

**AWM78**

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

**HMAS ASSAIL (I)**

**File number:** AWM78 41/2

**Title:** January 1971 - December 1972



RCDIG1072861

[41/2]

ASSAULT

R of P's

1971

1972

Declassification Authority—Defence Records  
 This record has been reviewed and has been  
 declassified by the Department of Defence  
 (Navy) with effect from: 1 Nov 1990  
 Authority Dig (N) Admin 18-13.  
 Reviewer: LCDR R. L. Smith (RANEM)  
 Signature: *[Signature]* Date: 1 Nov 90

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HMAS Assail

Report of Proceedings Jan, 71

AS(NS) *Ch. 26/2*

D of O *U26/2*

~~DCMS~~

1NM *23/3*

2NM *4/3*

3NM *BHO 8/3*

~~4NM~~ *8/3*

SECRETARY *8/3*

C of S *9/3*

~~DPR~~ *11/3*

AS(NS) (NS55) *20/3*

- NOTES:
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  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

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HMAS *Assail*

Report of Proceedings *Jan, 71*

AS(NS) *Ch. Def.*

D of O *U26/2*

DCMS

1NM *23/3*

2NM *24/3*

3NM *BHO 8/3*

4NM *8/3*

SECRETARY *8/3*

C of S *9/3*

DPR *11/3*

AS(NS) (NS55) *20/3 19/3*

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24 FEB P.M.  
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NAVY—CANBERRA  
18 6 2613

DEPARTMENT OF THE NAVY

TELEPHONE: 6451  
IN REPLY QUOTE C1/16/8

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Naval Headquarters,  
DARWIN, N.T. 5790.

22 FEB 1971

The Secretary,  
DEPARTMENT OF THE NAVY.

HMAS ASSAIL - REPORT OF PROCEEDINGS - JANUARY, 1971

Reference: RI Appendix 29A.

Forwarded.

(A. H. McINTOSH)  
CAPTAIN, R.A.N.,  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

*AT* Enclosure: HMAS ASSAIL Report of Proceedings, dated 6/1/71.

For Information:

The Flag Officer Commanding, H.M. Australian Fleet  
The Commanding Officer, Australian Mine Warfare & Patrol Boat  
The Commanding Officer, HMAS ASSAIL. Forces.

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H.M.A.S. ASSAIL,  
DARWIN, N.T. 5790.

- 6 JAN 1971

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - JANUARY 1971

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of January 1971. All times are zone India Kilo (-0930) unless otherwise stated.
2. At the commencement of the month ASSAIL was berthed port side to HMAS ATTACK at Inner Stokes Hill Wharf, Darwin. HMAS ADVANCE was secured outboard of ASSAIL.
3. ASSAIL, with HMAS ADVANCE in company, slipped at 1010 on the 5th and both ships proceeded in line ahead out of Darwin Harbour to commence a two-day shakedown and exercise period. OOW manouvers were conducted whilst enroute to the exercise area and at 1220 ASSAIL, followed by ADVANCE, commenced a SUCRFX. The surface target had not been sunk during the 40/60 shoot but was quickly despatched after each ship made a single pass using Browning 50 cal machine guns. On completion of the surface shoot ASSAIL fired three rocket flares which were used by both ships for AA tracking and AACRFX. Weather conditions in the exercise area had deteriorated considerably and at 1330 ASSAIL, with HMAS ADVANCE in company, proceeded through Clarence Strait into the lee of the Vernon Islands. On arrival ASSAIL's boarding party successfully boarded ADVANCE, who was acting as a foreign fishing vessel, and a TOWEX with ASSAIL the towing vessel was conducted. A number of heaving line transfers were then carried out by both ships and at 1800 ASSAIL, in company with ADVANCE, proceeded westward through Clarence Strait for a scheduled illumination exercise and night AAFX. Leaving ship, action and emergency stations were exercised enroute to the exercise area and at 2000 ASSAIL illuminated with rocket flares and both ships commenced a night AAFX. On completion of the night firing exercise ASSAIL, with HMAS ADVANCE in company, proceeded towards Darwin Harbour and at 2215 a blind pilotage, formation anchorage was effected in a position 045 TALC HEAD 5 cables.
4. Anchor was weighed at 0830 on the 6th and as weather conditions were still most unfavourable in the exercise area it was decided to carry out the programmed exercises in the lee of Charles Point. OOW manouvers were conducted enroute to Charles Point and at 0910 ASSAIL was boarded by ADVANCE's boarding party. On completion of the BOARDEX a main engine breakdown was exercised and ASSAIL was towed for some distance by HMAS ADVANCE. A further boarding party exercise and TOWEX were then conducted by

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ASSAIL and at 1045 both ships proceeded independently to carry out a small arms shoot. During the afternoon heaving line transfers were exercised and competitive man overboard recovery exercises, by ship's boat and by OOW ship handling, were conducted. At 1415 HMAS ADVANCE was detached and independent internal drills and exercises were carried out. A rendezvous was effected off Channel Rock Buoy shortly after 1530 and at 1555 HMAS Ships ASSAIL and ADVANCE entered Darwin Harbour in line ahead. ADVANCE berthed port side to HMAS ATTACK at Inner Stokes Hill Wharf and ASSAIL secured outboard of ADVANCE at 1600.

5. Some ingress of salt water to the starboard after fresh water tank was detected during the forenoon of the 7th and this, coupled with a defective general service pump which was being repaired by base staff, delayed ASSAIL's scheduled departure from Darwin on Friday 8th (NOCNA 070400Z refers). A slipping to investigate and effect repairs was arranged for 1930 on the 12th and at 0815 on the 8th ASSAIL moved to berth starboard side to Inner Fort Hill Wharf where deammunitioning was commenced. On completion of deammunitioning at 0955 ASSAIL returned to her berth alongside HMAS ADVANCE.

6. At 0900 on the 11th ASSAIL slipped and proceeded to Outer Harbour to enable HMAS ATTACK to proceed for trials of her newly fitted gear box. ASSAIL returned to secure port side to ADVANCE at 0925 and at 1000 HMAS ATTACK re-entered harbour and secured alongside ASSAIL. ATTACK slipped and proceeded at 1300 and at 1440 ASSAIL moved into Inner Harbour to allow HMAS ADVANCE to get underway, returning to secure port side to Inner Stokes Hill Wharf at 1450.

7. ASSAIL slipped at 1900 on the 12th and proceeded towards the slipway where she secured to the cradle at 1925 and was hauled clear of the water by 2000. Repairs were completed by noon on the 14th and one hour before high water that evening ASSAIL was unslipped and she returned to Inner Harbour to berth outboard of HMAS ATTACK at 1945.

8. After moving to Inner Fort Hill Wharf at 0800 on the 15th ASSAIL commenced ammunitioning and at 1040, having completed ammunitioning and being in all respects ready for sea, ASSAIL let go and proceeded out of Darwin Harbour to commence a twelve-day fishery patrol and coastwatchers' visit in the Gulf of Carpentaria. When clear of Clarence Strait ASSAIL's annual, two-hour full power trial was successfully conducted. At 1845 course was altered to investigate a fishing vessel sighted inside the Declared Fishing Zone and after closing to one cable the vessel was identified as the Japanese trawler AKASHI MARU No 38 which was licenced to fish in the area. A category 'C' sighting report was signalled to ACNB (ASSAILS 151020Z) and the patrol was resumed.

9. Landfall was made on Stephens Island at 0830 on Saturday 16th and after transitting Brown Strait ASSAIL proceeded to investigate the shoal southward of Middle Cunningham Island which had been detected during the ship's December patrol. A thorough examination revealed a shoal, with depths of less than ten feet, extending three miles into the fairway almost due south of the northeastern point of the island. (ASSAIL's Hydrographic Note 1/71 and letter 21/2/3 dated 22nd January, 1971 refer). After

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investigating the shoal ASSAIL proceeded northward and at 1430 came to anchor in five fathoms, mud, in the large unnamed bay on the eastern coast of Baragala Island (11°38'S 136°17'E). Sporting and recreation parties were landed at 1500.

10. Anchor was weighed at 0930 on Sunday 17th and ASSAIL proceeded into Melville Bay where she berthed port side to the Diesel Jetty, Gove, at 1345. Fuel and water were embarked and at 0820 on the 18th ASSAIL let go and proceeded from Gove enroute to Thursday Island. After an uneventful crossing of the Gulf a landfall was made on Carpentaria Shoal Light Vessel at 0030 on the 19th and, having advanced clocks to zone Kilo (-1000) at 0300, ASSAIL came to anchor off Booby Island at 0415K. Anchor was weighed at 0930K that morning and ASSAIL proceeded through Gannet Passage into Normanby Sound to berth port side to the Main Wharf Thursday Island at 1100K.

11. ASSAIL slipped from Thursday Island Wharf at 0800K on the 20th and proceeded eastward through Flinders Passage to Pusand Bay (10 42S 142 27E) coming to anchor at 0925K in a position 095 PEAK POINT 5 cables. I proceeded inshore at 0930K and called on the York Island Coastwatcher, Mr. U.M.V. Mullholland. Anchor was weighed at 1100K and after passing Possession Island ASSAIL proceeded southward into Endeavour Strait where an anchorage was effected in the lee of Tuluaa Island (10 50S 142 21E) at 1200K. During the afternoon I visited the Red Island Coastwatcher, Mr. T. Pegg and the Superintendent of the Bamaga Aboriginal Settlement, Mr. James Wilkinson.

12. At 0800K on the 21st ASSAIL weighed and proceeded through Endeavour Strait where a departure fix was obtained on Red Wallis Island at 1015K and course was set for Alyangula. Clocks were retarded thirty minutes to zone India Kilo (-0930) at 1800K and after making a landfall on Northeast Island Light at 0405 the following morning ASSAIL entered Milner Bay and secured starboard side to the Conveyor Wharf, Alyangula, at 0800. The steel piles on the Conveyor Wharf were still unfaced and, having fuelled and watered, ASSAIL moved out into the stream and anchored at 1500.

13. Anchor was weighed at 0900 on Saturday 23rd and ASSAIL departed Alyangula enroute for Port Langdon. After a short, uneventful passage ASSAIL anchored in the southern bight of Port Langdon at 1300 that afternoon and at 1400 I proceeded inshore to call on the Superintendent of Umbakumba Aboriginal Settlement, Mr Keith Smith. During Saturday evening HMAS ATTACK reported a gear box failure and ASSAIL was rerouted to Gove for the collection of spares for delivery to ATTACK at Alger Island (ATTACK's 230815Z refers). ASSAIL weighed at 0700 on Sunday 24th but whilst enroute for Gove it was learned that the spares were no longer required and ASSAIL was ordered to rendezvous with HMAS ATTACK and remain in her company until arrival Darwin (NOCNA's 240110Z refers). Course was adjusted accordingly and at 1945 that evening ASSAIL secured alongside HMAS ATTACK at Alger Island (11°52'S 135°59'E). Both ships proceeded from the anchorage at 2245 and after transitting Brown Strait set course for Darwin.

14. Landfall was made on New Year Island at 1555 on the 25th and at 1835 ASSAIL was detached to investigate a contact detected inside the Declared fishing Zone. After identifying the vessel

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as the Australian trawler MARIANNE 'T', ASSAIL rejoined ATTACK and both ships continued their passage towards Darwin. Having transitted Clarence Strait during the early hours of the 26th ASSAIL, in company with HMAS ATTACK, entered Outer Darwin Harbour where a rendezvous was effected with HMAS ADVANCE. The three northern area patrol boats then entered Darwin Harbour where HMAS ATTACK followed by ASSAIL and ADVANCE berthed port side to Inner Stokes Hill Wharf. HMAS ASSAIL remained in this berth until the end of the month.

15. The health, welfare and conduct of the ship's company throughout the month have been good and the appearance of the ship is considered satisfactory although adverse weather during ASSAIL's January patrol, coupled with the arrival of the 'wet' in Darwin, has severely restricted work on the upper deck. The morale of the ship's company remains high.

I have the honour to be

Sir,

Your Obedient Servant.



(R.B. FORWOOD)  
Lieutenant, R.A.N.  
COMMANDING OFFICER.

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APPENDIX 'A'

- (a) 2239.5 miles
- (b) 151 hours
- (c) 51334.3 miles
- (d) 4057.2 hours
- (e) Two hours annual full power trial.

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APPENDIX 'B'

5th January	OOW Manouvers Action Stations Emergency Stations Leaving Ship Stations SUCRFX ROFX AACRFX BOARDEX (HMAS ADVANCE) TOWEX (HMAS ADVANCE) Heaving Line Transfers Night ROFX Night AACRFX Blind Pilotage Formation Anchorage
6th January	OOW Manouvers BOARDEX (HMAS ADVANCE) TOWEX (HMAS ADVANCE) Heaving Line Transfers Main Engine Breakdown Small Arms Shoot Man Overboard Recovery OOW Ship Handling
15th January	Steering Gear Breakdown Man Overboard Recovery
17th January	XO Conned ship for entry/alongside GOVE
18th January	XO Conned ship for departure GOVE
19th January	XO Conned ship for entry/alongside THURSDAY ISLAND.
20th January	OOW Blind Pilotage Anchorage TULUAA ISLAND.
21st January	Man Overboard Recovery OOW Ship Handling
23rd January	OOW Blind Pilotage entry/anchorage PORT LANGDON.

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APPENDIX 'C'

16th January      Interpart Volleyball      12 persons.

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APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

HMAS. ASSAIL Age since first commissioning.....2 7/12 years  
 DATE. 3 FEBRUARY 1971 Miles steamed since first commissioning. 51334.3 miles

PROGRESSIVE TOTAL ENGINE HOURS

No.1. 649  
 No.2. 562  
 No.3.         

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)							Remarks			
	1	2													H	E	L	G	TAS	ND	C		EW	DL	CPT
1	✓																								
2	✓																								
3	✓																								
4	✓																								
5	✓		✓	✓	✓																				
6	✓		✓	✓	✓																				
7	✓																								
8	✓																								
9	✓																								
10	✓																								
11	✓																								
12		✓																							
13		✓																							
14		✓																							
15	✓		✓																						
16	✓		✓																						
17	✓		✓						✓															GOVE	
18	✓		✓																					THURSDAY ISLAND	
19	✓		✓																						
20	✓		✓						✓																
21	✓		✓																						
22	✓		✓																					ALYANGULA	
23	✓		✓						✓																
24	✓		✓																						
25	✓		✓																						
26	✓		✓																						
27	✓																								
28	✓																								
29	✓																								
30	✓																								
31	✓																								
Total	28	3	14	2	2								20												

18/6/2663.

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HMAS ASSAIL

Report of Proceedings FEB. 71

AS(NS) *[Signature]*

D of *[Signature]* 25/3

DCNS *[Signature]* 2-30/3

1NM *[Signature]*

2NM *[Signature]*

3NM *[Signature]*

4NM *[Signature]* 7/4

SECRETARY *[Signature]*

C of S *[Signature]* 14/4/71

DPR *[Signature]* 14/4

AS(NS) (NS55) *[Signature]*

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24/3



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 23 MAR P.M. 1/2  
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18	6	2663

DEPARTMENT OF THE NAVY

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TELEPHONE: 6451

IN REPLY QUOTE C1/16/8

Naval Headquarters,  
DARWIN, N.T. 5790.

**18 MAR 1971**

The Secretary,  
DEPARTMENT OF THE NAVY.

HMAS ASSAIL - REPORT OF PROCEEDINGS - FEBRUARY, 1971

Reference: RI Appendix 29A.

Forwarded.

(A. H. McINTOSH)  
 CAPTAIN, R.A.N.,  
 Naval Officer Commanding,  
 NORTH AUSTRALIA AREA.

*RT* Enclosure: HMAS ASSAIL's Report of Proceedings dated 3/3/71.

For Information:

- The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.
- The Commanding Officer, Australian MINE WARFARE & PATROL BOAT FORCES.
- The Commanding Officer, H.M.A.S. ASSAIL.

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HMAS ASSAIL,  
At Darwin.

3rd March, 1971.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - FEBRUARY, 1971.

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of February, 1971. All times are zone India Kilo (-0930) unless otherwise stated.

2. At the commencement of the month ASSAIL was berthed port side to HMAS ATTACK at Inner Stokes Hill Wharf, Darwin. HMAS ADVANCE was secured outboard of ASSAIL.

3. You Sir, accompanied by your operations officer, walked around the ship during the afternoon of the 3rd.

4. A crash sail from one hour's notice for power was exercised at 0815 on the 9th and four minutes later ASSAIL let go and proceeded out of Darwin Harbour. Course was set for Cape Hotham where ASSAIL had been ordered to rendezvous with HMAS ADVANCE and carry out exercises enroute to Darwin (NOCNA's 082248Z refers). At 1100 ASSAIL cleared Clarence Strait and altered course to the north where a CRSUX was conducted using the 50 cal. machine guns and a drum target. Sea conditions in the lee of the Vernon Islands were excellent so the opportunity was then taken to prove all weapons onboard with a competitive small arms shoot. On completion of the shoot communications were established with HMAS ADVANCE and at 1310 a rendezvous was effected in a position 355 Cape Hotham Light 5. ASSAIL, with HMAS ADVANCE in company, then commenced the westward transit of Clarence Strait exercising leaving ship, action and emergency stations enroute. OOW manoeuvres were conducted until 1515 and at 1545 both ships entered Darwin Harbour in line ahead. ADVANCE secured port side to HMAS ATTACK at Inner Stokes Hill Wharf and ASSAIL secured outboard of ADVANCE at 1605. ASSAIL and ADVANCE were fuelled on arrival and both ships were ordered to remain at one hour's notice. At 1830 instructions were received to proceed and investigate the reported sighting of a mothership and four trawlers operating westward of Groote Eylandt in the vicinity of Woodah and Burney Islands (13°35'S 136°15'E), and at 1900 ASSAIL, in company with HMAS ADVANCE, let go and proceeded out of Darwin Harbour (NOCNA's 090835Z refers).

5. Cape Wessel Light was raised at 2330 on the 10th and at 0600 the following morning two contacts were detected operating inside the Declared Fishing Zone. ADVANCE was detached to investigate the southern contact whilst ASSAIL proceeded eastward to investigate the larger vessel. The contacts were subsequently identified as the Japanese prawn processor AKITSU MARU No. 10 and the trawler SACHI MARU No. 1 both of which were licenced to fish in the area. A Category 'C' sighting report was signalled to ACNB (ASSAIL's 102101Z) and passage to Groote Eylandt resumed.

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6. ASSAIL, with HMAS ADVANCE in company, reached Blue Mud Bay (13°35'S 136°15'E) at 1345 on the 11th and ADVANCE was detached to search Myoolah and Grindall Bays in the northwest whilst ASSAIL searched the area southward towards Hawknest Island. At 1415 a large number of vessels were detected operating westward of Woodah Island and after visually identifying the Japanese prawn processor CHUYO MARU No. 5, ASSAIL proceeded to investigate and identified a further six Japanese trawlers all of which were licenced to fish in the area. HMAS ADVANCE was recalled and, having reported the sightings to ACNB, I signalled my intention to proceed to Gove with HMAS ADVANCE in company to embark fuel before commencing the return passage to Darwin (ASSAIL's 110625Z refers). Course was then set for Gove and at 2300 that evening HMAS ADVANCE anchored half a cable off the Diesel Jetty in Gove and at 2315 ASSAIL secured to her port side.
7. At 0740 on the 12th ASSAIL slipped from alongside ADVANCE and laid off whilst ADVANCE weighed and secured starboard side to the Diesel Jetty, Gove. ASSAIL then proceeded to secure outboard of HMAS ADVANCE and fuelling was commenced shortly afterwards. Having fuelled and watered ASSAIL, with HMAS ADVANCE in company, departed Gove for the passage to Darwin at 1725 that evening.
8. Landfall was made on New Year Island at 1600 on Saturday 13th and having transitted Clarence Strait in the early hours of Sunday 14th HMA Ships ASSAIL and ADVANCE entered Darwin Harbour where ADVANCE secured outboard of HMAS ATTACK at Inner Stokes Hill Wharf and at 0815 ASSAIL berthed port side to HMAS ADVANCE.
9. Whilst the ship was enroute from Gove the starboard engine became unserviceable because of a fault which had developed in the after 'A' bank fuel pump. This, coupled with the ship's diversion to Groote Eylandt, delayed ASSAIL's scheduled departure from Darwin on Wednesday 17th. However, repairs were effected by base staff and, being in all respects ready for sea, ASSAIL departed Darwin at 1200 on the 18th to commence a ten-day patrol of the northwest coast which was to include sovereignty visits to Scott and Ashmore Reefs.
10. A landfall was made on Troughton Island at 0830 on the 19th and ASSAIL entered Admiralty Gulf shortly afterwards. A coastal sweep of the Gulf was completed during the forenoon and after transitting Fenelon Passage ASSAIL came to anchor in the lee of Baudin Island at 1345, (14°08'S 125°34'E). Clocks were retarded thirty minutes to zone India (-0900) at 1700 that evening.
11. Anchor was weighed at 0700I on Saturday 20th and ASSAIL proceeded southward to patrol through the Baonaparte Archipelago whilst enroute for Kuri Bay. Rogers Strait (15°25'S 124°38'E) was entered at 1400I and as ASSAIL was ahead of her scheduled ETA the opportunity was taken to examine more closely the dangers known to exist within the Strait. Having sounded the channel and examined the close lying dangers a sketch map and sailing directions for Rogers Strait were prepared and forwarded to the Hydrographer, RAN (ASSAIL's Hydrographic note 3/71 refers). ASSAIL arrived in Kuri Bay at 1530I on the 20th and, after dropping an anchor underfoot, secured port side to the water pontoon. I then proceeded inshore to call on the manager of Pearls Pty. Ltd., Mr. H. Muraoka. Clocks were retarded one hour to zone Hotel (-0800) at 1600I.

12. ASSAIL departed Kuri Bay at 0900H on Sunday 21st and after clearing the narrow passage between Needle Rock and New Island the patrol was continued southward of the Bonaparte Archipelago. At 1400H ASSAIL entered Galah Channel and shortly afterwards anchored three cables south of the boat jetty on Cockatoo Island. The Cockatoo Island Coastwatcher, Constable Traynor, was visited at 1600H that afternoon.

13. After weighing anchor at 0830H on the 22nd ASSAIL proceeded into Yampi Sound where she secured starboard side to the faced dolphin eastward of Koolan Island Wharf at 0915H. Fuel and water were embarked and at 1530H ASSAIL slipped and proceeded enroute for Scott Reef. A landfall was made on the reef at 0530H the following morning and at 0810H on the 23rd ASSAIL came to anchor inside Scott Reef in a position 215 Sandy Islet 2. The United States oil drilling rig GLOMAR TASMAN had commenced drilling operations inside Scott Reef on the 18th February and at 1340H ASSAIL weighed anchor and proceeded to secure starboard side to the tug TASMAN TIDE which was alongside the GLOMAR TASMAN. At 1500H, after I had called on the Captain of GLOMAR TASMAN, Captain M. Armstrong, ASSAIL slipped and proceeded to a position 120 Sandy Islet 6 cables where an anchorage was effected at 1520H. A highly successful fishing and recreation party was landed on the Islet at 1530H.

14. Anchor was weighed at 0730H on the 24th and after clearing Scott Reef course was set for Ashmore Reef. ASSAIL passed Seringapatan Reef close abeam to starboard during the forenoon and at 1715H that evening an anchorage was found off the northwestern side of Ashmore Reef. Weather conditions deteriorated during the night of the 24th and consequently anchor was weighed at first light on the 25th and I signalled my intention to return to Darwin (ASSAIL's 242349Z refers). A circumnavigation of Ashmore Reef was completed during the forenoon and after passing Cartier Islet at 0930H course was set for Darwin.

15. Clocks were advanced ninety minutes to zone India Kilo (-0930) at midnight on the 25th and, after an uneventful crossing of the Arafura Sea, a landfall was made on Charles Point Light at 1730 on Friday 26th. ASSAIL then proceeded into Darwin Harbour where she berthed at Inner Stokes Hill Wharf, outboard of HMAS ATTACK, at 1925. ASSAIL remained in this berth until the end of the month.

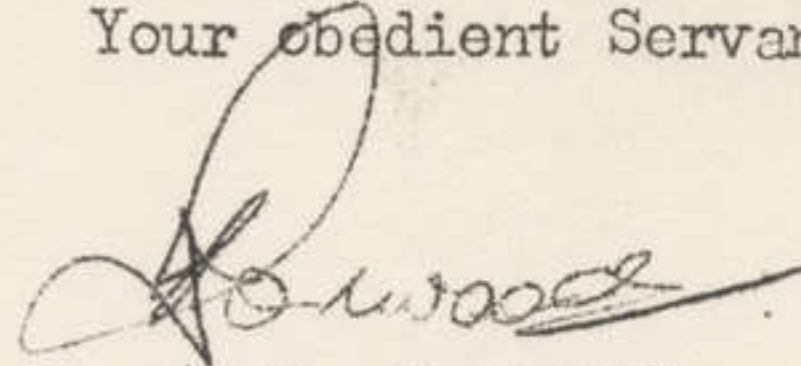
16. The material condition of the ship was satisfactory throughout the month with all minor defects being made good by ship's staff. Two major defects, the faulty fuel pump on the starboard engine and the unserviceability of No. 1 airconditioning unit, were made good with base assistance. The appearance of the ship has improved and good weather during the final days of ASSAIL's February patrol enabled painting of the upper deck to be completed.

17. A training programme introduced during January resulted in one third of ASSAIL's ship's company qualifying at the Section I Parts 1 and 2 promotion board held onboard HMAS MELVILLE during February. In addition two of ASSAIL's technical sailors qualified for advancement in their respective Branch Technical Tests. The health, welfare and conduct of the ship's company throughout the month have been satisfactory and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.B. FORWOOD)

Lieutenant, R.A.N.  
COMMANDING OFFICER.

APPENDIX 'A'

STEAMING APPENDIX

- (a) 2700.7 miles
- (b) 210 hours
- (c) 54035 miles
- (d) 4267.2 hours

APPENDIX 'B'

EXERCISE APPENDIX

- 9th February  
Crash Sail  
Action Stations  
Emergency Stations  
Leaving Ship Stations  
CRSUFX  
Small Arms Shoot  
OOW Manoeuvres  
XO Conned Ship for departure Darwin.  
OOW Blind Pilotage Transit of Clarence Strait.
- 11th February  
OOW Blind Pilotage Entry Gove.
- 18th  
Main Engine Breakdown  
OOW Ship Handling
- 22nd February  
OOW Blind Pilotage Anchorage Cockatoo Island.

APPENDIX 'C'

SPORTING APPENDIX

- 3rd February Seven-a-side Rugby V ADVANCE host 6-3 7 persons
- " " " " V ATTACK host 18-3 7 persons
- 23rd February Interpart Volleyball 15 persons
- TOTAL 29 persons

APPENDIX 'D'

TRAINING APPENDIX

- Section I Parts I and II
  - 1 PO passed for CPO
  - 1 LSEA Passed for PO
  - 3 AB Passed for LSEA
- Section II BTT
  - 1 ERAD passed for CERAD
  - 1 EMC passed for LEMC

HMAS ASSAIL Age since first commissioning... 28 1/2 years  
 DATE 3 MARCH 1971 Miles steamed since first commissioning... 54035 miles

PROGRESSIVE TOTAL ENGINE HOURS

No.1... 1007 .....  
 No.2... 691 .....  
 No.3.....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)							Remarks				
	Day	1													2	H	E	L	G	TAS	ND		C	EW	DL	CPT
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3	✓									✓																
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6	✓									✓																
7	✓									✓																
8	✓									✓																
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11	✓			✓						✓																
12	✓			✓						✓																
13	✓			✓						✓																
14	✓			✓						✓																
15		✓																				FUEL PUMP STARBOARD ENGINE				
16																										
17	✓									✓																
18	✓			✓						✓																
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29																										
30																										
31																										
Total	26	2	15	1	1					8			18									2				

**RESTRICTED**

HMAS Assail

Report of Proceedings March, 71

AS(NS)

D of O

~~DCNS~~

~~1NM~~

~~2NM~~

~~3NM~~

~~4NM~~

SECRETARY

C of S

DPR

AS(NS) (NS55)

- NOTES:
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  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

**RESTRICTED**

BISH 27/4



**RESTRICTED**

NAVY—CAN: A		
18	6	2716

DEPARTMENT OF THE NAVY

TELEPHONE:

6451

IN REPLY QUOTE

C1-16-8

RECEIVED  
 22 APR P.M.  
 NAVY REGISTRY

Naval Headquarters,  
DARWIN. N.T. 5790.

19 APR 1971

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH, 1971.

Reference: RI Appendix 29A.

Forwarded.

(A.H. McINTOSH)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL Report of Proceedings dated 3rd April, 1971.

For Information:

- The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.
- The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES.
- The Commanding Officer, HMAS ASSAIL.

**RESTRICTED**

RESTRICTED

HMAS ASSAIL  
at Sea.

3rd April, 1971.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH, 1971.

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of March, 1971. All times are zone India Kilo (-0930).

2. At the commencement of the month ASSAIL was berthed starboard side to HMAS ATTACK at Inner Stokes Hill Wharf, Darwin. ATTACK proceeded at 1000 on the 1st and ASSAIL secured alongside the wharf to commence a fourteen-day base assisted maintenance period.

3. ASSAIL let go and proceeded from Darwin at 1000 on the 15th, however, loss of power and overheating in the starboard engine necessitated the ship's return to harbour where ASSAIL secured alongside HMAS ADVANCE at 1120. Base staff, assisted by ship's staff, commenced work on the starboard engine and repairs were completed at 1000 on Friday the 19th.

4. HMAS ATTACK had secured outboard of ASSAIL on the 17th and at 1030 on Friday 19th HMA Ships ATTACK, ASSAIL and ADVANCE turned at rest off Inner Stokes Hill Wharf and proceeded out of Darwin Harbour in line ahead to commence a two-day exercise period and work-up. OOW manoeuvres were conducted enroute to the exercise area and at 1200 ASSAIL was detached to carry out a full power trial of her starboard engine. Although full power was not achieved the engine was running smoothly and there was no recurrence of the overheating. Consequently I decided to remain at sea to complete the exercise period and work-up. A BOARDX was conducted at 1300 and at 1430 a highly successful 40/60 shoot was commenced using a splash target towed by ADVANCE. On completion of the CRSUFX HMA Ships ATTACK, ASSAIL and ADVANCE carried out OOW manoeuvres and heaving line transfers until 1620 when HMAS ADVANCE was detached to return to Darwin. ASSAIL, in company with HMAS ATTACK, then proceeded into the firing area and at 2030 rocket flares were fired and both ships conducted a rapid open fire and night AAFX. HMAS ATTACK's radar was unserviceable and, on completion of the shoot, ASSAIL, with HMAS ATTACK in company, proceeded towards Darwin Harbour where a blind pilotage anchorage was effected in a position 082 Charles Point Light 3 at 2150. HMAS ATTACK secured starboard side to ASSAIL shortly afterwards.

5. Anchor was weighed at 0900 on Saturday 20th and ASSAIL, in company with HMAS ATTACK, proceeded to rendezvous with HMAS ADVANCE in the vicinity of Charles Point Patches. OOW manoeuvres were conducted until 1030 when the three ships stopped to commence combined boarding party and towing exercises.

..2/

RESTRICTED



ASSAIL boarded and towed ATTACK and was in turn boarded and towed by both ATTACK and ADVANCE. Course was then set for the firing area and man overboard recovery, steering gear breakdown and main engine failures were exercised enroute. On arrival in the firing area ASSAIL dropped a drum target and HMA Ships ATTACK, ASSAIL and ADVANCE carried out a surface firing with 50 calibre machine guns. Each ship then acted independently to conduct a small arms shoot and after reforming at 1630 heaving line transfers were exercised. ASSAIL then detached to conduct an NBCD exercise and on completion rejoined her sister ships at 1730 for OOW manoeuvres. HMA Ships ATTACK, ASSAIL and ADVANCE entered Darwin Harbour in line ahead at 1845 that evening and at 1900 the three Darwin Patrol Boats secured to Inner Stokes Hill Wharf having completed a most valuable two-day exercise period.

6. Repairs to ASSAIL's starboard engine were completed during the forenoon of Tuesday 23rd and at 1300, with base staff embarked, ASSAIL put to sea for trials. Full power was achieved and on completion of the successful trial ASSAIL returned to Darwin where she berthed outboard of HMAS ATTACK at 1540.

7. Being in all respects ready for sea ASSAIL slipped and proceeded from Darwin at 1030 on the 24th to commence a twelve-day fishery patrol and coastwatcher visit in the Gulf of Carpentaria. Identities were exchanged with HMAS PARRAMATTA in the eastern approach to Clarence Strait at 1315 that afternoon and after clearing Dundas Strait course was altered to investigate two fishing fleets operating inside the Declared Fishing Zone to the east of Port Essington ( $11^{\circ}10'S$   $132^{\circ}05'E$ ). A total of eleven Japanese trawlers were closed and identified all of which were legal to fish in the area. A category 'C' sighting report was signalled to ACNB (my 241215Z) and ASSAIL resumed her patrol. At 2330 the same evening in position  $10^{\circ}48'S$   $133^{\circ}02'E$  identities were exchanged with HMAS DUCHESS.

8. A landfall was made on Stevens Isle at the northwestern entrance to Brown Strait at 1030 on the 25th and at 1515 a well sheltered, safe anchorage was found in the large unnamed bay on the western coast of Wigram Island ( $11^{\circ}46'S$   $136^{\circ}34'E$ ). Anchor was weighed at 1000 the following morning and ASSAIL proceeded northward into Melville Bay where she secured port side to the Main Cargo Wharf, Gove at 1315.

9. Having fuelled and watered, ASSAIL departed Gove at 0700 on Saturday the 27th and proceeded southward to patrol the western coast of the Gulf of Carpentaria where a visit to the Rose River Coastwatcher was scheduled for PM Saturday. However, a safe passage could not be found across the shoal flats, which extend upwards of ten miles to seaward throughout the whole of Limmen Bight, and ASSAIL anchored at 1815 that evening six miles from Rose River in a position 202 Minintirri Island 3.8 ( $14^{\circ}16'S$   $135^{\circ}51'E$ ).

10. Anchor was weighed at 0830 on Sunday 28th and ASSAIL followed the coast of Limmen Bight southward towards Roper River. Shoal flats again prevented ASSAIL from closing the coast and at 1400 an anchorage was effected in position  $14^{\circ}48'S$   $135^{\circ}31'E$ . As the outboard motor was unserviceable a visit inshore was not possible and after several unsuccessful attempts to establish radio contact with local authorities in Roper River I decided to weigh and proceed towards a position 243 Maria Island 15 where a rendezvous was scheduled with HMAS ATTACK for 2100. On arrival in the rendezvous position at 1630 ASSAIL came to anchor, in perfect sea conditions, with three shackles in seven fathoms. Advantage was then taken of the ideal conditions to conduct a small arms shoot and pyrotechnic firing exercise. At 2045 that evening HMAS ATTACK arrived in the rendezvous position and secured to ASSAIL's starboard side. Stores which had been redirected from Gove were transferred and after an exchange of motion pictures ATTACK slipped and proceeded at 2130.

...3/

RESTRICTED

- 3 -

11. Weather conditions deteriorated in the early hours of the 29th and at 0340 ASSAIL weighed and proceeded towards the Sir Edward Pellew Islands. A landfall was made on Cape Vanderlin (15°35'S 137°E) at 0745 and after transitting the narrow passage southward of Little Vanderlin Island ASSAIL anchored in a position 180 Clarkson Point 2 at 1250. The Coastwatcher, Mr. S.C. Johnston, was visited that afternoon. Having weighed at 1350 on the 29th ASSAIL proceeded northwards to Paradise Bay (15°31'S 136°51'E) where an anchorage was effected at 1700 that evening. ASSAIL remained in this anchorage until the end of the month.

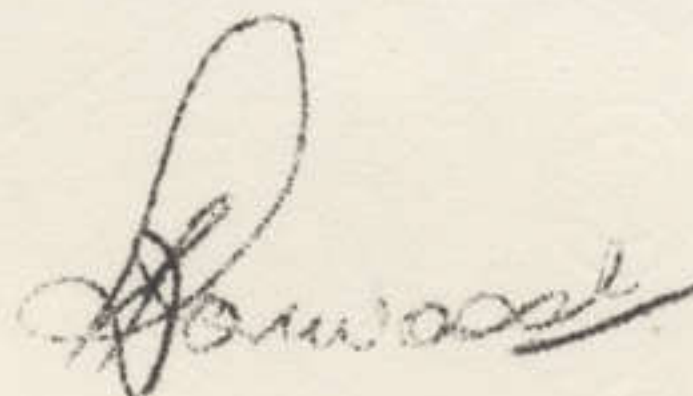
12. The material condition of the ship was satisfactory throughout the month with the one major defect, the faulty starboard engine, being made good with base assistance. Good weather during ASSAIL's March patrol enabled a considerable amount of ship husbandry to be progressed and the appearance of the ship is considered satisfactory.

13. The health, welfare and conduct of the ship's company throughout the month have been satisfactory and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.B. FORWOOD)  
Lieutenant, R.A.N.,  
COMMANDING OFFICER.

RESTRICTED

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APPENDIX 'A'

STEAMING APPENDIX

(a)	1328.3	miles
(b)	92	hours
(c)	55363.3	miles
(d)	4359.2	hours

RESTRICTED

# RESTRICTED

## APPENDIX 'B'

### EXERCISE APPENDIX

19th March	OOW Manoeuvres BOARDEX CRSUFX Heaving Line Transfers ROFX Rapid Open Fire Exercise Night AAFX OOW Blind Pilotage Anchorage
20th March	OOW Manoeuvres BOARDEX TOWEX Man Overboard Recovery Steering Gear Breakdown Main Engine Breakdown 50 CAL Machine Gun Firing Small Arms Shoot Heaving Line Transfers NBCD Exercise
25th March	Action Stations Emergency Stations Leaving Ship Stations Shelter Stations Pumping and Flooding Exercise
26th March	Main Aerial Failure - Rig Jury Aerial Steering Gear Breakdown XO Conned Ship for Entry/Alongside Gove
27th March	Main Engine Breakdown Man Overboard Recovery Boat Transfer of Emergency Party Boat Transfer of 'Neil Robertson' Stretcher Patient.
28th March	Small Arms Shoot Pyrotechnic Firing

RESTRICTED

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APPENDIX 'C'

SPORTING APPENDIX

17th March	Volleyball	V	HMAS ATTACK	6 persons
		V	HMAS MELVILLE	6 persons
31st March	Interpart Seven-a-Side Rugby			14 persons
	Interpart Volley Ball			12 persons
				<hr/>
		TOTAL		38 persons
				<hr/>

RESTRICTED

MONTHLY RETURN OF SHIP AVAILABILITY

HMAS. *ASSAIL* Age since first commissioning. *2 9/12* years  
 DATE. *3 APRIL 71* Miles steamed since first commissioning. *55363.3* miles

PROGRESSIVE TOTAL ENGINE HOURS

No.1. *1099*  
 No.2. *722*  
 No.3. ....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)								Remarks			
	Day	1													2	H	E	L	G	TAS	ND	C		EW	DL	CPT
1	✓									✓																
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31	✓		✓							✓																
Total	31		17	2	3					14			16													

} SFD ME.

GONE

18/6/2811

RESTRICTED

DEPARTMENT OF THE NAVY

HMAS

Report of Proceedings

April '71

AS(NS)

*Assail*  
*31/5.*

D of O

*1/6*

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SECRETARY

*1NM*  
*C of S 24/6*

DPR

AS(NS) (NS55)

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BIDN  
23/5



27 MAY AM  
NAVY REGISTRY

NAVY—CANBERRA		
18	6	2811

ROYAL AUSTRALIAN NAVY

TELEPHONE: 6451

IN REPLY QUOTE C1-16-8

Naval Headquarters,  
DARWIN. N.T. 5790.

24 MAY 1971

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - APRIL, 1971.

Reference: RI Appendix 29A.

Forwarded.

(A.H. McINTOSH)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

AT Enclosure: HMAS ASSAIL Report of Proceedings dated 4th May, 1971.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.  
The Commanding Officer, AUSTRALIAN MINE WARFARE & PATROL FORCES  
The Commanding Officer, H.M.A.S. ASSAIL.



RESTRICTED

HMAS ASSAIL,  
at Sea.

4th May, 1971.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - APRIL, 1971.

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of April, 1971. All times are zone India Kilo (-0930).

2. At the commencement of the month ASSAIL was anchored off the Sir Edward Pellew Islands in a position  $15^{\circ}31'S$   $136^{\circ}51'E$ . Anchor was weighed at 0730 on the 1st and ASSAIL proceeded northwards towards Groote Eylandt. Having made a landfall on Tasman Point at 1100 ASSAIL entered Milner Bay and secured port side to the Conveyor Wharf in Alyangula at 1500. The steel Piles on this wharf were still unfaced and, after embarking fuel and water, ASSAIL moved out to anchor in the stream at 1915.

3. ANCHOR was weighed at 0700 on the 2nd and ASSAIL departed Alyangula to continue her patrol of the western coast of the Gulf of Carpentaria. Advantage was taken of the ideal sea conditions prevailing and man overboard recovery exercises, both by ship's boat and by OOW Ship handling, were conducted during the forenoon and steering gear breakdowns; main engine failures; seaboat transfer of emergency party and pumping and flooding exercises were conducted during the afternoon. An anchorage was found at 1645 that evening in a large unnamed bay on the western coast of Wigram Island ( $11^{\circ}46'S$   $136^{\circ}34'S$ ).

4. ASSAIL weighed at 0400 on Saturday the 3rd and course was set for Darwin. After passing New Year Island Light at 1930 course was altered to investigate a large number of contacts operating inside the Declared Fishing Zone. A total of seven Japanese trawlers were closed and identified, all of which were licenced to operate off the coast of the Northern Territory. A category 'C' sighting report was signalled to ACNB ( My 031330 Z) and ASSAIL resumed her patrol. Shortly afterwards at the northern entrance to Dundas Strait identities were exchanged with AV BRUDENALL WHITE.

5. Having transitted Clarence Strait in the early hours of Sunday 4th ASSAIL entered Darwin Harbour and secured port side to Inner Stokes Hill Wharf at 0930. Annual departmental inspections were conducted during the week commencing 5th April and you, Sir, carried out your annual harbour inspection of ASSAIL during the afternoon of Thursday the 8th.

RESTRICTED

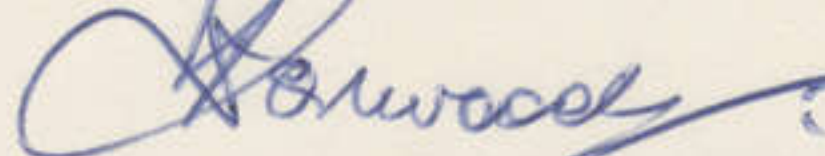
..2/

6. ASSAIL was deammunitioned and defuelled on the 14th in readiness for her scheduled intermediate slipping and at 0815 on the 15th ASSAIL proceeded to the Francis Bay Slipway where she secured to the cradle at 0835 and was hauled clear of the water by 0900.
7. At 0900 on Tuesday 20th you, Sir, inspected at divisions the ships' companies of HMA Ships ATTACK, ASSAIL and ADVANCE. His Honour the Administrator for the Northern Territory, The Honourable F.C. Chañey, C.B.E., A.F.C., also inspected the ships' companies of the three Darwin Patrol Boats before presenting the 'Kelly Shield' to the Commanding Officer, HMAS ADVANCE.
8. On Saturday 24th I accompanied you, Sir, to Alice Springs where I participated in the Anzac Day Commemoration Services and march past before returning to Darwin on the 26th.
9. All intermediate slipping items were completed on the 27th and after unslipping at 0750 on the 28th ASSAIL secured starboard side to Outer Fort Hill Wharf at 0810. Ammunition and fuel were embarked and ASSAIL then moved to Inner Darwin Harbour where she secured outboard of HMAS ATTACK at 1115.
10. ASSAIL slipped at 1000 on the 29th and proceeded into the Beagle Bay exercise area to commence a two-day shakedown. Action, shelter, emergency and leaving ship stations were exercised whilst enroute to the firing area and at 1230 a rocket firing was followed by anti-aircraft and close range surface firing exercises. All weapons on board were then proved with a competitive small arms shoot. Man overboard recovery, steering gear and main engine breakdowns and OOW ship handling were exercised during the afternoon and after anchoring in the lee of Cape Hotham (12°02'S 131°17'E) at 1715 a minor NBCD exercise was conducted.
11. Anchor was weighed at 0800 on the 30th and further internal drills and exercises were conducted whilst on passage to Darwin. ASSAIL entered Darwin Harbour at 1200 and proceeded to secure outboard of HMAS ADVANCE at Inner Stokes Hill Wharf where she remained until the end of the month.
12. The material condition of the ship has been satisfactory throughout the month with no major defects occurring. A planned programme of ship husbandry during ASSAIL's April patrol, coupled with fine weather during the intermediate slipping period, has enabled a considerable amount of work to be progressed and the appearance of the ship is considered satisfactory.
13. The health, welfare and conduct of the ship's company have been satisfactory throughout the month and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R. B. FORWOOD)  
Lieutenant, R.A.N.,  
COMMANDING OFFICER.

APPENDIX 'A'STEAMING APPENDIX

- a. 845.5  
 b. 61  
 c. 56208.8  
 d. 4420.2

APPENDIX 'B'EXERCISE APPENDIX

- 2nd April OOW Ship Handling  
 Man Overboard Recovery  
 Steering Gear Breakdown  
 Main Engine Breakdown  
 Boat Transfer of Emergency Party  
 Pumping and Flooding Exercise
- 4th April OOW Blind Pilotage Transit of Clarence Strait  
 XO Conned Ship for entry/alongside Darwin
- 28th April XO Conned Ship off Slipway and alongside Darwin.
- 29th April Action Stations  
 Emergency Stations  
 Shelter Stations  
 Leaving Ship Stations  
 ROFX  
 AAFX  
 CRBUFX  
 50 Cal Machine Gun Firing  
 Small Arms Shoot  
 Man Overboard Recovery  
 OOW Ship Handling  
 Steering Gear Breakdown  
 Main Engine Breakdown  
 Minor NBCD Exercise
- 30th April Pumping & Flooding Exercise  
 Man Overboard Recovery  
 Transfer of 'Neil Robertson' Stretcher Patient  
 Small Arms Shoot  
 XO Blind Pilotage Entry Darwin.

APPENDIX 'C'SPORTING APPENDIX

14th April	Interpart Tennis	4 persons
	Golf NAVY/ARMY/RAAF	3 persons
21st April	Interpart Volleyball	12 persons
	Golf NAVY/ARMY/RAAF	3 persons
	TOTAL	<u>22 persons</u>

**RESTRICTED**

DEPARTMENT OF THE NAVY

HMAS ASSAIL

Report of Proceedings MAY, 1971

AS(NS) *[Signature]* 12/7

D of O *[Signature]* 12/7

DCNS

1NM

2NM *[Signature]* 19/7

3NM *[Signature]* 20/7

4NM *[Signature]* 27/7 for

SECRETARY *[Signature]* 27/7

C of S *[Signature]* 27/7

DPR *[Signature]* 30/7

AS(NS) (NS55) *[Signature]*

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**RESTRICTED**

*[Handwritten initials]*

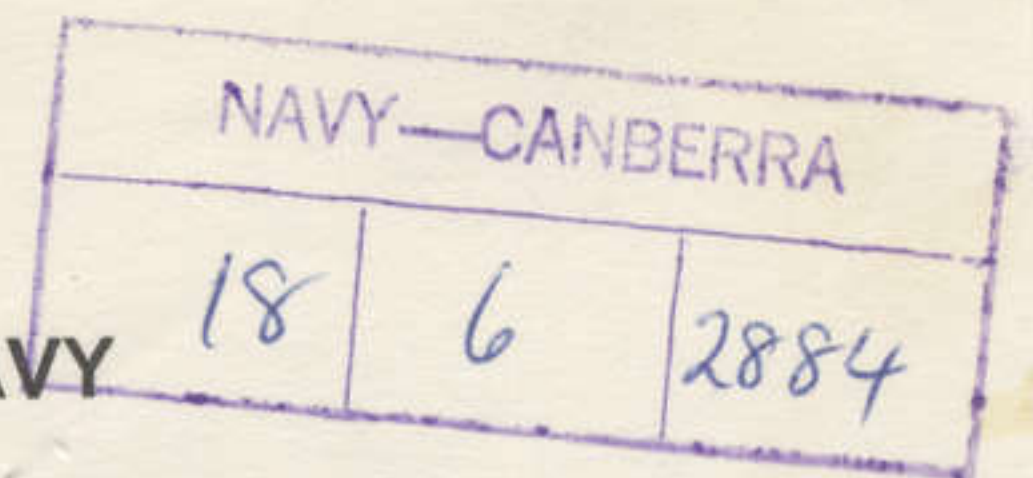


TELEPHONE: 6451

IN REPLY QUOTE C1-16-8



ROYAL AUSTRALIAN NAVY



Naval Headquarters,  
DARWIN. N.T. 5790.

29 JUN 1971

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - MAY, 1971.

Reference: RI Appendix 29A.

Forwarded.

(A.H. McINTOSH)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

*RT* Enclosure: HMAS ASSAIL Report of Proceedings dated 3rd June, 1971.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET  
The Commanding Officer, AUSTRALIAN MINE WARFARE & PATROL FORCES  
The Commanding Officer, HMAS ASSAIL

HMAS ASSAIL,  
at Sea.

3rd June, 1971.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - MAY, 1971

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of May, 1971. All times are zone India Kilo (-0930) unless otherwise stated.

2. At the commencement of the month ASSAIL was berthed port side to HMAS ADVANCE at Inner Stokes Hill Wharf, Darwin.

3. You, Sir, accompanied by your Operations Officer, joined ASSAIL for her annual sea inspection at 0900 on the 4th. At this time ASSAIL was the outboard ship of the trot and HMAS ATTACK, the inboard vessel, was declared 'on fire'. Since HMAS ADVANCE was unable to use her main engines I was ordered to use ASSAIL to move ADVANCE out of the Inner Harbour. Consequently ASSAIL let go and, with HMAS ADVANCE lashed to her port side, proceeded from Inner Darwin Harbour at 0903. After moving into the Outer Harbour HMAS ADVANCE was slipped and HMAS ATTACK joined to commence OOW manoeuvres. HMAS ATTACK was detached at 0940 and at this time HMAS ADVANCE was declared a 'hostile, illegal fishing vessel' and she was duly boarded by ASSAIL's boarding party. On completion of the BOARDX ASSAIL conducted a short period of OOW manoeuvres whilst returning to Darwin and at 1035 ASSAIL secured outboard of HMAS ADVANCE at Inner Stokes Hill Wharf. ASSAIL slipped again at 1130 and proceeded northward to Cape Don Light (11° 18'.5 S 131° 46'E) where an anchorage was effected at 1800 that evening. The 975 radar failed whilst in this anchorage and remained unserviceable until repaired by ship's staff in Wyndham on the 12th.

4. Anchor was weighed at 0900 on the 5th and ASSAIL proceeded through Dundas Strait into Port Essington and anchored adjacent to the site of Victoria where an attempt to settle the Northern Territory foundered in 1849. Not a great deal remains of the settlement, however the remnants of Government House and a number of married quarters were readily located by an explorative party landed during the afternoon. The southern walls of the married quarters embody some very good examples of Cornish round chimneys although falling trees and the encroachment of tropical undergrowth have taken their toll. In addition to the above ruins the original stone jetty was found to be still functional except that it was almost completely overgrown with mangroves.

5. ASSAIL weighed and proceeded at 0700 on the 7th and whilst enroute to Darwin advantage was taken of the ideal weather conditions to conduct a small arms shoot and a number of evolutions and exercises. On completion of these exercises at 1700 ASSAIL entered Darwin Harbour and secured outboard of HMAS ADVANCE.

6. Four CMF personnel and two Army instructors were embarked at 1000 on Monday the 10th for passage to Wyndham as part of their annual training and ASSAIL slipped and proceeded at 1800 that evening. Sailing had been delayed to enable base staff to investigate the defective 975 radar and although unable to rectify the fault prior to ASSAIL's departure new parts were supplied which subsequently enabled ship's staff to effect the repairs in Wyndham.

7. A visual landfall was made on Medusa Shoal Buoy at 0615 on the 11th and after passing Lacrosse Island at 0900 ASSAIL entered Cambridge Gulf to commence the passage into Wyndham. Clocks were retarded ninety minutes to zone Hotel (-0800) at 1120 and at 1200H ASSAIL secured port side to the Meatworks Wharf in Wyndham. Having embarked fuel and water ASSAIL moved to berth outboard of SS DELAMERE at 1430H and the army personnel were disembarked at 1600 the same evening.
8. ASSAIL slipped and proceeded from Wyndham at 0700H on the 13th and with the radar again serviceable an OOW blind pilotage transit of Cambridge Gulf was exercised. When clear of Medusa Shoal course was set for Troughton Island and at 1900H ASSAIL came to anchor in a position 240 Troughton Island Light 3 cables. I called on the lighthouse keeper and radio operator at 0930H the following morning.
9. Anchor was weighed at 1200H on the 14th and, having advanced clocks one and a half hours to zone India at 0300H, ASSAIL entered Darwin Harbour where she secured port side to Inner Stokes Hill Wharf at 0800 on Saturday the 15th.
10. At 1230 on Sunday the 16th ASSAIL proceeded from Darwin towards a scheduled rendezvous with HMAS SYDNEY, enroute to Vietnam. A crew for AWB 4004, which HMAS SYDNEY had transported north, was embarked prior to departure and in addition to the normal transfer of mail ASSAIL was to escort AWB 4004 from the rendezvous position to Darwin. Identities were exchanged with HMAS SYDNEY at 1950 and at 2005 the rendezvous was effected in position  $11^{\circ}07'S$   $129^{\circ}50'E$ . Transfers were completed at 2030 and ASSAIL, with AWB 4004 in company, commenced the one hundred and twenty mile passage to Darwin. Good weather prevailed throughout the night and ASSAIL secured port side to Inner Stokes Hill Wharf at 1000 on Monday the 17th and AWB 4004 came alongside at 1035.
11. Having completed a short self maintenance period ASSAIL slipped at 1000 on the 25th to commence a fourteen-day eastabout fishery surveillance patrol and coastwatcher visit. At 1945, when in the vicinity of Jones Shoal ( $10^{\circ}57'.5S$   $132^{\circ}15'.5E$ ) course was altered to investigate a number of contacts operating inside the Declared Fishing Zone. One Japanese processor and four trawlers were subsequently identified as legal to fish in the area and after signalling a Category 'C' sighting report to ACNB (my 251120Z), ASSAIL resumed her patrol.
12. A landfall was made on Northwest Crocodile Island at 0650 on the 26th and at 1000 ASSAIL entered Sandy Cove on the western side of Elcho Island where she found an anchorage two cables abreast of the Methodist Mission. I proceeded inshore at 1100 and called on the mission superintendent, the Reverend H.U. Shepherdson, M.B.E.
13. Anchor was weighed at 0700 on the 27th and after anchoring overnight in an unnamed bay on the west coast of Wigram Island ( $11^{\circ}46'S$   $136^{\circ}32'E$ ), ASSAIL proceeded into Alyangula and berthed across the face of the newly completed small ship's jetty at 1700 on the 28th. Fuel and water were embarked and at 1300 on Saturday the 29th ASSAIL departed Alyangula to continue her patrol in the Gulf of Carpentaria. Five miles south of Groote Eylandt the Japanese prawn processor KYOSHIN MARU No. 51, together with four Japanese trawlers, was closed and identified. All five vessels were legal to fish in the area and after signalling the appropriate report to ACNB (my 290802Z) ASSAIL continued her patrol.

14. At 0620 on Sunday 30th an anchorage was found at the mouth of the Sandalwood River on the northwestern coast of Mornington Island. A highly successful fishing and recreation party was landed later the same day. Conditions in the anchorage deteriorated during the forenoon of the 31st and at 1200 ASSAIL weighed and proceeded to anchor in the lee of Bountiful Islands (16° 40'S 139° 51'E) where she remained until the end of the month.

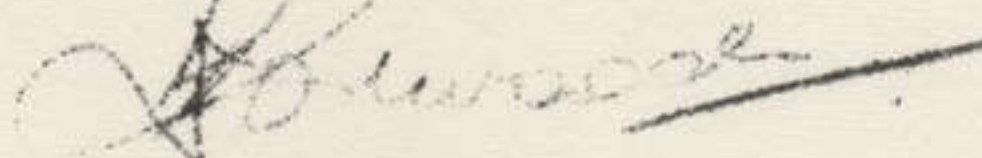
15. The material condition of the ship throughout the month was satisfactory with the only major defect, the unserviceable 975 radar, being made good with base assistance. The appearance of the ship remains satisfactory. *agen*

16. The health, welfare and conduct of the ship's company throughout the month have been satisfactory and on completion of divisions, which were held on the 6th, I addressed them on matters of security, discipline and safety. A comprehensive training programme introduced during April culminated when more than one third of ASSAIL's ship's company attempted the May Branch Technical Tests. The morale of the ship's company remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.B. FORWOOD)  
LEUT SDEX C  
COMMANDING OFFICER.



APPENDIX 'A'

STEAMING APPENDIX

- (a) 2291.7 miles
- (b) 153 hours
- (c) 58500.5 miles
- (d) 4573.2 hours

APPENDIX 'B'

EXERCISE APPENDIX

- 4th May Crash Sail  
BOARDEX  
OOW Manoeuvres
- 7th May Small Arms Shoot  
Man Overboard Recovery  
OOW Ship Handling  
Main Engine Breakdown  
Steering Gear Breakdown  
XO Conned ship for Entry/Alongside Darwin
- 13th May OOW Blind Pilotage Transit of Cambridge Gulf
- 15th May XO Conned ship alongside Darwin
- 29th May Man Overboard Recovery  
OOW Ship Handling

APPENDIX 'C'

SPORTING APPENDIX

19th May	Interpart Tennis	4 Persons
	Golf Navy v Army	2 Persons
30th May	Interpart Volleyball	12 Persons
	Interpart Seven-A-Side Rugby	14 Persons
	TOTAL	32 Persons

APPENDIX 'D'

TRAINING APPENDIX

SECTION II	BTT	1 POCOX	for	CPOCOX
		1 POQMG	for	CPOQMG
		1 MED	for	LMED
		2 ABQMG	for	LSQMG
		1 ABWM	for	LSWM

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

PROGRESSIVE TOTAL ENGINE HOURS

HMAS *ASSAIL*  
 DATE *3 June 1971*

Age since first commissioning... *2 1/2* years  
 Miles steamed since first commissioning... *58500.5* miles

No.1... *1286*  
 No.2... *989*  
 No.3.....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)								Remarks
	Day	1													2	H	E	L	G	TAS	ND	C	
1	✓		✓										✓										
2	✓		✓										✓										
3	✓		✓										✓										
4	✓		✓										✓										Defective 975 RADAR.
5	✓		✓										✓										
6	✓		✓		✓								✓										WYNDHAM
7	✓		✓										✓										
8	✓		✓										✓										
9	✓		✓										✓										
10	✓		✓						✓				✓										
11	✓		✓						✓				✓										
12	✓		✓										✓										
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19	✓		✓								✓		✓										
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22	✓		✓								✓		✓										
23	✓		✓								✓		✓										
24	✓		✓								✓		✓										
25	✓		✓								✓		✓										
26	✓		✓								✓		✓										
27	✓		✓								✓		✓										
28	✓		✓								✓		✓										RAYAIGULA
29	✓		✓						✓				✓										
30	✓		✓										✓										
31	✓		✓										✓										
Total	31		24		1	2			3	7			14										

RESTRICTED

18.6.2931

DEPARTMENT OF THE NAVY

HMAS ASSAIL

Report of Proceedings JUNE, 1971

AS(NS) *Ch. 2/8.*

D of O *2/8.*

~~DCNS~~

1NM *2/8*

2NM *2/8*

3NM *10/8*

4NM *11/8*

SECRETARY *11/8*

~~DCNS~~ *12/8*  
C of S *16/8*

DPR *18/8*

AS(NS) (NS55) *18/8*

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

RESTRICTED

*18/8*



TELEPHONE:

IN REPLY QUOTE

RECEIVED  
27 JUL P.M.  
6451 NAVY REGISTRY

C1-16-8

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA  
18 6 2931

Naval Headquarters,  
DARWIN. N.T. 5790.

26 JUL 1971

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - JUNE, 1971

Reference: RI Appendix 29A.

Forwarded.

(A.H. McINTOSH)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

RT Enclosure: HMAS ASSAIL Report of Proceedings dated 1st July, 1971.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Commanding Officer, HMAS ASSAIL

RESTRICTED

HMAS ASSAIL  
at Sea.

1st July, 1971.

Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - JUNE, 1971

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of June, 1971. All times are zone India Kilo (-0930) unless otherwise stated.

2. At the commencement of the month ASSAIL was anchored in the lee of Bountiful Island (16°40'S 139°51'E) where, at 0500K on the 1st, anchor was weighed and the ship commenced passage to Karumba. After passing the fairway buoy which marks the mouth of the Norman River ASSAIL crossed the bar on the flood tide and proceeded to secure port side to the Craig Mostyn Trawler Wharf Karumba at 1545K.

3. ASSAIL moved out from her berth at 0815K on the 3rd and anchored downriver to await high water before proceeding into the Gulf of Carpentaria at 1200K to continue her patrol whilst enroute to Weipa. The 1971 prawning season shows promise of producing another record catch for the Australian Pawning Industry and this was reflected by the large number of trawlers operating in the Gulf. ASSAIL closed and identified more than fifty Australian trawlers operating in an area some twelve miles offshore between the Nassau and Mitchell Rivers and almost without exception record catches were being made.

4. At 1100K on the 4th ASSAIL entered the marked channel leading into Weipa and at 1150K the ship secured port side to SS KAROOLA at the Evans Landing Wharf. I called on the Assistant Harbour Master, Captain K. DWYER and the Senior Customs Officer Mr. B. Jackson during that afternoon and a tour of the Comalco bauxite mining operation, followed by volleyball match and indoor sports evening, were arranged.

5. ASSAIL departed Weipa at 0945K on Saturday the 5th to commence the return passage to Darwin. A landfall was made on Cape Wessel at 0800K on Sunday the 6th and shortly afterwards ASSAIL came to anchor in Trafalgar Bay on the western side of Marchinbar Island (11°07'S 136°42'E). Clocks were retarded thirty minutes to zone India Kilo at 1100K and sporting and recreation parties were landed during the afternoon. Whilst in this anchorage the 975 radar failed and remained unserviceable until repairs were effected with base assistance on the 14th.

6. Anchor was weighed at 0800 on the 7th and the following morning, after an uneventful overnight passage, ASSAIL commenced her quarterly full power trial. On successful completion of the trial ASSAIL entered Darwin Harbour where she secured port side to Inner Stokes Hill Wharf at 1200 to commence a ten-day self maintenance period.

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..2/

7. HMAS ADVANCE secured alongside at 0830 on the 14th and at 0930 on Tuesday the 15th ASSAIL proceeded into Outer Darwin Harbour to 'warm through' her engines before effecting an oil change.
8. At 1530 on the 17th advice was received that a dismasted trimaran, the Darwin Star, was in need of assistance forty miles northwest of Darwin. ASSAIL came to immediate notice for power and at 1550 she slipped and proceeded. The Darwin Star was located in position  $12^{\circ}08'S$   $130^{\circ}12'E$  at 1800 and after discussion with her owner/skipper, Mr. L.J. Brooking, the trimaran was taken in tow at 1810. Sea conditions had abated considerably and after an uneventful towing evolution ASSAIL entered Inner Darwin Harbour and secured outboard of HMAS ADVANCE at 2359.
9. ASSAIL proceeded to sea at 1000 on Sunday the 20th to combine scheduled rocket flare and surface firings with a Family Day and, on completion of the shoot, ASSAIL anchored for three hours in Bynoe Harbour before returning to Darwin at 1630.
10. HMA Ships ASSAIL and ADVANCE slipped from Inner Stokes Hill Wharf at 0930 on the 22nd and proceeded out of harbour in line ahead for scheduled firing exercises. OOW manoeuvres were conducted enroute to the firing area and at 1115 a CRSUX was conducted using drum targets. A ROFX, followed by an AAFX, was then conducted and on completion both ships proceeded southward to anchor in the lee of Gilruth Point at 1250. Anchor was weighed at 1500 and heaving line transfers and OOW manoeuvres were exercised during the return to Darwin. ASSAIL berthed port side to Inner Stokes Hill Wharf at 1630 and shortly afterwards ADVANCE secured alongside.
11. At 0930 on Thursday the 24th HMA Ships ASSAIL and ADVANCE again proceeded to the firing area south of Bathurst Island where a CRSUX was conducted. ASSAIL and ADVANCE then proceeded into Bynoe Harbour where a blind pilotage formation anchorage was effected in a position  $11^{\circ}25'S$   $130^{\circ}34'E$  at 1220. A competitive small arms shoot was conducted whilst at anchor and after weighing at 1430 both ships returned to Darwin having exercised man overboard recovery and OOW manoeuvres enroute.
12. ASSAIL slipped and proceeded from Darwin at 0825 on the 25th to conduct 40/60 gun functioning trials. On successful completion of the trials ASSAIL returned to harbour at 1210 and secured outboard of HMAS ADVANCE where she remained until the end of the month.
13. The material condition of the ship has been satisfactory throughout the month although a number of electrical defects requiring base assistance have occurred. In addition to the defective 975 radar a fault developed in the steering motor which caused it to shut down intermittently and a defective sullage pump motor in the after shower placed an additional load on the senior sailors bathing facilities. The appearance of the ship remains satisfactory.

...3/

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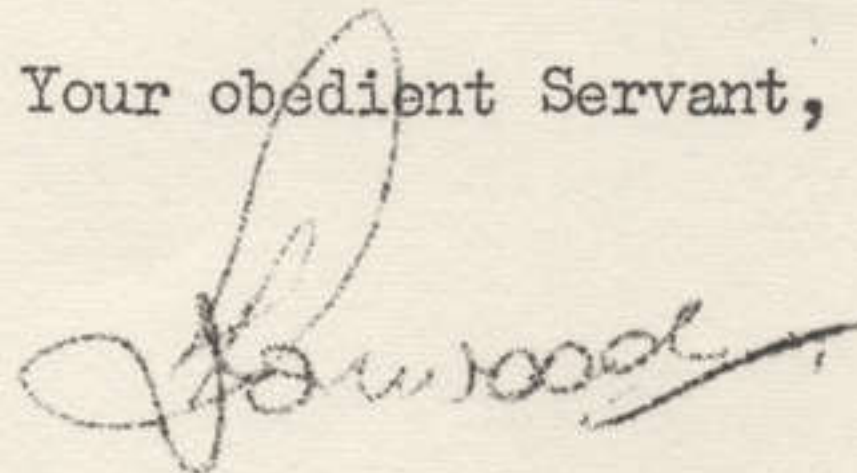
- 3 -

14. The health, welfare and conduct of the ship's company throughout the month have been satisfactory and the 100% pass achieved by candidates in the May Branch Technical Tests reflect favourably the attitude of ASSAIL's ship's company towards their training and advancement. The morale of the ship's company remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.B. FORWOOD)  
Lieutenant, R.A.N.  
COMMANDING OFFICER.

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APPENDIX 'A'

Steaming Appendix

- (a) 1541.1
- (b) 112
- (c) 60041.6
- (d) 4685.2
- (e) 8th June. Two hours quarterly full power trial  
17th June. Two hours enroute to disabled trimaran  
'Darwin Star'.

APPENDIX 'B'

Exercise Appendix

- 20th June CRSUFX  
Small Arms Shoot
- 22nd June OOW Manoeuvres  
CRSUFX  
ROFX  
AAFX  
Heaving Line Transfers
- 24th June CRSUFX  
Blind Pilotage Formation Anchorage  
Small Arms Shoot  
Man Overboard Recovery Exercises  
OOW Manoeuvres
- 25th June XO Conned ship for departure Darwin  
40/60 Shoot  
XO Conned ship for Entry/Alongside Darwin

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APPENDIX 'C'

Sporting Appendix

4th June	Volleyball v Comalco Weipa 'B' Won	15 - 6 ) 15 - 5 )	6 persons
	Volleyball v Comalco Weipa 'A' Lost	12 - 15 ) 9 - 15 )	6 persons
6th June	Interpart Volleyball		12 persons
	Seven-a-Side Rugby		14 persons
16th June	HMAS ASSAIL Annual Swimming Carnival		15 persons
23rd June	Interpart Squash		6 persons
	Golf Navy v Army		2 persons
30th June	Interpart Squash		4 persons
	Interpart Tennis		4 persons
	Golf Navy/Army v RAAF		2 persons
		Total	<u>71 persons</u>

APPENDIX 'D'

Training Appendix

Section II May Branch Technical Test.

1 POQMG	passed for	OPOQMG
1 MED	passed for	LMED
2 ABQMG	passed for	LSQMG
1 ABWM	passed for	LSWM

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HMAS ASSAIL Age since first commissioning.....<sup>3</sup>.....years  
 DATE 1 JUL 76 Miles steamed since first commissioning.....60,041.6.....miles

No.1. 76.....  
 No.2. 106.....  
 No.3.....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)										Remarks
	1	2													H	E	L	G	TAS	ND	C	EW	DL	CPT	
1	✓		✓																						
2	✓		✓																						
3	✓		✓						✓																
4	✓		✓																						
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27	✓		✓	✓						✓															
28	✓		✓	✓						✓															
29	✓		✓	✓						✓															
30	✓		✓	✓						✓															
31	✓		✓	✓						✓															
Total	30		18	4	4					12			19												

WEIPA  
 DEFECTIVE  
 975  
 RADAR

18.6.2974

**RESTRICTED**

DEPARTMENT OF THE NAVY

HMAS ASSAIL

Report of Proceedings JULY 71

~~AS(NS)~~ *Ed 22/8*

~~D of O~~ *Ed*

~~DCNS~~

~~1NM~~ *PD 1/10*

~~2NM~~ *Ed 4/10*

~~3NM~~ *Ed 1/10*

~~4NM~~ *Ed 9/10*

~~SECRETARY~~ *Ed 4/10*

~~C of S~~ *Ed 11/10*

~~DPR~~ *Ed 15/10*

~~AS(NS) (NS55)~~ *Ed 19/10*

- NOTES:
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  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

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*Ed 27/8*



NAVY—CANBERRA		
18	6	2974

DEPARTMENT OF THE NAVY

26 AUG A.M.  
NAVY REGISTRY

TELEPHONE: 6451

IN REPLY QUOTE C1-16-8

Naval Headquarters,  
DARWIN. N.T. 5790.

25 AUG 1971

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - JULY, 1971.

Reference: RI Appendix 29A.

Forwarded.

(A.H. McINTOSH)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

*AT* Enclosure: HMAS ASSAIL Report of Proceedings dated 1st July, 1971.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Commanding Officer, HMAS ASSAIL

RESTRICTED

HMAS ASSAIL  
at Sea.

3rd August, 1971.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - JULY 1971.

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of July, 1971. All times are zone India Kilo unless otherwise stated.

2. At 1200 on the 1st ASSAIL moved from her berth alongside HMAS ADVANCE and proceeded out of Darwin Harbour to commence a fourteen-day patrol off the northwest coast which was to include sovereignty visits to Scott and Ashmore Reefs.
3. A landfall was made on Troughton Island Light at 0645 on the 2nd and, after conducting a coastal sweep throughout Admiralty Gulf, ASSAIL entered Fenelon Passage to anchor in the lee of Fenelon Island (14°08'S 125°41'E) at 1140. Clocks were retarded one hour to zone Hotel India (-0830) at 1700 that evening.
4. Anchor was weighed at 0630HI on Saturday the 3rd and ASSAIL proceeded southward into the Bonaparte Archipelago. A fishing vessel was sighted in the vicinity of Prudhoe Island (14°25'S 125°16'E) at 0900HI and after ascertaining that the vessel was the Australian trawler, TORBRAY, ASSAIL resumed her patrol. Rogers Strait was transitted during the early afternoon and as ASSAIL was ahead of her scheduled ETA the opportunity was taken to examine the deep, well-sheltered bay at the head of Sampson Inlet (15°30'S 124°29'E). Examination showed that this bay affords an excellent cyclone anchorage for vessels of medium and light draughts and details of the anchorage have been forwarded to the Hydrographer, RAN (ASSAIL's Hydrographic Note 6/71 refers).
5. Having weighed at 0800HI on Sunday the 4th ASSAIL proceeded through the Buccaneer Archipelago enroute to Cockatoo Island. Clocks were retarded thirty minutes to zone Hotel at 1600HI and after anchoring overnight off Macleay Island (15°57'S 123°41'E) ASSAIL entered Yampi Sound at 1600H on the 5th and anchored four cables south of the boat jetty on Cockatoo Island. I then proceeded inshore to call on the coastwatcher, Constable J. Traynor, and an indoor sports night at the Yampi Recreation Club was arranged for that evening.
6. ASSAIL departed Cockatoo Island at 0800H on the 6th and proceeded southward to continue her patrol through King Sound whilst enroute to Broome. An overnight anchorage was found in Beagle Bay (16°52'S 122°33'E) and at 1400H on the 7th ASSAIL entered Roebuck Bay and secured port side to the Inner Main Wharf, Broome.

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..2/

RESTRICTED

-2-

7. Having fuelled, watered and taken on fresh provisions ASSAIL proceeded from Broome at 1000H on the 9th and course was set for the sovereignty visit to Scott Reef some 280 miles to the northwest. A landfall was made on Sandy Islet at 0700H on Saturday the 10th and shortly afterwards ASSAIL entered the southern lagoon to anchor in a position 210 Sandy Islet 2.
8. Anchor was weighed at 1200H on Sunday the 11th and having closed and identified two Australian vessels, the FV ANDREW out of Fremantle and MV WARRAWEE out of Darwin, ASSAIL proceeded northward towards Ashmore Reef. Seringapatam Reef was passed close abeam to starboard during the early evening and after making landfall on the westernmost islet in the Ashmore Reef group, ASSAIL negotiated the narrow gap on the northwestern side of the reef to find reasonable anchorage in 6 fathoms at 0730H on the 12th. A party was landed on West Islet during the forenoon and although there was evidence of recent subsistent fishing activities on the islet the automatic weather station and associated equipment was found to be intact.
9. After weighing at 1800H on the 12th ASSAIL circumnavigated Ashmore Reef and, having obtained a departure fix on Cartier Islet at 2100H, course was set for Darwin. Following a comfortable crossing of the Arafura Sea, during which clocks were advanced ninety minutes to zone India Kilo, a landfall was made on Charles Point Light at midnight on the 13th and ASSAIL entered Darwin Harbour the following morning to secure port side to Inner Stokes Hill Wharf at 0800. Fuel and water were embarked on arrival and the ship remained at one hour's notice until 1400 on the 15th when, in execution of previous orders, ASSAIL proceeded from Darwin. Having completed her assigned task ASSAIL returned to her berth at Inner Stokes Hill Wharf at 0800 on Saturday the 17th (NOCNAs 150457Z refers).
10. On completion of a short self maintenance period ASSAIL slipped and proceeded from Darwin at 1000 on the 27th to commence a fishery patrol in the Gulf of Carpentaria. A landfall was made on Stevens Isle at the northwestern entrance to Brown Strait at 0900 on the 28th and after anchoring overnight in a large unnamed bay on the western coast of Wigram Island (11°46S 136°34E) ASSAIL entered Melville Bay and secured alongside the Diesel Jetty, Gove at 1100 on the 29th. Fuel and water were embarked on arrival and at 1330 the same afternoon ASSAIL departed Gove to continue her patrol along the western coast of the Gulf of Carpentaria.
11. At 0030 on the 30th course was altered to investigate a number of fishing vessels operating inside the Declared Fishing Zone to the south of Groote Eylandt. Two Japanese processors and three trawlers were closed and identified as legal to fish in the area and after signalling a Category 'C' sighting report to ACNB (My 292230Z) ASSAIL resumed her patrol. During the forenoon of the 30th close range surface and 50 calibre firing exercises using drum targets were conducted and after anchoring off North Island in the Sir Edward Pellew Group a competitive small arms shoot was held.
12. Anchor was weighed at 0700 on Saturday the 31st and advantage was taken of the ideal sea conditions prevailing to conduct exercises in minor NBCD, pumping and flooding, man overboard recovery, OOW ship handling and main engine breakdowns. A landfall was made on Lakes Islet at 1630 that afternoon and at 1700 an anchorage was found off the mouth of the Sandalwood Place River on the northwestern coast of Mornington Island (16°27S 139°20E). ASSAIL remained in this anchorage until the end of the month.

RESTRICTED

...3/

RESTRICTED

- 3 -

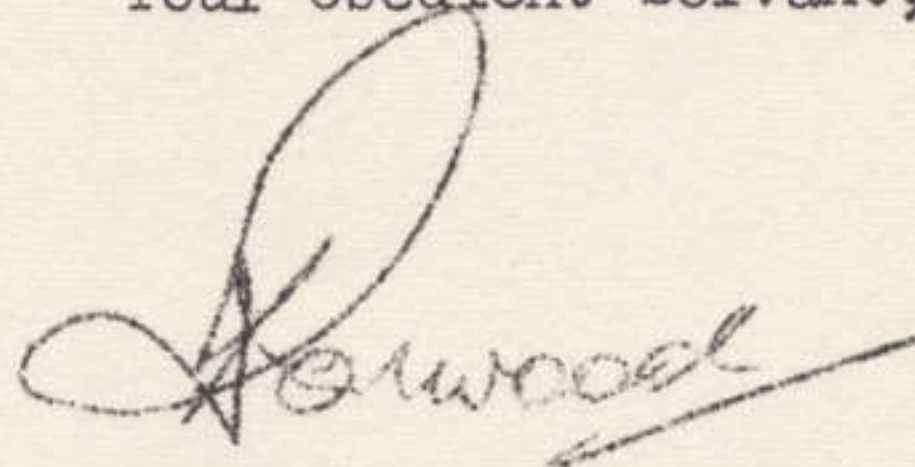
13. The material condition of the ship has been satisfactory throughout the month with all minor defects being made good by the ship's staff and the only major defect, a fractured fuel pump drive shaft on the starboard engine, being made good with base assistance. The appearance of the ship remains satisfactory.

14. The health, welfare and conduct of the ship's company have been satisfactory throughout the month and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,

A handwritten signature in dark ink, appearing to read 'R. Forwood', with a long horizontal flourish extending to the right.

(R.B. FORWOOD)  
Lieutenant, R.A.N.  
COMMANDING OFFICER

RESTRICTED

APPENDIX 'A'

Steaming Appendix

- a. 3204.9 Miles
- b. 223 - Hours
- c. 63246.4 Miles
- d. 4908.2 Hours

APPENDIX 'B'

Exercise Appendix

- 3rd July OOW Blind Pilotage Transit of Rogers Strait
- 9th July XO Conned Ship for Departure Broome
- 17th July XO Conned Ship for Entry/Alongside Darwin
- 28th July OOW Blind Pilotage Transit of Brown Strait
- 30th July CRSUFX (40/60)
  - 50 Cal Firing Exercise
  - Small Arms Shoot
- 31st July Minor NBCD Exercise
  - Pumping and Flooding Exercise
  - Man Overboard Recovery
  - Main Engine Breakdowns
  - Steering Gear Breakdowns
  - OOW Ship Handling



MONTHLY RETURN OF SHIP AVAILABILITY

HMAS **ASSAIL**  
 DATE **3 AUGUST 1971**

Age since first commissioning **3 1/2** years  
 Miles steamed since first commissioning **63246.4** miles

PROGRESSIVE TOTAL ENGINE HOURS

No.1 **1520**  
 No.2 **1293**  
 No.3

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)							Remarks	
	1	2													H	E	L	G	TAS	ND	C		EW
1	✓		✓																				
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10	✓		✓						✓														
11	✓		✓			✓																	Bloomie
12	✓		✓			✓																	} SOVEREIGNTY CRUISE SCOTT, ASHMOLE AND SINGAPORE REEFS
13	✓		✓			✓																	
14	✓		✓			✓																	
15	✓		✓			✓																	
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29	✓		✓		✓					✓													
30	✓		✓	✓	✓					✓													
31	✓		✓	✓						✓													
Total	31		22	2	1	6			2	9			11										

RESTRICTED

18/6/3052

DEPARTMENT OF THE NAVY

HMAS ASSAIL Report of Proceedings AUGUST 71

AS(NS) *[Signature]* 13/10.

D of O *[Signature]* 14/10.

DCNS

1NM *[Signature]* 22/10

ASNS - Ask NOCNA why it took so long to type 'Forwarded' please  
- Action taken on file No. 1234/51/508

2NM *[Signature]*

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4NM *[Signature]* 25/10

SECRETARY *[Signature]* 28/10

C of S *[Signature]* 28/10

DPR *[Signature]* 29/10

AS(NS) (NS55) *[Signature]* 11/11

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

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*[Signature]* 12/10



TELEPHONE:

6451

IN REPLY QUOTE

C1-16-8

11 OCT 1971

ENTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANTON

18

6

3052

Naval Headquarters,  
DARWIN. N.T. 5790.

06 OCT 1971

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - AUGUST, 1971.

Reference: RI Appendix 29A.

Forwarded.

(A.H. McINTOSH)  
CAPTAIN, R.A.N.  
Naval Officer Commanding  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL Report of Proceedings dated 2nd September, 1971.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Commanding Officer, HMAS ASSAIL

RESTRICTED

HMAS ASSAIL  
at Darwin.

2nd September, 1971.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - AUGUST, 1971.

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of August, 1971. All times are zone India Kilo (-0930) unless otherwise stated.

2. At the commencement of the month ASSAIL was anchored at the mouth of the Sandalwood Place River on the Northwestern coast of Mornington Island. Anchor was weighed at 0930K on Sunday the 1st and ASSAIL proceeded to continue her patrol along the eastern coast of the Gulf of Carpentaria. Whilst patrolling northward towards Weipa a number of Australian trawlers were investigated in the vicinity of Nassau and Mitchell rivers but it was evident that prawning activities in the Gulf have abated considerably since ASSAIL's June Patrol.

3. ASSAIL entered the marked channel leading into Weipa at 0900K on the 2nd and shortly afterwards the ship berthed port side to Evans Landing Jetty. I called on the Senior Customs Officer in Weipa, Mr. B. Jackson, during the forenoon and a cricket match, followed by volleyball and an indoor sports evening were arranged. Although ASSAIL's ship's company was no match for the COMALCO volleyball team they were able to hold the cricket team to a draw and easily won the majority of events during the indoor sports evening.

4. After a very pleasant 24 hour visit ASSAIL departed Weipa at 0900K on the 3rd to resume her patrol whilst enroute to Port Moresby. Transit of Torres Strait was completed during the afternoon and at 1900K an anchorage was found in the lee of Twin Island (10°28'S 142°26'E). Anchor was weighed at 0800K the following morning and ASSAIL proceeded into The Great Northeast Channel where a departure fix was obtained on Bramble Cay at 1900K and course was set for Port Moresby. Strong sou'easterlies and a short, steep sea made for an uncomfortable crossing of the Coral Sea and at 0930K on the 5th ASSAIL came to anchor inside Port Moresby Harbour to "square away" before proceeding to secure port side to the Army Small Ships Wharf at 1100K. I called on the Deputy Naval Officer in Charge, Papua and New Guinea, LCDR P.P. Stilwell, R.A.N., who returned my call and entertained my Executive Officer and I to lunch. On the evening of Thursday 5th August I attended a buffet dinner at Murray Army Barracks which had been arranged to enable members of the New Guinea Command to meet the Kerr Committee. The following evening an official cocktail party for some thirty five local dignitaries was held onboard HMAS ASSAIL.

5. ASSAIL departed Port Moresby at 1000K on Saturday the 7th and proceeded via The Great Northeast Channel and Flinders Passage to berth port side to the Main Wharf Thursday Island at 1100K on Sunday the 8th. Fuel and water were embarked and ASSAIL proceeded from Thursday Island at 1000K on the 10th to commence the return passage to Darwin.

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RESTRICTED

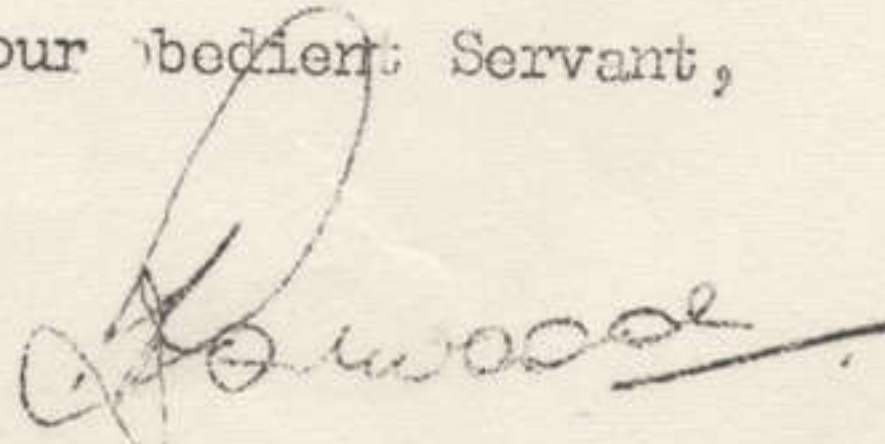
- 2 -

6. A landfall was made on New Year Island at 1530K on the 11th and shortly afterwards course was altered to investigate a number of contacts operating inside the Declared Fishing Zone. Six Japanese trawlers were closed and identified as legal to fish in the area and after signalling a Category 'C' sighting report to ACNB (My 110930Z) ASSAIL proceeded into Port Essington where an anchorage was found in the lee of Smith Point at 2030K. Clocks were retarded thirty minutes to zone India Kilo at this time.
7. Anchor was weighed at 0430 on the 12th and after completing a blind pilotage transit of Clarence Strait ASSAIL closed and identified as legal a further two Japanese trawlers operating to the westward of the Vernon Islands. As ASSAIL was ahead of her scheduled ETA advantage was taken of the ideal sea conditions prevailing to exercise man overboard recovery and OOW ship handling before entering Darwin Harbour and securing port side to Inner Stokes Hill Wharf at 1600.
8. At 1700 on Monday the 16th FOCEA, Rear Admiral G.J.B. Crabb, C.B.E., D.S.C., walked around HMAS ASSAIL during his annual visit to ships and establishments in the North Australia Area.
9. ASSAIL proceeded from Darwin at 0900 on the 18th to combine a visit to Port Keats Mission with a three-day patrol in the Joseph Bonaparte Gulf. An anchorage was found in the lee of Peron Island (13 07'S 129 55'E) at 2030 that evening and, having weighed at 0800 on the 19th, ASSAIL entered Port Keats at 1315 and came to anchor in a position 130 Cape Hay 4.2. miles. Anchor was weighed at 0600 the following morning and ASSAIL returned to Darwin where she secured port side to Inner Stokes Hill Wharf at 1600 on the 20th to commence a fourteen-day assisted maintenance period.
10. HMAS ADVANCE secured alongside at 1630 on the 22nd and at 0900 on Tuesday the 31st ASSAIL proceeded into Outer Darwin Harbour to "warm through" her engines before effecting an oil change. The opportunity was taken to exercise OOWs in ship handling and a number of berthings and alongsides were exercised on the face of the main wharf before ASSAIL returned to Inner Harbour and berthed on HMAS ADVANCE. ASSAIL remained in this berth until the end of the month.
11. The material condition of the ship was satisfactory throughout the month with no major defects occurring. Fine weather during the greater part of ASSAIL's August patrol, coupled with the present assisted maintenance period, has enabled a considerable amount of maintenance and ship husbandry to be progressed and the appearance of the ship is considered satisfactory.
12. The health, welfare and conduct of the ship's company have been satisfactory throughout the month and their morale remains high.

I have the honour to be

Sir,

Your obedient Servant,



(H. FORWOOD)  
Lieutenant R.A.N.  
COMMANDING OFFICER.

RESTRICTED

APPENDIX 'A'

Steaming Appendix

- a. 2373.4 Miles
- b. 154 Hours
- c. 65619.8 miles
- d. 5062.2 hours.

APPENDIX 'B'

Exercise Appendix

2nd August	XO Conned ship for Entry/Alongside Weipa
3rd August	OOW Blind Pilotage transit of Torres Strait.
8th August	OOW Blind pilotage transit of Great Northeast Channel
11th August	OOW Blind pilotage anchorage Port Essington.
12th August	OOW Blind pilotage transit of Clarence Strait.
	Main Engine Breakdowns
	Steering Gear Breakdowns
	Man Overboard Recovery
	OOW Ship Handling
18th August	XO Conned ship for departure Darwin
19th August	OOW Blind pilotage anchorage Port Keats
20th August	CRSUFX
	50 Cal Firing
	Small Arms Shoot
	Man Overboard Recovery
	OOW Ship Handling
	XO Conned ship for Entry/Alongside Darwin
31st August	OOW Alongside/berthing exercise
	OOW Ship Handling
	Man Overboard Recovery

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APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

HMAS **ASSAIL**  
 DATE **7 SEPTEMBER 71**

Age since first commissioning..... **3 2/2** years  
 Miles steamed since first commissioning... **65619.8** miles

PROGRESSIVE TOTAL  
 No. 1.....  
 No. 2.....  
 No. 3.....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)							Remarks		
	1	2													H	E	L	G	TAS	ND	C		EW	DL
1	✓		✓																					
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31	✓		✓						✓				✓											
<b>Total</b>	<b>31</b>		<b>22</b>		<b>1</b>					<b>9</b>			<b>18</b>											

*Refer notes*

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18/6/3093

DEPARTMENT OF THE NAVY

HMAS ASSATH Report of Proceedings SEPT 71

~~AS(NS)~~ 11/3/10

D of ~~9/21/10~~

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~~1NM~~

~~2NM~~ 7/3/11

~~3NM~~ 10/3/11

~~4NM~~ 12/4/11

SECRETARY 11/5/11

~~DCNS~~ 8/4

C of S 11/9/11

DPR 11/11

~~AS(NS)~~ (NS55) 11/18/11

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11/26/10





TELEPHONE: 6451

IN REPLY QUOTE C1-16-8

25 OCT P.M.

POST OFFICE

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 3093

Naval Headquarters,  
DARWIN. N.T. 5790.

22 OCT 1971

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - SEPTEMBER, 1971.

Reference: RI Appendix 29A.

Forwarded.

(A.H. McINTOSH)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL Report of Proceedings dated 2nd October, 1971.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Commanding Officer, HMAS ASSAIL

RESTRICTED

HMAS ASSAIL  
at Darwin.

2nd October, 1971.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - SEPTEMBER, 1971

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of September, 1971. All times are zone India Kilo (-0930).

2. At the commencement of the month ASSAIL was undergoing a Base Assisted Maintenance Period and was berthed alongside HMAS ADVANCE at Inner Stokes Hill Wharf, Darwin.
3. ASSAIL, with HMAS ADVANCE in company, slipped at 1000 on the 7th and proceeded from Darwin to carry out a short period of exercises before each ship commenced its respective patrol. However, shortly after clearing Inner Harbour, HMAS ADVANCE had to return to Darwin because of a defective gyro and at 1030 ASSAIL proceeded northward to commence her ten-day patrol of the Gulf of Carpentaria.
4. An OOW blind-pilotage transit of Clarence Strait was completed during the afternoon and at 1830 two Japanese trawlers operating in the vicinity of Cape Don Light (11°18'S 131°46'E) were closed and identified as legal to fish in the area (My 070825Z to ACNB refers). After clearing Dundas Strait course was altered to investigate another group of contacts operating inside the Declared Fishing Zone to the northeast of Port Essington and at 2030 a further five Japanese trawlers were closed and identified. A Category 'C' Sighting Report was signalled to ACNB (My 071250Z) and ASSAIL resumed her patrol.
5. Landfall was made on Stevens Isle at the northwestern entrance to Brown Strait at 1000 on the 8th and at 1430 a well-sheltered anchorage was found in the large unnamed bay on the western coast of Wigram Island (11°46'S 136°34'E). Anchor was weighed at 0700 the following morning and after rounding Cape Arnhem ASSAIL proceeded southward into Port Langdon. An anchorage was effected 2 miles northwest of Umbakumba Welfare Settlement (13°51.5'S 136°49'E) at 1530 and I called on the Superintendent of the Settlement, Mr. Keith Smith, the same afternoon.
6. Anchor was weighed at 0900 on the 10th and ASSAIL proceeded to continue her patrol northward of Groote Eylandt. Several contacts were detected inside the Declared Fishing Zone shortly after clearing Port Langdon and the Japanese prawn processors, KYOSHIN MARU No. 51 and AKITSU MARU No. 10, together with three Japanese trawlers, were closed and identified. The subsequent Sighting Report (My 100150Z to ACNB) brought the total of ASSAIL's reported sightings of foreign fishing vessels during 1971 to sixty two.

../2

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7. ASSAIL entered Milner Bay and secured port side to the Small Ships Jetty, Alyangula at 1330 on the 10th. Fuel and water were embarked that afternoon and at 0800 on Saturday the 11th ASSAIL departed Alyangula and proceeded southward towards the Sir Edward Pellew Islands. A landfall was made on North Island at 1430 and at 1615 ASSAIL came to anchor in Geranium Bay (15°41'S 136°55'E). The Vanderlin Island Coastwatcher was visited that evening and after weighing at 0630 on Sunday the 12th ASSAIL proceeded to continue her patrol across the southern coast of the Gulf of Carpentaria whilst enroute to Mornington Island. More than twenty Australian trawlers were closed and identified during the passage and at 1630 on the 12th an anchorage was found off the Sandalwood Place River on the north-western coast of Mornington Island. Conditions in the anchorage deteriorated during the night and at 0830 the following morning ASSAIL weighed and proceeded to anchor in the lee of Rocky Island (16°17'S 139°16'E). A highly successful fishing and recreation party was landed later that day and at 1200 on the 14th anchor was weighed and ASSAIL proceeded towards Gove.
8. Cape Arnhem was raised at 0500 on the 15th and shortly afterwards ASSAIL entered Melville Bay and secured alongside the Main Cargo Wharf Gove. Fuel and water were embarked on arrival and at 1130 the same day ASSAIL departed Gove for the return passage to Darwin. A landfall was made on New Year Island Light at 0430 on the 16th and at 1030 ASSAIL came to anchor in the lee of Black Point (11°09'S 132°09'E). I proceeded inshore and called on the Cobourg Peninsula Wildlife Ranger, Mr. Alan Beckinsale, and later that evening the Ranger and his wife were entertained to a film aboard ASSAIL.
9. Anchor was weighed at 0500 on the 17th and during the early afternoon ASSAIL rendezvoused with HMA Ships ADVANCE and BUCCANEER at the western entrance to Clarence Strait. The three ships then participated in a short period of OOW manoeuvres before entering Darwin Harbour and securing in a trot port side to Inner Stokes Hill Wharf at 1400.
10. ASSAIL slipped at 0930 on the 20th and proceeded from Darwin to commence a two-day exercise period with HMAS ADVANCE. The departure of ADVANCE was delayed temporarily by a battery failure and at 1330 the two ships rendezvoused in the vicinity of Channel Rock Buoy and OOW manoeuvres and heaving line transfers were exercised. A blind-pilotage formation anchorage was effected in the lee of Peron Island (13°06.8'S 129°58.6'E) at 1845 and after weighing at 0800 the following day ASSAIL, with HMAS ADVANCE in company, proceeded for SEAMEX. During the forenoon man overboard recovery was exercised and both ships conducted a TOWEX. On completion of the towing evolutions Boarding Party Exercises were conducted and at 1100 ASSAIL anchored in a position 268° Peron Island 5.8 to carry out a minor NBCD exercise. Anchor was weighed at 1200 and ASSAIL, with HMAS ADVANCE in company, proceeded northward towards Bynoe Harbour. OOW manoeuvres and heaving line transfers were exercised enroute and at 1555 HMAS ADVANCE anchored in a position 032° Hut Point 3.5. Shortly afterwards ASSAIL secured on ADVANCE's port side and dog-watch sporting and recreation parties from both ships were landed.
11. At 0700 on the 22nd ASSAIL, in company with HMAS ADVANCE, got underway and proceeded towards area R228 for scheduled firing exercises. Heaving line transfers were exercised enroute and on arrival in the firing area rocket flares were fired and an Anti-Aircraft Tracking exercise and AACRFX were conducted. On completion ASSAIL carried out a 40/60 surface shoot using drum targets and both ASSAIL and ADVANCE then conducted 50 Calibre Machine Gun firings and independent small arms shoots.

RESTRICTED

- 3 -

Gunnery exercises were completed at 1045 and ASSAIL, with HMAS ADVANCE in company, returned to Darwin Harbour to secure port side to Inner Stokes Hill Wharf at 1205. ASSAIL remained in this berth until the end of the month.

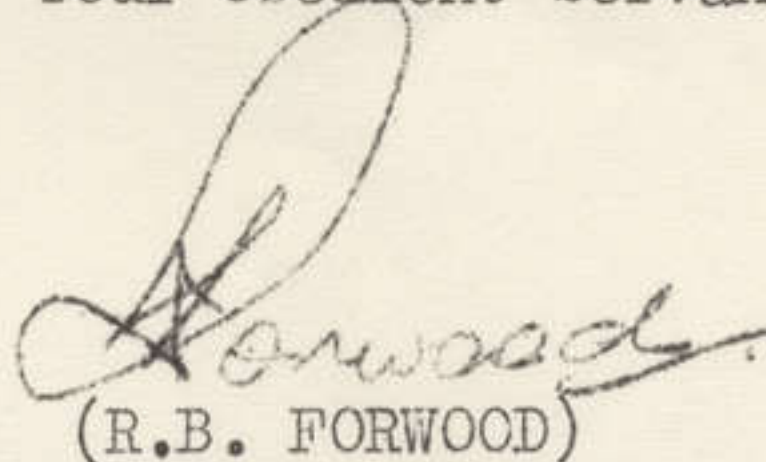
12. The material condition of the ship was satisfactory throughout the month with no major defects occurring. The appearance of the ship remains satisfactory.

13. The health, welfare and conduct of the ship's company throughout the month have been satisfactory and on completion of divisions, which were held on the 16th, I addressed them on matters of security, safety and discipline. The morale of the ship's company remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.B. FORWOOD)

LIEUTENANT COMMANDER, R.A.N.  
COMMANDING OFFICER.

RESTRICTED

APPENDIX 'A

STEAMING APPENDIX

- a. 2099.3 miles
- b. 134 hours
- c. 67719.1 miles
- d. 5196.2 hours

RESTRICTED

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APPENDIX 'B'

EXERCISE APPENDIX

7th September	OOW Blind-Pilotage Transit of Clarence Strait.
10th September	Man Overboard Recovery Exercises OOW Ship Handling
12th September	Main Engine Breakdowns Steering Gear Breakdowns OOW Ship Handling Man Overboard Recovery Exercises OOW Blind-Pilotage Anchorage Mornington Island.
15th September	3rd Hand Conned ship for Entry/Alongside/ Departure Gove.
16th September	OOW Blind-Pilotage Anchorage Port Essington
17th September	OOW Blind-Pilotage Transit of Clarence Strait OOW Manoeuvres (ADVANCE and BUCCANEER)
20th September	Heaving Line Transfers (ADVANCE) OOW Manoeuvres (ADVANCE) Blind-Pilotage Formation Anchorage
21st September	TOWEX BORDEX Man Overboard Recovery Exercises Blind-Pilotage Formation Anchorage Minor NBCD Exercise OOW Manoeuvres (ADVANCE) Heaving Line Transfers (ADVANCE)
22nd September	Rocket Firing Exercise AATX AACRFX (40/60) SUCRFX (40/60) 50 Calibre Firing Small Arms Shoot Heaving Line Transfers.

33/12

HMAS. *ASSAIL*

DATE. *3<sup>rd</sup> October 1971*

Age since first commissioning.....years  
 Miles steamed since first commissioning.....miles

PROGRESSIVE TOTAL ENGINE HOURS

No.1. *1788*  
 No.2. *1560*  
 No.3.....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)							Remarks				
	1	2													H	E	L	G	TAS	ND	C		EW	DL	CPT	
1	✓									✓			✓													
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Total	30		13	3	1				1	14			15													

RESTRICTED

DEPARTMENT OF THE NAVY

HMAS ASSAIL

Report of Proceedings OCT 71.

AS(NS)

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D of O

*29/11*

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*1/12*

3NM

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*3/12*

SECRETARY

*1/12*

C of S

~~DCNS~~ *4/12*

DPR

*8/12*

AS(NS)

*12/11*  
*13/1/72*

*Hectorian*

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

*WC 13/11*

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TELEPHONE:

6451

IN REPLY QUOTE

C1-16-8

16 NOV P.M.

NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 3138

Naval Headquarters,  
DARWIN. N.T. 5790.

15 NOV 1971

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER, 1971.

Reference: RI Appendix 29A.

Forwarded.

(A.H. McINTOSH)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL Report of Proceedings dated 2nd November, 1971.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Commanding Officer, HMAS ASSAIL

RESTRICTED

HMAS ASSAIL,  
at Sea.

2nd November, 1971.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER, 1971.

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of October, 1971. All times are zone India Kilo unless otherwise stated.

2. On completion of a short self maintenance period ASSAIL moved from her berth alongside Inner Stokes Hill Wharf Darwin at 1230 on the 1st and proceeded into Outer Harbour to conduct trials before sailing to join HMAS MORESBY for survey duties. A full power trial was successfully completed and, after rendezvousing with HMAS ADVANCE off Emery Point, ASSAIL and ADVANCE returned to Darwin Harbour in company and secured port side to Inner Stokes Hill Wharf.

3. ASSAIL departed Darwin at 1330 on Sunday 3rd October and proceeded westward for the Troughton Island Survey Area. Clocks were retarded thirty minutes to zone India (-0900) at 1500 and shortly afterwards a fault in the main H.T. line rendered the 975 radar unserviceable and it remained defective until repaired with the assistance of electrical staff from HMAS MORESBY at 1300I on the 4th. A visual landfall was made on Troughton Island Light at 0700I on the 4th and after rendezvousing with HMAS MORESBY at 0755I in a position 030 Jones Island 9 ASSAIL secured alongside for the transfer of mail and stores. I called on the Captain of HMAS MORESBY, Commander E.R. Whitmore, at 0800I that morning. Transfer was completed by 0815I and at 0820I ASSAIL slipped and proceeded towards the boat camp at Red Island (13°54'S 126°06'E) where an anchorage was effected at 1000I.

4. HMAS BUCCANEER entered the anchorage shortly after dawn the following day and at 0620I she secured starboard side to ASSAIL. HMAS MORESBY anchored a mile to the eastward at 0720I and HMA Ships ASSAIL and BUCCANEER then proceeded alongside for the embarkation of fuel and water. Replenishment was completed at 1400I and ASSAIL, in company with HMAS MORESBY, proceeded from the anchorage enroute for Ashmore Reef. Landfall was made at 0700I on the 6th and at 0715I ASSAIL was detached to Cartier Island to uplift the Army Survey Team. An anchorage was found off the northern reef and having embarked the army personnel and their equipment ASSAIL weighed and proceeded towards Cassini Island (13°56.8'S 125°37.8'E) where a safe, well-sheltered anchorage was found in the large bay on the eastern coast at 2130I that evening.

RESTRICTED

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RESTRICTED

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5. At 1700I on the 7th HMAS MORESBY entered the bay and ASSAIL proceeded to secure to her port side. Fuel and water were embarked and a further six army surveyors and their equipment were transferred to ASSAIL for passage to Port Warrender. After revictualling the HI-FIX camp on Cassini Island at 1030I on the 8th ASSAIL entered Admiralty Gulf via Oyster Rock Passage and proceeded southward into Port Warrender where she anchored in the lee of Crystal Head at 1315I. Disembarkation of army personnel and their equipment was completed at 1430I and after remaining in the anchorage overnight ASSAIL weighed at 0700I on Saturday the 9th and proceeded towards a scheduled rendezvous with HMAS MORESBY off Jones Island.

6. ASSAIL joined HMA Ships MORESBY and BUCCANEER at 1215I on the 9th and the three ships then commenced sounding in company. Except for a fuelling stop at 1330I on Sunday the 10th consort sounding continued uninterrupted until 1400I on the 11th when ASSAIL was detached to revictual the DECCA Green camp on Lesueur Island (13° 50'S 127° 16.7'E). On completion of this task ASSAIL proceeded to the Red Island anchorage where she secured port side to HMAS MORESBY shortly before midnight. Fuel and water were embarked overnight and at 0700I on the 12th HMA Ships MORESBY, ASSAIL and BUCCANEER got underway and recommenced consort sounding.

7. At 0530I on the 13th HMAS BUCCANEER was detached to Darwin and ASSAIL, in company with HMAS MORESBY, proceeded to the Red Island Anchorage. Having embarked fuel and water ASSAIL again proceeded in company with HMAS MORESBY at 0545I on the 14th and both ships recommenced sounding whilst enroute to Darwin. Clocks were advanced thirty minutes to zone India Kilo at midnight on the 14th and after making landfall on Charles Point Light at 0530 the following morning ASSAIL proceeded independently into Darwin Harbour where she secured port side to HMAS BUCCANEER at 0745.

8. ASSAIL, with HMAS BUCCANEER in company, slipped at 0800 on the 21st and proceeded into Outer Harbour where a short period of OOW manoeuvres were conducted whilst both ships "warmed through" before returning to Inner Stokes Hill Wharf to effect oil changes.

9. At 1135 on Monday the 25th ASSAIL, in company with HMA Ships MORESBY and BUCCANEER, departed Darwin to recommence survey duties in the Troughton Island Area. After retarding clocks thirty minutes to zone India at 1700 on the 25th consort sounding commenced and continued uninterrupted until 1800I on the 26th. At this time ASSAIL's deep freeze unit became unserviceable and at 1825I ASSAIL secured port side to HMAS MORESBY and transferred her frozen stores. On completion of the transfer ASSAIL, in company with HMA Ships MORESBY and BUCCANEER, proceeded to the Red Island Anchorage where the three ships anchored shortly after 0100I on the 27th.

10. Repairs to ASSAIL's deep freeze were completed during the following afternoon and at 0515I on the 28th the three ships again proceeded to commence consort sounding. At 1615I ASSAIL executed a heaving line transfer of mail with HMAS BUCCANEER and at 1650I mail from both BUCCANEER and ASSAIL was transferred by heaving line to HMAS MORESBY. At this time HMAS BUCCANEER was detached and ASSAIL, in company with HMAS MORESBY, proceeded to anchor off Medusa Shoal Buoy (14° 29'S 128° 18'5E) shortly before midnight. The scheduled flight into Wyndham of the Hydrographer RAN, Captain J.H.S. Osborn, was aborted when MORESBY's helicopter developed an engine fault and at 0700I on the 29th Captain Osborn embarked in ASSAIL for passage to Darwin.

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RESTRICTED

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During the passage course was altered to investigate two Taiwanese fishing vessels operating adjacent to the Declared Fishing Zone in the vicinity of Cape Hay (14°03'S 129°30'E) The sighting was signalled to ACNB (My 290225Z) and ASSAIL resumed her passage to Darwin where she secured port side to HMAS ADVANCE at 1930.

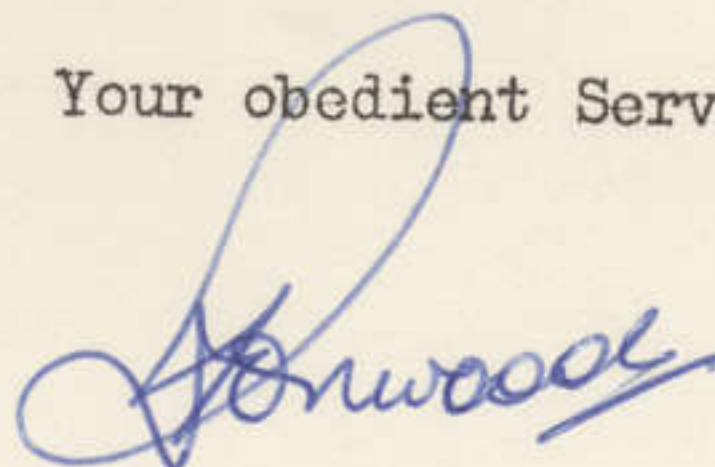
11. After an overnight stay ASSAIL departed Darwin at 1300 on Saturday the 30th and proceeded enroute for the survey grounds. A rendezvous was effected with HMA Ships MORESBY and BUCCANEER at 0745I on Sunday the 31st and mail was transferred to both ships by heaving line before consort sounding was recommended in the area between Troughton and Lesueur Islands. Sounding continued until 1530I the same afternoon when HMAS MORESBY came to anchor in the lee of Red Island. ASSAIL secured port side to HMAS MORESBY at 1535I where she remained until the end of the month.

12. The material condition of the ship has been satisfactory throughout the month with all minor defects being made good by ship's staff. Two major defects, the 975 radar and deep freeze unit, were readily made good with assistance from HMAS MORESBY. The health, welfare and conduct of the ship's company have been satisfactory throughout the month and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.B. FORWOOD)

Lieutenant Commander, RAN  
COMMANDING OFFICER.

RESTRICTED

RESTRICTED

APPENDIX 'A'

- (a) 3744.6 Miles
- (b) 261 Hours
- (c) 71463.7 Miles
- (d) 5457.2 Hours
- (e) 1 Hour full power trial.

RESTRICTED

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

1 Seven Copter /s

34 1/2

PROGRESSIVE TOTAL ENGINE HOURS

HMAS ASSAIL Age since first commissioning.....34 1/2 years  
 DATE 3 NOV 71 Miles steamed since first commissioning.....71463.7 miles

24

No.1...1978.....  
 No.2...1749.....  
 No.3.....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)							Remarks			
	1	2													H	E	L	G	TAS	ND	C		EW	DL	CPT
Day	1	2																							
1	✓		✓										✓												
2	✓		✓										✓												975 RADAR u/s
3	✓		✓																						
4	✓		✓																						
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28	✓		✓																						
29	✓		✓																						
30	✓		✓																						
31	✓		✓																						
Total	21		22							10			13												

18/6/3191

DEPARTMENT OF THE NAVY

HMAS ASSAIL Report of Proceedings NOVEMBER 1971

AS(NS) *[Signature]*

D of O *[Signature]*

DCNS *[Signature]*

1NM

2NM *[Signature]*

3NM *[Signature]*

4NM *[Signature]*

SECRETARY *[Signature]*

C of S *[Signature]*

DPR *[Signature]*

AS(NS) (NS55) *[Signature]*

HISTORIAN

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

*The 2/12/71*



TELEPHONE: 6451

IN REPLY QUOTE C1-16-8

ROYAL AUSTRALIAN NAVY

NAVY - CANBERRA		
18	6	3191

Naval Headquarters,  
DARWIN, N.T. 5790.

10 DEC 1971

The Secretary,  
DEPARTMENT OF THE NAVY.

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER, 1971

Reference: RI Appendix 29A.

1. Forwarded.

2. The excellent condition of ASSAIL's underwater hull and the area twixt wind and water, paragraph 8 of the enclosure, after almost seven months in torrid zone waters, was in marked contrast to the boot-topping of HMAS ATTACK, just out of dockyard hands and having just re-joined my command after refit.

*refitted at Cooleah*

(A.H. McINTOSH)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL Report of Proceedings dated 1st December, 1971.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES.  
The Commanding Officer, HMAS ASSAIL.



RESTRICTED

HMAS ASSAIL,  
at DARWIN.

1st December, 1971.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER, 1971.

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of November, 1971. All times are zone India kilo (-0930) unless otherwise stated.

2. At the commencement of the month ASSAIL was secured port side to HMAS MORESBY in the Red Island Anchorage (13°54'S 126°06'E) of the Troughton Island Survey Area.

3. ASSAIL slipped at 0540I on the 1st and, in company with HMA Ships MORESBY and BUCCANEER, proceeded to recommence sounding in the area between Troughton and Lesueur Islands. Consort sounding continued until 1800I on the 2nd when HMAS MORESBY returned to the Red Island Anchorage and ASSAIL secured to her starboard side. Fuel and water were embarked overnight and at 0550I on the 3rd ASSAIL proceeded independently to conduct trials of the ATLAS DESO-10 Echo Sounder. Trials were completed by 1130I and ASSAIL returned to secure port side to HMAS MORESBY at 1150I.

4. At 0540I on the 4th HMA Ships MORESBY, ASSAIL and BUCCANEER again proceeded in company. Consort sounding continued uninterrupted until 1340I on the 5th when ASSAIL was called alongside HMAS MORESBY for the transfer of mail and personnel and, on completion of the transfer, HMA Ships ASSAIL and BUCCANEER were detached for passage to Darwin. Clocks were advanced to zone India Kilo at midnight and, after making landfall on Charles Point Light at 0420 on Saturday 6th, ASSAIL, with HMAS BUCCANEER in company, entered Darwin Harbour and secured alongside Inner Stokes Hill Wharf at 0740.

5. With HMAS BUCCANEER in company, ASSAIL departed Darwin again at 0900 on Sunday 7th for the return passage to the Survey Grounds. Clocks were retarded thirty minutes to zone India (-0800) at 1700 that evening and, after detaching HMAS BUCCANEER to proceed in execution of previous orders at 0100I on the 8th, ASSAIL continued westward. A rendezvous was effected with HMAS MORESBY four miles north of Jones Island at 0600I on the 8th and ASSAIL secured to her starboard side shortly afterwards. Mail and stores were transferred and, after embarking personnel and equipment for outlying survey camps, ASSAIL slipped and proceeded at 0750I.

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RESTRICTED

The tide pole party at Parry Harbour (13°58'S 126°03'E) was uplifted during the forenoon and, having stopped briefly at Pascal Island (13°04'S 125°39'E) to re-establish the observation mark, ASSAIL proceeded to anchor under the lee of the sou'east corner of Cassini Island (13°56'.5S 125°38'E) at 1630I. The tide pole party and their equipment were landed during the dog watches and that evening the two sailors maintaining the HIFIX at Cassini Island were entertained to a film aboard ASSAIL. Establishment of the tide pole was completed during the following forenoon and at 1500I on the 9th ASSAIL weighed and proceeded towards Red Island where she secured port side to HMAS MORESBY at 1810I.

6. Fuel and water were embarked overnight and at 0540I on the 10th ASSAIL, in company with HMAS MORESBY, proceeded to recommence sounding northward of Stewart Island. HMAS BUCCANEER rejoined at 1600I and shortly afterwards HMAS MORESBY anchored eastward of Cape Bougainville and ASSAIL secured to her starboard side at 1630I. HMA Ships MORESBY, ASSAIL and BUCCANEER got underway again at 0540I on the 11th and, after consort sounding at the northern extremity of the Survey Area until 1915I, the three ships proceeded in company towards Darwin. Clocks were advanced to zone India Kilo at 0200I on the 12th and, having made a landfall on Charles Point at 0730, ASSAIL and BUCCANEER were detached to proceed into Darwin Harbour independently. A short period of OOW Manoeuvres was conducted in Outer Darwin Harbour until 0830 when HMA Ships ASSAIL and BUCCANEER proceeded into Inner Harbour where they secured in a trot at Inner Stokes Hill Wharf shortly after 0900.

7. At 1120 on the 15th ASSAIL slipped and proceeded to conduct further trials of the ATLAS DESO-10 Echo Sounder. On completion of the trials ASSAIL secured port side to Fort Hill Wharf and commenced de-ammunitioning in preparation for her forthcoming intermediate slipping. De-ammunitioning was completed at 1430 and ASSAIL returned to her berth at Inner Stokes Hill Wharf.

8. ASSAIL slipped at 1650 on the 16th and proceeded towards the **Frances** Bay slipway where, having felt her way into the cradle at 1705, she was hauled clear of the water at 1735. The excellent state of ASSAIL's underwater hull, after almost seven months in the water, more than justified the efforts of her ship's company in the proper preparation and painting of the hull during the last slipping.

9. All intermediate slipping items were completed by noon on the 30th and thirty minutes before highwater that evening ASSAIL was unslipped and she returned to Inner Darwin Harbour where she secured port side to HMAS ATTACK at 1655. ASSAIL remained in this berth until the end of the month.

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RESTRICTED

- 3 -

10. The material condition of the ship has been satisfactory throughout the month with no major defects occurring. The ideal weather conditions that prevailed during November, both during the survey and whilst ASSAIL was slipped, enabled a considerable amount of ship husbandry to be progressed and the appearance of the ship is considered satisfactory.

11. The health, welfare and conduct of the ship's company have been satisfactory throughout the month and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.B. FORWOOD)  
LCDR SDEX C  
COMMANDING OFFICER.

RESTRICTED

APPENDIX "A"

- A. 2156.8 miles.
- B. 163 hours.
- C. 73620.5 miles.
- D. 5620.2 hours.

RESTRICTED

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

35/12

PROGRESSIVE TOTAL ENGINE HOURS

HMAS ASSAIL Age since first commissioning.....years  
 DATE 1 Dec 71 Miles steamed since first commissioning.....miles

No.1...2061.....  
 No.2...1878.....  
 No.3.....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)							Remarks
	1	2													H	E	L	G	TAS	ND	C	
1	✓		✓																			
2	✓		✓																			
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29		✓	✓																			
30		✓	✓																			
31																						
Total	16	14	12								14		4									

} INTERMEDIATE DOCKING.

**CONFIDENTIAL**

18/6/3267

DEPARTMENT OF THE NAVY

HMAS ASSAIL Report of Proceedings DEC 71

AS(NS) *Ch. 24/1.*

D of O *24/1*

~~DCNS~~

~~1NM~~ *25/1*

~~2NM~~ *26/1*

~~3NM~~ *24/1*

~~4NM~~ *24/1*

~~SECRETARY~~ *24/1*

C of S *24/1*

~~DPR~~ *24/1*

AS(NS) (NS55) *24/1*

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*24/1/22.*

**CONFIDENTIAL**



TELEPHONE: 6451

IN REPLY QUOTE C1-16-8

**CONFIDENTIAL**

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 3267

Naval Headquarters,  
DARWIN, N.T. 5790.

19 JAN 1972

The Secretary,  
DEPARTMENT OF THE NAVY.

HMAS ASSAIL - REPORT OF PROCEEDINGS - DECEMBER, 1971

Reference: RI Appendix 29A.

Forwarded in accordance with the reference.

(P.J. HUTSON)  
CAPTAIN, RAN.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL Report of Proceedings dated 1st  
January, 1972.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES.  
The Commanding Officer, HMAS ASSAIL.

**CONFIDENTIAL**

CONFIDENTIAL

116/4

HMAS ASSAIL,  
at DARWIN.

1st January, 1972.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - DECEMBER, 1971.

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command from 2nd December, 1971. All times are Zone India Kilo (-9½).
2. The beginning of the month saw ASSAIL berthed port side to HMAS ATTACK at the Patrol Boat Berth, Inner Stokes Hill Wharf, Darwin.
3. At 0001 on Thursday 2nd, I assumed command from Lieutenant Commander R.B. Forwood, RAN, who had been in command of ASSAIL since 4th May, 1970.
4. Lines were cast off at 1005 on Friday 3rd and ASSAIL proceeded, followed two minutes later by HMAS ATTACK. The object was a short exercise period and, during the forenoon, OOW Manoeuvres, Heaving Line Transfers and Towing Exercises were carried out. Both ships carried out a formation anchorage at 1238, the anchorage being found 028, Charles Pt. Lt., 4.0 miles. Both ships weighed and proceeded at 1330 for further OOW manoeuvres, with ASSAIL as OCE. The base course was shaped for Darwin and at 1420 ASSAIL was detached to act independently, while ATTACK berthed at Inner Stokes Hill Wharf. ASSAIL secured port side to ATTACK at 1442, after a worthwhile set of exercises.
5. A cyclone warning was issued for the local area early on the morning of Sunday 5th; at 1000 both ships went to immediate notice and all hands were recalled from leave. Fortunately, Cyclone KITTY passed forty miles north west of Darwin, causing little bother to either ship, and leave was granted at 2200.
6. In order to allow ATTACK to proceed on patrol, ASSAIL cast off at 0958 on Tuesday 7th and lay off the berth re-securing port side to the Patrol Boat Berth at 1005.
7. As the weather along the west coast was still very unsettled, the programmed patrol was cancelled and another planned along the north coast and into the Gulf of Carpentaria. Accordingly, lines were cast off at 1030 on the 8th and ASSAIL proceeded from Darwin bound for Gove. On passing Cape Don UHF contact was made with HMAS ATTACK as she entered the harbour there.

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- 2 -

8. Landfall was made on Elcho Island at 0730 on Thursday 9th and the approach to Gove was made via Brown Strait and Malay Roads. Whilst traversing Malay Roads the starboard generator tripped due to overheating caused by a faulty seawater suction valve. The port generator was immediately started but, as the gyro had toppled, the remainder of the passage was carried out using the magnetic compass. The defective valve was repaired by ship's staff during this time and ASSAIL secured port side to the Small Ships' Landing at Gove at 1405 without further incident. Fuel and water were taken on upon arrival.

9. In order to allow MV JOHN BURKE to have the alongside berth, ASSAIL cast off at 0855 on Friday 10th and went to anchor in Gove Harbour, 025° Cargo Wharf Dolphins, 0.5 miles. ASSAIL secured port side to MV JOHN BURKE on completion of her berthing at 0941. The local Sub-Collector of Customs, Mr. R. Banville, called on me at 1105 and took delivery of a bag of charge books to be held by him for his duties as Naval Reporting Officer. (My message DTG 120010Z DEC 71 refers). MV WEIPA entered Gove Harbour at 1630, and, in order to allow her to secure alongside MV JOHN BURKE, ASSAIL again cast off at 1646 and proceeded into the harbour. On completion of WEIPA's berthing, ASSAIL secured port side to her at 1658.

10. Lines were cast off at 0725 on Saturday 11th and ASSAIL proceeded out of Gove Harbour, course being set for Alyangula, Groote Eylandt. A fast passage was made and, as the ship arrived off Alyangula with some 15 minutes in hand, the opportunity was taken to carry out Man Overboard drills. 1600 saw ASSAIL secured port side to the small ships' landing at Alyangula. Fuel, water and mail were waiting for the ship and were taken on without delay. At 1710, Mr. E. Scott, the Sub-Collector of Customs, arrived onboard and took delivery of the other set of charge books for his duties as a Naval Reporting Officer.

11. At 0759 on Sunday 12th, ASSAIL cast off and proceeded for Port Langdon, via the southern and eastern coasts of Groote Eylandt. An uneventful passage was made with no sightings and the ship anchored in Port Langdon, 284°, Spit End Observation Spot, 1.0 mile, at 1859 the same day.

12. Unfortunately, due to a defective outboard motor, the call at Umbakumba could not be made, so at 1232 on Monday 13th, anchor was weighed and course set for Woodah Island to the north west of Groote Eylandt. At 1350 course was altered to the north and speed increased to investigate a radar contact inside the Declared Fishing Zone. This turned out to be the licensed Japanese trawler SACHI MARU No. 1, so course was altered back again and the patrol continued. (My message DTG 130502Z December, 1971 refers).

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CONFIDENTIAL

CONFIDENTIAL

- 3 -

ASSAIL anchored in Woodah Island, 142° South Pt. 0.5 miles (13°29'.7S, 136°10'.1E) at 1630, and remained there for the next two days. The opportunity was taken during this time to carry out badly needed upper deck maintenance which could not be done while the ship was on the survey grounds or on the slip.

13. At 1955 on Wednesday 15th anchor was weighed and course was set for Wigram Island, in the English Company Group. Course was altered at 2052 to investigate a radar contact which was identified at 2113 as the licensed Japanese trawler TAKAMI MARU. (My message DTG 151212Z DEC 71 refers). The overnight passage continued without incident and a good anchorage was found in the western most bay on the north coast of Wigram Island (11°46'.7S, 136°31'.5E) at 0635 on Thursday 16th. During the forenoon Action Stations were exercised and the 40/60 gun's crew drilled.

14. ASSAIL's next and final call for the patrol was to be at Port Essington. Accordingly, anchor was weighed at 0756 on Friday 17th and course set for Port Essington via Brown Strait. Stevens Island dipped at 1330 and it was not until 0100 on Saturday 18th that New Year Island Light was raised. At 0644 course was altered to run into Port Essington, an anchorage being found 171°, Smith Pt. 1.1 miles at 0737. The Coburg Peninsula Wildlife Sanctuary Ranger, Mr. A. Beckinsale, was visited during the afternoon and both he and his wife entertained to a film onboard during the evening. At 2243 ASSAIL weighed and proceeded for Darwin via Dundas Strait.

15. A Full Power Trial was carried out as the ship passed through the Vernon Islands early on the morning of Sunday 19th, a maximum speed of 20.3 knots over the ground being achieved. On completion, course was altered for Darwin and ASSAIL berthed port side to the Patrol Boat Berth at 0901. Both fuel and water were taken on arrival.

16. HMAS ATTACK entered harbour on the morning of Monday 20th and secured port side to ASSAIL at 0940.

17. A combined gunnery exercise for both ships was planned for the night of Tuesday 21st and the forenoon of Wednesday 22nd, and thus it was that ATTACK cast off and proceeded at 1630 on the 21st, followed two minutes later by ASSAIL. Both ships proceeded to the firing area, R228, in Beagle Gulf and OOW Manoeuvres were carried out en route. Having entered the area, both ships altered to the east and firings commenced at 1901. Alarm procedure was used during the Rapid Open Fire Exercise, with both ships firing their 40/60 guns and .50 calibre machine guns at Rocket Flare targets. Firings were completed by 1935 when course was altered toward Gilruth Point, an anchorage being found there, 287½°, Charles Pt. Light, 2.75 miles, at 2038.

.../4.

CONFIDENTIAL

CONFIDENTIAL

- 4 -

18. Both ships weighed at 0757 the next morning, Wednesday 22nd, and proceeded to the firing area to carry out a Surface Close Range Firing at a target made of four 45 gallon oil drums lashed together. A very good shoot ensued, with ATTACK scoring a direct hit with her 40/60 and ASSAIL finally despatching the remains with her .50 calibre machine gun. On completion of the shoot, both ships returned to Darwin, ASSAIL berthing on ATTACK at the Patrol Boat Berth at 1326. ASSAIL remained in this berth until the end of the month.

19. With the exception of recurring troubles with the two forward air conditioning units, which have now been rectified by the contractors, the material condition of the ship has been good. The defect on the starboard generator was made good by ship's staff and no trouble has been encountered since. A good deal of upper deck maintenance was carried out during the patrol and the appearance of the ship is good. I carried out rounds of the ship on the morning of Saturday 18th and, on completion, I addressed the ship's company on matters of security.

20. The health, welfare and conduct of the ship's company have been satisfactory throughout the month, and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,

*I.D. Gibson*

(I.D. GIBSON)  
Lieutenant, RAN.  
COMMANDING OFFICER.

CONFIDENTIAL

APPENDIX "A"

A.	Miles steamed for the month	1652.0
B.	Hours underway for the month	112
C.	Total distance steamed since commissioning	75272.5
D.	Total hours underway since commissioning	5732.2

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APPENDIX "C".

EXERCISES AND DRILLS

- 3rd December - OOW Manoeuvres  
TOWEX, both towing and being towed.  
Formation anchorage with ATTACK.
- 11th December - Man overboard drills
- 16th December - Action Stations  
Emergency Stations  
Leaving Ship Stations
- 21st December - AATX/ROFX, both 40/60 and 50 cal.  
OOW Manoeuvres  
Formation anchorage with ATTACK.
- 22nd December - SUCREX, both 40/60 and 50 cal.  
OOW Manoeuvres.

CONFIDENTIAL

HMAS. ASPAH ..... Age since first commissioning..... 3 1/2 ..... years  
 DATE..... 1 Jan 77 ..... Miles steamed since first commissioning..... 79,272.5 ..... miles

PROGRESSIVE FORM

No. 1. 218  
 No. 2. 134  
 No. 3. ....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long leave	Defects Affecting Ship's Designed Performance (Duration in Hours)								Remarks	
	1	2													H	E	L	G	TAS	ND	C	EW		DL
1																								
2																								
3				X									X											
4													X											
5													X											
6													X											
7													X											
8													X											
9													X											
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25													X											
26													X											
27													X											
28													X											
29													X											
30													X											
31													X											
				12	3	2			4				20											

0-18  
 August

18/6/3326

~~RESTRICTED~~  
**CONFIDENTIAL**

DEPARTMENT OF THE NAVY

HMAS ASSAIL

Report of Proceedings JAN 72

AS(NS) Ch. 8/2

29/2

INITIALS  
CR 104

Note for file

COMAUSFIT advised that file should be upgraded because of para 8+16.

SECRETARY 7/3  
L. Denis 8/3  
C of S 8/3

DEPR 7/3  
2 of 0  
AS(NS) (NS55) 8/3

HISTORIAN

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

18/2

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18/6/3326

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DEPARTMENT OF THE NAVY

HMAS ASSAIL Report of Proceedings JAN 72

AS(NS) Ch. 29/2  
D of O 29/2

DGOP Ch. 29/2

~~DCNS~~

1NM 3/3

2NM 3/3

3NM 3/3

4NM 3/3

SECRETARY 7/3  
C of S 8/3

~~DDR~~

2 of 0  
AS(NS) (NS55) 11/3

HISTORIAN

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18/2

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**CONFIDENTIAL**  
ROYAL AUSTRALIAN NAVY

18-01-1972		
18	6	3326

TELEPHONE: 6451

VED  
C1-16-8 17 FEB A.M.  
MINISTRY

IN REPLY QUOTE

Naval Headquarters,  
DARWIN. N.T. 5790.

The Secretary,  
DEPARTMENT OF THE NAVY

14 FEB 1972

HMAS ASSAIL - REPORT OF PROCEEDINGS - JANUARY, 1972.

Reference: RI Appendix 29A

Forwarded in accordance with the reference.

(P.J. HUTSON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosures: HMAS ASSAIL Report of Proceedings dated 1st February, 1972.

For Information:

- The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.
- The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES.
- The Commanding Officer, HMAS ASSAIL.

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C1/16/8

HMAS ASSAIL,  
at DARWIN.

1st February, 1972.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - JANUARY, 1972

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of January, 1972. All times are zone - 9½ (IK) unless otherwise stated.
2. Preparations were made for ASSAIL's first patrol of 1972 and, by 1355 on Wednesday 5th, these had been completed. Sailing was planned for 1400 but, on starting up the port engine room supply fan, the motor immediately burnt out and it was necessary to replace it. Sailing was delayed and, with the help of Base Staff, a new fan motor was installed. Heavy horizontal rain over the Christmas-New Year period had penetrated into the fan compartment and had gained access to the motor itself, causing it to burn out when current was applied. Special covers for the compartment gratings are now being made by a local contractor and it is hoped that these will solve the problem.
3. With repairs completed, lines were cast off at 1714 the same day and ASSAIL proceeded from Darwin for a short west coast patrol. On clearing Charles Point, course was set for Wyndham, with the ship heading into a 6 - 8 foot south westerly swell and a Force 4 south westerly wind.
4. At 0310 on Thursday 6th, course was altered to the east and speed reduced to investigate slight flooding in the tiller flat and a steering motor failure. The flooding was caused by a leak in the port rudder head gland, and this flooding had allowed water into the hydraulic oil, causing it to emulsify. In order to effect repairs to the steering gear, it was decided to run before the weather and course was set for Port Keats. (My message DTG 052210Z JAN 72 refers).
5. A well sheltered anchorage was found in Port Keats (11°05.'7S, 129°32.'6E) at 0655 on the 6th. During the day the hydraulic system in the steering gear was drained, flushed and refilled with new oil and the leaking rudder head gland repaired.
6. In order to put the ship onto Western Standard Time before departing for Wyndham clocks were retarded 90 minutes at 2321 (IK) to 2151 (H) zone -8. At 2158 (H) ASSAIL weighed anchor and, on clearing Port Keats, course was set for Wyndham.

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7. Landfall was made on Cape Dussejour at 0426 (H) on Friday 7th and course was altered to enter Cambridge Gulf. A very interesting and picturesque passage was made up Cambridge Gulf to Wyndham, the ship passing through what is commonly known as The Gorge, between Fairfax Island and the mainland to the west. Ships of the Western Australia State Shipping Service used to take this route until one Master mentioned the fact in his Voyage Report; his authorities were most displeased and the practice was immediately stopped. However, there is no danger involved for patrol boats and the least depth encountered by ASSAIL was 35 feet.

8. ASSAIL secured starboard side to the Meatworks Jetty at Wyndham at 0848 (H) and both fuel and water were embarked. As the large rise and fall of tide in Wyndham creates problems in moving on and off the ship, permission was sought to secure alongside the State Shipping Service ship, M.V. WAMBIRI. This was granted by her Master and, on completion of fuelling at 1058 (H), ASSAIL cast off, re-securing starboard side to WAMBIRI at 1103 (H). During the afternoon calls were made on the coastwatcher and the Officer-in-Charge of Police; the latter with a view to recruiting him for coastwatching duties. (My letter 5/2/14 dated 10th January, 1972 refers).

9. ASSAIL cast off and proceeded at 0759 (H) on Saturday 8th, leaving Wyndham via Hare Channel and The Gorge. Course was altered on clearing the Gulf and set for Red Island, eight miles to the southward of Troughton Island. A well sheltered anchorage was found 137° Red Island 0.2 miles at 0002 (H) on Sunday 9th.

10. At 1303 (H) on Sunday 9th, anchor was weighed and ASSAIL proceeded for Troughton Island. Unfortunately, a strong westerly wind was blowing, making the unsheltered anchorage at Troughton Island totally untenable, and the planned call on the coastwatcher there was cancelled. Thus course was altered for Darwin and during the night clocks were advanced 90 minutes to Zone IK (-9½).

11. Gilruth Point provided a landfall at 0947 (IK) on Monday 10th and, as the ship had made good time across the Joseph Bonaparte Gulf, the opportunity was taken to anchor off Talc Head, 032°, Talc Head, 0.3 miles, at 1159 in order to wash down. At 1344 ASSAIL weighed anchor and proceeded into the Port of Darwin, securing port side to the Patrol Boat Wharf at 1403. The ship went to 24 hours Notice for ~~Steer~~ in order to allow a routine 2,000 hour overhaul to be carried out on the main engines. Satisfactory work on the overhaul progressed during the week.

12. At 0830 on Tuesday 18th the barrel assembly of the 40/60 was removed to allow a team from the Inspector of Naval Ordnance to carry out a routine Series Inspection.

.../3.

**CONFIDENTIAL**  
RESTRICTED

- 3 -

13. HMAS ATTACK entered harbour at 1000 on Friday 21st and secured port side to ASSAIL eight minutes later. The barrel assembly of the 40/60 was replaced the same day at 1330, having successfully passed the Series Inspection.

14. In order to carry out gun functioning trials ASSAIL cast off and proceeded at 0910 on Monday 24th, setting course for the firing area, R228, in Beagle Gulf. The area was reached at 1052 and the trials commenced at 1100. These trials concluded successfully at 1111 and course was then set for Darwin with ASSAIL securing port side to HMAS ATTACK at 1330.

15. At 1458 on Wednesday 26th, ASSAIL cast off and lay off the tug berth to allow ATTACK to proceed to sea. ASSAIL resecured port side to the Patrol Boat Berth at 1505.

16. ASSAIL cast off and proceeded at 0733 on Friday 28th, having been designated as a picquet boat for trials currently being carried out in the Darwin area on the RAPIER low level Anti Aircraft Missile System. A sweep was made towards the Vernon Islands to ensure the range was clear and at 0911 course was altered towards Lee Point. ASSAIL anchored close by the seaward marker on the range at 0955 in order to give the pilot of the target towing aircraft a better leading mark. The first run commenced at 1034, followed eight minutes later by the second non-firing run. The third run was a firing run, with the missile appearing to behave correctly. As this was the only planned firing for the day, ASSAIL was detached at 1054 and anchor was weighed at 1058. Course was set for Darwin and ASSAIL secured port side to the Patrol Boat Berth at 1216, with HMAS ATTACK securing port side to ASSAIL three minutes later. ASSAIL remained alongside for the remainder of the month.

17. The only serious defect which occurred during the month was the burnt-out Port Engine Room Supply Fan, and a large part of the month was spent on the 2000 hour main engine overhaul. The material condition of the ship thus remains good and her external appearance is satisfactory.

18. The health, welfare and conduct of the ship's company has been good during the month and, in anticipation of the Indonesian visit next month, their morale is high.

I have the honour to be,

Sir,

Your obedient Servant,

*I.D. Gibson*

(I.D. GIBSON)

Lieutenant, RAN.  
COMMANDING OFFICER.

**CONFIDENTIAL**

RESTRICTED

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**CONFIDENTIAL**

APPENDIX "A"

A.	Miles steamed for the month	995.3
B.	Hours underway for the month	72
C.	Total distance steamed since commissioning	76,267.8
D.	Total hours underway since commissioning	5,804.2

~~RESTRICTED~~

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**CONFIDENTIAL**

APPENDIX "C"

EXERCISES AND DRILLS

- 9th January - Blind Pilotage anchorage, Red Island.  
24th January - Gun functioning trials.  
Man overboard recovery exercises.

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Chatostat 6 capes

HMAS *ASSAIL* Age since first commissioning *3 7/2* years  
 DATE *01 FEB 72* Miles steamed since first commissioning *76,267.8* miles

PROGRESSIVE TOTAL

No.1 *2,168*  
 No.2 *2,053*  
 No.3

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)								Remarks
	1	2													H	E	L	G	TAS	ND	C	EW	
1	X																						
2	X																						
3	X																						
4	X																						
5	X																						
6	X																						
7	X																						
8	X																						
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22	X																						
23	X																						
24	X																						
25	X																						
26	X																						
27	X																						
28	X																						
29	X																						
30	X																						
31	X																						
Total	31		6		1	1			1	13			24										

CONFIDENTIAL

CONFIDENTIAL

WYNDHAM

2000 HOUR OVERHAUL MAIN ENGINES

GUN FUNCTIONING TRIALS

Acquet Boat, RAAR

18-6-3390

DEPARTMENT OF THE NAVY

HMAS ASSAIL

Report of Proceedings FEB 1972

AS(NS) *Ch. 27/3.*

D of ~~0~~ *29/3. A workshill visit to W. Jean and Amber.*

DGOP *CRG 29/3*

DCNS

*28/3*

1NM

*5/4*

2NM

3NM *6/4*

*10/4*

SECRETARY

C of S *10/4*

DPR *11/4*

AS(NS) (NS55) *11/4*

HISTORIAN

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
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  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

*21/3.*





NAVY—CANBERRA		
18	6	3390

ROYAL AUSTRALIAN NAVY

IN REPLY QUOTE C1-16-8

Naval Headquarters,  
DARWIN. N.T. 5790.

The Secretary,  
DEPARTMENT OF THE NAVY

15 MAR 1972

HMAS ASSAIL - REPORT OF PROCEEDINGS - FEBRUARY, 1972.

Reference: RI Appendix 29A.

Forwarded in accordance with the reference. Signed manuscript copy is held in this office.

(P.J. HUTSON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter 116/4 dated 1/3/72.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES.  
The Commanding Officer, HMAS ASSAIL

HMAS ASSAIL

At Sea

1st March, 1972.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - FEBRUARY, 1972.

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of February, 1972. All times are Zone  $-9\frac{1}{2}$ , (IK), unless otherwise stated.

2. At the beginning of the month, HMAS ASSAIL was secured port side to the Patrol Boat Berth in Darwin, with HMAS ATTACK secured outboard.
3. HMAS ATTACK cast off and proceeded for Picquet Boat Duties at 0700 on the 1st. In order to allow ATTACK the inside berth on her return, ASSAIL cast off at 1153 the same day, and lay off the tug berth, whilst ATTACK berthed. ASSAIL secured port side to ATTACK at 1206.
4. With all the preparations for the ship's visit to Indonesia completed, ASSAIL cast off and proceeded at 1300 on the 1st, course being set for the first port of call, Sorong, in West Irian. At 1500, clocks were retarded 30 minutes to 1430, Zone -9, (I). Cape Don Lt. dipped at 2210(x), and she maintained her northerly course, landfall being made on Larat Is. in the Tanimba Islands Group at 1415(I) on the 2nd.
5. As the radar had become unserviceable, it was decided to alter the passage plan so as to leave the Kai Islands to port, and not make the passage through the Nulu Rowa Group Strait. This diversion was carried out during the night of 2nd/3rd, and morning stars showed the ship well clear to the north of the Kai Islands.
6. Landfall was made on Pisang Island at the Mouth of McCluer Gulf at 1420(I) on the 3rd, and at 1958(I), ASSAIL came to anchor in 15 fathoms off Jof Joes Lt., (1.49°0 S, 131.10°4 E).
7. ASSAIL weighed and proceeded at 1147(I) on the 4th, steaming north westward toward the southern entrance to Sagewin Strait. At 1546 (I) the ship was stopped after hitting a submerged log, but after a thorough examination of all compartments had shown no damage the ship got underway again at 1552(I), and came to anchor off the Kaboe Islands, (1.11°2 S, 130.34°0 E), at 1640 (I).
8. In order to make the passage up Sagewin Strait in daylight and yet arrive in Sorong on time, ASSAIL weighed and proceeded at 0544(I) on the 5th, turning into Sagewin Strait at 0657(I). The ship entered the Port of Sorong at 0945(I), and secured port side to, the Cargo Wharf, at 1000(I).
9. During the forenoon I called on the Bupati, (The Civilian Administrator), PAK. AGEUS SUJITNO, the Senior Officer of the Army, LT. KOL. R. SOESEN, the Senior Officer of the Navy, KAPT. SOEDJONO, and the Commissioner of Police, KONPOL. M. SUDARSO. On returning from these calls, I was met by the Australian Naval Attache, Djakarta, Captain G. Kable, RAN, who briefed me on the visit, and gave me the necessary Indonesian Rupiahs for expenses and money change. The above calls were returned at 1300(I), and combined with a Buffet Luncheon on the forecastle.

10. Volleyball was played against the local Navy team during the afternoon, the Sorong side running out quite convincing winners. At 1830(I) the officers and I hosted a Cocktail Party for members of the Indonesian Armed Forces and their wives, which went off very well, despite the language barrier. On Sunday the 6th, the officers were invited to play tennis, while the sailors were taken on a tour of Sorong and then a picnic. A game of soccer was played during the afternoon, with the local team again having a good win. The ship was opened to visitors between 1500(I) and 1700(I), and it is estimated that 1,000 people visited ASSAIL.
11. Fuelling was scheduled for Monday 7th, but as the tanker, M.V. COSMOPOLITAN was still discharging at the oil wharf, it was not possible to take fuel from shore. The Master of COSMOPOLITAN, Captain D.W.R. Gash, was approached, and very kindly offered to fuel us himself. Accordingly, ASSAIL cast off at 1651 (I) on the 7th, and secured starboard side to COSMOPOLITAN, at 1659(I). Fuelling was commenced at 2000(I), and completed at 2345 (I).
12. At 1000(I) on Tuesday 8th ASSAIL cast off and proceeded out of Sorong harbour, and course was set to take the ship around the north western tip of West Irian, and thence eastwards to Manokwari. ASSAIL came to anchor off Amsterdam Island, (0.21'1 S, 132.9'7 E), at 1500 (I) the same day.
13. Anchor was weighed at 0702(I) the next morning, Wednesday 9th, and ASSAIL continued her easterly passage in brilliant sunshine and long low north-easterly swell. Good time was made, and the ship came to anchor, close inshore to Mansinam Island, (0.55'2 S, 134.6'8 E), at 1657(I). ASSAIL weighed and proceeded at 0830(I) on Thursday 10th, and having embarked the Pilot and Officer of the Guard, secured starboard side to, the Main Cargo Wharf at Manokwari, at 0900(I).
14. The official calls I made during the forenoon included the Bupati, Mr. S.D. KAWAB, the Senior Naval Officer, Maj. HASAN S., the Army Commander, LT. KOL. NOORTJANJO, and the Police Commissioner, KOM. A. GOEMILANG. As in Sorong, these calls were returned at 1300 (I), and combined with a buffet luncheon.
15. Fuel and water were both embarked during the forenoon, but with the warning that the water was not fit for drinking unless boiled. At 1600(I), friendly games of Volleyball, Badminton and Table Tennis were played against the Indonesian Navy, with the competition here being less serious and determined than in Sorong. During the evening the ship's officers hosted a Cocktail Party for the local dignitaries and their wives.
16. The ship's company were taken on a sightseeing tour of Manokwari during the forenoon of Friday 11th, whilst the officers were the guests of the Indonesian Armed Forces, playing tennis. At 1115(I) the ship was moved to the end of the wharf to allow a merchantman to come alongside, and the ship was opened to visitors from 1500(I) to 1700(I). The Naval Dockyard and Government Sawmill were visited on Saturday 12th, (My letter S7-4-1 to DNI, dated 24 February, 1972 refers) and a friendly game of Soccer was played at 1600(I), resulting in a three-all draw. That evening, a farewell dance for the entire ship's company was held at the Navy Barracks.
17. Prior to sailing on Sunday 13th, I visited and laid a wreath at the Indonesian War Heroes Cemetery, just outside Manokwari. This is the cemetery for members of the Indonesian Armed Forces who lost their lives in the local area during the struggle with the Dutch.

18. ASSAIL cast off and proceeded from Manokwari Bay at 0958(I), bound for Ambon. In order to arrive at the head of Sagewin Strait at dawn on Monday 14th, course was reversed for 45 minutes off Sorong, and the ensuing passage down Sagewin Strait was uneventful. On clearing the strait, course was altered to the south west, and at 0100(I) on Tuesday 15th, Suanggi Lt. was raised, allowing an easy passage to be made through Manipa Strait. Course was altered into Ambon Bay at 0655 (I), and ASSAIL secured starboard side to, the Main Cargo Wharf at Ambon, at 0900(I). Again the ship was asked to move to allow a merchantman wharf space, and accordingly ASSAIL cast off at 0925(I), resacuring some 250 feet down the wharf at 0932 (I).

19 Games of Volleyball, Badminton and Table Tennis were played at the Naval Base at Halong during the afternoon, and whilst at the base the opportunity was taken to visit an ex-Russian Minesweeper of the 'T-43' class. The ship itself was clean, but it is thought doubtful that all the armament and minesweeping gear was serviceable.

20. At 0930(I) on Wednesday 16th, I called on the Senior Naval Officer in Ambon, CDRE H. SOEMANTRI, who is the Commander of the Ninth Naval Area, (PANGDAERAL 9). I also called on the Police Commissioner, KOM. IMAM BACHRI, and the Army Commander, KOL. ICHWAN ANWAR. During the forenoon the ship's company were taken on a tour of the local area, and in the afternoon a visit was made to Commonwealth War Cemetery; built on the site of a Prisoner of War camp, and maintained in immaculate condition. That evening, the Civil and Military dignitaries of Ambon and their wives were entertained at a Cocktail Party held onboard.

21. ASSAIL cast off and proceeded down Ambon Bay at 0959 (I) on Thursday 17th, and course was set for Darwin via the Sermata Islands and Cape Don. At 0110 (I) on Friday 18th, course was altered to the west to clear Teun Island, and then to the south at 0148 (I). Having gained a good landfall at Sermanta Island, ASSAIL altered course to the south-east at 0810 (I) for the run to Cape Don. Clocks were advanced 30 minutes at 2330 (I) to Zone  $-9\frac{1}{2}$ , (IK). At 0003, on Saturday 19th, Cape Don Lt. was raised, and following a passage through Dundas and Clarence Straits, ASSAIL came to anchor in the Quarantine Anchorage in Port Darwin at 0903. Having been granted Pratique, ASSAIL weighed and proceeded at 0920, securing port side to, the Patrol Boat Berth, at 0935, where Customs clearance was quickly given.

22. At 1600 on Sunday 20th, HMA Ships LAE, (Lieutenant M.C. Webster, RAN) and LADAVA, Lieutenant D.P. Richards, RAN), entered harbour, LAE securing port side to, ASSAIL, and LADAVA securing port side to, LAE. Both ships were in Darwin for an Assisted Maintenance Period, prior to Exercise Planti Manua.

23. During the following week, the opportunity was taken to continue maintenance routines, although bad weather toward the end of the week hindered work on the upper deck. The fault on the radar was rectified, and routine engine maintenance carried out.

24. At 0800 on Monday 28th, ASSAIL cast off, and in company with LAE and LADAVA, proceeded from Darwin bound for Milne Bay and Exercise Planti Manua. At 1345 an AATX was carried out in Dundas Strait with a Dakota aircraft from RAAF Darwin, which provided excellent tracking runs for all guns crews. Having rounded Cape Don, course was altered to the east at 2050 for the long leg to Thursday Island, and at the end of the month the three ships were approximately two thirds of the way across the top of the Gulf of Carpenaria.

RESTRICTED

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RESTRICTED

- 4 -

25. The only major defects which occurred during the month were the radar and the airconditioning, both of which have been rectified by contractors in Darwin. The health, welfare and conduct of the ship's company has been good, and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,

(I.D. GIBSON)  
Lieutenant, R.A.N.,  
COMMANDING OFFICER.

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APPENDIX A

A. Miles steamed during month	3,049
B. Hours unseaway during month	207
C. Miles steamed since commissioning	79,316.8
D. Hours underway since commissioning	6,011.2

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APPENDIX C

EXERCISES AND DRILLS

1st February	Blind Pilotage, Clarence Strait.
8th February	Exercise Fire in the Galley
28th February	OOW Manoeuvres, (with LAE and LADAVA) Action Stations Emergency Stations Leaving Ship Stations AATX (with Dakota From RAAF Darwin)
29th February	OOW Manoeuvres, (with LAE and LADAVA)

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APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

PROGRESSIVE TOTAL

HMAS *ASSAIL* ..... Age since first commissioning... *3 1/2* ..... years  
 DATE *17 MAR 72* ..... Miles steamed since first commissioning... *79,316.8* ..... miles

No.1 *2193* .....  
 No.2 *2277* .....  
 No.3 .....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)							Rem	
	1	2													H	E	L	G	TAS	ND	C		EW
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Total	29			2				13	8				17										

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SOBWE  
 ANDXAU  
 APBOW



18-6-3461

**RESTRICTED**

DEPARTMENT OF THE NAVY

HMAS ASSAIL

Report of Proceedings MAR 72

AS(NS) Ch. 3/5.

D of O 4/5.

~~DCOP~~

~~for~~ DCNS Alists

~~1NM~~

~~2NM~~ 19/5

~~3NM~~ 11/5

~~4NM~~ 16/5

~~SECRETARY~~ 17/5

~~D of S~~ 17/5

~~DPR~~ 23/5  
~~D of O~~ 30/5

AS(NS) (NS55) 30/5

HISTORIAN

- NOTES:
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18/5



NAVY—CANBERRA		
18	6	3461

ROYAL AUSTRALIAN NAVY

TELEPHONE: 81 6451

IN REPLY QUOTE C1-16-8



Naval Headquarters,  
DARWIN. N.T. 5790.

27 APR 1972

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH, 1972.

Reference: RI Appendix 29A.

Forwarded in accordance with the reference.

(P.J. HUTSON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter dated 1st April, 1972.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Commanding Officer, HMAS ASSAIL

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HMAS ASSAIL  
at Darwin

1st April, 1972.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH, 1972

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of March 1972. All times are Zone -10, (K), unless otherwise stated.

2. At the beginning of the month HMAS ASSAIL was proceeding eastwards across the top of the Gulf of Carpentaria towards Thursday Island, in company with HMAS LAE (Lieutenant M.C. Webster, RAN) and HMAS LADAVA, Lieutenant D.P. Richards, RAN). Landfall was made on Booby Island at 1035, Wednesday 1st, and the three ships entered Thursday Island harbour at 1220, securing to the recently refurbished Naval Repair Jetty at 1300, in the order LAE, ASSAIL, LADAVA.

3. At 0759 on 2nd, LADAVA cast off and proceeded, closely followed by ASSAIL and LAE. The three ships headed for the Great North East Channel, and at 1010, LAE and LADAVA detached to search either side of the recommended track for the fishing vessel that had been reported in the area by the coast watcher at Thursday Island. LADAVA found the vessel at 1430, it being the HUON GULF, registered in Port Moresby, at anchor awaiting the opening of the prawning season. LADAVA rejoined ASSAIL at 1545, and both ships set course for Bramble Cay, to await the arrival of LAE. ASSAIL came to anchor 216 Bramble Cay Lt., 5 cables, at 1803. LAE came to anchor soon after, and at 1947, ASSAIL weighed and proceeded with the other two ships, for an hour of OOW Manoeuvres. These were completed at 2100, and the ships settled down for the overnight steam to Port Moresby in Formation Three.

4. At 0918 on 3rd, LAE, ASSAIL and LADAVA entered Port Moresby harbour, LAE securing starboard side to the Army Wharf at 0948, with ASSAIL securing alongside her at 0952, and LADAVA on ASSAIL three minutes later. HMAS ANZAC, (Commander I.A. Callaway, RAN) was berthed port side to, on the south-eastern side of the wharf. Fuel and water were embarked during the day, and assistance was given by ANZAC to make good minor defects in the ship.

5. LADAVA cast off 1254 on Saturday 4th, followed by ASSAIL at 1256 and LAE at 1258. The three ships then formed up and proceeded from Port Moresby harbour, bound for Samarai and Exercise Planti Manua. Samarai was reached at 0630 on Sunday 5th, and at 0640 ASSAIL came to anchor in position R5 122 Kwa-To Island, 9 cables, in Samarai Harbour. Already present in the harbour were HMA Ships BARBETTE, (Lieutenant Commander M.H. Aston, RAN) ARCHER, (Lieutenant Commander K. Murphie, RANR), BAYONET, (Lieutenant J.V. Hart, RAN) and BUCCANNEER, (Lieutenant W.R. Thompson, RAN). HMA Ship AITAPE, (Lieutenant K.J. Heynatz, RAN) entered harbour at 0800.

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6. All ships were refuelled during the day at Samarai wharf, ASSAIL securing alongside LAE at Samarai wharf at 1700, and moving back to anchor at 1809. ANZAC entered harbour at 1945, and a pre-exercise briefing was held onboard at 2000.

7. At 0702 on Monday 6th, ASSAIL weighed and proceeded in company with ARCHER and BAYONET, for Milne Bay, and the first serial in the work-up phase of the exercise. During the forenoon, Action, Emergency and Leaving Ship Stations were exercised, followed by OOW Ship Handling, Man Overboard Recovery drills, and OOW Manoeuvres. A Towex was then carried out, with BAYONET towing ASSAIL, ASSAIL towing ARCHER, and ARCHER towing BAYONET. On completion of this serial, course was latered to the east to join ANZAC and the other Task Unit for the afternoon's serial of Anti-Aircraft Tracking. However, at 1315 I was informed by the Charge ERA that he was having problems with the starboard Main Engine, and that he wanted to shut it down. ASSAIL carried on with the AATX on one engine, while the Charge ERA investigated further. A fuel dilution test of the lubricating oil was requested from ANZAC, as it was suspected that a set of piston rings had broken, causing the sump pressurisation the engine was experiencing. ANZAC suggested that ASSAIL should come alongside her on completion of the AATX serial, and accordingly, once ANZAC had come to anchor in Samarai Harbour, ASSAIL secured starboard side to her at 1733. The fuel dilution test was carried out, but proved negative. The engine was then run-up again under no-load conditions, and no symptoms could be detected. It was decided to sail early next morning to carry out engine trials, under load conditions.

8. ASSAIL cast off at 0534 on Tuesday 7th, and the Starboard engine run-up. After 15 minutes under load, sump pressurisation was again experienced, and the engine was shut down. The ship carried on with the serials scheduled for the day, which were to be AATX and AACRFX. However, weather conditions proved to be unsuitable, and all Patrol Boats were ordered to return to Samarai Anchorage; ASSAIL coming to anchor in R5 at 1403. One of ANZAC's ERAs came across during the Dog Watches, and when another test run of the engine was carried out, a definite 'knock' could be heard from the vicinity of A4 cylinder. This convinced both ERAs that piston rings were indeed the problem.

9. At 1824 the same day, ASSAIL weighed and proceeded through China Strait to join ANZAC, BAYONET and ARCHER for a Night Encounter Exercise against Orange Forces, (LAE, LADAVA and BUCCANNEER). On completion of the NEX, all ships returned to Samarai Anchorage, ASSAIL coming to anchor at 2353. In conjunction with ANZAC's Engineer Officer, URDEF action was initiated that night, and after discussion with COMPNGNAV and the Captain of ANZAC, it was decided that ASSAIL should stay with the exercise, while firm plans for repairs could be made.

10. ASSAIL weighed and proceeded at 0640 on Wednesday 8th, in order to arrive at the firing area for the day's serials at the same time as the other ships which were not sailing until 0730. ASSAIL took station on ANZAC at 0931, and during the forenoon AATX runs and AAFX runs were carried out against a drogue target towed by a Piaggio aircraft. Further AA serials were carried out during the afternoon, but unfortunately during the initial runs the drogue was shot down by ANZAC, and the aircraft was unable to stream another. Consequently a danbuoy was laid by ANZAC and all ships carried out a Surface Shoot against it. This serial finished at 1500 and at 1502 ASSAIL was detached to proceed to Samarai. The ship came to anchor in R5, Samarai, at 1812, and shortly after, the NEX programmed for that night was cancelled due to poor weather conditions. During the evening, HMA Ships ADROIT, (Lieutenant Commander G.L. Boyd, RANR), and BOMBARD, (Lieutenant A.I. Cameron, RAN), arrived at Samarai from Cairns.

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11. Thursday 9th was planned as replenishment and rest day, and at 0958 ASSAIL weighed and proceeded for fuelling, securing starboard side to Samarai Wharf four minutes later. Fuelling was completed at 1105, and ASSAIL cast off at 1111, coming to anchor in R5 at 1119. During the afternoon, parties for recreation were landed on Deka-Deka Island.

12. The LONGEX Phase of the exercise began at 0400 on Friday 10th, when Orange Force, AITAPE, LAE, LADAVA, BUCCANEER, and BOMBARD, sailed from the anchorage at Samarai. ASSAIL weighed at 0803, and in company with BARBETTE, BAYONET, ARCHER and ADROIT, proceeded through China Strait. ASSAIL was left to patrol the China Strait area for the forenoon and at 1425 course was altered to the east from the southern entrance of China Strait to investigate an enemy contact moving into Milne Bay. During the afternoon, ASSAIL was repeatedly engaged by the Piaggio aircraft, which was always spotted and deemed 'shot down'.

13. Contact was made with the enemy Patrol Boat at 1716, but the range could not be closed due to ASSAIL's limited speed. The Patrol Boat altered course to clear Milne Bay to the east, so the action was broken off, and patrol resumed at 1816. ASSAIL came to anchor off East Island, (10° 33.4' S, 150° 44' E) at 1950, and maintained a radar watch covering the northern approaches to China Strait and Milne Bay. Anchor was weighed at 2325, and ASSAIL commenced patrolling once more across the entrance to China Strait. At 0352 on Saturday 11th, a contact was reported emerging from China Strait. Course was altered to the west, and following an unanswered challenge, the contact was confirmed enemy, and engaged. Both ships went to the 'out of action' state on completion of the engagement, ASSAIL retiring westwards into Milne Bay for the required two hours.

14. During the forenoon, a continuous patrol was kept within five miles of the entrance to China Strait and at 1030, all Blue Forces were ordered to rendezvous and commence a patrol line north and south between Killerton Islands and Kan Kopi Bay. This was in anticipation of a large scale Orange Force frontal attack on Milne Bay. This attack materialised at 1120, with three enemy Patrol Boats closing the patrol line from the east. These were engaged by BARBETTE, BAYONET and ADROIT, and the attack was successfully repulsed. On completion of the engagement, ARCHER and BAYONET were detached to pick up coastwatchers; ADROIT and BARBETTE retired westwards 'out of action', and ASSAIL continued on the patrol line. This patrol was maintained until 1605, when all Blue Forces retired to the Gili Gili anchorage for the final phase of LONGEX, the infiltration exercise. ASSAIL came to anchor in Stringer Bay on the north side of the anchorage at 1740, and commenced a radar watch and small boat patrol at 1800. Only one boat managed to break the defences and reach ANZAC, and at 2015 the LONGEX phase was terminated. Anchor was weighed at 2051, and ASSAIL proceeded to anchorage G5, 220 LHE Laulau Island 1.1 miles, coming to anchor there at 2122.

15. In order to form up for the ceremonial steampast close to the Administration town of Alotau and into Samarai Harbour, ASSAIL weighed and proceeded at 0751 on Sunday 12th, and took station on ANZAC in Formation One, sequence number six. Alotau was passed at 0830, when base course was altered for the northern entrance to China Strait. All ships passed down China Strait and between Ebuma Island and Samarai Island at 1100, after which course was altered to allow a formation anchorage in Samarai Harbour.

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- 4 -

ASSAIL was detached to fuel at 1118, and at 1140 secured starboard side to AITAPE, at Samarai wharf. Having completed fuelling, ASSAIL cast off at 1234, and proceeded to anchorage R5, anchoring there at 1243. A post-exercise meeting was held in ANZAC at 1245, and on completion of this meeting, all participating units in Exercise Planti Manua began to disperse. ASSAIL weighed anchor at 1607, and in company with BOMBARD, proceeded through China Strait, bound for HMAS TARANGAU to effect engine repairs.

16. Passage to TARANGAU was made via Goschen Strait, Cape Nelson, Cape Ward Hunt, Vitiaz Strait and the Vitu Islands group, the latter being reached at 1207 on Tuesday 14th, when both ships came to anchor in Widu Harbour, (4°48'S, 149°26'E). The local coastwatcher was returned home, and during the afternoon parties from both ships were landed for recreation. ASSAIL and BOMBARD weighed and proceeded at 1623, a north westerly course being taken for Manus Island. Both ships entered Seeadler Harbour at 1050 on Wednesday 15th, and ASSAIL secured port side to, the main wharf at TARANGAU, at 1128. BOMBARD secured astern of ASSAIL some seven minutes later.

17. During the next nine days, the Starboard Main Engine defect was rectified with the help of TARANGAU Base Staff. The piston, cylinder liner, and cylinder head were all unserviceable, and work was delayed while spare parts were flown up from Sydney. However, the final part, the cylinder head, was received on Thursday 23rd, and the engine was reassembled and test runs were carried out that night. In order to carry out underway trials, ASSAIL cast off at 1002 on Friday 24th, and proceeded into Seeadler Harbour. During the following two hours, both engines were run through their full power range, and apart from a quickly rectified oil leak on the starboard engine, both performed up to standard. With the engine proved serviceable, it was decided to sail for Darwin at 1600 that day, and accordingly ASSAIL returned to TARANGAU, securing port side to, HMAS MADANG, (Lieutenant J.L. Ryan, RAN) at 1221.

18. After an enjoyable and beneficial stay in TARANGAU, ASSAIL cast off and proceeded at 1559 on Friday 24th, and having cleared Seeadler Harbour, set course for her next port of call, Port Moresby. The passage to Port Moresby was made via Alim Island, Vitiaz Strait, Cape Cretin, Cape Ward Hunt, Cape Nelson; through a very interesting Hornbill Channel to Milne Bay, and thence via China Strait to Port Moresby. Good weather prevailed for most of the passage, and the opportunity was taken to carry out a deal of upper deck maintenance in preparation for the forthcoming Annual Inspection. ASSAIL passed through Basilisk Passage into Port Moresby Harbour at 0832 on Monday 27th, and secured port side to, the Army Wharf, at 0902. Fuel, water and a small amount of victualling stores were taken on arrival.

19. Following a refreshing overnight stay in Port Moresby, ASSAIL cast off and proceeded at 1259 on Tuesday 28th, for the 24 hour run to Thursday Island. Bramble Cay Light, at the northern entrance to the Great North East Channel, was raised at 0410 on Wednesday 29th, and a very pleasant, calm passage down the channel ensued, enabling ASSAIL to secure port side to, the Naval Repair Jetty at Thursday Island at 1308. While fuel and water were being taken on, the ship was cleared by Customs and Health Officers. With fuelling completed, ASSAIL cast off and proceeded at 1555, for the last leg of the voyage to Darwin.

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- 5 -

20. Having cleared Thursday Island Harbour, course was set for the Carpentaria Light Ship, which was raised at 2056, and at 2130, ASSAIL altered course to West, a course she was to maintain for the next 36 hours. Clocks were retarded 30 minutes to Zone  $-9\frac{1}{2}$ , (IK), at 2359 that night.

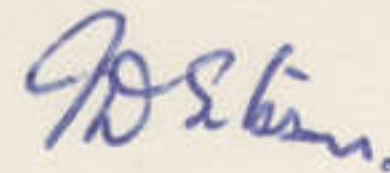
21. Landfall was made on New Year Island Light at 0700 (IK) on Friday 31st, and ASSAIL came to anchor at Port Essington, (11.09S, 132.08E), at 1311 (IK) for a stay of nine hours. On the run into Port Essington, ASSAIL investigated 6 Japanese trawlers, which were operating in the entrance to the bay. My message, DTG 310410Z Mar 72, refers. During the afternoon, I carried out rounds of the ship, and on completion, addressed the ship's company on matters of security. At 2200 (IK) anchor was weighed, and ASSAIL proceeded, remaining at sea, enroute to Darwin until the end of the month. During the month, ASSAIL steamed 4,387.6 miles, thus achieving the highest monthly total since commissioning.

22. Apart from the major defect on the Starboard Main Engine, there have been no serious defects during the month, and in preparation for Annual Inspection, the appearance of the ship is good. The health, welfare and conduct of the ship's company has been good, and despite the extended absence from the Darwin area, their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(I.D. GIBSON)  
Lieutenant, R.A.N.,  
COMMANDING OFFICER.

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APPENDIX 'A'

A. Miles steamed during the month	4,387.6
B. Hours underway for the month	332
C. Miles steamed since commissioning	83,704.4
D. Hours underway since commissioning	6,343.2

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APPENDIX 'C'

EXERCISES AND DRILLS

2nd February	Night, OOW Manoeuvres
3rd February	OOW Manoeuvres
6th	OOW Manoeuvres
	OOW Ship Handling
	Man Overboard Recovery Drill
	Action Stations
	Leaving Ship Stations
	Emergency Stations
	TOWEX
	AATX
	Blind Pilotage - China Strait
	Formation Anchorage, China Strait
7th February	AATX
	Night Encounter Exercise
	Blind Pilotage, China Strait
8th February	AATX
	AAFX
	SUCRFX
	OOW Manoeuvres
10th - 11th Feb.	LONGEX Phase, Exercise Planti Manua
12th February	Ceremonial Entry, Samarai Harbour.

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MONTHLY RETURN OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)

HMAS *ASSAM*  
DATE *01 APR 72*

### APPENDIX 'D'

AGE SINCE FIRST COMMISSIONING *3 9/12* YEARS.  
MILES STEAMED SINCE FIRST COMMISSIONING *83704 1/2* MILES.

I.C. ENGINE HOURS  
PROGRESSIVE TOTAL ENGINE HOURS  
SIBD *2341*  
PORT *24.83*

MONTH	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	PORT REPT DETAILS	PASSAGE TIME	VISIT	PROG. MED. MAINT.	REPT. REPT. DOCKING	REPAIR	HARBOR	LONG LEAVE	DEFECTS APPROACHING SELF'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS	
	DAY	1													2	H	E	I	G	TAB	NI	C	EW	DL		OPT
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16																										
17																										<i>Latent defect</i>
18																										<i>at 1000 hrs</i>
19																										
20																										<i>Found Latent Defect</i>
21																										<i>Special Board</i>
22																										<i>9 crews met</i>
23																										<i>US at 1000</i>
24																										<i>Created 500 hrs</i>
25																										
26																										
27																										
28																										
29																										<i>100 hrs</i>
30																										
31																										
TOTAL				8	3			0	13																	

RESTRICTED

RESTRICTED

18/6/3511

DEPARTMENT OF THE NAVY

HMAS

ASSAIL

Report of Proceedings APRIL 1977 2

AS(NS)

*3 1/2*

D of O

*1/6*

DGOP

*CA 15/6*

DCNS

1NM

*6/6*

2NM

*1 1/2*

3NM

*1/6*

4NM

*19/6*

SECRETARY

*20/6*

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DPR

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AS(NS)

(NS55)

*7/7*

HISTORIAN

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*2/15*



TELEPHONE:

81 6451

IN REPLY QUOTE

C1-16-8

26 MAY A.M.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18

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3511

Naval Headquarters  
DARWIN. N.T. 5790.

23 MAY 1972

The Secretary,  
DEPARTMENT OF THE NAVY

HMAS ASSAIL - REPORT OF PROCEEDINGS - APRIL, 1972

References: RI Appendix 19A.

Forwarded in accordance with the reference.

(P.J. HUTSON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter dated 1st May, 1972.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Commanding Officer, HMAS ASSAIL

RESTRICTED

HMAS ASSAIL,  
at DARWIN.

1st May, 1972.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - APRIL, 1972

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of April, 1972. All times are zone - 9½ (IK) unless otherwise stated.

2. At the beginning of the month ASSAIL was at sea, en route from Thursday Island to Darwin, passing down Dundas Strait past Cape Don Light. At 0410 on Saturday 1st, the build up to full power commenced in preparation for the Annual Full Power Trial. By 0500 full power had been reached and the ship passed through the Vernon Island Group at this speed. The Full Power Trial finished at 0701 and at 0735 course and speed were altered as necessary to enter Darwin Harbour. ASSAIL secured port side to HMAS ATTACK (Lieutenant Commander W.A. Maskell, RAN) at the Patrol Boat Berth at 0740, after a very interesting and valuable month away.

3. As ASSAIL's Annual Inspection was programmed for Wednesday 5th, Thursday 6th and Friday 7th, a shortened Easter weekend was taken and the ship's company turned to early on Monday 3rd to put the finishing touches to the ship. At 0900 on Tuesday 4th, ASSAIL cast off and proceeded into Darwin Harbour to allow ATTACK to put to sea. ASSAIL secured port side to the Patrol Boat Berth at 0940, and at 0959 ATTACK secured port side to ASSAIL. Work carried on during the day and on Wednesday 5th your Staff Officers, Sir, carried out Departmental Inspections of the ship. At 0830 on Thursday 6th you, Sir, inspected ASSAIL's Ship's Company at Divisions and, on returning at 1000, you carried out your Harbour Inspection of ASSAIL.

4. In order to carry out the Sea Inspections of both ATTACK and ASSAIL you, Sir, embarked in ATTACK at 0855 on Friday 7th, with Lieutenant Commander K.H. Cartwright, RAN, while Commander S.A. Hall, RAN, and Lieutenant M.G. Donaldson RAN, embarked in ASSAIL. ATTACK cast off and proceeded at 0900 and ASSAIL followed one minute later, forming up in Formation One on clearing the Inner Harbour. The Sea Inspection began in earnest with simulated explosion in the engine room, with resultant casualty, at 0925. The NBCD Exercise was then followed by Officer of the Watch Manoeuvres as the ships made passage to the Firing Area, R228, in Beagle Gulf. A Zig-Zag Plan was executed for a short while just after 1000 and by 1120 both ships had entered the firing area, with ASSAIL having dropped two 45 gallon drums as a surface target.

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5. After ASSAIL had retired to the west, ATTACK engaged the target, using both 40/60 Bofors and .50 calibre Machine Guns. ASSAIL then prosecuted the target which was deemed to be disabled but still armed, enemy FPB, but a defect on the 40/60 allowed only two rounds to be fired. The attack was continued with the after, .50 calibre until ammunition was expended, when the attack was broken off. ASSAIL then closed the targets and despatched them with small arms fire. The Gunnery Exercise thus finished at 1213, when the ships formed up in Formation One on a northerly course and at 1222 Steering Gear Failure was exercised. Both ships then altered to the south, went to Formation Three and stopped so that Boarding Parties could be exchanged. On completion of the BOARDEX, ASSAIL was instructed to take ATTACK in tow and by 1320 ASSAIL had ATTACK in tow at 6 knots. The TOWEX was completed at 1334 and both ships began heading back to Darwin. On the return trip Man Overboard Exercises were carried out, Heaving Line Transfers passed between the two ships, and the emergency HF Aerial rigged. At 1457 the Sea Inspection was completed and course was set for Darwin, ASSAIL securing port side to the Patrol Boat Berth at 1549 and ATTACK securing port side to ASSAIL three minutes later.

6. At 1020 on Monday 10th ATTACK cast off and proceeded for a short four day patrol. ASSAIL spent the ensuing week carrying out routine maintenance and preparing for her first patrol into the Gulf of Carpentaria for the year. At 0720 on Friday 14th, ATTACK entered harbour and secured port side to ASSAIL at 0730.

7. In order to catch the tide for slipping, ATTACK cast off and proceeded at 0723 on Monday 17th. At 0850 HMS ROTHESAY (Commander A.A. Waugh, RN) entered harbour and secured port side to Fort Hill Wharf at 0900. ASSAIL cast off and proceeded at 0902 and, on clearing Darwin Harbour, set course for Maningrida Welfare Settlement on the Liverpool River, Arnhem Land. At 1718 that day, off Cape Don, course was altered to investigate three Japanese Trawlers, which proved to be legally registered for the Declared Fishing Zone. (My Fishrep DTG 171030Z APR 72 refers). New Year Island light was dipped at 0125 on Tuesday 18th, and an east south easterly course set for the mouth of the Liverpool River. Landfall was made on Rolling Bay Point at 0735 that day and at 0938 ASSAIL came to anchor off Maningrida Settlement (12°02'.2 S, 134°12'.5E). During the forenoon the local coastwatcher was visited and the opportunity given for the ship's company to purchase some of the very good Aboriginal artifacts from the Settlement.

8. Anchor was weighed at 1230 and ASSAIL proceeded down the Liverpool River and headed for Alyangula, Groote Eylandt, via Brown Strait. ASSAIL entered Brown Strait at 2258 and by 0500 on Wednesday 19th was passing the huge NABALCO complex at Gove. ASSAIL entered Milner Bay at 1403 and came to anchor 270, Tug Wharf 6 cables at 1410, as the

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- 3 -

normal berth was occupied by MV JOHN BURKE. The boat was sent inshore and GEMCO very kindly offered to shift their tug to allow ASSAIL to berth there. Accordingly, anchor was weighed at 1427 and ASSAIL secured starboard side to the tug berth at 1430, the tug securing on ASSAIL on completion. Fuel and water were embarked on arrival and, during the afternoon, the Naval Reporting Officer and Harbourmaster were both visited.

9. ASSAIL cast off and proceeded from Milner Bay at 0800 on Thursday 20th and course was set to clear South Point and thence on to Vanderlin Island some 140 miles south east of Alyangula. A very pleasant fast passage was made and at 1454 course and speed were altered to investigate two Japanese Trawlers. Again these proved to be legal. (My Fishrep DTG 200615Z APR 72 refers). On completion of the investigation ASSAIL altered course to the east and entered Addison Channel at 1630. On the passage down the channel the ship passed Obelisk Island, the island gaining its name from an obelisk erected by HMAS GERANIUM (Lieutenant Commander H.T. Bennett, DSO, RN) in 1923, in memory of Commander Matthew Flinders, RN, of HMS INVESTIGATOR, December, 1802. At 1722 ASSAIL came to anchor off Brown Ialet (15°42'.75, 136°52'.6E) in six fathoms.

10. During the forenoon of Friday 21st the Executive Officer was despatched in the boat to call on the coastwatcher at Clarkson Point. After an unsuccessful attempt to repair the coastwatcher's radio, ASSAIL weighed and proceeded down Addison Channel at 1330 and, on clearing the channel at 1423, altered course to investigate further Japanese Trawlers, (my Fishrep DTG 210625Z APR 72 refers). Course was then set for Karumba and at 0001 (IK) on Saturday 22nd, clocks were advanced 30 minutes to 0031 (K) Zone - 10. At 0910 (K) course and speed were altered to investigate several trawlers which were in the area closed for trawling. These proved to be on innocent passage and course was then altered to the south for Karumba. ASSAIL passed the fairway buoy at 1145 (K) and at 1225 (K) came to anchor in the Norman River opposite the Craig Mostyn Pty. Ltd. wharf, to await refuelling. A berth was made available during the late afternoon and at 1555 ASSAIL weighed and proceeded, securing starboard side to MV KARUMBA GULF three minutes later. Fuel and water were taken on and at 1837 lines were cast off and ASSAIL proceeded to anchor again in the river (17°29'.0S, 140°50'.2E).

11. An unsuccessful attempt was made to locate the coastwatcher during the forenoon of Sunday 23rd and, accordingly, anchor was weighed at 1250 (K) and ASSAIL proceeded down the Norman River. On passing the Fairway Buoy at 1340 (K), course was altered to the Nor' Nor' East, towards ASSAIL's next call, Aurukun Mission, on the Archer River. An anchorage was found off the mouth of the Archer River (13°20'.3S, 141°37'.3E) at 0840 (K) on Monday 24th, and the coastwatcher was called on during the forenoon. ASSAIL weighed and proceeded at 1630 (K) the same day, maintaining a northerly course for Thursday Island.

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## RESTRICTED

- 4 -

12. Landfall was made on Booby Island at 0413 on Tuesday 25th and at 0555 course was altered to the east. On entering Thursday Island Harbour it was found that HMAS PALUMA (Lieutenant Commander R.B. Doolan, RAN) was berthed outboard of HMAS ADVANCE (Lieutenant N.J. Robinson, RAN) at the Naval Repair Jetty, and thus ASSAIL secured port side to PALUMA at 0830 (K). Fuel and water were taken on during the day.

13. In order to allow PALUMA to proceed to sea, ASSAIL cast off and lay off the berth at 0625 (K) on Wednesday 26th, resecuring on PALUMA's departure port side to ADVANCE at 0635 (K). A series of exercises with ADVANCE was planned for the forenoon and, accordingly, ASSAIL cast off at 0838 (K) followed two minutes later by ADVANCE. Having passed Booby Island, both ships were stopped and two towing exercises were carried out, ADVANCE supplying the gear both times. This was followed by some OOW manoeuvres and several heaving line transfers. ASSAIL detached at 1130 (K) and proceeded for Gove whilst ADVANCE proceeded direct to Darwin. At 1800 (K) that day, clocks were retarded to 1730 (IK), Zone - 9½. Passage continued overnight and at 0545 on Thursday 27th Bremer Island provided a landfall, following which course was altered to the south at 0652. ASSAIL entered Gove Harbour at 0715 and secured port side to the Small Ships Wharf at 0725. Fuel and water were embarked during the forenoon and the coastwatcher was seen during the afternoon.

14. ASSAIL cast off and proceeded at 0656 on Friday 28th and, after clearing Gove Harbour, course was set for Darwin via Brown Strait. Departure was taken from Stevens Island at 1345 and course set for New Year Island. New Year Island Light was raised at 2243 that night and during the night the ship passed down Dundas Strait. The work-up to full power for the Pre-Refit Full Power Trial began at 0747 on Saturday 29th and the trial was completed at 0920. The ship entered Darwin Harbour at 1050 and secured starboard side to the Patrol Boat Berth at 1100. HMA Ships ADVANCE and ATTACK, which had moved off the berth to allow ASSAIL the inside berth, secured on ASSAIL's port side, some 12 minutes later. ASSAIL remained in the berth till the end of the month.

15. The only serious defect which occurred during the month was on the 40/60 Bofors but this has been rectified with the assistance of Base Staff. The appearance of the ship has reached a good standard with the Annual Inspection and a satisfactory number of exercises and evolutions were carried out during the month. The health, welfare and conduct of the Ship's Company have been good and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(I.D. GIBSON)  
Lieutenant, RAN  
COMMANDING OFFICER.



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APPENDIX "A"

A.	Miles steamed for month	2,295.1
B.	Hours underway for month	186
C.	Miles steamed since commissioning	85,999.5
D.	Hours underway since commissioning	6,529.2

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APPENDIX "C"

EXERCISES AND DRILLS

Friday 8th April	(Sea Inspection) Major NBCDX OOW Manoeuvres SUCRFX TOWEX BOARDX Heaving Line Transfers Man Overboard Recovery Rig Emergency HF Aerial Action Stations Emergency Stations.
Monday 17th	Action Stations Emergency Stations Leaving Ship Stations
Tuesday 18th	Blind Pilotage, Brown Strait
Wednesday 26th	OOW Manoeuvres Heaving Line Transfers TOWEX.

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18/6/3551.

DEPARTMENT OF THE NAVY

HMAS

*ASSATH*

Report of Proceedings

*MAY 1972*

AS(NS) *23/6*

D of O *23/6*

DGOP

DCNS *23/6*

1NM *23/6*

2NM *23/6*

3NM *23/6*

4NM *23/6*

SECRETARY *23/6*

D of S *23/6*

DPR *11/7*

AS(NS) (NS55) *11.7.72*

*12/7*

HISTORIAN

- NOTES:
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  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
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  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

*23/6*

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ROYAL AUSTRALIAN NAVY

21 JUN A.M.

REGISTRY

NAVY—CANBERRA

18 | 6 | 3551

Telephone: J.G.  
350444

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

A.F. 1/16/11

20th June, 1972.

The Secretary  
Department of the Navy

HMAS ASSAIL - REPORT OF PROCEEDINGS - MAY 1972

Forwarded.

Flag Officer Commanding.

Enclosure: HMAS ASSAIL report dated 2 June, 1972.

**RESTRICTED**

1.16.11  
**RESTRICTED**

HMAS ASSAIL  
At SYDNEY

2nd June 1972

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS ASSAIL - REPORT OF PROCEEDINGS - MAY 1972

Sir,

I have the honour to report the proceedings of HMAS ASSAIL, under my command, for the month of May 1972. All times are zone  $-9\frac{1}{2}$  (IK) up till 2359 (IK) on Tuesday 16th, when clocks were advanced 30 minutes to zone -10 (K).

2. At the beginning of the month, ASSAIL was secured starboard side to, the Patrol Boat Berth, at Darwin, with HMAS ADVANCE, (Lieutenant N.J. Robinson, RAN) and HMAS ATTACK, (Lieutenant Commander W.A. Maskell, RAN), secured outboard.

3. At 1145 on Tuesday 2nd, His Honour, The Administrator of the Northern Territory, Mr. F.C. Chaney, presented the Mine Warfare and Patrol Forces Proficiency Shield to HMAS ASSAIL, in a small ceremony performed on ASSAIL's forecastle, before the three Ship's Companies. HMAS ATTACK cast off and proceeded on patrol at 1600 the same day.

4. A two day programme was planned to further work-up ADVANCE following her refit, and accordingly ADVANCE cast off and proceeded at 0902 on Wednesday 3rd, followed at 0904 by ASSAIL. ASSAIL was designated as OCE for the day, and when clear of the inner harbour, the ships were formed up and proceeded for the exercise area. OOW Manoeuvres were commenced at 0958 after ADVANCE had carried out Radar Calibration Exercises, and these continued until 1030. Two towing exercises followed, and on completion, Boarding Parties were exchanged. A series of four heaving line transfers was commenced at 1305, and continued until 1400, when Man Overboard Recovery exercises were commenced. At 1428 they were completed and course was altered to the south and further OOW Manoeuvres carried out en-route to Darwin. Both ships entered harbour at 1555, and after detaching ADVANCE, ASSAIL moved into the inner harbour and secured port side to the Patrol Boat Berth, at 1605. ADVANCE secured port side to, ASSAIL at 1611.

5. Advance cast off and proceeded for the second day of her 'work-up' at 0800 on Thursday 4th, and after carrying out all her planned exercises and firings, re-secured, port side to, ASSAIL, 1600.

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- 2 -

6. At 2355 on Monday 8th, ADVANCE cast off and proceeded to sea to participate in Exercise Top Limit, being staged in the Northern Territory. The next two days for ASSAIL were spent carrying out routine engine and upperdeck maintenance, in preparation for the forthcoming Gulf patrol and subsequent deployment to Sydney for refit. At 0935 on Thursday 11th, the Naval Officer Commanding, North Australia Area, Captain P.J. Hutson, RAN, carried out an impromptu inspection of ASSAIL.

7. Sailing for patrol was delayed pending the arrival of spares for the port main engine, but by 1625 on Thursday 11th, these had been fitted, and at 1633 ASSAIL cast off and proceeded from Darwin Harbour. Passage was made through Clarence and Dundas Straits, and at 0729 on Friday 12th, ASSAIL came to anchor off South Goulburn Island, ( $11^{\circ} 39'.4$  S,  $133^{\circ} 21'.6$  E). Two F4 Phantom aircraft of the RAAF made a mock attack on the ship at 0812 as part of Exercise Top Limit, and during the forenoon three further aircraft sightings were made, all of which were reported to Number Two Control and Reporting Unit, 2CRU, at Nightcliff. The coastwatcher at South Goulburn Island mission was visited during the forenoon, and naval stores from Darwin delivered.

8. Anchor was weighed at 1458, and ASSAIL proceeded in a North Easterly direction for the entrance to Brown Strait and thence Gove. The ship entered Brown Strait at 0520 on Saturday 13th, and on clearing the strait at 0713 headed for the English Company Islands. At 0842 a P2E Neptune aircraft 'attacked' the ship, and was engaged with the 40/60 using break-up shot. Having passed through the English Company Islands, ASSAIL headed for Gove, and after having made a short rendezvous with ATTACK, secured starboard side to, the Cargo Wharf at Gove at 1200. Fuel and water were taken on during the afternoon.

9. ASSAIL cast off and proceeded at 0802 on Sunday 14th, and on clearing Cape Arnhem at 1100, altered course to the south to pass down the eastern coast of Groote Eylandt. During the afternoon the ship was again under air attack, this time by a Vulcan of the RAF. Course was altered to the south west at 2046 that night, and back to east south east at 0208 on Monday 15th, in order to follow the general shape of the coastline. ASSAIL passed to the north of the Sir Edward Pillow Group at 0600, and having altered course to the north east at 1541, made landfall on Gee Wee Point at 1545, and came to anchor off Mornington Island Mission, ( $16^{\circ} 40'$  S,  $134^{\circ} 08'.1$  E), at 1747.

10. The coastwatcher at the mission was visited during the forenoon of Tuesday 16th, as was the manager of Denham Island Fisheries, on Denham Island, across Appel Channel from the mission. ASSAIL weighed anchor at 1328 and proceeded for Rocky Island, and enroute a quarterly full power trial was carried out. The trial completed at 1435, and at 1507 ASSAIL came to anchor to the north west of Rocky Island, ( $16^{\circ} 15'.8$  S,  $139^{\circ} 15'.5$  E) in five fathoms. Clocks were advanced thirty minutes to zone -10(K), at 2359 that night.

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- 3 -

11. Anchor was weighed at 0803 the next morning, Wednesday 17th, and on clearing Rocky Island course was set for the mouth of the Mitchell River. A pleasant passage ensued, and after making landfall on Coleman River Point at 1815, ASSAIL came to anchor off the mouth of the Mitchell River ( $15^{\circ}11'.6S$ ,  $141^{\circ}33'.1E$ ) at 1943, in three fathoms. During the forenoon of Thursday 18th, an attempt was made to visit the mission, but an unserviceability on the outboard motor caused the visit to be cancelled. Anchor was weighed at 1159 and ASSAIL proceeded up the coast to the Edward River Mission, anchoring off the mission, ( $14^{\circ}55'.1S$ ,  $141^{\circ}35'.8E$ ), at 1328. During the afternoon the coastwatcher at the mission was called on, and at 2015 ASSAIL weighed and proceeded for Weipa.

12. ASSAIL entered the channel into Weipa at 0710 on Friday 19th and having cleared the channel entered Weipa Harbour, and at 0815, secured starboard side to, Inner Evans Landing Wharf. The coastwatcher was called on during the day, and at 1550, ASSAIL cast off and proceeded to the fuelling point on the other side of the wharf, securing there, port side to, at 1600. Having completed fuelling at 1655, ASSAIL cast off at 1704 and returned to her original berth, securing starboard side to at 1708.

13. At 0800 on Saturday 20th, ASSAIL cast off and proceeded out of Weipa Harbour, and set course for Cairns, via the Inner Great Barrier Reef. Having rounded Cape York, the expected south easterly sea and swell were encountered, but a reasonable passage ensued and ASSAIL entered the channel into Cairns at 0859 on Monday 22nd. In order to take on fuel, ASSAIL secured starboard side to, No.10 Wharf at Cairns at 0935. Having refuelled, ASSAIL cast off and proceeded down the river at 1055, and secured starboard side to, HMAS BARBETTE, (Lieutenant Commander A.H. Aston, RAN), at 1103. During the stay in Cairns a defect occurred in the 975 radar, and could not be rectified by the local contractor, so it was decided to continue passage without it. Accordingly ASSAIL cast off and proceeded at 0802 on Wednesday 24th, and on clearing the channel turned southwards to continue the passage to Mackay.

14. Not wishing to pass through the Whitsunday Passage at night without radar, it was decided to make as good time as possible during the day, and anchor off Hayman Island that night. ASSAIL came to anchor off Hayman Island ( $20^{\circ}04'.1S$ ,  $148^{\circ}52'.6E$ ) at 0044 on Thursday 25th, in 16 fathoms. With the coming of first light, ASSAIL weighed and proceeded at 0605, passed down the Whitsunday Passage and entered Mackay Harbour at 1117, where the ship secured starboard side to No.1 Wharf at 1120. Fuel and water were embarked during the afternoon.

15. Following the overnight stay in Mackay, ASSAIL cast off and proceeded at 0802 on Friday 26th. The sea and swell was still from the south east with a Force 4 to 5 wind blowing, but a comfortable speed was found, and ASSAIL continued, bound for Brisbane. An uneventful passage followed and ASSAIL entered Moreton Bay at 1056 on Saturday 27th. After an interesting piece of pilotage up the Brisbane River, ASSAIL secured starboard side to HMAS ADROIT, of HMAS MORETON, at 1330.

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16. At 1000 on Monday 29th, I called on the Naval Officer in Charge, Queensland, Commander A.a'H. Evans, RAN. During that afternoon, fuel was embarked and general maintenance continued onboard.

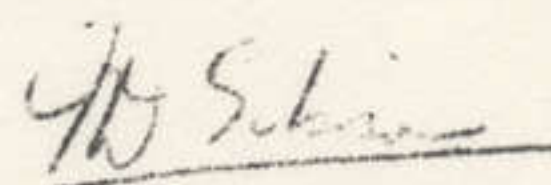
17. Having obtained a promising forecast from the Brisbane Bureau of Meteorology, it was decided to continue the passage south, and accordingly at 1503 on Tuesday 30th, ASSAIL cast off and proceeded down the Brisbane River. Moreton Bay was cleared by 1823, when course was altered to the south, into a 4 to 5 foot south easterly swell, and force 4 wind. By 0727 on Wednesday 31st, ASSAIL was off the entrance to Coffs Harbour, and at 0732, secured port side to, the Main Wharf in that harbour. However a large surge along the line of the wharf made this berth untenable and at 0855 ASSAIL cast off and proceeded, coming to anchor in the boat harbour some four minutes later. During the afternoon, the wind freshened, and the anchor began to drag, so at 1530 anchor was weighed and ASSAIL moved further out into the harbour, coming to anchor in position (30°18'.4S, 153°09'.0E), at 1534. This anchorage was again found unsuitable, and at 1710 ASSAIL again weighed and proceeded, securing to the Eastern Holding Off Buoy, at 1730. ASSAIL remained at the buoy for the remainder of the month.

18. The only main defect during the month occurred in the 975 radar, and this will be rectified when the ship reaches Sydney. Despite the weather on the passage south, the appearance of the ship is satisfactory. The health, welfare and conduct of the ship's company has been good, and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant.



(I.D. GIBSON)  
LIEUTENANT RAN  
COMMANDING OFFICER

Enclosures: Appendix A.

Appendix B.

Appendix C.

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APPENDIX A

- A. Miles steamed for month - 3,100.4.
- B. Hours underway for month - 210.
- C. Miles steamed since commissioning - 89,099.9.
- D. Hours underway since commissioning - 6,739.2.

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APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

PROGRESSIVE TOTAL ENGINE HOURS

HMAS ASAL Age since first commissioning.....years  
DATE 01 JUNE 72 Miles steamed since first commissioning 89,099.9 miles

No.1... 2729 .....  
No.2... 2717 .....  
No.3.....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)							Remarks				
	Day 1	Day 2													H	E	L	G	TAS	ND	C		EW	DL	CPT	
1													X													
2													X													
3				X									X													
4				X									X													
5				X									X													
6				X									X													
7				X									X													
8				X									X													
9				X									X													
10				X									X													
11			X	X				X					X													
12			X	X				X					X													
13			X	X				X					X													
14			X	X				X	X				X													
15			X	X				X	X				X													
16			X	X				X	X				X													
17			X	X				X	X				X													
18			X	X				X	X				X													
19			X	X				X	X				X													
20			X	X				X	X				X													
21			X	X				X	X				X													
22			X	X				X	X				X													
23			X	X				X	X				X													
24			X	X				X	X				X													
25			X	X				X	X				X													
26			X	X				X	X				X													
27			X	X				X	X				X													
28			X	X				X	X				X													
29			X	X				X	X				X													
30			X	X				X	X				X													
31			X	X				X	X				X													
Total	31		11	7				12	9				18													

RESTRICTED

RESTRICTED

} GONE

EXERCISE TOP LIMIT

} WEIPA

} CARANS

} MACEAT

} SAUSANZ

} COITS H86

RESTRICTED

APPENDIX C

EXERCISES AND EVOLUTIONS

- |                 |   |                                                                                                                                                      |
|-----------------|---|------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3rd May         | - | OOW Manoeuvres, (with ADVANCE).<br>TOWEX.<br>ECARDEX.<br>Heaving Line Transfers.<br>Action Stations.<br>Emergency Stations.<br>Leaving Ship Station. |
| 11th - 16th May | - | Cruising/Action Stations (Exercise Top Limit).                                                                                                       |
| 13th May        | - | 40/60 shoot (Break-up shot against P2E Neptune).                                                                                                     |
| 30th May        | - | XO conned ship from berth and down Brisbane River.                                                                                                   |

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18/6/3593

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DEPARTMENT OF THE NAVY

HMAS Assail Report of Proceedings June 72

AS(NS) 17/7

D of 17/7

DCNS 18/7

1NM 24/7

2NM 24/7

3NM 24/7

4NM 24/7

SECRETARY 27/7/72

C of S 27/7

DPR 10/8

AS(NS) (NS55) 16/8  
Historian

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Telephone:  
350444

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103 JUL A.M.

**RESTRICTED**  
ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3593

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

A F.

1/16/11

12th July, 1972.

The Secretary  
Department of the Navy

HMAS ASSAIL - REPORT OF PROCEEDINGS - JUNE 1972

Forwarded.

Flag Officer Commanding

Enclosure: HMAS ASSAIL Report dated 3rd July, 1972.

**RESTRICTED**

1-26-11

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HMAS ASSAIL

At Sydney.

3rd July, 1972.

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS ASSAIL, REPORT OF PROCEEDINGS, JUNE 1972.

Sir,

I have the honour to report the proceeding of HMAS ASSAIL, under my command, for the month of June, 1972. All times are zone (-10), [K]

2. At the beginning of the month, ASSAIL was secured to the North East Holding Off Buoy at Coffs Harbour, and nearing the end of her passage to Sydney from Darwin. In order to allow M.V. ABEL TASMAN to come alongside the main wharf, ASSAIL slipped and proceeded at 0648 on Thursday 1st, coming to anchor in position 30°18'.3 S, 153°09'.0 E, four minutes later.

3. The final leg of the passage commenced at 1000 on 1st when ASSAIL weighed and proceeded from Coff's Harbour. Weather conditions moderated during the day, allowing a fast comfortable passage to be made, and ASSAIL entered Sydney Harbour at 2232, coming to anchor in Chowder Bay, (33°50'.6 S, 151°15'.6 E) at 2249.

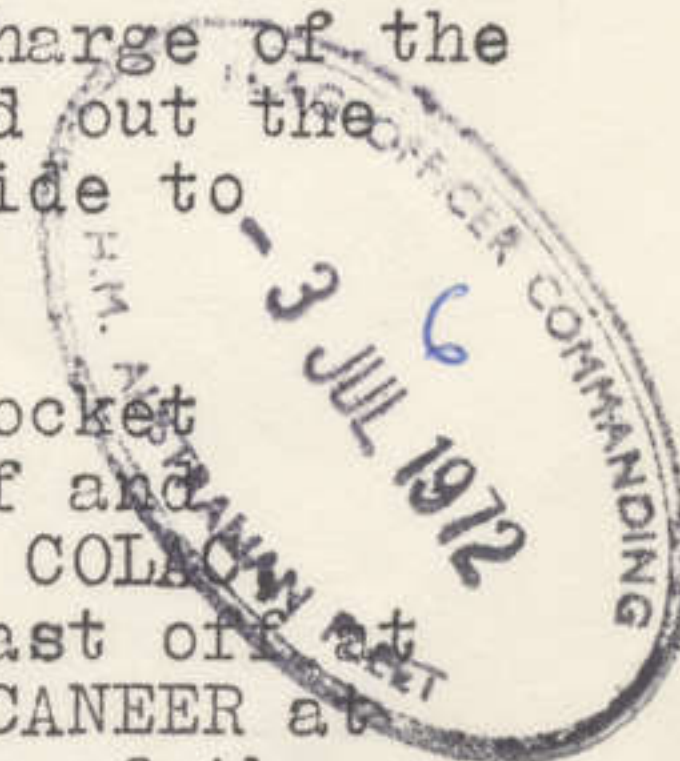
4. Anchor was weighed at 0940 on Friday 2nd, and ASSAIL proceeded up Sydney Harbour, securing port side to HMAS BUCCANEER (Lieutenant W.R. THOMPSON, RAN) at Waterhen at 1005. During the day, the ship was almost completely defuelled.

5. In order to de-ammunition ASSAIL cast off and proceeded at 0808 on Monday 5th, securing port side to C.A.L. 1302, off Spectacle Island at 0822. As I was required to attend the Pre Refit Meeting at Cockatoo Dockyard, the ship was left in the charge of the Executive Officer, Lieutenant M.J. Petch, RAN who carried out the move back to Waterhen at 0955, and ASSAIL secured port side to BUCCANEER at 1007.

6. At 0745 on Tuesday 6th, the 40/60 Mounting and Rocket Flare Launcher were removed, and at 0822, ASSAIL cast off and proceeded down the harbour, securing port side to T.C.V. COLLETT at 0855. On completion of the tank cleaning, the ship cast off at 1325 and returned to Waterhen, securing port side to BUCCANEER at 1342. Destoring and cleaning continued for the remainder of the week.

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RESTRICTED

- 2 -

7. At 0933 on Tuesday 13th, ASSAIL cast off and proceeded to Cockatoo Dockyard, securing port side to the Patrol Boat Refit Wharf, at 0942. On arrival, the ship went out of routine and passed into dockyard hands for her second bi-ennial refit.

8. On Monday 19th, both main engines were removed from the ship, and at 1045 on Thursday 22nd, ASSAIL was moved up onto the slip. The ship remained on the slip for the remainder of the month, while the refit continued.

9. The appearance of the ship has dropped back as was anticipated, but, the health, welfare and conduct of the ship's Company has been good, and their morale remains high. The opportunity has been taken during the refit period to send the majority of the Ship's Company on long leave, in two leave periods.

I have the honour to be,

Sir,

Your obedient servant,

*I.D. Gibson*  
.....  
(I.D. GIBSON)  
LEUT., RAN.  
COMMANDING OFFICER.

Enclosures:

1. Appendix 'A'
2. Appendix 'B'
3. Appendix 'C'



RESTRICTED

APPENDIX 'A'

Miles steamed during month:	260.2
Hours underway during month:	17
Miles steamed since commissioning:	89,360.3
Hours underway since commissioning:	6,756.2

MILES STEAMED SINCE FIRST COMMISSIONING 87,360.3 MILES

I.C. REPAIRED SHIPS  
PROGRESSIVE TOTAL ENGINE HOURS  
NO. 1 2734  
NO. 2 2746

MONTHLY REPORT OF SHIP AVAILABILITY  
(TO ACCOMPANY MONTHLY REPORT OF PROCEEDINGS)  
HMAS ..... DATE 21.3.52

AGE SINCE FIRST COMMISSIONING 4 YEARS

RESTRICTED

MONTH DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISE	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISIT	PROGRAMMED MAINT	PROGRAMMED REFIT DOCKING	REPAIR	HARBOR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS	
	1	2													H	E	L	G	TAS	ED	C	EW	DL	CPT		
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31																										
Total	12	18						1	1		9		29	19												

NO. 3  
REMARKS

correction

under

second  
breasting  
Refit.

RESTRICTED

APPENDIX 'C'

EXERCISES, DRILLS AND EVOLUTIONS

Thursday 1st June - Man Overboard Exercise, Leaving  
Ship Stations

Monday 5th June - Executive Officer conned ship from  
Spectacle Island to Waterhen.

**RESTRICTED**

18-6-3649

DEPARTMENT OF THE NAVY

HMAS ASSAIL Report of Proceedings JULY 1972

AS(NS) 11/8

D of O 14/8

DCNS 11/8

1NM 15/8

2NM 16/8

3NM 16/8

4NM 17/8

SECRETARY 18/8

C of S 18/8

DPR 24/8

AS(NS) (NS55) 28/8

- NOTES:
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  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

**RESTRICTED**

10/8



Telephone :  
350444

PG

A F.

1/16/11

**RESTRICTED**  
ROYAL AUSTRALIAN NAVY

9 AUG A.M.

REGISTRY

NAVY—CANBERRA

18 6 3649

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

7th August, 1972

The Secretary  
Department of the Navy

HMAS ASSAIL - REPORT OF PROCEEDINGS - JULY 1972

Forwarded.

*[Signature]*  
for Flag Officer Commanding

Enclosure: HMAS ASSAIL letter 1/16/5 dated 1st August 1972

**RESTRICTED**

RESTRICTED

1.16.01

1.16.5

HMAS ASSAIL  
At Sydney

1st August, 1972

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL, REPORTS OF PROCEEDINGS, JULY 1972

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command, for the month of July, 1972. All times are zone (-10), (K).
2. At the beginning of the month ASSAIL was on the slip at Vickers Cockatoo Dockyard, with work continuing on the ship's second bi-ennial refit.
3. Due to an industrial dispute, the unslipping date was put back by five days, and ASSAIL thus came off the slip at 1310 on Wednesday 19th, and was cold moved to the refit wharf, securing there, port side to, at 1325.
4. Both main engines were replaced in the ship on Wednesday 26th, but the late supply of engine starter cable has caused delay, and the completion date for the refit now stands at Wednesday 30th August.
5. The health, welfare and conduct of the ship's company has been good and their morale remains high. The appearance of the ship is satisfactory, considering the conditions prevailing at Cockatoo Island for a ship undergoing refit.

I have the honour to be,

Sir,

Your Obedient Servant



*I.D. Gibson*

(I.D. GIBSON)  
Lieutenant, RAN.  
Commanding Officer

Enclosures: 1. Appendix A.  
2. Appendix B.

RESTRICTED

**RESTRICTED**

APPENDIX 'A'

A.	Miles steamed during month.	NIL
B.	Hours underway during month.	NIL
C.	Miles steamed since commissioning.	89,360.3
D.	Hours underway since commissioning.	6.756.2

**RESTRICTED**

MONTHLY RETURN OF SHIP AVAILABILITY  
(To accompany Monthly Report on Operations)

**RESTRICTED**

APPENDIX B TO CANO 7/66

I.C. ENGINED SHIPS  
PROGRESSIVE TOTAL ENGINE HOURS

HMAS ASSAIL Age since first commissioning 4 years 1 month  
DATE 01 AUG 72 Miles steamed since first commissioning 89,360.3 Miles

No. 1 — (—)  
No. 2 — (—)  
No. 3 — (—)

	Avail-ability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (Duration in Hours)								REMARKS	
	1	2													H	E	L	G	TAS	ND	C	EW		DL
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11																								BIENNIAL
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**RESTRICTED**



RESTRICTED

APPENDIX TO CANO 7/66

- 2 -

	Avail-ability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (Duration in Hours)								REMARKS
	1	2													H	E	L	G	TAS	ND	C	EW	
29																							
30																							
31																							
TOTAL		31									31		31	26									

RESTRICTED

**RESTRICTED**

18/6/3706.

DEPARTMENT OF THE NAVY

HMAS Assail Report of Proceedings Aug '72

AS(NS) 21/9

D of O 22/9

DCNS 23/9

1NM 24/9

2NM 26/9

3NM 27/9

4NM 28/9

SECRETARY 28/9

C of S 29/9

DPR 4/10

AS(NS) (NS55) 6/10/72

- NOTES:
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  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

**RESTRICTED**

for 17/7



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18 SEP 1972  
NAVY REGISTRY

**RESTRICTED**

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA  
18 6 3706

Telephone: 350444 CMR

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

A.F. 1/16/11

15th September, 1972.

The Secretary  
Department of the Navy

HMAS ASSAIL - REPORT OF PROCEEDINGS - AUGUST 1972

Forwarded.

(A.A. Willis)  
Commodore  
for Flag Officer Commanding

Enclosure:

HMAS ASSAIL Report dated 4th September 1972

AA

**RESTRICTED**

**RESTRICTED**

HMAS ASSAIL  
At Sydney

4th September, 1972.

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - AUGUST 1972

Sir,

I have the honour to report the proceedings of HMA Ship ASSAIL under my command for the month of August 1972. All times are zone (-10), KIL0.

2. At the beginning of the month ASSAIL was secured port side to, the Patrol Boat Wharf at Vickers Cockatoo Dockyard, continuing her second bi-ennial refit. Work progressed steadily during the month, with a majority of equipments being replaced and set to work.

3. On Tuesday 15th the ship's company were embarked in HMAS BANDOLIER for the day, to carry out familiarisation and continuation training.

4. Generator trials commenced on Wednesday 16th, and continued through till Monday 21st. Main engines were started on Friday 25th, and these trials continued during the following week, with basin trials being carried out on Thursday 31st.

5. During the month the ship's appearance has improved dramatically, as the ship nears completion date, with the ship's company working extremely well. The health, welfare and conduct of the ship's company has been very good and their morale remains high.

I have the honour to be,

Sir,

Your Obedient Servant,

*I.D. Gibson*

(I.D. GIBSON)  
Lieutenant RAN  
Commanding Officer

Enclosures: Appendix A.  
Appendix B.  
Appendix C.

**RESTRICTED**



A.	Miles steamed during month.	NIL
B.	Hours underway during month.	NIL
C.	Miles steamed since commissioning.	89,360.3
D.	Hours underway since commissioning.	6,756.3



APPENDIX TO CANO 7/66

- 2 -

RESTRICTED

	Avail-ability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (Duration in Hours)										REMARKS
	1	2													H	E	L	G	TAS	ND	C	EW	DL	CFT	
29																									
30																									
31																									
TOTAL		31									31		31												

RESTRICTED

Tuesday 15th. Continuation training BANDOLIER, including:

OOW Ship handling  
Engine Room breakdown.  
NBCD exercise.  
Leaving ship stations.  
Emergency stations.



RESTRICTED

18/6/3757

DEPARTMENT OF THE NAVY

HMAS ASSAIL Report of Proceedings SEPT. 72

AS(NS) *Ch. 27/10.*

D of O *27/10*

DCNS *27/10*

1NM *27/10*

2NM *27/10*

3NM *27/10*

4NM *27/10*

SECRETARY *27/10*

C of S *27/10*

DPR *27/10*

AS(NS) (NS55) *22.11.72*

- NOTES:
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*26/10/72*

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 25 OCT A.M. RESTRICTED  
 NAVY REGISTER ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3757

Telephone:  
 350444 J.G.

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


A.F. 1/16/11

23rd October, 1972

The Secretary  
 Department of the Navy

HMAS ASSAIL - REPORT OF PROCEEDINGS - SEPTEMBER, 1972

Forwarded.

  
 (A.A. Willis)  
 Commodore  
 for Flag Officer Commanding.

Enclosure: HMAS ASSAIL report dated 2 October, 1972.

RESTRICTED

**RESTRICTED**

HMAS ASSAIL  
at CAIRNS

2nd October, 1972

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - SEPTEMBER 1972

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of September, 1972. All times are Zone (-10) kilo.

2. At the beginning of the month, ASSAIL was secured port side to, the Patrol Boat Wharf at Vickers Cockatoo Dockyard, nearing completion of her second bi-ennial refit. During the forenoon of Friday 1st, basin trials were carried out and proved successful. At 1515 the same day, ASSAIL cast off and proceeded to WATERHEN, securing port side to OFL 4 at 1528. Fuel and water were embarked during the evening.

3. ASSAIL was warped from OFL 4 to the Minesweeper Wharf at 0830 on Saturday 2nd and during the next two days all ships stores were embarked, and general clean ship activities undertaken.

4. Line were cast off at 0905 on Monday 4th, and ASSAIL proceeded to CODOCK where the Sea Acceptance Trials Team was embarked. ASSAIL then proceeded to Watson's Bay, where anchor windlass trials were carried out. These trials completed at 1025, and the ship proceeded to sea for engine trials for two hours. On completion of these trials, turning and astern trials were successfully carried out, and ASSAIL then returned to CODOCK landing the trials team there at 1319. The ship proceeded to Spectacle Island at 1322 and embarked ammunition from CAL 1302. With ammunitioning completed by 1448, ASSAIL cast off and proceeded, securing port side to, Patrol Boat Wharf at WATERHEN, at 1500.

5. In order to carry out a compass swing, ASSAIL cast off and proceeded at 1302 on Tuesday 5th, and came to No. 4 buoy at 1324. At 1525, as the swing was being completed, two loud reports were heard from the port generator, accompanied by smoke and sparks. Load was shifted to the starboard generator, and an investigation carried out. At 1540, ASSAIL slipped and proceeded, securing at WATERHEN at 1600



**RESTRICTED**

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-2-

6. Investigation by CODOCK, GOSIEAA and Base Staff personnel on the morning of Wednesday 6th showed that the generator would have to be replaced and ASSAIL's 064552Z SEP 72, URDEF 1/74, refers, COMAUSFLT 061336Z approved the URDEF and at 0910 on Monday 11th, ASSAIL cast off and proceeded to CODOCK, coming starboard side to, the Cruiser Wharf at 0925. During the next three days, all necessary equipment was removed from the engine room, and the offending generator landed during the afternoon of Wednesday 13th. A new generator was installed the same afternoon, and work commenced on replacing removed equipment. This was completed by late afternoon on Friday 15th, and at 1738 ASSAIL cast off and proceeded, coming port side to AWARE, at the Patrol Boat Wharf at WATERHEN at 1750.

7. In order to carry out trials on the new generator, ASSAIL cast off at 0835 on Monday 18th, securing alongside at CODCOK at 0845. Trials continued through the day and by 1000 on Tuesday 19th, had been successfully completed, ASSAIL then returned to WATERHEN, securing port side to, the Patrol Boat Wharf, at 1025.

8. Gun Functioning Trials were programmed for Wednesday 20th and accordingly, ASSAIL cast off and proceeded at 0845 that day, and having embarked to RANTAU representative at Garden Island proceeded to Area 487, where successful Gun Functioning Trials were carried out between 1045 and 1105. Course was then reversed and ASSAIL returned to Garden Island, where the RANTAU representative was landed. ASSAIL then proceeded to WATERHEN, securing alongside at 1252. At 1310, the ship cast off and proceeded for Jervis Bay, for a short shakedown.

9. ASSAIL entered Jervis Bay at 1845 the same day, and came to anchor, (35°07.4S, 150°42.85 E), off the Royal Australian Naval College, at 1909. During the evening, a darken ship exercise was carried out.

10. At 0750 on Thursday 21st, ASSAIL weighed anchor and proceeded and came port side to AWARE at the SAR Wharf at CRESWELL, at 0756. At 0815, an inflatable liferaft demonstration and helicopter winching display by RANAS Nowra was given for the benefit of the ships company. Following this display, I called on the Naval Officer-in-Charge Jervis Bay, CAPT J.D. STEVENS RAN.

11. ASSAIL cast off and proceeded out of Jervis Bay at 1015, and set course for R445A, where a successful SUCRFX was carried out between 1135 and 1230, using 40/60, .50 cal. and small arms. An AATFX was carried out against a sleeve in the same area between 1330 and 1430, and this also proved successful. On completion, ASSAIL returned to Jervis Bay, and secured port side to AWARE at the SAR wharf, at 1545. Fuel and water were embarked during the dog watches.

12. ASSAIL cast off and proceeded 0805 on Friday 22nd, and during the next two hours, carried out a series of internal drills including Action, Emergency, and Leaving Ship Stations. Major damage control exercises including fire flooding and CASEVAC, Boarding party and weigh by deck tackle. AWARE joined at 1006, and carried out OOW Manoeuvres and heaving line transfers until ASSAIL detached for Sydney at 1055.

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...../3

RESTRICTED

-3-

ASSAIL entered harbour at 1555, and secured port side to, OFL 4 at WATERHEN, at 1635. Fuel was embarked, and on completion, ASSAIL cast off at 1727, securing port side to, the Patrol Boat Wharf eight minutes later. The ship remained in this berth for the following three days, preparing for deployment to Darwin.

13. At 0957 on Tuesday 26th ASSAIL cast off and proceeded down Sydney Harbour, on the first day of the return trip to Darwin. On clearing Sydney Heads, course was shaped to the north, and a quiet passage to Gladstone ensured. A short rendezvous with HMAS BOMBARD (LEUT A.I. CAMERON RAN) was effected at 1523 on Wednesday 27th.

14. ASSAIL entered the channel into Port Curtis at 0650 on Thursday 28th, and at 0802, secured starboard side to No. 1 berth, at Auckland Pt., Gladstone. During the forenoon, fuel and water were embarked, and the opportunity taken to carry out upper deck maintenance. Line were cast off at 1600 the same day, and ASSAIL proceeded bound for Cairns.

15. A rendezvous was made with HMAS BAYONET, (LEUT M.J. STOCK RAN) during the forenoon of Friday 29th, and the opportunity taken to carry out a heaving line transfer. On completion ASSAIL resumed her northerly course in fine weather, and continued passage to Cairns. Having turned into the channel at 0700, on Saturday 30th, ASSAIL came starboard to No. 10 berth at Cairns at 0752. Fuel and water were embarked, and on completion ASSAIL cast off and proceeded down river, securing starboard side to HMAS BARRICADE (LEUT D.A. JONES RAN) at No. 1 berth, at 0901. ASSAIL remained in this berth for the remainder of the month.

16. The appearance and material condition of the ship is now good, with a lot of hard having been done by the ships company during refit. The health, welfare and conduct of the ships company is good, and their morale is high.

I have the honour to be,

Sir,

Your obedient servant



(I.D. GIBSON)  
LIEUTENANT RAN  
COMMANDING OFFICER

Enclosure: Appendix A to D

RESTRICTED

**RESTRICTED**

APPENDIX A. to HMAS ASSAIL's  
REPORT OF PROCEEDINGS SEPT 72

STEAMING FIGURES

Miles steamed for the month	1738.5 miles
Hours underway for the month	118.5 hrs
Miles steamed since commissioning	91098.7 miles
Hours underway since commissioning	6874.7 hrs

APPENDIX C to HMAS ASSAIL's  
REPORT OF PROCEEDINGS SEPT 72

TRAINING DRILLS AND EXERCISES

Monday 4th	Sea Acceptance Trials
Tuesday 5th	Compass swing
Wednesday 20th	Gun Functioning Trial Darken Ship Blind Pilotage Anchorage
Thursday 21st	I.L.R. demonstration and Helo winching display SUCRFX (40/60, .50 cal., Small arms) AATFX (40/60 against sleeve)
Friday 22nd	Action Stations, Emergency Stations, Leaving Ship Stations BOARDX TOWEX Weigh by Deck Tackle OOW Manoeuvres Heaving Line transfer } with AWARE Major NBCDX
Friday 30th	Heaving Line Transfer with BAYONET

**RESTRICTED**



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18/6/3808

DEPARTMENT OF THE NAVY

HMAS ASSAIL Report of Proceedings OCT 72

AS(NS)

D of O

DGOP

DCMS

CNS

CND

CNTS

CNWS

SECRETARY

C of S

EPR

AS(NS)

(NS55)

*Ch. 24/11.*

*24/11*

*24/11*

*25/11*

*28/11*

*30/11*

*4/12*

*6/12*

*7/12*

*8/12*

*13/12*

*14/12*

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RESTRICTED

*23/11/72*





TELEPHONE: 81 6451  
IN REPLY QUOTE C1-16-8



ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3808

Naval Headquarters,  
DARWIN. N.T. 5790.

The Secretary,  
DEPARTMENT OF THE NAVY

15 NOV 1972

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER, 1972.

Reference: RI APPENDIX 19A.

Forwarded in accordance with the reference.

(P.J. HUTSON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter dated 1st May, 1972.

For Information:

The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL FORCES.  
The Commanding Officer, HMAS ASSAIL

RESTRICTED

1/16/8

HMAS ASSAIL,  
at Sea.

1st November, 1972.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER, 1972

Sir,

1. I have the honour to report the proceedings of HMA Ship ASSAIL, under my command for the month of October, 1972. All times are zone INDIA KILO (-9½) unless otherwise stated.
2. At the beginning of the month ASSAIL was secured starboard side to HMAS BARRICADE (Lieutenant D.A. Jones, RAN) at No. 1 Wharf, Cairns, midway through her redeployment to Darwin after refit.
3. In order to carry out a three day work-up with BARRICADE and BARBETTE (Lieutenant P.L. Mole, RAN), ASSAIL cast off at 0828(K) on Monday 2nd, followed shortly after by the other two ships. However, at 0850 (K) the port main engine had to be shut down due to a fracture in the main lube oil line and ASSAIL returned to the berth, securing starboard side to at 0918 (K). Successful repairs were carried out by ship's staff during the day and at 1600 (K) BARRICADE and BARBETTE entered harbour and secured outboard of ASSAIL.
4. At 0844 (K) on Tuesday 3rd, BARBETTE cast off, followed two minutes later by BARRICADE and ASSAIL at 0848(K). Having cleared the channel, OOW Manoeuvres were carried out until BARBETTE detached at 1000 (K). A series of heaving line transfers were carried out between 1015 (K) and 1050 (K) at which time both ships proceeded to anchor off Double Island, coming to anchor there (16°43.2S, 145°40.6E) at 1108 (K).
5. Whilst at anchor a boarding party exercise was carried out on BARRICADE, completing at 1300 (K). ASSAIL proceeded at 1323 (K), the last shackle of cable having been weighed by hand for exercise. Once clear of the anchorage, two towing exercises were carried out, with BARRICADE initially towing ASSAIL. Man Overboard Recovery Exercises followed and, on completion at 1450 (K), both ships proceeded for Cairns where ASSAIL secured starboard side to BARRICADE at 1549 (K).
6. At 0700 (K) on Wednesday 4th, ASSAIL cast off and proceeded in company with BARRICADE for a post work-up evaluation. Embarked in ASSAIL were the Senior Naval Officer, Cairns, Lieutenant Commander M.H. Aston, RAN, and His Base Engineer Officer, Lieutenant Commander G.W. Burrell, RN.

.../2.

RESTRICTED

During the forenoon, OOW Manoeuvres, Towing, Boarding, and NBCD Exercises, along with heaving line transfers, were carried out. Both ships returned to harbour at 1100 (K), ASSAIL securing starboard side to BARRICADE at No. 10 Wharf at 1103. On completion of fuelling, ASSAIL cast off and proceeded at 1126 (K), and secured starboard side to No. 1 Wharf at 1133 (K). BARRICADE secured on ASSAIL's port side at 1210 (K).

7. A debrief of the work-up was held at PBF Cairns at 0830 (K) on Thursday 5th, and the remainder of the day spent in storing and preparing for the continued passage to Darwin. At 1657 (K) ASSAIL cast off and proceeded, after a very worthwhile stay in Cairns.

8. Passage was continued through the night and at 2200 (K) the ship passed MV STRAAT CHATHAM, still hard aground on Gubbin's Reef, some 60 miles north of Cairns. At 0410 (K) on Friday 6th the radar went unserviceable but it was considered safe to continue without it. Good weather was experienced during the day and at 1700 (K) a rendezvous was made with the trawler SEA DREAMS. This vessel was on charter to the Southern Cross Diving and Salvage Company, which is attempting the salvage of the wreck of HMAS WARNAMBOOL, sunk while minesweeping in 1947. ASSAIL came to anchor off Perry Island (11°58'S, 143°15'.3E) at 1724 (K) and two minutes later SEA DREAMS secured on ASSAIL's port side. Interesting discussions with the diver, Mr. M. Pashkoff, and the crew of the trawler were had during the evening and at 2359 (K) SEA DREAMS cast off to allow ASSAIL to weigh. The ship proceeded at 0003 (K) on Saturday 7th and, after an uneventful passage, came starboard side to the Naval Repair Jetty at Thursday Island at 0800 (K) the same day.

9. Fuel and water were embarked during the forenoon and at 1156 (K) ASSAIL cast off and proceeded. An excellent passage was made across the top of the Gulf of Carpentaria in fine weather and landfall was made on Cape Wessel at 0830 (K) on Sunday 8th. At 1630 (K) that day clocks were retarded 30 minutes to Zone - 9½ (IK). New Year Island Lt. was raised at 2218 and course altered to pass through Dundas and Clarence Straits. ASSAIL came to anchor off Talc Head (12°28.4S, 130°46.6E) in Darwin Harbour at 1206 on Monday 9th and the opportunity taken to clean ship. Anchor was weighed at 1335 and ASSAIL secured port side to the Patrol Boat Berth at Darwin at 1400, having been off station just two days short of five months.

10. During the afternoon of Monday 9th, I called on you, Sir, for a post refit debrief. An Assisted Maintenance Period was carried out during the following week, including some items still outstanding from refit, such as tiling in several flats and compartments. At 0805 on Monday 16th, ASSAIL cast off and lay off the tug berth to allow HMAS BUCCANEER (Lieutenant W.R. Thompson, RAN) to secure on the inboard berth. ASSAIL resecured port side to BUCCANEER at 0820.

.../3.

## RESTRICTED

- 3 -

11. At 1600 the same day ASSAIL cast off and proceeded for a short five day West Coast Patrol. Having cleared Darwin Harbour, course was altered for the Perron Island Group and ASSAIL came to anchor there (13°12.7S, 129°54.5E) at 2324. Early on the morning of Tuesday 17th one sailor badly lacerated the back of his right hand whilst fishing and it was decided to return to Darwin for medical attention. Accordingly, ASSAIL weighed and proceeded at 0609 and, after a fast passage, secured port side to BUCCANEER at Darwin at 1102. The injured sailor was landed on arrival and the opportunity taken to have further repairs made on the radar. These were successfully completed by 1325 and at 1330 ASSAIL cast off and proceeded for an area off Port Keats where a SAR Guard was kept during the flight departure from Darwin of HRH Princess Margaret. On completion ASSAIL assumed a southerly course and at 0700 on Wednesday 18th came to anchor off Lacrosse Island (14°44.4S, 128°17.8E) at the entrance to the Ord River.
12. At 0820 anchor was weighed and ASSAIL proceeded up river to Wyndham. During the passage clocks were retarded 1 hour 30 minutes to Zone - 8 (H), and the ship secured starboard side to the Meatworks Jetty at Wyndham at 1015 (H). On completion of fuelling, lines were cast off and ASSAIL resecured starboard side to the dredge FREMANTLE at 1140 (H). During the afternoon both coastwatchers at Wyndham were visited.
13. ASSAIL cast off and proceeded at 1230 (H) on Thursday 19th and, having cleared the mouth of the Ord River, set a north westerly course for Leseur Island. This was raised at 2100 (H) and at 2121 (H) course was altered to the north east for the return leg to Darwin. During the night clocks were advanced one hour and 30 minutes to Zone - 9½ (IK). Landfall was made on Quail Island at 1100 on Friday 20th and ASSAIL entered Darwin Harbour at 1248, securing port side to HMAS ATTACK (Lieutenant M.G. Donaldson, RAN) at the Patrol Boat Berth at 1333.
14. At 1005 on Monday 23rd you, Sir, carried out an impromptu walk around of ASSAIL, in accordance with AFGO 01030.
- first
15. Sailing for the/post-refit Gulf Patrol was delayed 1½ hours while repairs to the General Service Pump Motor were completed but at 1118 on Wednesday 25th lines were cast off and ASSAIL proceeded, bound for Gove. Embarked onboard was Mr. K. Lockwood, of the Melbourne Herald group of newspapers, who was gathering information for an article on fishery surveillance operations. (NOCNA 250100Z OCT 72 refers).
16. A quiet overnight passage ensued and landfall was made on Drysdale Island at 0930 on Thursday 30th. It was decided to attempt a passage through the narrow channel between Guluwuru Island and Raragala Island in the Wessel Group, known as "Hole in the Wall". A very interesting

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- 4 -

and safe passage was made, with a least depth of water of 11 metres being encountered. My letter 5/2/0 dated 28th October, 1972 refers. This passage saved a considerable amount of time, allowing ASSAIL to secure port side to the Cargo Wharf at Gove at 1450 the same day.

17. Industrial trouble at Gove prevented ASSAIL from fuelling that day and, as the matter had not been resolved by the following morning, it was decided to sail and to take fuel at Groote Eylandt. (My 270230Z OCT 72 refers). Accordingly, lines were cast off at 0918 on Friday 27th and ASSAIL proceeded for Alyangula. A fine weather passage was made and ASSAIL entered Milner Bay at 1710, securing port side to the Cargo Wharf at 1723.

18. Fuel was embarked during the forenoon of Saturday 28th and, during this time, the coastwatcher was visited. With fuelling completed, ASSAIL cast off and proceeded at 1100, heading further south into the Gulf of Carpentaria. A sheltered anchorage was found in Paradise Bay (15°31.8S, 136°51.2E) at 2134 that night.

19. Anchor was weighed at 0702 on Sunday 29th and ASSAIL proceeded around the northern part of the Sir Edward Pellew Group and came to anchor off Little Vanderlin Island. (15°50.5S, 137°07.2E) at 0914. The boat was lowered and the Coastwatcher at Clarkson Point visited. On completion, ASSAIL weighed and proceeded for Mornington Island and, after a calm passage, came to anchor off that island (16°39.9S, 139°03.1E) at 1845.

20. Both the coastwatcher on Mornington Island and the manager of the prawn processing concern on Denham Island were visited during the forenoon of Monday 30th and, on completion, ASSAIL weighed and proceeded for Rocky Island. A good anchorage in 10 metres was found in position 16°17.0S, 139°17.2E at 1532 and an excellent catch of fish brought aboard during the dog watches. At 2332 that evening anchor was weighed, and ASSAIL again got underway, bound for Karumba. Clocks were advanced 30 minutes to Zone - 10 (K) at 2359.

21. The fairway buoy was raised at 0632 (K) on Tuesday 31st and, after a careful passage across the bar and up the Norman River, ASSAIL came to anchor off the Craig Mostyn wharf (17°29.1S, 140°50.0E) at 0803 (K). After enquiries into fuelling had been made ashore, ASSAIL weighed and proceeded at 0915 (K), securing port side to MV INTREPID at the Craig Mostyn wharf eight minutes later. The ship remained in this berth for the remainder of the month.

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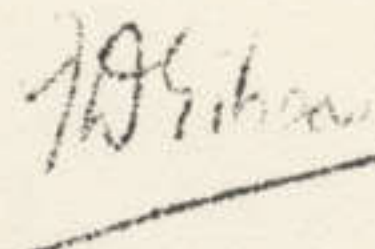
- 5 -

22. The materiel condition of the ship is satisfactory, with all the post refit defects having been rectified with the aid of Base Staff, and the appearance of the ship still remains good. The health, welfare and, with one exception, conduct, of the ship's company has been satisfactory, and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(I.D. GIBSON)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Encl. es: 1. Appendix "A"  
2. Appendix "B"  
3. Appendix "C".

The materiel condition of the ship is satisfactory, with all the post refit defects having been rectified with the aid of Base Staff, and the appearance of the ship still remains good. The health, welfare and, with one exception, conduct, of the ship's company has been satisfactory, and their morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,

(I.D. GIBSON)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Encl. es: 1. Appendix "A"  
2. Appendix "B"  
3. Appendix "C".

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APPENDIX "A"

Miles steamed for month	3,238.5
Hours underway for month	218.2
Miles steamed since commissioning	94,437.2
Hours underway since commissioning	7,092.9

Time in excess of economical cruising speed:

17th October 0609-1102 4 hours, 53 minutes  
@ 1250 both, 21 knots.

(CASEVAC, Perron Island to Darwin).

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APPENDIX "C"

3rd October	OOW Manoeuvres (with BARRICADE, BARBETTE)	
	Heaving line transfers	} with BARRICADE
	Formation anchorage	
	Boarding party	
	Weigh by hand	
	Towing exercise	
	Man overboard exercise	
4th October	OOW Manoeuvres	} with BARRICADE
	Towing exercise	
	Boarding party	
	NBCD exercise	
	Heaving line transfers	
	Action stations	
	Emergency stations	
	Leaving ship stations	
9th October	OOW anchorage.	

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18/6/3865

DEPARTMENT OF THE NAVY

HMAS ASSAULT Report of Proceedings NOV '72

AS(NS) 1/29/12

D. of O 3/1

DCOP Chen  
DCNS

VCNS 3/1

CNE 3/1

CNTS 4/1

CNWS AOL

SECRETARY 5/1/73

C of S 9/1

DPR 12/1

AS(NS) (NS55) 15/1/73

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

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29/12/72



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TELEPHONE: 816451

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23 DEC 72

NAVY DEPARTMENT

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18

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3865

Naval Headquarters,  
DARWIN, N.T. 5790

The Secretary,  
DEPARTMENT OF THE NAVY

21 DEC 1972

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER, 1972

Reference: RI APPENDIX 19A.

Forwarded in accordance with the reference.

(P.J. HUTSON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA

*sp* Enclosure: HMAS ASSAIL letter dated 4th December, 1972

For Information: The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.  
The Commanding Officer, AUSTRALIAN MINE WARFARE AND PATROL  
FORCES.  
The Commanding Officer, HMAS ASSAIL.

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Cl-16-8

HMAS ASSAIL,  
at THURSDAY ISLAND.

4th December, 1972.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of November, 1972. All times are Zone - 9½ (IK) unless otherwise stated.

2. At the beginning of the month ASSAIL was secured port side to MV INTREPID at the Craig Mostyn Wharf, Karumba. In order to catch the tide, ASSAIL cast off and proceeded at 0604 (K) on Wednesday 1st and, having cleared the bar at the Fairway Buoy, set a northerly course for Mitchell River.
3. After a quiet passage, ASSAIL came to anchor off the mouth of the South Mitchell River (15°20'.9S, 141°30'.7E) at 1554 (K) the same day. The coastwatcher was called on during the forenoon of Thursday 2nd and at 1053 (K) ASSAIL weighed and proceeded for Edward River, coming to anchor there, (14°55'.2S, 141°35'.5E) at 1245 (K). The coastwatcher at the mission was called on during the afternoon and at 1514 anchor was weighed and the ship proceeded in a westerly direction, bound for Alyangula. Clocks were retarded 30 minutes to zone -9½ (IK) during the night.
4. At 0921 on Friday 3rd course was altered to investigate what turned out to be a legal Japanese Trawler. (My FISHREP 030010Z NOV 72 refers). ASSAIL entered Milner Bay at 1025 and came to anchor off the Cargo Wharf (13°51'.6S, 136°25'E) at 1032, as the berth was occupied. The berth was cleared at 1200 but a main engine defect delayed the move alongside and ASSAIL secured port side to at 1334. During the afternoon fuel and water were embarked and the main engine defect made good.
5. ASSAIL's departure from Alyangula was brought forward in accordance with NOCNA's 030607Z NOV 72 and at 2300 that night the ship cast off and proceeded. ASSAIL was required to transit the northern coast of both Bathurst and Melville Island during daylight to check a report of foreign fishing vessels operating off Cape Van Dieman.
6. At 0706 on Sunday 5th course was altered to investigate a group of trawlers off Melville Island but these were identified as Australian boats of the Northern Research Company. (My 042220Z NOV 72) refers).

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A further group of trawlers was encountered at 0812 and identified as legal Japanese boats of the same company. (My FISHREP 050001Z NOV 72 refers). ASSAIL continued patrol around the western end of Bathurst Island and entered harbour at 1810, securing starboard side to the Patrol Boat Berth at 1827.

7. The following week was spent carrying out routine maintenance and ships husbandry tasks.

8. At 0858 on Tuesday 14th ASSAIL cast off and proceeded for a six day patrol around Melville and Bathurst Islands. The first call was at the Bathurst Island Mission at the southern end of Apsley Strait and ASSAIL came to anchor off the mission (11°52'S, 130°35'.8E) at 1625 that day. The mission was visited by a party in the 14' boat early in the forenoon of Wednesday 15th and, on completion, they continued up the Strait to Garden Point Settlement. ASSAIL weighed and proceeded at 0930 for the same destination around the western side of Bathurst Island and came to anchor off the settlement (11°24'.9S, 130°24'.4E) at 1700. The party in the 14' boat had arrived earlier in the afternoon and visited the Settlement.

9. Anchor was weighed at 0938 on Thursday 16th and ASSAIL proceeded for Snake Bay. Seven trawlers were investigated at 1350 and my FISHREP 160610Z NOV 72 refers. The ship came to anchor in position 11°00'S, 130°40'.1E at 1614 and during the dog watches settlement superintendent was visited.

10. ASSAIL weighed and proceeded at 0847 on Friday 17th and, once clear of Snake Bay, course was set for Cape Don. After an uneventful passage, ASSAIL came to anchor off the boat harbour at Cape Don (11°17'S, 131°46'.5E) at 1320. The lighthouse keeper was visited during the afternoon and an interesting inspection of the lighthouse made.

11. At 0856 on Saturday 18th the ship again got underway and proceeded around the top of Cape Don and eastward to Port Essington where, at 1144, ASSAIL came to anchor in position 11°09'.2S, 132°08'.5E. The wild-life ranger was called on soon after anchoring. At 1342 anchor was weighed and ASSAIL proceeded further down Port Essington coming to anchor in position 11°20'.4S, 132°10'.5E at 1427. A party was landed during the afternoon and an interesting visit made to the ruins of the old settlement of Victoria. On the boat's return, ASSAIL weighed and proceeded at 1605 and came to anchor off Black Point (11°09'S, 132°08'E) at 1652. Parties were landed for recreation during the evening.

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12. The return passage to Darwin commenced at 0556 on Sunday 19th, when anchor was weighed and ASSAIL proceeded from Port Essington. A calm and uneventful passage ensued, allowing the ship to secure port side to HMAS BUCCANEER (Lieutenant W.R. Thompson, RAN) at Darwin at 1450 the same day.

13. In order to allow BUCCANEER to proceed, lines were cast off at 1351 on Tuesday 21st and the opportunity taken to carry out some OOW ship-handling practice on the Oil Fuel Lighter in the harbour. BUCCANEER cast off and proceeded at 1400 and at 1427 ASSAIL resecured port side to HMAS ADVANCE (Lieutenant N.J. Robinson, RAN) at the Patrol Boat Berth. At 1538 HMAS ATTACK (Lieutenant M.G. Donaldson, RAN) secured port side to ASSAIL. The following week was spent carrying out routine maintenance, and an Annual Range Course was carried out on Monday 27th at the Winnellie Rifle Range.

14. At 0947 on Wednesday 29th ASSAIL cast off and proceeded from Darwin bound for Gove, the first call on a two week Gulf of Carpentaria and North Coast Patrol. An uneventful passage was made via Cape Wessel and ASSAIL entered Gove Harbour at 1625 and secured starboard side to ADVANCE at the cargo wharf at 1644. ASSAIL remained in this berth for the remainder of the month.

15. The material condition and appearance of the ship remain good. The health, welfare and conduct of the ship's company has been good and their morale is high.

I have the honour to be,

Sir,

Your obedient Servant,

(I.D. GIBSON)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Annrx A.  
2. Annex B.  
3. Annex C.

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ANNEX A TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
FOR NOVEMBER, 1972

STEAMING FIGURES

A.	Miles steamed for month	:	2,163.2
B.	Hours underway for month	:	146.2
C.	Miles steamed since commissioning	:	96,600.4
D.	Hours steamed since commissioning	:	7,239.1

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APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

CLASS *ASSML* Age since first commissioning .....years  
 DATE *01 Dec 72* Miles steamed since first commissioning .....*96,600.4* miles

PROGRESSIVE TOTAL ENGINE HOURS

No. 1.....*492*.....  
 No. 2.....*478*.....  
 No. 3.....

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Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Dockâng	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)											Remarks					
	Day 1	Day 2													H	E	L	G	TAS	ND	C	EW	DL	CPT							
1	X		X					X																				<i>KALUNIA</i>			
2	X		X					X																				<i>ALYANGVUT</i>			
3	X		X					X																				} <i>GULF PARCEL</i>			
4	X		X					X																							
5	X		X					X																				} <i>Amf DARWIN</i>			
6	X		X					X																							
7	X		X					X																							
8	X		X					X																							
9	X		X					X																							
10	X		X					X																							
11	X		X					X																							
12	X		X					X																							
13	X		X					X																							
14	X		X					X																							
15	X		X					X																			} <i>BATHURST/MELVILLE IS PARCEL (RADAR OPS 30 Hours)</i>				
16	X		X					X																							
17	X		X					X																							
18	X		X					X																							
19	X		X					X																							
20	X		X					X																							
21	X		X					X																							
22	X		X					X																							
23	X		X					X																							
24	X		X					X																							
25	X		X					X																							
26	X		X					X																							
27	X		X					X																							
28	X		X					X																							
29	X		X					X																							
30	X		X					X																							
31	X		X					X																							
<b>Total</b>	<i>30</i>		<i>13</i>					<i>14</i>	<i>2</i>	<i>8</i>			<i>17</i>														<i>30hrs</i>				<i>60hrs</i> } <i>GULF PARCEL</i>



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ANNEX C TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
FOR NOVEMBER, 1972.

EXERCISES, DRILLS AND TRAINING

Sat. 18th	Man Overboard Recovery Exercise.
Tues. 21st	OOW Ship-handling practice.
Tues. 21	Charge ERA, 2nd ERA Sat for and passed Fleet Board - Coxswain passed Fleet Board.
Mon. 27th	Annual Range Course.
Wed. 29th	Emergency and Leaving ship stations.
Thurs. 30th	X.O. conned ship alongside, Gove.

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18-6-3902

DEPARTMENT OF THE NAVY

HMAS ASSAIL Report of Proceedings DEC '72

AS(NS) *[Signature]* 28/11

*A busy month of patrol and exercises.*  
D of O *On the advice of the Commonwealth Crown Solicitor*  
DC of P *proceedings against the Taiwanese fishing vessel*  
DCMS *Sing Shing were dropped. 23/11*

VCNS *[Signature]* 20/11

CNP *[Signature]* 26/11

CNTS *[Signature]* 30/11

CNSM *[Signature]* 31/11

SECRETARY *[Signature]* 1/12/73

C of S *[Signature]* 2.2.73

DPR *[Signature]* 5/12

~~AS(NS)~~ (NS55) *[Signature]* 6/2/73

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  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

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*[Handwritten note]* 1/12/73



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ROYAL AUSTRALIAN NAVY

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TELEPHONE: 816451 17 JAN P.M.  
IN REPLY QUOTE C1/16/8  
MINISTRY

Naval Headquarters,  
DARWIN, N.T. 5790

The Secretary,  
DEPARTMENT OF THE NAVY

12 JAN 1973

For Information: The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.  
The Commander,  
AUSTRALIAN MINE AND WARFARE PATROL BOAT FORCES  
The Commanding Officer,  
HMAS ASSAIL

HMAS ASSAIL - REPORT OF PROCEEDINGS - DECEMBER, 1972

Reference: RI Appendix 29A

Forwarded in accordance with the reference.

b

(P.J. HUTSON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA

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HMAS ASSAIL,  
at DARWIN.

2nd January, 1973.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - DECEMBER, 1972

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command for the month of December, 1972. All times are Zone - 9½ (IK) unless otherwise stated.
2. At the beginning of the month ASSAIL was secured starboard side to HMAS ADVANCE (Lieutenant N.J. Robinson, RAN) at the Cargo Wharf, Gove. ASSAIL cast off at 0856 on Friday 1st, followed two minutes later by ADVANCE, and both ships proceeded for Groote Eylant. Embarked in both ships were members of the Interdepartmental Committee Study Group on Coastal Surveillance, who were to gain first hand knowledge of Patrol Boat operating conditions and limitations.
3. At 1030 both ships closed for a heaving line transfer and, on completion, continued toward Alyangula in fair weather. During the afternoon ADVANCE detached to investigate a Japanese trawler and at 1745 both ships entered Milner Bay. ASSAIL secured port side to ADVANCE at the Cargo Wharf at Alyangula at 1810.
4. ASSAIL cast off at 0858 on Saturday 2nd, followed shortly after by ADVANCE, and both ships set course for Thursday Island. Following a heaving line transfer at 1006, ASSAIL took station in loose line abreast on ADVANCE, and at 1141 ASSAIL was ordered to open slowly to 20 miles to show the Study Group the radar and communications limitations of patrol boats. At 1610 ASSAIL was ordered to act independently and rendezvous with ADVANCE at Booby Island at 1000 (K) the following forenoon. Clocks were advanced 30 minutes to zone -10 (K) at 0001 (IK) on Sunday 3rd.
5. By 0545 (K) on Sunday 3rd ASSAIL had closed ADVANCE to two miles and took station astern at this range. The weather had deteriorated overnight and by this time both ships were pitching heavily into a Force 5 Easterly wind and sea. Landfall was made on Booby Island at 0935 and at 1159 ASSAIL secured port side to the Naval Repair Jetty at Thursday Island. ADVANCE secured port side to ASSAIL two minutes later. HMAS BARBETTE (Lieutenant P.L. Mole, RAN) secured on ADVANCE at 1235 in order to embark the Study Group for their continued passage to Cairns and cast off and proceeded at 1305.

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6. During the forenoon of Monday 4th the Coastwatchers at Thursday Island and Goods Island were visited. In order to allow MV WESTERN SHOAL to berth, ASSAIL cast off at 1535 with ADVANCE secured alongside, and came to anchor off the Jetty (10°35'.2S, 142°13'.7E) at 1543. Anchor was weighed at 1615 and ASSAIL resecured port side to WESTERN SHOAL at 1623.
7. ADVANCE cast off at 0955 on Tuesday 5th, followed three minutes later by ASSAIL, and both ships proceeded from Thursday Island Harbour. At 1055 ASSAIL was detached and proceeded independently for Booby Island, coming to anchor 314 Booby Island Light, 3 cables, at 1113. The Coastwatcher on the island was visited soon after anchoring.
8. NOCNA Message DTG 050050Z DEC 72 instructed ASSAIL to assume the patrol previously accorded ADVANCE, as that ship was required to proceed to Gove with a defect. Thus ASSAIL weighed and proceeded for Weipa at 1232 and a fast but uneventful passage made. ASSAIL entered the channel into Weipa Harbour at 1920 and secured port side to Evans Landing at 2007.
9. ASSAIL cast off at 0941 on Wednesday 6th and moved 100 feet along the wharf, securing there at 0944, allowing fuel and water to be embarked during the forenoon. Lines were cast off at 1058 and ASSAIL proceeded for Archer River. The ship came to anchor off the mouth of the river (13°18'.5S, 141°37'E) at 1415 that day and a party sent in by boat to visit Aurukun Mission.
10. ASSAIL weighed and proceeded at 0926 on Thursday 7th bound for Edward River Mission, coming to anchor there (14°54'.6S, 141°35'.3E) at 1646 the same day. Following a short visit to the mission superintendent, anchor was weighed at 1747 and ASSAIL proceeded for Rocky Island. Landfall was made on Mornington Island at 0355 on Friday 8th and the ship came to anchor off Rocky Island (16°17.2S, 139°16'.5E) at 0412. At 1234 ASSAIL weighed and proceeded for Mornington Island and came to anchor off Gee Wee Point (16°34'.8S, 139°8'.2E) at 1409. The mission superintendent at Mornington Island and the manager, Denham Island were visited during the afternoon and at 1600 ASSAIL weighed and proceeded for Groote Eylandt. During the evening, clocks were retarded 30 minutes to zone -9½ (IK).
11. At 0358 course was altered to investigate a group of trawlers off the south coast of Groote Eylandt and my FISHREP DTG 082355Z DEC 72 refers. ASSAIL entered Milner Bay at 1710 on Saturday 9th and at 0721 secured port side to the cargo wharf at Alyangula. During the forenoon fuel and water were embarked and the Naval Agent and Harbourmaster visited.

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12. Lines were cast off at 1201 on Sunday 10th and ASSAIL proceeded on what was to be a very active return passage to Darwin. At 1433 that day course was altered to investigate a group of trawlers which turned out to be the same group sighted two days earlier to the south of Groote Eylandt. My FISHREP DTG 100630Z DEC 72 refers. Passage continued overnight through Browns Strait and Stevens Island was dipped at 0600 on Monday 11th. A west north-westerly course was maintained during the day and at 1711 New Year Island Light was raised and course altered to the west.
13. At 1829 course was altered to the north west to investigate a fishing boat which was positively identified at 1843 as a Taiwanese fishing boat in position 10°46'.5S, 132°50'E; that is, half a mile inside the Declared Fishing Zone. A boarding party was put onboard at 1905 and at 2025 the vessel was formally taken into custody, following discovery of evidence that the vessel was actually "engaged in fishing" as defined by "The Procedures for Patrolling the Declared Fishing Zone". My FISHREP DTG 111100Z DEC 72 refers.
14. At 2030 the Taiwanese vessel began recovering its long line gear, which was terminated at 2245, when a steaming watch of three of the boarding party were left on the boat and the remainder returned to ASSAIL. At 2312 both ships proceeded and a base course set for Darwin, the Taiwanese vessel proceeding at 5 knots and ASSAIL circling it at 13 knots.
15. The steaming watch was changed at 0821 on Tuesday 12th and at 0840 both vessels proceeded. At 1052 ASSAIL investigated a further group of trawlers and my FISHREP DTG 120220Z DEC 72 refers. As ASSAIL's radar had become unserviceable, ADVANCE was sailed from Darwin at 1400 to provide radar surveillance during the dark hours as the ship proceeded down Dundas Strait. The steaming watch was again changed at 1814 and a rendezvous with ADVANCE effected at 1944.
16. An uneventful overnight passage was made and the steaming watch again changed at 0628 on Wednesday 13th. All ships proceeded at 0654 and, as ASSAIL was established on track through the Vernon Island Group, ADVANCE detached at 0815 and proceeded for Darwin. ASSAIL and her charge entered Darwin Harbour at 1700 and ASSAIL came to anchor in the Quarantine Anchorage at 1801. At 1805 Quarantine Officers came aboard and quickly cleared the ship as healthy. The Taiwanese vessel came to anchor at 1815 and was boarded by Quarantine, Customs and Commonwealth Police Officers at 1820, at which time the vessel officially passed into the hands of the Commonwealth Police. The steaming watch returned to ASSAIL at 1822 and at 1827 ASSAIL weighed and proceeded, securing port side to ADVANCE at the Patrol Boat Landing at 1840. ASSAIL had steamed 527 miles to escort the Sing Shing the 160 miles into Darwin.

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- 4 -

17. The following two days were spent carrying out routine maintenance and making good defects, as well as spending some time with the Department of Primary Industries representative who had been flown up from Canberra to prepare the case against the Sing Shing. ATTACK entered harbour and secured port side to ASSAIL at 0900 on Saturday 16th.

18. A four day exercise period was planned for the Third Australian Patrol Boat Squadron from 18th to 21st December and, accordingly, ATTACK cast off at 1101 on Monday 18th, followed one minute later by ASSAIL, and at 1103 by ADVANCE. The three ships proceeded and at 1320 commenced a SUCRFX in area R228, which proved very successful. A boarding party exercise followed at 1501 and, on completion, OOW Manoeuvres were carried out. At 1807 ASSAIL opened to the south to prepare for an NEX programmed for that night. At 1915 the ship was darkened and at 1922 a northerly course was assumed to attempt to make contact with ADVANCE and ATTACK. ADVANCE was sighted at 2035 and at 2045 the NEX was terminated, at which time all ships headed towards Darwin Harbour. ASSAIL came to anchor off Channel Rock Buoy at 2210 with 4 shackles on the waterline.

19. ADVANCE weighed and proceeded at 0625 on Tuesday 19th in order to open to the westward to act as an "illegal fishing boat" in an Interception Exercise. ASSAIL and ATTACK weighed and proceeded at 0835 and headed in a north westerly direction. An early sighting was made and at 0957 course and speed were altered to follow ATTACK into Bynoe Harbour after ADVANCE. At 1035 the ship stopped clear of ADVANCE while ATTACK sent a Boarding Party across. On completion of the exercise ASSAIL secured starboard side to ADVANCE at 1105. Lines were cast off at 1400 and all ships proceeded for Darwin carrying out OOW Manoeuvres en route. ASSAIL secured port side to ATTACK at the Patrol Boat Landing at 1625.

20. At 0815 on Wednesday 20th ASSAIL cast off, followed shortly after by ATTACK and ADVANCE, with you, Sir, embarked. The ships proceeded out of Darwin Harbour and at 0940 a series of towing exercises were carried out using a trial bridle. These trials completed at 1053 and at 1103 OOW Manoeuvres were commenced, carrying on until 1205. Heaving line transfers were carried out between 1302 and 1315 and at 1400 a SUCRFX was carried out. All targets had been despatched by small arms fire by 1525, when course was shaped for Darwin Harbour. ADVANCE despatched at 1638 and at 1656 ASSAIL came to anchor off Charles Point Patches Buoy (12°21.'2S, 130°41.'7E). ATTACK secured starboard side to ASSAIL at 1658 and at 1830 ADVANCE secured port side to ASSAIL.

.../5.

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21. At 0146 on Thursday 21st ASSAIL weighed anchor and, having despatched the ship's boat, proceeded to the designated patrol line for an Infiltration Exercise. Course and speed were altered as required and, after several sightings and a chase across Darwin Harbour, the ship's boat was recovered at 0335, having made its objective. At 0401 ASSAIL came to anchor off Stokes Hill Wharf (12°28.'8S, 130°51'.1E) while ATTACK and ADVANCE proceeded to search for ADVANCE's boat, which eventually reported in at 0500.

22. ASSAIL weighed and proceeded at 0801, securing port side to the Patrol Boat Landing at 0814. ATTACK secured port side to ASSAIL at 0817 and ADVANCE on ATTACK at 0821. ASSAIL remained in this berth for the remainder of the month.

23. Apart from a defect in the battery charger and the radar, the material condition of the ship is good. The health, welfare and conduct of the ship's company has been very good and their morale, with advent of the Festive Season, has been very high.

I have the honour to be,

Sir,

Your obedient Servant,

SGD MANUSCRIPT HELD

(I.D. GIBSON)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Appendix "A"  
2. Appendix "B"  
3. Appendix "C".



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APPENDIX "A"

A.	Miles steamed for month .....	2529.1
B.	Hours underway for month .....	186.5
C.	Miles steamed since commissioning ....	99,129.5
D.	Hours steamed since commissioning ....	7,425.6

RESTRICTED

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

HMAS *ASSAIL* Age since first commissioning *4 5/12* years  
 DATE *31 JAN 73* Miles steamed since first commissioning *99,129.5* miles

PROGRESSIVE TOTAL ENGINE HOURS  
 No. 1 *71,425*  
 No. 2 *644.5*  
 No. 3

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post-Refit Trials	Passage Time	Visit	Programmed Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed Performance (Duration in Hours)										Remarks	
	Day	1													2	H	E	L	G	TAS	ND	C	EW	DL		CPT
1								X					X												Good	
2								X					X													ALYANGUL
3								X					X													
4								X					X													THURSDAY IS
5								X					X													WEIPA.
6								X					X													
7								X					X													
8								X					X													
9								X					X													
10								X					X													ALYANGUL.
11								X					X													
12								X					X													
13								X					X													TANKER VISIT SINCE SHIP OBTAINED INSIDE IZC, AND ESCORT TO GARDN.
14								X					X													
15								X					X													GARDN.
16								X					X													
17								X					X													
18								X					X													
19								X					X													
20								X					X													EXERCISE PERIOD.
21								X					X													
22								X					X													
23								X					X													
24								X					X													
25								X					X													
26								X					X													
27								X					X													ALYANGUL CHRISTMAS PERIOD
28								X					X													
29								X					X													
30								X					X													
31								X					X													
Total	31		13	4	2			9					19													260 HRS

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RESTRICTED

RESTRICTED

APPENDIX "C"

DRILLS, EVOLUTIONS, EXERCISES

Fri 1st Dec.	Heaving line transfer, with ADVANCE.
Sat 2nd Dec.	Heaving line transfer, with ADVANCE.
Sun 3rd Dec.	X.O. conned ship alongside, Thursday Island.
Tue 5th Dec.	OOW anchorage, Booby Island.
Sun 10th Dec.	X.O. conned ship out away from wharf, Alyangula.
Mon 11th Dec.	Boarding Party (actual) Taiwanese vessel Sing Shing.
Mon 18th Dec.	OOW Manoeuvres ) SUCRFX (40/60) } All with ADVANCE and Boarding Party } ATTACK. N.E.X. )
Tue 19th Dec.	Interception Exercise ) All with ADVANCE OOW Manoeuvres ) and ATTACK.
Wed 20th Dec	TOWEX (with trial gear) ) OOW Manoeuvres } With ADVANCE SUCRFX } and ATTACK. Heaving line transfers )
Thu 21st Dec.	Infiltration Exercise - with ADVANCE, ATTACK and two ships' 14' boats.

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