

**AWM78**

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

**HMAS ASSAIL (I)**

**File number:** AWM78 41/4

**Title:** January-December 1974



RCDIG1072863

[41(4)]

Hms

Assail

Ref Ps 1974

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

AM/LS



**RESTRICTED**

02 FEB A.M.

ROYAL AUSTRALIAN NAVY

TELEPHONE: 816451

NAVY

IN REPLY QUOTE C1-16-8

NAVY—CANBERRA		
18	6	4728

Naval Headquarters,  
DARWIN. N.T. 5790

5 FEB 1974

The Secretary,  
Department of Defence (Navy Office),  
CANBERRA. A.C.T. 2600

For Information:

The Flag Officer Commanding, HM AUSTRALIAN FLEET  
The Commander, AUSTRALIAN MINE WARFARE & PATROL FORCES  
The Commanding Officer, HMAS ASSAIL

HMAS ASSAIL - REPORT OF PROCEEDINGS- JANUARY, 1974

Reference: RI Appendix 29A.

Forwarded.

(E.E. JOHNSTON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL Report of Proceedings dated 1st February, 1974.

**RESTRICTED**

*NO need for circulation.*

*See MS 55 12/2/74*

RESTRICTED

1-16-7

HMAS ASSAIL,  
at DARWIN.

1st February, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - JANUARY, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command for the month of January, 1974. All times are zone  $-9\frac{1}{2}$  (INDIA KILO).

2. ASSAIL has remained alongside the Patrol Boat Landing for the month except for Tuesday 22nd whence sea trials were successfully carried out between 1345 and 1458, and on Friday 25th when at 0825 ASSAIL cast off and changed berths to starboard side to the Patrol Boat Landing at 0838.

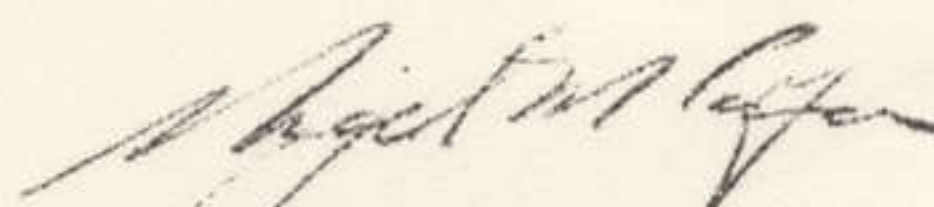
3. On Thursday 3rd a 2000 hour maintenance overhaul was commenced on both main engines (NOCNA KNA/KLK/OWU 030400Z JAN 74 refers) culminating with sea trials, as mentioned. On Monday 21st the starboard main generator became defective (my KOD/DAU 230009Z JAN 74 refers) and, once approval was gained, (DEF NAV CANBERRA KLK/DAU/EVI 300019Z JAN 74 refers) work commenced on replacing the defective item.

4. The health, conduct and welfare of the ship's company have been satisfactory and, although morale remains at a high level, every member is anxious to get back to sea.

I have the honour to be,

Sir,

Your obedient Servant,



(N.M. CARSON)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Annex "A" - Steaming Figures.  
2. Annex "B" - Availability.  
3. Annex "C" - Drills, Evolutions and Exercises.

RESTRICTED

RESTRICTED

ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JANUARY, 1974.

STEAMING FIGURES

- A. Miles steamed for month 21.5  
B. Hours underway for month 1.7  
C. Miles steamed since commissioning 128,208.8  
D. Hours steamed since commissioning 9,576.85  
E. Occasions for exceeding fast routeing speed:

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
22nd	22	0.25	Sea trials - worked engines up to full power.

RESTRICTED

APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

HMAS ASSAIL Age since first commissioning 5 6/12 Years  
 DATE 1<sup>st</sup> FEBRUARY 1974 Miles steamed since first commissioning 128,208.8 Miles

PROGRESSIVE TOTAL ENGINE HOURS  
 PORT ... 2048.75 ...  
 STBD ... 2192.0 ...

Day	Availability State	Operational Duties	Exercises	Weapon Training	Special Tasks	Post - Refit Trials	Passage Time	Visits	Programme Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed performance (Duration in Hours)									Remarks																	
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(AMP  
 2000 hr M/E Service)

(URDET 13/74)

(URDET 14/74)

(URDET 16/74)

(URDET 15/74)

SHIP SECURED  
 ALONGSIDE DARWIN

31

16

1 31

120  
 504

248

192

312

360

RESTRICTED

ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JANUARY, 1974.

DRILLS, EVOLUTIONS AND EXERCISES

2nd, 7th, 16th, 22nd, 30th	Minor D.C. Exercises
2nd, 16th	Gun Crews Drill
22nd	OOW Anchorage

RESTRICTED

RESTRICTED

1-16-7

HMAS ASSAIL,  
at DARWIN.

1st February, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - JANUARY, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command for the month of January, 1974. All times are zone  $-9\frac{1}{2}$  (INDIA KILO).

2. ASSAIL has remained alongside the Patrol Boat Landing for the month except for Tuesday 22nd whence sea trials were successfully carried out between 1345 and 1458, and on Friday 25th when at 0825 ASSAIL cast off and changed berths to starboard side to the Patrol Boat Landing at 0838.

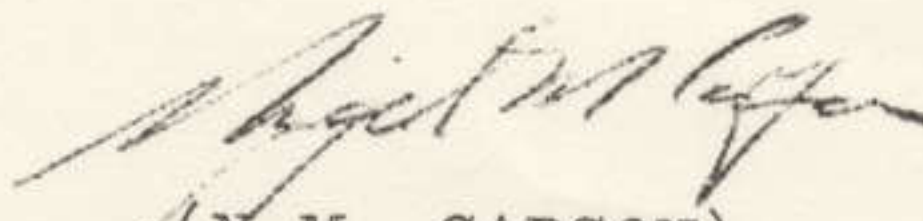
3. On Thursday 3rd a 2000 hour maintenance overhaul was commenced on both main engines (NOCNA KNA/KLK/OWU 030400Z JAN 74 refers) culminating with sea trials, as mentioned. On Monday 21st the starboard main generator became defective (my KOD/DAU 230009Z JAN 74 refers) and, once approval was gained, (DEF NAV CANBERRA KLK/DAU/EVI 300019Z JAN 74 refers) work commenced on replacing the defective item.

4. The health, conduct and welfare of the ship's company have been satisfactory and, although morale remains at a high level, every member is anxious to get back to sea.

I have the honour to be,

Sir,

Your obedient Servant,

  
(N.M. CARSON)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Annex "A" - Steaming Figures.  
2. Annex "B" - Availability.  
3. Annex "C" - Drills, Evolutions and Exercises.

RESTRICTED



RESTRICTED

ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JANUARY, 1974.

STEAMING FIGURES

- A. Miles steamed for month 21.5  
B. Hours underway for month 1.7  
C. Miles steamed since commissioning 128,208.8  
D. Hours steamed since commissioning 9,576.85  
E. Occasions for exceeding fast routeing speed:

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
22nd	22	0.25	Sea trials - worked engines up to full power.

RESTRICTED



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ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JANUARY, 1974.

DRILLS, EVOLUTIONS AND EXERCISES

2nd, 7th, 16th, 22nd, 30th	Minor D.C. Exercises
2nd, 16th	Gun Crews Drill
22nd	OOW Anchorage

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RESTRICTED

FILE 18/6/4780

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL

Report of Proceedings FEBRUARY 1974

AS(NS) 21/3

*Maintenance  
North Coast Patrol  
Spec patrol.*

D of O 21/3  
~~D of O~~  
DCNS 22/3

CNS 22/3

CNP 26/3

CNTS 26/3

CNSW 27/3

SD(NO) 28/3

G of S 28/3

DPR 29/3

~~D of O~~  
AS(NS) (NS55) 4/4

- 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.

*to 18/3/74*

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AM/SM



15 MAR A.M.

NAVY

**RESTRICTED**

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18

6

4780

TELEPHONE: 816451

IN REPLY QUOTE C1-16-8

Naval Headquarters,  
DARWIN, N.T. 5790.

11 MAR 1974

The Secretary,  
Department of Defence (Navy Office),  
CANBERRA, A.C.T. 2600.

For Information

The Flag Officer Commanding, HM AUSTRALIAN FLEET.  
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES.  
The Commanding Officer, HMAS ASSAIL.

HMAS ASSAIL - REPORT OF PROCEEDINGS - FEBRUARY, 1974

Reference: RI Appendix 29A.

Forwarded.

(E.E. JOHNSTON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL Report of Proceedings dated  
1st March, 1974.

**RESTRICTED**

**RESTRICTED**

RESTRICTED

1-16-7

HMAS ASSAIL,  
at Sea.

1st March, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - FEBRUARY, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command for the month of February, 1974. All times are zone  $-9\frac{1}{2}$  (INDIA KILO).
2. At the beginning of the month ASSAIL was secured starboard side to the Patrol Boat Landing where work continued on replacing the defective starboard generator. The job was completed and successful trials carried out by 1000 on Thursday 14th.
3. At 1329 on Thursday 14th lines were cast off and ASSAIL proceeded to the outer harbour where all machinery and equipment was run up and checked. On completion the ship returned to harbour, taking the motor launch FBV STEEMSON in tow en route, having received a request for assistance. ASSAIL berthed port side to HMAS ATTACK at 1540.
4. Lines were cast off at 1000 on Friday 15th and, once clear of Darwin Harbour, course was set for Cape Don and a short North Coast patrol. At 1801 ASSAIL came to anchor in position  $11^{\circ}17'.5S$   $131^{\circ}46'.4E$  and remained there until 0825 on Saturday 16th whence passage was made to Snake Bay. At 1535 a safe anchorage was made in position  $11^{\circ}24'.8S$   $130^{\circ}40'.6E$  and an opportunity given to the Ship's Company to proceed ashore for recreation.
5. Anchor was weighed at 0755 on Sunday 17th and the patrol continued to the west to Garden Point where ASSAIL anchored in position  $11^{\circ}25'.2S$   $130^{\circ}24'.7E$  at 1415. At 0500 on Monday 18th ASSAIL weighed anchor and proceeded south bound for the exercise area near Quail Island. At 1120 ASSAIL joined ATTACK and carried out a heaving line transfer. Due to unfavourable weather, a proposed exercise period was cancelled and both ships proceeded to Darwin. ASSAIL berthed port side to the Patrol Boat Landing at 1558.
6. Having re-stored, ASSAIL cast off at 1109 on Thursday 21st and proceeded out of Darwin Harbour in company with ATTACK. At 1150 ASSAIL detached and set course for Port Essington where a sheltered anchorage was made at 2123.

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- 2 -

7. At 0949 on Friday 22nd ASSAIL weighed anchor and proceeded to Gove via Cape Wessel, securing port side to the General Cargo Wharf at 1410 on Saturday 23rd. The ship remained alongside for the weekend and at 1058 on Monday 25th lines were cast off and passage made for Vanderlin Island. At 0931 on Tuesday 26th ASSAIL came to anchor in position 15°41.'5S, 136°51.'5E and recreational leave granted. Anchor was weighed at 1726 and the ship closed Centre Island in order to recover the boat and personnel due to the outboard motor becoming defective. At 1948 passage was continued to Mornington Island.

8. At 0843 on Wednesday 27th ASSAIL anchored in position 16°17'S, 139°17'E and remained there until 0855 on Thursday 28th whence course was set for Gove.

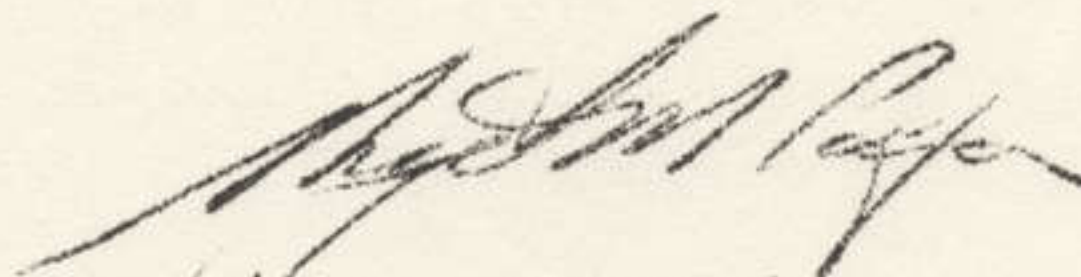
9. The new starboard generator has worked well as has all other machinery and equipment with the exception of the outboard motor which will need replacement. The calm weather experienced on patrol in the Gulf of Carpentaria enabled a considerable amount of work to be done on the upper deck and the ship's appearance is good.

10. The health, conduct and welfare of the Ship's Company have been good and morale attained a high standard as a result of the ship returning to normal patrol duties.

I have the honour to be,

Sir,

Your obedient Servant,



(N.M. CARSON)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Annex "A" - Steaming Figures.  
2. Annex "B" - Availability.  
3. Annex "C" - Drills, Evolutions and Exercises.

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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
FEBRUARY, 1974.

STEAMING FIGURES

A. Miles steamed for month	1,596.9
B. Hours underway for month	122.5
C. Miles steamed since commissioning	129,805.7
D. Hours steamed since commissioning	9,699.35
E. Occasions for exceeding fast routeing speed	Nil.

RESTRICTED

**RESTRICTED**



APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

FEBRUARY 1974

HMAS *Ascal* Age since first commissioning *57/12* Years  
DATE *1st MARCH 1974* Miles steamed since first commissioning *127,205.7* Miles

PROGRESSIVE TOTAL ENGINE HOURS  
PORT *2171:35*  
STBD *2224:5*

Month	Availability State	Operational Duties	Exercises	Weapon Training	Special Tasks	Post - Refit Trials	Passage Time	Visits	Programme Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed performance (Duration in Hours)									Remarks
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RESTRICTED

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NORTH COAST  
PATROL

NORTH COAST AND  
GULF OF CAROLINA  
PATROL

227  
STBL GUARDIAN (WATER FIGHTER)  
10

**RESTRICTED**

RESTRICTED

ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
FEBRUARY, 1974.

DRILLS, EVOLUTIONS AND EXERCISES

14th, 25th	Exercised Action, Emergency and Leaving Ship Stations.
4th, 12th, 14th, 21st, 27th	Minor D.C. Exercises.
18th, 25th	Gun Crews Drill
25th	Small Arms Shoot
15th, 16th, 17th	OOW Anchorages
15th, 16th, 17th, 18th	Blind Pilotage
18th	Heaving Line Transfer
26th	ECR Exercise
18th	COMEX
25th	X.O. conned ship from wharf in Gove.
21st	OOW Manoeuvres.

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**RESTRICTED**

**RESTRICTED**

FILE 428/3/17

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL

Report of Proceedings MAR. '74

AS(NS) *20/4*

D of O *29/4*

DGOP *29/4*

DCNS *29/4*

CNS *29/4*

CNP *30/4*

CNPS *7/5*

CNSW *7/5*

SD(NC) *8/5*

C of S *29/5*

DPR *BRC 1/5*

AS(NS) (NS55) *20/5/74*

*Opus Patrol.  
West Coast Patrol.*

- NOTES:
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*file 23/4/74*

**RESTRICTED**



**RESTRICTED**  
ROYAL AUSTRALIAN NAVY

TELEPHONE: 816451

IN REPLY QUOTE C1-16-8

Naval Headquarters,  
DARWIN, N.T. 5790.

16 APR 1974

The Secretary,  
Department of Defence (Navy Office),  
CANBERRA, A.C.T. 2600.

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH, 1974

Reference: RI Appendix 29A.

Forwarded.

(E.E. JOHNSTON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter 1-16-7 dated 1st April, 1974.

**RESTRICTED**

**RESTRICTED**

RESTRICTED

1-16-7

HMAS ASSAIL,  
at Sea.

1st April, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command for the month of March, 1974.
2. The beginning of the month saw ASSAIL underway in the Gulf of Carpentaria bound for Gove. At 1013 (-9½) the ship berthed starboard side to the Mission Wharf at Gove where fuel and water were embarked. At 1107 (-9½) on Saturday 2nd lines were cast off and passage made to Darwin via Brown Strait.
3. Saturday night and most of Sunday 3rd were spent heading into a heavy swell until a welcome sheltered anchorage was made in position 11°29'S, 131°31.'5E at 2035 (-9½) on Sunday. Anchor was weighed 0735 (-9½) on Monday 4th and passage continued via Clarence Strait to Darwin where ASSAIL secured port side to the Patrol Boat Landing at 1355 (-9½).
4. During the latter part of the patrol, the steering gear became progressively harder to operate and on Tuesday 5th work commenced on locating and rectifying this defect. On Thursday 14th the ship went to twelve hours notice for sea while the steering gear box was removed and repaired. (My KOY 130022Z MAR 74 and NOCNA KOY 130424Z refer). On Friday 15th the defect had been made good and the ship returned to normal notice for sea.
5. At 0822 (-9½) on Monday 18th lines were cast off and, in company with HMAS ATTACK, ASSAIL proceeded to Lee Point, with members of the R.A.R. embarked, in order to take part in Exercise YOUNG TROJAN. At 0941 (-9½) the ship anchored in position 056° Lee Point 2.'3 and remained there until 1216 (-9½) whence both ships returned to Darwin. ASSAIL secured port side to ATTACK at 1348 (-9½).
6. On Tuesday 19th at 1059 (-9½) ASSAIL cast off and proceeded clear of Darwin Harbour in company with ATTACK. At 1207 (-9½) ASSAIL detached and set course for Wyndham and a West Coast Patrol. During the night cyclone JENNY was encountered and rough seas and gale force winds were experienced. At 1835 (-9½) clocks were retarded 90 minutes to Zone HOTEL (-8).

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7. ASSAIL berthed port side to at Wyndham Wharf at 1115 (-8) on Wednesday 20th and remained there until 0757 (-8) on Friday 22nd in order to allow weather conditions to improve. (MY KLK 210110Z MAR 74 refers). Once clear of Cambridge Gulf course was set for Broome. En route the outlying islands on the North West Coast were investigated and at 1503 (-8) on Sunday 24th the ship anchored in Broome Harbour in position 18°00.'1S, 122°13.'0E.
8. At 0733 (-8) on Monday 25th anchor was weighed and the ship berthed port side to the Broome Wharf where fuel and water were embarked before proceeding at 1059 (-8). Passage was made direct to North West Cape via Mary Anne Passage and during the night of the 25th an LRMP aircraft carried out a fisheries surveillance flight of the north west coast. ASSAIL, however, could not establish communications with the aircraft.
9. ASSAIL berthed port side to the wharf at Point Murat, North West Cape, at 1005 (-8) on Wednesday 27th. At 1100 (-8) I called on Captain R.B. Cunningham, USN, Commanding Officer, United States Naval Communications Station HAROLD E. HOLT. The ship's company enjoyed a day of generous hospitality and, without exception, considered the visit well worthwhile.
10. Lines were cast off at 0834 (-8) on Thursday 28th and course set for the Monte Bello Islands. At 1912 (-8) ASSAIL came to anchor in position 20°28'S, 115°35.'3E and maintained a watch for Taiwanese fishing vessels until 0457 (-8) whence anchor was weighed and passage made for Dampier.
11. At 1050 (-8) on Friday 29th ASSAIL secured starboard side to the Service Wharf at Dampier and remained alongside until 1343 (-8) on Saturday 30th. Once clear of Dampier Harbour, the patrol was continued between Port Walcott and the Monte Bello Islands until 1700 (-8) on Sunday 31st whence course was set for Rowley Shoals.
12. During the period spent off Dampier and the Monte Bello Islands a number of Taiwanese stern trawlers were sighted fishing in pairs; however, all vessels remained well clear of the D.F.Z.
13. Apart from the steering gear defect, the following defects were experienced during the month:-
- a. The navigation sighting circuit became defective on the 23rd and had to be re-wired through the ship's horn circuit.
  - b. The fresh water pump motor burnt out on the 25th and was replaced in Dampier on the 29th.

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- c. The auxiliary salt water pump motor became defective on the 26th and was also replaced in Dampier on the 30th.
- d. The galley refrigerator has been unserviceable since the 18th and will need overhauling before being recharged.

All other equipment and machinery have functioned satisfactorily.

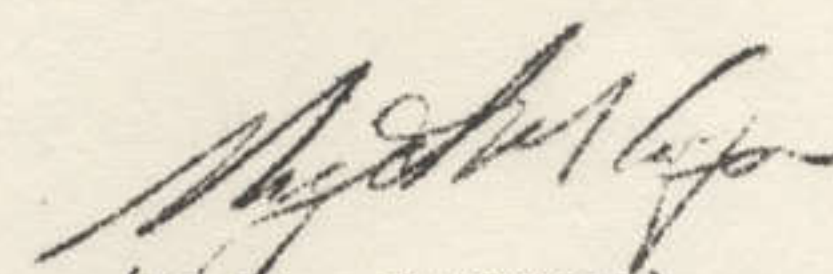
14. During the month I addressed the ship's company on matters of security.

15. The health, conduct and welfare of the ship's company have been good and the morale remains high with a temporary lapse being experienced when fresh water could not be supplied to bathrooms when the pump motor became unserviceable.

I have the honour to be,

Sir,

Your obedient Servant,

  
(N.M. CARSON)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Annex "A" - Steaming Figures.  
2. Annex "B" - Availability.  
3. Annex "C" - Drills, Evolutions and Exercises.

**RESTRICTED**

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RESTRICTED

ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS ,  
MARCH, 1974.

STEAMING FIGURES

A.	Miles steamed for month	2,640.3
B.	Hours underway for month	204.5
C.	Miles steamed since commissioning	132,446.0
D.	Hours steamed since commissioning	9,903.85
E.	Occasions for exceeding fast routeing speed	Nil.

RESTRICTED

**RESTRICTED**



APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

HMAS *ASSAIL* Age since first commissioning *5 8/12* Years  
DATE *1st APRIL 1974* Miles steamed since first commissioning *132,446.0* Miles

PROGRESSIVE TOTAL ENGINE HOURS  
PORT *23,762.25*  
STBD *22,725*

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post - Refit Trials	Passage Time	Visits	Programme 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	
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2	✓		✓																						
3	✓		✓																						
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5	✓		✓																						
6	✓		✓									✓	✓												
7	✓		✓									✓	✓												
8	✓		✓									✓	✓												
9	✓		✓									✓	✓												
10	✓		✓									✓	✓												
11	✓		✓									✓	✓												
12	✓		✓									✓	✓												
13	✓		✓									✓	✓												
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30	✓		✓									✓	✓												
31	✓		✓									✓	✓												
Total	31		17	1					6			9	14												

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*gear* } *with const / GULF OF CARPENTARIA PATROL*

*14th + 15th AT 12 HOURS NOTICE TO REPAIR STEERING GEAR.*

*WYNBHAM*  
*BROOMIE*  
*N.W. CAPE*  
*STAMPED*  
WEST CONST PATROL

*(STEERING GEAR)*  
240

**RESTRICTED**

RESTRICTED

ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
MARCH, 1974.

DRILLS, EVOLUTIONS AND EXERCISES

1st, 8th, 12th, 19th, 25th	Minor D.C. Exercises
3rd, 18th, 23rd, 24th, 26th 28th, 30th	OOW Anchorages
2nd, 4th, 20th, 23rd, 26th, 28th	Blind Pilotage
18th	Exercise YOUNG TROJAN
18th, 19th	OOW Manoeuvres, in company with HMAS ATTACK.
18th	40/60 Blank FX
18th	AATX
18th, 25th, 30th	Guns Crews Drill
25th	Boarding Party Mustered
28th - 31st	COMEX with NAVCOMMSTA HAROLD E. HOLT.
20th	Coxswain piloted ship from Cambridge Gulf to Wyndham
22nd	3rd Officer piloted ship from Wyndham to Cambridge Gulf.

**RESTRICTED**

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DEPARTMENT OF DEFENCE

# DETAILS OF INFORMATION ANALYSIS

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HMAS "Assail"	Report of Proceedings - March 1974
Alter File No. on Logging Card for	NOCNA
Letter dated 16 / 4 / 19 74	Reference No. C1-16-8

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FILE 428/3/60

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL

Report of Proceedings APR. 74

~~AS(NS)~~ *Ch. 23/5*  
~~D of O~~ *27/6. West Coast Patrol. Clipping. Inspection.*  
~~DGOP~~ *27/5*  
~~DCNS~~ *27/5*  
~~CNS~~  
~~CNP~~ *28/5*  
~~CNTS~~ *29*  
~~CNSW~~ *4/6*  
~~SD(NO)~~ *5/6*  
~~C of S~~ *6/6*  
~~DPR~~ *BRC 7/6*  
~~AS(NS)~~ *(NS5) 11/6*

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*for 22/5/74*

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ROYAL AUSTRALIAN NAVY  
**RESTRICTED**

TELEPHONE: 816451

IN REPLY QUOTE C1-16-8

**RESTRICTED**

Naval Headquarters,  
DARWIN, N.T. 5790.

7 MAY 1974

The Secretary,  
Department of Defence (Navy Office),  
CANBERRA, A.C.T. 2600.

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - APRIL, 1974

Reference: RI Appendix 29A.

Forwarded.

(E.E. JOHNSTON)  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter 1-16-7 dated 1st May, 1974.

**RESTRICTED**

**RESTRICTED**

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1.16.7

HMAS ASSAIL  
at DARWIN.

1ST MAY, 1974.

Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - APRIL, 1974

Sir,

I have the honour to report the proceedings of HMAS ASSAIL, under my command for the month of April, 1974.

2. The beginning of the month saw ASSAIL under way enroute to Rowley Shoals where the ship came to anchor in position 17° 31'S 118° 58.4E at 0914 (-8) on Monday 1st. At 2127 (-8) ASSAIL weighed anchor and passage was made to Broome where the ship berthed at 1020 (-8) on Tuesday 2nd. Fuel and water were embarked during the forenoon.

3. Lines were cast off at 0804 (-8) on Wednesday 3rd and once clear of Broome Harbour course was set for Troughton Island. Four Indonesian fishing vessels were sighted close inshore at Cape Leveque and once investigated by the boarding party all vessels set sail to the West (my KBG 030855Z APRIL 1974 refers).

4. ASSAIL anchored at Troughton Island at 1120 (-8) on Thursday 4th and contact was made with a representative of the Department of Transport who reported that up to 13 Indonesian vessels had been sighted during the previous week. Anchor was weighed at 1225 (-8) and passage continued to Darwin.

5. At 1541 (-8) the ship was stopped alongside the yacht PENELOPE and at 1656 (-8) the yacht was taken in tow as a result of a request for assistance (my RTT 041055Z APRIL, 1974 refers) At 2305 (-8) clocks were advanced 90 minutes to zone INDIA KILO (-9½)

6. The tow presented no problems and an average speed of 8.5 knots was maintained enabling ASSAIL to anchor at the Quarantine anchorage at Darwin at 0013 (-9½) on Saturday 6th. Once cleared by the Departments of Health and Customs anchor was weighed and ASSAIL secured port side to HMAS ATTACK at 0205 (-9½).

..2/

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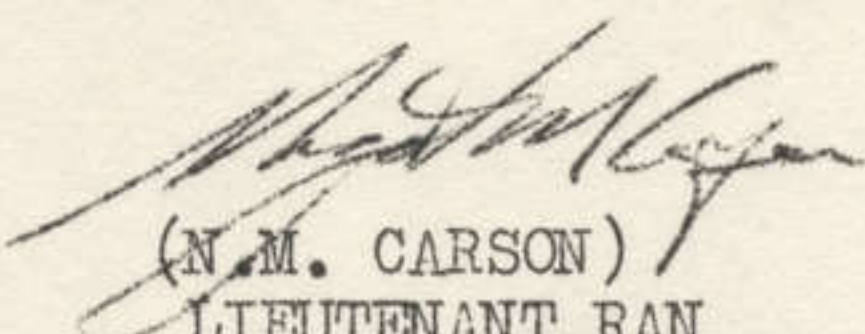
-2-

7. At 1400 (-9 $\frac{1}{2}$ ) on Sunday 7th Swain Douglas Exley and Matthew Gilyard Exley were Christened onboard.
8. On Tuesday 9th the ship was de-stored, de-fuelled and de-ammunitioned in readiness for a programmed intermediate docking period.
9. On Tuesday 9th the ship was inspected by the Flag Officer Commanding, Her Majesty's Australian Fleet, RADM D.C. WELLS C.B.E.
10. At 0745 (-9 $\frac{1}{2}$ ) on Wednesday 10th lines were cast off and the ship proceeded to Francis Bay where she was slipped at 0756 (-9 $\frac{1}{2}$ ). ASSAIL remained on the slip until Wednesday 24th when at 0755 (-9 $\frac{1}{2}$ ) passage was made back to the Patrol Boat landing where the ship was secured port side to ATTACK at 0809 (-9 $\frac{1}{2}$ ). Fuel and water were embarked during the forenoon and the ship's company continued preparations for your Annual Inspection, Sir. The ship was re-ammunitioned on Friday 26th.
11. On Monday 29th all departmental inspections were carried out. The ship remained alongside for the remainder of the month.
12. The H.F. radio equipment was landed for overall on Friday 12th and was with the maintainers for the rest of the month. All other equipment has functioned satisfactorily and with the advent of the slipping period the ship's side was in good condition by the end of the month.
13. The health, conduct and welfare of the ship's company have been good and the morale pleasingly satisfactory considering the extra effort required, over normal holiday periods, for inspections. One junior sailor improperly left on Monday 29th and is still in absence.

I have the honour to be,

Sir,

Your obedient servant.

  
(N.M. CARSON)  
LIEUTENANT RAN  
COMMANDING OFFICER

Enclosures: ANNEX A - STEAMING FIGURES  
ANNEX B - AVAILABILITY  
ANNEX C - DRILLS, EVOLUTIONS AND EXERCISES

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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
APRIL, 1974.

STEAMING FIGURES

A. Miles steamed for month	1,002.5
B. Hours underway for month	84.75
C. Miles steamed since commissioning	133,468.5
D. Hours steamed since commissioning	9,988.6
E. Occasions for exceeding fast routeing speed	Nil.

RESTRICTED

**RESTRICTED**



APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY *APRIL 1974*

HMAS *ASSAIL* ..... Age since first commissioning *5 9/12* ..... Years  
 DATE *1st MAY 1974* ..... Miles steamed since first commissioning *133,468.5* ..... Miles

PROGRESSIVE TOTAL ENGINE HOURS  
 PORT *2461.75* .....  
 STBD *2311.5* .....

Month	Availability State		Operational Duties	Exercises	Weapon Training	Special Tasks	Post - Refit Trials	Passage Time	Visits	Programme 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	✓		✓																						
2	✓		✓																						
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31	✓		✓	✓																					
Total	9	21	5	3	1 1/2				1	19	14		25												

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*Blocks* } *WEST COAST COAST PATROL*

*I.D. 10-24th*

*DEPARTMENTAL INSPECTION 29th*

*Days*

*ANARC (URDF) 18th 58*

*456*

*(ASBETC) (ASBWM) 23*

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ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
APRIL 1974.

DRILLS, EVOLUTIONS AND EXERCISES

1st, 8th, 26th, 29th	Minor D.C. Exercises
1st, 4th, 6th	OOW Anchorages
4th, 6th	Blind Pilotage
1st, 5th, 26th	Exercised Action, Emergency and Leaving Ship Stations
1st, 5th, 26th	Gun Crews Drill
3rd, 5th	Exercised Boarding Party
1st - 4th	COMEX with NAVCOMMSTA Harold E. Holt
4th - 6th	TOWEX (Actual) - Yacht PENELOPE.
1st - 5th	3rd Officer Astro Navigation.

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DEPARTMENT OF DEFENCE

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HMAS Assail	Report of Proceedings April 1974
Alter File No. on Logging Card for	
Letter dated 7 / 5 / 19 74	Reference No. C1-16-8

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FILE 428/3/135

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL

Report of Proceedings MAY '74

~~AS(NS)~~ *25/6*

~~D of O~~ *26/6*

~~DGCP~~ *26/6*

~~DCNS~~ *26/6*

~~CNS~~

~~CNP~~ *28/6*

~~CNTS~~ *27/6*

~~CNSW~~ *27/6*

~~SD(NO)~~ *27/6*

~~C of S~~ *4/7*

~~DPR D~~ *4/7*

~~AS(NS)~~ *(NS55) 8/7*

*Change of Command,  
West Coast Patrol.*

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*420 20/6/74*

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ROYAL AUSTRALIAN NAVY

(2)

TELEPHONE: 816451

IN REPLY QUOTE 01.16.8

Naval Headquarters,  
DARWIN. N.T. 5790.

7 JUN 1974

The Special Deputy,  
Department of Defence (N.O.)  
CANBERRA. A.C.T. 2600.

For Information:

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - MAY, 1974.

Reference: RI Appendix 29A.

Forwarded.

(E.E. JOHNSTON),  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter 1.16.7 dated 3rd June, 1974.

*file  
12/6.*

*ASNS*

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**RESTRICTED**

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1-16-7

HMAS ASSAIL,  
at DARWIN.

3rd June, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - MAY, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command since 24th May, 1974. The report for May prior to that date was compiled by Lieutenant N.M. Carson, RAN.
2. At the beginning of the month ASSAIL was secured port side to the Patrol Boat Landing. At 0830 (IK) on Wednesday 1st the ship's company was inspected by you, Sir, at divisions held on Stokes Hill Wharf. During the afternoon you carried out a formal inspection of the ship.
3. At 0905 (IK) on Friday 2nd, lines were cast off and ASSAIL proceeded to the outer harbour where the day was spent carrying out your sea inspection of HMA Ships ATTACK and ASSAIL. The ship secured port side to the Patrol Boat Landing at 1442 (IK) where a Damage Control inspection and general evolutions were carried out.
4. ASSAIL remained alongside until 1355 (IK) on Wednesday 8th, when lines were cast off and the ship proceeded for a West Coast Patrol. At 1835 (IK) clocks were retarded 90 minutes to zone HOTEL (-8).
5. At 1804 (H) on Thursday 9th, the ship anchored in position 14°26.'8S, 125°01.'5E and remained there until 0801 (H) on Friday 10th, whence passage was continued along the north west coast. During the forenoon a four-monthly Full Power Trial was carried out and at 1734 (H) a safe anchorage was found in position 15°58.2S, 123°41.8E. Anchor was weighed at 0751 (H) on Saturday 11th and a thorough patrol of the islands to the north of King Sound was made. Four Indonesian fishing vessels were sighted during the day. (My KBG 110548Z MAY 74 refers).
6. Passage was continued to the south and at 1302 (H) on Sunday 12th ASSAIL anchored in position 19°35.'1S, 119°07.'2E. At 0645 (H) on Monday 13th the ship proceeded to Port Hedland where lines were secured at 1112 (H).

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Fuel and water were embarked on arrival and short leave granted to the ship's company. Lines were cast off at 0755 (H) on Tuesday 14th and, once clear of the channel, course was set for Rowley Shoals. By sunset a strong south east wind prevented the ship from anchoring there and passage was continued to Scott Reef where ASSAIL anchored in position 14°03.'4S, 121°45.'5E at 1610 (H) on Wednesday 15th. Anchor was weighed at 0753 (H) on Thursday 16th and passage made to Browse Island where all installations were checked before continuing to the north west and Darwin. Clocks were advanced 90 minutes at 2305 (H) on Friday 17th to zone INDIA KILO.

7. ASSAIL berthed port side to ATTACK at the Patrol Boat Landing at 1055 (IK) on Saturday 18th. At 0832 (IK) on Monday 20th ASSAIL cast off to allow HMA Ships ADVANCE and ATTACK to shift berth to the Boom Wharf, and returned alongside at 0838 (IK).

8. At 1445 (IK) on Tuesday 21st, ASSAIL shifted berth and secured port side to ADVANCE at the Boom Wharf and remained there until 0813 (IK) on Friday 24th when the ship shifted berth and secured port side to the Patrol Boat Landing.

9. On Monday 27th at 1000 (IK) ASSAIL cast off and proceeded from Darwin in company with HMA Ships ADVANCE and ATTACK. On completion of the formation departure, ASSAIL, in company with ATTACK, proceeded to exercise area R230 where a 40/60 SUFX was executed against a splash target. On completion of the firing, the ship proceeded to Cape Fourcroy and anchored at 1650 (IK).

10. At 0800 the following day ASSAIL weighed and proceeded to Garden Point Mission, anchoring there at 1230 (IK). In the evening I visited the Garden Point community and, at 0730 (IK) on Wednesday 29th, ASSAIL weighed and proceeded, anchoring at Cape Don at 1800 (IK) the same day after an uneventful passage.

11. I conducted formal rounds during the forenoon of the 30th and, on completion, a large proportion of the ship's company proceeded ashore to enjoy a banyan and the hospitality of the Chief Lightkeeper and his family.

12. At 0400 (IK) on the 31st ASSAIL weighed and proceeded for Port Darwin, via Clarence Strait, where the ship secured port side to the Patrol Boat Landing at 1400 (IK) the same day.

.../3.

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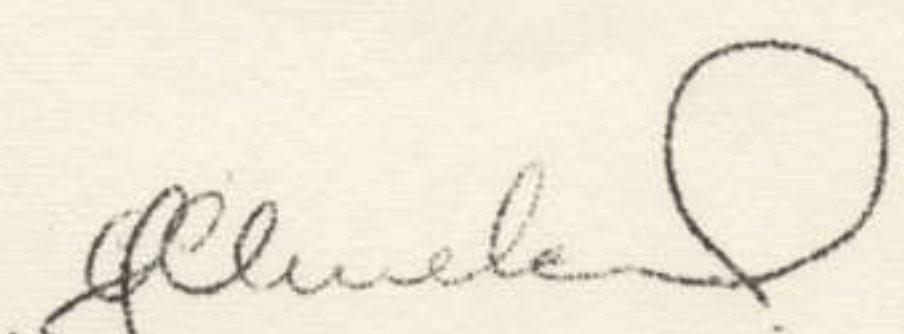
- 3 -

13. The health, conduct and welfare of the ship's company have been very good. Morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,

  
(C.J. CLEVELAND)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures:

1. Annex "A" - Steaming Figures.
2. Appendix "B" - Availability.
3. Annex "C" - Drills, Evolutions and Exercises.

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**RESTRICTED**



**RESTRICTED**

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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
MAY, 1974.

STEAMING FIGURES

- A. Miles steamed for month 2,419.9
- B. Hours underway for month 190.25
- C. Miles steamed since commissioning 134,865.0
- D. Hours steamed since commissioning 10,094.1
- E. Occasions for exceeding fast routeing speed -

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
10th	23	0.5	Four-monthly Full Power Trial.

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ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
MAY, 1974.

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Exercise</u>	<u>Remarks</u>
1st, 2nd, 10th	Action, emergency and Leaving ship stations	
2nd	OOW Manoeuvres	In company ATTACK
2nd	Major Damage Control	Sea Inspection
1st, 8th, 20th	Minor Damage Control	
2nd, 8th, 10th, 20th	Guncrews Drill	
2nd	Pointed ship	Sea Inspection
2nd, 9th, 10th, 12th, 16th, 17th	OOW Anchorages	
2nd, 9th	Blind Pilotage	
2nd	Man Overboard	Sea Inspection
10th	40/60 GFT	I.N.O. Inspection
10th	50 Cal. SUFX	
2nd, 20th	Shiphandling	XO conned alongside.
14th	Visual Pilotage	XO departure Port Hedland
16th	Cookery	CBM cooked supper for ship's company
27th	Formation Departure	In company with ADVANCE and ATTACK
27th	40/60 SUFX	48 rounds W and P. Splash target provided by ATTACK, good results.
31st	Blind Pilotage	Departure Cape Don.

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DEPARTMENT OF DEFENCE

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- May 1974

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FILE 428/3/211

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL

Report of Proceedings JUNE '74

AS(NS) 26/7  
D of O of 20/7  
DGOP 4 30/7  
DCNS 4 30/7  
CNS 30/7  
CNP 31/7  
CNETS  
CNSW 5/8  
SD(NO) 5/8  
C of S 5/8  
DPR 6/8  
AS(NS) (NS55) 7/8

RANR treats with DIAMANTINA in  
Christmas Island / Timor Sea areas



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24/7.

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AM:HT



**RESTRICTED** **RESTRICTED**  
ROYAL AUSTRALIAN NAVY

TELEPHONE: 816451

IN REPLY QUOTE 01.16.8

Naval Headquarters,  
DARWIN. N.T. 5790.

16 JUL 1974

The Special Deputy,  
Department of Defence (Navy Office),  
CANBERRA. A.C.T. 2600.

For Information:

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - JUNE, 1974

Reference: RI Appendix 29A.

Forwarded.

(E.E. JOHNSTON),  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter 1.16.7 dated 1st July, 1974.

*22*

*AS NS.*

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HMAS ASSAIL,  
at CHRISTMAS ISLAND.

1st July, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - JUNE, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of June, 1974.

2. From 1st June until 1300 (IK) 11th June ASSAIL remained alongside the Patrol Boat Landing in Port Darwin preparing for her forthcoming deployment to Christmas Island.

3. On Thursday 6th June I conducted courtesy calls on the following dignitaries:

The Administrator of the Northern Territory -  
The Honourable J.N. Nelson.

The Senior Judge of the Northern Territory -  
the Honourable Mr. Justice W.E.S. Forster.

The Mayor of Darwin - Mr. H. Brennan.

The Officer Commanding, RAAF Base, Darwin -  
Group Captain D.W. Hitchins, AFC.

The Commander, 7th Military District -  
Lieutenant Colonel R.B. Rogers, RA Sigs.

The calls were not returned.

4. At 1300 (IK) 11th June, ASSAIL cast off and proceeded for Benoa via Roti Strait and the Savu Sea. The passage was uneventful and the weather fine. Clocks were retarded 2½ hours to zone GOLF (-7) en route.

5. At 1519 (G) on Friday 14th June, the Benoa Harbour Master was embarked for entry into that port. The ship secured port side to the Fishery Wharf at 1530 (G).

6. British Admiralty Chart 946 and Volume 34 of the Sailing Directions are inadequate for safe pilotage into Benoa. A separate report to the Hydrographer, RAN, will be raised in conjunction with HMAS DIAMANTINA (Lieutenant Commander (H) D.M. Davidson, RAN) after our two ships visit Benoa early next month. Until better information becomes available it is recommended that HMA Ships visiting Benoa engage the services of the extremely competent Harbour Master.

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7. ASSAIL remained alongside the Fishery Wharf for the remainder of the visit and at 1400 (G) 18th June cast off with the Harbour Master embarked. The ship proceeded westward along the south coast of Java and made good a rendezvous with HMAS DIAMANTINA at 0400 (G) Thursday 20th June. At first light a boat transfer took place to enable the Expendable Bathythermograph, embarked in ASSAIL, to be set to work and RANRL Trials' proposals to be forwarded. At 0830 (G) the first of a series of trials, involving RANRL, DIAMANTINA and ASSAIL, commenced as both ships began the run to Christmas Island. This represented the beginning of a programme that was to occupy the ship for the remainder of the month. At 0645 (G) 21st June, the ship secured to a buoy in Flying Fish Cove, Christmas Island, and remained there until the following morning.

8. The ship had a requirement to be fuelled before the commencement of the next series of trials. There were two choices available; the first was to go alongside the Cantilever Berth and take fuel from a 6" line, gravity fed from approximately 200 feet, the second was to make a sternboard to the boat jetty in Flying Fish Cove (Chart BA3504 refers), place the transom across the end of the jetty and take fuel from a road tanker. After due consultation with the Harbour Master and extensive sounding runs with the ship's boat, the second alternative was decided upon. At 0820 (G) 22nd June, the ship slipped from the buoy and commenced the berthing operation. The anchor was used to control the sternboard and at 0830 (G) the ship secured to the jetty using sternlines on each quarter, a head buoy and the centerline cable. At 1100 (G), having fuelled to 88% and with six feet still remaining under the propellers, the ship slipped, weighed and proceeded to secure to head and stern buoys. In the process of breaking out the anchor the shank was damaged; this was subsequently repaired in the British Phosphate Commission's extensive workshops. The support and repair facilities on the Island are considered excellent for Patrol Boat type vessels.

9. At 2100 (G) 22nd June, ASSAIL slipped and proceeded to make good a rendezvous with HMA Ships DIAMANTINA and VENDETTA (Lieutenant Commander M. Sulman, RAN) to continue with the trials programme. The ship returned on completion and secured to head and stern buoys in Flying Fish Cove at 1930 (G) 23rd June. At 0815 (G) 26th June ASSAIL again slipped and proceeded for further trials, returning to harbour on completion and securing starboard side to HMAS DIAMANTINA at 2330 (G) 27th June.

10. At 0815 (G) 28th June the ship fuelled from DIAMANTINA and at 1425 (G) slipped and proceeded for further trials. ASSAIL returned to harbour at 1730 (G) the same day and secured to head and stern buoys where she remained until the end of the month.

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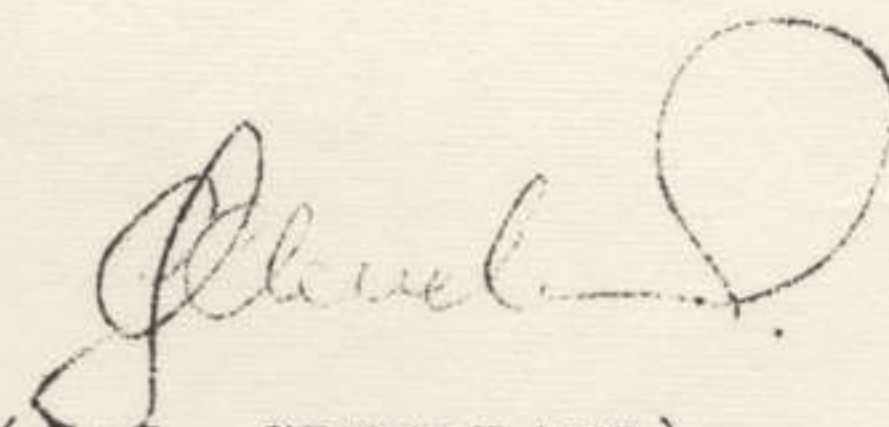
11. All equipments have performed extremely well and there has been no need to resort to the small stock of support spares embarked for the deployment. One minor problem has arisen with the port generator water cooling pump. This can be rectified by simple stores action; however, the part is unavailable. (MY OWA 220427Z JUN 74 and COONAWARRA OWU 240502Z JUN 74 refer). The generator remains serviceable utilizing emergency cooling.

12. The health, conduct and welfare of the ship's company have been very good. Morale has been high and noticeably boosted by the foreign visits.

I have the honour to be,

Sir,

Your obedient Servant,



(C.J. CLEVELAND)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures:

1. Annex "A" - Steaming Figures.
2. Annex "B" - Availability.
3. Annex "C" - Drills, Evolutions and Exercises.

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ANNEX 'A' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JUNE, 1974

STEAMING FIGURES

A.	Miles steamed for month	2,729.2
B.	Hours underway for month	207.75
C.	Miles steamed since commissioning	137,594.2
D.	Hours steamed since commissioning	10,301.85
E.	Occasions for exceeding fast routeing speed	Nil

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APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY JUNE 1974

HMAS ASSAIL Age since first commissioning 5 1/2 Years  
 DATE 1st JULY 74 Miles steamed since first commissioning 137,594.2 Miles

PROGRESSIVE TOTAL ENGINE HOURS  
 PORT 28.32  
 STBD 24.14 3/4

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Month JUNE	Availability State	Operational Duties	Exercises	Weapon Training	Special Tasks	Post - Refit Trials	Passage Time	Visits	Programme Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed performance (Duration in Hours)								Remarks				
														H	E	L	G	TAS	ND	C	EW		DL	CPT		
Day	2																									
1																										
2																										
3																										
4																										
5																										
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7																										
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13																										
14																										SO CAL AND SMALL ARMS
15																										
16																										BENOA, BALI
17																										- " -
18																										- " -
19																										
20																										
21																										RANRL TRIALS CI
22																										RANRL TRIALS CI
23																										RANRL TRIALS CI
24																										RANRL TRIALS CI
25																										CHRISTMAS ISLAND
26																										CHRISTMAS ISLAND
27																										RANRL TRIALS CI
28																										RANRL TRIALS CI
29																										RANRL TRIALS CI
30																										CHRISTMAS ISLAND
31																										CHRISTMAS ISLAND
Total	30			1	7		6	7	10			17														

DARWIN AMP

NIL

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ANNEX 'C' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JUNE, 1974.

DRILLS , EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
10	Dressed Overall	HRH Prince Philip Duke of Edinburgh Birthday
11	Colours Half Masted	Death of HRH Duke of Gloucester
11	Action leaving ship and Emergency Stations	
13	50 Cal and Small arms practice.	
14	Colours Half Masted	Funeral HRH Duke of Gloucester
17	Dressed Overall	HM the Queen Birthday
20	Heaving Line Transfer	HMAS DIAMANTINA
20, 26	Boat Transfers	HMAS DIAMANTINA
22	Mediterranean Moor	to fuel at CI Boat Jetty
28	XO comed ship	Alongside DIAMANTINA
30	Minor DC	at CI.

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DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

FILE NUMBER

N			
428	3.	211	

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# DETAILS OF INFORMATION ANALYSIS

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DATE OPENED 22 JULY 19 74

## REGISTRATION

SECURITY CLASSIFICATION

RESTRICTED.

TITLE HMAS ASSAIL - REPORT OF  
PROCEEDINGS - JUNE 1974

REGISTRATION NUMBER N428/3/211

MARK TO ASNS.

CANCEL FILE NUMBER \_\_\_\_\_ VIDE THIS FILE AND INFORM  
FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER \_\_\_\_\_

CROSS REFERENCE THIS FILE WITH FILE/S \_\_\_\_\_

## SUBJECT INDEX

POSTING	PRECIS
<u>R24.2.</u>	<u>as above.</u>

## NAME INDEX

HEADING	PRECIS
<u>HMAS ASSAIL</u>	<u>as above</u>

ALTER FILE NUMBER ON LOGGING CARD FOR NOCNA

LETTER DATED 16 JULY 19 74 REFERENCE NUMBER 01.16.8.

RESTRICTED

FILE 428/3/270

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL

Report of Proceedings JULY '74

AS(NS)

D of O

DCOP

DCNS

CNS

CNP

CNPS

CNSW

SD(NO)

C of S

DFR

AS(NS)

W. 28/8.

23/8

Para 7

2/9.

3/9

3/9

4/9.

8/9

5/9/74

6/9

(NS) 10/9/74.

RANAL trial mths diagrams at Christmas & ASHMOAE self investigation  
Para. 7 - minimum continuous speed limitations

D of O has been instructed to take this up with the appropriate authorities. 26/8

action i.a.w. DCOP above must be taken on other papers 2/9/74

- 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.

file 21/8/74

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2



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ROYAL AUSTRALIAN NAVY

TELEPHONE: 816451

IN REPLY QUOTE 01.16.8

Naval Headquarters,  
DARWIN. N.T. 5790.

12 AUG 1974

The Special Deputy,  
Department of Defence (Navy Office),  
CANBERRA. A.C.T. 2600.

For Information:

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - JULY, 1974.

Reference: RI Appendix 29A.

Forwarded.

*En 12all*  
*En* (E.E. JOHNSTON), A01.  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

*AST(NS)*

*25*

Enclosure: HMAS ASSAIL letter 1.16.7 dated 1st August, 1974.

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1/16/7

HMAS ASSAIL,  
at THURSDAY ISLAND.

1st August, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - JULY, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of July, 1974.
  2. ASSAIL departed Christmas Island at 1700 (G) on Monday 1st and proceeded, in company with HMAS DIAMANTINA, to continue the RANRL Trials Programme on passage to Benoa.
  3. The passage was rough but otherwise uneventful and the ship secured port side to DIAMANTINA at the centre wharf, Benoa, at 0845 (G) Thursday 4th. At 0950 (G) ASSAIL shifted berth and secured port side to the fishery wharf to facilitate fuelling.
  4. At 1100 (G) the same day, I called on the following dignitaries:

The Governor of Bali	-	Brigadier General Sukarmen
The Army Area Commander	-	Brigadier General Pranoto
The Police Commander	-	Brigadier General Hartarwan
The Navy Commander	-	Lieutenant Colonel Soegardjito
The Air Force Commander	-	Lieutenant Gendretomo
The Head of Prosecution	-	Mr. Nasution.
- The calls were unofficially returned at a Cocktail Party held in DIAMANTINA that evening.
5. At 1600 (G) Friday 5th, ASSAIL cast off and proceeded to Ashmore Reef to investigate the claims vide your signal KBG/KMA 270042Z JUN 74. The ship came to anchor near West Islet at 1100 (H) 7th and prepared to despatch the Landing Party. While lowering the ship's boat, ABQMG Payne, R63425, badly lacerated his arm on the derrick handle (my RTT 070429Z JUL 74 refers). The ship immediately weighed and proceeded to rendezvous with DIAMANTINA. The rendezvous and transfer of the injured sailor took place at 1830 (H). I exceeded economical speed to effect the transfer, knowing that I would arrive in Darwin with under 30% fuel remaining. At 1845 (H) 7th, ASSAIL set course for Darwin.
  6. POCOXN A. Birch, R55824, is to be commended on the manner in which first aid was administered to the injured sailor.

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7. ASSAIL secured port side to HMAS ADVANCE on the Patrol Boat Landing at 1845 (IK) 9th. During the passage to Darwin clocks were advanced  $1\frac{1}{2}$  hours to zone INDIA KILO ( $-9\frac{1}{2}$ ). Arrival in Darwin concluded a months deployment away from base support. The ship's equipment and ship's company performed creditably under mostly trying weather conditions. If Patrol Boats are to be employed in further RANRL Trials of this nature, greater awareness of the minimum continuous speed limitations should be emphasised to the planning authority. In all other aspects, the ship appeared to be a suitable platform for the tasks involved.

8. The ship remained alongside ADVANCE until 11th when, at 0830 (IK), she shifted to the inboard berth at the Patrol Boat Landing.

9. At 0907 (IK) 17th ASSAIL cast off and proceeded in company with ADVANCE for your sea inspection of the latter. The day was eventful and included were a number of exercises which are at Annex "C". The Executive Officer conned the ship alongside at the conclusion of the day and ASSAIL secured port side to the Patrol Boat Landing at 1515 (IK).

10. During the forenoon of Thursday 18th the ship was host to a party of deaf children from Warrabri and Stuart Park Deaf Units. The children enjoyed their visit and the ship's company were commendable hosts.

11. At 0805 (IK) 24th, Rear Admiral W.J. Dovers, CBE, DSC, Flag Officer Commanding, East Australia Area, and you, Sir, visited the ship for an informal walkround.

12. The ship remained alongside until 1000 (IK) 29th when she cast off and proceeded for Cairns via Thursday Island. Clocks were advanced 30 minutes to zone KILO ( $-10$ ) en route and at 2120 (K) 31st, ASSAIL came to anchor in 4 fathoms at the Thursday Island quarantine anchorage where she remained until the end of the month.

13. The starboard engine room fan and the steering gear became unserviceable during your sea inspection of ADVANCE. Both defects were rectified before departure to Cairns. The RA 127 receiver became unserviceable during the passage to Thursday Island and remains thus. No other equipment problems have arisen during the month.

14. The health and welfare of the Ship's Company have been very good. I have been particularly impressed by their conduct and appearance.

I have the honour to be,  
Sir,  
Your obedient Servant,

RESTRICTED

(C.J. CLEVELAND)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Annex "A" - Steaming Figures.  
2. Annex "B" - Availability.  
3. Annex "C" - Drills, Evolutions and Exercises.

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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JULY, 1974.

STEAMING FIGURES

A. Miles steamed for month	2,380.6
B. Hours underway for month	224.25
C. Miles steamed since commissioning	140,474.8
D. Hours steamed since commissioning	10,526.1
E. Occasions for exceeding fast routeing speed	Nil.

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**RESTRICTED**



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RESTRICTED

ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JULY, 1974.

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
1st - 4th	Radar propagation trial	RANRL
3rd	All helmsmen one hour steering by magnetic compass	
7th	Boat transfer DIAMANTINA	MEDEVAC
17th	Defence Stations TOWEX, towing TOWEX, being towed OOW Manoeuvres Boarding Party Formation anchorage	ADVANCE Inspection
17th	X.O. conned ship alongside	
29th	Action stations, Emergency and Leaving Ship Stations	
31st	Blind Pilotage anchorage	Thursday Island.

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DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

N428	3		
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# DETAILS OF INFORMATION ANALYSIS

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## REGISTRATION

SECURITY CLASSIFICATION

*Restricted*

TITLE

*Report - Proceedings - HMAS 'Assail' - July 1974*

REGISTRATION NUMBER

*N 428/3/270*

MARK TO

*ASAS*

CANCEL FILE NUMBER

VIDE THIS FILE AND INFORM

FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

## SUBJECT INDEX

POSTING	PRECIS

## NAME INDEX

HEADING	PRECIS
<i>HMAS 'Assail'</i>	<i>ROP July 1974</i>
ALTER FILE NUMBER ON LOGGING CARD FOR	<i>NOCNA</i>
LETTER DATED <i>12.8.1979</i>	REFERENCE NUMBER <i>01.16.8</i>

**RESTRICTED**

FILE 428/3/328

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL Report of Proceedings AUG. '74

AS(NS)

*Refit at Cairns*

*24/9*  
*27/9*  
~~DCGP~~

~~DCNS~~

CNS

CNP

~~CNTS~~

CNSW

SD(NO)

C of S

DFR

AS(NS)

*15/10/74*

- 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.

*file 24/9/74*

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ROYAL AUSTRALIAN NAVY

②

TELEPHONE: 816451

IN REPLY QUOTE 01.16.8

Naval Headquarters,  
DARWIN. N.T. 5790.

12 SEP 1974

The Special Deputy,  
Department of Defence (Navy Office),  
CANBERRA. A.C.T. 2600.

For Information:

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - AUGUST, 1974.

Reference: RI Appendix 29A.

Forwarded.

(E.E. JOHNSTON),  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter 1.16.7 dated 4th September, 1974.

ASNS

CENTRAL REGISTRY  
DEPT OF DEFENCE  
13 SEP 1974

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RESTRICTED

**RESTRICTED**

1/16/7

HMAS ASSAIL,  
at CAIRNS.

4th September, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

HMAS ASSAIL - REPORT OF PROCEEDINGS - AUGUST, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of August, 1974. Times throughout are zone KILO (-10).
2. ASSAIL was at the Thursday Island quarantine anchorage at the beginning of the month. At 0730 the ship weighed and proceeded for the Caltex jetty, Thursday Island, securing port side to at 0800. The Senior Naval Officer, Cairns, assumed operational control of ASSAIL at this time.
3. At 0825 Friday 2nd, the ship cast off and proceeded for Cairns via the Barrier Reef inner route. The calm weather was a welcome change and ship's staff were able to make rapid progress on refit preparations. During the passage ASSAIL came to anchor at Bird Island on the night of the 2nd, Flinders Island on the night of the 3rd, and Double Island on the night of the 4th. This action was considered prudent as only two qualified officers of the watch were borne. An annual Full Power Trial was conducted during the forenoon of Sunday 4th.
4. The ship weighed and proceeded from Double Island at 0730 on the 5th and secured starboard side to HMAS BAYONET (Lieutenant E.L. Morgan, RAN) at Number 1 wharf Cairns at 0830.
5. Pre-refit trials were conducted on Wednesday 7th. The ship cast off and proceeded from Cairns at 0840 and returned to harbour on completion at 1020. At 1500 the ship shifted berth to number 10 to de-ammunition, returning to number 1, starboard side to HMAS BARBETTE (Lieutenant G.V. Ryan, RAN) on completion.
6. De-storing was steadily progressed during the week and this was completed by 1600 Friday 9th. ASSAIL reverted to 48 hours notice for sea at this time.
7. To date the refit has progressed satisfactorily. The pre-refit conference took place at the offices of North Queensland Engineers and Agents (NQEA) on Thursday 8th. Lieutenant Commander J.W.E. Green, RAN, was appointed Project Supervisor for the refit. This appointment has been filled by G.O.S.I. in past refits.

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8. All other arrangements for the refit are satisfactory. Accommodation for sailors at the International Motel is of the requisite standard; however, accommodation for officers at Hide's Hotel is sub-standard. The latter observation has been the topic of considerable correspondence by the Commanding Officer, HMAS CAIRNS.

9. Midshipman B. Puga, PNGDF, joined ASSAIL for phase II continuation training on 19th. The paucity of training billets is appreciated, however it is considered that valuable opportunities are being lost by appointing a young officer to a ship that will not be running until October 14th. Every endeavour has been made to detach MIDN Puga to a running unit; however, billets in Cairns based ships are filled.

10. The health, conduct and welfare of the ship's company has been very good. Morale has been high.

I have the honour to be,

Sir,

Your obedient Servant,

(C.J. CLEVELAND)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Annex "A" - Steaming Figures.  
2. Annex "B" - Availability.  
3. Annex "C" - Drills, Evolutions and Exercises.

**RESTRICTED**

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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
AUGUST, 1974.

STEAMING FIGURES

- A. Miles steamed for month 538.0  
B. Hours underway for month 34.0  
C. Miles steamed since commissioning 141,012.8  
D. Hours underway since commissioning 10,560.1  
E. Occasions for exceeding fast routeing speed -

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
4th	20.8	2.5	Annual Full Power Trial.

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APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

RESTRICTED

IMAS ASSAIL ..... Age since first commissioning ..... 6 1/2 ..... Years  
DATE 1ST SEP 74 ..... Miles steamed since first commissioning ..... 141,012.8 ..... Miles

PROGRESSIVE TOTAL ENGINE HOURS  
PORT 3028 1/4 .....  
STBD 2480 1/2 .....

Month Day	Availability State AUGUST, 74	Operational Duties	Exercises	Weapon Training	Special Tasks	Post - Refit Trials	Passage Time	Visits	Programme Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed performance (Duration in Hours)								Remarks
														H	E	L	G	TAS	ND	C	EW	
1	✓	✓✓						✓													THURSDAY IS FUEL BARRIER REEF PATROL	
2	✓	✓✓																				
3	✓	✓✓																				
4	✓	✓✓																				
5	✓	✓✓																				
6	✓	✓✓																				
7	✓	✓✓																				
8	✓	✓✓				✓															GYRO FAILURE	
9	✓	✓✓																				
10	✓	✓✓																				
11	✓	✓✓																				
12	✓	✓✓																				
13	✓	✓✓																				
14	✓	✓✓																				
15	✓	✓✓																				
16	✓	✓✓																				
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18	✓	✓✓																				
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25	✓	✓✓																				
26	✓	✓✓																				
27	✓	✓✓																				
28	✓	✓✓																				
29	✓	✓✓																				
30	✓	✓✓																				
31	✓	✓✓																				
Total	11	20	4					1		20		7										

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**RESTRICTED**

ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
AUGUST, 1974.

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
1st	Fuelled	Thursday Island
2nd	Action, Emergency and Leaving Ship Stations	Departure, Thursday Island.
2nd, 3rd and 4th	AOOW Anchorages AOOW Visual Pilotage	Passage to Cairns Passage to Cairns
3rd	Gyro failure (fix by magnetic compass and Douglas Protractor)	
4th	Annual Full Power Trial	
7th	De-ammunition	Refit preparation
8th	De-fuel	Refit preparation
9th	De-store	Refit preparation
13th	Slipped and side slipped	At NQEA

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**RESTRICTED**

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

N428 3 328 1

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INTERIM FORM ONLY - JUNE 1974

# DETAILS OF INFORMATION ANALYSIS

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## REGISTRATION

SECURITY CLASSIFICATION

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TITLE HMAS ASSAIL - Report of Proceedings - August 1974

REGISTRATION NUMBER N428/3/328

MARK TO ASNS

CANCEL FILE NUMBER \_\_\_\_\_ VIDE THIS FILE AND INFORM  
 FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER \_\_\_\_\_

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## SUBJECT INDEX

POSTING	PRECIS
R24.2	} as title

## NAME INDEX

HEADING	PRECIS
HMAS ASSAIL - Report of Proceedings - August 1974	
ALTER FILE NUMBER ON LOGGING CARD FOR <u>Naval Headquarters DARWIN NT</u> LETTER DATED <u>12-9-1974</u> REFERENCE NUMBER <u>01.16.8</u>	

RESTRICTED

FILE 428/3/392

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL Report of Proceedings SEPT. 74

AS(NS) 24/10.

Refit at Cairns.

D of O 25/10

DGCP 23/10

DCNS

CNS 28/10

CNP 24/10

CNTS 30/10

CNSW 31/10

SD(NO) 31/10

C of S 1/11

DPR 6/11

AS(NS) (NS55) 6/11

- 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 or reference to another Branch a new file should be raised, a suitable note being made above.

too 23/10/74

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AM:HT

**RESTRICTED**

2

ROYAL AUSTRALIAN NAVY

TELEPHONE: 816451

IN REPLY QUOTE 01.16.8

Naval Headquarters,  
DARWIN. N.T. 5790.

15 OCT 1974

The Special Deputy,  
Department of Defence (Navy Office),  
CANBERRA. A.C.T. 2600.

For Information:

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

HMAS ASSAIL - REPORT OF PROCEEDINGS-  
SEPTEMBER 1974

Reference: RI Appendix 29A.

Forwarded. The delay is due to mail irregularities  
experienced between Cairns and Darwin.

(E.E. JOHNSTON),  
CAPTAIN, R.A.N.  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

*llw*  
Enclosure: HMAS ASSAIL letter 1.16.7 dated 1st October, 1974.

**RESTRICTED**

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/7

HMAS ASSAIL  
at CAIRNS

1st October, 1974

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

For Information:

The Senior Naval Officer  
CAIRNS

HMAS ASSAIL - REPORT OF PROCEEDINGS - SEPTEMBER 1974

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of September, 1974. Times throughout are zone KILO (-10).

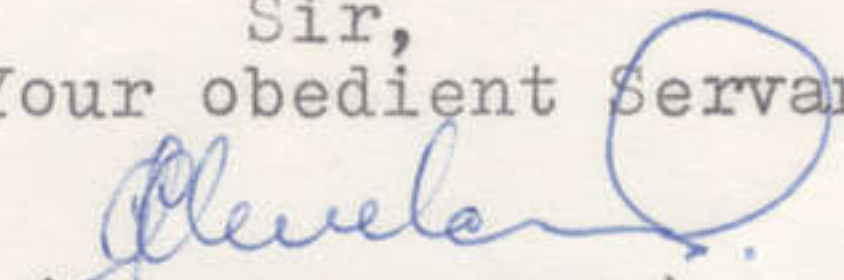
2. At the beginning of the month ASSAIL was on the NQEA slipway at Cairns. The refit was continuing without major delay. The generators were ~~replaced~~ fitted on Wednesday 4th and both main engines on Saturday 7th.

3. The ship was unslipped at 1315 on 9th and cold moved to Number 1 berth Cairns, securing there at 1630. ASSAIL remained in this berth until the end of the month.

4. The ship was fuelled from a road tanker on Monday 23rd. The 40/60 mounting was fitted on 24th and generator trials commenced Monday 30th.

5. The health, conduct and welfare of the ship's company has been very good. Morale has been high.

I have the honour to be,  
Sir,  
Your obedient servant,

  
(C.J. CLEVELAND)  
Lieutenant, RAN  
COMMANDING OFFICER



**RESTRICTED**



**RESTRICTED**

ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
SEPTEMBER, 1974

STEAMING FIGURES

A. Miles steamed for month	Nil
B. Hours underway for month	0.75
C. Miles steamed since commissioning	142,016.2
D. Hours underway since commissioning	10,560.85
E. Occasions for exceeding fast routeing speed	Nil.

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ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
SEPTEMBER, 1974

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
9th	Unslipped	Cold Move
23rd	Fuelled	Road Tanker
9th-30th	Clean Back and Paint ship	

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5 24

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

N428	3	392	1	1
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# DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER McKEOWN(N)

ORIGINAL/COPY \_\_\_\_\_

DUPLICATE COPY MADE \_\_\_\_\_

DATE OPENED 18/10/1974

## REGISTRATION

SECURITY CLASSIFICATION

RESTRICTED

TITLE H.M.A.S. ASSAIL - REPORT OF PROCEEDINGS  
- SEPT, 1974.

REGISTRATION NUMBER N428 | 3 | 392

MARK TO AS(NS)

CANCEL FILE NUMBER \_\_\_\_\_ VIDE THIS FILE AND INFORM  
FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER \_\_\_\_\_

CROSS REFERENCE THIS FILE WITH FILE/S \_\_\_\_\_

## SUBJECT INDEX

POSTING	PRECIS

## NAME INDEX

HEADING	PRECIS
<u>HMAS ASSAIL - 'A/A'</u>	
ALTER FILE NUMBER ON LOGGING CARD FOR <u>NOCNA</u>	
LETTER DATED <u>15-10-1974</u> REFERENCE NUMBER <u>01-16-8.</u>	

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FILE 428/3/470.

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS

Assain.

Report of Proceedings

Oct 174.

AS(NS)

4. 3/12.

1. Post repair trials at Cairns.
2. Work-up and SRA.

D of O

20/3/12

DGOP

4/12

DCMS

4/12

CNS

CNP

26/12

CNFS

CNSW

10/10

SD(NO)

8/1

C of S

13/1/75

DPR

20/11

AS(NS)

(N855)

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 or reference to another Branch a new file should be raised, a suitable note being made above.

Free 2/12/74

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ROYAL AUSTRALIAN NAVY

②

TELEPHONE: 816451

IN REPLY QUOTE C1-16-8

Naval Headquarters,  
DARWIN, N.T. 5790.

15 NOV 1974

The Special Deputy,  
 Department of Defence (Navy Office),  
CANBERRA, A.C.T. 2600.

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER, 1974

Reference: R.I. Appendix 29A.

Forwarded.

(E.E. JOHNSTON)  
 CAPTAIN, R.A.N.  
 Naval Officer Commanding,  
 NORTH AUSTRALIA AREA.

Enclosure: HMAS ASSAIL letter 1/16/7 dated 3rd November,  
 1974.

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/7

HMAS ASSAIL  
at CAIRNS

3rd November, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA

For Information:

The Senior Naval Officer,  
CAIRNS

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER 1974

Sir,

I have the honour to report the proceedings of HMAS ASSAIL, under my command for the month of October, 1974. Times through - out are zone KILO(-10).

2. From Tuesday 1st until Wednesday 9th, ASSAIL remained starboard side to No 1 berth completing the refit and setting to work all machinery. Basin trials were successfully completed on Wednesday 9th.
3. At 1127, 10th, ASSAIL cast off and proceeded for contractors trials. At 1200 the ship embarked upon a full power trial. Both main engines performed satisfactorily as did all auxiliary equipment. A Gun Functioning Trial was held concurrent with the FPT. Throughout the day the ship was without radar or gyro as these had not been set to work. The benefit gained from the trial far outweighed the small element of risk involved in proceeding to sea without these important equipments. At 1430 the ship secured starboard side to No 1 wharf and remained there until 15th.
4. ASSAIL cast off and proceeded to No 10 berth to fuel and ammunition at 0900 15th, on completion she proceeded to sea for acceptance trials. These were successful and at 1240 the ship returned to harbour and secured starboard side to HMAS AITAPE (LCDR K. Wintle RAN) at No 1 berth. At 1340 the ship again cast off and proceeded to Trinity Inlet to adjust and swing the compass. This was undertaken by SNO CAIRNS, CMDR J. M. Yates RAN. The swing was completed by 1513 and the ship returned to the berth alongside AITAPE at 1525.
5. Shakedown commenced the following day, 16th, when ASSAIL cast off and proceeded for Lizard Island at 1320. The passage north was uneventful and at 2230 the ship came to anchor in 9 fathoms at Watson's Bay, Lizard Island. A SE breeze freshened overnight, consequently ASSAIL weighed and proceeded further inshore at 0730 the following morning, coming to anchor in 2½ fathoms at 0745. The lee afforded by this anchorage justified the move.
6. During the forenoon of 17th, the 975 radar finally became unserviceable. It had been gradually deteriorating during the passage north. (My URDEF 1/76 refers)

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7. At 0515 18th, ASSAIL weighed and proceeded for Cairns. During the passage contact was made with M.V. TARAJAN a 50ft vessel which had broken down south of Cooktown. It was being towed by a small dinghy powered by an outboard motor of lilliputian proportion. My offers for assistance were refused (My 172328Z OCT 74 refers). ASSAIL secured starboard side to No 10 berth Cairns at 1400, fuelled, ammunitioned and cast off to proceed to No 1. While berthing, ~~at~~ ASSAIL bumped HMAS BAYONET (LEUT E.L. Morgan, RAN). No damage occurred to the ship (MY KKE 190850Z OCT 74 refers). BAYONET ~~incurred~~ sustained very minor damage.

8. Workup commenced at 0800 Monday 21st when ASSAIL and BAYONET cast off and proceeded for exercise area R 792. Monday and ~~Tues~~ Tuesday 22nd were almost entirely occupied by 40/60 AATFX's. The Executive Air Services target towing aircraft was available for these two days only.

9. ASSAIL came to anchor in 8 fathoms at Low Island at 1820 on Monday 21st and weighed the following morning to continue workup. During the transits to and from the exercise area a comprehensive programme of shiphandling and seamanship evolutions was carried out.

10. ASSAIL berthed starboard side to No 1 wharf at 1615, 22nd to disembark workup assistance personnel, casting off and proceeding back to the exercise area at 1900. After completing a SHADOWEX with BAYONET, both ships came to anchor at Fitzroy Island at 2219.

11. The ship weighed and proceeded for Cairns at 0800 the following day and berthed starboard side to BAYONET at No 10 wharf at 1008. After fuelling and embarking SNO CAIRNS and one Senior Sailor, the ship cast off and proceeded for Lizard Island. The workup programme had been disrupted by a requirement for BAYONET to escort AITAPE to Port Moresby.

12. On passage to Lizard numerous drills and evolutions were carried out, the accent being on Damage Control. At 2145 ~~23rd~~ 23rd, ASSAIL came to anchor at Lizard. At 0645 Thursday morning 24th, BAYONET secured port side to exchange HF transceivers for her passage to Moresby. On completion of the transfer ASSAIL AITAPE and BAYONET proceeded in company for OOW manoeuvres. These were completed at 0830 when AITAPE and ASSAIL commenced a TOWEX. On completion of this latter evolution ASSAIL was required to carry out a BOARDEX with BAYONET. These evolutions were assessed by SNO CAIRNS as part of the Operational Readiness Evaluation. On completion SNO CAIRNS detached AITAPE and BAYONET to proceed to Moresby while ASSAIL proceeded to Lookout Point to investigate a possible EOD task.

13. The ship came to anchor at Lookout Point at 1113 and SNO CAIRNS and the Executive Officer were landed to carry out the investigation. They returned at 1300 having identified the object as an ~~oropesa~~ float (SNO CAIRNS KBT 240350Z OCT 74 NOTAL refers). At 1315 the Damage Control and incident ORE commenced. This was completed by 1410 and at 1415 ASSAIL weighed and proceeded for Cairns. SNO addressed the Ship's Company on completion of the ORE and expressed satisfaction with their ~~ships~~ performance.

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-3-

13. ASSAIL berthed starboard side to No 10 wharf at 2243 24th and disembarked SNO CAIRNS. The ship remained at No 10 overnight. The next morning the ship fuelled and on completion cast off and proceeded for No 1 berth, securing ~~there~~ starboard side to at 0930.

14. The ship remained in this berth until Thursday 31st and embarked upon a much needed self maintenance period. Ship's staff were able to make good the numerous minor repairs and ~~minor~~ adjustments resulting from the previous two weeks running. Small defects had become evident which had not manifested themselves during post refit trials. This problem is not uncommon and appears to effect most Patrol Boats during the immediate post refit period.

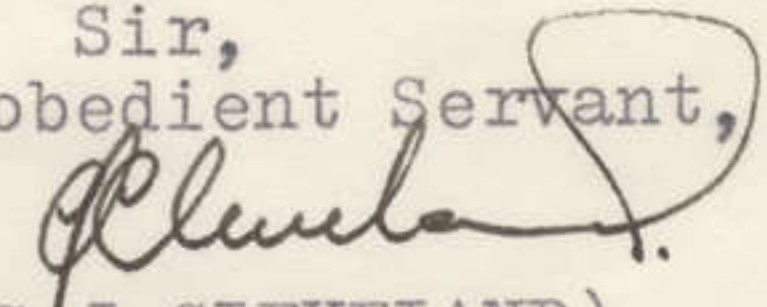
15. At 0840 on Thursday 31st ASSAIL cast off and proceeded for No 10 berth where she secured port side to BAYONET at 0855. The ship ~~remained~~ in this berth for the remainder of the month.

Stayed

16. The material state of the ship has been generally satisfactory. There have been some problems, namely; the general service and auxilliary pumps, 975 radar and the 696 UHF transmitter/receiver. All have been subsequently resolved by URDEF action and at the end of the month all equipments and machinery are operational.

17. The health, conduct and welfare of the Ship's Company has been very good. Morale is extremely high with a very noticeable 'esprit de corps' developing for the Third Squadron in general and HMAS ASSAIL in particular.

I have the honour to be,  
Sir,  
Your obedient Servant,

  
(J. CLEVELAND)  
Lieutenant RAN  
COMMANDING OFFICER

Enclosures: 1. Annex "A" - Steaming Figures.  
2. Annex "B" - Availability.  
3. Annex "C" - Drills, Evolutions and Exercises.

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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
OCTOBER, 1974.

STEAMING FIGURES

A.	Miles steamed for month	1046.4
B.	Hours underway for month	71.6
C.	Miles steamed since commissioning	143,062.6
D.	Hours underway since commissioning	10,632.45
E.	Occasions for exceeding fast routeing speed-	

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
10th	22.5	2	Contractors sea trial
15th	22.5	1	Sea acceptance trial

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ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
OCTOBER, 1974

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
10	Full Power Trial	Contractors Trial
15	Compass Swing	At Cairns
16	Action, Emergency Leaving Ship and Shelter Stations	Minor DC Exercise
	Instruction on Solas Emergency Radio	All personnel
18	Ammunition Ship	No 10 Wharf
21	OOW Manoeuvres AATFX, GDX	Consort BAYONET f/n and a/n (XAS Sleeve target)
	Heaving line transfer TOWEX, SUFEX	40/60-50 cal. Low Island
22	Formation Anchorage Heaving line transfers OOW Manoeuvres AATFX, GDX SHADOWEX	
23	Formation Anchorage OOW Manoeuvres Formation Entry Fuel Action Stations Major NBCDX Heaving line transfers Man overboard drills	Fitzroy Island Berth No 10 SNO CAIRNS embarked
24	OOW Manoeuvres TOWEX BOARDX Steering gear breakdown drills Major DC and Incident Exercise	AITAPE BAYONET ORE
31	Night Entry XO Shiphandling shift berth	Cairns Cairns

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DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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# DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER *Daglas*

ORIGINAL/COPY \_\_\_\_\_  
 DUPLICATE COPY MADE \_\_\_\_\_  
 DATE OPENED 21 Nov 19 74

## REGISTRATION

SECURITY CLASSIFICATION

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TITLE HMAS ASSAIL - REPORT OF  
PROCEEDINGS - OCTOBER 1974

REGISTRATION NUMBER N42813/470

MARK TO ASNS

CANCEL FILE NUMBER \_\_\_\_\_ VIDE THIS FILE AND INFORM  
 FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER \_\_\_\_\_

CROSS REFERENCE THIS FILE WITH FILE/S \_\_\_\_\_

## SUBJECT INDEX

POSTING	PRECIS

## NAME INDEX

HEADING	PRECIS
<u>HMAS Assail</u>	<u>aka</u>

ALTER FILE NUMBER ON LOGGING CARD FOR NDCNA  
 LETTER DATED 15 Nov 1974 REFERENCE NUMBER CI.16.8

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FILE: 428/3/519.

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIN

Report of Proceedings NOV 74

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f CNS

CNF

CNPS

CNSW

SD(NO)

C of S

DPR

AS(NS)(NS55)

1. Exercise WARM WATERS
2. Weather unsuitable for P.B. operations much of the time.
3. Concern over number of defects, some major, since refit.

Inspection problems during refit will be followed up.

NOTES:

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 816451  
IN REPLY QUOTE C1.16.8

**RESTRICTED**

Naval Headquarters,  
DARWIN. N.T. 5790.

9 DEC 1974

The Special Deputy,  
Department of Defence (Navy Office),  
CANBERRA. A.C.T. 2600.

For Information:

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER, 1974.

Reference: R.I. Appendix 29A.

Forwarded.

*E.E. Johnston*  
(E.E. JOHNSTON),  
CAPTAIN, R.A.N.,  
Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

*Am*  
Enclosure: HMAS ASSAIL letter 1/16/7 dated 3rd December, 1974.

ASNS.

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1/16/7

HMAS ASSAIL,  
at DARWIN.

3rd December, 1974.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command for the month of November, 1974. Times are Zone KILO (-10) unless otherwise noted.
2. ASSAIL remained port side to HMAS BAYONET at No. 10 wharf Cairns until 0815, 2nd, when the ship shifted berth to No. 3 and remained there until Monday 4th.
3. At 1400, 4th, ASSAIL cast off and proceeded, in company with BAYONET, for Bundaberg. The passage south was uneventful and afforded opportunities for station keeping among the junior watchkeepers. The ship secured port side to BAYONET on the Sugar Wharf, Bundaberg, at 1400 6th.
4. ASSAIL and BAYONET cast off and proceeded for Hervey Bay at 1600 the following day. Both ships anchored at Rooney Point at 1900, 7th.
5. Phase I of Exercise WARM WATERS commenced at 0800, 8th, and at that time operational control was transferred from SNO Cairns (CMDR J.M. Yates, RAN) to C.T.G. 327.9 (CAPT I.M. Burnside, OBE, RAN) embarked in HMAS STALWART. Phase I entailed a number of trials on sensors for use in future RAN patrol boats and some extremely beneficial work up exercises for phases II and III. These all took place in the Hervey Bay area between 0800 8th and 2200, 11th.
6. From 1000 until 1615, 9th, ASSAIL was secured starboard side to HMAS STALWART to make good the first of three major defects which were to become apparent during WARM WATERS. B4 cylinder head on the starboard main engine was found to be cracked and it required replacement. (My URDEF 5/76 refers). On completion of repairs ASSAIL cast off and proceeded to participate in the trials programme.

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- 2 -

7. At 2300, 11th, the ship weighed and proceeded for Gladstone. In company were HMA Ships SNIPE, CURLEW and BAYONET. ASSAIL secured port side to BAYONET on Auckland pier at 1005 12th. The ship's company welcomed the opportunity for some well earned rest and recreation.
8. Phase II of WARM WATERS commenced at 0800, 15th. In order to make good the initial patrol, ASSAIL cast off and proceeded from Gladstone at 1310, 14th, anchored at Great Keppel Island at 1730 that evening, then weighed at 0600, 15th, arriving on patrol at the required time. The weather was marginal for patrol boat operations and by 0900 the prevailing south easterly had reached force 6. By this time all patrol boats had informed Blue Force Commander in PARRAMATTA (CMDR J.D. Foster, RAN) that they were proceeding for shelter. ASSAIL came to anchor in Shoalwater Bay at 1333, 15th. At 1436 the trawler ILLAWARRA RANGE (chartered for the exercise and seeking shelter) requested permission to secure to ASSAIL's quarterdeck as his windlass was unserviceable. The request was granted and the trawler remained astern until 0645, 16th.
9. ASSAIL remained at anchor until 1700 17th when the ship weighed and proceeded for the patrol area and commencement of phase III. Night operations during 17th/18th were successful; however, the weather again worsened early on 18th and the ship came to anchor at Pinetrees Point at 0805 18th. The second major defect had occurred during the previous night. The Pegson seawater circulating pump on the starboard main engine became unserviceable. (My URDEF 6/76 refers). At 1130 the ship weighed and proceeded to rendezvous with PARRAMATTA to attempt to make good the defect and, hopefully, remain in the exercise. At 1215 ASSAIL secured port side to PARRAMATTA and, aided by PARRAMATTA's ship's staff, repaired the pump. Fuel and water were also embarked.
10. While alongside, the Flag Officer Commanding H.M. Australian Fleet, RADM D.C. Wells, CBE, visited ASSAIL for an informal walkround. He expressed concern about some of the recurring defects and problems particular to Patrol Boats.
11. At 1555 the ship cast off and proceeded back to the patrol area. The defect had been rectified. Surface operations recommenced at 1800. The weather had markedly improved. At 1900 CURLEW (orange force) was engaged with 40/60 BUS and the boarding party despatched.
12. When the ship's boat was being hoisted, on completion of the boarding, two of the lifting strong-points fractured and the following hour was spent rigging jury slings and rehoisting. I consider the boat was

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.../3.

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- 3 -

inadequately repaired during refit (my DAU 190038Z NOV 74 refers) and requires replacement. A further survey is to be undertaken by base staff.

13. Operations continued throughout the night of 18th until the ship anchored at Pinetrees Point at 0945, 19th. ASSAIL remained in this anchorage until 1125 when the ship weighed and proceeded south to rendezvous with PARRAMATTA for a mail transfer. This took place at 1315 and at 1320 the ship cast off and proceeded back to Pinetrees Point anchorage, delivering mail to HMAS AWARE (LEUT G.W. Sproule, RAN) en route.

14. Phase III operations recommenced at 1800, 19th, and continued until 1030, 20th, when ASSAIL came to anchor at Pinetrees Point. At 1800, 20th, ASSAIL again proceeded for patrols. The weather had gradually deteriorated and by 2320 had become totally unacceptable for patrol boat operations. At this time CTG 3 2 7 . 9 passed FINEX and all units were ordered to seek shelter. ASSAIL was patrolling in the northern sector and a very uncomfortable night was experienced while the ship slowly made ground to the south for the following day's rendezvous and fuelling. ASSAIL came to anchor in the Keppel Islands at 0640, 21st, and remained there until 0910 when the ship weighed and proceeded to make good the rendezvous with all exercise units. The ship came to anchor in the assigned berth at 1010. At 1057 ASSAIL weighed and proceeded alongside STALWART for fuel and water, returning to the anchorage on completion at 1220.

15. ASSAIL weighed and proceeded for Cairns at 1450, 21st. In company were BAYONET and BUCCANEER and, during the passage, the junior watchkeepers again benefitted from continuous station keeping. The passage via the Barrier Reef inner route was calm and in complete contrast to the previous week. En route the third major defect for the period became evident. An earth on the 24V main engine starting circuits had gradually worsened and had finally flattened the starboard battery bank. (My URDEF 7/76 refers).

16. Cairns harbour was a welcome sight and the ship secured starboard side to BUCCANEER at No. 10 wharf at 0817, 23rd. On completion of fuelling, the ship shifted berth to No. 1 wharf, securing port side to BUCCANEER at 1105. ASSAIL remained in this berth until finally departing Cairns at 1620, 26th.

17. The passage from Cairns to Thursday Island was calm and uneventful. The ship berthed port side to the Caltex jetty at 0900, 28th. Operational control was changed to you, Sir, at this time. On completion of fuelling, ASSAIL cast off and proceeded for Darwin at 1530.

.../4.

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- 4 -

At 1805 K 29th clocks were retarded 30 minutes to zone INDIA KILO (-9½). Two French frigates were sighted en route in the Cape Wessel vicinity. These were reported vide my FUF 290552Z NOV 74. A favourable set enabled the ship to gain sufficient time to anchor in Darwin Roads at 2300 IK 30th and ASSAIL stayed there for the remainder of the month.

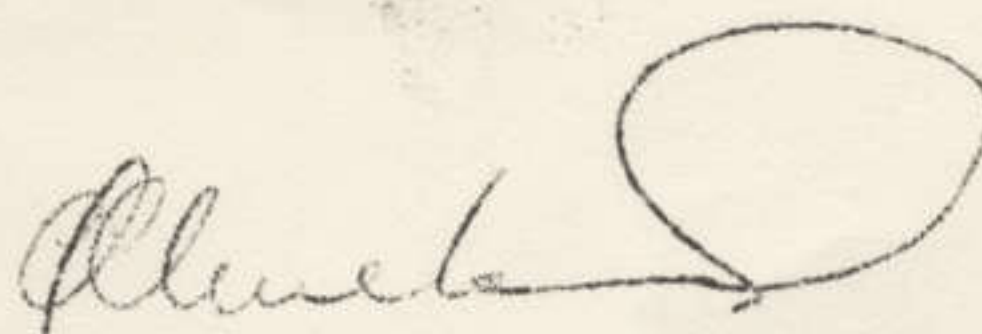
18. The material state has not been impressive; seven major defects since refit, three during this month. The starboard main engine causes concern. Until the engine history sheets are available to base staff the state of its overhaul remains a mystery. Despite DEFNAV CANBERRA's DDW 120007Z NOV 74, which indicated that all cylinder liners not replaced were rotated 90 degrees, this did not appear to be the case with B4 cylinder. A report will be forwarded immediately base staff conclude further investigations. Some sixty minor defects have become apparent since refit. Many can be attributed to poor fitting or inadequate inspection during refit. A report will be raised as soon as all the specific facts can be correlated. Despite the previous comments, ASSAIL has continued to run and ship's staff are to be commended for their efforts.

19. The health, conduct and welfare of the ship's company has been very good. Morale has been high.

I have the honour to be,

Sir,

Your obedient Servant,

  
(C. J. CLEVELAND)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Annex "A" - Steaming Figures  
2. Annex "B" - Availability  
3. Annex "C" - Drills, Evolutions and Exercises.

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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
NOVEMBER, 1974

STEAMING FIGURES

A. Miles steamed for month	4,471.5
B. Hours underway for month	296.5
C. Miles steamed since commissioning	147,534.1
D. Hours underway since commissioning	10,929
E. Occasions for exceeding fast routeing speed	Nil

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ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
NOVEMBER, 1974

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
4th	Man Overboard	OOW Drills
5th	Radar Index Error Calibration	i/c BAYONET
6th	NAVCOMEX, Voice Procedure	AOW
7th	Formation Anchorage	i/c BAYONET Hervey Bay
8th	OOW Manoeuvres, Formation Anchorage, Point Ship	
9th-11th	Phase I Exercise WARM WATERS	
11th	OOW Manoeuvres, MOB Drills, SUFEX, Formation Anchorage	
14th-21st	Phase II and III WARM WATERS including 40/60 BUS firings COINS patrolling, BOARDEX and Replenishments (PARRAMATTA at Anchor)	Defence Watches throughout

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DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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# DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER MULANDS

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 DATE OPENED 16/12 1974

## REGISTRATION

SECURITY CLASSIFICATION

~~U~~ RESTRICTED

TITLE MMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER 1974

REGISTRATION NUMBER N428 / 3 / 519

MARK TO ASNS

CANCEL FILE NUMBER \_\_\_\_\_ VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER \_\_\_\_\_

CROSS REFERENCE THIS FILE WITH FILE/S \_\_\_\_\_

## SUBJECT INDEX

POSTING	PRECIS
<u>R24.2</u>	<u>a/a</u>

## NAME INDEX

HEADING	PRECIS
<u>MMAS ASSAIL</u>	<u>a/a</u>
ALTER FILE NUMBER ON LOGGING CARD FOR <u>MELVILLE</u>	
LETTER DATED <u>9/12</u> <u>1974</u> REFERENCE NUMBER <u>C1-16-8</u>	

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FILE: 428/3/568

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL

Report of Proceedings DEC. 74.

1. Effects of Cyclone SELMA, use of cable as breasts.
2. SMP
3. Squads.
4. Families day.
5. Cyclone TRACY. *Very interesting comments on handling of patrol boats during Cyclone Tracy. A30/1*

AS(NS) *h. 28/11*

D of O *29/11*

DGCP *4/30/11*

DCNS *[Signature]*

CNS *[Signature]*

CNP *[Signature]*

CNTS *[Signature]*

CNSW *[Signature]*

SD(NO) *[Signature]*

C of S *[Signature]*

DPR *20/2*

DND

AS(NS)(NS55) *20/2*

- 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.

*filed 28/1/75*

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**DEPARTMENT OF THE NAVY**

*E*

TELEPHONE:

IN REPLY QUOTE C1.16.8

Naval Headquarters  
DARWIN NT 5790

**9 JAN 1975**

The Special Deputy  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

For Information

The Flag Officer Commanding, HM AUSTRALIAN FLEET  
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
~~The Commanding Officer, HMAS CAIRNS~~  
The Commanding Officer, HMAS ASSAIL

HMAS ASSAIL - REPORT OF PROCEEDINGS - DECEMBER 1974

Reference: R.I. Appendix 29A

Forwarded.

(E.E. JOHNSTON)  
Captain RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

*gp* Enclosure: HMAS ASSAIL Report of Proceedings dated 1st January 1975.

*AS(NS)*

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1/16/7

HMAS ASSAIL,  
at DARWIN.

1st January, 1975.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - DECEMBER, 1974

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command for the month of December, 1974. Times throughout are zone INDIA KILO (-9½).
2. ASSAIL was anchored in Darwin from the beginning of the month until 0820 1st, when the ship weighed and proceeded to secure starboard side to Fort Hill Wharf at 0905.
3. On Tuesday 3rd the periphery of cyclone Selma struck Darwin. Winds of up to force 6 were encountered. The anchor cable was used as a breast both fore and aft; however it was left lazy. This was a fortunate precaution because at 2315 3rd all four stern lines parted and the weight came onto the cable. Fresh stern lines were passed as quickly as possible. After the event a cable survey revealed that three links had been damaged and the remainder of the first shackle strained. (My URDEF 18/76 refers).
4. ASSAIL remained at Fort Hill until 5th when she shifted berth to the Patrol Boat Landing. The ship remained at this berth undergoing self maintenance until 18th.
5. SQUADEX 74 commenced at 0900 18th when ASSAIL and HMAS ADVANCE (Lieutenant P.B. Breeze, RAN) proceeded in company. Two days of evolutions, firings and drills followed and proved to be of great benefit. This was the first occasion when the four ships of the Third Squadron had worked as a unit. SQUADEX 74 culminated in a combined families day on Friday 20th and at 1500 ASSAIL secured portside to Fort Hill wharf. The ship remained in this berth until sailing for cyclone Tracey.
6. At 1727 Christmas Eve, ASSAIL cast off and proceeded for the north cyclone buoy, securing there at 1732. The ship and her fittings were then secured for rough weather.

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7. The decision by you, Sir, to order the Squadron to the buoys was agreed with. To sail the ships meant that they would have had to pass through the most dangerous quadrant and, if passage were taken through the Vernon Islands, a very small change in TRACEY's track (which was initially erratic) could have precipitated disaster in those confined waters.

8. At 0158 Christmas Day, ASSAIL broke away from the cyclone buoy. The times that follow are not accurate as no records were kept or capable of being kept during those first hectic hours. As the weather deteriorated I had discussed with my Engineer the practicability of starting main engines. He assured me that this was not necessary. Both he and I were on the bridge when the ship broke away; as it was both engines were started in 15 seconds. My immediate concern was the risk of collision. Earlier I had counted 19 vessels at anchor, astern and in close proximity. Visibility was no more than 50 yards at this time. I was able to turn ASSAIL and place her stern into sea. My next concern was for the half shackle of cable which I had used as a buoy pendant and which I assumed to be still hanging judas from the hawse. I despatched two men to the forecastle to check and, although they experienced extreme difficulty, they were able to report that the cable had parted at the hawse pipe. This was an enormous relief and I was able to concentrate on manoeuvring and navigation. At this time I had not discounted the possibility of capsizing and consequently decided to remain in the harbour. The western side of the harbour provided reasonable sea room and, hopefully, few craft. ASSAIL ran a racetrack roughly east-west with the sea ahead and astern. No great difficulty was experienced in turning provided that sufficient headway was maintained. Turning at rest was impossible. The ship was easier to control with the wind astern. After running the racetrack for about an hour and a quarter my confidence in the ship's stability was completely restored and I decided to proceed to sea. At about this time the wind veered very quickly from ESE to WSW. The departure posed no real problem and once the ship was at sea I felt relieved and confident that she would weather the conditions. She rode very well with wind and sea about 30 degrees on the bow and slow ahead on one engine.

9. At 0700 I decided that the weather had abated sufficient enough to attempt re-entry of the port. My prime aim was to let you, Sir, know that the ship was safe and had sustained no major damage. At 0900 the ship steamed past the wharf area and the total devastation became apparent. I decided against attempting to berth. The ship then proceeded into the lee of Talc Head and came to anchor at 0930. At 1237 ASSAIL weighed and proceeded to the inner Stokes Hill area and secured port side to the wharf immediately forward of what used to be the Patrol Boat Landing.

10. Navigation was not a problem during the cyclone. A blind departure had been pre-planned and this was used. The radar was dramatically effected by the weather. This problem was overcome by de-tuning the set at the local oscillator.

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11. The weather was extreme. Visibility of 4-6 feet was not uncommon. The ship dipped the side lights in the sea on a number of occasions; I therefore estimate the extreme rolls at about 80 degrees. Both propellers were out of the water often, the echo sounder transducer became airborne many times. The combined effect of wind and rain stripped the paint off the radar scanner motor and foremast. The minimum barometric pressure observed was 938 millibars with an extreme tendency of 48 mbs falling in four hours.

12. Miraculously there was no major structural damage. At some stage an 8" hurricane hawser fouled the port shaft and propeller. This has been removed by divers. A 44 gallon drum of lube oil, securely lashed beside the boat cradle, broke away and cut loose the port liferaft. This is now missing. Both lifebuoys were washed out of their bridge stowage.

13. ASSAIL remained at inner Stokes Hill wharf until 0915 28th when the ship cast off and proceeded to sea to search for wreckage and to investigate earlier sightings by an RAAF P3B Orion. No sightings were made and at 1435 ASSAIL came to anchor in Shoal Bay. A party was despatched by boat to investigate the foreshore. The party returned at 1655 when the ship weighed and proceeded to Darwin. ASSAIL secured starboard side to ADVANCE at inner Stokes Hill and remained in that berth until the end of the month.

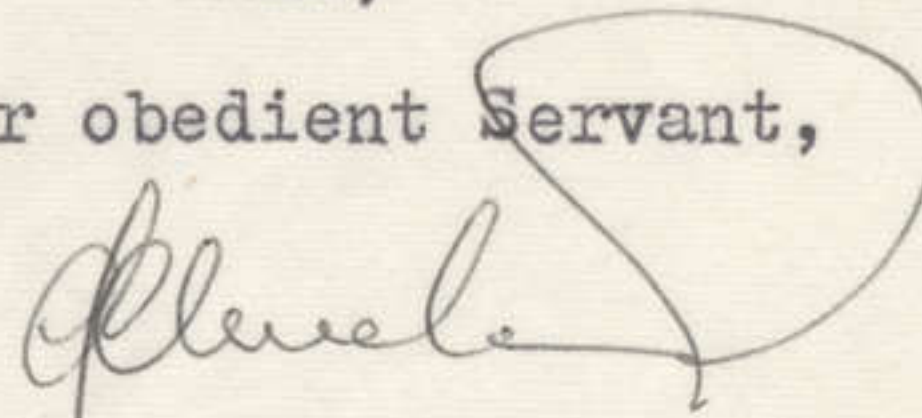
14. The material state of the ship has been good. All minor defects have been corrected. The ship is fully operational. A full hull survey should be undertaken as soon as possible to assess the effects of the cyclone on all structures.

15. The health and welfare of the ship's company have been good. The fact that only three married personnel are borne lessened the loss of property and effects and thus improved their outlook. Their conduct throughout the cyclone was magnificent and they performed their duties to the highest standards and traditions of the naval service. Morale has been high.

I have the honour to be,

Sir,

Your obedient Servant,

  
(C.J. CLEVELAND)  
Lieutenant, RAN.  
COMMANDING OFFICER.

Enclosures: 1. Annex "A" - Steaming Figures.  
2. Annex "B" - Availability.  
3. Annex "C" - Drills, Evolutions and Exercises.

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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
DECEMBER 1974.

STEAMING FIGURES

A.	Miles Steamed for month	634.9
B.	Hours underway for month	48.05
C.	Miles Steamed since commissioning	148169.0
D.	Hours underway since commissioning	10977
E.	Occasions for exceeding fast routeing speed	Nil

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APPENDIX B

MONTHLY RETURN OF SHIP AVAILABILITY

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HMAS ASSAIL Age since first commissioning 6 5/12 Years  
 DATE 01 JAN 75 Miles steamed since first commissioning 148,169.0 Miles

PROGRESSIVE TOTAL ENGINE HOURS  
 PORT 334  
 STBD 264

Month	Availability State	Operational Duties	Exercises	Weapon Training	Special Tasks	Post - Refit Trials	Passage Time	Visits	Programme Maintenance	Programmed Refit/Docking	Repair	Harbour	Long Leave	Defects Affecting Ship's Designed performance (Duration in Hours)								Remarks				
														H	E	L	G	TAS	ND	C	EW		DL	CPT		
Month	DECEMBER																									
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Total	31		3	3	1				17			19														

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ANNEX "C" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
DECEMBER 1974.

DRILLS, EVOLUTIONS AND EXERCISES

<u>DATE</u>	<u>EVENT</u>	<u>REMARKS</u>
18th, 19th, 20th	OOW Manoeuvres	SQUADREX 74
	General Drills	
	TOWEX	
	MAXBUS	
	GDX	
	SUFY	
	NEX	
	Formation Anchorage	
	Heaving Line Transfers	
	M.O.B.	
	Boardex	
	Families Day	

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DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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DECEMBER 1974

REGISTRATION NUMBER N428/3/568

MARK TO ASNS

CANCEL FILE NUMBER \_\_\_\_\_ VIDE THIS FILE AND INFORM  
 FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER \_\_\_\_\_

CROSS REFERENCE THIS FILE WITH FILE/S \_\_\_\_\_

## SUBJECT INDEX

POSTING	PRECIS
<u>R24.2</u>	<u>a/a</u>

## NAME INDEX

HEADING	PRECIS
<u>MMAS ASSAIL</u>	<u>a/a</u>

ALTER FILE NUMBER ON LOGGING CARD FOR NOC North Aust Area  
 LETTER DATED 19/1/75 REFERENCE NUMBER CI/16/8