joined CURLEW on Tuesday 6th from the US Naval Academy, ANNAPOLIS for a six week period, as part of the US Navy's summer training scheme.

7. Sailing on Wednesday 17th was delayed when a defective gyro azimuth motor was discovered. (URDEF 25/82 refers). Temporary repairs were effected and CURLEW eventually sailed at 1250 to conduct a one day shakedown of all equipment and machinery prior to deploying to the SW Pacific. This day proved most beneficial with no major defects occurring, and much valuable experience was gained by the many new personnel who joined CURLEW during the AMP. Exercises conducted are listed at Annex B.

8. CURLEW, in company with SNIPE entered Sydney at 0840 on Thursday 18th, securing to Number 4 Buoy Garden Island at 0903 for a compass swing with DG on. On completion, CURLEW berthed at Number 3 Minesweeper Wharf WATERHEN, port side to on SNIPE at 1109.

9. After fond farewells were made to families and loved ones, CURLEW, in company with SNIPE, slipped from WATERHEN at 0958 on Sunday 21st on the start of their SW Pacific deployment. Passage to the first port of call, Noumea, New Caledonia was marred by moderate to rough seas which prevented any worthwhile exercises being conducted enroute. Both ships arrived at Boulare Pass, Noumea at 0836 Thursday 25th, where pilots were embarked for the entry into Noumea. CURLEW berthed port side to, outboard on SNIPE at 1008 at the Quay Fed.

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10. The Australian Consulate-General for New Caledonia Mr Malcolm Leader, met both ships on arrival and accompanied both Commanding Officers during their official calls which commenced at 1100. Calls were made on:

- (a) The French Naval Forces Commander, Le Commandant de la Marine et l'Aeronatique Navale I. Guyot;
- (b) The French Army General Commander Superior, Le General Commandant Superieur des Forces Armees M. Lartigue;
- (c) The High Commissioner's Director of Cabinet, M. Dubois; and,
- (d) The Vice President of the Local Government Council M.D. Ukeiwe.

In the evening a combined ships official reception was held on SNIPE at 1830.

11. On Friday 26th CURLEW's host ship, the FNS La Dunkerquoise, (Capitaine de frigate L. Kerbrat) a Canadian converted MCMV, hosted a luncheon for the Commanding Officer, officers, senior sailors and three junior sailors from CURLEW at 1200. A combined CURLEW, SNIPE Rugby team played a combined Marine Noumea side at 1430, with the MCMV's running out decisive winners 42-11. In the evening an official reception was held for SNIPE and CURLEW at the Marine Noumea base, La Pointe Chateix at 1830.

12. After a pleasant and entertaining stay CURLEW departed Noumea at 1015 Monday 29th, in company with SNIPE and FNS La Dieppoise and La Dunkerquoise. Tactical manoeuvres were conducted until 1600 when La Dieppoise and La Dunkerquoise were detached. The end of the period found CURLEW in company with SNIPE enroute to Nuku'alofa, Tonga, experiencing moderate wind and seas.

#### Engineering Hull and Electrical

13. The month of June has seen an extensive change round in electrical personnel. This has resulted in shortfalls in PM schedules for the month, in this department. PM schedules in other areas has progressed satisfactorily. A generator change was satisfactorily completed on Wednesday 10th during the ship's AMP. All major machinery has performed well for the month with some minor intermittent defects occurring in both steering motors. It is pleasing to report that at the end of this month there are no URDEF's outstanding in CURLEW.

../4.

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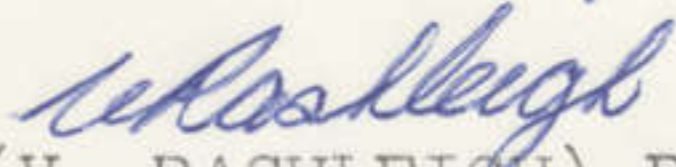
Health, Welfare, Conduct and Morale

14. The health, welfare and morale of the ship's company is high, and their conduct has been good.

I have the honour to be

Sir,

Your obedient Servant

  
(V. RASHLEIGH) BEM  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming Details  
B. Exercise Details

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Annex A to  
HMAS CURLEW letter 1/16/1  
dated 1 July 1981

HMAS CURLEW STEAMING DETAILS - JUNE 1981

Distance steamed during the period	1,719
Distance steamed since first commissioning	291,257
Total hours underway during the period	144
Total hours underway since first commissioning	27,679

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Annex B to  
HMAS CURLEW letter 1/16/1  
dated 1 July 1981

HMAS CURLEW - EXERCISE DETAILS - JUNE 1981

<u>Exercise No.</u>	<u>Short Title</u>	<u>Hours</u>	<u>No.</u>	<u>Dates</u>
29	Blind Pilotage	1	2	17, 18
NN	Divex	1	1	17
78	DC Ex.	1½	2	17, 30
NN	Team Sweep	1¾	1	17
10	OOW Mans	6	2	18, 29
NN	Leaving Ship/ Emergency Stations	¼	1	21
NN	Semaphore Ex.	¼	1	17
NN	A/R Change hbr.	2	2	17, 18
NN	Dome Change hbr.	2	2	17, 18
NN	Steering Gear Failures	¼	2	29
NN	Shiphandling	½	1	18
NN	Daily hbr flood/fire	2½	22	1-16, 18-20, 26-28
160	SUFEX	1	1	17

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

AF 1/16/24

12 AUG 1981

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

HMAS CURLEW REPORT OF PROCEEDINGS -  
JULY, 1981

Forwarded.

*Ian H. Richards.*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS CURLEW Report of Proceedings for  
July, 1981 Dated 1 August, 1981

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HMAS CURLEW  
at Waverton

1 August 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Commanding Officer  
HMAS IBIS

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW REPORT OF PROCEEDINGS - JULY 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of July 1981. Time zones used throughout are:

- a. M/Y (-13) from 0030 Wednesday 1st until 1800 Sunday 12th;
- b. M (-12) from 1700 Sunday 12th until 1800 Friday 17th;
- c. L (-11) from 1700 Friday 11th until 1800 Tuesday 21st; and
- d. K (-10) from 1700 Tuesday 21st until the end of the period.

2. The start of the month found CURLEW enroute to Nuku'alofa, Tonga, in company with HMAS SNIPE. Both ships arrived off Nuku'alofa at 0830 on Friday 3rd. CURLEW formed up astern of SNIPE for a ceremonial entry into Harbour. As both ships passed the Royal Palace a 21 gun Royal salute was fired by SNIPE at 0957 in honour of the King of Tonga, (HRH King Taufa' Ahau Topou IV, GCVO, KMG, KBE, GCMG).

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3. At 1002 SNIPE reported touching bottom (HMAS SNIPE IAL 022205ZJUL81 refers). CURLEW manoeuvred to within close proximity and stood by to pass a tow if required. However, SNIPE reported being stranded on an isolated coral outcrop. Due to an ebbing tide, attempts to pull SNIPE free were curtailed. No other hull damage was detected in SNIPE and as no further assistance could be rendered, CURLEW was detached and berthed starboard side to the Queen Salote Wharf at 1055.
4. The second secretary to the Australian High Commissioner Mr Gordon Selleck met CURLEW on arrival and accompanied me on official calls to the Australian High Commissioner Miss M. King MBE at 1130 and at 1600 I had the honour of calling on the Minister of Foreign Affairs and Defence, HRH, The Crown Prince Topou To'A.
5. At 1830 HRH The Crown Prince Topou To'a and officers of the Tongan Defence Service hosted an official reception for both ships. SNIPE berthed outboard on CURLEW at 2110.
6. On Saturday 4th, 20 personnel from CURLEW and SNIPE took part in a ceremonial parade in honour of His Majesty, King Tafa'Ahau Topou IV, GCVO, KMG, KBE, GCMG, birthday. This was followed by a speech by His Majesty in which he welcomed both SNIPE and CURLEW, and thanked Australia for its continuing support to Tonga. This was followed by a Church service and on completion, both Commanding Officers were presented to His Majesty.
7. An official reception was held onboard CURLEW at 1830. HRH Crown Prince Tupou To'A and HRH Princess Piloleva were some of the many public figures who attended. On Sunday 5th, CURLEW was open for public inspection, and 1305 visitors inspected the ship.
8. CURLEW and SNIPE slipped from the Queen Salote Wharf on Monday 6th at 0650 and proceeded to Vuna Wharf. This was to allow the cruise ship, Sea Princess to berth. Both ships returned to the Queen Salote Wharf, with CURLEW berthing outboard of SNIPE at 1747.
9. On Tuesday 7th, CURLEW and SNIPE'S diving teams commenced around the clock diving operations to remove SNIPE'S propellers. Work was halted when CURLEW and SNIPE had to vacate the Queen Salote Wharf at 1806 on Wednesday 6th, to allow a container ship to berth. CURLEW anchored and remained at anchor until 1707 Thursday 9th when CURLEW berthed starboard side to the Queen Salote Wharf.

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10. On Tuesday 9th at 1300, CURLEW's Navigating Officer and I were interviewed by the board of inquiry sent to investigate SNIPE's grounding.
11. SNIPE berthed astern of CURLEW at 0830 on Friday 10th, and SNIPE's kite wire was embarked as a preparatory measure in case SNIPE had to be towed. During the day increasing northerly winds buffeted both ships and at 1541 CURLEW slipped from the Queen Salote Wharf and proceeded to anchor. CURLEW remained at anchor until departing Nuku'Alofa at 0815 Saturday 11th.
12. During the visit to Nuku'Alofa a combined CURLEW and SNIPE Rugby side was defeated by the Tongan Defence Service side 12-3.
13. On Sunday 12th whilst enroute to Suva, both ships took advantage of the calm waters of the Pacific Ocean and drifted for most of the day. During this time, the ships company enjoyed swimming in the warm tropical waters and both stern glands were successfully packed externally by ships divers.
14. CURLEW arrived at Suva and berthed starboard side to on SNIPE at Walu Bay wharf at 0943 Monday 13th. At 1000 together with the Commanding Officer of SNIPE I called on the Australian High Commissioner, Mr R.J. Greet.
15. At 1413 Tuesday 14th CURLEW moved to the Kings Wharf to allow a roll on roll off merchant ship to secure to Walu Bay. After a quiet but hectic duty free shopping spree by the ship's company, CURLEW slipped from Kings Wharf at 1300 on Wednesday 15th and proceeded in company with SNIPE to Noumea.
16. Both ships arrived at the entrance to the Havanah passage at 0500 Saturday 18th where a pilot was embarked on SNIPE. CURLEW conducted exercises listed at Annex B, whilst SNIPE fitted activated rudders. A pilot was embarked in CURLEW at 0918 for the entry to Grande Rade. CURLEW berthed astern of SNIPE at 1005 at the southern container wharf, Grande Rade, Noumea for a fuelling and overnight stay.
17. At 1000 Sunday 19th, pilots were embarked and both ships departed Noumea and made passage for Sydney. Following seas and moderate winds enabled some exercises and continuation training to be conducted enroute, (Annex B refers). Land fall off the NSW coast was made at 0600 Wednesday 22nd at South Solitary Island.

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18. Both ships came to anchor in Broken Bay at 0042 Friday 24th. CURLEW in company with SNIPE weighed anchor at 1030, arriving at Sydney at 1315. Customs and health authorities were embarked at 1330, in the vicinity of Chowder Bay, and CURLEW berthed at Number 2 Minesweeper Wharf WATERHEN at 1404. SNIPE berthed outboard on CURLEW at 1411. CURLEW has remained at this berth for the remainder of the period, undergoing an AMP.

Engineering Hull and Electrical

19. Ingress of salt water on Wednesday 1st rendered the Ships air conditioning motor unserviceable (URDEF 28/82 refers). A replacement motor received in Tonga on Tuesday 7th was found to be defective and outside ships staff capabilities to repair (HMAS CURLEW IAH/RKH/ONT 100310Z JUL 81 refers). A second motor was received in Suva and was set to work and installed by ships staff, whilst underway on Friday 16th.

20. The AMP has been hampered by the ongoing industrial disputes. However, work has progressed satisfactorily in all departments with Planned Maintenance schedules. The following URDEF's required stores action and remain outstanding at the end of the period;

- a. URDEF 27/82 - Throttle control unit for number 3 generator;
- b. URDEF 31/82 - Auto protection panel for oil pressure on number 3 generator;
- c. URDEF 32/82 - Fractured air conditioning unit suction line;
- d. URDEF 33/82 - Transom is separating on No. 1 Gemini. Fabric is porous on No. 2 Gemini; and
- e. URDEF 30/82 - Tuning motor of 696 UHF transceiver has been repaired and is awaiting sea trials.

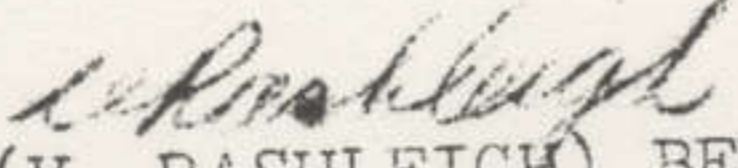
Health, Welfare, Conduct and Morale

21. The health, welfare, conduct and morale of the ships company is good.

I have the honour to be

Sir,

Your obedient Servant

  
(V. RASHLEIGH) BEM  
Lieutenant, RAN  
Commanding Officer

- Annexes: A. Steaming Details  
B. Exercise Details

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Annex A to  
HMAS CURLEW letter 1/16/1  
dated 1 August 1981

HMAS CURLEW - STEAMING DETAILS JULY 1981

Distance steamed during the period	3,037
Distance steamed since first commissioning	294,294
Total hours underway during the period	267
Total hours underway since first commissioning	27,946

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Annex B to  
HMAS CURLEW letter 1/16/1  
dated 1 August 1981

HMAS CURLEW - EXERCISE DETAILS JULY 1981

<u>Exercise No.</u>	<u>Short Title</u>	<u>Hours</u>	<u>No.</u>	<u>Dates</u>
NN	Small Arms Shoot	1 $\frac{1}{4}$	2	2,22
NN	DIVEX	97	6	6,7,8,9,10,12
9	Steering Gear failure	$\frac{1}{4}$	1	18
78	DCX	1	2	20,21
NN	Emergency/Leaving Ship Station	$\frac{1}{4}$	1	21
	Flag hoist	2	1	21
	Flashex	1	1	21
25	Screenplay	2	1	21
24	Shiphandling	$\frac{1}{2}$	2	13,18
NN	Daily Harbour DCX	2 $\frac{1}{4}$	20	3,10,13,14, 18,23-31
NN	Free Ascent	4	1	27

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16 SEP 1981

AF 1/16/24

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

HMAS CURLEW REPORT OF PROCEEDINGS -  
AUGUST, 1981

Forwarded.

*Ian H. Richards.*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

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

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/1

HMAS CURLEW  
at Sea

1 September 1981

The Flag Officer Commanding H M Australian Fleet

For Information

The Commander, Australian Mine Warfare and Patrol Boat Forces  
The Commanding Officer, HMAS IBIS  
The Commanding Officer, HMAS SNIPE

HMAS CURLEW REPORT OF PROCEEDINGS - AUGUST 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of August, 1981. The time Zone used throughout is Kilo (-10).

2. The 1st to the 10th of the month found CURLEW undergoing an AMP, berthed starboard side to No. 2 Minesweeper Wharf, HMAS WATERHEN.

3. Lieutenant M.J. Spruce, RAN joined as the Navigating Officer on Monday 10th. At 1010 CURLEW cast off from HMAS WATERHEN and proceeded to sea with Lieutenant O.Kelly, RAN (Navigation School, HMAS WATSON) and one CPOUW from HMAS PENGUIN Mine Warfare School embarked as seariders. Exercises conducted are listed at Annex B. Lieutenant Kelly disembarked at 1655 in Watsons Bay and due to inclement weather conditions CURLEW proceeded to Broken Bay and came to anchor at 1852.

4. Tuesday 11th was spent conducting minehunting drills and practices. This training proved most beneficial and the ship's company's interest and enthusiasm was maintained when an old M Mk5 submarine-laid exercise mine was located and recovered at 1833 (HMAS CURLEW IFJ 110833Z AUG81 refers). CURLEW came to anchor at 1852 and the remaining searider was disembarked.

5. HMAS WATERHEN's Staff Officer Mine Warfare, Lieutenant Commander K. Heynetz, RAN embarked on Wednesday 12th to witness the days exercises. A defect in the 193 Sonar (HMAS CURLEW IAH/RKH/IFH 120505Z AUG81 refers) caused minehunting operations to be curtailed at 1158. After removing the activated rudders and fitting the hard dome, the remainder of the day was gainfully spent introducing the new Navigating Officer to practical MCM danline navigation. CURLEW anchored in Broken Bay at 1810 and the Staff Officer Mine Warfare disembarked.

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6. CURLEW weighed anchor at 0807, Thursday 13th and embarked Lieutenant Commander T. Lewis, RAN (Officer-in-Charge, Navigation School), plus four HMAS WATERHEN senior sailors, all of whom provided valuable assistance in their respective spheres. Exercises listed in Annex B were conducted throughout the day, however, a defect in the starboard main engine hand turning equipment (HMAS CURLEW IAH/RIH/OMH 130050Z AUG81 refers) necessitated CURLEW returning to HMAS WATERHEN to effect repairs. CURLEW berthed at No.1 Minesweeper Wharf at 1656 after a somewhat shortened but most beneficial training week.

7. The defect to the 193 Sonar, noted in paragraph 5, necessitated Garden Island Dockyard assistance (GMGID IAH/RKH/IFH 140557Z AUG81 refers) and at 0913 on Monday 17th CURLEW proceeded to the North End Cruiser Wharf berthing outboard on HMAS YARRA at 0939.

8. On Tuesday 25th CURLEW's Command Team participated in a Command Post MCM Exercise at HMAS WATERHEN, and the ship's diving team attended HMAS PENGUIN for MCM/EOD refresher training.

9. Repairs to the 193 Sonar were effected by Garden Island Dockyard on Friday 28th (HMAS CURLEW IAH/RKH/IFH 310252Z AUG81 refers). Lieutenant N. Bell, RAN and two Stage IV officers under training on loan from HMAS COOK were embarked for the weeks exercises, and on Monday 31st, CURLEW cast off at 1025 and proceeded to sea in company with HMAS BOMBARD. On clearing the harbour BOMBARD was detached and CURLEW proceeded to Broken Bay where, during the day, dan line MCM navigation and wire sweeping exercises were conducted. HMAS CURLEW ended the period at anchor in Broken Bay.

Engineering, Hull and Electrical

10. Ingress of water into the training shaft in the 193 Sonar rendered it unserviceable (URDEF 34/82 refers) and necessitated two weeks alongside Garden Island whilst repairs were effected. Fortunately, with a good relationship existing with dockyard personnel, no delays were experienced. During the month all outstanding URDEFs were rectified, and, apart from lacking a replacement Oxy Viva MkIII, CURLEW finished the month fully operational.

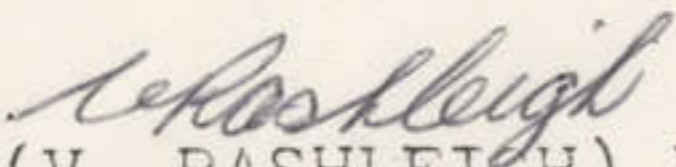
Health, Welfare, Conduct and Morale

11. The health, welfare, conduct and morale of the ship's company remains good.

I have the honour to be,

Sir,

Your Obedient Servant,

  
(V. RASHLEIGH) BEM  
Lieutenant RAN  
Commanding Officer

Annexes: A. Steaming Details  
B. Exercise Details

ANNEX A TO  
HMAS CURLEW  
LETTER 1/16/1  
DATED 01SEP81

HMAS CURLEW - STEAMING DETAILS AUGUST 1981

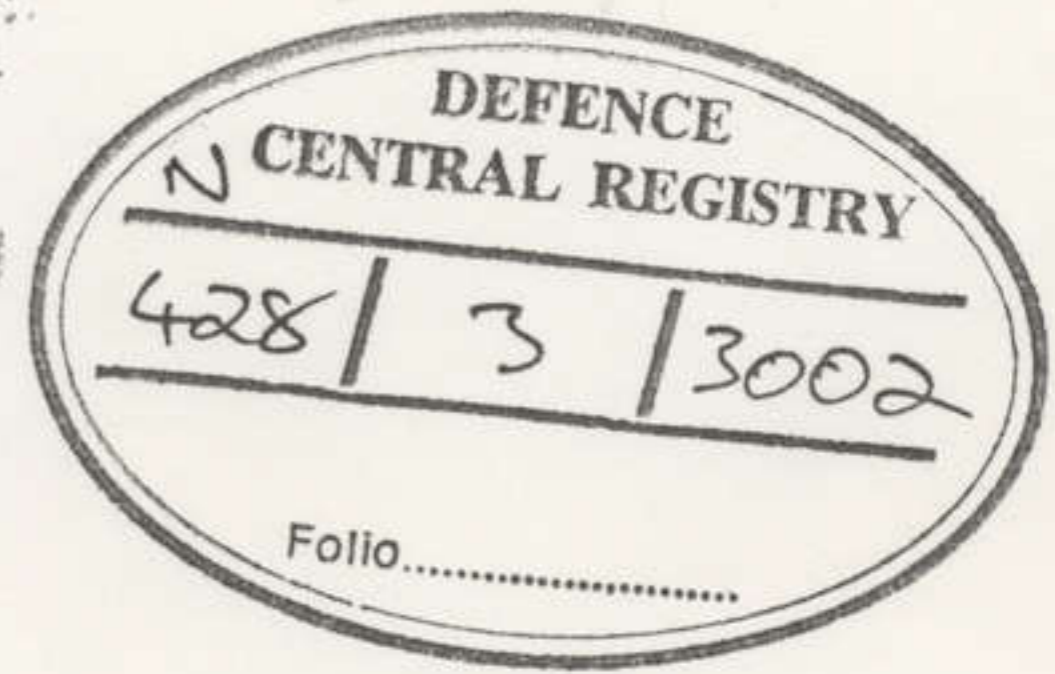
Distance steamed during the period	280
Distance steamed since first commissioning	294, 574
Total hours underway during period	34
Total hours underway since first commissioning	27,980



HMAS CURLEW - EXERCISE DETAILS AUGUST 1981

<u>Exercise No.</u>	<u>Short Title</u>	<u>No.</u>	<u>Dates</u>
8	BOARDEX	1	13
9	OOW ENG	2	10, 13
11	DAN LAY/SSB LAY	7	11, 12, 31
21	MANORD	3	10, 13
29	Blind Pilotage	1	13
78A	Fire Exercise at Sea	1	13
79	Major NBCDX	1	13
127	NCX604	5	Daily at sea
151	SU2	1	13
NN	Leaving ship and Emergency Stations	2	10, 31
NN	Steam "O.O" without cutters	1	10
NN	Steam "O.O" with explosive cutters	1	31
NN	Conning runs	3	11, 12
NN	Bottom Type II (Minehunting)	2	11, 12
NN	Mine recovery	1	11
NN	Ship/unship active rudders (Harbour)	1	26
NN	Ship/unship active rudders (Sea)	3	10, 11, 12
NN	Dome Change	4	10, 11, 12, 26
NN	Diving	5	10, 11, 12, 25, 26
NN	Daily Harbour DCX	26	

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13 OCT 1981

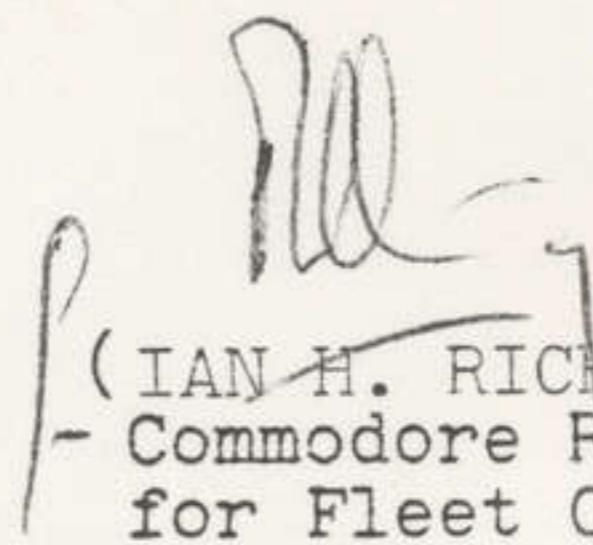
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1/16/24

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

HMAS CURLEW REPORT OF PROCEEDINGS -  
SEPTEMBER, 1981

Forwarded.

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

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

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1/16/1

HMAS CURLEW  
at Sea

1 October 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Commanding Officer  
HMAS IBIS

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW

REPORT OF PROCEEDINGS SEPTEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of September, 1981. The time zone used throughout is Kilo (-10).
2. CURLEW started the month at anchor in Broken Bay with Lieutenant N. Bell, RAN (Mine Warfare Pilot Officer, RANRL) and two Stage IV Officers Under Training, on loan from HMAS COOK, embarked. CURLEW weighed anchor at 0659 and proceeded to a dan line laid the previous day to conduct Oropesa wire sweeping and practice dan line navigation. Due to heavy seas these exercises were curtailed and after recovering the danbuoys, course was set for Jervis Bay where CURLEW came to anchor at 1749.
3. On Wednesday 2nd CURLEW spent the day conducting mine hunting exercises. During the forenoon four midshipmen from the Royal Australian Naval College were embarked for familiarisation and another four were embarked in the afternoon. CURLEW anchored in C1 anchorage at 1713.
4. Sound ranging on both main engines and activated rudders was conducted on Thursday 3rd. In addition a ranging was done on the Gemini inflatable using a 25 hp outboard motor. CURLEW departed Jervis Bay at 0030 on Friday 4th and passaged to Sydney berthing at No.1 Minesweeping Wharf, HMAS WATERHEN at 0900.

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5. On Monday 7th, SBLT M. Seidl, RAN joined for Stage II Technical Officers Training and, ASLT G. Dale, RAN remained on loan from HMAS COOK for further watchkeeping experience. CURLEW cast off at 1000 and proceeded in company with HMAS FREMANTLE. On clearing the harbour, FREMANTLE was detached and CURLEW proceeded to Broken Bay where, for three days, a concentrated mine-hunting exercise was conducted. This exercise was used to practice not only minehunting, but also typical tasking and signal reporting procedures.
6. At 1700 on Wednesday 9th, CURLEW departed Broken Bay and passaged to Brisbane berthing at No.1 New Farm Wharf at 1000, Friday 11th for a weekend's operational visit. At 1130, I called on the Naval Officer Commanding Queensland Area, Captain W.L. Owen, RAN.
7. CURLEW cast off at 0955 on Monday 14th, proceeded to sea and rendezvoused with HMAS BUCCANEER at 1420 off Moreton Island. Both ships then rendezvoused with HMAS TOBRUK and OOW Manoeuvres were conducted until 1710. TOBRUK detached and I took charge of BUCCANEER for the passage south, carrying out exercises listed at Annex B enroute. With the aid of calm weather conditions and up to four knots of current on occasions, Broken Bay was reached at 0025 on Wednesday 16th where both ships anchored.
8. CURLEW weighed anchor at 0801 on Wednesday 16th and in company with BUCCANEER proceeded to HMAS WATERHEN, berthing at 1000 to commence a one week AMP.
9. Due to a requirement for HMAS KIMELA to berth at No.2 Minesweeper Wharf, CURLEW moved berth to No.1 Minesweeper Wharf at 0900 on Monday 21st. This completed, my Command Team proceeded to HMAS WATSON for Pre K-81 MCM Command Team Training with HMAS SNIPE, Clearance Diving Team One and TRV 803.
10. At 0802 on Wednesday 23rd CURLEW cast off and proceeded to Broken Bay to consort HMAS IBIS. At 1021 CURLEW laid a buoyant mine and then in company with IBIS conducted oropesa wire sweeping exercises.
11. Sub Lieutenant S. Johnson, RAN (MHCO HMAS SNIPE) joined on Thursday 24th for a Minehunting PWT. At 1047 the exercise mine laid the previous day was swept and the floater recovered by CURLEW at 1134. During minehunting operations, the mine-sinker was located and recovered on completion of which CURLEW anchored in Broken Bay at 2108. On Friday 25th CURLEW weighed anchor at 0641 and, in company with IBIS, proceeded to Sydney berthing at HMAS WATERHEN at 1131.

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12. On Monday 28th, my ships company attended an address by yourself, Sir, at HMAS WATERHEN. On completion at 1115, CURLEW cast off and in company with IBIS, SNIPE and FREMANTLE, proceeded to sea. During the following two days CURLEW acted as consort for HMA Ships IBIS and SNIPE for workup and Sea Safety Checks conducted on Wednesday 30th. Exercises conducted are listed at Annex B.

13. CURLEW finished the month with a ceremonial entry into Sydney Harbour in company with IBIS and SNIPE, berthing at No.2 Minesweeper Wharf at 1548.

Engineering, Hull and Electrical

14. Planned maintainance has been progressed and during the week AMP, Wednesday 16th to Tuesday 22nd, No. 1 Motor Generator was replaced. The Bauer air compressor exhaust line (URDEF 39/82 refers) was replaced, and a new 696 UHF transceiver (URDEF 40/82) was installed. Defects outstanding at the end of the month are:

- a. Port Activated Rudder - awaiting stores blower (URDEF 38/82)
- b. A/C Motor Generator - ETR 1 OCT 81 (URDEF 41/82)
- c. 975 Radar resistor for - awaiting stores shunt field control (URDEF 42/82)

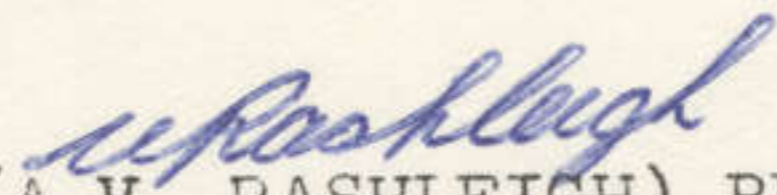
Health, Welfare, Conduct and Morale

15. The health, welfare, conduct and morale of the ships company remains good.

I have the honour to be

Sir,

Your obedient Servant

  
(A.V. RASHLEIGH) BEM  
Lieutenant, RAN  
Commanding Officer

- Annexes: A. Steaming Details  
B. Exercise Details

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Annex B to  
HMAS CURLEW letter 1/16/1  
dated 1 October 1981

## HMAS CURLEW - EXERCISE DETAILS SEPTEMBER 1981

<u>Exercise No.</u>	<u>Short Title</u>	<u>No.</u>	<u>Hours</u>	<u>Dates</u>
10	OOW Mans.	4	5	14,15,28,29
12	RASAPS	12	3	15,24,28,29,30
18A	Tow Fwd Receive	5	3	28,29,30
21	MANORD	11	1½	3,7
25	Screenplay	1	1½	14
29	Blind Pilotage	2	1¼	4,14
31	Form Anch.	1	½	16
NN	Leaving Ship and Emergency Stns.	1	¼	14
NN	Stream "00" static	2	5¾	23,24
NN	Conning Runs	18	3	2,7,8,9,24
NN	Lay/Recover Ex Mine	1	1	23,24
NN	Minehunting (Bottom Type II)	5	32½	2,7,8,9,24
NN	Minehunting (Bottom Type IV)	1	5	7
NN	Ship/unship ARs (sea)	2	1½	7,24
NN	Ship/unship ARs (harbour)	4	2¼	1,3,9,24
NN	Ship/unship Dome (sea)	2	1½	7,24
NN	Ship/unship Dome (harbour)	5	3	1,3,9,15,24
NN	Divex	23	6½	1,2,3,7,8,9, 23,24
NN	SSB Lay/Recover	8	2¼	1,7,9,24,30
NN	Daily harbour DCX	16	4	

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Annex A to  
HMAS CURLEW letter 1/16/1  
dated 1 October 1981

HMAS CURLEW - STEAMING DETAILS SEPTEMBER 1981

Distance steamed during period	1,666
Distance steamed since first commissioning	296,240
Hours underway during period	190
Hours underway since first commissioning	28,170

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ROYAL AUSTRALIAN NAVY

Telephone: 359-9111  
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OFFICE OF THE  
FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET,  
FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

23 NOV 1981

AF 1/16/24

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

HMAS CURLEW REPORT OF PROCEEDINGS -  
OCTOBER, 1981

Forwarded.

*Ian H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

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

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1/16/1

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HMAS CURLEW  
At Sea

1st November, 1981.

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (Afloat)

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Commanding Officer  
HMAS IBIS

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW - REPORT OF PROCEEDINGS - OCTOBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of October, 1981. The time zone used throughout is Kilo (-10).
2. CURLEW started the month at HMAS WATERHEN storing and preparing for Exercise Kangaroo '81. At 1030 on Friday 2nd, CURLEW cast off and proceeded to Garden Island in company with HMAS IBIS for Navy Week, berthing at the north end of the Fitting Out Wharf at 1105. I then had the honour to attend a luncheon, hosted by yourself Sir, for Fleet Commanding Officers, onboard HMAS MELBOURNE. During Saturday 3rd to Monday 5th, 5055 members of the public inspected CURLEW.
3. At 1000 on Tuesday 6th, I attended a briefing for Blue Maritime Forces at HMAS WATSON. At 1406 CURLEW cast off in company with HMAS IBIS and HMAS SNIPE and proceeded to sea to commence passage to Bundaberg.
4. At 1138 on Friday 9th, CURLEW berthed at the Sugar Berth, Bundaberg. The ship remained in port overnight having fuelled and victualled, however, due to the local water being delatory to non-locals, no water was taken on. CURLEW departed Bundaberg at 1358 on Saturday 10th and proceeded to Hummocky Island, anchoring at 2338.
5. Commencing at 2203 on Sunday 11th, night minehunting operations were conducted. At 0520 the following morning, main engines were started and course shaped for Gladstone. After passing ROS STEVENSON (HMAS TORRENS) in the entrance channel, CURLEW berthed at 1036 at Auckland Point Wharf on Monday 12th. Water was replenished during this brief stay and POW J. FINCH was embarked for transfer to HMAS SNIPE. At 1314 CURLEW cast off and cleared Gladstone Channel, coming to anchor in the vicinity of HMA Ships IBIS and SNIPE in Rodds Harbour at 1501.
6. On Tuesday 13th, Lieutenant Commander M. S. WELFORD, RAN Commanding Officer, HMAS IBIS, and myself lunched with Captain A. R. CUMMINS AM RAN onboard HMAS PERTH where tactics and support concepts for the MCMV force placed under his tactical command were discussed. At 1645 CURLEW proceeded to the vicinity of the Gladstone Channel entrance anchoring at 1747 in preparation for entry the following day.

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7. In company with HMAS IBIS and HMAS SNIPE, CURLEW entered Gladstone on Wednesday 14th, berthing at No. 1 Auckland Point Wharf at 1201 where stores, water and fuel were taken on during the afternoon.

8. Having departed Gladstone at 0741 on Thursday 15th, course was shaped for Keppel Bay where CURLEW commenced a survey of a "Q" Route into Port Alma, at 1200. This survey continued until 1200 Saturday 17th, when HMAS STALWART arrived in the area. CURLEW proceeded alongside at 1237. Whilst alongside a de-brief on the surveys conducted by the three MCM units and a pre-Shoalwater Bay briefing were held with the MCM cell led by the MCM Commander, Commander P.V. BLACKMAN, RAN.

9. At 1541, CURLEW cast off and after recovering a short scope buoy and dummy mine in the Port Alma Channel; patrol duties were conducted throughout the night and into the next day, Sunday 18th. Contact with Orangeland naval units occurred at 1142 on that day when ROS STEVENSON approached from the north. Fortunately, being in close proximity to HMNZS WAIKATO relieved some of the tension. From this time on constant contact occurred with Orangeland forces and their presence was continually felt until MCM operations commenced in the Shoalwater Bay Area.

10. A rest day was had, at anchor, off South Island on Monday 19th in preparation for the move into Shoalwater Bay the following day and the commencement of intense MCM operations.

11. Over the period Tuesday 20th to Monday 26th CURLEW spent 90 hours on task, hunting and conducting lead in/out operations. High points of the exercise included the successful recovery of six American Mk 52 mines, three A Mk 12 mines and an exercise Mk 50 mine. Due to poor sonar conditions and strong tidal streams some twenty nine further mine-like contacts could not be dived on. In addition to MCM operations, two nights were spent conducting anti-infiltration patrols. On Saturday 24th, the Chief of Naval Staff, Vice-Admiral Sir James WILLIS, KBE, AO, RAN, paid a brief visit to CURLEW while hunting operations were in progress.

12. With only 12 hours down-time due to defects, CURLEW came through the exercise with high spirits and a sense of achievement reflected by her results.

13. The period Tuesday 27th to Friday 30th was set aside for dan-bouy recovery, mine recovery and further patrol duties though to a somewhat scaled down degree. Finally, on Saturday 31st, CURLEW proceeded alongside HMAS STALWART for the last time in Shoalwater Bay to replenish prior to heading south, in company with HMAS IBIS, for Bundaberg. The support provided throughout the exercise by HMAS STALWART, and the willingness with which it was given was excellent and greatly enhanced the ability of CURLEW to maintain a high percentage of time on task.

Engineering, Hull and Electrical

14. Planned maintainance has been progressed and machinery has generally run satisfactorily during the month. FMU assistance was required to rectify the following defects:

- a. 12 $\frac{1}{2}$ " engine room exhaust fan;
- b. Sonar 193 Motor Generator Governor;
- c. Engine room hull and fire pump - this defect remains outstanding.

FMU also assisted in repairs needed to minor structural damage suffered during the exercise.

-3-  
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15. Defects rectified during the month were:
- a. Port activated rudder blower (URDEF 38/82);
  - b. A/C Motor generator (URDEF 41/82).
16. Defects outstanding at the end of the month are:
- a. 975 Radar. Resistor for shunt field control (URDEF 42/82)  
- awaiting stores;
  - b. Air conditioning unit - Solenoid Valve (URDEF 43/82) - ETR during  
AMP in November.

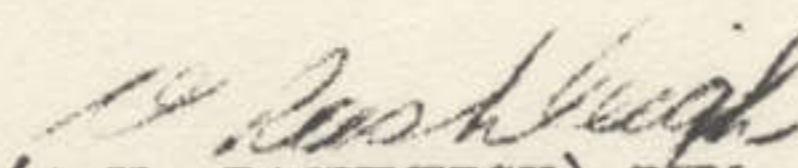
Health, Welfare, Conduct and Morale

17. The health, welfare, conduct and morale of the ships company is very good.

I have the honour to be,

Sir,

Your obedient Servant.

  
(A.V. RASHLEIGH) BEM  
Lieutenant, RAN.  
Commanding Officer

- Annexes:
- A. Steaming Details
  - B. Exercise Details

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Annex A to HMAS CURLEW  
letter 1/16/1 dated  
1 November, 1981

HMAS CURLEW - STEAMING DETAILS OCTOBER 1981

Distance steamed during period	2381
Distance steamed since first commissioning	298,621
Hours underway during period	304
Hours underway since first commissioning	28,474

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Annex B to HMAS CURLEW  
letter 1/16/1 dated  
1 November, 1981

HMAS CURLEW - EXERCISE DETAILS OCTOBER 1981

<u>Exercise No.</u>	<u>Short Title</u>	<u>No</u>	<u>Hours</u>	<u>Dates</u>
10	COW Mans	1	3	18
21	Manord	1	$\frac{1}{4}$	17
25	Screenplay	1	3	6
NN	Conning Runs	42	21	11, 12, 15-17, 20-29
NN	Lay/Recover Ex Mine	13	$6\frac{1}{2}$	9, 15, 17, 22, 27-29
NN	Minehunting (Bottom Type II)	15	109	11, 12, 15-17, 20-29
NN	Minehunting (Bottom Type I)	2	11	16, 22
NN	Ship/Unship ARs (sea)	2	1	11, 30
NN	Ship/Unship (dome)	2	1	11, 30
NN	Divex	32	$8\frac{1}{2}$	11, 15-17, 20-29
NN	SSB Lay/Recover	5	2	16, 17, 21, 22, 29
NN	Dan Lay/Recover	7	2	21
NN	Daily Harbour DCX	7	2	1, 2, 3, 4, 5, 9, 14
NN	Action Stations	5	$1\frac{1}{2}$	16, 17, 18, 22, 24

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FLAG OFFICER COMMANDING  
H.M. AUSTRALIAN FLEET  
GARDEN ISLAND NSW 2000

AF 1/16/24

14 DEC 1981

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

LOGGED

HMAS CURLEW - REPORT OF PROCEEDINGS  
NOVEMBER 1981

Forwarded.

(D.D. FARTHING)  
Commander, RAN  
for Fleet Commander

Enclosure: HMAS CURLEW - Report of Proceedings for November  
1981 dated 1 December 1981

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In Reply Quote - 1/16/1

HMAS CURLEW  
At Sea  
1 December, 1981

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer  
HMAS IBIS

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW - REPORT OF PROCEEDINGS - NOVEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of November, 1981. Time zones used throughout are:
  - a. K (-10) until 2330 Monday 9;
  - b. L (-11) from 0030 Tuesday 10 to 1830 Sunday 29; and
  - c. K (-10) from 1730 Sunday 29.
2. CURLEW started the month in company with HMAS IBIS on passage from the Shoalwater Bay Training Area to Bundaberg. CURLEW berthed at the Sugar Wharf, Bundaberg on Sunday 1 at 1025. The facilities at T.S. BUNDABERG were made available to the crews of both ships for a B-B-Q and inter-ship football match during the afternoon.
3. CURLEW cast off at 0707 on Tuesday 3 and proceeded to Moreton Bay in company with HMAS IBIS, anchoring in the vicinity of the Entrance Beacons at 0229 on Wednesday 4. At 0528 CURLEW weighed anchor and in company with HMA Ships STALWART and IBIS entered the Brisbane River berthing out-board of HMAS SNIPE on HMAS IBIS at Dalgetty's No.1 Wharf, New Farm at 0751.
4. I had the honour to attend the Fleet Reception hosted by yourself, onboard HMAS MELBOURNE at 1830, Wednesday 4. On Friday 6, I was present at the Post Exercise Discussion held at Enoggera Barracks, and in the evening attended a reception onboard HMNZS WAIKATO at 1830, hosted jointly by the New Zealand Consul Ms Kathe Huse and HMNZS WAIKATO. The ship was dressed overall on Sunday 8 for Navy Day.
5. CURLEW cast off at 0743 on Monday 9, and proceeded in company with HMA Ships IBIS and SNIPE and TRV 803 to

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/Sydney

Sydney. After a quiet passage all the MCMV's and TRV 803 entered Sydney Harbour in company with HMAS STALWART at 0915 on Wednesday 11. CURLEW berthed at No.2 Minesweeping Wharf at 1033 after a long, but fruitful K81 exercise. At 1140 CURLEW shifted berth to allow HMAS KIMBLA alongside, reberthing outboard on HMAS KIMBLA at 1227.

6. An AMP meeting was held with HMAS WATERHEN staff on Thursday 12 in preparation for the forthcoming two weeks AMP which commenced on Monday 16. CURLEW shifted berth to No.2 Minesweeper Wharf at 1022 when HMAS KIMBLA proceeded to sea. HMAS SNIPE berthed outboard on CURLEW at 1335.

7. After a successful two weeks AMP, CURLEW cast off at 1400 on Friday 27 and proceeded to sea enroute for the Cairns area to commence an EOD task on the sunken wreck S.S. Trinity Bay. (COMAUSFLT IAQ/IGI 260630ZNOV81 refers). A brief fuelling stop was made at Mackay at 0800 Monday 30. CURLEW cast off at 1400 and at the end of the month CURLEW was underway on passage to Cairns.

#### Engineering, Hull and Electrical

8. The No.2 (Engine Room) Hull and Fire Pump landed to HMAS STALWART during October 1981 was returned and set to work in Brisbane on Friday 6. Planned maintenance was progressed during the ship's AMP, and all machinery has run satisfactorily. URDEFs remaining outstanding at the end of the month are:

- a. 42/82 - 975 Radar - Resistor for shunt field coils - awaiting stores;
- b. 45/82 - Gemini - awaiting stores; and
- c. 46/82 - 955 Radar (IFF) - returned to dockyard for repair.

#### Health, Welfare, Conduct and Morale

9. The health, welfare, conduct and morale of the ship's company remains very good.

I have the honour to be,

Sir,

Your obedient Servant,

*A.V. Rashleigh*  
(A.V. RASHLEIGH), BEM  
Lieutenant, RAN  
COMMANDING OFFICER

- Annexes:
- A. Steaming Details
  - B. Exercise Details
- RESTRICTED



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Annex A to HMAS CURLEW  
letter 1/16/1  
dated 1 December, 1981

HMAS CURLEW - STEAMING DETAILS NOVEMBER 1981

Distance steamed during the period	2093
Distance steamed since commissioning	300,714
Hours underway during period	159
Hours underway since first commissioning	28,633

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Annex B to HMAS CURLEW  
letter 1/16/1  
dated 1 December, 1981

HMAS CURLEW - EXERCISE DETAILS NOVEMBER 1981

<u>Exercise No.</u>	<u>Short Title</u>	<u>No</u>	<u>Hours</u>	<u>Dates</u>
NN	Daily harbour DCX	23	6	1,2,4,5,6,7 8, 11-26
NN	Leaving Ship and Emergency Stations	1	$\frac{1}{4}$	27
NN	RCC Dives	15	$2\frac{1}{2}$	28, 29, 30

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OFFICE OF THE

FLAG OFFICER COMMANDING

H.M. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/24

11 JAN 1982

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

HMAS CURLEW REPORT OF PROCEEDINGS -  
DECEMBER, 1981

Forwarded.

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

Enclosure: HMAS CURLEW Report of Proceedings for  
December, 1981 dated 1 January, 1982

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1/16/1

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HMAS CURLEW  
at Waverton

1 January 1982

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Commanding Officer  
HMAS IBIS

The Commanding Officer  
HMAS SNIPE

HMAS CURLEW - REPORT OF PROCEEDINGS  
DECEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS CURLEW under my command for the month of December, 1981. Time zones used throughout are:

- a. K(-10) until 2330 Sunday 6; and
- b. L(-11) from 0030 Monday 7.

2. CURLEW commenced the month on passage to the Cairns area to conduct an EOD task on the wreck of the SS TRINITY BAY (COMAUSFLT IAQ/IGI 260630Z NOV 81 NOTAL). CURLEW anchored off Fitzroy Island at 1400, Tuesday 1, and five Clearance Diving Team One personnel were embarked to assist with the task.

3. CURLEW weighed anchor at 0755 on Wednesday 2, and the wreck was located by sonar at 1000 south of Euston Reef in a depth of 57 metres. Diving operations commenced at 1030. The task was completed at 1905, Friday 4. 150 pounds of plastic explosive, 200 rounds of .50 calibre ammunition and 12 40/60 clearing rounds were recovered during the operation and this ordnance was dumped outside Palm Passage, on Saturday 5, enroute to Mackay (HMAS CURLEW IAY/IFIO42158ZDEC 81 NOTAL refers).

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- 2 -

4. Commencing at 0059, Sunday 6, CURLEW conducted a fast route survey of the Cumberland Channel, in an endeavour to locate an anchor reported lost on October 4 (COMAUSPHIBRON IAI/IFI 010457Z DEC81 NOTAL refers). The survey failed to locate the anchor and on completion, CURLEW proceeded to Mackay to refuel, berthing at 1355, Sunday 6, and departing at 1530 for the passage to Sydney. CURLEW berthed at No.1 Minesweeping Wharf at 0802 Wednesday 9.

5. On Friday 11, representatives of the Australian Red Cross Society attended a brief ceremony in CURLEW, to receive a donation of \$108.00 which was raised during a two hour "fun run" around the upper deck by one of the ships company during the return passage to Sydney. Seasonal leave commenced at 1300 for the majority of the ship's company and during the remainder of the month, minor maintenance and work has been progressed.

Engineering, Hull and Electrical

6. Machinery has run satisfactorily during the month and planned maintenance is up to date. URDEFS remaining outstanding at the end of the period are:

- a. 42/82 - 975 Radar - resistor for shunt field coils - awaiting stores
- b. 45/82 - Gemini - awaiting stores
- c. 47/82 - No.3 D/G Protection Panel - Thermostat awaiting stores
- d. 48/82 - STBD M.E. Warning Panel - Pressure Sensor - awaiting stores
- e. 50/82 - STBD Engine Room Exhaust Fan - awaiting repair by contractor.

Health, Welfare, Conduct and Morale

7. The health, welfare, conduct and morale of the Ship's Company remains very good.

I have the honour to be

Sir,

Your obedient Servant



(A.V. RASHLEIGH) BEM  
Lieutenant, RAN  
Commanding Officer

- Annexes: A. HMAS CURLEW - Steaming Details  
B. HMAS CURLEW - Exercise Details

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Annex A to  
HMAS CURLEW letter 1/16/1  
dated 1 January 1982

HMAS CURLEW - STEAMING DETAILS

Distance steamed during the period	1,730
Distance steamed since first commissioning	302,444
Hours underway during the period	129
Hours underway since first commissioning	28,762

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Annex B to  
HMAS CURLEW letter 1/16/1  
dated 1 January 1982

HMAS CURLEW - EXERCISE DETAILS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No.</u>	<u>Hrs</u>	<u>Dates</u>
N/N	Ship/Unship Dome (Sea)	3	2 $\frac{3}{4}$	1,3,5
N/N	Ship/Unship Dome (harbour)	1	1	6
N/N	Ship/Unship ARs (sea)	3	2 $\frac{3}{4}$	1,3,5
N/N	Ship/Unship ARs (harbour)	1	1	6
N/N	Minehunting (Bottom Type I)	2	11 $\frac{3}{4}$	2,6
N/N	Conning Runs	1	1/10	2
N/N	RCC Dives	9	4 $\frac{1}{2}$	2,3
N/N	Divex	28	21	2,3,4,5,6
N/N	Daily Harbour DCX	23	6	9-31

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