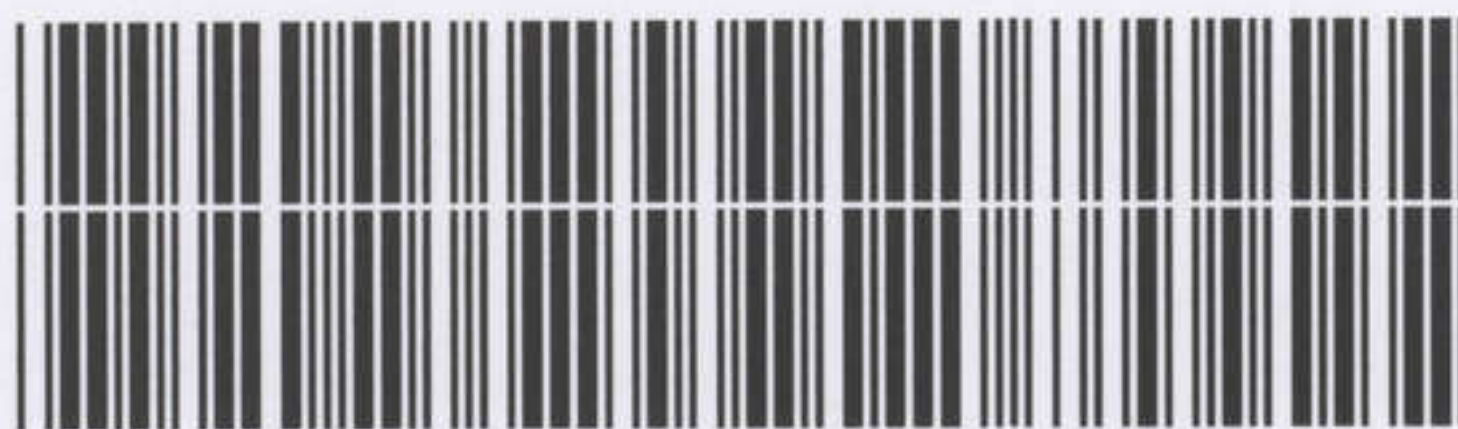


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS ATTACK

Item number: 43/14

Title: January-December 1983



AWM78-43/14

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

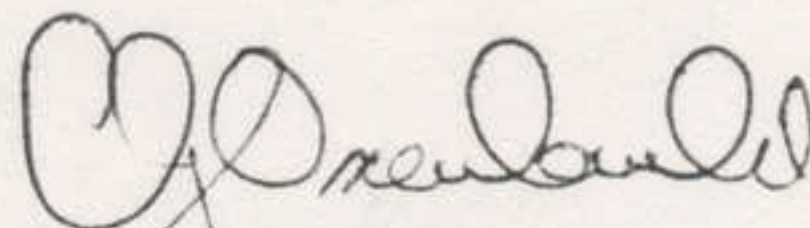
AF 1/16/12

17 FEB 1983

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

HMAS ATTACK - REPORT OF PROCEEDINGS - JANUARY 1983

Forwarded.



(C. J. OXENBOULD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for
January 1983

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1.16.12

HMAS ATTACK
at Sea

1 February, 1983

The Flag Officer Commanding
HM Australian Fleet

For Information:

The Naval Officer Commanding, VICTORIA AREA
The Commanding Officer, HMAS CERBERUS
The Commander, Australian Mine Warfare & Patrol Boat FORCES
The Naval Officer Commanding, TASMANIA AREA

HMAS ATTACK - REPORT OF PROCEEDINGS
JANUARY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of January 1983. All times are zone LIMA (-11).
2. Highlights of the month included the completion of a leave and maintenance period on Friday 14, and, commencing Monday 17 a fisheries patrol to Tasmanian waters (Area Golf) which concluded with a port visit to Hobart for Sandy Bay Regatta duties on Friday 28.
3. At the beginning of the month ATTACK was berthed alongside HMAS CERBERUS wharf undergoing a leave and maintenance period. Sub-Lieutenant M.B. SMITH, RAN joined on Tuesday 4 and has since assumed the duty of Assistant Navigating Officer. The maintenance period proceeded smoothly with most personnel returning from leave on Monday 10. Following a successful sea trial on Friday 14 URDEF 19/85, the steering gear was rectified. (HMAS ATTACK IAH 222058Z DEC 82 refers).
4. Sub-Lieutenant J.K. FINN, RANR joined on Monday 17 from the Sydney Port Division for Annual Continuous Training and at 1030 that morning the ship sailed for Tasmania. URDEF 20/85, the anchor winch electric motor was discovered after sailing when it was found burnt out. (HMAS ATTACK IKH 172112Z JAN 83 refers.) Poor weather enroute caused the cancellation of a planned gunnery serial in Area R378. After transmitting Banks Strait ATTACK hove to in Binalong Bay off St Helens at 0700 Tuesday 18 to embark District Fisheries Inspector, Mr Martin DIX.

/5. In uncomfortable

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- 2 -

5. In uncomfortable weather passage down the East coast of Tasmania continued until 1600 that afternoon when the ship came to anchor in Wineglass Bay. Anchoring was delayed for approximately one hour as attempts to clear the cable were made. The anchor cable had become foul in the cable locker due to heavy pounding whilst in transit to Area Golf.

6. After weighing anchor by deck tackle at 0730 Wednesday 19 passage continued down the east coast with no contacts encountered and after crossing Storm Bay the ship anchored in Adventure Bay at 1630. Patrolling to the south of Tasmania was hampered by heavy seas and a large westerly swell.

7. The ship berthed at No. 2/3 Macquarie Wharf HOBART at 0800 Thursday 20 for fuel and water, sailing two hours later to continue the patrol. With similar weather conditions existing and following a sweep to the south of Tasman Island ATTACK came to anchor at 1720 in Carnarvon Bay, Port Arthur. The intention had been to remain there during the day of Friday 21 and patrol west to the Mewstone area that evening. After sailing at 1920 and clearing the lee of West Arthur Head rough seas and heavy swell from the south-west were encountered; the ship anchored in Adventure Bay at 2153.

8. The weather abated Saturday 22 and after sailing at 1730 a patrol line to the south-west towards the Maatsuyker Island group was set. Again no contacts were encountered and ATTACK berthed for fuel at Macquarie No. 2/3 Hobart at 0800 Sunday 23. At 0900, on completion of fuelling berth was shifted to Elizabeth Street Wharf. Later that day, Mr Ken SILK, a fisheries inspector from Swansea joined to replace Mr DIX.

9. Sailing was delayed Monday 24 to allow HMAS HUON and ship's staff to modify electrical adaptors for the windlass motor, as the replacement received was of a different style to the existing model. This proved unsuccessful due to the time required. Whilst alongside I took the opportunity to call at 1000 on Commander M.T.E. SHOTTER, RAN, the Naval Officer Commanding TASMANIA AREA.

10. HMAS ARDENT berthed on ATTACK at 1040 that morning and cast off five minutes later. ATTACK cast off at 1147 and proceeded to a rendezvous off Macquarie Wharf light with ARDENT. The two ships then conducted close company manoeuvres for press publicity purposes and on completion proceeded to sea in company.

11. ATTACK was detached at 1830 that evening and came to anchor in Carrickfergus Bay at 2010. Shortly afterwards anchor was weighed and another patrol was conducted in the Maria Island area overnight. The next morning, Tuesday 25, anchorage was made in Carrickfergus Bay at 0830 using berthing hawsers and the second anchor, as the cable was again fouled. This proved a

/barely satisfactory

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barely satisfactory arrangement but following a wind shift during the afternoon the anchor was weighed at 1629 and the ship proceeded to sea.

12. Overnight, ATTACK steamed in the Tasman Island area with no contacts seen. In rising seas the ship berthed at Hobart for fuel and water at 0800 Wednesday 26. The new windlass motor was fitted whilst alongside and the cable freed, but with a poor weather forecast and cracked fresh water pipes requiring contractor's attention, the ship shifted berth to Elizabeth Street pier at 1450 and remained at Hobart overnight.

13. Contractors completed repairs the next morning and at 1000 the ship cast off and proceeded to sea. Pilotage training was conducted during a scenic transit of D'Entrecasteaux Channel but extreme seas from the south-west caused a proposed patrol to the Maatsuyker group to be aborted. The ship proceeded east and a contact was discovered to the south-east at a range of thirty miles at 1730. This was subsequently closed at 2100 and identified as the Russian merchant ship USTKUT. (HMAS ATTACK EQJ 271145Z JAN 83 refers.)

14. After closing the coast ATTACK rendezvoused with ARDENT at 0410 Friday 28 in Storm Bay. Passage manoeuvres continued during the forenoon in the approaches to the Derwent River and the ships berthed at Macquarie No.2/3 for fuel at 1140. Berth was shifted to Elizabeth Street pier at 1415. I called on the Lord Mayor of Hobart, Alderman D.R. PLAISTER AO, MBE at 1500 that afternoon.

15. A pleasant stay in Hobart culminated in ATTACK's presence at the Sandy Bay Regatta on Monday 31. The ship anchored off John Garrow light at 0730 that morning to provide a naval backdrop to festivities ashore. ATTACK berthed at Elizabeth Street pier at 1645 and remained there at the end of the month. The ship dressed with masthead flags only to celebrate Australia Day and the public holiday on Monday 31.

16. Engineering and Electrical. Performance during the month has been good. URDEF 15/85 (HMAS ATTACK IAH 080227Z NOV 82 refers), the ship's gyro compass, remains outstanding from the previous period.

17. The health, welfare, morale and conduct of the ship's company has been good through the month. Unfortunately the weather has not contributed to an overly successful fisheries patrol, however enthusiasm remains high for this type of employment.

/I have the honour

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- 4 -

I have the honour to be,

Sir,

Your obedient Servant


(D. NOLAN)
Lieutenant, RAN
Commanding Officer

ANNEXES: A. Steaming Details - January 1983
B. Exercise Details - January 1983

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ANNEX A TO
HMAS ATTACK LETTER 1/16/12
DATED 1 FEBRUARY, 1983

STEAMING DETAILS - JANUARY 1983

1.	Distance steamed during the period	1562 miles
2.	Hours underway during the period	148
3.	Distance steamed since commissioning	329,983 miles
4.	Hours underway since commissioning	25,688
5.	Occasions for exceeding fast routing speed.	Nil

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ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 1 FEBRUARY 1983

EXERCISE DETAILS - JANUARY 1983

<u>Exercise Number</u>	<u>Title</u>	<u>Number Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
NN	Boardex Training	2	3	17,31
9	Leaving ship/emergency	1	$\frac{1}{2}$	17
NN	Action Stations	1	$\frac{1}{2}$	17
11	OOW Manoeuvres	2	8	26,28
20	Small Arms Firing	1	2	22
21	Blind Pilotage	21	9	14,17,18,19, 20,21,22,23, 24,25,26,27, 28.
NN	Weigh By Deck Tackle	7	3	19,20,21,22, 24,25.
29	Major DCX	1	2	19
30	Minor DCX	1	1	18
NN	DC Continuation Training	1	1	19
NN	Pilotage Training	1	4	27
NN	Lower/Raise Boat	A/R	A/R	13,18,19,20, 21,22,23,24, 25,26,27,28.

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/12

15 MAR 1983

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

HMAS ATTACK - REPORT OF PROCEEDINGS - FEBRUARY 1983

Forwarded.

RA Old
(R. H. OLD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for
February 1983

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1/16/2

HMAS ATTACK
At WESTERNPORT

1 March 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding, VICTORIA AREA
The Commanding Officer, HMAS CERBERUS
The Commander, Australian Mine Warfare and Patrol Boat Forces
The Naval Officer Commanding, TASMANIA AREA

HMAS ATTACK - REPORT OF PROCEEDINGS

FEBRUARY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of February 1983. All times are zone LIMA (-11).
2. Highlights of the month included two days of in-company manoeuvre with HMAS ARDENT; Fisheries Patrols in Victorian and Tasmanian waters, and, commencing Monday 21 a maintenance period at Westernport.
3. At the beginning of the month ATTACK was berthed at Elizabeth Street Wharf HOBART, having provided the Naval back-drop for the Sandy Bay Regatta over the Australia Day long weekend. Colours were half-masted on Tuesday 1 as a mark of respect to the Late MR. FRANK FORD, deputy PRIME MINISTER OF AUSTRALIA from 1941 to 1946.
4. After sailing with ARDENT at 1000 Tuesday 1 in company manoeuvres were conducted in the approaches to Hobart during day-light hours. These included OOW manoeuvres, replenishment approaches and a towing exercise. Later, a formation anchorage was conducted in Great TAYLORS BAY and the Ships came to anchor at 1845, remaining over-night.
5. The forenoon of WEDNESDAY 2 provided an ideal opportunity for ARDENT's Boarding Party to conduct a first aid and casualty exercise (FAIDEX) on ATTACK. A busy period at anchor concluded with general drills which were thoroughly enjoyed by all personnel. The Ships sailed in company at 1300 conducting further manoeuvres until 1620 when ATTACK was detached in Storm Bay.

/6. Passage up the

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6. Passage up the East Coast of Tasmania proceeded smoothly that evening. A quarterly full-power work-up was conducted in calm seas, but after transitting BANKS STRAIT in the early hours of Thursday 3 seas from the West increased. ATTACK berthed at HMAS CERBERUS Wharf at 1900 that evening thus concluding the first Fisheries Patrol the patrol boat has undertaken in over two years.

7. Essential maintenance and storing of the Ship was carried out on Friday 4. The Ship dressed with mast-head flags only on Sunday 6 to mark the occasion of Her Majesty The Queen's accession to the throne. The second Fisheries Patrol for the year commenced Monday 7. ATTACK sailed from Westernport at 1100, and proceeded alongside Cowes Wharf shortly thereafter where Victorian Fisheries Inspector MR. K. BROWN embarked.

8. In perfect weather conditions, on a glassy sea, the Victorian section of the patrol commenced. Some local fishing vessels were located in the vicinity of Wilson's Promontory and the Ship proceeded to the East of AREA BASS over-night. Unfortunately, MR. BROWN developed chronic sea sickness and with a deteriorating weather forecast the decision was made to seek shelter at Refuge Cove. ATTACK came to anchor there at 2340 on Tuesday 8. (HMAS ATTACK IAJ 080547Z FEB83 refers).

9. A grateful MR. BROWN left the Ship early on the morning of Wednesday 9 and after sailing at 0900 passage to the Kent Group was made. The patrol boat came to anchor in West Cove of Erith Island at 1240 to ride out the last of the uncomfortable weather. After sailing at 2200 that evening a gunnery shoot was conducted in area R378, Bass Pyramid. A successful engagement concluded at 0030 Thursday 10 and passage to DEVONPORT for fuel and water then commenced.

10. ATTACK berthed at No.3 Wharf DEVONPORT at 0800. MR. R. CHARLTON, a Tasmanian Fisheries Inspector embarked prior to sailing at 1125. Approaching cold fronts and a poor weather forecast made it impractical to proceed down the West coast as was originally intended. Accordingly passage via the East coast was made. Heavy seas and swells continued throughout the day of Friday 11, and the Ship's anchor cable again toppled in the cable locker. In addition URDEF 23/85, the 916A Radar, was raised as no tuning of the set could be achieved. (HMAS ATTACK IAH 110010Z FEB83 refers).

11. ATTACK came to anchor in ADVENTURE BAY at 1813 that evening. During attempts to free the cable a wire strop parted causing injuries to two personnel. The problem of ATTACK class anchor cables toppling in rough seas has been acknowledged for many years, but it would appear no action has ever been taken on this matter. This has been raised with the administrative authority in a separate submission. (HMAS ATTACK MBL 122036Z FEB83 and HMAS ATTACK Letter 19/1/1 of 21 February 1983 refers).

12. Anchor was weighed at 0550 Saturday 11 and after refuelling at Macquarie Wharf HOBART, berth was shifted to Elizabeth Street Wharf at 0900. An informal cocktail party was held onboard that evening by my Senior Sailors and Officers with a small cross section of local dignitaries attending.

/13. The Ship cast off

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13. The Ship cast off at 0900 Sunday 13 to continue the Fisheries Patrol. In moderate seas a patrol line one hundred miles South of Tasmania was established, with no contacts encountered. The patrol continued until 0800 Tuesday 15 when ATTACK berthed at HOBART for fuel and water. MR. CHARLTON left the Ship on arrival. URDEF 24/85, the port main engine thermostat was raised whilst at sea during this period. (HMAS ATTACK IAH 142125Z FEB 83 refers). This has since been rectified.

14. Fuelling completed, and with another poor weather forecast, the Ship cast off at 1020 and proceeded direct to DEVONPORT by way of the East coast. Again, no contacts of any kind were sighted. After an uneventful passage ATTACK berthed at No.3 Wharf DEVONPORT at 1100 Wednesday 16.

15. Whilst alongside URDEF 23/85 was adjudged rectified. Following a busy day alongside cleaning, Ship's lines were cast off at 1650 Thursday 17. Passage overnight to Westernport was uneventful and the Ship berthed at CERBERUS Wharf at 0718 FRIDAY 18. A much needed maintenance period commenced Monday 21, and the Ship remained alongside there at the end of the month.

16. Colours were half-masted on Tuesday 23 as a Mark of Respect to the recent bush fire victims in Victoria and South Australia. Commodore R.M. BAIRD RAN, the Director General of Naval Training and Education (DGNTTE) conducted an informal walkround on FRIDAY 25. Colours were again half-masted on Saturday 26 as a Mark of Respect on the recent death of SIR CHARLES GAIRDNER, former Governor of Western Australia and Tasmania.


17. Engineering and Electrical. Performance during the month has been good with Engine Room maintenance progressing during the periods alongside. URDEF 15/85 (HMAS ATTACK IAH 080227Z NOV82 refers) the Ship's gyro compass remains outstanding. At present the Ship's Arma brown compass is undergoing repair at Williamstown Naval Dockyard, with another gyro compass on loan. Rectification date is not known at this stage.

18. The health, welfare, morale and conduct of the Ship's Company has been very good throughout the month. A spate of unseasonable influenza affected some members of the Ship's Company whilst on the Fisheries Patrol of Tasmania.

I have the honour to be,

Sir,

Your obedient Servant,


(D. NOLAN)
Lieutenant, RAN
Commanding Officer

Annexes: A. Steaming Details - February 1983.
B. Exercise Details - February 1983.

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ANNEX A TO
HMAS ATTACH LETTER 1/16/12
DATED 01MAR83

STEAMING DETAILS - FEBRUARY, 1983

1.	Distance steamed during the period	2794 miles
2.	Hours underway during the period	202
3.	Distance steamed since Commissioning	332 777 miles
4.	Hours underway since Commissioning	25 890
5.	• Occasions for exceeding fast routine speed	2 hours at 20 knots for Quarterly full power Work-Up 2 February

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ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 1MAR83

EXERCISE DETAILS - MARCH 1983

<u>Exercise Number</u>	<u>Time</u>	<u>Number Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
5	FAIDEX	1	2	2
11	OOW MANOEUVRES	3	4½	1,2
13	RASAPS - DAY	1	1	1
14	HEAVING LINE TX	2	½	1
15	TOWEX - RECEIVING	1	1	1
18	SUFY	1	1	10
20	SMALL ARMS FIRING	1	1	9
NN	BUS FIRING	1	½	7
21	BLIND PILOTAGE	16	21	1,2,3,7,8,9 10,11,12,13, 15,16,17,18.
NN	PILOTAGE TRAINING	3	3	1,2,10
22	FORMATION ANCHORAGE	1	1	1
NN	MINEFIELD TRANSIT	1	1	2
NN	STERNBOARD TRANSFER	4	1	2
NN	GENERAL DRILLS	1	1	2
NN	SCREEN PLAY	1	1	1
NN	NCX 202	1	1½	1
23	XO CON SHIP	1	A/R	1
30	MINOR DC EXERCISE	1	1	11
NN	FLEETWORK TRAINING	1	4	28

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111

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OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

26 APR 1983

AF 1/16/12

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

HMAS ATTACK - REPORT OF PROCEEDINGS - MARCH
1983.

Forwarded.

RH Old
(R. H. OLD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings
for March 1983

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/12

HMAS ATTACK
at Sea

1 April 1983

The Flag Officer Commanding HM Australian Fleet

For Information:

The Naval Officer Commanding VICTORIA AREA
The Commanding Officer HMAS CERBERUS
The Commander Australian Mine Warfare and Patrol Boat Forces
The Naval Officer Commanding TASMANIA AREA

HMAS ATTACK - REPORT OF PROCEEDINGS
MARCH 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of March 1983.

2. Highlights of the month included participation in the tactical phase of Exercise Sea Eagle 83-1, a Fisheries Patrol to Tasmanian waters, and, commencing Monday 21 the first BSORS (Bass Strait Oil Rig Surveillance) patrol of the year.

3. At the beginning of the month ATTACK was berthed alongside HMAS CERBERUS wharf conducting a maintenance period. On Tuesday 1 the Ship's Company were addressed on security matters. Main engines were successfully trialled on Thursday 3, following replacement of the port engine thermostat. The maintenance period, during which much work was completed, concluded the following day.

4. ATTACK cast off and proceeded to join the tactical phase of Exercise Sea Eagle 83-1 at 1100 (-11) Saturday 5. After clearing Hann's Inlet the ship hove to in position 38° 24'S 145° 14.6'E and the ashes of the late ex-CPO Wallace BRADLEY RAN and ex-CPO Matthew SMALL RN were scattered by Chaplains HILL and DANIELS. Upon the burial party disembarking passage commenced to Bass Strait in calm weather. Clocks were retarded one hour to time zone KILO (-10) at 2359 (-11) Saturday 5.

5. The ship was programmed for exercise participation, from Saturday 5 to Tuesday 8. Whilst the 'enemy', TF 627 made passage south from the Jervis Bay area, Bass Strait was subjected to air reconnaissance from their forces.

/ 2. ATTACK

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ATTACK was assigned as a unit to TF 628, and was the only ship in the southern approaches of the exercise area at the commencement of the tactical phase.

6. Accordingly, the decision to hide by day and attack by night was made. During the course of one sweep on Sunday 6 HMAS CURLEW was engaged as she proceeded close to the Kingfish series of oil rigs. After closing and waving victory brooms at her the ship proceeded to the east of the exercise area that evening in search of the enemy task force, unfortunately unsuccessfully.

7. Once breaking off action at 0001 (-10) Monday 7 the ship came to anchor in position 313 wreck conspicuous 2 cables in the Kent Group at 0917 (-10) that forenoon. HMAS BOMBARD berthed on ATTACK's starboard side at 0925 (-10) and discussions on co-ordinated engagements then took place. BOMBARD cast off at 1800 (-10) that evening, and, after weighing anchor at 1825 (-10) the ship proceeded to the east of the exercise area. Whilst BOMBARD proceeded along the shipping lanes ATTACK established a patrol line to the north of Flinders Island.

8. In calm weather and employing radar silence a successful engagement was conducted during the early hours of Tuesday 8. (HMAS ATTACK LNJ 0715372 MAR 83 refers). Unfortunately, this proved to be the last attack made, and, after establishing a similar patrol line during the evening of Tuesday 8 no 'enemy' forces were encountered. Exercise participation concluded at 0001 (-10) Wednesday 9 and in rising seas an uncomfortable passage to Westernport was made, berthing at 1024 (-10).

9. Local operations were programmed for Thursday 10 and Friday 11. Seamanship training for an advanced course was conducted on Thursday 10, sailing at 0805 (-10) and berthing at 1204 (-10). Evolutions conducted included streaming larne targets and exercising man over board. On Friday 11 Reserve Soldiers from 3 Psychology Unit AREF were provided with patrol boat familiarisation in two separate trips, ATTACK berthed at Westernport at 1200 (-10).

10. At 1030 (-10) Saturday 12 the ship cast off and proceeded south to Tasmanian waters for the final fisheries patrol of the current series. That evening clocks were advanced one hour at 2330 (-10) to time zone LIMA (-11). In rising seas ATTACK hove to at 0800 (-11) Sunday 13 in Binnalong Bay, St Helens to embark Tasmanian district fisheries inspector, Mr. C. WILSON. After patrolling briefly to the north in the Flinders Island area course was altered to run down the east coast of Tasmania at 1200 (-11). The patrol boat came to anchor 100° Cape Forester 2.2 miles at 1938 (-11) to shelter from high seas.

11. Monday 14 dawned overcast but relatively calm. Anchor was weighed at 0735 (-11) and a sweep to the east was conducted. No contacts were sighted but a long lazy 6 metre southerly swell developed during the afternoon. Upon closing Storm Bay at 2000 (-11) the weather deteriorated dramatically, with the swell shortening. The ship came to anchor in Adventure Bay, 048 Quiet Corner 3 cables at 2204 (-11).

12. ATTACK berthed portside to Elizabeth Street wharf Hobart at 0900 (-11) Tuesday 15 for an operational visit. Mr. WILSON left the ship during the day as no foreign fishing vessels were in Tasmanian waters. Because of this the stay at Hobart was extended one day. The forenoon of Wednesday 16 was devoted to berthing practice for all Watchkeeping Officers, and during

/ 3. the afternoon

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the afternoon sport was played against HMAS HUON.

13. A calm passage was experienced up the eastern coast of Tasmania after sailing at 0800 (-11) Thursday 17. Clocks were retarded one hour to time zone KIL0 (-10) at 1830 (-11). In good weather ATTACK berthed alongside HMAS CERBERUS wharf at 0957 (-10) Friday 18. Preparations for the first BSORS (Bass Strait Oil Rig Surveillance) patrol then began.

14. ATTACK was due to sail for Area Bass at 1800 (-10) Monday 21. Over the weekend the Victorian coastal waters were subjected to a buffeting from an intense low pressure system which by Monday 21 had centred to the west of Melbourne. A storm warning for waters east of Wilsons Promontory and a gale warning west of the Promontory delayed sailing. URDEF 29/85, the main galley range, was rectified Tuesday 22 whilst improvements in the weather were awaited. (HMAS ATTACK IAH/RDH 220301Z MAR 83 refers).

15. The weather continued to remain poor until Friday 25 when all warnings were lifted. The ship cast off at 0900 (-10) sailing for Area Bass. BOMBARD has been weather bound at Portland during the gales earlier in the week. The intention was for ATTACK to remain on station until relieved by BOMBARD after her longer passage to Area Bass.

16. After arriving at Area Bass at 1900 (-10) that evening the ship steamed on station in rising seas. BOMBARD relieved ATTACK at 0452 (-10) Saturday 26 and in rising seas the short passage to Welshpool was made, berthing starboard side to New Pier at 1043 (-10). This is understood to be the first time a patrol boat engaged in BSORS operations has visited Welshpool for some time. It was pleasing to note that refuelling was possible by road tanker at Welshpool, rather than on previous occasions where the ship had sailed to Barry Beach Marine Terminal for fuel.


17. Lines were cast off at 1445 (-10) Monday 28 and the passage to Area Bass made, arriving on task some five hours later. The weather over the next few days remained variable but by a combination of steaming on station and securing to a rig buoy the ship remained in the area. At the end of the month ATTACK was in Area Bass as the on task Surface Reaction Vessel (SRV).

18. The health, welfare, morale and conduct of the Ship's Company has been very good throughout the month. URDEF 15/85, (HMAS ATTACK IAH 080227Z NOV 82 refers) the ship's gyro compass remains outstanding. At present the ship's Arma Brown compass is undergoing repair at Williamstown Naval Dockyard with another gyro compass on loan. The anticipated rectification date is not known.

I have the honour to be;

Sir,

Your obedient Servant.


(D. NOLAN)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details - March 1983.
B. Exercise Details - March 1983.

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ANNEX A TO
HMAS ATTACK LETTER
1/16/12 of 1 APRIL 1983

STEAMING DETAILS - MARCH 1983

1. Distance steamed during March 3018
2. Hours underway during March 232
3. Total distance steamed since first commissioning. 335,795
4. Total hours underway since first commissioning. 26122
5. Occasions for exceeding economical speed.

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
6 March	1 Hour	21 Knots	Sea Eagle 83-1 Exercise requirements.

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ANNEX B TO
HMAS ATTACK LETTER
1/16/12 of 1 APRIL 1983

EXERCISE DETAILS - MARCH 1983

<u>Exercise Number</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date/ Remarks</u>
<u>Seamanship and General Evolutions</u>			
2	PTFX OPS	1	5 thru 8
9	Leaving ship/emerg	1 x 1 hour	5,
12	Man overboard drills	3 x 1 hour	3, 10, 11,
18	SUFY/Tracking	2 x 1 hour	12
21	Blind Pilotage	25	3, 5 thru 15 17, 18, 25, 26, 28.
23	XO CON ship	4	16
NN	OOW Berthing practice training	12	16
NN	Pilotage	6	5, 6, 7, 8, 26, 28
NN	Lower/Raise boat	2	3, 10
NN	Astronomical training	9	6, 11, 12, 13, 17, 25, 29, 30, 31.
<u>NBCD</u>			
29	Major DCX	1	17
NN	Continuation training	2	8, 30
<u>Daily Harbour</u>			
NN	Emergency Party	17	1 thru 4, 9 thru 11 16, 18 thru 24, 26, 27

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SMV

UNCLASSIFIED COVERING ~~RESTRICTED~~
ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/12

4 MAY 1983

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

HMAS ATTACK - REPORT OF PROCEEDINGS - 1-14 APRIL 1983

Forwarded.

RH Old
(R. H. OLD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for
period 1-14 April 1983

UNCLASSIFIED COVERING ~~RESTRICTED~~



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/12

HMAS ATTACK
At WESTERNPORT

14 April 1983

The Flag Officer Commanding HM Australian Fleet

For Information:

The Naval Officer Commanding VICTORIA AREA
The Commanding Officer HMAS CERBERUS
The Commander Australian Mine Warfare and Patrol Boat Forces

HMAS ATTACK - REPORT OF PROCEEDINGS -

1-14 APRIL 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my Command for the period 1 to 14 April 1983. All times are zone KILO (-10).
2. Highlights of the period included a BSORS (BASS STRAIT OIL RIG SURVEILLANCE) patrol until Wednesday 6, and, upon arrival at HMAS CERBERUS on Friday 8 the commencement of a maintenance period.
3. At the beginning of the month ATTACK was the on task Surface Reaction Vessel (SRV) in Area Bass. The weather in Bass Strait had moderated since the Ship had assumed duties on Monday 28 March, and on Friday 1 ATTACK was at anchor 093 Stockyard Hill 3.2 miles, in the West of the area.
4. At 0935 anchor was weighed after Mackerel oil platform reported that MV YUEN CHAU had entered the Bass Strait area to be avoided. ATTACK became involved in a stern chase and eventually closed the vessel off Gabo Island at 1430 that afternoon. (HMAS ATTACK IAJ010548Z APR83 and COAST WATCH CANBERRA EMJ/HEJ 010919Z APR 83 refers).
5. HMAS BOMBARD assumed SRV duties at 1530 Friday 1 and ATTACK berthed at the Breakwater Wharf, Eden at 1805. The Ship was due to sail at 0600 Monday 4 for Area Bass but gale and storm warnings precluded sailing to assume SRV duties. Weather conditions remained so poor that these duties were accepted by HMAS WOLLONGONG at 1000 Wednesday 6, whilst both patrol boats were berthed at Eden.
6. After warnings were lifted on Thursday 7 the Ship cast off at 1410 and passage was made to Westernport. Seas were initially rough but the weather moderated during the evening. The Ship berthed at HMAS CERBERUS Wharf at 1000 Friday 8 to commence a maintenance period.

/7. On Monday 11,

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7. On Monday 11, the Commanding Officer Designate, Lieutenant J.W. PURNELL-WEBB RAN, joined. I paid my farewell call on the Commanding Officer HMAS CERBERUS Captain M.B. RAYMENT AM, RAN at 1245 Wednesday 13. ATTACK proceeded to sea at 1000 Thursday 14 to allow the relieving Commanding Officer to gain some practical Ship handling experience, and berthed alongside CERBERUS Wharf at 1400. With the handover completed Lieutenant PURNELL-WEBB assumed command at 0001 Friday 15.

8. The health, welfare, morale and conduct of the Ship's Company has been very good throughout the period. URDEF 15/85, (HMAS ATTACK IAH 080227Z NOV82 refers), the Ship's gyro compass remains outstanding. At present the Ship's Arma Brown compass is undergoing repair at Williamstown Naval Dockyard with another gyro compass on loan. The anticipated rectification date is not known.

I have the honour to be,

Sir,

Your obedient Servant,


(D. NOLAN)
Lieutenant, RAN
Commanding Officer

Annexes: A. Steaming Details - 1-14 April 1983.
B. Exercise Details - 1-14 April 1983.

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RESTRICTED

RESTRICTED
RESTRICTED

ANNEX A TO
HMAS ATTACK LETTER 1/16/12
DATED 14 APR 83

STEAMING DETAILS 1-17 APRIL 1983

1. Distance steamed during period 540
2. Hours underway during period 33
3. Total distance steamed since first Commissioning 336,335
4. Total hours underway since first Commissioning 26,155
5. Occasions for exceeding economical speed:

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
1 APRIL	6 Hours	22 Knots	Area Bass violation.

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ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 14 APR 83

EXERCISE DETAILS - 1-17 APRIL 1983

<u>Exercise Number</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date/Remarks</u>
<u>Seamanship and General Evolutions</u>			
4	BOARDEX	2	11
10	OOW ENG B/D	1 x 1 hour	7
12	MAN OVERBOARD DRILLS	1 x 1 hour	14
21	BLIND PILOTAGE	5	1, 7, 8, 14
<u>NBCD</u>			
30	MINOR DCX	1	14
<u>DAILY HARBOUR</u>			
NN	EMERGENCY PARTY	12	2 thru 6 8 thru 14

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UNCLASSIFIED COVERING ~~RESTRICTED~~

ROYAL AUSTRALIAN NAVY

DAO-N

23-2-83

N 428.3 3225

GKW
Telephone 359 9111
Extension 3113

OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/12

13 MAY 1983

LOGGED

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

HMAS ATTACK - REPORT OF PROCEEDINGS
15-30 APRIL 1983

Forwarded.

RH Old
(R.H. OLD)
Commander, RAN
for Fleet Commander

^{SH}
Enclosure: 1. HMAS ATTACK Report of Proceedings for
April 1983.

UNCLASSIFIED COVERING ~~RESTRICTED~~

DAO-N/A



~~RESTRICTED~~

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/12

HMAS ATTACK
at DEVONPORT

1 May 1983

The Flag Officer Commanding
HM Australian Fleet

For Information:

The Flag Officer Commanding
HM Australian Fleet (Afloat)

The Naval Officer Commanding Victoria Area

The Commanding Officer HMAS CERBERUS

The Commander Australian Mine Warfare and Patrol Boat Forces

The Naval Officer Commanding Tasmania Area

HMAS ATTACK - REPORT OF PROCEEDINGS -
15-30 APRIL 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the period 15 to 30 April 1983. All times are zone KIL0 (-10).
2. Highlights of the period included participation in Exercise Hallmark, a sea day in company with HMAS BAYONET, and, commencing Wednesday 27 a fisheries patrol to northern Tasmanian waters.
3. At the beginning of the period the patrol boat was berthed alongside HMAS CERBERUS wharf. Having assumed command at 0001 Friday 15 I called on the Commanding Officer HMAS CERBERUS, Captain M.B. RAYMENT AM, RAN, at 0900 that morning. The ship concluded a short maintenance period later in the day.
4. Exercise Hallmark, a southern patrol boat task element exercise was scheduled to commence on Monday 18. The Commander, Australian Mine Warfare and Patrol Boat Forces was designated as CTU 627.4.9, with HMA Ships WOLLONGONG, LAUNCESTON, WHYALLA, ATTACK and BOMBARD participating.
5. Sailing for the exercise was delayed until 0700 Tuesday 19 by a defect on the port main engine thermostat. (HMAS ATTACK IAH 150247Z APR83 refers). This precluded a planned refuelling at Port Welshpool, which in the event would have proved unnecessary. As well, a programmed target tow at the West Head gunnery range on Monday 18 had to be cancelled. ATTACK sailed with Lieutenant Commander B.J. WILSON, RAN, a surface weapons specialist from CERBERUS embarked.

/6. In fine,

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- 2 -

6. In fine, calm weather the ship made a rendezvous with WHYALLA to the east of Area Bass at 2000, Tuesday 19. The other patrol boats were unable to reach Victorian waters because of heavy seas off Sydney. Serials were modified because of this and a night steam in company to the Flinders Island area followed.
7. ATTACK detached at 0730 Wednesday 20 to land a sailor at Parries Bay for compassionate reasons. He flew to Melbourne later in the day. (HMAS ATTACK ABA 190845Z APR83 refers). Lieutenant Commander WILSON transferred to WHYALLA at 1030, and, on completion of a towing serial passage was made to the Bass Pyramid gunnery firing area. WOLLONGONG, with CTU 627.4.9 embarked, joined the formation and various gunnery exercises were conducted during the afternoon. BOMBARD failed to join the task element as she had an engineering defect. LAUNCESTON remained in Area Bass as the on task Surface Reaction Vessel.
8. Unfortunately, just prior to shooting, the 40/60 Bofor developed a defect which made it inoperative. (URDEF 32/85, HMAS ATTACK IAH 200645Z APR83 refers). On completion of the gunnery exercises at 1700 the ship was detached for a night encounter exercise. This was held in the approaches to Area Bass and commenced at 2000.
9. ATTACK and LAUNCESTON were tasked with closing and identifying all surface contacts as they neared the area to be avoided around the oil platforms. In perfect weather all vessels were closed but none found to be the intruders WOLLONGONG or WHYALLA. The exercise concluded at 0600 Thursday 21.
10. WOLLONGONG, WHYALLA and ATTACK rendezvoused to the south of Area Bass at 0730. CTU 627.4.9, Commander K.C. STEPHEN, RAN, with the Base Engineer Officer HMAS WATERHEN, Lieutenant Commander J.A. WORSTENCROFT, RAN, transferred to ATTACK by boat at 0750. On completion of OOW manoeuvres at 0900 a major damage control exercise was conducted under their supervision. Following another boat transfer during which Commander STEPHEN and sea riders left and Lieutenant Commander WILSON rejoined ATTACK, the ship was detached and at 1030, the passage to Westernport commenced.
11. Taking advantage of the unusually calm, fine weather in Bass Strait a quarterly full power workup was conducted during the passage to CERBERUS, with the ship berthing at 1730 that evening. Working hours of Friday 22 were utilized as preparation for the fisheries patrol to Tasmanian waters. Lieutenant Commander WILSON left the ship on arrival.
12. At 0830 Saturday 23 in company with BAYONET the ship sailed for a day of manoeuvres in Westernport Bay and approaches. Following a forenoon's exercising a formation anchorage was conducted, with ATTACK coming to anchor 297 Cowes Wharf 3.4 cables at 1230. Captain M.B. RAYMENT AM, RAN, transferred to the ship shortly after to sea ride for a navigational standard check.
13. Whilst at anchor UHF communications gear in both vessels was checked as reception had been very poor. In addition, the ship's steering gear was inspected. The result of a steering trial after the anchor was weighed at 1315 proved unsuccessful. Both patrol boats entered Hann's Inlet and berthed at CERBERUS wharf at 1445.

/14. Defect

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- 3 -

14. Defect signals were raised on the steering gear, HF and UHF communications on arrival. (HMAS ATTACK IAH 230530Z APR83, HMAS ATTACK IAH 232215Z APR83 and HMAS ATTACK 232220Z APR83 refer). Even with base staff assistance departure for the Tasmanian fisheries patrol was delayed until 1400 on Monday 25. On sailing, the UHF communications set in BAYONET was loaned to ATTACK, with the steering gear, 40/60 Bofor and HF communications defects being adjudged rectified.

15. Unfortunately, the main HF unit failed soon after casting off and a disappointed ship's company berthed the ship alongside CERBERUS wharf at 1753 that evening. With repairs completed the ship cast off at 0756 Wednesday 27 for a modified fisheries patrol to northern Tasmanian waters.

16. At 1556, following a calm passage to King Island, ATTACK berthed at Grassy Harbour. No Naval ship had visited the Island for some time and the reception received by the ship's company certainly made amends for the frustrating experience with defects over the previous days. Prior to sailing at 1100 Thursday 28 some 600 school children had conducted tours of the patrol boat.

17. A small arms shoot was conducted during the short passage to Stanley and the ship berthed at Stanley Wharf at 1635, for an overnight visit. The patrol boat cast off at 1000 Friday 29 and another short passage, this time to Devonport was made. Again, the main HF communications set proved to have an intermittent fault. (URDEF 38/85, HMAS ATTACK IAH 290100Z APR83 refers). ATTACK berthed portside to WHYALLA at 1630 Friday 29, and remained alongside at Devonport at the end of the month.

18. In addition to the HF communications defect, URDEF 15/85, (HMAS ATTACK IAH 080227Z NOV82 refers), the ship gyro compass remains outstanding. At present the ship's arm brown compass is undergoing repair at Williamstown Naval Dockyard with another gyro compass on loan. As well, URDEF 31/85, the centreline windscreen wiper remains outstanding. (HMAS ATTACK IAH 150248Z APR83 refers). INDEF 10/85, the Mathway Lightweight Steering Box, was upgraded to URDEF 37/85 on Thursday 28. This will be rectified during the forthcoming intermediate docking. (HMAS CERBERUS IAH 272330Z APR83 refers).

19. The health, welfare, morale and conduct of the ship's company has been very good throughout the period. The continuing recurrence of the HF communications defect has proved a matter of some concern. A separate submission on this has been raised with the administrative authority (HMAS ATTACK letter 98/53/1 of 1 May 1983 refers).

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. PURNELL-WEBB)
Lieutenant RAN
Commanding Officer

Annex: A. Steaming details 15-30 April 1983
B. Exercise details 15-30 April 1983

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RESTRICTED

ANNEX A TO
HMAS ATTACK LETTER
1/16/12 DATED
1 MAY 1983

STEAMING DETAILS 15 - 30 APRIL 1983

- | | | |
|----|---|---------|
| 1. | Distance steamed during period | 1199 |
| 2. | Hours underway during period. | 91 |
| 3. | Total distance steamed since first commissioning. | 337,534 |
| 4. | Total hours underway since first commissioning. | 26,246 |
| 5. | Occasions for exceeding economical speed: | |

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
Thursday 21	2 Hours	23 knots	quarterly full power workup.

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ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 2 MAY 1983

EXERCISE DETAILS 15-30 APRIL 1983

<u>Exercise Number</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date/Remarks</u>
<u>Seamanship and General Evolutions</u>			
NN	NEX	1	20/21
7	SUPEREX	1	20
9	Leaving Ship/ Emergency Stations	1	19
10	OOW Eng. Breakdown	2	20, 21
11	OOW Manoeuvres	4	20, 21, 23
12	MOBEX	2 X 1 hour	23, 29
13	RASAPS Day	1 X 1 hour	23
14	Heaving Line Transfer Day	2	23
15	TOWEX - Providing	2	20, 23
17	AAGDX	2	20, 29
19	AAROFX	1	20
20	Small Arms Shoot	1	28
21	Blind Pilotage	12	19 thru 23, 25, 27, 28, 29
22	Formation Anchorage	1	23
NN	Formation Departure/ Entry	2	23
<u>NECD</u>			
29	Major DCX	1	21
30	Minor DCX	1	28
<u>Daily Harbour</u>			
NN	Emergency Party	10	15 thru 18 22 thru 24, 30

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SMV

ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

17 JUN 1983

AF 1/16/12

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

HMAS ATTACK - REPORT OF PROCEEDINGS - MAY 1983

Forwarded.

RH Old

(R. H. OLD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for
May 1983

UNCLASSIFIED COVERING ~~RESTRICTED~~ **RESTRICTED**



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/12

HMAS ATTACK
At WESTERNPORT

1 June 1983

The Flag Officer Commanding
HM Australian Fleet

For Information:

The Naval Officer Commanding Victoria Area
The Commanding Officer, HMAS CERBERUS
The Commander, Australian Mine Warfare and Patrol Boat Forces
The Naval Officer Commanding Tasmania Area

HMAS ATTACK - REPORT OF PROCEEDINGS -

MAY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of May 1983. All times are zone KILO (-10).
2. Highlights of the period included a patrol of Bass Strait waters which concluded Friday 6, a short maintenance period alongside HMAS CERBERUS, and, commencing Tuesday 17 Bass Strait Oil Rig Surveillance (BSORS) duties. May proved a frustrating month because of programme changes at short notice and numerous engineering defects which affected sailing times.
3. At the beginning of the period the patrol boat was berthed portside to HMAS WHYALLA at Devonport. At 0900 Sunday 1, following the repair of a HF communication defect, ATTACK cast off to continue a fisheries patrol of northern Tasmanian waters. The ship was programmed to rendezvous with WHYALLA in Area Bass later in the week to receive some ABC film technicians and land them at Burnie before completing the patrol.
4. In order to gain a required publication a diversion was made later in the day and the ship heaved to in Westernport Bay at 2345. With a poor weather forecast the decision to shelter inside the bay was made and ATTACK came to anchor 005 Cowes wharf 2.2 cables at 0015 Monday 2. Unfortunately, whilst the anchor was being weighed that morning the anchor winch burnt out. After weighing by deck tackle at 1120 the patrol boat returned alongside CERBERUS for repairs. (URDEF 39/85, HMAS ATTACK IAH/RDH 020150Z MAY 83 refers).
5. With base staff assistance the defect was made good by late afternoon. A series of cold fronts and associated gale warnings then caused sailing to be delayed. In the event, the ship remained alongside for the rest of the patrol time, except on Friday 6 when a short sea day in Westernport Bay for an advanced seamanship class was held. After sailing at 1000 that morning and conducting a number of evolutions, ATTACK returned alongside at 1320 to commence a maintenance period.

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/6. During this

6. During this time alongside much work had been planned - including upper-deck maintenance and one thousand-hour routines on both main engines. As well, promotion training for a number of junior sailors had been arranged. When ATTACK was tasked to escort HMAS ARDENT (COMAUSFLT IAQ/IAU/RDH 090722Z MAY83 refers) to Eden a hasty revision of this work package was made; most planned maintenance was completed but command tests were re-scheduled for later in the year.

7. Poor weather delayed sailing to Hobart and the rendezvous with ARDENT until 0800 Tuesday 17. Enroute a close quarters navigation incident occurred (HMAS ATTACK EVL 170415Z MAY83 refers) and was reported in accordance with current policy. Following a good passage the ship berthed portside to Elizabeth Street Pier at 1015 Wednesday 15. However, a defect on the starboard main engine governor delayed sailing until 2150 that evening. (URDEF 41/85 HMAS ATTACK IAH/RDH 180127Z MAY83 refers).

8. In calm weather the escort duty was completed at 0600 Friday 20 when a rendezvous off Eden with WHYALLA was made. ARDENT, which had an engineering defect to one engine, continued passage to Sydney with WHYALLA as escort. ATTACK detached to Eden to fuel and water prior to assuming duties as Surface Reaction Vessel (SRV) in Area Bass.

9. Once more, whilst approaching Eden, the governor on the starboard main engine became defective. (URDEF 42/85, HMAS ATTACK IAH/RDH 192250Z MAY83 refers). HMAS ADVANCE, a Sydney based, reserve crewed patrol boat was forced to extend her time on task until the defect in ATTACK could be repaired. The patrol boat berthed starboard side to the Breakwater Pier Eden at 0830 Friday 20.

10. The part required was received onboard early Saturday 21, and following repair the ship cast off at 1100 for the passage to Area Bass. It is understood that shelf life on many common items used in Attack Class are nearing end of term; repair by replacement may not always be the answer as the patrol boats near the end of their commissions.

11. ATTACK assumed SRV duties at 2000 Saturday 21. After berthing starboard side to ADVANCE briefly that evening for an exchange of views the ship steamed in Area Bass overnight. The patrol boat remained as the on-task SRV in mild weather until relieved by ADVANCE at 2100 Tuesday 24.

12. Following an overnight passage to Westernport the ship berthed at CERBERUS wharf at 0725 Wednesday 25 for a 9 hour refuelling stop. Whilst alongside some essential maintenance, including the changing of pyro press switches for the main engines was done. Upon sailing at 1635 the switch for the port main engine was discovered defective; ATTACK returned alongside at 1735 to allow repair. (URDEF 44/85, HMAS ATTACK IAH/RDH 250735Z MAY83 refers)

13. The ship remained at Westernport overnight with Ship's Staff repairing the defect and departed for Area Bass and SRV duties at 0800 Thursday 26. In rising seas ADVANCE was relieved at 1800 that evening. ATTACK steamed on station until 0900 Friday 27 when the weather deteriorated to such an extent as to make surveillance impossible. The ship sought shelter at Deal Island, arriving there at 1330 that afternoon.

/14. A priority

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RESTRICTED
- 3 -

14. A priority one defect on the port main engine occurred whilst the ship was sheltering at Deal Island. (URDEF 45/85, HMAS ATTACK IAH/RDH 280905Z MAY83 refers). In order to allow rectification ATTACK sailed for Westernport at 1830 Saturday 28 arriving alongside at 0751 the next morning. With this URDEF outstanding the ship remained alongside HMAS CERBERUS wharf at the end of the month.

15. URDEF 15/85, the ship's gyro compass, was rectified during the month. At the end of the period URDEF 37/85, the Mathway Lightweight Steering Box, remained outstanding. This should be rectified during the forthcoming intermediate docking period.

16. The health, welfare, morale and conduct of the Ship's Company has been very good throughout the period. A number of personnel suffered from severe gastro enteritis during the passage from Hobart to Eden but all are well now. The failure of the patrol boat to timely carry out tasks assigned because of defects is keenly felt.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. PURNELL-WEBB)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details May 1983.
B. Exercise Details May 1983

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RESTRICTED

RESTRICTED

ANNEX A TO
HMAS ATTACK LETTER 1/16/12
DATED 1JUN83

STEAMING DETAILS MAY 1983

- | | | |
|----|---|--------|
| 1. | Distance steamed during period | 2272 |
| 2. | Hours underway during period | 172 |
| 3. | Total distance steamed since first commissioning. | 339806 |
| 4. | Total hours underway since first commissioning. | 26418 |
| 5. | Occasions for exceeding economical speed: | |

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
-------------	---------------	--------------	---------------

Nil

RESTRICTED

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~~RESTRICTED~~
RESTRICTED

ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 1 JUN 83

EXERCISE DETAILS MAY 1983

<u>EXERCISE NUMBER</u>	<u>SHORT TITLE</u>	<u>NO. COMPLETED/ DURATION</u>	<u>DATE/ REMARKS</u>
<u>SEAMANSHIP and GENERAL EVOLUTIONS</u>			
10	OOW ENG. BREAKDOWN	2 x 1 hour	6, 20
12	MOBEX	1 x 1 hour	6
NN	STREAM LARNE TARGET	1	6
<u>GUNNERY</u>			
20	SMALL ARMS SHOOT	1	22
<u>NAVIGATION</u>			
21	BLIND PILOTAGE	14	1,2,6,17, 18,20,21, 25,26,29
23	XO CON SHIP	3	6, 21
NN	FORMATION DEPARTURE	1	18 ARDENT I/C
<u>COMMUNICATIONS</u>			
NN	EMERGENCY DESTRUCTION	1	3
<u>NBCD</u>			
30	MINOR DCX	1	2
<u>DAILY HARBOUR</u>			
NN	EMERGENCY PARTY	20	2 thru 16 20, 29 thru 31

~~RESTRICTED~~
RESTRICTED

SMV

UNCLASSIFIED COVERING ~~RESTRICTED~~ **RESTRICTED**
ROYAL AUSTRALIAN NAVY

Telephone 359 9111

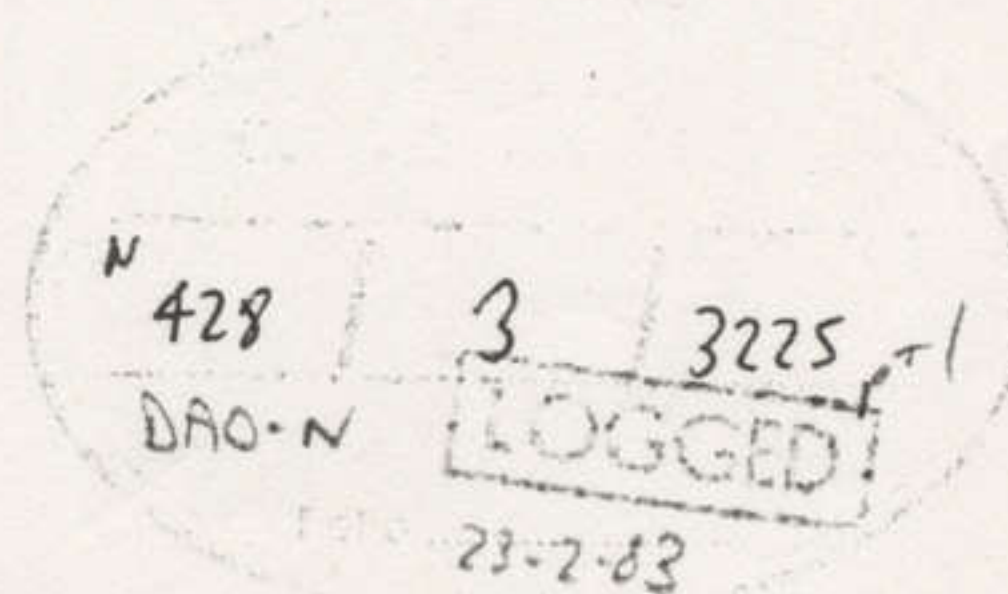
Extension 3113

OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/12

21 JUL 1983

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



HMAS ATTACK - REPORT OF PROCEEDINGS - JUNE 1983

Forwarded.

RA Old
(R. H. OLD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for
June 1983.

DAO-N

4.

UNCLASSIFIED COVERING ~~RESTRICTED~~ **RESTRICTED**



~~RESTRICTED~~

ROYAL AUSTRALIAN NAVY

1-16-12/83
47

TELEPHONE:

IN REPLY QUOTE 1/16/12

HMAS ATTACK
at PORT MELBOURNE

1 July 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding Victoria Area
The Commanding Officer, HMAS CERBERUS
The Commander, Australian Mine Warfare and Patrol Boat Forces
The Naval Officer Commanding Tasmania Area

HMAS ATTACK - REPORT OF PROCEEDINGS -
JUNE 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of June 1983. All times are zone KILO (-10).
2. Highlights of the period included participation in Bass Strait Oil Rig Surveillance (BSORS) until Wednesday 15, a patrol to southern Tasmanian waters, and, commencing Friday 24, Intermediate Docking (ID) preparation in the Melbourne area.
3. At the beginning of the period, the patrol boat was berthed alongside HMAS CERBERUS during a BSORS off-task phase. On Wednesday 1, URDEF 45/85, a defect on the port main engine, was rectified. Lines were cast off at 0825 the next morning, and, following an uneventful passage to Area Bass HMAS BOMBARD was relieved as the on-task Surface Response Vessel (SRV) at 1800.
4. In calm weather, with no shipping intrusions, the ship remained in the area until relieved by BOMBARD at 2100 on Monday 6. Whilst on passage to Melbourne the weather steadily worsened, and after passing through the Rip at 0600 Tuesday 7, heavy seas made for a very rough journey up Port Phillip Bay. Thankfully, at 1030, ATTACK berthed portside to Number 12 North Wharf, Port Melbourne.
5. Whilst alongside during this off-task period, I held an informal luncheon on Wednesday 8. This was attended by some members of the General Overseers Surveyors and Inspectors staff in Victoria (GOSIVIC). Officers from this body will be connected with the ship's I.D.. Weather conditions remained so poor in Bass Strait that ATTACK was unable to sail for SRV duties on Monday 13. The patrol boat dressed ship with mast-head flags only that day as a mark of respect for Her Majesty the Queen's birthday. Gale warnings continued to remain current during the following days of programmed on-task time.

.../6. Having sheltered



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-2-

6. Having sheltered alongside Melbourne until Wednesday 15, lines were cast off at 0755 for the short passage to Westernport. BOMBARD, sheltering at EDEN, assumed SRV duties that morning. In confused seas, the patrol boat berthed at CERBERUS Wharf at 1315 that afternoon. Preparations and storing ship for the patrol to Tasmanian waters occupied working hours of Thursday 16.

7. In fine weather lines were cast off at 0805 Friday 17 and course was set for Tasmanian waters. Enroute gunnery firing exercises were conducted in Area R325. After an uneventful passage down the east coast of Tasmania, on Saturday 18, opportunity was taken to conduct pilotage training in Storm Bay. At 1055 the patrol boat came to anchor at Port Arthur, 252 Dead Island Jetty 4.7 cables, remaining there overnight. A similar format was followed on Sunday 19 with ATTACK anchoring on completion in Little Oyster Bay, 012 Kettering Point 1 cable, remaining overnight once more.

8. After weighing anchor at dawn on Monday 20 and transitting the Derwent River the ship berthed at 0800, starboard side to Macquarie Street Wharf Hobart. Upon fuelling and in cold, frosty weather berth was shifted to Elizabeth Street Wharf at 0945. I called on the Acting Naval Officer Commanding Tasmania Area, Lieutenant Commander N.V. AUSTIN, RAN later that morning.

9. In addition to enjoying the traditional hospitality of Hobart the Ship's Company played golf against an HMAS HUON team on Tuesday 21, enjoying a most creditable victory. After sailing to continue the patrol at 0800 the next morning the weather slowly worsened, and with gale warnings current, the ship diverted to Westernport arriving alongside CERBERUS at 1340 Thursday 23. ATTACK appeared to be the only vessel at sea during the whole patrol - not one ship was sighted whilst at sea!

10. Intermediate Docking preparations commenced in earnest on Friday 24. A pre-refit conference was held on Monday 27 at which representatives from all parties were present. The Ship's Company was briefed on security matters and fire-fighting arrangements whilst in dockyard hands, the next day. With ATTACK scheduled to slip at Williamstown Workshops and Slipway on Monday July 4, all necessary de-storing was completed by the afternoon of Wednesday 29.

11. Lines were cast off at 0830 Thursday 30 for the passage to Melbourne. In overcast, cold conditions ATTACK berthed at Inner East Station Pier at 1400 remaining alongside there at the end of the month. Following planned de-ammunitioning on Friday 1 July, it is intended to berth at the Dockyard Wharf in Williamstown prior to slipping.

12. At the end of the period URDEF 37/85, the Mathway Lightweight Steering Box, remains outstanding. This should be rectified during the Intermediate Docking.

.../13. The health, welfare

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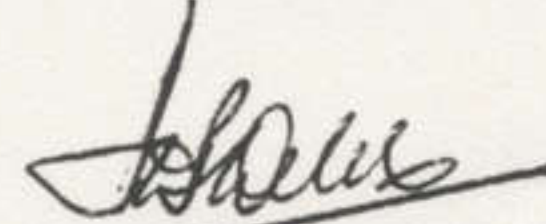
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13. The health, welfare, morale and conduct of the Ship's Company has been very good throughout the period. The physical state of the ship should improve with planned time alongside. It was refreshing to suffer no significant defects during June.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. PURNELL-WEBB)
Lieutenant, RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercises Conducted

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ANNEX A TO
HMAS ATTACK LETTER 1/16/12
DATED 1 JULY 1983

STEAMING DETAILS

1.	Distance steamed during June	1,354
2.	Hours underway during June	114
3.	Total distance steamed since first commissioning	341,160
4.	Total hours underway since first commissioning	26,532
5.	Occasions for exceeding economical speed	Nil

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ANNEX B TO
HMAS ATTACK LETTER 1/16/2
DATED 1 JULY 1983

EXERCISES CONDUCTED

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date/Remarks</u>
<u>Seamanship & General Evolutions</u>			
NN 10	Lower/Raise Boat OOW Evo B/D	6 1 x 1 hour	3, 18, 19, 23 3
<u>Gunnery</u>			
17	AAGDX	1	17
18	SUFY	1 x 1 hour	17
19	AAROFX	1 x 1 hour	17
20	Small Arms Shoot	1	17
<u>Navigation</u>			
21	Blind Pilotage	15 (6 hrs.)	2, 7, 15, 17, 18, 19, 20, 23, 24, 30.
23	XO Con Ship	2	17, 30
NN	Senior Sailors' Pilotage Training	4	18, 19.
<u>NBCD</u>			
29	Major DCX	1	14
NN	Continuation Training	1	28
<u>Daily Harbour</u>			
NN	Emergency Party		1, 7 thru 16, 20, 21, 23 thru 30

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ROYAL AUSTRALIAN NAVY

GKW

Telephone 359 9111

Extension 3113

OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/12(83)

18 AUG 1983

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

HMAS ATTACK - REPORT OF PROCEEDINGS JULY 1983

Forwarded.

RA Old
(R.H. OLD)
Commander, RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for July
1983

UNCLASSIFIED COVERING ~~RESTRICTED~~



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

HMAS ATTACK
At WESTERNPORT

1 August 1983

The Flag Officer Commanding HM Australian Fleet

For Information:

The Naval Officer Commanding VICTORIA AREA

The Commanding Officer HMAS CERBERUS

The Commander Australian Mine Warfare and Patrol Boat Forces

HMAS ATTACK - REPORT OF PROCEEDINGS

JULY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of July 1983. All times are zone KIL0 (-10).
2. Highlights of the month included an Intermediate Docking (ID) by the Port of Melbourne Authority and return to HMAS CERBERUS.
3. At the commencement of the month ATTACK was berthed alongside Station Pier, preparing for the Ship's INTERMEDIATE DOCKING (DEF NAV CANBERRA BDH/OJA/ICD 170500Z MAR83) to be conducted by the Port of Melbourne Authority (PMA).
4. At 0755 Friday 01, ATTACK cast-off and proceeded to Point Wilson.
Upon arrival at 0932 de-ammunitioning commenced.
5. Upon completion of de-ammunitioning, ATTACK departed Point Wilson and shaped a course for the PMA Slipway, Williamstown, arriving at 1150.
ATTACK secured port side to the PMA Wharf at 1220 at which time the Ship was placed out of routine.
6. ATTACK was slipped at 0855 Monday 04 and remained there until unslipping at 1300 Monday 18, during which time all planned work was successfully carried out. An excellent working relationship was established with the PMA personnel which made for a trouble-free docking period.
7. Acting upon a directive from the Commanding Officer HMAS CERBERUS (CAPTAIN M.B. RAYMENT AM, RAN), I assumed command of HMAS BAYONET at 0600 Monday 18 July and using HMAS ATTACK's crew sailed in support of MARSAR 83/519. (HMAS BAYONET's ROP refers). Command of HMAS BAYONET was relinquished Tuesday 19 July at 0800.

/8. The Ship cast-

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8. The Ship cast-off from the PMA Wharf and proceeded to Point Wilson at 0850 Thursday 21, to ammunition. During the passage, steering gear trials were carried out to the satisfaction of both Dockyard and ATTACK personnel.

9. ATTACK berthed starboard side to Pt. Wilson wharf and commenced ammunitioning at 1108. Upon completion the Ship cast-off and shaped a course for Station Pier, Port Melbourne.

10. The Ship berthed port side to Station Pier at 1420 and remained at this berth overnight. The following morning at 0758 Friday 22, ATTACK cast-off and proceeded to sea. Upon clearing Melbourne Channel, ATTACK joined HMAS STUART at her request and carried out a series of radar calibration trials with ATTACK acting as the target vessel. Trials were carried out until 0930 then course was shaped to transit South Channel and Port Philip Bay Rip.

11. After clearing the Rip in calm weather, the Ship steamed towards Westernport Bay. After an uneventful passage, ATTACK arrived alongside HMAS CERBERUS Wharf where the Ship remained until the end of the month.

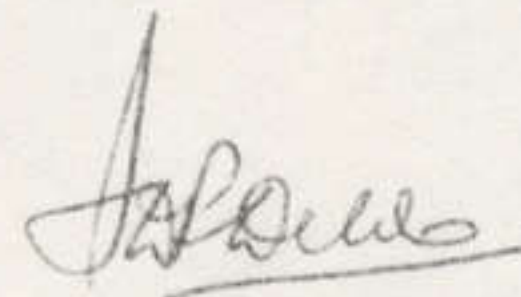
12. URDEFS 37/85 Mathway Lightweight Steering Box, 46/85 Open Bridge Bloctube Control and 47/85 Anchor Winch Motor were rectified during the month. The Ship has no URDEFS outstanding.

13. The health, welfare, morale and conduct of the Ship's Company has been very good throughout the period. The physical state of the Ship is extremely high due to the planned time alongside being used effectively.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. PURNELL-WEBB)
Lieutenant, RAN
Commanding Officer

Annexes: A. Ship's Activity Summary.
B. Exercise Details.

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ANNEX A TO
HMAS ATTACK LETTER 1/16/12
DATED 01AUG83

SHIP'S ACTIVITY SUMMARY

Maintenance

1. a. Intermediate Docking 18 Days

Work-Up

2. Nil

Operational

3. a. In Harbour:
(1) AMP 10 Days
b. At Sea:
(1) Single Service Exercise 1 Hour
(2) Independent Passage 14 Hours

Steaming Figures

4. a. Distance steamed during the period 182
b. Hours underway during the period 15 Hours
c. Distance steamed since Commissioning 341,342
d. Hours underway since Commissioning 26,547 Hours

Occasions for Exceeding Economical Speed

5.	<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
	21JUL	10 Mins	19 Knots	Steering gear trials.

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ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 01AUG83

EXERCISE DETAILS JULY 1983

<u>Exercise Number</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date</u>
<u>Seamanship and General Evolutions</u>			
NN	Steering Gear Trials	1x10 Mins	21
<u>Daily Harbour</u>			
NN	Emergency Party	31	1 thru 31

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111
Extension 3113

OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/12(83)

26 SEP 1983



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

DAO-N
23 2 83

HMAS ATTACK - REPORT OF PROCEEDINGS AUGUST 1983

Forwarded.

RA Old
(R.H. OLD)
Commander, RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings
for August 1983

DAO-N(A)

UNCLASSIFIED COVERING ~~RESTRICTED~~



kk

TELEPHONE:

IN REPLY QUOTE 1/16/12

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ROYAL AUSTRALIAN NAVY

HMAS ATTACK
At Sea

1 September, 1983

The Flag Officer Commanding,
HER MAJESTY'S AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding, VICTORIA AREA
The Commanding Officer, HMAS CERBERUS
The Commander Australian Mine Warfare and Patrol Boat Forces
The Naval Officer Commanding, TASMANIA AREA

HMAS ATTACK REPORT OF PROCEEDINGS

AUGUST 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of August 1983. All times are zone KILO (-10)
2. Highlights of the period included participation in exercise Night Falcon until Sunday 7, Bass Strait oil rig surveillance (BSORS) until Saturday 13, and following passage to the East Australia Exercise Area a busy time involved in the Fleet Concentration Period (FCP) 83-2. A task element exercise, Hallmark Two, in the last days of the month completed a series of intensive in-company activities.
3. At the beginning of August, the Patrol Boat was berthed alongside HMAS CERBERUS Wharf, having completed an intermediate docking in July. Lines were cast off at 0900 Monday 1 for the short passage to Melbourne and the Ship berthed at Dock Pier East Williamstown Naval Dockyard at 1430 that afternoon. En-route a defect in the starboard engine thermostat resulted in URDEF 49/85 being raised.
4. Briefings for exercise Night Falcon were held on Tuesday 2 with members of a Special Air Services Regiment (SASR) detachment. During the evening of Wednesday 3 practice boat launchings were conducted, and, on completion, two collapsible Zodiacs were embarked. The Patrol Boat dressed ship with masthead flags only on Thursday 4 in honour of HM the Queen Mother's birthday.

/5. Prior to

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5. Prior to sailing at 0400 Friday 5 six members of the SASR detachment joined for the passage to the landing point in Eastern Tasmania. With following seas the transit of Bass Strait was made, and, after heaving to close to the shore in great Oyster Bay on the evening of Saturday 6 the detachment was successfully infiltrated.
6. The overnight transit to Devonport was hampered by very high seas and it was a very weary Ship's Company which berthed the patrol boat port-side to Number 3 wharf at 1340 Sunday 7. Weather conditions remained so poor that sailing for BSORS duties was not possible on Monday 8. URDEF 49/85 was rectified whilst alongside awaiting the weather to break. After moderation on Thursday 11, lines were cast off at 0900 for the 13 hour passage to area Bass. With no shipping intrusions the ship remained on task until relieved by HMAS WOLLONGONG at 1800 Friday 12.
7. In surprisingly calm seas ATTACK made an uneventful passage to Westernport berthing at CERBERUS Wharf at 0805 Saturday 13. On arrival URDEF 52/85, the anchor winch, was raised. Storing ship for the Northern deployment occupied most of the short period alongside and lines were cast off once more at 1100 the next morning for passage to Jervis Bay. No fishing vessels were detected in areas F and E and the ship came to anchor in Montague Roads at 1910 Monday 15, 328 Point Perpendicular Light 3.2 miles, in order to seek shelter from rising seas.
8. Time of arrival at the Marine Section Wharf, HMAS CRESWELL was advanced to 0930 the next morning to allow for rectification attempts on the anchor winch defect raised earlier. This was to prove unsuccessful. I called on the Commanding Officer, HMAS CRESWELL, Captain P.A. ROSS, RAN, at 1000 that morning. Members of the Ship's Company attended a most worthwhile fire ground training session on Wednesday 17.
9. With ship's staff unable to repair the winch defect the decision to arrive early in Sydney was made. After casting off from CRESWELL at 0800 Thursday 18 the short passage was made; ATTACK berthed starboard side to HMAS LAUNCESTON at the patrol boat wharf HMAS WATERHEN at 1600 that afternoon.
10. The patrol boat ammunitioned at Spectable Island the next morning returning alongside WATERHEN at 0845. At 0945, as a result of an incident which occurred at CRESWELL, HMAS Attack punishment warrant 1/83 for ABQMG W.E. SMITH R118203 was read to the assembled Ship's Company. At 1100 I called on you, Sir, at Fleet Headquarters. Later in the day, with Base Staff assistance, the defect on the anchor windlass was rectified, and ATTACK had no operational defects at the commencement of the FCP. A quiet weekend was enjoyed by the Ship's Company in Sydney, the first Northern port visited in nearly twelve months.
11. In company with HMA Ships IBIS, CURLEW, WOLLONGONG, ADVANCE and BAYONET the ship proceeded out of Sydney at 1100 Monday 22 to commence participation in the FCP. After clearing the Heads Officer-of-the-watch (OOW) manoeuvres were conducted. As these commenced a defect in the Type 696 UHF developed, resulting in URDEF 53/85. Whilst other ships received station changes by voice, ATTACK successfully utilized flashing light. In the afternoon, upon being detached, a major damage control exercise was conducted. Minor Fleet units rendezvoused South of Jervis Bay and the evening was devoted to a night encounter exercise with a number of Fleet units. On completion of a successful engagement ATTACK joined its bigger sisters for a night steam in company.

/12. At 0330

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12. At 0330 Tuesday 23 the patrol boat was detached and shortly after entered Jervis Bay. A GRP target was embarked at 0600 and course was set for a rendezvous with HMA Ships TORRENS and SWAN. Daylight hours were utilized by these ships, and later HMAS BRISBANE, for gunnery shoots and tracking serials. The target was transferred to a CRESWELL boat in fading light following which the patrol boat came to anchor in Anchorage F4, Darling Roads. This was the first time ATTACK has towed a GRP target for Fleet support purposes - the lightweight tow rode well in calm conditions at speeds of up to 16 knots. Whilst at anchor a loan UHF set was received from WATERHEN.

13. Anchor was weighed at 0748 Wednesday 24 and shortly afterwards WOLLONGONG was taken in tow. Gear having been returned by 0830 course was shaped for a rendezvous with HMAS HOBART and participation in an air defence exercise. LIEUTENANT COMMANDER J.A. WORSTENSCROFT, RAN the Base Engineer HMAS WATERHEN, joined ATTACK prior to sailing and under his direction a damage control exercise was held whilst awaiting serial start. As luck would have it poor communications again hampered participation - however two mirage aircraft managed to fly strike profiles as requested.

14. After being detached ATTACK rejoined the other small boats in Jervis Bay for replenishment approaches and a heaving line transfer. At 1645, as OCS Orange Force, with ADVANCE in company, course was shaped to the South of Warden Head and an infiltration exercise against WOLLONGONG (OCS Blue) and BAYONET. Deteriorating weather conditions made an intended anchorage impossible so ADVANCE was despatched to the East at 2000 with instructions to cross the Blue Patrol line to seawards of Warden Head. Taking advantage of a friendly North bound merchantman as cover, ATTACK crossed into 'enemy' territory at 2245. ADVANCE, further to sea, crossed the line shortly after cementing an Orange victory. In heavy rain the ship anchored in F2 anchorage, Darling Roads at 0125 Thursday 25.

15. ATTACK remained at anchor on Thursday 25 except for a short period alongside the CRESWELL wharf when she fuelled and watered. BAYONET conducted first aid and boarding party exercises on ATTACK during the day. The assistance provided during the first evolution was particularly praiseworthy. The forenoon of Friday 26, in company with the other minor Fleet units, was devoted to a disaster relief exercise ashore at the Jervis Bay fire ground. LIEUTENANT COMMANDER WORSTENSCROFT left the ship at the start of the days serials. Unfortunately, poor weather precluded participation in a mini-war held that evening and the smaller ships rode out gale conditions at anchor in the bay.

16. ATTACK weighed anchor at 1000 Saturday 27 and in company with the other patrol boats conducted OOW manoeuvres inside Jervis Bay. On completion the four patrol boats proceeded alongside HMAS SUPPLY, which was at anchor in Montague Roads, for a token refuelling. The ship cast off from SUPPLY at 1410 and anchored in F2 anchorage shortly after. I repaired onboard the Flagship at 1530 to attend a Commanding Officer's meeting held by You, Sir, and members of your staff. In the meantime ATTACK weighed anchor and proceeded to secure starboard side to HOBART which was at anchor in the bay. This was in preparation for the Fleet Operation Awkward Exercise held that evening.

17. This serial commenced at 1700 and was conducted in accordance with COMAUSFLT Operation Instruction 9/83. When all divers were clear of the water at 2330 ATTACK cast off from HOBART and came to anchor in F2 oncemore at 2359, remaining there overnight.

/18. The forenoon

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18. The forenoon of the next day was devoted to a variety of OOW drills for the benefit of trainees. At 1200, in company with the other small ships course was shaped for Restricted Area 451 and the scheduled 'Hulkex' Gunnery Shoot. In fine, calm conditions the shoot commenced at 1500 however after only one round had been fired an intermittent fault in the ship's 40/60 recurred. Disappointment was high as the ship's firing run was aborted. Subsequently, URDEF 54/65 was raised. At 1530 with all ships stopped in the water, an impressive aerial bombing display on the hulk by 4 F111 aircraft was witnessed. Prior to entering Jervis Bay an educational set of OOW manoeuvres were conducted under IBIS's control, with the emphasis on Divisional manoeuvres. ATTACK came to anchor 097 Captains Point 7.8 cables at 1800.

19. In company with the other smaller units ATTACK conducted a night steam in company sailing at 2100. All ships rendezvoused off Sydney at 0545 the next morning and divisional OOW Manoeuvres were held prior to the Fleet entry. ATTACK secured starboard side to Number 10 berth WATERHEN at 1008 Monday 29.

20. The period alongside was taken up with storing ship and fuelling in preparation for Exercise Hallmark Two. As usual, excellent assistance was received from Base staff and the defect on the 40/60 was made good subject to a successful gun functioning trial.

21. Exercise Hallmark Two was conducted in Broken Bay and approaches over the last two days of the month. The Commander, Australian Mine Warfare and Patrol Boat Forces was designated at CTG 628.4, and participating units in addition to ATTACK included IBIS, CURLEW, WOLLONGONG, ADVANCE and BAYONET. Following a formation departure from Sydney at 0900 Tuesday 30 a day of intensive manoeuvres was conducted, including a minefield transit, Divisional OOW manoeuvres and competitive man overboards. Following an aborted surface gunnery shoot, ships entered Broken Bay in formation with ATTACK anchoring 029 Challenger Point Light 4.5 cables at 1830. Under the watchful eye of LIEUTENANT COMMANDER J.A. WORSTENCROFT RAN, who had joined the ship prior to sailing from Sydney, the day concluded with an inter-ship quiz in which the patrol boat was placed a creditable second.

22. On Wednesday 31 exercises continued at the same pace as the previous day with more in-company manoeuvres including OOW drills, heaving line transfers, and a tow in which ATTACK again towed WOLLONGONG. LIEUTENANT COMMANDER WORSTENCROFT left the ship early in the day and COMMANDER K.C. STEPHEN, RAN, CTG 628.4, with some members of his staff visited the patrol boat briefly during the course of the day's serials.

23. ATTACK, with ADVANCE and BAYONET in company, deployed, as Orange Force, for a night encounter exercise at 1700 that evening. With the other units acting as defenders of the approach lines to Sydney all ships were at sea involved in the exercise at the end of the month.

/24. August proved

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24. August proved to be a very busy month highlighted in the second part by a work-up atmosphere which was most beneficial to the ship. Because of this, much effort will be required by Ship's Staff in improving the appearance of the ship in the weeks remaining before Admiral's Inspection. The health, welfare and morale of the ship's company remains high as did the overall standard of conduct with the exception of one isolated incident.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. PURNELL-WEBB)
Lieutenant RAN
Commanding Officer

Annexes: A. Ship's Activity Summary
B. Exercise Details

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ANNEX A TO
HMAS ATTACK LETTER 1/16/12
DATED 1 SEP 83

SHIP'S ACTIVITY SUMMARY

Maintenance

1. Nil

Work-Up

2. Nil

Operational

3. a. In Harbour

(1) Weather bound 3 days 19 hours

(2) Port Visits 11 days 13 hours

b. At Sea

(1) Operational Role 2 days 15 hours

(2) Single Service Exercise 10 days 15 hours

(3) Joint Exercise 2 days 10 hours

4. Steaming Figures

a. Distance steamed during August 2691

b. Hours underway during August 376

c. Total distance steamed since first
commissioned 344,033

d. Total hours underway since first
commissioning 26,922

5. Occasions for Exceeding Economical Speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
31AUG	$\frac{1}{2}$ hour	20 knots	INFILITREX (Ex Hallmark Two)

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ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 1 SEP 83

EXERCISES DETAILS

<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>NO. COMPLETED/ DURATION</u>	<u>DATE/REMARKS</u>
<u>Seamanship and General Evolutions</u>			
3.	DISTEX	1-6 hours	26
4.	BOARDEX	1	25
5.	FAIDEX	2	25, 31
7.	SUPEREX	1	30
9.	Leaving Ship/ Emergency Stns	3	1, 6, 22
NN	Action Stns	6	1, 6, 22, 30, 31
10	COW/ENG Breakdown Drills	7-8 hours	1, 11, 18, 22, 27, 29,
11.	COW Manoeuvres	7 (10 hours)	22, 27, 28, 29, 30, 31
12.	MOBEX	2-3 hours	12, 30
13.	RASAPS - Day	2 - 3 hours	24, 31
NN	RAS (L) LINKUP	1	27
14.	Heaving Line TX-Day	2 - 2 hours	24, 31
15.	TCWEX - Providing	2	24, 31
NN	Competitive Drills	2	31 (2)
<u>Gunnery</u>			
17.	GDX	2	11, 24
NN	AD6	1	24
18.	SUTF	1	28
20.	Small Arms Firing	1	11
<u>Navigation</u>			
21.	Blind Pilotage	32 (19 hours)	1, 5, 6, 7, 11, 13, 14, 15, 16, 18, 19, 22 thru 31.
22.	Formation anchorage	3	28, 30, 31
23.	XO CON SHIP	2	13, 28
NN	Formation Departure/Entry	3	22, 29, 30

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<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>NO. COMPLETED/ DURATION</u>	<u>DATE/REMARKS</u>
NN	Minefield Transit	1	30
<u>ASW</u>			
28.	AWKEX	1- 6 hours	28
<u>NBCD</u>			
29.	Major DCX		6, 22, 31
30.	Minor DCX		1, 24
NN	Fire Ground Training	1 x 4 hrs	17
<u>Daily Harbour</u>			
NN	Harbour Emergency Exercise		1 ^r thu 4, 7-10 13, 16 thru 21, 29
<u>Communications</u>			
NN	Emergency Destruction	1	2
NN	NCX 204	1	30
<u>Miscellaneous</u>			
77.	INFILTREX	3	22, 24, 31
78.	Commando Support	1	1 thru 6

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/12

24 OCT 1983

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

HMAS ATTACK - REPORT OF PROCEEDINGS - SEPTEMBER 1983

Forwarded.

RH Old
(R. H. OLD)
Commander, RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for
September 1983

UNCLASSIFIED COVERING ~~RESTRICTED~~

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/12

HMAS ATTACK
At Sea

1 October 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding Victoria Area
The Commanding Officer HMAS CERBERUS
The Commander Australian Mine Warfare and Patrol Boat Forces
The Naval Officer Commanding Tasmania Area

HMAS ATTACK REPORT OF PROCEEDINGS
SEPTEMBER 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of September 1983. All times are zone kilo (-10).

2. Highlights of the period included participation in Exercise Hallmark II until Thursday 1, a visit to Ulladulla on Friday 2, Bass Strait Oil Rig Surveillance (BSORS) until Friday 9, followed by an assisted maintenance period until Monday 26. In the last days of the month, the Patrol Boat was involved in a Fisheries patrol in the Southern waters of Tasmania, thus completing another busy month.

3. At the beginning of September, ATTACK was involved in a task element exercise, Hallmark II. Upon completion of a night stationmaster exercise and Officer-of-the-Watch (OOW) manoeuvres, course was shaped for Sydney Harbour.

4. All vessels entered Sydney Harbour at 0846 Thursday 1, in formation one with HMAS WOLLONGONG as guide. Other ships in company included HMA Ships IBIS, CURLEW, ADVANCE and BAYONET.

5. At 0933 the Patrol Boat secured starboard side to number 10 Patrol Boat Berth, HMAS WATERHEN, signifying the completion of Hallmark II. Whilst I was engaged in the exercise de-brief, the vessel refuelled in preparation for the return journey South.

/6. At 1258

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- 2 -

6. At 1258 the Patrol Boat cast off and proceeded to sea in company with HMA Ships BAYONET and ADVANCE. Course was shaped to engage HMNZ Ship CANTERBURY, who was engaged in her final battle problem. The Ship was engaged with 40/60mm break up shot at 1530, with the Patrol Boat attaining a maximum speed of 20 kts.
7. Upon completion of the evolution ADVANCE and BAYONET were detached and course was shaped for Jervis Bay. ATTACK came to anchor in 38' of water with 2 shackles on deck, 7.5 cables from Huskisson Wharf, where she remained overnight.
8. Anchor was weighed at 0558 Friday 2, after which ATTACK commenced a short passage to Ulladulla, securing port side to Ulladulla Breakwater wharf at 0800, providing the crew with a much earned rest.
9. After a brief stay, ATTACK cast off and proceeded to sea at 0855, Saturday 3 for Bass Strait and another period of Oil Rig Surveillance. ATTACK assumed S.R.V. duties from HMAS LAUNCESTON at 0120 Sunday 4.
10. Upon arrival in the surveillance area weather conditions continued to deteriorate and the Ship steamed overnight in the area to be avoided. The Patrol Boat hove to in the vicinity of BARRACOUTA Oil Rig and secured to the buoy at 1205.
11. At 0215, Monday 5, due to deteriorating weather conditions, ATTACK slipped from BARRACOUTA Buoy and steamed towards Deal Island. After an extremely rough passage, the Patrol Boat came to anchor at 0842 in the East Cove of Deal Island in 42' of water.
12. ATTACK remained at this anchorage until 2355 when it was noted that the Ship was dragging her anchor. In driving rain the anchor was weighed by deck tackle and at 0036 Tuesday 6, anchorage was shifted to the West Cove, allowing greater protection from the weather.
13. Due to inclement weather, ATTACK remained at the anchorage until 0414 Friday 9. During this time internal preparation for the forthcoming annual inspection was carried out and a comprehensive medical lecture was presented to the Ship's company by the Petty Officer Coxswain.
14. ATTACK finally departed Deal Island at 0450, after weighing by deck tackle once again, and set course for Westernport Bay. After an uneventful passage with heavy following seas, the Patrol Boat berthed portside to HMAS CERBERUS Wharf, thereby completing an extremely industrious and beneficial six weeks.
15. The Patrol Boat remained alongside until Monday 26. During this time, an assisted maintenance period (AMP) was carried out from Monday 12 until Friday 23. Due to the inclement weather little work was accomplished on the upper decks however the interior of the Ship is progressing well.
16. A Departmental security inspection was held on Friday 23. This inspection was carried out by Lieutenant R. SMITH, RAN, under the direction of the Naval Officer Commanding Victoria Area (NOCVIC).

/17. At 0930

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17. At 0930 Monday 26, ATTACK cast off and proceeded to sea. A 40/60 and .50 cal firing exercise was conducted in R325, commencing at 1305. The shoot, conducted in fine weather conditions, proved successful and was completed at 1320.

18. ATTACK commenced a fisheries patrol of Tasmanian coastal waters and proceeded to Hobart via Banks Strait and no fishing vessels were sighted for the duration of the passage, which was carried out in surprisingly good weather conditions.

19. Due to rapidly deteriorating conditions upon rounding Tasman Island, course was shaped for Frederick Henry Bay, at the Northern edge of Storm Bay. ATTACK came to anchor in 35' of water in South-East Frederick Henry Bay at 2015 where the vessel remained overnight on Tuesday 27.

20. Anchor was weighed at 0744 Wednesday 28, and after an uneventful pilotage up the Derwent River the vessel berthed port side to HMAS HUON wharf at 0945. On arrival, Mr. Colin Wilson from the Tasmanian Fisheries Protection Board, came on board to discuss the recent movements of the Foreign Fishing Fleet. I also called upon Mr. Ron Massey, the Senior State Fisheries Officer, and participated in an informal discussion on fisheries matters relating to area Golf.

21. After storing and refuelling, ATTACK was ready to sail as programmed at 1400 the following day. Due to gale force conditions along the South and East coasts of Tasmania, it was deemed unsuitable for patrol duties.

22. Weather conditions had abated enough for ATTACK to sail on Friday 30 September, however departure from Hobart was delayed three hours until 1700 while I attended Royal Hobart Hospital for a precautionary medical examination.

23. The departure from Hobart and transit of Storm Bay was carried out in fine weather conditions. However, conditions began to deteriorate during the late evening and the ship was on passage at the end of the month.


24. URDEFS 57/85, (Starboard Main Engine Governor) 58/85 (Starboard Main Engine, Starter Motor and Oil leak B7-8 Head) and 59/85 (Metal chips A2 Head and Sump) were rectified during the month. URDEF 56/85 (Capacitor Bank for anchor winch) remains outstanding with an unknown rectification date. Great difficulty is being experienced in both anchoring (especially after heavy weather) and weighing anchor, with the latter evolution being performed by deck tackle.

25. The health, welfare, morale and conduct of the Ship's company has been very good throughout the period. The external physical state of the Ship is not as high as anticipated due to a long period of inclement weather, however it is expected to improve in time for the annual inspection this month.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. PURNELL-WEBB)
Lieutenant, RAN
Commanding Officer

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ANNEX A TO
HMAS ATTACK LETTER 1/16/12
DATED 10CT83

SHIP'S ACTIVITY SUMMARY

Maintenance

1. Nil

Work-Up

2. Nil

Operational

3. a. In Harbour

(1) Weather Bound	5 Days 10 $\frac{1}{2}$ Hours
(2) Port Visits	2 18
(3) AMP	15 20

b. At Sea

(1) Operational Role	4 Days 4 $\frac{1}{2}$ Hours
(2) Single Service Exercise	12
(3) Independent Passage	1 7

4. Steaming Figures

a. Distance steamed during September	1421.0 NM
b. Hours underway during September	104 HRS
c. Total distance steamed since first commissioning	345,454 NM
d. Total hours underway since first commissioning	27,027 HRS

5. Occasions for Exceeding Economical Speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
1	10 mins	20 kts	MINI-WAR, attack on HMNZS CANTERBURY

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ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 10CT83

EXERCISE DETAILS

Exercise No.	Short Title	No. Completed/ Duration	Date/Remarks
<u>Seamanship and General</u>			
11	OOW MANS	1 x 2 hours	1
N.N.	Screenplay	1 x 4 hours	1
<u>Gunnery</u>			
18	GDX (B.U.S.)	1 x 10 mins	1
19	AAROFX	1 x 15 mins	26
<u>Navigation</u>			
21	Blind Pilotage	5 (2 hours)	1, 2, 5, 27
N.N.	Formation Entry	1 x 1 hour	1
<u>Daily Harbour</u>			
N.N.	Harbour Emergency Exercise		2, 9 thru 25, 29
<u>Miscellaneous</u>			
N.N.	NEX	1 x 2½ hours	1

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ROYAL AUSTRALIAN NAVY

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SMV

Telephone: 359-9111
Extension 3113

AF 1/16/12

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

22 NOV 1983

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

HMAS ATTACK - REPORT OF PROCEEDINGS - OCTOBER 1983

Forwarded.

RA Old
(R.H. OLD)
Commander, RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for
October 1983 (2 sections)

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/12

HMAS ATTACK
At Sea

1 November 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding VICTORIA AREA
The Commanding Officer HMAS CERBERUS
The Commander Australian Mine Warfare and Patrol Boat Forces
The Naval Officer Commanding TASMANIA AREA

HMAS ATTACK REPORT OF PROCEEDINGS 1-3, 13-31 OCTOBER 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the period 1-3 and 13-31 October 1983. Times are as indicated.
2. Highlights of the period included completion of a fisheries patrol in areas Foxtrot and Golf, a target tow for West Head Gunnery Range, the Ship's Annual Inspection and commencement of Bass Strait Oil Rig Surveillance (BSORS) at the end of the month.
3. At the beginning of the month, ATTACK was at sea engaged in a fisheries patrol off the East coast of Tasmania and (following an uneventful passage) returned to HMAS CERBERUS Sunday 2.
4. ATTACK remained alongside HMAS CERBERUS wharf overnight and prepared for a return to Bass Strait and a period of BSORS. I relinquished command of ATTACK to LCDR K.A. WINTLE, RAN at 1000K Monday 3, to proceed ashore for a medical examination.
5. Following a successful medical examination, I accepted command of ATTACK from LCDR K.A. WINTLE, RAN at 1000K Thursday 13 October. At 1000K, Friday 14 October, the ship proceeded to sea to conduct a target tow in R329 for West Head Gunnery Range. The day proved to be a success with two transits of the firing area completed in fine weather conditions.
6. ATTACK berthed alongside HMAS CERBERUS wharf at 1633K and prepared for the forthcoming Annual Inspection. Departmental Inspections commenced on Monday 17 and continued throughout the week until Friday 21. Although the written reports are yet to be received, it was thought that the inspections were satisfactory.

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7. Work continued over the weekend of the 22 and 23 in preparation for the Ship's General Inspection. On Wednesday 26 I presented the Ship's Company at Divisions. At 0900K, the Commanding Officer HMAS CERBERUS, Captain M.B. RAYMENT, AM, RAN, formally inspected the Ship's Company, later returning at 0940K to complete a final inspection of the Ship.

8. This signified the end of the inspection and the end of many weeks of hard work by all onboard. A most pleasing enthusiasm was displayed throughout this period.

9. Clocks were advanced one hour at 0200K Sunday 30 October to Zone L (-11) - Eastern Australian Summer time.

10. ATTACK cast off and proceeded to sea at 0900L Monday 31 to commence a BSORS patrol. At 2100L ATTACK assumed SRV (Surface Reaction Vessel) duties from HMAS FREMANTLE and was on patrol in Area Bass at the end of the month.

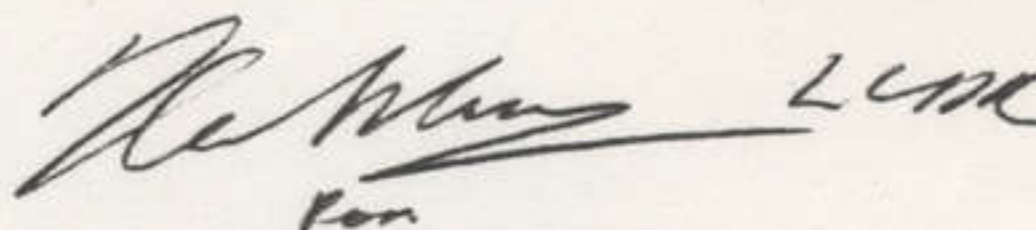
11. URDEFS 60/85 (Capstan shaft bearing and seals) 61/85 (Capstan winch motor) 62/85 (Starboard main engine governor) and 63/85 (Steering gear) were rectified during the month. The ship had no outstanding URDEFS at the end of the month.

12. The health, welfare, morale and conduct of the Ship's Company has been very good throughout the period. The physical state of the ship is most satisfactory after the Annual Inspection.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. PURNELL-WEBB)
Lieutenant, RAN
Commanding Officer.

- Annexes:
- A. Ship's Activity Summary 1-3, 13-31 October 1983
 - B. Exercise Details 1-3. 13-31 October 1983

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SHIP'S ACTIVITY SUMMARY 1-3, 13-31 OCT 1983

Maintenance

1. Nil.

Work-Up

2. Nil.

Operational

3. a. In Harbour
(1) AMP 19 days 9 hours
b. At Sea
(1) Operational Role 1 day 17 hours

Steaming Figures

4. a. Distance steamed during period 545 miles
b. Hours underway 40 hours

Occasions for Exceeding Economical Speed

5. Nil.

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EXERCISE DETAILS 1-3, 13-31 OCT 1983

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date/Remarks</u>
<u>Seamanship & General</u>			
10.	Steering Gear B/D	1 x 10mins	31
<u>Navigation</u>			
21.	Blind Pilotage	1 x 90mins	61
<u>Daily Harbour</u>			
N.N.	Harbour Emergency Exercise	19	2, 13 thru 30
<u>Miscellaneous</u>			
N.N.	Target Tow	1 x 6½ hours	

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1/16/12

HMAS CERBERUS
WESTERNPORT VIC 3920

1 November 1983

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The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding VICTORIA AREA
The Commanding Officer HMAS CERBERUS
The Commander Australian Mine Warfare and Patrol Boat Forces

HMAS ATTACK - REPORT OF PROCEEDINGS 3-13 OCTOBER 1983

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command from Monday 3 October to Thursday 13 October 1983. I was posted in command during the temporary medical unfitness of the permanent Commanding Officer, LEUT J.W. PURNELL-WEBB, RAN.
2. The ship was due to commence a BSORS patrol on Tuesday 4 October, but bad weather kept it alongside HMAS CERBERUS until Thursday 6 October. It was planned to sail at 1000 but a last minute defect on the governor of the starboard engine necessitated a changeover from HMAS BAYONET. Lines were finally cast off at 1645 and the ship proceeded to Area Bass arriving at 0500 Friday 7 October.
3. I then advertised ATTACK's presence by steaming around all the oil rigs and I spoke to several by radio. I also spoke to some oil rig tenders and discovered several ex-RAN officers in their crews. At 1130 ATTACK secured to BARRACOUTA buoy.
4. A large, steep swell generated by the recent gales was running up to 3 metres from the southwest but with the wind from the south east holding the ship broadside on to the swell, ATTACK at times rolled up to 35 degrees each way, making living conditions decidedly uncomfortable. After slipping the buoy at 1715 and selecting the most comfortable course the ship steamed through the night.
5. The weather had abated only marginally by mid-day Saturday 8 October and it was decided to seek shelter and conserve fuel by anchoring at Refuge Cove. The ship anchored in 5 fathoms at 1800.
6. After weighing at 1400 Sunday 9 October, course was set for Melbourne and with an abating and following sea the trip was reasonably pleasant. Passage through Port Phillip Heads commenced at 2200 and the ship anchored off Williams-town at 0120 Monday 10 October.

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7. Weighing anchor at 0730 ATTACK proceeded to Station Pier and berthed astern of HMAS STUART in company with HMAS VAMPIRE. After fuelling, the three ships cast off at 1000 and proceeded down the bay in formation 1, engaging in O.O.W. manoeuvres during the passage to the heads. The Rip was cleared by 1430 and the ships carried out O.O.W. manoeuvres and an A.A. firing. Unfortunately the target was too high and too fast to allow ATTACK to fire. The PASSEX continued with more manoeuvres, station keeping and RAS approaches until ATTACK was detached at 1800 Tuesday 11 October within sight of Gabo Island. The ship reversed course and proceeded to HMAS CERBERUS berthing at 1400 Wednesday 12 October.

8. All machinery functioned well with the only defect of note the ANURC radio which was repaired onboard.

9. The health, morale and discipline of the Ship's Company was excellent. I was particularly impressed with the co-operation and teamwork of the crew and the ability of individuals to handle other sailors' jobs without fuss. All of the bridge team including the senior sailors acquitted themselves quite well on TACPRI during manoeuvres.

10. I handed over the command of HMAS ATTACK to LEUT J.W. PURNELL-WEBB, RAN on Thursday 13 October 1983.

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



(K.A. WINTLE)
Lieutenant Commander, RAN

- Annexes: A. Ship's Activity Summary 3-13 October 1983
B. Exercise Details 3-13 October 1983.

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ANNEX A TO
HMAS ATTACK
LETTER 1/16/12
DATED 1NOV83

SHIP'S ACTIVITY SUMMARY 3-13 OCTOBER 1983

Maintenance

1. Nil.

Work-Up

2. Nil.

Operational

3. a. In Harbour

(1) Weather bound	3 days 22½ hours
(2) Port visit	8½ hours

b. At Sea

(1) Operational role	2 days 1½ hours
(2) Single Service Exercise	2 days 8 hours
(3) Independent Passage	1 day 7½ hours

Steaming Figures

4. a.	Distance steamed during period	1392 miles
b.	Hours underway	106 hours
c.	Total distance steamed since first commission	347391 miles
d.	Total hours steamed since first commission	27173 hours

Occasions for Exceeding Economical Speed

5. Nil.

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ANNEX B TO
HMAS ATTACK
LETTER 1/16/12
DATED 1NOV83

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EXERCISE DETAILS 3-13 OCTOBER 1983

<u>EXERCISE NO.</u>	<u>SHORT TITLE</u>	<u>NO. COMPLETED/ DURATION</u>	<u>DATE/REMARKS</u>
<u>Seamanship & General</u>			
11	O.O.W. MANS	4 (6 hours)	10, 11
N.N.	NSIC	1 x 7½ hours	10, 11
<u>Gunnery</u>			
19	AAROFX	1 x 25 mins	10
<u>Navigation</u>			
21	Blind Pilotage	1 x 2 hours	9
N.N.	Formation Departure	1 x 30 mins	10
<u>Daily Harbour</u>			
N.N.	Harbour Emergency Exercise	4	3, 4, 5, 12

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3787

OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/12

24 NOV 1983

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

HMAS ATTACK - REPORT OF PROCEEDINGS - NOVEMBER 1983

1. Forwarded.
2. The rough weather operations described are being further investigated.

RH Old

(R. H. OLD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for
November 1983.

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

HMAS ATTACK
at WESTERNPORT

1 December 1983

The Flag Officer Commanding HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding VICTORIA AREA

The Commanding Officer HMAS CERBERUS

The Commander Australian Mine Warfare and Patrol Boat Forces

The Naval Officer Commanding TASMANIA AREA

HMAS ATTACK REPORT OF PROCEEDINGS - NOVEMBER 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of November 1983. All times are zone LIMA (-11).
2. Highlights of the month included two periods of Bass Strait Oil Rig Surveillance (BSORS), a fisheries patrol in the King Island area, participation in EXERCISE TRANSITEX 84-1, a visit to Geelong and a period of local operations in Port Phillip Bay, engaged in EXERCISE OCEAN TORMENT II with members of 2 Commando Company, (2 CDO Company).
3. At the beginning of the month, ATTACK was in Area Bass as the on-task SRV (Surface Reaction Vessel). Fine weather conditions prevailed for the first two days of the month however, warning of a rapidly approaching cold front necessitated an early departure from the area at 1400 Thursday 3. The patrol boat encountered gale force westerly winds and high seas whilst sixty miles east of Refuge Cove. The next five hours proved to be most uncomfortable.
4. ATTACK entered Refuge Cove at sunset with the intention of anchoring however, the heavy seas encountered en-route had rendered the capstan winch motor unserviceable. The only option available was to berth on HMAS AWARE, at anchor in Southern Refuge Cove. ATTACK berthed port side to AWARE at 2045. Gale force winds continued throughout the night with gusts reaching sixty knots. Unfortunately the weight of both ships on AWARE's cable caused some problems with the anchor dragging.

/5. Due to

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5. Due to limited sea room in Refuge Cove, ATTACK cast off and proceeded to sea at 0710 Friday 4 hoping to make the short passage to Westernport. Passage along the eastern side of Wilsons Promontory was accomplished in moderate sea conditions. On rounding South East Point Light the sea became extremely confused and built up rapidly. The average height of sea and swell was estimated to be eight to ten metres and the ship's motion was acutely uncomfortable.

6. During the passage to Westernport both starboard side eight-man life rafts and stowages came adrift and subsequently required replacement. The ship rolled up to sixty degrees either side at times and shipped a moderate amount of sea water through the upper vents into the forward part of the ship. A weary but thankful Ship's Company berthed ATTACK alongside HMAS CERBERUS wharf at 1500.

7. The patrol boat remained alongside Westernport until 1326 Sunday 6 November, when ATTACK cast off and proceeded to sea for another period of BSORS. The sea in Bass Strait had abated over the weekend and passage to Wilsons Promontory was conducted in fair weather conditions. On rounding Wilsons Promontory fresh gusty easterly winds necessitated ATTACK proceeding to shelter at Deal Island where she came to anchor in East Cove at 2252.

8. Weather conditions remained unchanged overnight and with the issue of a gale warning, the decision was made to remain at Deal Island. The wind backed steadily westerly during Tuesday 8 and ATTACK weighed and proceeded to West Cove at 1720. With passage of the front, the wind again reached gale force strength however the ship rode well on her cable.

9. Wednesday 9 found the ship still sheltering from force eight winds and several trawlers and small boats also sought shelter in East Cove.

10. At 0300 Thursday 10 the fishing vessel ALLIED STAR dragged her anchor and was in imminent danger of hazarding herself and ATTACK. It was apparent that no watch was kept onboard the fishing vessel and all available means were employed to contact the vessel. The crew of the fishing vessel were finally alerted at 0340 and slowly took action to save their ship.

11. Weather conditions had improved sufficiently by late morning on Thursday 10 and ATTACK weighed and proceeded for Westernport, whilst SRV duties were handed over to HMAS WHYALLA sheltering in Eden. The passage to Westernport was made in moderate seas and the patrol boat berthed alongside HMAS CERBERUS wharf at last light.

12. Colours were half masted Friday 11 on the occasion of Remembrance Day. ATTACK remained alongside until 0900 Monday 14 when the ship cast off and proceeded for a fisheries patrol in the King Island area. After a short passage in rising seas, ATTACK berthed port side to Grassy Harbour wharf and remained overnight.

/13. Once again

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13. Once again gale force winds developed overnight and sailing was delayed. ATTACK cast off from Grassy Harbour wharf at 0730 to vacate the berth for the vessel M.V. STRAITSMAN. Approval was received from the port authorities to anchor inside the harbour and ATTACK came to anchor 015° Grassy Island Light 4.5 cables. Gale force winds continued unabated throughout the day and the ship experienced an uncomfortable ride at anchor until 1410 when M.V. STRAITSMAN departed and ATTACK reberthed at the wharf.

14. Weather conditions had improved by Wednesday 16 and the ship cast off and proceeded for Westernport at 1000. The passage northwards was undertaken with a heavy following swell which caused the ship to roll continuously. A roll of seventy degrees was experienced. ATTACK berthed port side to HMAS CERBERUS wharf at 1800 and remained alongside until Friday 18.

15. All lines were let go at 0830 Friday 18 and ATTACK proceeded to sea for EXERCISE TRANSITEX 84-1 as part of TU 634.2.2. Poor weather in eastern Bass Strait prevented the rendezvous with HMA Ships LAUNCESTON and WHYALLA. ATTACK rendezvoused with HMAS STUART in Murray Pass (Deal Island) at 1720. During the passage from Westernport to Deal Island, ATTACK was under overt aerial surveillance by ROYAL NAVY Sea Harriers or Sea Kings.

16. HMAS STUART and ATTACK formed a SAG (Surface Attack Group), and steamed in the vicinity of Deal Island during the remaining daylight hours awaiting an opportunity to attack the ROYAL NAVY task group, commanded by HMS INVINCIBLE. At 2300 both ships steamed north eastward at high speed to establish an attacking position. HMAS STUART detached at 0001 Saturday 19.

17. ATTACK approached a group of ships in position 39° 08' S, 147° 10' E at 0018 and closed to twelve thousand yards. The ships were subsequently identified as belonging to the ROYAL NAVY Task Group and engaged. After the engagement ATTACK was illuminated and engaged by a Sea King helicopter before being ordered to proceed independently by HMAS STUART at 0117.

18. The ship steamed to the south and south east at Area Bass for the remainder of the night before being detached from the exercise. On detachment ATTACK shaped a course for Westernport and following a comfortable passage berthed port side to HMAS CERBERUS Wharf at 1800 and remained overnight.

19. ATTACK let go all lines and proceeded to sea at 1200 Sunday 20 for the short passage to Port Phillip Bay and a visit to Geelong. A smooth transit of the Rip and South Channel was accomplished and the patrol boat came to anchor 000° Portarlington Wharf 4 cables. The ship remained at anchor overnight and transitted the Geelong Channel, berthing starboard side to East Cunningham Pier at 0900 Monday 21.

/20. I hosted an

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20. I hosted an informal reception onboard at 1900, which was attended by several of the local authorities. I also called on the Mayor at Geelong, His Worship Mr. Ian Inglis, at 1130 Tuesday 22. The short stay in Geelong was enjoyed by all onboard.

21. ATTACK cast off and proceeded from Cunningham Pier at 1000 Wednesday 23 and transitted the Geelong Channel. On clearing the channel course was shaped for Melbourne where the ship berthed starboard side to Station Pier at 1230 and remained overnight.

22. The ship carried out local operations in the form of a sea day on Thursday 24 by embarking seven RAN/RAAF flying instructors from RAAF Base Point Cook. A most enjoyable day was had by all and the ship returned to Station Pier at 1400 and remained overnight.

23. Berth was shifted from Station Pier to Dock Pier West at Williamstown Naval Dockyard in heavy rain at 1000 Friday 25. Members of 2CDO Company met the ship in the afternoon and an exercise brief for EXERCISE OCEAN TORMENT II was held in preparation for the following day. Inflatable zodiac craft and motors were embarked during the afternoon.

24. Twenty-seven members of 2CDO Company embarked at 0850 Saturday 26 and ATTACK proceeded to sea, in company with an Army safety boat, at 0900. The ship steamed to the Portsea area and came to anchor 000 Portsea Jetty (ruins) at 1205. Practice launchings of the inflatable craft were carried out during the afternoon to the satisfaction of all concerned. ATTACK weighed and proceeded at 1650, and transitted the South Channel before passaging to the Point Wilson area on the western side of the Bay.

25. All members of the Commando Company were disembarked two miles east of Point Wilson at last light for a simulated raid on Avalon Airfield. ATTACK then steamed to the rendezvous point some four miles further east and came to anchor.

26. All inflatable craft were re-embarked at 0515 Sunday 27 and ATTACK weighed and proceeded for Williamstown, berthing port side to Dock Pier West at 0730. On arrival, all craft and associated stores were disembarked and a past exercise discussion was held. The exercise, which was held in ideal conditions, was deemed to be quite a success and provided a good basis for further training.

27. Taking advantage of the ideal weather conditions, six family and friends of the Ship's Company were embarked for the short passage to Westernport. The patrol boat cast off and proceeded at 1135 and shaped a course for the South Channel and Port Phillip Bay Rip. The Rip was cleared at slack water and the ship passaged to Westernport and berthed alongside HMAS CERBERUS Wharf at 1800.

28. ATTACK commenced a leave and AMP period on Monday 28 and remained alongside at the end of the month. The ship also celebrated her sixteenth anniversary of commissioning.

/29. The following

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29. The following URDEFs were rectified during the month; URDEF 64/85 (Capstan motor) and 65/85 (Liferafts).

30. The health, welfare, morale and conduct of the ship's company has been extremely good throughout a very busy and exacting month. The physical state of the ship is quite good considering the amount of extremely poor weather encountered during the period.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. PURNELL-WEBB)
Lieutenant, RAN
Commanding Officer

Annexes: A. Ship's Activity Summary.
B. Exercise Details.

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ANNEX A TO
HMAS ATTACK LETTER 1/16/12
DATED 1DEC83

SHIP'S ACTIVITY SUMMARY

1. Maintenance
Nil.
2. Work Up
Nil.
3. Operational
 - a. In Harbour
 - (1) AMP 3 Days 4 Hours
 - (2) SMP 9 Days
 - (3) Weatherbound 6 Days
 - (4) Port Visit 3 Days 18 Hours
 - b. At Sea
 - (1) Operational Role 2 Days 23 Hours
 - (2) Combined Exercise 17 Hours
 - (3) Joint Exercise 1 Day
 - (4) Single Service 4 Hours
 - (5) Independent Passage 3 Days 6 Hours
4. Steaming Figures
 - a. Distance steamed during period 1518
 - b. Hours underway 111
 - c. Total distance steamed since first commissioning 348,909
 - d. Total hours underway since first commissioning 27,284
5. Occasions for Exceeding Economical Speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
18NOV	1 Hr 10 Mins	20	Miniwar (TRANSITEX B4-1)

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ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 1DEC83

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date/Remarks</u>
<u>Tactical</u>			
1	Mini-war	1x17 Hours	18/19
<u>Seamanship and General Evolutions</u>			
12	MOBEX	30 Mins	24
20A	EMERGENCY/LEAVING SHIP	30 Mins	3
<u>Navigation</u>			
21	Blind Pilotage	5 (4 $\frac{1}{2}$ hours)	3,4,6,10,26
<u>NBCD and Damage Control</u>			
73	FAIDEX/MINOR DCX	45 Mins	3
<u>Daily Harbour</u>			
N.N.	Harbour Emergency Exercise	12	5,11,12,13,17, 19,22,24,25,28, 29,30.
<u>Miscellaneous</u>			
78	Commando Support	1 (24 hours)	26/27

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BF

ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/12(83)

11 JAN 1984

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

HMAS ATTACK - REPORT OF PROCEEDINGS - DECEMBER 1983

Forwarded.


(J. R. LORD)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ATTACK Report of Proceedings for
December 1983.

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/12

• HMAS ATTACK
at Westernport
1 January 1984

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding VICTORIA AREA
The Commanding Officer HMAS CERBERUS
The Commander Australian Mine Warfare and Patrol Boat Forces

HMAS ATTACK REPORT OF PROCEEDINGS - DECEMBER 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of December 1983. All times are zone LIMA (-11).
2. December proved to be a very quiet month for the ship, highlighted by a leave and maintenance period until Monday 26 and one period of Bass Strait Oil Rig Surveillance (BSORS), from 26 to 30 December.
3. At the beginning of the month ATTACK was alongside HMAS CERBERUS undergoing a leave and maintenance period. Advantage was taken of the time alongside to paint ship and rectify the shortcomings noted in the ship's Annual Inspection.
4. URDEF 68/85 (40/60 Bofors Motor) and 69/85 (Port Gearbox Micro Switch) were also rectified during the period in addition to a number of minor defects.
5. Upon completion of the maintenance period ATTACK cast off from CERBERUS wharf and proceeded to sea at 1016, Monday 26, to commence her final BSORS patrol for 1983. Due to rough seas experienced on leaving Westernport Bay, the patrol boat returned to HMAS CERBERUS and assumed the duty of Surface Response Vessel, (SRV), from HMAS FREMANTLE.
6. The following day, Tuesday 27, the ship once again departed HMAS CERBERUS only to return at 1200, due to very poor weather conditions.
7. The weather had abated sufficiently by the early forenoon of Wednesday 28, and ATTACK commenced her passage to Area Bass. Conditions steadily deteriorated throughout the day, resulting in the ship seeking shelter on the western side of Wilson's Promontory. ATTACK came to anchor at 1456, in 38 feet of water, 020° Oberon Point 1.2 NM. The ship remained at this anchorage overnight and all the following day.

/8. On Friday 30

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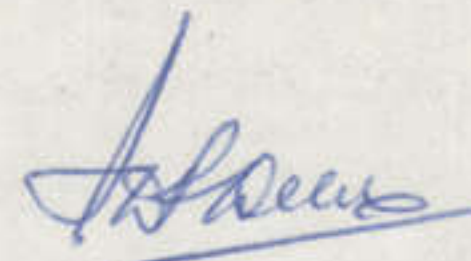
-2-

8. On Friday 30, the patrol boat weighed anchor in fine weather conditions, at 0810, and shaped course for Area Bass. ATTACK was later relieved of SRV duties by HMAS LAUNCESTON at 1330 and commenced the return journey to Westernport.

9. After a quiet passage the patrol boat came to anchor in 68 feet of water, 000° Cowes Wharf 1.9 cables. The ship remained at anchor overnight before berthing alongside HMAS CERBERUS wharf at 0800, Saturday 31.

10. The health, welfare, morale and conduct of the Ship's Company has been extremely good throughout the period. The physical state of the ship is very high as a result of much effort by the Ship's Company and improved weather conditions whilst alongside.

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



(J.W. PURNELL-WEBB)
Lieutenant, RAN
COMMANDING OFFICER

Annexes: A. Ship's Activity Summary
B. Exercise Details

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ANNEX A TO
HMAS ATTACK
OF 1JAN84

LETTER 1/16/12

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
DECEMBER 1983

		Harbour		Sea	
		Days	Hours	Days	Hours
1.	<u>Extended Maintenance</u>				
a.	Refit	NIL			
b.	ID	NIL			
	SUB-TOTAL				
2.	<u>Post Refit/ID trials and workup</u>				
a.	Post Refit/ID trials	NIL			
b.	Post Refit/ID workup	NIL			
	SUB-TOTAL				
3.	<u>Operational</u>				
a.	<u>In Harbour</u>				
(1)	AMP	25	10		
(2)	SMP	-	-		
(3)	Unscheduled Maintenance	-	-		
(4)	Long Leave	-	-		
(5)	Weatherbound	3	16		
(6)	In Port	1	5		
(7)	Aid to civil community				
(8)	Operational role (STALWART, TOBRUK, and LCHs only)				
	SUB-TOTAL	30	7		
b.	<u>At Sea</u>				
(1)	Operational role/deployment				5
(2)	Combined Exercise				
(3)	Joint Service Exercise				
(4)	Single Service Exercise				
(5)	Passage in Company				

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- (6) Independent Passage
- (7) Aid to Civil Community
- (8) Ship benefit trials and trials in support of DSTO programmes (Marine Science Force use para 3b(1)).

SUB-TOTAL

TOTAL

Harbour		Sea	
Days	Hours	Days	Hours
			12
30	7		17
30	7		17

GRAND TOTAL for month (see Note 3) 31 Days

4. Steaming Figures

- a. Distance run during the month. 312
- b. Hours underway during the month. 24
- c. Total distance steamed since first commissioning. ~~349211~~
221
- d. Total hours underway since first commissioning. 27308

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
NIL			

6. General

- a. Days deployed outside Australia. NIL
- b. Days conducting other activities. NIL

Notes:

1. Activities are to be measured to the nearest hour (for example, 3 days, 7 hours, 45 minutes is shown as 3 days, 8 hours).
2. When two activities are planned concurrently, only the major activity is shown (for example, during AMP/Leave, only AMP is shown).
3. When in harbour and programmed for workup the period (including weekends) is to be included under Post Refit/ID Workup - Harbour.
4. Total activity days and hours reported must equal the number of days in the month or reporting period (including allowance for time zone change).
5. Steaming figures are to be reported to the nearest mile and hour.

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ANNEX B TO
HMAS ATTACK LETTER 1/16/12
DATED 1JAN84

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Completed/ Duration</u>	<u>Date/Remarks</u>
<u>Navigation</u>			
21	Blind Pilotage	2 (1½ Hours)	28,30
NN	Pilotage	1 (45 Mins)	28
<u>Daily Harbour</u>			
NN	Harbour Emergency Exercise	26	1 - 26

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