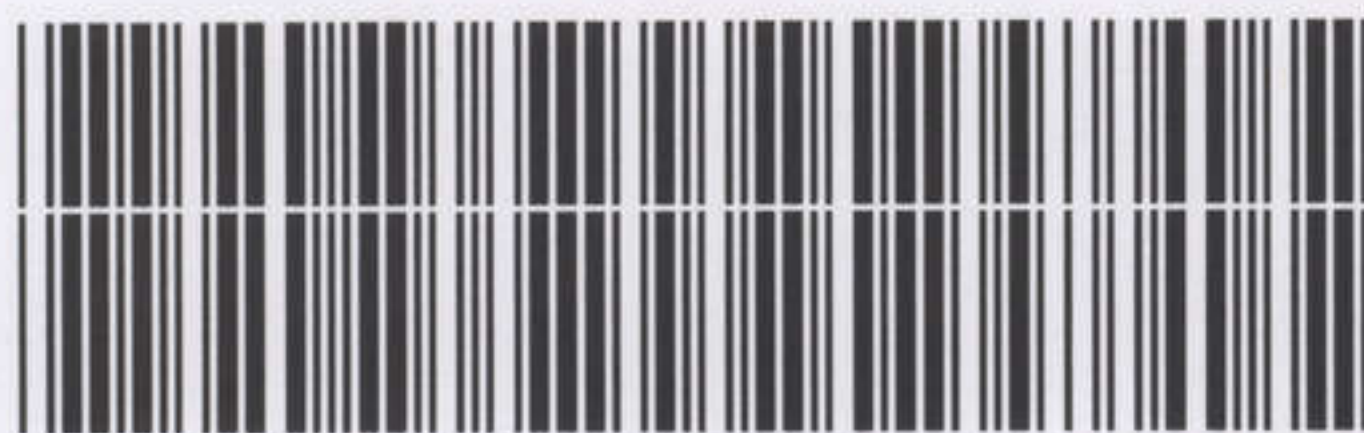


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS ASSAIL**

**Item number: 41/6**

**Title: January-December 1976**



AWM78-41/6



[4116]

Assail

AUSTRALIAN WAR MEMORIAL  
ACCESS STATUS  
**OPEN**

Originals 1916

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: R. Smith Date: 1 Nov 90



**RESTRICTED**

FILE: 428/3/1399

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL Report of Proceedings JANUARY '76

~~ASRP-N~~ 8/3/76

~~DNO~~ ASSAIL has had a fairly routine month on the NW coast.  
On 15<sup>th</sup> whilst visiting NW Cape, she played Good Samaritan  
to a disabled yacht. R 22A.

~~DGNOP~~

~~DCNS~~ 0201/4

~~CMS~~ 28/1

~~CNP~~ 30/4

~~CNTS~~ 3/5

~~CNSW~~ 3/5

~~CNTM~~ 4/5

~~FAS C of S - N~~ 10/5/76

~~PRLO-N~~ 13/8/76

~~ASRP-N~~ (NS55)

- 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.

**RESTRICTED**





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2

ROYAL AUSTRALIAN NAVY

TELEPHONE: 802911

IN REPLY QUOTE 1/16/8

Naval Headquarters  
9th Floor  
MLC Building  
Smith Street  
DARWIN NT 5790

23 FEB 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Director of Naval Operations

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 - JANUARY 1976

Reference: A. RI Appendix 29A

1. Forwarded.

(T.A. DADSWELL)  
Captain RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA



Enclosure: HMAS ASSAIL letter 1/16/1 of 3 February 1976

CENTRE  
INFORMATION ANALYSIS  
DEPT OF DEFENCE  
MAR 1 08 1976

ASRP-N  
(A)

RESTRICTED



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40664 (4)

MAR 1 08 14 '75  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE



Enclosure: 1002 1001 1001 1001 1001 1001 1001 1001 1001 1001

NOVIA VISITATION VBEV  
NAVY OFFICER COMMANDING  
MAR 01/75  
(1. V. BURGESS)

*Handwritten signature*

Reference: 1002 1001 1001 1001 1001 1001 1001 1001 1001 1001

NAVY 1002 - REPORT OF PROCEEDINGS - 1001 1001 1001 1001 1001 1001 1001 1001 1001 1001

The commanding officer, NAVY 1002  
The commanding officer, AUSTRALIAN MARINE AND AIRBORNE FORCES  
The commanding officer, AUSTRALIAN FLEET

notified to:

Attention: Director of Navy Operations

(copy to) Department of Defence

23 FEB 1975

NAVY DEPARTMENT  
ATTENTION: DIRECTOR OF NAVY OPERATIONS  
1001 1001 1001 1001 1001 1001 1001 1001 1001 1001

IN REPLY QUOTE 1001  
TELEPHONE: 805844



ROYAL AUSTRALIAN NAVY

RESTRICTED

5



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1/16/1

HMAS ASSAIL  
at Sea

3 February 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - JANUARY 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of January 1976.

2. At the beginning of the month ASSAIL was alongside in Darwin undergoing a self-maintenance period. From 6 to 22 January a fishery surveillance patrol was conducted along the north west coast of Australia followed by a further week of maintenance in Darwin.

3. At 1300 IK on Tuesday 6 January ASSAIL left Darwin harbour in company with HMAS ATTACK. The units separated at 1400 IK to begin their respective patrols and ASSAIL departed to the south west. Clocks were retarded 90 minutes at 1800 IK on the same day, to zone Hotel (-8).

4. At 1530H 7 January ASSAIL anchored in the vicinity of Cape Voltaire, remained overnight and departed early the next morning. Course was then set for Broome, where the ship berthed at 1100H on Friday 9 January.

5. ASSAIL left Broome at 1500H, 10 January, bound for Rowley Shoals. A patrol of this area, conducted the following forenoon, indicated no foreign fishing activity so the ship proceeded direct to the Monte Bello Islands, where landfall was made during the morning watch on 12 January.

6. Weather conditions since leaving Broome had been quite uncomfortable and the ship's company received a welcome respite when ASSAIL anchored in the Parting Pool amongst the easternmost islands of the group at 0900H. Little shelter could be obtained from the strong westerly winds, however, and at about 1900H it became necessary to weigh and anchor again a mile further south. The ship remained comfortably at the latter anchorage until 1900H on 13 January when overnight passage to North West Cape was begun.

7. On arrival at Point Murat wharf at 0840H the following day, a short swell was found to hinder berthing operations. ASSAIL was therefore anchored nearby and at 1400H, when conditions had improved, went alongside.

.../2.

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- 2 -

At 0915H I travelled by motor cutter from the anchorage to the wharf and was greeted by Commander J.N. Lattin RAN, the Australian Deputy Commander, Naval Communications Station, HAROLD E. HOLT. From the afternoon of 14 January the weather remained good thus enabling ASSAIL to occupy her berth comfortably. Point Murat wharf is in a vulnerable location, however, and a vessel the size of an RAN patrol boat requires almost ideal conditions to lie alongside without sustaining damage.

8. An active visit programme began at 1600H when ASSAIL played HAROLD E. HOLT at volleyball and basketball. At 0900H 15 January, 15 United States Navy "lady sailors" were embarked in ASSAIL for four hours sea familiarisation in Exmouth Gulf. This included a thorough inspection of the ship, .50 calibre machine gun firing and man overboard drills. The ladies were also given lunch onboard before the ship berthed at 1300H.

9. Within moments of the passengers disembarking, I learned of a damaged sloop, reportedly adrift five miles north of Point Murat. ASSAIL cast off immediately and proceeded at best speed to assist. The vessel and crew were found to be in a satisfactory condition and were able to make their own way, albeit very slowly, into Exmouth Gulf. ASSAIL berthed again at 1430H and later received the yacht alongside. With the crew exhausted but otherwise healthy, ASSAIL's duty watch kept the sloop afloat and pumped dry throughout the night.

10. At 1200H on 16 January, ASSAIL finally departed from North West Cape after an active and enjoyable two day visit. Coastal passage was made to Port Hedland, where the ship berthed at 0900H the following day.

11. At 1100H 19 January ASSAIL left Port Hedland and began the return passage to Darwin. En route, two Taiwanese stern trawlers were sighted outside the Declared Fishing Zone north west of Broome and have been reported separately. At 2359H on 20 January clocks were advanced 90 minutes to zone India Kilo ( $-9\frac{1}{2}$ ).

12. At midday 21 January, whilst in the vicinity of Troughton Passage, ASSAIL's main HF communications were rendered unserviceable as a result of a printed circuit board burning out. A nearby Australian prawn trawler, NR CASTLEREAGH, was boarded at 1230IK and the situation reported using their radio, in order to prevent unnecessary SAR action. Passage was then continued at increased speed.

.../3.

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- 3 -

13. ASSAIL arrived at Darwin at 0830 IK the next day and berthed at the Patrol Boat Landing. A further seven days self maintenance was carried out, during which time the communications difficulties were rectified with base staff assistance. The ship sailed again for the Port Hedland area at 1430IK on 30 January, in order to rendezvous with HMAS MORESBY and assist in survey operations during February. The month of January came to an end with ASSAIL on passage to, and before commencement of, these operations.

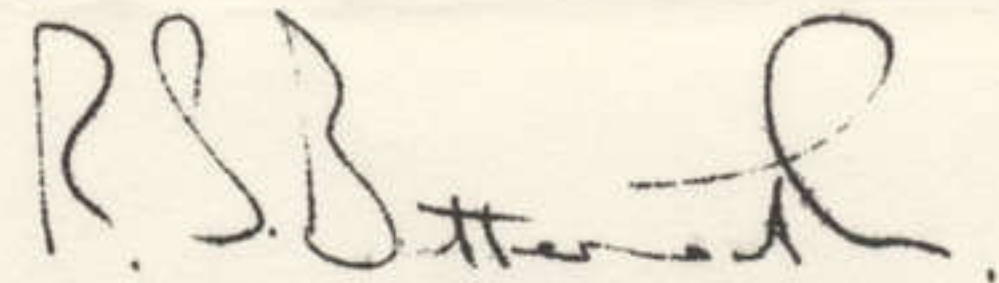
14. The materiel state of the ship during the month has been good, the only exception being unserviceable HF communications, referred to in paragraph 12 of this report, which have since been rectified.

15. The health and conduct of the ship's company during January, an active month for ASSAIL, have been good and morale continues to be high.

I have the honour to be,

Sir,

Your obedient Servant



(R.S. BUTTERWORTH)  
Lieutenant RAN  
COMMANDING OFFICER

Annex "A" - Steaming Details  
Annex "B" - Drills, Evolutions and Exercises  
Annex "C" - Monthly Return of Ship Availability



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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JANUARY 1976

STEAMING DETAILS

1. Distance steamed during the month	3130.5
2. Hours underway during the month	241 <sup>46</sup> /60 hrs
3. Distance steamed since commissioning	177361.0 hrs
4. Hours underway since commissioning	13237 <sup>49</sup> /60 hrs

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ANNEX "B" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JANUARY 1976

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
15JAN	Man Overboard Drills ) .50 calibre firing )	Demonstration and sea experience for USN personnel
21JAN	40/60 SUFX	Mushroom Rocks
28JAN	00W Shiphandling	Darwin Harbour

RESTRICTED



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

HMAS ... *HMAS Sydney* ...

DATE ... *21 JAN 76* ...

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING ... *7 1/2* ... YEARS

MILES STEAMED SINCE FIRST COMMISSIONING ... *177361* ... MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT ... *1383* ...

STBD ... *2125* ...

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													I	E	L	G	TAS	ND	C	TW	DL		
1	/									/			/												
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15	/		/	/				/															<i>N.W. CAPE</i>		
16	/		/																						
17	/		/					/															<i>PORT HEDLAND</i>		
18	/		/					/															<i>PORT HEDLAND</i>		
19	/		/																						
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21	/		/	/																			<i>MAIN HE COMPAS FAILURE</i>		
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30	/		/																						
31	/		/																						
TOTAL	<i>31</i>		<i>19</i>		<i>2</i>				<i>5</i>	<i>12</i>			<i>12</i>										<i>1</i>		



File Number

N 428	3	1349	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

RESTRICTED
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\* NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ASSAIL - REPORT OF PROCEEDINGS  
- JANUARY 1976.

Mark to ASRP-N (Name or Designation) A (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS ASSAIL.	AS TITLE	

LOGGING

Originator	Originator's Reference	Date	Initials
NOCNAA	1/16/8	23, 2, 76	

Information Classifier <u>S. KIRK</u> (Signature)	<u>1, 3, 76</u> (Date)
---	---------------------------



RESTRICTED

FILE: 428/3/1440

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

FEBRUARY 1976

HMAS ASSAIL REPORT OF PROCEEDINGS

~~ASRP-N~~ 27/4

DNO ASSAIL spent the month in the NW, surveying was hindered

~~DGNOP~~ 23/4 by bad weather, 28/4.

~~DCNS~~

~~CNS~~ 3/5

~~CNP~~ 3/5

~~CNTS~~ 4/5

~~DGLOG-N~~

~~CRM~~ 7/5

~~DGSUP-N~~ 10/5/76

~~PRLO-N~~ 12-4-76

~~ASRP-N (NS55)~~

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AB 20/4/76

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5

ROYAL AUSTRALIAN NAVY

TELEPHONE: 802911

IN REPLY QUOTE 1/16/8

Naval Headquarters  
9th Floor  
MLC Building  
Smith Street  
DARWIN NT 5790

MAR. 16 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

For Attention: Director of Naval Operations

For Information:

The Flag Officer Commanding, HM AUSTRALIAN FLEET  
The Commander, AUSTRALIAN MINE WARFARE AND PATROL FORCES  
The Naval Officer Commanding, WEST AUSTRALIA AREA  
The Commanding Officer, HMAS MORESBY  
The Commanding Officer, HMAS ASSAIL

HMAS ASSAIL - REPORT OF PROCEEDINGS - FEBRUARY 1976

Reference: A. RI Appendix 29A

1. Forwarded.
2. A signed manuscript copy is held in Naval Headquarters, Darwin.

(T.A. DADSWELL)  
Captain RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

Enclosure: HMAS ASSAIL letter 1/16/1 of March 1976

CENTRE  
INFORMATION ANALYSIS  
DEPT OF DEFENCE  
MAR 30 00 11 1976

ASPP-N  
(A)N

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4256-5 (6)

MAR 30 08 11 '75

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

Enclosure: NEWS ASSISTANT [unclear] of [unclear] [unclear]

NEWS ASSISTANT [unclear]  
HEAD OFFICE [unclear]  
[unclear] [unclear]  
(J.V. DUDSMITH)



Director, [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear] [unclear]

[unclear] [unclear]

Reference: [unclear] [unclear]

NEWS ASSISTANT - [unclear] OF [unclear] - [unclear] [unclear]

The Commanding Officer, NEWS ASSISTANT  
The Commanding Officer, NEWS ASSISTANT  
The Head Office, [unclear]  
The [unclear] [unclear] [unclear] [unclear] [unclear] [unclear]  
The [unclear] [unclear] [unclear] [unclear] [unclear] [unclear]

For information:

For attention: Director of [unclear] Operations

CLASSIFY VOL 5800  
Department of Defence (HEAD OFFICE)

MAR 1 9 1975

NEWS ASSISTANT  
[unclear] [unclear]  
[unclear] [unclear]  
[unclear] [unclear]  
[unclear] [unclear]  
[unclear] [unclear]

IN [unclear] [unclear] [unclear]

TELEPHONE: 902811



ROYAL AUSTRALIAN NAVY

RESTRICTED

(2)



RESTRICTED

1/16/1

HMAS ASSAIL  
at Sea

1 March 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - FEBRUARY 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of February 1976.

2. As the month began, ASSAIL was on passage from Darwin to Port Hedland prior to commencing survey operations in company with HMAS MORESBY. These operations continued until 12 February, following which ASSAIL undertook a week long self maintenance period in Darwin. The ship then departed for the Gulf of Carpentaria, where for the remainder of the month it was engaged in fishery surveillance.

3. Following an uneventful passage from Darwin, ASSAIL arrived at Port Hedland and berthed outboard of HMAS ADROIT at 1245H on 2 February. An echo sounder required for survey operations was fitted the following morning and at 1030H 3 February, ASSAIL and ADROIT departed Port Hedland in company and proceeded to rendezvous with MORESBY and ATTACK at 1630H. While stopped in the vicinity of the survey grounds I called on the Commanding Officer of HMAS MORESBY, Commander J.J. Doyle RAN, who briefed me on the forthcoming operations. ASSAIL's participation however was briefly delayed as a result of a defect in the newly fitted echo sounder.

4. At 0830H 4 February, with a serviceable echo sounder, ASSAIL began surveying in company with HMA Ships MORESBY, ADROIT and ATTACK. On completion of 24 hours sounding, depth traces were transferred by boat to MORESBY. The four ships then got underway and conducted Officer of the Watch manoeuvres en route to Port Hedland. At 1330H Thursday 5 February, ASSAIL berthed astern of MORESBY, ADROIT and ATTACK then berthed on ASSAIL.

5. The three patrol boats remained alongside until 0900H 7 February, when they departed once again for the survey grounds and a four day period of daylight surveying, with HIFIX equipment and a hydrographic officer embarked in ADROIT. During the first evening at anchor in the vicinity of the survey grounds, a short, north westerly swell precluded any rest for the ship's company. As the closest shelter was afforded by Port Hedland harbour, the three ships retreated there on completion of each subsequent day of soundings. This necessitated late arrivals and early departures from the port, though enabled sufficient rest for all concerned without restricting the survey mileage.

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6. The area allocated to the three PTF's was finally completed at 0030H 11 February and ASSAIL and ATTACK proceeded in company to anchor in the vicinity of Point Samson. At 1100H ASSAIL berthed briefly at Point Samson jetty to replenish with fresh water, then came alongside HMAS MORESBY at anchor at 1140H, ADROIT and ATTACK subsequently berthed on ASSAIL in this position.
7. As ASSAIL and ATTACK had completed their task of assisting with survey operations, echo sounders were removed. The three patrol boats remained alongside MORESBY at anchor overnight, on which occasion Commander J.J. Doyle RAN entertained myself and the Commanding Officers of HMAS ADROIT and ATTACK to dinner onboard MORESBY.
8. At 0700H Thursday 11 February ASSAIL and ATTACK cast off and detached from MORESBY to return to Darwin. Clocks were advanced 90 minutes to zone India Kilo ( $-9\frac{1}{2}$ ) at 0001H 14 February.
9. ASSAIL berthed outboard of HMAS ATTACK at the patrol boat landing, Darwin, at 0830IK on Sunday 15 February, where the ship remained for the ensuing eight days undergoing routine maintenance.
10. At 1000IK 24 February ASSAIL departed from Darwin, once again in company with HMAS ATTACK. Officer of the Watch manoeuvres were conducted for an hour on leaving harbour, following which ATTACK was detached to proceed westerly on patrol and ASSAIL set course for the Gulf of Carpentaria. Clocks were advanced 30 minutes to zone Kilo (-10) at 0001IK 25 February.
11. At the beginning of this patrol, ASSAIL took passage to Thursday Island via the recommended track across the top of the Gulf of Carpentaria. A surprising amount of floating debris was encountered, including one very large log, which posed a positive threat to safe navigation and was reported accordingly. The passage was without further incident and the ship berthed at Thursday Island at 1000K 27 February, refuelled and remained overnight.
12. ASSAIL departed at 1000K the following day and began patrolling the Declared Fishing Zone (DFZ) in the eastern part of the Gulf of Carpentaria. This task occupied the ship until the end of February and although several Taiwanese fishing vessels were sighted, none were seen encroaching upon the DFZ.
13. The material state of the ship during the month has been good. No major defects have occurred or remain outstanding and routine maintenance has progressed satisfactorily.

RESTRICTED

../3.



RESTRICTED

3.

14. The health, conduct and welfare of the ship's company during February has been good and morale remains high.

I have the honour to be,

Sir,

Your obedient servant,

(R.S. BUTTERWORTH)  
Lieutenant RAN  
Commanding Officer

Annexes - 1. 'A' Steaming Details  
2. 'B' Drills, Evolutions and Exercises  
3. 'C' Monthly Return of Ship Availability

RESTRICTED



RESTRICTED

©

ANNEX 'A' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
FEBRUARY 1976

STEAMING DETAILS

1. Distance steamed during the month 4060.0 miles
2. Hours underway during the month  $289^{57}/_{60}$  hours
3. Distance steamed since commissioning 181421.0 miles
4. Hours underway since commissioning  $13527^{46}/_{60}$  hours
5. Occasions for exceeding fast routeing speed:

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Remarks</u>
12FEB76	20	8 hrs	In accordance with NOCNA KAA 112300Z FEB 76

RESTRICTED



RESTRICTED

(B)

ANNEX 'B' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
FEBRUARY 1976

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
05FEB76	OOW Manoeuvres	In company with MORESBY, ADROIT and ATTACK
08FEB76	Helicopter Transfer	
10FEB76	Helicopter Transfer	
14FEB76	Minor NBCDX	
24FEB76	OOW Manoeuvres	In company with ATTACK

RESTRICTED



ANNEX 'C'

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

AGE SINCE FIRST COMMISSIONING ... 7 1/2 ... YEARS

PROGRESSIVE TOTAL ENGINE HOURS

HMAS RESALA

MILES STEAMED SINCE FIRST COMMISSIONING .. 18,421.0 MILES

PORT 1512

DATE 1-3-74

STBD 2426

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)									REMARKS
	1	2													I	E	L	G	TAS	ND	C	LW	DL	
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6	/		/			/		/					/											SURVEY OPERATIONS
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24	/		/	/		/				/			/											SURVEY SURVEILLANCE
25	/		/			/				/			/											
26	/		/			/				/			/											
27	/		/			/				/			/											
28	/		/			/				/			/											
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31	/		/			/				/			/											
TOTAL	29		19	2		7		1	4				10											



File Number

N428	3	1440	1
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

REST. <del>SECRET</del>
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title MMAS ASSAIL - REPORT OF PROCEEDINGS  
- FEBRUARY 1976.

Mark to ASRP-N (Name or Designation) A (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
MMAS ASSAIL	afg.	

LOGGING

Originator	Originator's Reference	Date	Initials
NO CNAA	1/16/8	30.3.76	

Information Classifier <u>Debbie</u> (Signature)	<u>30.3.76</u> (Date)
--	--------------------------



DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

MARCH 1976

HMAS ASSAIL

REPORT OF PROCEEDINGS

ASRP-N 12/5

DNO

DGNOP 19/5

DCNS

CNS 1/5

CNP 1/5

CKTS 19/5

DGLOG-N 19/5

CNM 24/5

DGSUP-N 25/5/76

PRLO-N 13/5/76

ASRP-N (NS55)

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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.

AB 10/5/76

L 12/5





RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE: 802911

IN REPLY QUOTE 1/16/8

Naval Headquarters  
9th Floor  
MLC Building  
Smith Street  
DARWIN NT 5790

APR 29 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

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 - MARCH 1976

Reference: A. RI Appendix 29A

1. Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

CENTRAL REGISTRY

Enclosure: HMAS ASSAIL letter 1/16/1 of 2 April 1976

APR 29 08 50

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(A)

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A-92584

RECEIVED

4 MAY 76 08 20

DEPARTMENT OF DEFENCE  
CENTRAL REGISTRY

NOBLE VICE-ADMIRAL VICE  
ADMIRAL OFFICER COMMANDING  
OFFICER VDC RVM  
(J.V. DUNSMITH)



Forwarded

Reference: A. H. 1000000000

HMS VAGVIR - RECORD OF PROCEEDINGS - MARCH 1956

The commanding officer HMS VAGVIR  
The commanding officer VAGVIRIAN HOME MOUNTAIN AND BATHURST FORCES  
The flag officer commanding HM VAGVIRIAN FLIGHT

For information

Attention: Assistant Secretary Resources and Planning, Navy

Department of Defence (Navy Office)

ADMIRALTY  
NAVY SECRETARIAT  
ADMIRALTY BUILDING  
WHITE HALL  
LONDON SW1A 2BQ

IN REPLY QUOTE T/10/8

TELEPHONE: 805011



ROYAL AUSTRALIAN NAVY

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1/16/1

HMAS ASSAIL  
at Sea

2 April 1976

Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH 1976

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of March 1976. Times quoted are zone Kilo (-10) until 1800K 20 March, from when zone India Kilo (-9 $\frac{1}{2}$ ) is used.

2. ASSAIL spent the majority of the month in the eastern Gulf of Carpentaria engaged in fishery surveillance. During this time, one foreign fishing vessel was arrested, a total of five were boarded and searched and several others identified and reported. This task occupied ASSAIL from 1 to 22 March when the ship returned to Darwin to end the month alongside undergoing maintenance.

3. As March began, ASSAIL was patrolling the Declared Fishing Zone (DFZ) south of Weipa. Several Taiwanese fishing vessels were sighted and identified, a task made more difficult than usual as 1 March marked the official opening of the Gulf prawning season. Dozens of radar contacts were investigated, only to be identified as Australian prawn trawlers. In one regard however, the Australian fishermen assisted; ASSAIL regularly established communications on their HF fishing circuit and obtained sighting reports of foreign fishing vessels.

4. At 1000 3 March, following an overnight refuelling stop, ASSAIL departed from Weipa. At 1400 advice was received that a Taiwanese fishing vessel was seen within the DFZ about 50 miles north of Karumba (Marine Ops Canberra KBG 030040Z MAR 76 PASEP (030133 MAR 76)). Speed was increased to 20 knots and course set for the reported position.

5. At 0400 4 March, in the approximate area advised earlier, ASSAIL fixed the position of Taiwanese fishing vessel CHIAU CHIANG No. 11 Registration Number CT5-0616. This was one mile within the DFZ. The vessel had several miles of net extending further inshore, which was in the process of being recovered. At 0410, CHIAU CHIANG No. 11 was boarded and arrested. ASSAIL then anchored nearby until the net was fully recovered at 0700. The 400 mile passage to Thursday Island began immediately thereafter, with a prize crew of three embarked in the Taiwanese ship.

6. The journey took almost three days, as the fishing vessel could make an average speed of only six knots. En route, ASSAIL rendezvoused with HMAS ATTACK at 1700 5 March to conduct a personnel transfer by ship's boat. CHIAU CHIANG No. 11, which

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continued the passage north, was rejoined on completion. At 2245 Saturday 6 March, ASSAIL and CHIAU CHIANG No. 11 anchored in the Quarantine Anchorage in the approaches to Thursday Island harbour. The next morning both ships proceeded into the port, where the Taiwanese vessel anchored and ASSAIL berthed alongside.

7. Court proceedings against the Master of CHIAU CHIANG No. 11 were scheduled for the afternoon of Tuesday 9 March, when, following a plea of guilty before Thursday Island Magistrate's Court, Mr Lin Ching Hsin was fined \$600 plus court costs. The boat, catch and equipment were forfeited also.

8. Whilst in Thursday Island, on Monday 8 March, ASSAIL's gyro compass was declared unserviceable (my URDEF 18/76 refers) due to a suspected defective static inverter. Late the following afternoon while personally investigating the fault, ASSAIL's charge Artificer discovered that an incorrect diagnosis had been made. The gyro was subsequently switched on and found to be serviceable. I investigated this matter further and was satisfied that no deception or malpractice had taken place, but that the error resulted from insufficient knowledge of the operation of the inverter.

9. At 1100 Wednesday 10 March, ASSAIL left Thursday Island to resume patrolling in the eastern Gulf area. Boarding parties searched Taiwanese stern trawlers WAN TZONG numbers 1 and 2 and KAO CHENG numbers 31 and 32 outside the DFZ and discovered sedentary organisms onboard, in contravention of the Continental Shelf (Living Natural Resources) Act 1968-1973. The masters of all vessels were warned of the possible consequences of taking these organisms from the Continental Shelf and ASSAIL resumed patrol. After KAO CHENG numbers 31 and 32 had been searched, weather conditions precluded further boarding operations and made identification of contacts during hours of darkness extremely difficult.

10. ASSAIL again returned to Thursday Island to refuel on 13 March and remained overnight. Patrol was resumed the following day and continued, despite worsening weather conditions, as the ship took passage across the top of the Gulf of Carpentaria to Darwin. At 2215 15 March when halfway across the Gulf, I made the decision to return to Thursday Island in view of the rough seas and knowledge that two tropical depressions lay close to ASSAIL's intended track to Darwin.

11. The ship berthed at Thursday Island at 0940 16 March and remained while conditions abated. It was learnt that HMAS ATTACK had been damaged in heavy seas en route to the Gulf of Carpentaria and that ASSAIL would be required to remain on patrol until another relief ship could be arranged.

12. From 17 to 20 March ASSAIL maintained surveillance of the north eastern portion of the Gulf and it was noticed that the number of foreign fishing vessels had decreased considerably since late February. A short refuelling stop was made at Weipa on Saturday 20 March, following which ASSAIL again began passage to Darwin. At 1800K 20 March, clocks were retarded 30 minutes to zone India Kilo (-9½).

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13. ASSAIL berthed at the Patrol Boat Landing, Darwin, at 1230 Monday 22 March following a long and active patrol. HMAS ADROIT had taken over Gulf surveillance operations, leaving ASSAIL free to spend the remainder of the month alongside for maintenance.

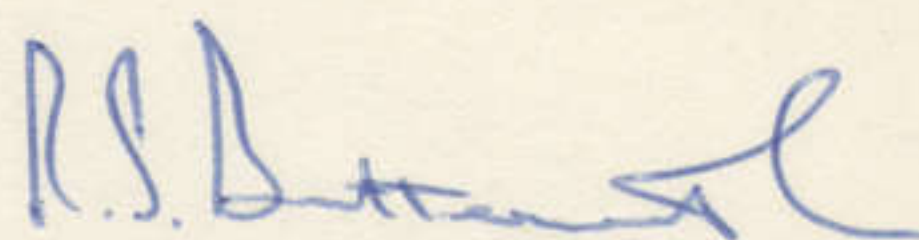
14. The material state of the ship during March has been good. The only major problem encountered was the gyro compass fault referred to in paragraph 8 of this report, which resulted in a day lost from fishery surveillance duties.

15. Morale during the month has been high, despite the longer than usual absence from the ship's home port. Health and conduct have been good, and the ship's company have been addressed on security matters during March.

I have the honour to be,

Sir,

Your obedient servant,



(R.S. BUTTERWORTH)  
Lieutenant RAN  
Commanding Officer

Annexes: 'A' Steaming details  
'B' Drills, Evolutions and Exercises  
'C' Monthly Return of Ship Availability

RESTRICTED



RESTRICTED

ANNEX 'A' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
MARCH 1976

STEAMING DETAILS

1. Distance steamed during the month 4187.7 miles
2. Hours underway during the month 331 <sup>17</sup>/<sub>60</sub> hours
3. Distance steamed since commissioning 181548.7 miles
4. Hours underway since commissioning 13569 <sup>06</sup>/<sub>60</sub> hours
5. Occasions for exceeding fast routeing speed :-

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REMARKS</u>
03MAR76	20 knots	14 hours	Fishery Surveillance

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ANNEX 'B' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
MARCH 1976

DRILLS, EVOLUTIONS AND EXERCISES

04MAR76	Boarded FFV	CHIAU CHIANG No. 11
05MAR76	Personnel Transfer	Ship's Boat
11MAR76	Boarded FFV	WAN TZONG No. 1 and No. 2
12MAR76	Boarded FFV	KAO CHENG No. 31 and No. 32
20MAR76	XO Shiphandling	
23MAR76	XO Shiphandling	

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File Number

N 428	3	1491	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

*rest.*

\* NOTE: Please print all entries clearly.

REGISTRATION

Title *HMAS Anail - Report of Proceedings March 1976*

Mark to *ASRP-N* (Name or Designation) *A.* (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials
<i>R 24. 2</i>	<i>As above</i>	

NAME INDEX

Heading	Precis	Initials
<i>HMAS Anail</i>	<i>As above</i>	

LOGGING

Originator <i>W.C. M. Curd</i>	Originator's Reference <i>1. 16. 8</i>	Date <i>29. 4. 76</i> <del>4. 5. 76</del>	Initials
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Information Classifier <i>[Signature]</i>	(Date) <i>4. 5. 76</i>
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DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL

REPORT OF PROCEEDINGS APR 76

~~ASRP-N~~ AB 24/5

~~DNO~~ A quiet month - dam sure they enjoyed the visit to Alice Springs

P 10/17

~~DGNOP~~ 022/7

~~DCNS~~

~~CNS~~ 7/7

~~CNP~~ 1/1/7

~~CNTS~~ 1/1/7

~~DGLOG-N~~ 1/1/7

~~CMM~~

~~DGSUP-N~~ 1/1/7

~~PRLO-N~~

~~ASRP-N~~ (NS55) 23/9

- 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.

AB 24/5/76

EXAMINED  
 INIT P  
 DATE 7/7 76



VJS/SM



ROYAL AUSTRALIAN NAVY

TELEPHONE: 802911

IN REPLY QUOTE 1/16/8

Naval Headquarters  
DARWIN NT 5790

MAY 7 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

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 - APRIL 1976

Reference: A. RI Appendix 29A

1. Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

Enclosures: 1. HMAS ASSAIL letter 1/16/1 of 1 May 1976

CEHIVE  
DEPT OF DEFENCE  
MAY 15 00 01 1976

ASRP.N  
(A)



42565  
Nom: HMAS ASSAIL  
NR

MAY 12 08 01 '75

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

8 ENCLOSURES: 1. HMAS ASSAIL letter T/TE/8 of 1 MAY 1975

NOBLE VASSALTY NBEV  
HEADY OFFICER COMMANDING  
SUBSTN VDC BVN  
(L.V. DVSAMPT)



1. Enclosed.

Reference: V. BI VDBNDTX S3V

HMAS ASSAIL - REPORT OF PROCEEDINGS - VBBIT T3JE

THE COMMANDING OFFICER HMAS ASSAIL  
THE COMMANDER VASSALTY NINE AVIATION AND AIRBORNE FORCES  
THE FIVE OFFICER COMMANDING HM VASSALTY NINE

FOR INFORMATION

Attention: Assistant Secretary Resources and Planning, Navy

COMMUNION VOL 5000  
Department of Defence (Navy Office)

MAY 1 1975

DEPT OF DEFENCE  
NAVY HEADQUARTERS

IN VERY GOOD T/TE/8

TELEPHONE: 805811



ROYAL AUSTRALIAN NAVY



RESTRICTED

1/16/1

HMAS ASSAIL  
at DARWIN

1 May 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - APRIL 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of April 1976. Times quoted are zone India-Kilo (-9 $\frac{1}{2}$ ) except from 1600 IK 1 April to 0130 IK 12 April when zone Hotel (-8) is used.

2. For the first two weeks of the month ASSAIL was engaged in fishery surveillance off Australia's North West coast, in accordance with Operation Trochus 1976. From 13 April until the end of the month the ship underwent an Assisted Maintenance Period, which included Intermediate Docking from 18 to 30 April.

3. At 1015 1 April ASSAIL left Darwin harbour and proceeded directly to Broome. Clocks were retarded 90 minutes at 1800 IK to zone Hotel (-8). The passage was uneventful until approximately one hour before arrival in Broome when it was discovered that the ship's main HF communications were unserviceable.

4. ASSAIL berthed at Broome wharf at 0800 3 April. The radio defect was diagnosed as an unserviceable power transformer and my URDEF 18/76 and accompanying stores demand were raised immediately. The ship remained in Broome and awaited arrival of a replacement transformer from Sydney. The response was quite swift and the part was received on Monday 5 April, enabling ASSAIL to depart Broome at 1400 that afternoon and continue her patrol. Mr E.J. Little, Western Australian Department of Fisheries and Wildlife, was embarked prior to sailing.

5. The ensuing five days were spent on passage to and in the vicinity of the Monte Bello Islands and Dampier Archipelago, the area in which Taiwanese fishing activity was concentrated at the time. During this period ASSAIL attempted to patrol covertly under cover of darkness and maintain radar watch at anchor during daylight, to guard against possible encroachments upon the Declared Fishing Zone (DFZ). The ship also visited Dampier on 7 April to refuel. No infringements had been observed as the time approached for ASSAIL to leave the area, so all 12 known Taiwanese contacts were positively identified and reported prior to departure. (My KYB/KBG 091036Z APR 76 refers).

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- 2 -

6. ASSAIL then returned to Broome, with arrival timed for 0900 Saturday 10 April. Accompanied by the Commanding Officer FAA Detachment Broome, Lieutenant Commander C.W. Talbot RAN, you Sir, met the ship that morning. With Mr Little, I later joined you both, and the Detachment Operations Officer, to discuss the progress of Operation Trochus so far and possible improvements in future methods of operation.

7. Mr Little left the ship at Broome and at 0900 Sunday 11 April ASSAIL departed for the return passage to Darwin. Clocks were advanced 90 minutes at midnight that evening to zone India Kilo ( $-9\frac{1}{2}$ ). At 1200 12 April a 40/60 surface firing was conducted, followed by pistol firing practice for the ship's boarding party.

8. ASSAIL berthed at the Patrol Boat Landing, Darwin, at 1100 13 April thus concluding a shorter than usual fishery surveillance patrol. The following day the ship was de-stored, de-fuelled and de-ammunitioned and at 0730 15 April ASSAIL was slipped at the Northern Territory Port Authority Slipway.

9. Maintenance was progressed well during the Intermediate Docking. ASSAIL's three bladed propellers were removed and replaced by a five-bladed pair such as those now carried by most other PTF's.

10. With a contingent of 12 from ASSAIL's ship's company I attended the Anzac Day Remembrance proceedings at Alice Springs. For several years the ship has had a strong yet informal association with the Alice Springs RSL Sub-Branch. All onboard who attended were proud and pleased that the ship's programme permitted us to accept the club's invitation and represent the ship and the RAN on this occasion.

11. During the final week in ASSAIL's docking period the ship was visited informally by two high ranking Naval officers. On Tuesday 27 April Vice Admiral T.B. Hayward USN called and enquired briefly about the role of PTF's in the RAN. On Thursday 29 April the Commander, HM Australian Fleet, Rear-Admiral G.V. Gladstone AO, DSC, accompanied by the Director of Naval Operations, Captain H.J.P. Adams RAN, conducted an informal walk round.

12. At 0745 Friday 30 April ASSAIL was unslipped and subsequently berthed at the Patrol Boat Landing. Thus the month ended with ASSAIL back in the water. April was a quiet month for the ship operationally. Essential maintenance was carried out and the ship's company acquired a well earned rest following the previous three months intensive operation.

.../3.

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- 3 -

The communications defect referred to in paragraphs 3 and 4 of this report was the ship's only major defect during April and this was swiftly rectified. No other defects are outstanding and the materiel state of the ship has generally been good. A four monthly full power trial was successfully carried out on 12 April.

13. The conduct and health of the ship's company has been good during the month and morale is high.

I have the honour to be,

Sir,

Your obedient Servant



(R.S. BUTTERWORTH)  
Lieutenant RAN  
COMMANDING OFFICER

Annexes: "A" - Steaming Details  
"B" - Drills, Evolutions and Exercises  
"C" - Monthly Return of Ship Availability



RESTRICTED

ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
APRIL 1976

STEAMING DETAILS

1. Distance steamed during the month 2558.4 miles
2. Hours underway during the month 196<sup>09</sup>/60 hrs
3. Total distance steamed since commissioning 184107.1 miles
4. Total hours underway since commissioning 13765<sup>15</sup>/60 hrs
5. Occasions for exceeding fast routeing speed:

<u>Time</u>	<u>Speed</u>	<u>Date</u>	<u>Reason.</u>
1 hr	22	12APR	Full Power Trial

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ANNEX "B" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
APRIL 1976

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
12APR	Full Power Trial	
	Man Overboard Exercises	
	40/60 SUFX	Mushroom Rocks
	9mm Pistol Shoot	
13APR	Full Power Trial	
14APR	XO Shiphandling	Darwin Harbour

RESTRICTED



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

HMAS ..ASSAI.....

DATE ..27.APR.76..

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING ..7<sup>3</sup>..... YEARS

MILES STEAMED SINCE FIRST COMMISSIONING ..18407.. MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT ..1264.....

STBD ..2865.....

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)									REMARKS	
	1	2													I	E	L	G	TAS	ND	C	EW	DL		
1	✓		✓																						
2	✓		✓																						
3	✓		✓										✓											BROOME (URDEF 9176)	
4	✓		✓										✓											BROOME	
5	✓		✓																						
6	✓		✓																						
7	✓		✓																						
8	✓		✓																						
9	✓		✓																						
10	✓		✓										✓											BROOME	
11	✓		✓																						
12	✓		✓		✓																				
13	✓		✓																						
14	✓		✓										✓												
15		✓									✓		✓												
16		✓									✓		✓												
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18		✓									✓		✓												
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21		✓									✓		✓												
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23		✓									✓		✓												
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25		✓									✓		✓												
26		✓									✓		✓												
27		✓									✓		✓												
28		✓									✓		✓												
29		✓									✓		✓												
30		✓									✓		✓												
31		✓									✓		✓												
TOTAL	14	16	13		1						16		20											2	

INTERMEDIATE DOCKING



File Number

N428	3	1510	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

*Unclassified*

\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMMAS ASSAIL - REPORT OF  
PROCEEDINGS APRIL 1976

Mark to ASRP-N (Name or Designation) A (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMMAS ASSAIL	a/a	

LOGGING

Originator	Originator's Reference	Date	Initials
NOCNAA	1/16/8	7, 5, 76	

Information Classifier Debbie (Signature) 13, 5, 76 (Date)



DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

May 76

HMAS

*Assail*

REPORT OF PROCEEDINGS

~~ASRP-N~~

~~DNO~~

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CNP~~

~~CNPS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~ASRP-N~~

*One wide ranging patrol to Geraldton & return to Darwin - no arrests.*

*ASSAIL has a new CO.*

*11/29/76*

*12/8*

*11/8*

*12/8*

*12/8*

*10/8*

*25/8/76*

*(NS55) 23/9*

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
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  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

*AS 2/7/76*





**RESTRICTED**  
ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911

IN REPLY QUOTE 1/16/8

Naval Headquarters  
Larrakeyah Barracks  
DARWIN NT 5790

JUN. 1 1 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

For Information:


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

HMAS ASSAIL - REPORTS OF PROCEEDINGS  
1 - 26 MAY 1976 AND 27 - 31 MAY 1976

Reference: A. RI Appendix 29A

1. Forwarded.
2. HMAS ASSAIL letter 1/16/1 of 2 June 1976 is forwarded unsigned. A signed manuscript copy is held in this Headquarters.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

- 
- Enclosures:
1. HMAS ASSAIL letter 1/16/1 of 27 May 1976
  2. HMAS ASSAIL letter 1/16/1 of 2 June 1976

ASRP-N  
(A)

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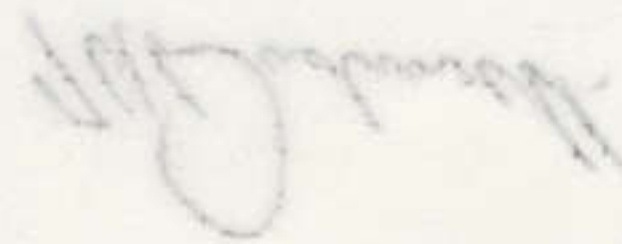
RESTRICTED

4956-4  
(6)

JUN 17 15 52 '70  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

Enclosure: 1. Report to RAN HQ dated 11/10/70  
2. Report to RAN HQ dated 11/10/70

NAVY SECRETARIAT  
NAVY OFFICE  
CANBERRA  
(1. V. D. G. H. T.)



1. Forwarded  
2. Copy to be held in this Headquarters.  
3. Copy to be held in this Headquarters.

Reference: A. 1. Appendix 18

1 - 20 MAY 1970 AND 21 - 31 MAY 1970  
NAVY SECRETARIAT - REPORTS OF PROCEEDINGS

The Commanding Officer, HMAS A2241  
The Commander, AUSTRALIAN MARINE AND AIRBORNE FORCES  
The Flag Officer Commanding, HM AUSTRALIAN FLEET

Not forwarded to:

You, unless the enclosed papers are referred to in the report.

(Copy to be held in this Headquarters)  
CYBERNETICS UNIT - 5000  
0005 TCA - 4888

JUN 1 1 1970

NAVY SECRETARIAT  
NAVY OFFICE  
CANBERRA

TELEPHONE: 880611  
IN REPLY QUOTE 4956



ROYAL AUSTRALIAN NAVY  
RESTRICTED



RESTRICTED

1/16/1

HMAS ASSAIL  
at DARWIN

27 May 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS  
1 - 26 MAY 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the period 1 to 26 May 1976. Times quoted are Zone India Kilo (-9½) except from 1600IK 4 May to 0130IK 22 May when Zone Hotel (-8) is used.

2. When the month began, ASSAIL was alongside at Darwin undergoing self maintenance. The ship sailed on 4 May and for the ensuing twenty days conducted fishery surveillance of Australia's West and North West coast and outlying reefs before returning to Darwin on 24 May. Two days later I relinquished command of ASSAIL to Lieutenant G.A. Wellham RAN.

3. During the forenoon of Sunday 2 May, a Police search was underway outside Darwin harbour for four men reported overdue on a fishing trip in a small aluminium dinghy. At 1130 ASSAIL's ship's company was recalled and at 1300 the ship sailed to assist in the search, centralised in the Gunn Point area thirty miles north east of Darwin. ASSAIL left harbour with two Police officers embarked and established communication with an RAAF helicopter also involved in the search. Shortly thereafter the aircraft located the missing vessel and men on a beach near Gunn Point, all apparently well. ASSAIL then returned to harbour and berthed at 1400.

4. On 4 May at 1100 ASSAIL departed for a fishery surveillance patrol of the west coast. Clocks were retarded 90 minutes at 1800IK. The first leg of the journey was via Cartier Island, Hibernia, Ashmore, Seringapatam and Scott Reefs, thence to Broome. A total of five Indonesian fishing vessels were sighted and boarded on these outlying reefs, and have been reported separately.

.../2.

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- 2 -

5. The ship berthed at Broome on 9 May, refuelled and remained alongside overnight before proceeding to the Monte Bello Islands region. No Taiwanese fishing vessels were sighted on passage or in the area and ASSAIL continued south towards Exmouth Gulf.
6. At 1300 11 May ASSAIL berthed at Point Murat wharf, North West Cape. That afternoon I called on the Civil Commissioner, Exmouth, Mr T. Walters. The ship again remained overnight and at 0900 12 May departed for the Shark Bay area where several Taiwanese fishing vessels had recently been reported.
7. During the ensuing four days ASSAIL conducted covert surveillance of the foreign trawlers. No infringements upon the Declared Fishing Zone (DFZ) were observed and the ship continued south to the port of Geraldton. ASSAIL berthed at Geraldton at 1130 15 May and remained overnight.
8. At 1000 the following morning the ship left harbour and began a northerly passage to the Shark Bay area. On the afternoon of 17 May, whilst at anchor in the vicinity of Dirk Hartog Island, ASSAIL was visited by the Western Australian Department of Fisheries and Wildlife launch "DAMPIER". The skipper and I discussed the subject of recent Taiwanese fishing activity in the area before continuing with our respective tasks.
9. During the forenoon of 18 May ASSAIL rendezvoused with HMAS ADVANCE outside the approaches to Carnarvon then once again returned to the patrol area north of Shark Bay. The same afternoon and evening four Taiwanese pair trawlers were boarded and searched on the Continental Shelf. A report of their catches has been forwarded separately. However, it was noted that any sedentary organisms collected in their trawl nets were immediately returned to the seabed. The masters of all vessels seemed well aware of the consequences of breaching the Continental Shelf (Living Natural Resources) Act and were anxious not to cause trouble to the boarding parties or offend Australian authorities. //
10. At 2300 19 May ASSAIL rendezvoused with HMAS ATTACK, north of the Dampier Archipelago. A heaving line transfer was conducted to pass mail, then both ships resumed passage - ASSAIL to Port Hedland, ATTACK to the Monte Bello Islands then further south.
11. ASSAIL berthed at Port Hedland at 0900 20 May, refuelled, and at 1000 the following day proceeded to Darwin. Clocks were advanced ninety minutes to zone India Kilo (-9½) at 0001H 23 May.

.../3.

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- 3 -

12. At 0800 on 24 May ASSAIL was turned at rest off the end of Stokes Hill wharf, Darwin. Then, with some regret, I conned the ship alongside HMAS ADROIT at the Patrol Boat Landing, thus marking the end of my final patrol in command of ASSAIL. On 26 May Lieutenant G.A. Wellham RAN joined and the following day assumed command.

13. The materiel state of the ship during the period under report has been satisfactory. A number of minor defects have arisen but have generally been within ship's staff capability and have not affected the operational availability of the ship. The recently acquired five bladed propellers have reduced vibration and noise and improved the habitability of the junior sailors' mess considerably.

14. With the exception of one major leave breaking offence, conduct of the ship's company during the period under report has been good, as has their health. Morale remains high and was favourably affected by the ship's brief visit to Geraldton, a rare occurrence for Darwin based patrol boats.

I have the honour to be,

Sir,

Your obedient Servant,



(R.S. BUTTERWORTH)  
Lieutenant RAN  
COMMANDING OFFICER



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1/16/1

HMAS ASSAIL  
at DARWIN

2 June 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS  
27 - 31 MAY 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the period 27 to 31 May 1976.
2. Throughout this period ASSAIL remained alongside in Darwin undergoing a self maintenance period, except for a brief session of shiphandling familiarization manoeuvres conducted on Darwin Harbour on the afternoon of 30 May.
3. The materiel state of the ship, as well as the conduct, health and morale of the ship's company, appear to be of a high standard.

I have the honour to be,

Sir,

Your obedient Servant,

(G.A. WELLHAM)  
Lieutenant RAN  
COMMANDING OFFICER

- Annexes:
1. "A" - Steaming Details
  2. "B" - Drills, Evolutions and Exercises
  3. "C" - Monthly Return of Ship Availability

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ANNEX "A" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
MAY 1976

STEAMING DETAILS

1. Distance steamed during the month	3964.5 miles
2. Hours underway during the month	269 <sup>22</sup> / <sub>60</sub> hours
3. Distance steamed since commissioning	188071.6 miles
4. Hours underway since commissioning	14034 <sup>37</sup> / <sub>60</sub> hours
5. Occasions for exceeding fast routeing speed	Nil

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ANNEX "B" TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
MAY 1976

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
06MAY76	Boarding FFV	(KYB 071044Z MAY 76 refers)
07MAY76	Boarding FFV	(KYB 071044Z MAY 76 refers)
10MAY76	Blind Pilotage	
11MAY76	Blind Pilotage	
12MAY76	Blind Pilotage	
18MAY76	AATX	S2E
	Heaving Line Transfers	HMAS ATTACK
	Boarding FFV	(KBG 181227Z MAY 76 and KBG 180915Z MAY 76 refer)
20MAY76	Blind Pilotage	
30MAY76	Shiphandling Manoeuvres	Commanding Officer

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ANNEX 'G'

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

AGE SINCE FIRST COMMISSIONING ..7<sup>3</sup>/<sub>4</sub>.. YEARS

PROGRESSIVE TOTAL ENGINE HOURS

MILES STEAMED SINCE FIRST COMMISSIONING ..18307.6 MILES

PORT ..310.9.....

HMAS *WARRAMUNGA*.....

STBD ..315.7.....

DATE ..OCTOBER 76.....

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													I	E	L	G	TAS	ND	C	JV	DL		
1	✓									✓			✓												
2	✓									✓			✓												
3	✓									✓			✓												
4	✓		✓																						
5	✓		✓																						
6	✓		✓																						
7	✓		✓																						
8	✓		✓						✓				✓										REDROME		
9	✓		✓																						
10	✓		✓																						
11	✓		✓						✓				✓										REDROME		
12	✓		✓																						
13	✓		✓																						
14	✓		✓																						
15	✓		✓						✓				✓										GEAR LIFT		
16	✓		✓																						
17	✓		✓																						
18	✓		✓	✓	✓																		REAR HEAVYWEIGHT LINE TRANSFER		
19	✓		✓																				PORT MED-LANA		
20	✓		✓						✓				✓												
21	✓		✓																						
22	✓		✓																						
23	✓		✓																						
24	✓		✓																						
25	✓		✓							✓			✓												
26	✓		✓							✓			✓												
27	✓		✓							✓			✓												
28	✓		✓							✓			✓												
29	✓		✓							✓			✓												
30	✓		✓							✓			✓												
31	✓		✓							✓			✓												
TOTAL	31		31	1	1			4		10			14												



File Number

<i>NH 28</i>	<i>3</i>	<i>1575</i>	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

<i>Secret</i>
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title *AMAG ABBAK REPORT OF PROCEEDINGS*  
*1<sup>st</sup> - 26<sup>th</sup> May 1976 + 27<sup>th</sup> - 31<sup>st</sup> May 1976*

Mark to *AGRP-N* (Name or Designation) *A* (Location)

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<i>R24. 2.</i>		

NAME INDEX

Heading	Precis	Initials
<i>AMAG Amal</i>	<i>As above</i>	

LOGGING

Originator	Originator's Reference	Date	Initials
<i>N.O.P. N<sup>th</sup> Curt</i>	<i>1. 16. 8</i>	<i>11. 6. 76</i>	

Information Classifier *[Signature]* (Signature) *18. 6. 76* (Date)



DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS ASSAIL

REPORT OF PROCEEDINGS JUNE 1976

~~ASRP-N~~

~~DNO~~

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CMP~~

~~ORTS~~

~~DGL-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~ASRP-N~~

ROP covers 3 week patrol of NW to Fremantle  
and netted same good PR but no  
FFV's.

27/7

1/8

19/8

11/8

12/8

19/8

24/8/76

(NS55) 23/9

- 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.

AB 26/7/76





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ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911

IN REPLY QUOTE 1/16/8

Naval Headquarters  
Larrakeyah Barracks  
DARWIN NT 5790

JUL 12 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

For Information:

- The Flag Officer Commanding HM AUSTRALIAN FLEET
- The Commander AUSTRALIAN MINE WARFARE AND PATROL FORCES
- The Naval Officer Commanding WEST AUSTRALIA AREA
- The Commanding Officer HMAS ASSAIL

HMAS ASSAIL - REPORT OF PROCEEDINGS - JUNE 1976

Reference: A. RI Appendix 29A

1. Forwarded unsigned. A signed manuscript copy is held in this Headquarters.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

Enclosure: <sup>R</sup> HMAS ASSAIL letter 1/16/1 of 2 July 1976

CNS  
A

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INFORMATION ANALYSIS  
DEPT OF DEFENCE  
JUL 12 12 20 PM '76

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JUL 15 15 54 '75

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

✓  
CNR

Enclosure: HMAS VASSAL 1st Lt J. J. J. of 5 July 1975

ROYAL AUSTRALIAN NAVY  
NAVY OFFICER COMMANDING  
CAMBERLY VDC RAN  
(1. V. D. D. S. S. S.)

*Handwritten signature*

For information of the Department of Defence, a copy of the report is being forwarded to the Department of Defence.

Reference: A. Appendix 18

HMAS VASSAL - REPORT OF PROCEEDINGS - JUNE 1975

The Commanding Officer HMAS VASSAL  
The Navy Officer Commanding WEST AUSTRALIAN AREA  
The Commander AUSTRALIAN HOME DEFENCE AND AIRBORNE FORCES  
The Flag Officer Commanding THE AUSTRALIAN FLEET

For information:

Attention: Assistant Secretary Resources and Planning

CAMBERLY VDC 5800  
Department of Defence (Navy Office)

JUL 15 1975

DAKIN W. 2500  
Larrakee Barracks  
Navy Headquarters

IN REPLY QUOTE 1/1/75

TELEPHONE: 880811



ROYAL AUSTRALIAN NAVY  
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1/16/1

HMAS ASSAIL  
at Darwin

2 July 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - JUNE 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the period 1 to 30 June 1976. Times quoted are Zone India Kilo (-9 $\frac{1}{2}$ ) except from 2040 IK 3 June to 1000 IK 21 June when Zone Hotel (-8) is used.
2. ASSAIL commenced the month alongside in Darwin in the final stages of a Self Maintenance Period which had commenced on 24 May. On 1 June I officially called on the Acting Administrator of the Northern Territory, Mr Frank Dwyer, Mr Justice Forster, and the Lord Mayor of Darwin, Dr Ella Stack, to pay my respects as the new Commanding Officer of ASSAIL.
3. After ten days alongside in Darwin, ASSAIL departed for a three week fishery patrol at 0900 on 3 June, but before clearing the confines of Darwin Harbour a disabled power boat was detected drifting on the ebb tide. The 15 foot runabout was taken in tow and it, plus its grateful occupant, were returned to the safety of Darwin's Iron Ore Wharf before ASSAIL effected her departure from Darwin.
4. Embarked in ASSAIL was a four member ABC team from the "Big Country" series which was to be transported to Mission Bay (within Napier Broome Bay) to film a story on the nearby Kullumbaru Mission. After a smooth transit of Joseph Bonaparte Gulf ASSAIL entered Mission Bay at 0800 on 4 June, landed her passengers, and then proceeded for Browse Island and Scott Reef.
5. During the night of 4 June the ship's radar failed but because of the necessity for replacement parts it could not be rectified by ship's staff. URDEF 20/76 was initiated (my KOD 060658Z JUN 76 refers).
6. On arrival at Scott Reef next morning two Indonesian subsistence fishing vessels were sighted and boarded (my KYB/KBG 050630Z JUN 76 refers). These vessels had just commenced their return passage to Indonesia and were the only fishing vessels seen in the Browse Island-- Scott Reef area.
7. ASSAIL had been troubled for some time by a defective gyro compass and even though concerted efforts were made in Darwin to rectify the fault the ship sailed with a suspect gyro which had a constant three degree error. It was during the night of 5 June on passage from Scott Reef to Rowley Shoals that the gyro failed completely and thereafter exhibited erratic errors of between five and twenty five degrees high. URDEF 21/76 was raised, and my KOD 070610Z JUN 76 refers. Until a replacement gyro was received in Fremantle on 15 June the magnetic compass was used for navigation; an exercise which proved interesting around the rich iron ore areas of the north west coast.
8. No foreign fishing vessels were sighted at the outlying reef complex of Rowley Shoals so on the afternoon of 6 June ASSAIL departed for Port Hedland, arriving the following morning at 0800. Whilst transitting the Port Hedland entrance channel ASSAIL was dwarfed by the awe-inspiring presence of 17 giant iron ore carriers lying at anchor awaiting their turn to enter harbour.

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9. It was intended to refuel and depart that afternoon for a one day fishery surveillance of the Monte Bello Island area, then return to embark the Assistant Minister for Defence for a familiarisation passage to Dampier; but, because of the radar and gyro defects, instead of undertaking the night time patrol ASSAIL remained alongside in Port Hedland until the Minister Assisting the Minister of State for Defence, the Honourable J.E. McLEAY MP, and his Private Secretary, Mr J.J. HOWIE, embarked at 1530 on 9 June, whence the ship departed for Dampier.
10. After an uneventful overnight passage ASSAIL berthed at the Service Wharf, Dampier, at 0800 on 10 June and disembarked her guests. Fuelling was completed an hour and a half later and the ship departed for Fremantle.
11. En route, whilst passing Shark Bay, ASSAIL investigated eight Taiwanese pair trawlers but they were found not to be contravening Australian fishing regulations (my KBG 111027Z JUN 76 refers).
12. Leaving rough southern seas astern ASSAIL entered Fremantle harbour on the afternoon of Sunday 13 June and after weaving her way through a flotilla of weekend pleasure craft berthed outboard of HMAS DIAMANTINA (LCDR P.G. BROOK RAN) at No. 11 North Quay Wharf at 1600.
13. During the ensuing two day visit to Fremantle HMAS LEEUWIN provided electrical staff assistance which resulted in gyro and radar URDEF's being rectified.
14. On completion of the refreshing, big city visit ASSAIL departed at 1000 on 16 June and set course for Port Hedland. Embarked were two journalists, Mr DENNIS HANCOCK and Mr JOHN MOKRZYCKI of the Western Australian Newspaper, The Sunday Times. Their aim was to research an article on patrol boat fishery surveillance off the West Australian coast.
15. On the afternoon of 18 June the journalists were able to realize their aim when ASSAIL located and boarded two Taiwanese trawlers which were fishing on the Australian Continental Shelf. The resultant Sunday Times article of 27 June is appended as Enclosure 1.
16. ASSAIL anchored at dusk on 18 June in the old whaling centre, Norwegian Bay, and after the first overnight anchorage of the patrol continued northwards next morning.
17. During that forenoon rendezvous was effected with HMAS ADVANCE (LEUT R. EAMES RAN) and a heaving line transfer was carried out before the ships parted company; ADVANCE bound for Fremantle and ASSAIL for Port Hedland. Soon after a gunnery shoot was conducted using 0.5" Browning, SLR, AR, and rocket weapons.
18. Whilst transitting the usually prolific fishing vessel areas to the north and south of the Monte Bello Islands no Taiwanese vessels were identified even though several fruitless investigations were carried out.
19. Off the entrance to Port Hedland, at 1300 on 20 June, ASSAIL rendezvoused with HMAS ATTACK (LEUT J.R. STAPLETON RAN) and entered harbour in her company. After having fuelled and watered, and disembarked the Sunday Times journalists ASSAIL departed the following morning at 1000 for Darwin.
20. Clocks were advanced ninety minutes to Zone India Kilo (-9½) at 1000 H on 21 June.
21. On the afternoon and night of 22 June a series of exercises were carried out, including Damage Control and firefighting exercises, man overboard and shiphandling exercises and a night 40/60 shoot at 2" rocket flare targets. A successful full power trial was also conducted and was the first since the fitting of five blade propellers to ASSAIL.
22. On the evening of 23 June the salt water pump on the starboard main engine suffered a damaged pulley block and became inoperable; effectively limiting the use of the starboard engine to emergency, short duration use. URDEF 22/76 was raised (my KOD 222359Z JUN 76 refers).

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23. At 0900 on the following day ASSAIL berthed at the Patrol Boat Landing at Darwin where she remained until the end of the month undergoing an Assisted Maintenance Period.

24. The materiel state of the ship had not been satisfactory during the month of June because of the occurrence of three URDEF priority defects and because the ship had been without a galley fridge since 27 May; a situation brought about by delays in the delivery of spare parts. However, apart from these major equipment failures all machinery and electrical systems have functioned well.

25. The conduct and medical state of the ship's company has been good and the already high morale received a substantial boost from the Fremantle visit.

I have the honour to be,

Sir,

Your obedient servant,

(G.A. WELLHAM)  
Lieutenant RAN  
Commanding Officer

Annexes 'A' Steaming Details  
'B' Drills, Evolutions and Exercises  
'C' Monthly Return of Ship Availability

Enclosure: 1. Sunday Times article of 27 June 1976 "Ahoy! we're coming aboard"

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ANNEX 'A' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JUNE 1976

STEAMING DETAILS

1. Distance steamed during the month 4060.2 miles
2. Hours underway during the month 323 <sup>18</sup>/<sub>60</sub> hours
3. Distance steamed since commissioning 192131.8 miles
4. Hours underway since commissioning 14357 <sup>55</sup>/<sub>60</sub> hours

5. Occasions for exceeding fast routeing speed :-

11JUN	1 hour 6 minutes	1200B	Boarding FFVs
18JUN	2 hours	1050B	To transit reef area before nightfall
22JUN	1 hour	Greater than 1050B	Full Power Trial

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ANNEX 'B' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JUNE 1976

DRILLS, EVOLUTIONS AND EXERCISES

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
03JUN76	Towex	Small boat
04JUN76	Blind pilotage	Mission Bay
05JUN76	Boarding FFV	Scott Reef
11JUN76	Boarding FFV	Off Shark Bay
17JUN76	Small arms shoot 50 cal shoot Two 2" rocket shoot	
18JUN76	Boarding FFV Blind Pilotage 40/60 function trials	
19JUN76	Heaving line transfer	HMAS ADVANCE
22JUN76	Full power trial Action stations Emergency stations Leaving ship stations MOB exercises E/R fire exercise AX fire exercise 2" rocket firing 40/60 shoot	
24JUN76	Blind pilotage	

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

HMAS ASSAIL  
DATE 30 JUN 76

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 7 <sup>10</sup>/<sub>12</sub> YEARS  
MILES STEAMED SINCE FIRST COMMISSIONING 192131.8 MILES

PROGRESSIVE TOTAL ENGINE HOURS  
PORT 2315.5  
STBD 3296.5

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													I	E	L	G	TAS	ND	C	FW	DL		
1	✓									✓			✓												
2	✓									✓			✓												
3	✓		✓	✓						✓															
4		✓	✓	✓															2					} PORT MEDLAND } PORT MEDLAND URDEFS 20/76, 21/76 } FREMANTLE FREMANTLE FREMANTLE PORT MEDLAND URDEF 22/76	
5		✓	✓	✓														24							
6		✓	✓	✓														24							
7		✓	✓	✓														24							
8		✓	✓	✓									✓					24							
9		✓	✓	✓									✓					24							
10		✓	✓	✓														24							
11		✓	✓	✓														24							
12		✓	✓	✓														24							
13		✓	✓	✓														24							
14		✓	✓	✓					✓				✓					24							
15		✓	✓	✓					✓				✓					<del>24</del>							
16		✓	✓	✓					✓				✓					<del>24</del>							
17		✓	✓	✓	✓													10							
18	✓		✓	✓	✓								✓												
19	✓		✓	✓	✓								✓												
20	✓		✓	✓	✓								✓												
21	✓		✓	✓	✓								✓												
22	✓		✓	✓	✓								✓												
23	✓	✓	✓	✓														6							
24	✓	✓	✓	✓						✓			✓					24							
25	✓	✓	✓	✓						✓			✓					24							
26	✓	✓	✓	✓						✓			✓					24							
27	✓	✓	✓	✓						✓			✓					24							
28	✓	✓	✓	✓						✓			✓					24							
29	✓	✓	✓	✓						✓			✓					24							
30	✓	✓	✓	✓						✓			✓					24							
31																									
TOTAL	8	22	22	9	3				3	10			15					174					252		



# ALI CONSIDERS A SYDNEY

SYDNEY, Sat.—A group of Sydney businessmen is inviting Muhammad Ali to Sydney for his farewell fight.

They are signing Ali to fight Jimmy Young, who is the No 3 contender for the world heavyweight crown—and the man who nearly took the title from Ali last month.

The fight — to take place in January — will be seen by 78 million viewers on satellite transmission.

It has not yet been decided whether the bout will be fought in Sydney or at the Melbourne Cricket Ground.

Ali's decision to hold his grand exit from boxing in Australia was sparked by a series of TV commercials he did for a Sydney discount chain.

Sydney advertising

men John Singleton and Wayne Garland handled that campaign and are heading the fight promotion here.

"It will be the greatest advertisement Australia has ever had," Mr Garland said last night.

"If everything goes to plan the fight will be seen by 78 million viewers on a satellite transmission."

The promoters don't expect to get Ali cheaply.

All has been guaranteed \$6 million for defending his title against Ken Norton in September.

All said last month the Norton fight would be his last. But the vast audience arranged for an exit in Australia has tempted him back.

All's farcical fight against the Japanese wrestler Antonio Inoki ended in a draw in Tokyo today. See Back Page.



Julie De-Ildielbus, 17, of Coolbellup, is studying to become a model. She likes swimming (when the weather is warmer, of course), jazz ballet, and football.

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JAC



# AHOY!

## THE NAVY'S OUT TO BEAT POACHERS...

Story: DENNIS HANCOCK  
 Pictures: JOHN MOKRZYCKI

For three days the patrol has been uneventful; we are butting head seas 30km out and about 800km north of Fremantle . . . Then, suddenly, we seem involved in a World War movie.

It starts with a call from the bridge lookout: "Two of them, bearing Red Four Oh, range about 12 miles."

A mounting note of urgency rises from the two big diesels as our spray-veiled bows veer to port and we shoulder our way at top speed towards the north-west.

"Boarding party muster aft." Three overalled sailors race for the armoury to collect self-loading rifles and fall in before the boarding officer, Sub-Lieutenant Simon Woolrych.

A further clatter as loaded magazines snap home and bigger blunter bullets are laid out for the .5 Browning machinegun mounted at the stern.

All the time, those tiny shapes on the horizon loom larger, dark blue hulls and green upper-works losing camouflage

capabilities as the range closes.

Their steep bows and split sterns clinch their identity.

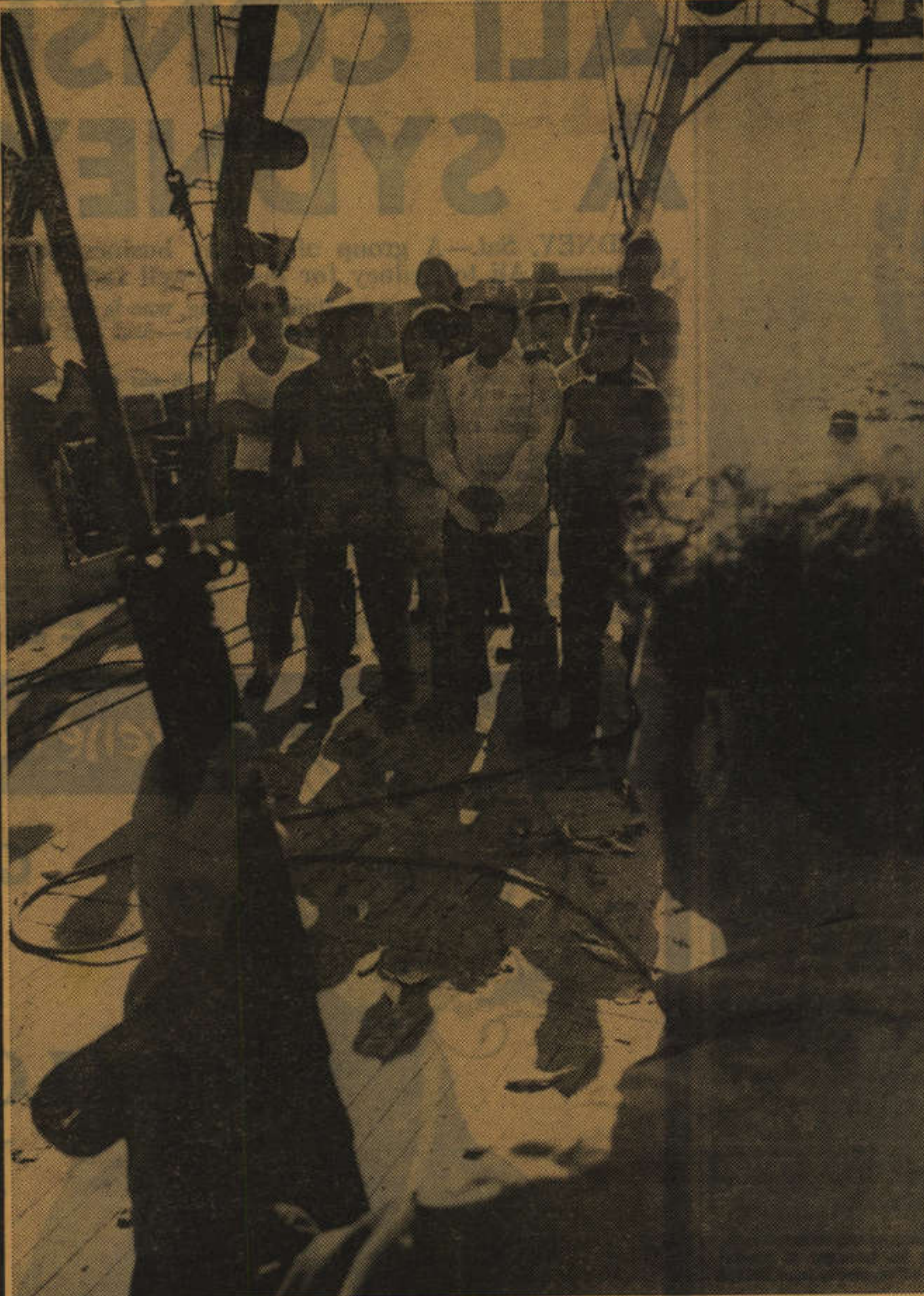
A flurry on their decks as we hoist a signal flag — the blue-and-yellow chequer indicating "Stop at once."

Then a rumble as our boat is run out and splashes alongside, the boarding party leaping into her almost before she touches the surface.

It is a dizzy, lurching journey through a three-metre swell towards the target, with our own ship, fo'le Bofors gun unveiled, mounting tense guard over its duckling.

But at that point the scenario changes considerably.

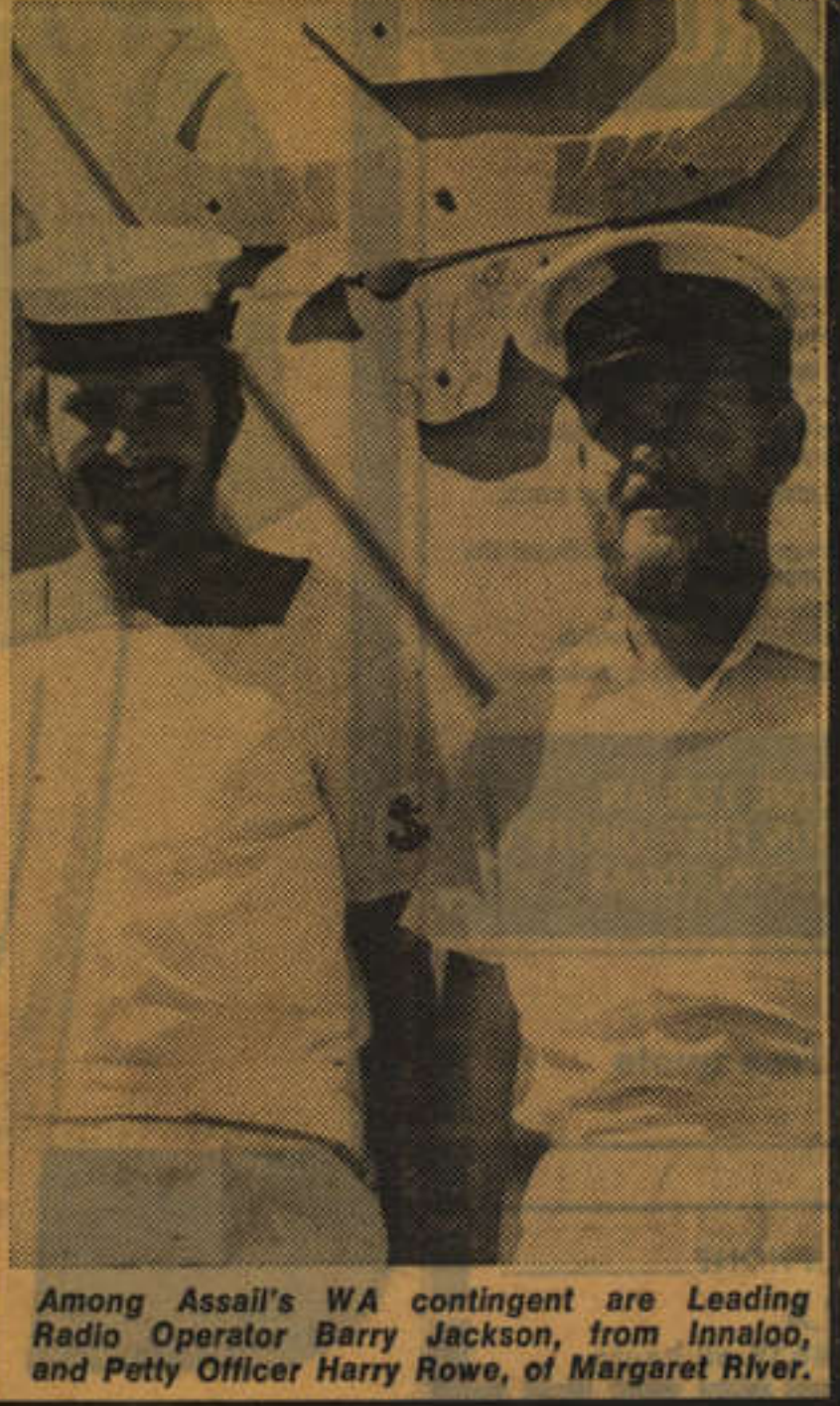
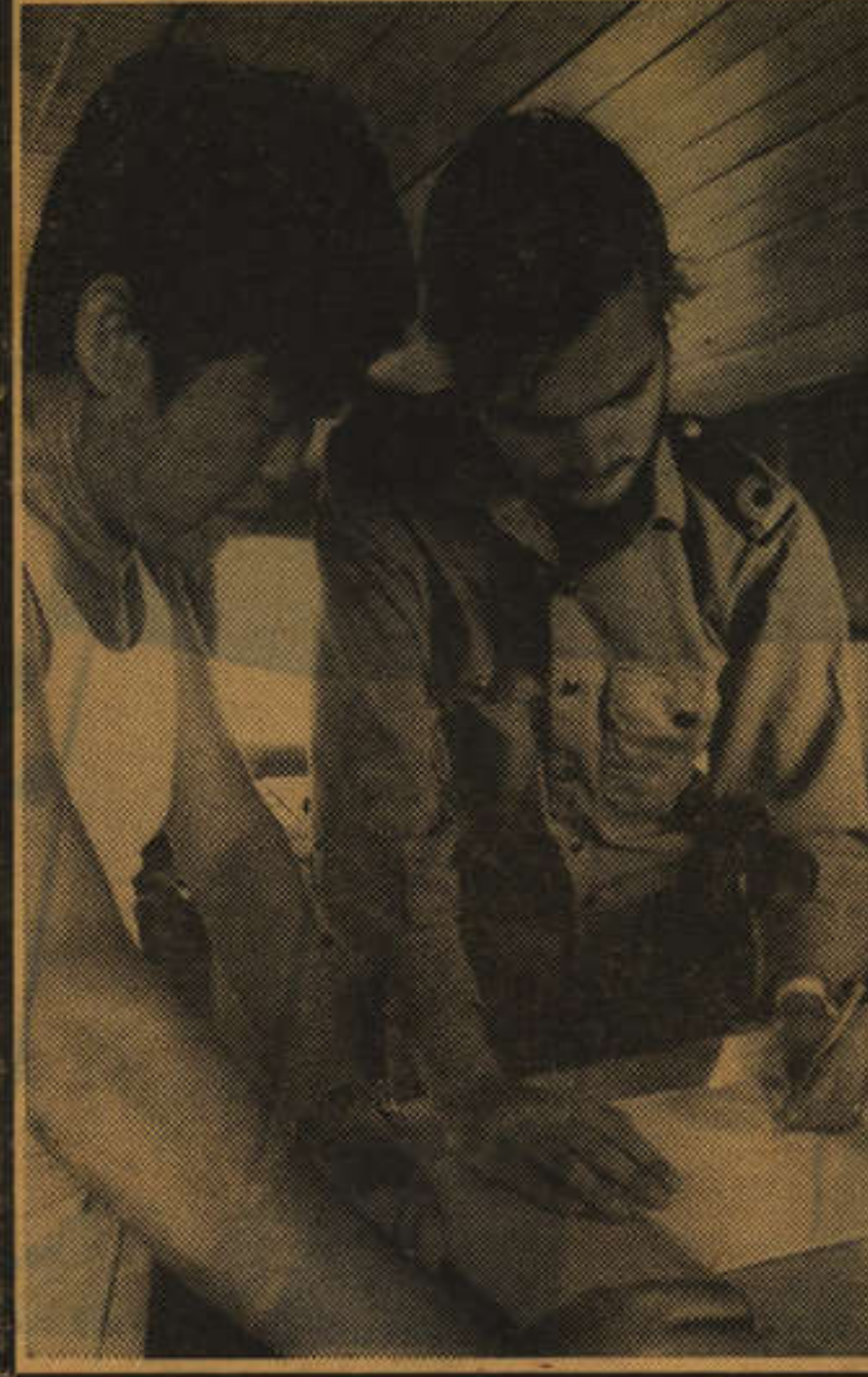
● Continued Page 9



ABOVE: An armed sailor guards the Taiwanese crew on the after-deck.

RIGHT: HMAS Assail stands guard as the trawler is searched.

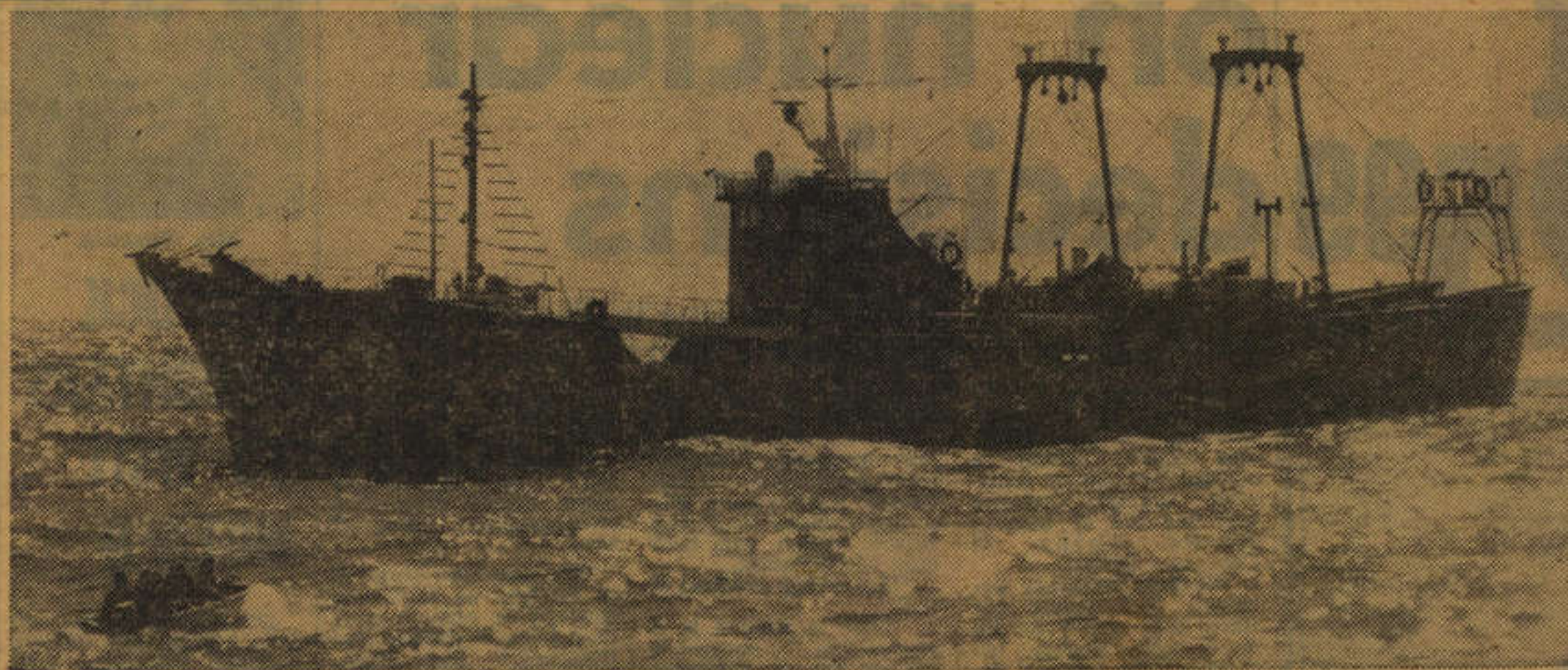
BELOW: What catch have you? By drawings, Sub-Lieutenant Simon Woolrych interrogates the Taiwanese skipper.



Among Assail's WA contingent are Leading Radio Operator Barry Jackson, from Innaloo, and Petty Officer Harry Rowe, of Margaret River.



# WE'RE COMING ABOARD



David and Goliath . . . Assail's dinghy with a boarding party, closes on the big Taiwanese trawler.



The boarding party swarms over the side, helped by the Taiwanese.

• Continued from P.8.

As we range alongside the big blue hull, a dozen willing hands reach down to help us aboard.

Through the grinning welcomers on deck emerges a jovial, rotund figure in immaculate civvies who identifies himself as the skipper of the Taiwanese trawler Ching Chyun 1.

Sub-Lieutenant Woolrych, by drawing and sign language, establishes that the other trawler is Ching Chyun 2; that neither are carrying shells, beche de mer or other prohibited bottom-catches.

A chilly search of the huge freezer-holds confirms innocence. They contain nothing except permitted fish (including two 4 metres sharks) and butterfly crays, a bag of which the skipper insists on foisting upon us.

## Good news for the taxpayers

ese, composed a set of question cards for patrol boats, with the English translations on the back." Sub-Lieutenant Woolrych said.

"When I handed my first to a trawler skipper, he was completely baffled by the 'Taiwanese' side.

"He turned it over, saw the English version and gave the answers straight away."

The Indonesians are small fry but the Taiwanese trawlers are more than twice the size of the 140-tonne Assail.

After boats have been arrested and suitable penalties imposed, they are sold back to their owners for around \$250,000 each — a procedure which arouses mixed feelings among Assail's crew.

Says Chief Petty Officer Harry Rowe, from Margaret River: "It ought to make the taxpayers happy."

Says Leading Radio Operator Barry 'Jacko' Jackson, from Innaloo: "Wish the Navy still paid out prize money . . ."

Certainly, \$1.5 million in prize money would go a long way among Assail's crew. There are only 19 of them, but in her narrow 32-metre hull the conditions would give a sardine claustrophobia.

Her captain, Lieutenant Gordon Wellham, executive officer, Sub-

Lieutenant Woolrych, and navigator, Acting Sub-Lieutenant Christopher Frost, share a wardroom under two metres square and queue at the galley to cook their own breakfasts.

Respectively they are Boss, Ex and Nav to their piratically bearded crew whose own nicknames include Toad, Crazy, Hermit, Black Mac and Monkey — with Wrinkle reserved for the oldest inhabitant, a venerable 29.

a more comfortable job and promotion in order to stay with his mates.

Not every day at sea is packed with incident. There are times when, with the radar screen clear and a chance to cool her 3,000 hp diesels,

Assail creeps into reef-sheltered waters for a few hours' respite.

It is then that the ship's company emerges from below festooned with gear to indulge in its favorite hobby. Would you believe, fishing?

### "See you later"

We are escorted back to the rail by a host of wellwishers, clad in multicolor pyjamas, sea-boots and headgear ranging from furry ear-flaps to conical straws.

As we drop back into our boat the trawler captain, hitherto impervious to English, gets the last laugh by calling: "See you later then."

And HMAS Assail, top scorer among the patrol boats guarding the North West fishing grounds against overseas poachers, swings back to her 5,000km beat.

It is not always like that, Sub-Lieutenant Woolrych assures us.

Most ships boarded are "clean". But patrol boats have already caught more than 20 poachers, including six Taiwanese and five Indonesian vessels captured by Assail herself.

### Rammed

Assail has been rammed at least once as she attempted to go alongside. On another occasion, when tempers among Northern Territory fishermen were high, a purposeful fleet of nearly 40 prawnboats bore down on a Taiwanese trawler although she was already in Navy hands. Fortunately, Assail headed back in time to prevent a confrontation.

Regulations forbid foreign boats to fish within Australia's 12-mile limit, or to take bottom-catches on the Continental Shelf where the depth is less than 200 metres.

For the patrol boats, policing is not made easier by some well-meant assistance.

At the Federal Government's instigation, many potential poachers have been stopped and issued with maps of the North West coastline indicating areas where they must not fish.

Boarding officers find many boats are now using the maps as their first-ever navigation aids.

"An Army bloke in Darwin, who was supposed to know Taiwan-

### Espirit de corps

The buffalo horns, which identify Assail as a member of the Darwin squadron, are in fact the only touch of bull aboard.

But if discipline seems deceptively casual, it is none the less effective. And if Assail herself is small, she engenders an esprit de corps which could not be bettered in a fleet flagship.

Lieutenant Wellham reveals a quiet pride when he comments "Apart from survey vessels, we are about the only Navy ships in peace — doing the job they were designed for."

Even after three weeks crammed together at sea, the crew usually spends shore leave together. At least one crewman has passed up



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# Union clash on nuclear decisions

An inter-union row is developing in WA over union policy on nuclear ships and uranium mining.

The Federated Clerks' Union will ask the next meeting of the Trades and Labor Council to rescind decisions banning uranium mining and the use of nuclear powered ships in Cockburn Sound.

"These were hasty decisions and should not have been made till all facts were known, including the Ranger inquiry," Mr J. F. Harding, state organiser of the FCU, said yesterday.

"Some unions are prepared to invoke bans without knowing all the facts. In fact, there was a move at this week's TLC meeting to stop me circulating some information on safety of nuclear energy. The move failed."

"Also, the FCU believes unions should not become involved in matters affecting Australia's defence, particularly without knowing all the facts."

The information circulated to all unions by the FCU is a document signed by 100 American scientists, including five Nobel Prize winners.

They said they had made the statement be-

yond their area of reliability.

"In defence of their pre-conceived stands, some participants in the debate have raised improbable scenarios of the future, which can lead only to confusion."

"The energy problem is real.

"What is needed is a responsible concerted search for a workable consensus which will provide the best-available solution."

"Instead, our society is being pushed toward hasty and irreversible decisions whose consequences are unstated and even unexplored."

The statement said nuclear energy was safe.

This did not mean that it entailed no risk—every aspect of human existence carried some degree of risk.

The prudent person must be willing to compare risks.

Production and use of nuclear power was less than or comparable to risks associated with other aspects of our daily life.

Nuclear-energy production was about 25 years old. The 162 reactors in peaceful use around the world had logged hundreds of reactor-years of operation.

There had not been a single radiation-related fatality in any of the plants or the surrounding areas.

The average person was in greater danger of being injured by debris falling from high-rise

buildings or choking on good morsel.

Most, if not all, alternatives to nuclear power were less satisfactory when judged from the environmental point of view.

"For the first time in history, we have the capacity to abolish poverty, hunger, disease and illiteracy," the statement said.

"But in order to achieve these goals, we must squarely face the continuous need for increased energy production."

"We endorse the responsible use of nuclear energy, subject to all appropriate safeguards."

"We oppose regulations directed at curtailing and ultimately banning the use and development of nuclear power."

"In the long run, improvement cannot be achieved by moratoria and bans, but by creativity and search."



Mrs Peacock

## PEACOCK DAUGHTERS TO VISIT MOTHER

AAP

DOUGLAS, Isle of Man, Sat—Mrs Susan Peacock, estranged wife of Australia's Foreign Affairs Minister, Mr Peacock, was quoted in an Isle of Man newspaper as saying she expected her three young daughters to join her here at the mansion of millionaire pools chief Robert Sangster.

Mrs Peacock, 34, was reported in an article in the weekly Isle of Man Courier as saying: "My daughters are due to see my parents in London and then they'll come here."

Mrs Peacock's father is Victoria's Agent-General in London, Mr John Rossiter.

## READING IN MAGAZINE

of colorful and fascinating the national newspaper, on Tuesday. In the 48-page bonus with lively reading on arts.

Don't miss this exciting 48-pages of bonus reading on Tuesday in the Australian.

Also in The Australian there's a revealing report on what some Scottish experts think of Australian whisky compared to the true Scotch. And for senior high

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JUNE 1976.

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Information Classifier [Signature] (Signature) 16. 7. 76 (Date)



DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HRAS ASSAIL

REPORT OF PROCEEDINGS July '76

~~HRAS ASSAIL~~

An excellent RoP outlining the saga of  
the FU LONG - ASSAIL acted with much  
common sense and considerable restraint.

~~DNC~~

~~DGMOP~~

~~DCNS~~

~~CNS~~

~~CNP~~

~~CNIS~~

~~DCDOP-N~~

~~CNM~~

~~DCSVP-N~~

~~PRLO-N~~

~~ASRP-N~~

(NS55) 19/10

- 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.

H  
L  
3/9





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ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911  
 IN REPLY QUOTE 1/16/8

Naval Headquarters  
 Larrakeyah Barracks  
 DARWIN NT 5790

AUG. 17 1976

Department of Defence (Navy Office)  
 CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

For Information

Flag Officer Commanding HM AUSTRALIAN FLEET  
 Commander AUSTRALIAN MINE WARFARE AND PATROL FORCES  
 Naval Officer Commanding WEST AUSTRALIA AREA  
 Commanding Officer HMAS ASSAIL

HMAS ASSAIL - REPORT OF PROCEEDINGS - JULY 1976

Reference: A. RI Appendix 29A

1. Forwarded.
2. The problems associated with escorting arrested fishing vessels and the lack of suitable arresting ports on the North West Coast is currently being reviewed and hopefully will be resolved at an early date.

ASRP-N  
 A

*T.A. Dadswell*

(T.A. DADSWELL)  
 Captain ADC RAN  
 Naval Officer Commanding  
 NORTH AUSTRALIA AREA

*an* Enclosure: HMAS ASSAIL letter unregistered of 4 August 1976

INFORMATION UNIT  
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 AUG 50 03 12 AM

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Aug 20 09 15 1975

DEPT. OF DEFENCE  
INFORMATION ANALYSIS

*m* ENCLAVES: *Centre* *letter* *intercepted* *of* *4* *August* *1975*

NOBLE VICECONSUL VICE  
HEAD OFFICE COMMUNIST  
SECRETARY VDC BVA  
(S.V. DVAZART)

*Handwritten signature*

Information will be received at an early date.  
on the matter that was to be sent to the relevant and  
relevant agencies and the lack of sufficient evidence for  
1. The projects associated with escaping arrested  
2. Formatted.

Reference: A. VI Appendix 5A

HMVZ VASVIT - REPORT OF PROCEEDINGS - 21st 1975

COMMUNIST OFFICER HMVZ VASVIT  
HEAD OFFICE COMMUNIST MESSAGE VICECONSUL VICE  
COMMUNIST VICECONSUL VICE MESSAGE VICECONSUL VICE  
VICE OFFICE COMMUNIST HM VICECONSUL VICE

For information

Attention: Assistant Secretary Resources and Planning, Navy

CYBERNET VCE 2800  
Department of Defence (Navy Office)

Aug 17 1975

DVAZART VI 2130  
Reference: DVAZART  
Head Office

IN REPLY QUOTE 11/18  
TELEPHONE: 880311



ROYAL AUSTRALIAN NAVY

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HMAS ASSAIL  
at Darwin

4 August 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - JULY 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the period 1 to 31 July 1976. Times quoted are Zone India Kilo (-9 $\frac{1}{2}$ ) except from 2045 IK 6 July to 0945 IK 31 July when Zone Hotel (-8) is used.
2. HMAS ASSAIL commenced the month alongside the Patrol Boat Landing in Darwin undergoing an Assisted Maintenance Period. The vessel's only outstanding defect of June 1976, an unserviceable main engine salt water pump, was rectified on 1 July.
3. On Monday 5 July ASSAIL departed Darwin on what was programmed to be an 18 day fishery surveillance patrol of the northern coast of Western Australia. Embarked was Fisheries Officer, Mr C. Ostle.
4. ASSAIL's route southwards was planned so as to cover the outlying reef and shoal areas of Van Cloon Shoal, Penguin Shoal and Holothwia Banks; but inspection of these areas revealed no foreign fishing activity. However, information received from the Department of Fisheries and Wildlife indicated that Taiwanese fishing activity was centred further to the south and that several pairs of trawlers were operating in the Shark Bay area, with some being observed inside the Declared Fishing Zone during the hours of darkness.
5. These sightings were verified on the morning of 8 July when an overflying RAAF Orion aircraft reported the presence of five pair of Taiwanese trawlers around Koks Island and Point Cloates.
6. Cutting short a visit to Port Hedland ASSAIL sailed at midnight on 8 July, planning to arrive in Shark Bay on the evening of 10 July, then anchor during the day and patrol the adjacent coast at night. Early on the morning of 9 July the RAAF Orion, now southbound from Darwin, again passed the positions of the Taiwanese and one pair was observed fishing inside the DFZ off Cape Cuvier. Instead of proceeding direct to Shark Bay ASSAIL secured to a mooring buoy under the cliffs of Cape Cuvier on the afternoon of Saturday 10 July with the intention of covertly observing the activities of the Taiwanese vessels. At 1900 two vessels closed the coast and spent until 0400 the following morning trawling at a respectable, yet cheeky, 12.5 to 14 miles from the coast.
7. When these vessels had departed from radar range ASSAIL slipped from her mooring and proceeded to Carnarvon where another Fisheries Officer, Mr Geoff Hanley, was embarked. The ship then proceeded to an anchorage on the eastern side of Bernier Island where she was joined by HMAS ADROIT (Lieutenant C.P. Barr RAN) at 1700.
8. At midnight ASSAIL proceeded from this anchorage and investigated the coast to the south of Bernier Island, while ADROIT simultaneously investigated the areas to the north. No fishing vessels were detected by ASSAIL but ADROIT located the five pairs to the north. At first light ADROIT commenced boarding the vessels and at 1100 ASSAIL joined and rendered assistance by boarding

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the two then unboarded vessels (my KBG 120752Z JUL 76 refers). On completion of the boardings both vessels returned to the Bernier Island anchorage and whilst on passage conducted a series of OOW manoeuvres.

9. At 0800 the following morning ASSAIL and ADROIT weighed anchor and proceeded to Carnarvon. En route a number of exercises were conducted; including OOW manoeuvres, heaving line transfers, a towing exercise and a two ship radar calibration. These three hours of exercises proved quite beneficial in view of the small amount of time vessels of AUSPABRON THREE are able to spend in company.

10. Off the entrance to Teggs Channel ASSAIL embarked one of the harbour pilots, Captain P. Everleigh. At 1130 the ship berthed at the town's congested fishing wharf in a very secure, man made harbour. Fisheries Officers Messrs Ostle and Hanley disembarked.

11. In freshening South West winds the ship departed Carnarvon at 0900 on 14 July and, after negotiating Teggs Channel, set course for Exmouth.

12. It was intended to again spend a night observing the area off Cape Cuvier but because of the high sea state and the vulnerability of the mooring area this was not possible. Instead ASSAIL continued northwards and sought refuge in the Point Cloates anchorage; anchoring in sheltered water at 2030 on 14 July.

13. Continuing the patrol at 0800 next morning the ship proceeded up the coast past North West Cape where a weekend visit was to commence the following afternoon. The intention was to investigate the western and northern sides of the Monte Bello Islands before reversing course for North West Cape at 0100 on 16 July.

14. At midnight two vessels were detected at a range of 9.8 miles from North West Island and subsequent interception and boarding revealed them to be Taiwanese fishing vessels FU LONG No. 11 and FU LONG No. 12. When intercepted the vessels were stopped in the water, still at a range of 9.8 miles from the coast, and FU LONG No. 11 was in the process of recovering a fish laden trawl (my FISHREP KBG 151905Z JUL 76 refers).

15. On this evidence both vessels were taken into custody and were directed to set course for Exmouth; the closest port to which apprehended vessels are to be escorted according to the publication Procedures for Patrolling the Declared Fishing Zone. At 1100 on 16 July NOCWA's KBG 160300Z JUL 76 was received stating that the vessels were to be escorted to Dampier. Course was reversed to the north, but at 1630 a further instruction (NOCWA KBG 160815Z JUL 76) was received directing Exmouth once again as the destination. Without any further alterations of plans ASSAIL, with FU LONG No. 11 and FU LONG No. 12 in company, anchored off the town beach at Exmouth at 0430 on 17 July.

16. The wind freshened considerably and as the anchorage was on a lee shore it was made quite clear to both Taiwanese masters that if the anchors of their vessels dragged or if they considered the anchorage unsafe they were to shift ship as they saw fit. The captain of FU LONG No. 11 signed a statement verifying that he was happy with the anchorage. During the next 24 hours both vessels shifted anchorage several times; for the very rudimentary anchors which they carry dragged even in the relatively good holding ground of sand and shingle.

17. ASSAIL spent the remainder of 17 July fuelling and assisting the local authorities transfer Commonwealth Police and a doctor to and from the Taiwanese vessels. At 1800 the Commonwealth Police assumed custody of the vessels and ASSAIL's boarding parties were disembarked.

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18. At the conclusion of a day in which key witnesses prepared legal statements with the advice of Fisheries Officer, Mr E. Little, and Crown Lawyer, Mr S. O'Sullivan, ASSAIL departed for Broome at 2030 on 18 July.

19. Two hundred and sixty miles north of Exmouth at 1545 the following day a direction was received (NOCNA's KBG 190655Z JUL 76) stating that ASSAIL was to return to Exmouth and stand by to escort the FU LONG No. 11 and FU LONG No. 12 to Fremantle. ASSAIL berthed at Exmouth at 0900 on 20 July.

20. The Commonwealth Police contingent was increased and two radio operators from the RAN COMCEN Harold E. Holt were embarked in the Taiwanese vessels and at 2000 on 20 July passage southwards was commenced. To assist in the navigation of the Taiwanese vessels ASSAIL's Executive Officer, Sub Lieutenant S.R. Woolrych RAN, was embarked in FU LONG No. 11. Instead of escorting the vessels to Fremantle ASSAIL was directed to escort them as far as Geraldton and leave them in the custody of the Commonwealth Police in anticipation of the arrival of HMAS ACUTE who was to relieve ASSAIL of escort duties for the remainder of the journey.

21. A perturbing feature of the passage was that the Taiwanese had by far a radar range advantage, and often with no land on ASSAIL's screen accurate fixes were readily available from the senior escorted vessel.

22. Whilst on passage advice was received, vide NOCWA KBG OHL 220010Z JUL 76, that pratique had been withdrawn from the Taiwanese vessels and that they were to anchor as directed by the Geraldton Port Authority, whilst ASSAIL was to berth inside the harbour.

23. On arrival at Geraldton at 0800 on 23 July the Geraldton Port Authority was not manned so the vessels were directed to anchor in the same position as that in which HMAS ADROIT's Taiwanese had anchored two months previously. Upon berthing ASSAIL was met by the Port Manager who confirmed that the vessels could not enter the harbour and that they were positioned in the recognised anchorage. Soon after, all RAN personnel were disembarked, leaving each vessel in the custody of three Commonwealth Policemen. The same instructions were given to the masters concerning their freedom to shift ship as had been given in Exmouth.

24. During the night of 23/24 July the wind freshened from the SW and on a number of occasions both vessels shifted their anchorage upwind. At approximately 0630 the anchor warp of the FU LONG No. 11 parted and the ship was carried downwind past FU LONG No. 12 and onto a limestone reef off the entrance to Chapman River; one and a half kilometers north of Geraldton proper. The exact details of the events which occurred prior to the grounding were not released by the Commonwealth Police but the vessel did ground with a serviceable anchor in her second hawespipe and two serviceable main engines.

25. At 0700 HMAS ACUTE entered harbour and, shortly after, proceeded to FU LONG No. 11 to assess the situation and, if possible, render assistance. ASSAIL came to immediate notice to sail and awaited a call for assistance from ACUTE. It was not until 0845 that this assistance was requested and that ASSAIL departed harbour for FU LONG No. 11. In the hours that followed both ASSAIL and FU LONG No. 12 failed to pull the stranded vessel from the reef and two harbour tugs were called to assist. Efforts were hindered by a persisting, strong onshore wind and an increasing swell.

26. The following morning, Sunday 25 July, at 0715 ASSAIL, her ship's boat, and the two harbour tugs, returned to FU LONG No. 11 and passed tows; but once again the combined efforts proved fruitless. More substantial assistance was required.

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27. At 1730 that evening Captain C.F. Woodcock, a Marine Surveyor and Salvage Operator, arrived onboard and assumed salvage responsibility. For the next three days ASSAIL's engineering sailors assisted in the salvage attempts by formulating plans to pump oil from the stranded vessel and manufactured or purchased the necessary equipment. The ship's seamen passed lines ashore, helped in the laying of a 1½ ton kedge anchor, and transported personnel to and fro through the surf in the ship's boat. By Wednesday 28, ASSAIL's usefulness had been fully taxed and as further salvage attempts were to be executed by the oil rig tender, LADY VERA, she was ordered to sail at 1600 that day for Darwin. At 1558 with engines running and lines singled up an instruction (DEFNAV KBG 280657Z JUL 76 and NOCWA KBG 280915Z JUL 76) was received ordering ASSAIL to remain in Geraldton until further notice. It was later learnt that this direction was consequent to a request by Captain Woodcock for further assistance. As was obvious the day previous ASSAIL could offer no more assistance and, on receipt of orders to sail, departed for Darwin at 1255 on 29 July.

28. The rapid, and relatively uneventful, passage to Darwin was broken only at Exmouth, on 30 July, and at Broome, early on 1 August, in order to embark fuel and water. The end of the month saw ASSAIL two days sailing from Darwin where on her return the ship would have completed a patrol which had been extended to 29 days and a total of 5,600 miles had been steamed.

29. Despite the frustrations of the patrol the morale of the ship's company has remained high; the medical state is sound; and all electrical and mechanical equipments continue to function well.

I have the honour to be,

Sir,

Your obedient servant,



(G.A. WELLHAM)  
Lieutenant RAN  
Commanding Officer

Annexes 'A' Steaming Details  
'B' Drills, Evolutions and Exercises  
'C' Monthly Return of Ship Availability

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ANNEX 'A' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JULY 1976

STEAMING DETAILS

1. Distance steamed during the month 4702.0 nm
2. Hours underway during the month 353.65 hours
3. Distance steamed since commissioning 196833.8 nm
4. Hours underway since commissioning 14711 <sup>25</sup>/<sub>60</sub> hours
5. Occasions for exceeding fast routeing speed :

12JUL	10 hours	1000B	Fishery surveillance
13JUL	3 hours	Various	OOW Manoeuvres
16JUL	30 mins	1200B	FFV intercept
29-31JUL	59 hours	1100B	NOCWA's KBG 290150Z JUL 76 refers

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ANNEX 'B' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
JULY 1976

DRILLS, EVOLUTIONS AND EXERCISES

<u>DATE</u>	<u>EVENT</u>	<u>REMARKS</u>
8JUL	Harbour entry pilotage	Coxswain
10JUL	Moored ship	
11JUL	0.50" cal shoot	
12JUL	Boarded two FFV's	
12JUL	OOW Manoeuvres	HMAS ADROIT I/C
13JUL	OOW Manoeuvres	HMAS ADROIT I/C
13JUL	Heaving line transfers	HMAS ADROIT I/C
13JUL	Towing exercise	HMAS ADROIT I/C
13JUL	Two Ship Radar Calibration	HMAS ADROIT I/C
14JUL	Blind Pilotage	
16JUL	Boarded two FFV's	
16-23JUL	Numerous heaving line transfers	
17JUL	Mediterranean Moor	
17JUL	Kedge anchor laid	
24JUL	Towing evolution	FU LONG No. 11
25JUL	Towing evolution	FU LONG No. 11
26JUL	Kedge anchor laid	FU LONG No. 11

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Heading	Precis	Initials
HMAS Assail	A/A	

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Originator	Originator's Reference	Date	Initials
Naval HQ Darwin	1-16-8	17, 8, 76	

Information Classifier

[Signature] (Signature) 20, 8, 76 (Date)



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1/16/1

HMAS ASSAIL  
at Darwin

31 August 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - AUGUST 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the period 1 to 31 August 1976. Times quoted are India Kilo (-9 $\frac{1}{2}$ ).
2. The beginning of the month saw ASSAIL on return passage to Darwin on completion of an eventful 29 day fishery surveillance patrol of the north west Australian coast. A brief stop for fuel and water was made at Broome on August 1 and after two more days of uneventful sailing ASSAIL berthed at Fort Hill Wharf, Darwin.
3. All four vessels of AUSPABRON THREE were in Darwin at the time and next morning at 0800 a reshuffle of berths was undertaken and ASSAIL shifted to the Patrol Boat Landing at Stokes Hill Wharf. Once there an Assisted Maintenance Period and final preparations for the Annual Inspection were commenced.
4. The ship's company were left to their own devices during the period 15-20 August when myself, the Executive Officer and three senior sailors travelled to Perth to participate in court proceedings against the master of the Taiwanese fishing vessel FU LONG No. 11. FU LONG No. 11, along with her sister ship FU LONG No. 12, were apprehended by ASSAIL off the Monte Bello Islands on July 16 and charged with fishing and possessing unstowed nets inside Australia's Declared Fishing Zone. The master of FU LONG No. 11 was found guilty on the charge of fishing and was fined \$200 and ordered to forfeit his vessel, gear and catch. A second charge against the FU LONG No. 11 and the one charge against FU LONG No. 12 are yet to be heard.
5. On 23 August the ship's Annual Inspection commenced with the execution of Communication, Medical, Electrical and Supply Departmental inspections. The following day you, Sir, conducted your formal inspection of the ship and her company.
6. With the majority of the Annual Inspection completed the ship's company travelled "down the track" to Berry Springs on Friday 27 August for a family picnic day and camping weekend: an excursion which proved to be an enjoyable break from the ship's usual routine.
7. On Sunday 29 the daughter of Able Seaman and Mrs D. Fittock, Tammy Michelle, was christened onboard ASSAIL.
8. ASSAIL was programmed to sail for a 24 day visit of Indonesia and Papua New Guinea on Monday 30 August but because of further court commitments with the FU LONG vessels ASSAIL was withdrawn from the cruise on the afternoon of Friday 27. HMAS ATTACK was given a quick handover and honoured ASSAIL's commitment.
9. The ship remained in Darwin until the end of the month, anticipating a passage to Perth on 2 September for further court appearances.

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10. The materiel state of the ship has remained sound and the extended period alongside proved invaluable for the execution of planned maintenance routines.
11. The conduct of the ship's company has been faultless but the medical state was marred by one member being hospitalised for five days as the result of a motor cycle accident.
12. Notwithstanding the numerous recent programme changes the morale of the ship's company remains high.

I have the honour to be,

Sir,

Your obedient servant



(G. A. WELLHAM)  
Lieutenant RAN  
Commanding Officer

Annexes 'A' Steaming Details  
'B' Drills, Evolutions and Exercises  
'C' Monthly Return of Ship Availability

RESTRICTED



RESTRICTED

ANNEX 'A' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
AUGUST 1976

STEAMING DETAILS

- |   |  |
|---|--|
| 1. Distance steamed during the month            | 716.3 miles  |
| 2. Hours underway during the month              | 50.5 hours   |
| 3. Distance steamed since commissioning         | 197550.1 miles   |
| 4. Hours underway since commissioning           | 14761 <sup>55</sup> / <sub>60</sub> hours              |
| 5. Occasions for exceeding fast routeing speed: |  |
| 01-03AUG 50.6 hours                             | 1100 Both Engines<br>(NOCWA KBG 290150Z JUL 76 refers) |

RESTRICTED



RESTRICTED

ANNEX 'B' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
AUGUST 1976

DRILLS, EVOLUTIONS AND EXERCISES

1. Weekly fire exercise whilst alongside in Darwin.
2. One hour of man overboard and shiphandling manoeuvres 4 August.

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ANNEX 'C'

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

AGE SINCE FIRST COMMISSIONING ..2:0..... YEARS

PROGRESSIVE TOTAL ENGINE HOURS

HMAS ..ASSAIL.....

MILES STEAMED SINCE FIRST COMMISSIONING 197.550.1 MILES

PORT 2585.....

DATE ..2 Sep '76.....

STBD 3615.....

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)									REMARKS
	1	2													I	E	L	G	TAS	ND	C	EW	DL	
1	✓							✓																
2	✓							✓																
3	✓							✓					✓											
4	✓												✓											
5	✓												✓											
6	✓												✓											
7	✓												✓											
8	✓												✓											
9	✓												✓											
10	✓												✓											
11	✓												✓											
12	✓												✓											ALONGSIDE IN DARWIN
13	✓												✓											
14	✓												✓											
15	✓												✓											
16	✓												✓											
17	✓												✓											
18	✓												✓											
19	✓												✓											
20	✓												✓											
21	✓												✓											
22	✓												✓											
23	✓												✓											
24	✓												✓											
25	✓												✓											
26	✓												✓											
27	✓												✓											
28	✓												✓											
29	✓												✓											
30	✓												✓											
31																								
TOTAL	30							3					28											



RESTRICTED

1/16/1

HMAS ASSAIL  
at Darwin

30 September 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - SEPTEMBER 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command, for the period 1 to 30 September 1976. Times quoted are Zone IK (-9½) except between 2000 on 2 September and 1400 on 24 September when Zone H (-8) is used.
2. ASSAIL's employment during September revolved around the involvement of her crew in court proceedings against the masters of the Taiwanese fishing vessels; FU LONG Numbers 11 and 12. This necessitated a passage to Fremantle, during which routine fishery surveillance of the Western Australian coast was undertaken, and nine days berthed in Fremantle Harbour.
3. On the first day of the month, whilst ASSAIL was alongside the Patrol Boat Landing in Darwin undergoing a Self Maintenance Period, a party of 15 Aboriginal children from the Yilca were shown over the ship.
4. On 2 September at 1000 ASSAIL departed Darwin and during the exit of the harbour conducted winching exercises with a helicopter from the SAR Flight of RAAF Base Darwin. The majority of the ship's company were hoisted to the aircraft and the hour long exercise provided worthwhile, and enjoyable, familiarisation in helicopter transfer procedures.
5. Broome was the first stop on the journey southwards and the passage was uneventful until five miles from the harbour entrance where a small pleasure craft was observed to be in distress and drifting onto a rocky lee shore. ASSAIL manoeuvred inshore, passed a line, and towed the vessel to the shelter of Broome Harbour where the tow was transferred to a passing runabout which then towed the craft to the town beach boat ramp. The sequel to this chain of events was that during the short journey to the beach the boat sank to its gunwales and then, whilst an attempt was being made to haul it onto its trailer, the towing vehicle rolled backwards and became submerged in water up to its roof!
6. ASSAIL's delayed arrival in Broome was finally effected at 1630 on 4 September. The following day, after having fuelled and watered, the ship departed Broome and continued the passage to Fremantle.
7. On the afternoon of 6 September the only Taiwanese vessel of the entire southwards passage was sighted and boarded. It was an old design, shark long-line, vessel and was operating independently well to seaward of Port Hedland. My boarding report KBG 060530Z SEP 76 refers. That same afternoon man overboard exercises and an F1 small arms shoot were conducted; but the boarding and each of the exercises were completely unrelated.
8. The wind began to freshen from the south during the early morning of 7 September and produced a nasty head sea. In order to prepare and eat a meal ASSAIL sought shelter inside the reef at Norwegian Bay just prior to sunset that evening. The respite from the sea was shortlived however, for not long after anchoring, and halfway through supper, the radar failed and necessitated ASSAIL weighing and beating a hasty retreat out through the reef entrance in the last of the failing light.

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9. The radar fault was diagnosed as a defective aerial motor and was subsequently rectified two days later upon receipt of a replacement part whilst in Carnarvon (my URDEF 24/76 refers).

10. After departing Norwegian Bay it was not long before ASSAIL once again reached shelter; for at 1100 the following day she berthed in the snug and congenial fishing boat harbour at Carnarvon.

11. The wind had almost abated the following day when ASSAIL departed Carnarvon and the calm sea presented a pleasant change. Two further stops were made on the passage to Fremantle; the first being a nine hour anchorage at the Houtman Abrolhos Islands on the afternoon and evening of 10 September and the second an overnight stay at Rottnest Island. ASSAIL initially anchored off Rottnest Island at 1500 on 11 September but on the invitation of the local Harbourmaster she berthed alongside the main wharf in Thompson Bay after the last tourist ferry of the day had departed at 1630. The approaches into the bay and wharf are well marked and a minimum depth of 14 feet of water was encountered.

12. Twelve very keen Junior Recruits from HMAS LEEUWIN who had been staying on Rottnest Island and who had only been in the Navy for three months, jumped at the invitation to travel in a patrol boat and embarked in ASSAIL prior to the ship's 0800 departure for Fremantle the next day. After a morning's trip of ten miles, but an overall passage of 2000 miles, ASSAIL berthed astern of HMAS MORESBY in Fremantle Harbour at 0900 on Sunday 12 September.

13. During the ensuing week members of the ship's company made daily appearances in court as the charges against the masters of the FU LONG vessels were heard. The captain of FU LONG No. 11 had already had his boat and catch confiscated as a result of a finding of guilty to a charge of fishing inside Australia's Declared Fishing Zone, but he, and the captain of FU LONG No. 12, had also to face charges of being in possession of a foreign vessel, inside the DFZ, with unstowed nets.

14. The court proceedings were to last until Monday 20 September so, to provide a change of scenery to that of Fremantle Harbour, and to present families and friends of crew members with an opportunity to see ASSAIL at sea, a Family Day was conducted on Sunday 19 September. The ship departed Fremantle at 1000 with 19 guests onboard and after a detour past Rottnest Island entered Cockburn Sound where, at 1330, she berthed at one of the almost completed patrol boat wharves at the as yet uncommissioned HMAS STIRLING. The patrol boat berths, and indeed the whole of HMAS STIRLING, looked very impressive and reflected much careful thought and planning.

15. On completion of a barbeque lunch partaken on the foreshore adjacent to the patrol boat wharves (on a site which will one day be the patrol boat administration office) ASSAIL departed for Fremantle at 1530. An hour and a half later, in the company of dozens of homeward bound pleasure craft, ASSAIL entered Fremantle Harbour and berthed once again astern of HMAS MORESBY in A Berth.

16. After one more day of court appearances by her crew, ASSAIL departed for Darwin on Tuesday 21 September. The journey was first broken at Port Hedland where a one and three quarters hour stop was made on 24 September in order to embark fuel and water. Continuing northwards ASSAIL left the coast at Bedout Island and set course for the offshore reefs; passing Scott Reef on the evening of 25 September before arriving at Ashmore Reef the following afternoon. As with the other usual fishing areas passed on passage there were no foreign fishing vessels located at either of these reef complexes.

17. On the afternoon prior to arrival in Darwin a series of exercises was conducted and later that evening a successful quarterly Full Power Trial was carried out. The exercises comprised gunnery firings, proving of the watch and station bill, and ship handling exercises. That same evening the news was received that both masters of the FU LONG fishing vessels had been found guilty of the charges of possessing unstowed nets. Both were fined and ordered to forfeit their vessels, equipment and catch.

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18. At 0800 on 28 September ASSAIL berthed outboard of HMAS ATTACK at the Patrol Boat Landing Darwin where she remained until the end of the month undergoing an Assisted Maintenance Period.

19. The morale, medical state and disciplinary state onboard remains sound and all machinery and electrical equipment is functioning well. The only cause for concern mechanically during the month was the failure of the radar aerial motor, but fortunately this defect did not affect the ship's programme.

20. There has been renewed interest in various aspects of personnel training in HMAS ASSAIL and Annex 'D' lists details of studies and training which is currently being undertaken, or for which enrolment applications have been made.

I have the honour to be,

Sir,

Your obedient servant,



(G.A. WELLHAM)  
Lieutenant RAN  
Commanding Officer

Annexes: 'A' Steaming Details  
'B' Drills, Evolutions and Exercises  
'C' Monthly Return of Ship Availability  
'D' Summary of Onboard Training

RESTRICTED



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ANNEX 'A' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
SEPTEMBER 1976

STEAMING DETAILS

1. Distance steamed during the month	4095.2 nm
2. Hours underway during the month	309.5 hrs
3. Distance steamed since commissioning	201645.3 nm
4. Hours underway since commissioning	15071.5 hrs
5. Occasions for exceeding fast routeing speed	Nil

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ANNEX 'B' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
SEPTEMBER 1976

DRILLS, EVOLUTIONS AND EXERCISES

03SEP	Man Overboard Exercise	COXN
04SEP	Towing Evolution	
05SEP	Evening Stars	XO
06SEP	Boarded FFV Man Overboard Exercise Small Arms Shoot	COXN F1
19SEP	0.5" Cal Firing	
26SEP	Morning Stars	CO
27SEP	Small Arms Shoot (AR) 40/60 SUF 0.5" Cal SUF Shiphandling Exercise Proved Watch and Station Bill Days Run (Astro)	XO

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

HMAS ASSAIL  
 DATE 30 September 1976

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 8 1/2 YEARS  
 MILES STEAMED SINCE FIRST COMMISSIONING 201,445.8 MILES

PROGRESSIVE TOTAL ENGINE HOURS  
 PORT 2894.5  
 STBD 3641.5

AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSENGER TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS		
1	2													F	E	L	G	TAS	ND	C	EW	DL				
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29	1	16	7	3			5		9		1	14													42	

BROOME Boarded FFV  
 URDEF 24/76 RADAR } CARNARVON

Fremantle - FU LONG Court Case  
 Ships Family Day

DARWIN



RESTRICTED

ANNEX 'D' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
SEPTEMBER 1976

SUMMARY OF ONBOARD TRAINING

LEUT WELLHAM	No. 9 OETC
SBLT AL FEROUZ (Kuwait Navy)	General Training
POCOX AUTY	Minor War Vessel Bridge Watchkeeping Ticket SGCE English
POQMG FOSTER	SGCE Navigation SGCE Economics
POMTPD3 MEYER	SGCE Economics
ABQMG Bryan	Part 3 Gunnery Category Training
ABQMG Vincent	Part 3 Gunnery Category Training

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File No.  
N 428 3- 1868

HMAS ASSAIL  
at Darwin

31 October 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command, for the period 1 to 31 October 1976. Times quoted are Zone IK (-9½) except between 0200 on 14 October and 1615 on 28 October when Zone K (-10) is used.
2. ASSAIL commenced the month in Darwin undergoing an Assisted Maintenance Period. Progress was steady in all departments and when the ship sailed on 11 October no outstanding defects remained and planned maintenance routines had been completed.
3. The ABC wished to prepare a television item for Navy Week so when ASSAIL departed in company with HMAS ATTACK on the eleventh both ships carried out a series of OOW manoeuvres within camera range of the main wharf. On completion of these manoeuvres, at 1100, departure from Darwin harbour was effected and on passing Charles Point Buoy the ships parted company; ATTACK heading west for Cox Peninsula and ASSAIL east for Port Moresby.
4. The excellent weather and sea conditions of the preceding month continued for the entire passage; including the Gulf of Carpentaria and Papua; and sailing conditions were ideal. On route to New Guinea ASSAIL was tasked to investigate on behalf of the Customs Department the areas adjacent to Drysdale and Alger Islands (situated to the south of Cape Wessel) for signs of reported habitation. During the late afternoon of 12 October ASSAIL passed down the western shore of Drysdale Island then commenced a transit of the narrow channel between Drysdale Island and Graham Island to the south. The ship's boat was sent ahead to carry out a close inshore check of the beaches but the search revealed no telltale signs of recent activity. After clearing the passage the boat was hoisted and ASSAIL proceeded south east to Alger Island where once again a visual check of the west, north and east sides of the island gave no hint of habitation or nautical activity. In failing light ASSAIL turned north east and set course for the Prince of Wales Channel.
5. The remainder of the passage through the Torres Strait and across the Gulf of Papua was uneventful and, after advancing clocks 30 minutes the previous night, ASSAIL entered Port Moresby Harbour and berthed at the PNG Landing Craft Squadron Wharf at 0900 on 15 October. The three day recreational visit to the capital of PNG was very much enjoyed and appreciated by the crew, although the city's attraction as a cheap shopping port has waned in recent years.
6. Return passage to Darwin was commenced at 1400 on Monday 18 October and once again typical doldrums weather was experienced with wind strength nil and seas glassy. After transiting the Gulf of Papua and making a landfall at Bramble Cay course was altered to the south to take the ship through the Great Eastern Channel and ultimately to Thursday Island. The night before arrival at Thursday Island was spent at anchor off the small coral atoll of Sue Island.
7. Next morning an extended session of man overboard and shiphandling manoeuvres was conducted and each Officer of the Watch participated. On completion of the exercises ASSAIL entered Thursday Island at 1300 on 20 October and berthed at the Caltex Wharf to fuel and water.

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8. With a circumnavigation of the Gulf of Carpentaria intended the ship departed Thursday Island the following morning at 1000. It was only six hours later that a group of seven Taiwanese vessels were sighted in a group to the north west of Port Musgrave: all were outside the Declared Fishing Zone except for one. After establishing hot pursuit chase was given and even though the vessel was initially detected eleven miles from land it was not until the range had increased to 12.1 miles that she was halted. The vessel, identified as TA TUNG No. 11 (CT5-0482), is a long-line gill netter and at the time of boarding her ten mile long net and associated equipment was on deck but not stowed. With clearly a case to answer she was directed by ASSAIL to proceed to Thursday Island under escort where, after a slow 16 hour passage, both vessels arrived at 1400 on Friday 22 October.
9. With the assumption that the remaining six Taiwanese vessels would not be expecting a patrol boat back in their area so soon ASSAIL departed Thursday Island at 1300 the following day to check their activities. So as not to be detected whilst coming from the same direction in which we were last seen ASSAIL travelled to Weipa at a distance of 35 miles from the coast and then, after closing to ten miles, turned to the north to commence a search of the fishing grounds. Just on dawn five fishing vessels were sighted and boarded. Unexpectedly they were being cautious for not one was closer to the coast than 20 miles. It may be of interest to note that one vessel which was boarded, the HSIEH SHIN No. 21, had been confiscated only two months previously for illegal fishing in the same area; had been re-purchased by its company; and was now back in full operation. The master at the time of the offence had even been re-instated and is still in command of the vessel (ASSAIL KBG 240045Z OCT 76 reports the boardings). With the last of the boardings completed at 1030 ASSAIL departed for Thursday Island where she berthed at 1545 on Sunday 24 October.
10. It was not until Wednesday morning that the master of TA TUNG No. 11 appeared in court. To a plea of guilty forfeiture of boat, equipment and catch was ordered, and the master was personally fined \$750 and directed to pay \$37.25 costs. The one hour long court proceedings were a welcome contrast to ASSAIL's two month involvement with the FU LONG vessels.
11. With a commitment to rendezvous with HMA Ships SUPPLY, TORRENS and STUART on the evening of 29/30 October ASSAIL departed Thursday Island on completion of court proceedings on 27 October.
12. The ship called briefly at Gove the following afternoon to embark fuel and water then continued the passage westwards to the rendezvous position off New Year Island. There HMAS ATTACK joined ASSAIL and together carried out a night encounter exercise with the transitting Fleet Units. The rare opportunity to exercise with the large ships was welcomed and the evening proved interesting and worthwhile.
13. On completion of the exercise the patrol boats joined the formation and steamed to Darwin in company with HMA Ships SUPPLY, TORRENS and STUART. A five ship entry into Darwin Harbour was effected on the afternoon of Saturday 30 October and at 1530 ASSAIL was detached to proceed independently to the Patrol Boat Landing. There ASSAIL remained until 2 November when she sailed once again in company with the Fleet Units.
14. The mechanical and electrical state has been excellent throughout the month and not one significant defect was experienced. The morale of the crew remains high and the medical and disciplinary state is sound.

I have the honour to be,

Sir,

Your obedient servant,



(G.A. WELLHAM)  
Lieutenant RAN  
Commanding Officer

Annexes 'A' Steaming Details  
'B' Drills, Evolutions and Exercises  
'C' Monthly Return of Ship Availability



RESTRICTED

ANNEX 'A' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
OCTOBER 1976

STEAMING DETAILS

1. Distance steamed during the month 2841.7
2. Hours underway during the month 212.5
3. Distance steamed since commissioning 204487.0
4. Hours underway since commissioning 15284.0
5. Occasions for exceeding fast routeing speed -

<u>Date</u>	<u>Speed</u>	<u>Time</u>	Remarks
27OCT	1100 Both	21 hours	To R/V SUPPLY, TORRENS, STUART
29/30OCT	Various	6 hours	Exercises in company SUPPLY, TORRENS, STUART

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ANNEX 'B' TO HMAS ASSAIL  
REPORT OF PROCEEDINGS  
OCTOBER 1976

DRILLS, EVOLUTIONS AND EXERCISES

08OCT	FIRE EXERCISE		
15OCT	BLIND PILOTAGE		
20OCT	MAN OVERBOARD EXERCISE	)	
	SHIPHANDLING EXERCISE	)	ALL OOW's
21OCT	BOARDED FFV		
	HEAVING LINE TRANSFER		
24OCT	BOARDED 5 FFV's		
	MEDITERRANEAN MOOR		
29OCT	NIGHT ENCOUNTER EXERCISE	)	
	40/60 SHOOT (BREAKUP SHOT)	)	IN COMPANY WITH HMA SHIPS SUPPLY, TORRENS, STUART, ATTACK
30OCT	OOW MANOEUVRES		
	HEAVING LINE TRANSFER		

RESTRICTED



ANNEX 'C'

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

AGE SINCE FIRST COMMISSIONING ... 8 1/2 ... YEARS

PROGRESSIVE TOTAL ENGINE HOURS

HMAS ...

MILES STEAMED SINCE FIRST COMMISSIONING 204487.0 MILES

PORT 3107

DATE 31.6.1947

STBD 3702

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	CASUALTY TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS		
	1	2													H	E	L	G	TAS	ND	C	EW	DL				
1																											
2	/																										
3	/																										
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TOTAL	2		7																								



FILE: 428/3/1930

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ASSAIL REPORT OF PROCEEDINGS NOVEMBER '76

~~DNO~~ Assail exercised briefly with major fleet units off Darwin on 1 Nov,  
~~DGNOF~~ underwent a SMP, & carried out fishing patrols for the remainder  
of the month of 11/1

~~DCNS~~

~~CNS~~

~~CNF~~

~~CNTS~~ 18/1

~~DGLOG-N~~

~~CNM~~ 21/1

~~DGSUP-N~~ 12

~~PRLO-N~~ 10/3

~~IADMIN-N~~ 13/17

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Heads of Division 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 Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

AB 7/1/77





**RESTRICTED**

ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911

IN REPLY QUOTE 1/16/8

Naval Headquarters  
Larrakeyah Barracks  
DARWIN NT 5790

DEC. 23 1976

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary Resources and Planning, Navy

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 - NOVEMBER 1976

Reference: A. RI Appendix 29A

1. Forwarded.

(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

Enclosure: 1. HMAS ASSAIL letter 1/16/1 of 1 December 1976

am

RESTRICTED



NON-HUMAS **RESTRICTED** ASSAIL.

M/R

DEC 30 11 45 AM '75  
DEC 30 11 45 AM '75  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

ENCLOSURE: 1. HMAS VASVIT Letter T/10/J of 1 December 1975

MONIEH VASLEBVTIV VBEV  
HVALJ OFFICER COMMANDING  
SVPSTIN VDC HVM  
(J.V. DVDSMETT)

*[Handwritten signature]*

1. Forwarded.

Reference: V. BI VBPENDIX 58V

HMAS VASVIT - REPORT OF PROCEEDINGS - NOVEMBER 1975

The Commanding Officer, HMAS VASVIT  
The Commander, VASLEBVTIV NINE AVIATION AND AIRBORNE FORCES  
The Fleet Officer Commanding, HM VASLEBVTIV VBEV

For information

Attention: Assistant Secretary Resources and Planning, HVAL

SYDNEY VOL 5000  
Department of Defence (HVAL Office)

DEC 23 1975

DVHMIA ML 2300  
RELEASABLE RELEASE  
HVAL HEADQUARTERS

IN BEYLA OPOTE T/10/J

TELEPHONE: 800011



ROYAL AUSTRALIAN NAVY  
**RESTRICTED**



RESTRICTED

1/16/1

HMAS ASSAIL  
at Sea

1 December 1976

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of November 1976. All times quoted prior to 1130 (IK) 21 November are Zone IK ( $-9\frac{1}{2}$ ) and thereafter Zone H (-8).
2. On 1 November ASSAIL was in Darwin after having arrived in the company of HMA Ships SUPPLY, TORRENS, STUART and ATTACK on Saturday 30 October.
3. The gunnery and navigation components of the ship's Annual Inspection were conducted on 1 November by specialist officers from HMAS TORRENS and a compass swing was also carried out that day.
4. The following morning at 0930 ASSAIL departed harbour in company with the major fleet units and set course for the exercise areas to the north west of Darwin. On arrival, STUART and ASSAIL detached and carried out firstly a gunnery tracking exercise in conjunction with a target towing aircraft and then a 40/60 Bofor and .50" calibre Browning firing. The chance to fire at an aerial target was welcomed but the exercise proved disappointing, for ASSAIL had only one firing run. On completion of the gunnery shoot, ASSAIL was detached and returned to Darwin at 1920 that evening.
5. The ship remained in Darwin until 18 November undergoing a Self Maintenance Period except for a five hour period on 11 November. At 1130 on that day ASSAIL was "crash sailed" with Customs Officers embarked to investigate a suspicious vessel which had been sighted that morning by an RAAF Dakota 70 miles to the north west of Darwin. However, at 1400 ASSAIL was directed to return to harbour because an RAAF helicopter had searched the sea ahead and had failed to find any trace of the suspected vessel.
6. <sup>Three</sup> Seven days later the ship departed Darwin for a fishery surveillance patrol of the coast and off-lying reefs as far south as the Monte Bello Islands. Within six hours of clearing Darwin a pair of Taiwanese were sighted trawling well off the coast and were subsequently boarded. These vessels (TAI FA Nos. 1 and 2) had only recently spent an extended period in Darwin Harbour with mechanical problems. They were the only Taiwanese vessels sighted during the entire patrol.

RESTRICTED

.../2.




RESTRICTED

- 2 -

7. The first stop for fuel and water was Broome. There ASSAIL spent two hours on the afternoon of the 21st before continuing southwards through the popular Taiwanese fishing areas to the Monte Bello Islands. After searching this area during the evening of 22 November, ASSAIL turned northwards and anchored the following afternoon off Depuch Island. At this time ASSAIL was experiencing an exceptionally good radar response and even small sand islands were being detected out to the set's maximum range of 48 miles. This condition lasted for over one week.
8. After an evening in the lee of Depuch Island away from the freshening south west winds, ASSAIL departed for Port Hedland, where she arrived at 1300 on 24 November. One night was spent in Port Hedland and the following day, at 1000, the ship proceeded for Rowley Shoals.
9. The islands and reef areas of Rowley Shoals were investigated that evening before the ship turned eastwards once again for the mainland. The ship spent a brief period at anchor in the lee of Cape Leveque before transitting the navigationally interesting King Sound and berthing at Koolan Island at 0600 on Saturday 27 November. On completion of fuelling, ASSAIL stood off while the Japanese ore carrier HOAN MARU berthed and then, at the invitation of her Master, secured outboard adjacent to her accommodation ladder. ASSAIL was certainly dwarfed against the 65,000 ton giant.
10. At 1100 next morning ASSAIL departed Koolan Island and Yampi Sound and proceeded for Ashmore Reef. On arrival at the reef complex late the following afternoon, one Indonesian fishing vessel was sighted and boarded. The vessel was the regularly sighted LAMBANG BAHAGIA and one of her crew was given medical attention for a badly gashed foot. The evening was spent at anchor inside a reef lagoon and soon after weighing anchor next morning a second Indonesian vessel was sighted. This fishing vessel could not be identified by name for it was well inside the reef area and repeated attempts by ASSAIL's boat failed to find the passage through the coral to it.
11. Attempts to reach the vessel were discontinued at 1430 on 30 November and thereafter ASSAIL departed for the fishing areas to the north of Cape Bouganville. It was whilst on passage to this reef area that ASSAIL saw the close of the month. Two more days were spent in this area before the ship turned eastwards for Darwin where she arrived at 1000 on 3 December.
12. The medical, morale and disciplinary states remain sound and once again the month was passed without a significant mechanical or electrical defect. The efforts of the Engineering Department are being directed towards preparing the ship and the required documentation for the forthcoming refit.

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

  
(G. WELLHAM)  
Lieutenant RAN  
COMMANDING OFFICER

RESTRICTED



RESTRICTED

ANNEX "A" TO  
HMAS ASSAIL LETTER 1/16/1  
OF 1 DECEMBER 1976

STEAMING DETAILS

1. Distance steamed during the month 2,603.0
2. Hours underway during the month 196.5
3. Distance steamed since commissioning 207,090.0
4. Hours underway since commissioning 15,485.1
5. Occasions for exceeding fast routeing speed:
  - 02NOV 6 hours Exercising in company with  
fleet units - various
  - 11NOV 5 hours Investigation of foreign  
vessel - 18 knots

RESTRICTED



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ANNEX "B" TO  
HMAS ASSAIL LETTER 1/16/1  
OF 1 DECEMBER 1976

DRILL, EVOLUTIONS AND EXERCISES

01NOV Compass swing  
02 NOV OOW Manoeuvres  
AATX  
AATFX  
18NOV Heaving line transfer  
OOW Manoeuvres  
Boarded two foreign fishing vessels  
21NOV Major NBCD Exercise  
Shiphandling Exercises  
Man Overboard Exercises  
Junior sailors took charge of ship, including:  
Navigation  
Man Overboard Exercises  
Steering Gear Breakdown  
Flashing Exercise  
23NOV Pointed Ship  
24NOV Harbour Entry Pilotage - Coxswain  
25NOV Harbour Departure Pilotage - Buffer  
29 NOV Weighed Anchor by Deck Tackle

RESTRICTED



ANNEX 'C'

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

HMAS ASSAIL

DATE 30th November 1976

AGE SINCE FIRST COMMISSIONING 8 <sup>3</sup>/<sub>13</sub> YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 207,090:0 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 3251-0

STBD 3812-5

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													I	E	L	G	TAS	ND	C	EW	DL		
1	✓			✓									✓											Compass Swing	
2	✓			✓	✓																			In company Supply, Torrens, Stuart	
3	✓												✓												
4	✓												✓												
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22	✓												✓											Port Hedland	
23	✓			✓																					
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27	✓												✓											Cockatoo island	
28	✓																								
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31																									
TOTAL	30			7		1							18												



File Number

N428	3	1970	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

UNCLASSIFIED
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title REPORT OF PROCEEDINGS - HMAS ASSAIL - NOVEMBER 1976

Mark to CNS (Name or Designation) 'A' (Location)

Cancel File No ..... and inform movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials
R24.2	AS ABOVE	

NAME INDEX

Heading	Precis	Initials
HMAS ASSAIL	AS ABOVE	

LOGGING

Originator <u>NAVAL HQ. DARWIN.</u>	Originator's Reference <u>1/16/8</u>	Date <u>23, 12, 76</u>	Initials
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Information Classifier <u>E. F. Thomas</u> (Signature)	<u>5, 1, 77.</u> (Date)
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FILE: 428/3/1995

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ASSAIL REPORT OF PROCEEDINGS DECEMBER '76

DNO This report covers a survey of the Stm Alligator River during which  
Assail proceeded 60 M up-river, a successful SAR incident  
+ coast watcher visits. p. 1/2.

DCNS <sup>15/2</sup> NORMAS covering the ... of ... p. 3/2

CNS <sup>18/2</sup>

CNE <sup>21/3</sup>

CNPS <sup>24/2</sup>

DGLOG-N

CNM <sup>27/3</sup>

DGSUP-N <sup>3/3</sup>

PRLO-N <sup>2/3</sup>

IADMIN-N <sup>AB 21/3/77</sup>

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
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  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

AB 28/1/77





RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911

IN REPLY QUOTE 1/16/8

Naval Headquarters  
Larrakeyah Barracks  
DARWIN NT 5790

JAN. 18 1977

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Assistant Secretary, Resources and Planning, Navy

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 - DECEMBER 1976

Reference: A. RI Appendix 29A

1. Forward unsigned. A signed manuscript is held in this Headquarters.
2. The survey of the South Alligator River, carried out by HMAS ASSAIL, is of considerable interest. At the time of the survey the river was not carrying a great volume of water and it could be expected that at the end of the "wet" season depths could be increased by up to two metres. Under such circumstances it would be feasible for a reasonably sized vessel to negotiate the river as far upstream as the bridge on the Arnhem Land Highway.
3. There are two implications arising from this discovery. Firstly is the consideration that a reasonably sized military force could be landed in the area and by so doing, if not opposed, could isolate the uranium fields at Jabiru from the rest of the Territory.
4. The second implication is that it may be possible to construct a sea terminal on the river for the moving of material in and out of the Ranger Uranium fields thus removing the need to transport goods through the port of Darwin.

.../2.

DCNS  
(A)

RESTRICTED



Name: HMAS

ASSAULT AIR

RESTRICTED

JAN 24 12 10 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

DEPT. OF DEFENCE

Removal of the need to... goods through the bulk of...  
material in any one of the...  
to conduct a... on the... for the... of...  
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... if not... could... the...  
... force could be... in the... and...  
... directly to the... that a...  
There are two... arising from this

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... to... the... as...  
... also... it would be... for a...  
... season... could be... to two...  
of... and it could be... at the end of the...  
... the... the... was not...  
... HMAS... is of... interest. At the...  
The... of the... called

...  
I. ...

Reference: A. ...

HMAS VASSUIT - RECORD OF PROCEEDINGS - DECEMBER 1976

The commanding officer, HMAS VASSUIT  
The commander, ...  
The ... officer commanding, ...

For information

Attention: Assistant Secretary, Resources and Planning, ...

CVMBEBA VCL 5000  
Department of Defence (Naval Office)

JAN 19 1977

...  
...  
...

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...



ROYAL AUSTRALIAN NAVY  
RESTRICTED



RESTRICTED

- 2 -

5. If time and resources permit, further survey expeditions similar to the one carried out in the South Alligator will be mounted on the other large rivers of the Northern Territory during 1977 so that a clearer picture can be obtained of the water routes which lead into the hinterland.



(T.A. DADSWELL)  
Captain ADC RAN  
Naval Officer Commanding  
NORTH AUSTRALIA AREA

*EW*  
Enclosure: 1. HMAS ASSAIL letter of 1 January 1977

RESTRICTED



RESTRICTED

HMAS ASSAIL  
at DARWIN

1 January 1977

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - DECEMBER 1976

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL, under my command, for the month of December 1976. All times quoted are zone IK ( $-9\frac{1}{2}$ ).

2. HMAS ASSAIL was nearing the completion of a Fishery Surveillance Patrol at the beginning of the month and on 1 December was on passage from Ashmore Reef to Cape Bouganville. A search of the reef areas to the north failed to reveal any fishing activity and at 1300 the ship anchored in the lee of the Cape.

3. At 0800 the following day the ship weighed anchor and continued eastwards across the Joseph Bonaparte Gulf towards Darwin, berthing at the Patrol Boat Landing at 1000 on 3 December.

4. ASSAIL's next commitment was to sail for a survey of the South Alligator River on Monday 6 December but at 1215 on Sunday 5th ASSAIL was ordered to put to sea to investigate a suspected sighting of a foreign fishing vessel. With all but three of her crew embarked, the ship sailed at 1315 for an area to the west of Bathurst Island. The search proved fruitless so at 0530 the following morning ASSAIL returned to Darwin.

5. On completion of fuelling and embarking Army personnel and stores, ASSAIL departed for the South Alligator River at 1000. The Army was seeking passage to the river in order to disembark on Wednesday 8 December and proceed upstream as far as possible. In company with ASSAIL was the Command's Harbour Personnel Boat (HPB). The combined aim was to gain as much hydrographic information as possible about the route to the mouth of the river across the incompletely surveyed Van Diemen Gulf, and of the river itself; for which there is no recorded hydrographic data. This information is sought in anticipation of Exercise Long Vigil which is planned for late 1977.

6. After sounding across the Van Diemen Gulf, ASSAIL and the HPB anchored off Field Island at the mouth of the South Alligator at 1900 on 6 December.

7. On a flooding tide at 0830 the following morning, the vessels commenced the passage upstream and, after two uneventful hours of steaming, arrived at Munmalary Landing, a proposed Landing Craft beaching point. A party was disembarked to establish and monitor a tide pole while ASSAIL and the HPB,

.../2.

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- 2 -

also fitted with an echo sounder, proceeded back downstream to gather more bottom soundings. The river to Munmalary Landing was relatively free of mud banks and obstructions and was of an average depth of approximately 30 feet. At full ebb it attained a rate of up to five knots on the bends and, during the period that ASSAIL was in the river, had a tidal range of approximately five metres. The banks and adjacent countryside abounded in bird and animal life, particularly buffalo. On completion of an afternoon spent sounding, the vessels anchored off Munmalary Landing for the evening.

8. At 0900 on 8 December, passage further upstream was commenced and at 1230, on the top of the tide, ASSAIL and the HPB reached, and secured to, the Arnhem Highway Bridge at a distance of approximately 60 miles from the sea. It was not possible to continue upstream in ASSAIL because of insufficient bridge clearance so, after bidding farewell to the Army in their two assault craft, ASSAIL and the HPB turned downstream towards the sea.

9. The river upstream of Munmalary Landing is more twisted, has more mud banks and is generally shallower than the waters downstream and the return passage was further hindered by the high rate of the ebbing stream. At a point only nine miles from the landing the lack of water made it imprudent to continue so ASSAIL anchored in a deep hole to await the high tide. At 2100, with sufficient water to proceed, ASSAIL and the HPB continued downstream and finally anchored for the night at 2230.

10. The passage to the sea was uneventful and at 1100 next day the murky waters of the river were left astern. Another row of soundings was completed whilst transitting Van Diemen Gulf before ASSAIL and the HPB anchored for the night in the lee of Cape Hotham. After another four hours steaming the vessels berthed in Darwin at 1200 on 12 December.

11. ASSAIL was programmed to undertake a Self Maintenance Period until 20 December, then participate in a three day Squadron Exercise. However, on the 15th, she was ordered to sail to search for a missing dinghy and its three Aboriginal occupants; the third such short-notice sailing in less than one month. At 0500 that morning ASSAIL departed Darwin and proceeded to the search area east of the Vernon Islands. At first light an RAAF Dakota joined the search and very smartly located the survivors on a beach at Cape Hotham. At the time of sighting, ASSAIL was only ten miles away so it was not long before she was on the scene and had embarked the three fit and well survivors and their dinghy. Their unpreparedness for a 60 mile open sea passage was quite evident by the fact that the dinghy was only 12 feet in length, was powered by a 28 horsepower motor, and carried no water, food or survival equipment. The principal reason for their plight was that they ran out of fuel, even though 33 gallons were originally embarked. ASSAIL returned to Darwin at 1345.

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.../3.



RESTRICTED

- 3 -

12. The ship next put to sea on Saturday 18 December for a Family Day. The weather and the sea were both kind and the five hours afloat were enjoyed by the embarked families and friends.

13. Because of the last minute unavailability of HMAS ADROIT to participate in the Squadron Exercise, this exercise, planned for the period 20 - 22 December, was postponed and instead ASSAIL undertook a three day coastwatcher visit. After spending Monday night underway, the ship spent Tuesday visiting coastwatchers at Croker Island, Port Essington and Cape Don. The ship anchored for the night off Cape Don and the following day at 1500 returned to Darwin.

14. The remainder of the month was spent alongside the Patrol Boat Landing in company with sister ships ADROIT and ATTACK. The other member of AUSPABRON THREE, HMAS ADVANCE, spent Christmas in Cairns in the final stages of her refit. The general ships routine was pleasantly interrupted by numerous public holidays, yet self maintenance was progressed satisfactorily by Duty Watch.

15. Socially, the Christmas period was successful with a Family Day, a combined ship Christmas Day luncheon, and then on 30 December a Squadron Cocktail Party being held.

16. Mechanically and electrically the ship remains sound yet two significant defects occurred during the month. The echo sounder failed on 1 December (URDEF 26/76) and then on 18 December the anchor windlass clutch became inoperable (INDEF 1/76) and was unserviceable for two days whilst spares were awaited.

17. The morale of the crew is high and the discipline and medical state remains good, but the latter has been marred by an automobile accident which involved a crew member being thrown from a four wheel drive vehicle. Though hospitalized, his condition is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant

(G.A. WELLHAM)  
Lieutenant RAN  
COMMANDING OFFICER

Annexes: A. Steaming Details  
B. Drills, Evolutions and Exercises  
C. Monthly Return of Ship Availability

RESTRICTED



RESTRICTED

ANNEX "A" TO  
HMAS ASSAIL LETTER 1/16/1  
OF 1 JANUARY 1977

STEAMING DETAILS

1. Distance steamed during the month 1771.8 miles
2. Hours underway during the month 131.5 hours
3. Distance steamed since commissioning 208861.8 miles
4. Hours underway since commissioning 15616.6 hours
5. Occasions for exceeding fast routeing speed:

05DEC	Investigation of Foreign Fishing Vessel	1200 Both	15 hours
15DEC	SAR Incident	1000 Both	6 hours

RESTRICTED



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ANNEX "B" TO  
HMAS ASSAIL LETTER 1/16/1  
OF 1 JANUARY 1977

DRILLS, EVOLUTIONS AND EXERCISES

02DEC Man Overboard Exercises  
06DEC 40/60 Surface Firing  
09DEC Fire Exercise  
16DEC Steering gear Failure Exercise  
18DEC Weighed anchor by deck tackle  
Heaving Line Transfer (HMAS ATTACK)  
20DEC 0.5" Browning, Pistol and F1 Firing  
Boarding Party mustered  
21DEC Blind Pilotage - Anchorage  
22DEC Harbour Entry Pilotage - Coxswain

RESTRICTED



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

HMAS ASSAIL

DATE 31 December 1976

ANNEX 'C'

AGE SINCE FIRST COMMISSIONING 3 1/2 YEARS

MILES STEAMED SINCE FIRST COMMISSIONING 202,861.8 MILES

PROGRESSIVE TOTAL ENGINE HOURS

PORT 3366.0

STBD 3910.5

DAY	AVAILABILITY STATE		OPERATIONAL DUTIES	EXERCISES	WEAPON TRAINING	SPECIAL TASKS	POST REFIT TRIALS	PASSAGE TIME	VISITS	PROGRAMMED MAINTENANCE	PROGRAMMED REFIT/DOCK	REPAIR	HARBOUR	LONG LEAVE	DEFECTS AFFECTING SHIP'S DESIGNED PERFORMANCE (DURATION IN HOURS)										REMARKS
	1	2													H	E	L	G	TAS	ND	C	EW	DL		
1		✓	✓																				} ECHO SOUNDER UNDEF		
2		✓	✓	✓																					
3		✓	✓										✓												
4	✓												✓												
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18		✓		✓									✓	11									} ANCHOR WINDLASS UNDEF		
19		✓											✓	10											
20	✓			✓	✓																				
21	✓			✓																					
22	✓			✓																					
23	✓									✓			✓												
24	✓												✓												
25	✓												✓												
26	✓												✓												
27	✓												✓												
28	✓												✓												
29	✓												✓												
30	✓									✓			✓												
31	✓									✓			✓												
TOTAL	26	5	9	8	2	7				7			20	21											



File Number

N428	3	1995	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

REST
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS ASSAIL - REPORT OF PROCEEDINGS -  
DECEMBER 1976

Mark to DCNS (Name or Designation) A (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS ASSAIL	ala	

LOGGING

Originator	Originator's Reference	Date	Initials
NOCNAA	1/16/8	18, 1, 77	

Information Classifier <u>Debbie</u> (Signature)	<u>25, 1, 77</u> (Date)
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