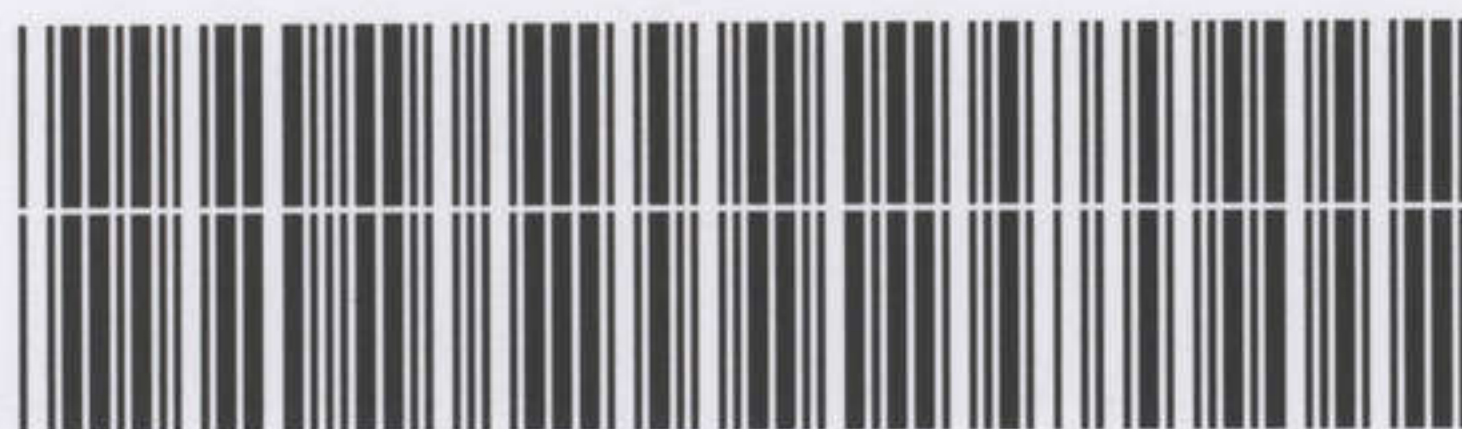


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS ASSAIL (I)

Item number: 41/12

Title: January-December 1982



AWM78-41/12

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(2)

ROYAL AUSTRALIAN NAVY

GB

Telephone 359 9111

Extension 3139

OFFICE OF THE

FLAG OFFICER COMMANDING

HM. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

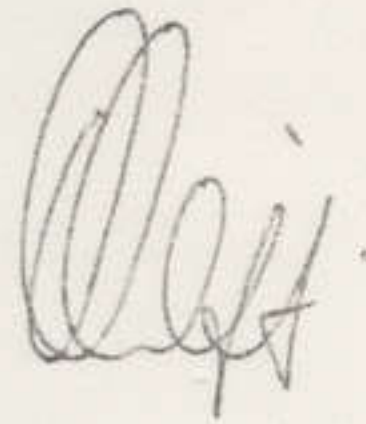
AF 1/16/11

12 FEB 1982

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

HMAS ASSAIL - REPORT OF PROCEEDINGS
JANUARY 1982

Forwarded.



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

Enclosure: HMAS ASSAIL - Report of Proceedings for
January 1982 dated 3 February 1982

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815018

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At Darwin

03 February 1982

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding
NORTH AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS

JANUARY 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship ASSAIL under my command for the month of January 1982. Times are Zone IK (-9½) unless otherwise indicated.
2. The first day of 1982 found ASSAIL alongside Number 2A berth, Stokes Hill Wharf, where she remained as duty boat until Wednesday 06 January.
3. At 0904 on that day ASSAIL cast off and proceeded to sea in company with HMAS ADROIT for a north coast patrol. The sea was calm for the passage to Gove, presenting ideal conditions for both ships to conduct surface firings against a splash target. On arrival in Gove at 0900 on Friday 08, ASSAIL berthed outboard ADROIT at the General Cargo Wharf, and remained alongside overnight.
4. Six members of NORFORCE were embarked in Gove prior to ASSAIL casting off and sailing in company with ADROIT at 1403 on Saturday 09. The Army personnel were landed for a surveillance mission on Marchinbar Island, just south of Cape Wessel, in the early hours of the morning of Sunday 10. This brief exposure to Army operations, a departure from the usual patrol programme, was an interesting experience for the Ship's Company.
5. ASSAIL spent the remainder of the weekend off the

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northwest coast of the Wessel Islands, returning to Gove on Monday morning to refuel with ADROIT. HMAS BARBETTE, on passage to Darwin, also fuelled at Gove at that time. 11/28

6. ASSAIL sailed from Gove at 1300 making passage to Alyangula, once again in company with ADROIT. On arrival off Alyangula Wharf at 2200 that night a formation anchorage was executed.

7. An hour of OOW manoeuvres were conducted with ADROIT in the forenoon of Tuesday 12 prior to berthing at 0900 on Alyangula Wharf. The afternoon was spent in sporting challenges on one of the local sports grounds.

8. RAS approaches were conducted with ADROIT immediately after sailing at 0955 on Wednesday 13. ASSAIL detached at 1104 and proceeded north east for Thursday Island. On rounding Chasm Island the ship headed into the swell which remained head on for the next twenty two hours. Although there was only occasional pounding, the ship took a lot of water over the upper deck and even the flying bridge. Progress was satisfactory although uncomfortable.

9. The weather abated the following day and by the time Carpentaria Shoal Lightship was sighted at 1340 the seas were slight and passage was more comfortable.

10. ASSAIL came to anchor at 1904 on Thursday 14 off Goods Island in the Prince of Wales Channel. It was discovered that the diving store, the forepeak and the cable locker had been flooded during the heavy weather. Covers had been ripped off upper deck vents and this, combined with some perished rubbers, had allowed water incursion. The carpets in the forward Mess and the Executive Officer's cabin also suffered water damage.

11. The water in the store had reduced all cardboard, paper and books stowed there to mulch, such that the use of pumps was not viable. The water and mess was removed by a bucket brigade, which continued until 2359(K). The entire stock of dry packaged goods was destroyed and all of the cans lost their labels, but there were still sufficient stores remaining for the return to Darwin.

12. Further weather damage was discovered on weighing anchor the next day when the anchor winch switch box, waterlogged en route, burnt out. Repairs were carried out onboard, but this resulted in a ninety minute delay, and ASSAIL finally secured to the Caltex Wharf, Thursday Island, at 1129(K) on Friday 15. On completion of fuelling berth was shifted to the Main Jetty where the ship remained overnight.

13. Lines were cast off at 1255 on Saturday 16 after a delay caused by the mechanical locking bar of the Radio Office door disengaging. Entry was finally gained without damage to the door and the defect was rectified quite easily.

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14. HMAS WARRNAMBOOL was encountered on exit from Thursday Island, and reversed her course to make a RAS approach and pass congratulations for ASSAIL having recently been awarded the 1981 Kelly Shield. Both vessels then proceeded on their respective ways.
15. The passage from Thursday Island to Weipa, the next port of call, was uneventful, and after taking on fresh water ASSAIL departed at 1325(K) on Sunday 17 for the Wellesley Islands area, which was reached early in the forenoon of Monday 18.
16. Due to fuel constraints caused by a higher speed of advance to Weipa than was planned, only a short time was spent in the area, and at 1300(K) a northerly course was set for Gove. After an uneventful passage, during which time good speed was made against a north easterly swell, ASSAIL berthed at the General Cargo Wharf, Gove, at 1300 on Tuesday 19.
17. ASSAIL departed from Gove at 1000 on Wednesday 20, and immediately felt the effect of the low pressure system which was situated to the north west. Three hours after rounding Cape Wessel a number of Taiwanese Gillnetters were encountered, one of which was reported by fishrep. The other three vessels were not closed for identification as the spread of their nets hindered the progress of the ship. At one stage two fishing vessels, each with three to four miles of nets streamed either side, covered the recommended track.
18. The approaches to Clarence Strait were negotiated at low speed due to very heavy rain over a forty-five minute period during which time visibility was virtually nil. The weather cleared for the final approaches to Darwin and ASSAIL berthed outboard of HMAS ARDENT and ADROIT on the Patrol Boat Landing at 1000 Friday 22 January.
19. I accompanied the Naval Officer Commanding, North Australia Area, the Commanding Officer, HMAS COONAWARRA and the former Commanding Officer, HMAS ASSAIL on calls on the Administrator of the Northern Territory, Commodore E.E. Johnston AM OBE C.St.J RANEM at 0900 and the Chief Minister, Mr Paul Everingham at 0945 on Monday 25, and on the Lord Mayor of Darwin Mr Cecil Black at 0900 on Wednesday 27.
20. On Monday 25 ASSAIL commenced AMP in preparation for the Intermediate Docking which is to commence on Friday 05. Work is progressing well and tank cleaning and painting of void spaces continued through the end of the month. A tropical routine is being worked to beat the afternoon rain and is proving productive.

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/ Engineering

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Engineering

21. The starboard main engine exhaust temperature scatter remained a cause for concern during the month. The freshwater thermostat was changed while alongside at Gove, which allowed 1250 revolutions on both engines to be attained without much trouble. A five hundred hour routine was carried out on return from the deployment.

22. The vibration at 800 RPM has reduced considerably since the 'A' forward fuel pump change. A work up to full power is planned for the month of February on completion of the I.D.

General

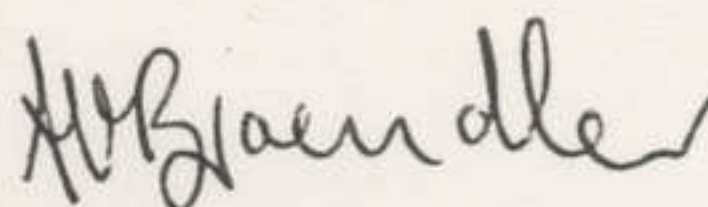
23. A lecture on the security dangers of approaches by non-service personnel was delivered to the Ship's Company on Friday 29.

24. The appearance of the ship, although reflecting the need for the intermediate docking, is satisfactory. The health, welfare, conduct and morale of the Ship's Company is good.

I have the honour to be,

Sir,

Your obedient Servant



(A.V. BRAENDLER)
Lieutenant RAN
Commanding Officer

- Annexes:
- A. Steaming Figures
 - B. Drills Evolutions and Exercises

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 03 FEBRUARY 1982

STEAMING FIGURES

1.	Hours underway during the month:	201
2.	Miles steamed during the month:	2573
3.	Total hours underway since commissioning:	25362
4.	Total miles steamed since commissioning:	332580
5.	Occasions for exceeding fast routeing speed:	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 03 FEBRUARY 1982

DRILLS EVOLUTIONS AND EXERCISES

<u>DATE</u>	<u>EXERCISE</u>	<u>DURATION</u>
05	Major Engineroom FIREX	35 min
07	SUFEX .50 CAL	45 min
07	RAS Heaving Line	15 min
07	TOWEX Larne Target	30 min
10	Commando Insertion - Boat	60 min
11	FORMAGE i/c ADROIT	15 min
12	OOW Manoeuvres - Flags	70 min
13	RASAPS (D)	45 min
14	Flood - Diving Store - Bucket Brigade	6 hrs

Daily fire and emergency exercises were carried out while alongside throughout the month.

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ROYAL AUSTRALIAN NAVY

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Telephone 359 9111

Extension 3139

OFFICE OF THE

FLAG OFFICER COMMANDING

H.M. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/11

24 MAR 1982

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

HMAS ASSAIL REPORT OF PROCEEDINGS -
FEBRUARY, 1982

Forwarded.



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

Enclosure: HMAS ASSAIL Report of Proceedings for
February 1982 dated 2 March, 1982.

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815018

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At Darwin

02 March 1982

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding
NORTH AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS
FEBRUARY 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship ASSAIL under my command for the month of February 1982. Times are Zone IK (-9½) unless otherwise indicated.
2. ASSAIL spent the first working week of the month alongside the PBL in Darwin defuelling, deammunitioning and destoring in preparation for Intermediate Docking.
3. Calm weather and a high tide made the move from the PBL to the John Holland Slipway uneventful, and the ship left the water on the Synchrolift at 1730 on Friday 05.
4. The ship remained in the slip until 0900 on Friday 26 which was a fortnight over the originally programmed unslipping date. The reasons for the delay are covered later in this report. Manoeuvring and low power engine trials prior to berthing on HMAS ADROIT at the PBL at 0940 that day were successful.
5. A refit caravan was provided for the off-watch members of the duty watch while the ship was in the slip, while the single members were accommodated at the Telford International Hotel. During this time a good rapport was established between the Ship's Company and the Staff and Management of the Hotel. The social events arranged were effective releases for the frustration of being held in the slip in unsatisfactory working conditions.

Engineering

6. The ID proved satisfactory with the result that most

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of the planned maintenance was completed and the majority of defects were rectified. Outstanding items have been programmed for completion during AMP in STIRLING during March/April 82. There were delays initially with jet-blasting of the hull followed by further delays with the sand-blasting of the seriously corroded areas. These delays, due partly to the inclement weather of the wet season, snowballed, affecting Base Staff work on the rudders.

7. On removal of the rudders it was found necessary to build up and grind the rudder post bearings to specifications. The task was taken on by Kennon Engineering Company of Darwin. Setting up difficulties followed by engineering breakdowns led to the job taking nearly two weeks, taking the unslipping date a fortnight right.

8. Financial restraints led to the cancellation of a number of outstanding TM 145s on the Hull. It may be possible to complete this work - the replacement of fuel oil pipes below the Junior Sailors' washplace and a survey of the engine room suction system - during the next refit.

9. Two INDEFs were raised whilst in the slip. INDEF 48/83 - 40/60 Bofor Hydraulic System and INDEF 49/83 - Forward Sullage Pump are both being progressed and are expected to be rectified by the time the ship sails on Tuesday March 02.

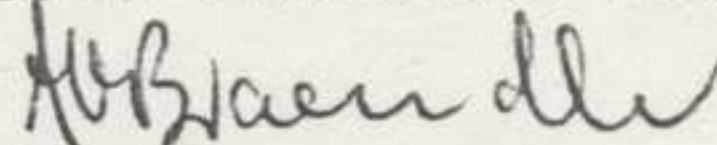
General

10. The appearance of the ship is satisfactory. The health, welfare, conduct and morale of the Ship's Company is good.

I have the honour to be,

Sir,

Your obedient Servant



(A.V. BRAENDLER)

Lieutenant RAN

Commanding Officer

- Annexes: A. Steaming Figures
B. Drills Evolutions and Exercises

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 02 MARCH 1982

STEAMING FIGURES

1.	Hours underway during the month:	1
2.	Miles steamed during the month:	5
3.	Total hours underway since commissioning:	25363
4.	Total miles steamed since commissioning:	332585
5.	Occasions of exceeding fast routeing speed:	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 02 MARCH 1982

DRILLS EVOLUTIONS AND EXERCISES

Daily fire and emergency exercises were conducted
whilst alongside and in the John Holland Slip during the month.

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ROYAL AUSTRALIAN NAVY

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Extension 3165

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FLAG OFFICER COMMANDING
HM. AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/11

19 APR 1982

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

LOGGED

HMAS ASSAIL - REPORT OF PROCEEDINGS
MARCH, 1982

Forwarded.

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

Enclosure: HMAS ASSAIL Report of Proceedings for March 1982,
dated 2 April, 1982.

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ROYAL AUSTRALIAN NAVY

TELEPHONE: (095) 270519

IN REPLY QUOTE 1/16/8

HMAS ASSAIL.
At HMAS STIRLING

02 April 1982

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding
NORTH AUSTRALIA AREA

Naval Officer Commanding
WEST AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS
MARCH 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship ASSAIL under my command for the month of March 1982. Times are Zone H (-8) unless otherwise indicated.
2. On Monday 01 March ASSAIL was berthed outboard HMA Ships ARDENT and ADROIT at the PBL in Darwin. All efforts onboard were directed towards preparation for sea, having completed intermediate docking only the week before.
3. The ship was stored on Tuesday 02 and that afternoon conducted successful trials of main engines prior to sailing at 1811(-9½) for a south western deployment. The Executive Officer was landed just before sailing and joined the Chief Bosun's Mate in the RAAF Base Hospital. Both had contracted parotitis. Sub Lieutenant N.S.Banks RAN from NOCNA Headquarters assumed the duties of Executive Officer for the patrol.
4. Night passage through Admiralty Gulf was avoided due to a defect in the 916 radar and ASSAIL continued south west to anchor in Port Nelson at 0543(-9½) on Thursday 04. The ship was given a thorough clean up while at anchor and sailed for Koolan Island on completion.
5. ASSAIL berthed at Koolan Island wharf at 1003 on Friday 05. A brief tour of the mining operation and the settlement was

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made during the four-hour fuel stop and proved very interesting. Yampi Sound offers deep water and some magnificent views.

6. Passage to Broome was uneventful, not one other vessel being sighted, and the ship came to anchor in Broome Harbour at 0533 on Saturday 06. ASSAIL weighed at 0958 and berthed port side to the inner wharf where she remained for the rest of the weekend.
7. A member of the WA Fisheries Department, Mr Neil Sarti was embarked prior to sailing at 1121 on Monday 08 for a patrol of the Scott Reef and Rowley Shoals areas. The overnight steam was again uneventful and Scott Reef was sighted at 0455 on Tuesday morning.
8. Tuesday was spent at anchor to the south of Sandy Islet inside Scott Reef. A shore party who visited Sandy Islet during the day to greet the two oil company employees camped there found the sea snakes more than friendly and beat a hasty retreat across the reef.
9. A major Damage Control exercise (collision/flood forward) was conducted whilst on passage from Scott Reef to Rowley Shoals on Wednesday 10. The response and reaction of the Ship's Company to the emergency and their proficiency in rigging collision mats and pumps was encouraging, and the exercise proved most valuable.
10. In the afternoon of Thursday 11 ASSAIL proceeded south west to the reported positions of four Taiwanese fishing vessels. Two pairs of stern pair trawlers were operating 50 miles off Cape Thouin and were boarded for Fisheries Inspection. The catches examined were in order and ASSAIL reported the vessels then continued the patrol to the south east. During the sternboard transfer of the boarding party to the last vessel, the Ching Hong Number 11, ASSAIL touched the bow of the fishing boat causing slight damage. The collision is the subject of a separate report.
11. ASSAIL berthed starboard side to Number One Wharf Port Hedland at 0957 on Friday 12 and remained alongside until Sunday afternoon. The Executive Officer, Lieutenant G.D.Christian RAN returned to duty on Saturday evening and his stand-in flew back to Darwin early on Sunday morning.
12. At 1500 on Sunday 14 ASSAIL cast off and proceeded up harbour bound for Carnarvon. The passage was pleasant up to Cape Leveque, after which the wind and swell from the south made the ship pound considerably. No berth was available on the Carnarvon main wharf at ASSAIL's arrival time of 1000 on Tuesday 16 so Carnarvon was bypassed and the ship continued on to Geraldton. The seas were moderate from the south and after three days of pounding ASSAIL berthed at Geraldton at 0757 on Wednesday 17.
13. On arrival the anchor cable was found to have knotted itself as a result of the pounding, and it was impossible to veer more than twenty feet under power. The Ship's Company, assisted by two members of the Geraldton Harbour Board and a

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mobile crane, worked from 1315 till 1725 to clear the cable and range it on the wharf. The cable was then re-marked and stowed in quick time.

14. The ship sailed from Geraldton at 1830 to attempt a 0200 rendezvous with HMAS ACUTE for Exercise Beacon South 82-2. Weather prevented the required speed for the rendezvous being maintained, and after thirty minutes of pounding under green water at 17 knots speed was reduced to 13. The R/V position was reached at 0530 on Thursday 18, after a midnight encounter with a large vessel believed to have been JOHN F. KENNEDY. For exercise harpoon missiles were fired and the position was reported but no response was made and it is doubtful that ASSAIL was even detected.

15. An hour was spent at anchor off Rottnest Island on Thursday morning to check and clear the cable once again. ASSAIL then proceeded down Gage Roads to berth at the Boat Pound, HMAS STIRLING at 1500. The support received on arrival was most welcome and is a good indication of the positive attitude shown by HMAS STIRLING Base Staff. An assisted maintenance period commenced on Monday 22 and continued through the end of the month.

Engineering

16. The Engineering Department functioned satisfactorily during the month. The port main engine dropped off once due to a faulty solenoid in the governor but was quickly repaired by Ship's Staff. Four cylinder heads were removed from the port engine during AMP as part of a 2000 hour planned maintenance routine and excessive wear of cylinder liners was discovered. All heads were then removed and the liners were all examined. Five were found to be outside tolerance and two just within tolerance. HMAS ASSAIL URDEF 49/83 was then raised. As the situation stood at the end of the month, the four worst liners were to be replaced at STIRLING with the assistance of two members of HMAS WATERHEN Base Staff. The earliest time of completion is Tuesday 13 April, which itself is dependent upon availability of stores.

17. Superficial damage was caused to guardrail stanchions and footings during the incident with the trawler. Repairs were completed by HMAS STIRLING during the AMP.

18. Ingress of water in the forward compartments was still a problem during the passage south to STIRLING. Base Staff have constructed vent covers and reseated hatches to eliminate leaks, the effectiveness of such actions being unknown until the ship encounters heavy weather.

19. The 40/60 Bofor is still unserviceable due to electrical defects. Base Staff are continuing work on the electrical system and it is expected to be serviceable by the time the ship sails.

Training

20. LSMTF A. Cuomo S116681 was awarded his Machinery

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/Watchkeeping

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Watchkeeping Certificate on March 31 after only 6 weeks in the ship. His efficiency and enthusiasm are an example to the junior members of the department.

General

21. On 23 March six members of the Ship's Company and myself were shown through USS SEAHORSE (SSN - 669) which was alongside at STIRLING with USS SAN JOSE. The tour, although limited to certain areas, was very interesting and was the first look at a nuclear submarine for those in the group.

22. A Safety Equipment lecture was presented to the Ship's Company on Tuesday 30.

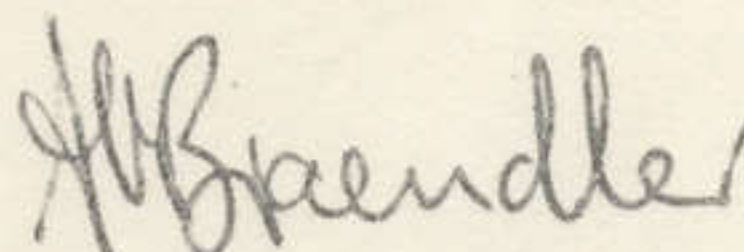
23. Thirteen riflemen from ASSAIL completed a Standard Naval Range Course at Swanbourne Army Rifle Range on Wednesday 31. The day was very successful and was concluded with a barbecue lunch at the range.

24. The appearance of the ship is good. The health, welfare, conduct and morale of the Ship's Company is good.

I Have the honour to be,

Sir,

Your obedient Servant



(A.V. BRAENDLER)
Lieutenant RAN
Commanding Officer

- Annexes: A. Steaming Figures
B. Drills Evolutions and Exercises

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 02 APRIL 1982

STEAMING FIGURES

1.	Hours underway during the month:	203
2.	Miles steamed during the month:	2710
3.	Total hours underway since commissioning:	25566
4.	Total miles steamed since commissioning:	335295
5.	Occasions of exceeding fast routeing speed:	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 02 APRIL 1982

DRILLS EVOLUTIONS AND EXERCISES

<u>DATE</u>	<u>EXERCISE</u>	<u>DURATION</u>
05	MOBEX	20 min
10	DC/FLOODEX	50 min
10	MOBEX	20 min
11	BOARDEX (4)	2 hrs
17 - 18	NEX (Vs USS JOHN F. KENNEDY BATTLE GROUP)	13 hrs

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ROYAL AUSTRALIAN NAVY

428 / 3 / 3097
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Telephone 359-9111
Extension 3165

OFFICE OF THE ²³⁴⁸²
FLAG OFFICER COMMANDING
HM. AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/11

22 MAY 1982

LOGGED

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

HMAS ASSAIL - REPORT OF PROCEEDINGS
APRIL, 1982

Forwarded.

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

Enclosure: HMAS ASSAIL Report of Proceedings for April 1982,
dated 3 May, 1982.

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ROYAL AUSTRALIAN NAVY

TELEPHONE: (089) 890911

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At Sea

03 May 1982

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding
NORTH AUSTRALIA AREA

Naval Officer Commanding
WEST AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS

APRIL 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of April 1982. Times are Zone H (-8).
2. ASSAIL was berthed at the Small Boat Pound, HMAS STIRLING on Thursday 01 April, continuing an Assisted Maintenance Period. Work on the port main engine prevented the AMP completion date of Monday 05 being met and it was Wednesday 14 before the ship sailed for engine trials in Cockburn Sound.
3. The engine trials were successful, so after storing ship during the forenoon of Thursday 15 ASSAIL sailed for 40/60 Gun Functioning Trials in the area north of Rottnest Island. Members of HMAS STIRLING base staff were embarked for these trials. The GFT was satisfactory, however while the ship was entering the channel to return base staff personnel to STIRLING the echo sounder was found to be unserviceable. On arrival at the Submarine Wharf at 1817 work began to find and rectify the defect.
4. The fault was found at 2130 and by 2200 ASSAIL had cast off and proceeded to sea, bound for Geraldton. The passage to Geraldton was smooth, running before the swell for a change, with no problems apart from the need to negotiate a harbour entrance

/blocked

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blocked by a dredge drainage boom. ASSAIL arrived at Number 5 Berth, Geraldton Harbour at 1408 on Friday 16.

5. Shipping disputes put wharf space at a premium over the weekend in Geraldton. ASSAIL was required to shift from Number 5 to Number 4 on Saturday morning, and from Number 4 to outboard MV Eastern Tide at Number 1 Berth on Sunday morning. There the ship remained until Monday morning.

6. On Saturday 16 members of the Ship's Company provided working assistance to the local Naval Reserve Cadet Unit TS MORROW in preparation for an Inspection the following Saturday. A large amount of heavy waste was removed and the assistance was much appreciated.

7. After leaving Geraldton at 1000 on Monday 19 ASSAIL made way to the north in smooth seas and very fine weather. Repairs to the Cape Murat Jetty prevented going alongside at Exmouth, so ASSAIL was anchored off the jetty at 0849 on Wednesday 21 to await the arrival of a WA Fisheries Officer.

8. Anchor was weighed at 1405 after Mr Bob Sutton was embarked and ASSAIL proceeded north east to the Monte Bello Islands. The ship was anchored to the east of Trimouille Island at 2351 that night, remaining in the anchorage until 1030 on Thursday 22. A shore party was landed on Trimouille Island and spoke to the caretaker of the radio beacon established there for an 'Associated Surveys' operation. He appeared in good spirits despite his conditions of service.

9. At 1400 on Thursday 22 investigative boardings by ship's boat were commenced on Taiwanese pair trawlers in the area between Rankin and Rowley Shoals. Eight vessels were boarded by the WA Fisheries Officer, the Executive Officer and his team, and no irregularities in either documentation or catch were found. At sunset boarding operations were discontinued, with ASSAIL continuing passage to Port Hedland.

10. The ship arrived in Port Hedland at 0800 on Friday 23, securing at Number 3 Berth. That afternoon the Ship's Company and I were guests at the Cooke Point Primary School Anzac Day Service. The service, intended to show the younger children the meaning of and the reason for Anzac Day, is conducted almost entirely by the Senior Students, and is an impressive effort.

11. ASSAIL was required to vacate Number 3 Berth on Saturday morning to go outboard of the CSIRO Charter Soela. Although the continuation of the Tug Drivers' strike made this move in the end unnecessary, the ship remained in this more convenient berth for the rest of the weekend.

12. On Sunday 25 thirteen members of ASSAIL Ship's Company marched in the Port Hedland Anzac Day March. A service was held afterwards in the Civic Centre, where a wreath was laid on behalf of the ship by the Executive Officer. Later in the afternoon two

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ASSAIL Sailors marched out to retrieve a wreath dropped from the Port Authority helicopter and laid it at the base of the field gun in front of the Civic Centre. The appreciation by the Locals of ASSAIL's participation in Anzac Day was demonstrated by their overwhelming hospitality.

13. Sailing on Monday 26 was delayed from 1000 to 1545 due to a fault in the main engine starting system. An uneventful passage was then made via Rowley Shoals to Scott Reef, where the ship remained overnight on Wednesday 28. The information on hand at the beginning of the patrol proved out of date as there were no Taiwanese or Indonesian fishing vessels at either location.

14. ASSAIL left the anchorage inside Scott Reef at 1000 on Thursday 29 and made way to Broome via the north reef. During the forenoon the ship was overflowed by an Orion P3 aircraft. Despite the efforts of the Radio Operator, no radio contact with the aircraft was achieved. The remainder of the passage was uneventful and ASSAIL berthed port side to Inner Wharf, Broome, at 1200 Friday 30, where she remained for the rest of the month.

Engineering

15. The replacement of four worn cylinder liners in the port main engine was completed on Tuesday 13. The work was carried out by ship's staff with assistance from CPOMTP Ayoub and LSMTP Allard from COMAUSMINPAB staff. Two eight-hour shifts were worked each day, with each of the two teams comprising one Chief Petty Officer, one Leading Seaman and two Able Seamen.

16. Successful sea trials were conducted in the forenoon of Wednesday 14. On passage to Darwin, after thirty hours of running, black exhaust was observed. Upon investigation lubricating oil was found being injected into the main engine via 'A' Bank forward fuel injection pump. A replacement pump was fitted while alongside in Broome.

17. The starboard generator dropped off once during the month, with the failure diagnosed as due to water contamination. A water test proved negative, therefore condensation cannot be ruled out. It is worthy of note that the ready use tanks have not as yet been modified.

18. During a routine steering gear breakdown exercise the hand steering gear was inoperative. Investigation is difficult when in the water but the problem may be due to tight lower bearings on the rudder stocks. An Urdef has been raised stating that slipping may be required to resolve the problem.

19. The echo sounder caused a delayed sailing on Thursday 15. The fault was found to be a loose wire, possibly caused by excessive vibration during gun functioning trials.

20. The 40/60 Bofor is now operational. The GFT was satisfactory and another firing practise is programmed for Friday 07

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May.

21. Failure of the main engine starting system caused a considerable delay in sailing from Port Hedland on Monday 26. The cause of the fault was an elusive earth in the starboard generator starter motor. Temporary repairs were effected but the starter motor needs to be replaced. This replacement will be completed during the AMP in Darwin.

General

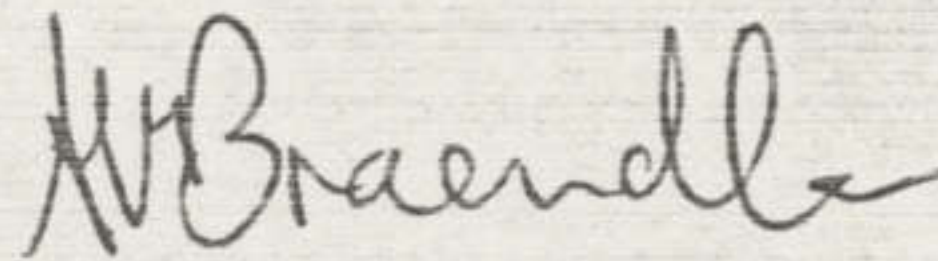
22. A buffet luncheon was held onboard whilst at STIRLING on Friday 09 for the local Miss Australia Quest Entrant, Miss Sue Smith and her supporters and organisers. The Ship's Company made a sizeable donation towards the appeal.

23. The appearance of the Ship is good. The health, welfare, conduct and morale of the Ship's Company is good.

I have the honour to be,

Sir,

Your obedient Servant



(A.V. BRAENDLER)
Lieutenant RAN
Commanding Officer

- Annexes: A. Steaming Figures
B. Drills Evolutions and Exercises

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 03 MAY 1982

STEAMING FIGURES

1.	Hours underway during the month:	142
2.	Miles steamed during the month:	1936
3.	Total hours underway since commissioning:	25708
4.	Total miles steamed since commissioning:	337231
5.	Occasions of exceeding fast routeing speed:	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 03 MAY 1982

DRILLS EVOLUTIONS AND EXERCISES

<u>DATE</u>	<u>EXERCISE</u>	<u>DURATION</u>
15	SUFX/GFT	30 min
21	BOTTOM SEARCH	15 min
22	BOARDEX INV. (8)	3 hrs
28	FIREX/FLOODEX	40 min

Daily fire and emergency exercises were carried out
whilst alongside during the month.

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 03 MAY 1982

DRILLS EVOLUTIONS AND EXERCISES

<u>DATE</u>	<u>EXERCISE</u>	<u>DURATION</u>
15	SUFX/GFT	30 min
21	BOTTOM SEARCH	15 min
22	BOARDEX INV. (8)	3 hrs
28	FIREX/FLOODEX	40 min

Daily fire and emergency exercises were carried out whilst alongside during the month.

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GKW

Telephone 359 9111
Extension 3165

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

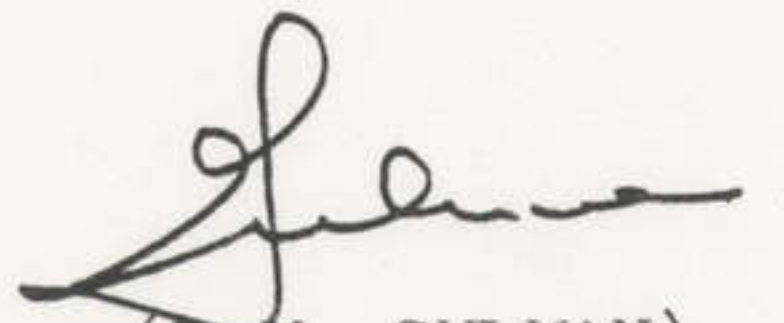
AF 1/16/11

29 JUN 1982

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

HMAS ASSAIL - REPORT OF PROCEEDINGS
MAY, 1982

1. Forwarded.
2. The attention of the Commanding Officer has been drawn to the correct method of expressing dates and time zone suffixes and for the need for careful proof reading.



(L.M. SULMAN)
Commander, RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for May 1982,
dated 6 June, 1982.

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ROYAL AUSTRALIAN NAVY

TELEPHONE: (089) 890911

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At Sea

06 JUN 1982

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding
NORTH AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS
MAY 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of May 1982. Times are Zone IK(-9½) unless otherwise indicated.
2. On the first day of the month HMAS ASSAIL was to be found berthed port side to the main wharf, Broome WA. At 0915(H) the ship was moved aft to secure outboard of the rig tender Lady Anne, a considerably more comfortable and safe arrangement in view of the tidal range.
3. That evening five sailors from the ship introduced the Entrants in the Miss Pearl Maiden Quest at the Shinju Matsuri Presentation Ball at the Broome Civic Centre. The festival commences on Saturday 04 September and ASSAIL will again be participating.
4. At 1000(H) on Monday 03 ASSAIL cast off and sailed for Darwin in fine weather conditions. The ship anchored in Port Nelson on Tuesday 04 and remained overnight, sailing at 0808(H) the following morning. Man overboard exercises were conducted for an hour during the forenoon of Wednesday 05 and a small arms shoot was conducted in the afternoon.
5. On leaving Port Nelson ASSAIL headed north east direct to Cootamundra Shoal, arriving there at 1630 on Thursday 06. A sixty-two foot vessel 'MV Reef Explorer' was anchored on the shoal. Onboard, a team led by Mr Nick Fleming was conducting an extensive underwater survey of the shoal and its environs, and I visited the vessel and met the crew on our arrival. Assured that all was well in 'Reef Explorer' (although a little cramped with eighteen on board) ASSAIL weighed anchor at 2000 heading for firing area R230 to the west of Darwin.

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6. En route to the area the helm became extremely stiff which indicated that a previous problem, inability to turn the rudders manually, had become more serious. The steering gear was closely examined but no fault could be found at the time with the hydraulics. Rather than risk the possibility of losing all steering by rudders, the 40/60 firing exercise programmed for the morning of Friday 07 was cancelled and ASSAIL returned to Darwin. The anchor was let go at 0610 two cables off Stokes Hill Wharf where the ship remained until 0950. At 0800 members of Base Staff examined the steering gear and commenced work on stripping it even before ASSAIL berthed port side to outboard of HMAS ADROIT at 1000.

7. On Monday 10 the decision to slip the ship and remove the rudders was made after Base Staff had confirmed ASSAIL's diagnosis of over-tight lower rudder-stock bearings. This situation was caused by an initial under-tolerance in machining aggravated by swelling after contact with water. After leaving the PBL at 0717 on Tuesday 11 ASSAIL was in position on the John Holland Slipway at 0852. Work began immediately to remove the rudders which were both withdrawn by 1700 the same day. An overnight effort then followed which saw both bearings removed and replaced and the steering gear serviceable by 0800 on Wednesday 12. Successful trials in Darwin Harbour then followed with ASSAIL berthing outboard of ADROIT at 1136.

8. An assisted maintenance period of two weeks commenced on Monday 10 during which planned maintenance was carried out on all mechanical and electrical equipment and systems.

9. A berthing shuffle commenced on Tuesday 13 with HMAS AWARE securing outboard of ASSAIL at 0830. The arrival of HMAS BUCCANEER from Sydney at 0900 on Friday 14 meant that ADROIT, until then the inboard ship, was required to move to the end of Stokes Hill Wharf, as normally not more than three Patrol Boats are secured at the PBL at one time. ASSAIL remained inboard, continuing AMP until 0900 on Friday 02 when engine trials to test newly-fitted thermostats were conducted in the harbour. The trials were successful and the ship returned to secure outboard of BUCCANEER at 1040.

10. Contractors from Kelvinator worked on the after mess air conditioning unit from Monday 17 to Sunday 23 during which time all Junior Sailors living onboard were accommodated at the Telford International Hotel.

11. A three-week north-west and western patrol commenced on Monday 24 when ASSAIL cast off at 1000. A surface firing exercise incorporating 40/60, .50 calibre and small arms weapons was conducted in area R230 from 1400-1600. On completion of the practice the ship headed north to Cape Fourcroy where a marker buoy was laid for the Darwin Yacht Club. While the buoy was being laid the port main engine broke down. The cause of the breakdown was a fractured fuel pump carden shaft flexible coupling, which required ASSAIL to return to Darwin for repairs. The difficulties of one-engine sternboard alongsides were experienced until the ship was eventually berthed starboard side to HMAS AWARE at 0215 on Tuesday 25.

12. Although not all of the stores required were available

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in Darwin, temporary repairs were effected by Ships Staff with some machining assistance from a local contractor. At 1630 ASSAIL cast off once again and immediately headed west to Ashmore Reef. Making the most of the fine weather en route, internal drills including Action Stations and firefighting exercises were conducted in the afternoon of Wednesday 26.

13. There were no signs of foreign fishing vessels at Ashmore Reef on arrival at 0400(I) on Thursday 27, so the ship was turned to the south towards Scott Reef. A message was received at 0922(I) which revealed the presence at Ashmore Reef of three Indonesian fishing boats. ASSAIL reversed course and headed back to Ashmore to investigate. A boarding was made on one vessel anchored inside the lagoon where it was learnt that a total of six boats had sailed together from Roti a matter of days beforehand. The masts of two other vessels could be seen on the other side of the reef which was at that time inaccessible to ASSAIL. The ship proceeded to Broome at 1710(I).

14. Berthing at the main wharf Broome was made interesting by a combination of strong off-wharf winds and a very low tide. The ship was eventually secured at 1922(H) on Friday 28. By midnight the wind was so strong that the ship was lying twenty feet off the berth, so at 0015(H) on Saturday morning ASSAIL cast off and anchored three cables north east of the wharf. The air conditioning in the after mess had been unserviceable since Wednesday, so with all Junior Sailors except three in the duty watch accommodated ashore the move was made difficult.

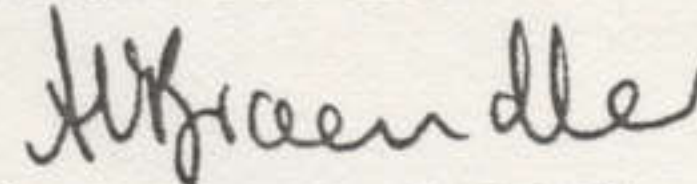
15. The wind had died down by 0800(H) on Saturday 29 which enabled ASSAIL to refuel and then secure outboard of the rig tender Chantik and MV Kalbarrie. The ship remained in this position until the morning of Monday 31. A member of WA Fisheries, Mr John Looby, was embarked initially to travel to the Broome pearl fishing area, but also accompanied ASSAIL to Scott Reef to search for the remaining three Indonesian fishing vessels. ASSAIL sailed at 1036(H) on Monday 31 and spent the remainder of the month on passage to Scott Reef.

16. The appearance of the ship is good. The health, welfare, conduct and morale of the Ships Company is good.

I have the honour to be,

Sir,

Your obedient Servant



(A.V. BRAENDLER)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Figures

B. Drills Evolutions and Exercises

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 06 JUN 1982

STEAMING FIGURES

1.	Hours under way during the month:	172
2.	Miles steamed during the month:	2215
3.	Total hours underway since commissioning:	25880
4.	Total miles steamed since commissioning:	339446
5.	Occasions of exceeding fast routeing speed:	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED

DRILLS EVOLUTIONS AND EXERCISES

<u>DATE</u>	<u>EXERCISE</u>	<u>DURATION</u>
05	MOBEX	1½ hrs
05	SA SUFX	2 hrs
21	MOBEX	½ hr
24	NBCDX	1 hr
24	40/60 SUFX	2 hr
24	SA SUFX	1 hr
26	NBCDX	1 hr
27	BOARDEX-(Indonesian)	1½ hrs

Daily fire and emergency exercises were carried out whilst alongside during the month.

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SMV

Telephone 359 3111

Extension 3139

AF 1/16/11

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

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - JUNE, 1982

Forwarded.



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

Enclosure: HMAS ASSAIL Report of Proceedings for June,
1982

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ROYAL AUSTRALIAN NAVY

TELEPHONE: (089) 89 0911

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
at Darwin

2 July 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

Naval Officer Commanding.
NORTH AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS
JUNE 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of June 1982. Times are Zone H (-8) unless otherwise indicated.
2. HMAS ASSAIL was on passage from Broome to Scott Reef on Tuesday 01 June and made landfall at 0330 that morning. The ship was anchored to the south of Sandy Islet at 0520 and with first light a group of three Indonesian Type 2 fishing vessels could be seen very close to the islet.
3. Investigative boardings were made of the vessels by the WA Fisheries Officer Mr. Looby and the Executive Officer between the hours of 0800 and 1000. No difficulties were encountered in collecting information due to the presence on board one of the boats of an english-speaking fisherman. Two more boats arrived in the vicinity later in the afternoon and received the boarding party in a friendly and co-operative manner. The boats were reported in the usual manner and were left to continue their fishing.
4. The seas were choppy even inside the reef when the anchor was weighed at 0600 on Wednesday 02. ASSAIL left Scott Reef by the eastern passage and immediately encountered a heavy easterly swell. A visit to Browse Island was cancelled in favour of an inspection of the waters around Adele Island which were clear of any fishing vessels. The ship then proceeded to Broome to fuel at 0800 on Thursday morning to enable a visit to the pearling grounds to the south of the town.

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5. The WA Fisheries Officer was transferred by ship's boat to the MV PASPALEY PEARL at 1850 on Thursday evening. On completion of the transfer ASSAIL proceeded to the northwest to the Rowley Shoals area, arriving there at 0630 on Friday 04. After rounding Cunningham Island with no sightings of any other vessels a course was set for Dampier.

6. Extensive pipe-laying operations are presently being conducted off Dampier which require caution on entering Mermaid Sound. ASSAIL berthed at the fuel wharf at 1000, shifting to the Service Wharf at 1235 where the ship remained over the weekend.

7. Lines were cast off at 1019 on Monday 07 after a delay due to victualling stores being adrift. ASSAIL proceeded to Koolan Island where a fuel stop was made en route Darwin. With fuelling completed at 1245 the ship cast off at 1354 and commenced an uneventful passage to Darwin. Blind pilotage through Fenelon Passage was well executed by Petty Officer Coxswain Hunter during the morning of Thursday 10. ASSAIL berthed port side to outboard HMAS BUCCANEER and ADROIT at the PBL at 1000 (IK) on Friday 11 when preparations for a Task Element Exercise commenced. Later that day HMAS AWARE and ACUTE secured forward of the PBL to give Darwin a total of five Patrol Boats.

8. On Tuesday 15 the ship sailed in company with ADROIT, ACUTE, AWARE and BUCCANEER for SQUADEX 1/82. The exercise commenced at 0800 (IK) with a minefield transit out of Darwin Harbour, followed immediately by Officer of the Watch Manoeuvres. During the next two days an intensive exercise programme was completed with a high degree of success. A separate report of the exercise will be forwarded by the Naval Officer Commanding, North Australia Area who, along with members of his Staff, was embarked in various ships during the period. The opportunity to exercise with other units comes rarely and the experience gained in the course of the SQUADEX by all onboard was invaluable. Details of the exercises conducted are at Annex B. On completion of a ceremonial entry ASSAIL berthed starboard side to No. 3 berth where she remained for the weekend. 18/82

9. A short trip across Darwin Harbour to Mandorah was made on Saturday afternoon to embark Army equipment for transport to Gove. ASSAIL then sailed at 1000 (IK) on Sunday 20 for Gove - the mission being to extract three patrols of waterborne and airborne SAS troops from the Cape Arnhem area, on the night of Monday 21.

10. A strong wind warning was extant throughout the following week. The ship took quite a pounding on passage to Cape Arnhem and sustained damage to the 40/60 mounting, some minor structural damage and an impossibly knotted anchor cable. The rendezvous position was reached an hour early so the ship steamed up and down for two hours waiting for the pickup. The seas were state four at the time and it was later revealed that launching of the rubber dinghies was impossible. At the end of the prescribed waiting time ASSAIL proceeded to Gove to attempt clearing the cable, berthing there at 0325 (IK) on Tuesday 22.

11. The capacitor bank on the winch control unit was burnt out which meant the cable could not be cleared. The original plan included a second pick up of SAS troops on Tuesday night but the sea state precluded this option and the troops were eventually recovered by trucks and later flown out by RAAF caribou aircraft.

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12. ASSAIL cast off from the General Cargo Wharf, Gove, at 2232 (IK) on Tuesday 22 and commenced an uneventful passage back to Darwin. Helmsmen received a workout on the way, with the ship yawing through thirty degrees almost continuously in the four-metre following swell. The ship berthed port side to outboard HMAS AWARE at the PBL at 0800 (IK) on Thursday 24 when work began to prepare for the entry of the Fleet on Saturday morning.

13. A defect on the starboard main engine caused by salt water contamination of the gearbox made ASSAIL's participation look unlikely late on Friday afternoon. A salt water cooler from HMAS ADROIT was fitted overnight and this enabled the ship to sail on Saturday 26 with full power available. At 0830 (IK) ASSAIL joined HMA Ships STALWART, (yourself embarked) BRISBANE and BUCCANEER in a diamond formation for the Fleet Entry into Darwin. Prior to the entry, wheels of up 180 degrees were conducted which made ASSAIL pivot ship at one time. Not many ships operate stern power to maintain station but both ASSAIL and BUCCANEER found this necessary during these wheels!

14. Aerial photographs and television film were taken during the entry, after which STALWART detached to berth leaving ASSAIL and BUCCANEER in formation with BRISBANE. ASSAIL eventually secured port side to outboard of BRISBANE and STALWART at Stokes Hill Wharf, remaining there until Monday 28.

15. The three ships on Stokes Hill Wharf were open for visitors on Sunday 27 on the occasion of Navy Week Darwin. A great number of those who visited the larger ships also gave their attention to ASSAIL in the course of the afternoon. The public reception of ASSAIL's participation in Navy Week was most rewarding to all onboard.

16. The starboard main engine was unserviceable due to freshwater contamination of the sump oil on the morning of Monday 28. With the port engine the ship shifted berth at 0824 (IK) from outboard of BRISBANE to starboard side to HMAS AWARE at the PBL with yourself and NOCNA embarked.

17. When HMAS AWARE sailed at 1304 (IK) on Wednesday 30 for trials ASSAIL swung round to berth port side to outboard of ADROIT. AWARE berthed outboard at 1447 (IK) the same afternoon.

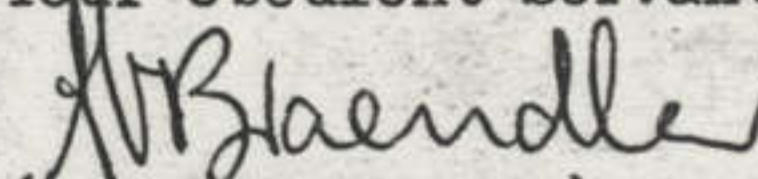
18. The AMP continued through the end of the month. The defect in the starboard engine was unidentified but was believed to be a crack in the water jacket in the block. The investigation continued through the end of the month.

19. The appearance of the ship is good. The health, welfare, conduct and morale of the Ships Company is good.

I have the honour to be,

Sir,

Your obedient Servant



(A.V. BRAENDLER)

Lieutenant RAN

Commanding Officer

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- Annexes: A. Steaming Figures
B. Drills Evolutions and Exercises

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 2 JULY 1982

STEAMING FIGURES

1.	Hours underway during the month	279
2.	Miles steamed during the month	3,348
3.	Total hours underway since commissioning	25,987
4.	Total miles steamed since commissioning	340,579
5.	Occasions of exceeding fast routeing speed: during SQUADDEX on 17 June 1982	1 hour

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 2 JULY 1982

DRILLS EVOLUTIONS AND EXERCISES

<u>DATE</u>	<u>EXERCISE</u>	<u>DURATION</u>
01	BOARDEX (INDONESIAN)	2 hours
01	BOARDEX (INDONESIAN)	1 hour
04	MINOR NBCDX	½ hour
08	MINOR NBCDX	½ hour
09	MOBEX	½ hour
10	BLIND PILOTAGE (SENIOR SAILOR)	1 hour
10	MAJOR NBCDX	1 hour
15	MINTRAN	1 hour
15	OOW MANOEUVRES	1 hour
15	MAJOR NBCDX	½ hour
15	AATX/CRX	1 hour
15	COMPETITIVE DRILLS	2 hours
15	COMEX	2 hours
15	OOW MANOEUVRES	1 hour
15	SPX	1 hour
15	SCREENPLAY	3 hours
16	SCREENPLAY	5 hours
16	AAROFX	1 hour
16	SUCRFX	1 hour
16	BOARDEX (HOT PURSUIT)	1½ hours
16	OOW MANOEUVRES (FPB)	1 hour
16	TOWEX	½ hour
16	RASAPS	2 hours
16	NEX	6 hours
17	PILOTAGE (SENIOR SAILORS)	1 hour
17	FULL POWER PURSUIT	1 hour
17	CEREMONIAL ENTRY	½ hour
19	AATX	½ hour
19	MOBEX	½ hour
26	OOW MANOEUVRES	1 hour
26	CEREMONIAL ENTRY	2 hours

Daily fire and emergency exercises were carried out whilst alongside during the month.

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Telephone 359 9111
Extension 3113

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

AF 1/16/11

15 AUG 1982

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - JULY 1982

1. Forwarded.
2. Delays have been encountered in providing a replacement engine and the contractor has now removed the designated engine from the test bed. The first available engine will now be one originally destined for HMAS BARBETTE and will not be available before mid-September.


(R. RICHARDS)
Commander RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for July
1982

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ROYAL AUSTRALIAN NAVY

TELEPHONE: (089) 890911

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At Darwin

04 AUG 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
NORTH AUSTRALIA AREA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS

JULY 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of July 1982. Times throughout are Zone IK (-9½).
2. On Thursday 1 July HMAS ASSAIL was berthed port side to outboard of HMAS ADROIT at the Patrol Boat Landing in Darwin, undergoing an Assisted Maintenance Period. Investigation of the defective starboard main engine revealed a crack in the after end of the engine block which was causing freshwater contamination of the sump oil. (NOCNA message OMH/RDH/IAH 010820Z JUL 82 refers.) The defect necessitated a change of engine, approval for which was received on Friday 2.
3. At the time of the decision to replace the engine there were no serviceable starboard engines held in stores. Work was commenced by Contractors in Sydney to recondition a port engine for fitting in the starboard mode in ASSAIL. (COMAUSNAVSUP message RDH/OMH/IAH 050520Z JUL 82 refers.) Initially the estimated time of readiness of the engine for testing in Sydney was the end of July when it would be required to satisfactorily complete a thirty-six hour reinstallation test. At the end of the month no progress on the preparation of the engine had been reported.
4. An INO Series Inspection of the 40/60 Bofors ordnance was conducted on Friday 2. The inspection was satisfactory.
5. At 1000 on Monday 5 AWARE sailed, followed by ADROIT at 1005. ASSAIL then secured port side to the PBL where she remained through the remainder of the month. The predicted long wait for the delivery of the engine gave members of the Ship's

/ Company

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Company the opportunity to take outstanding long leave. Personnel remaining onboard continued the AMP.

6. On Wednesday 7 the Ship was visited by three groups of children from the YWCA Camp for Kids as part of their School Holiday Programme.

7. Seven members of the Ship's Company left the Ship on Monday 19 for a five day Expedition to Kakadu National Park. A four-wheel drive vehicle and camping gear was loaned by HQ 7 Military District and the expedition was a great success. A further such project is planned for August to give personnel a change of routine during the extended AMP.

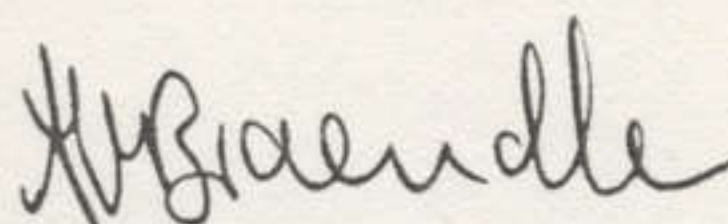
8. The ammunition outfit was landed during the forenoon of Wednesday 28 to enable maintenance to be carried out inside the magazine.

9. The appearance of the Ship is good. The health, welfare, conduct and morale of the Ship's Company is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant



(A.V. BRAENDLER)
Lieutenant RAN
Commanding Officer

- Annexes: A. Steaming Figures.
B. Drills Evolutions and Exercises.

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 0 4 AUG 1982

STEAMING FIGURES

1.	Hours underway during the month:	Nil
2.	Miles steamed during the month:	Nil
3.	Total hours underway since commissioning:	26,159
4.	Total miles steamed since commissioning:	342,794
5.	Occasions of exceeding fast routeing speed:	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 04 AUG 1982

DRILLS EVOLUTIONS AND EXERCISES

Daily fire and emergency exercises were carried out whilst the Ship was alongside during the month.

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UNCLASSIFIED COVERING
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ROYAL AUSTRALIAN NAVY

SMW

Telephone 359 9111
Extension 3113

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


AF 1/16/11

1982

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - AUGUST 1982

1. Forwarded.
2. The replacement engine was dispatched from Sydney on 31 August and arrived in Darwin on 7 September.


(R. RICHARDS)
Commander RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for August
1982

UNCLASSIFIED COVERING
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ROYAL AUSTRALIAN NAVY

TELEPHONE: (089) 890423

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At Darwin Naval Base

02 SEP 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
NORTH AUSTRALIA AREA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS
AUGUST 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of August 1982. Times throughout are Zone IK(-9½).
2. ASSAIL spent the first thirty days of the month secured port side to at the Patrol Boat Landing, Darwin. The ship was in AMP awaiting delivery of a replacement starboard main engine which was being prepared in Sydney.
3. On Monday 2 five members of the Ships Company left the ship for a five-day expedition to Kakadu National Park. The trip, which was the second activity of this type since the end of June, was highly successful. A highlight of this expedition was an overnight stay at Twin Falls, which were flowing at the time.
4. On Thursday 12 the Petty Officer Coxswain and one Able Seaman MTP flew south to join HMAS BAYONET for a Bass Strait patrol. They joined a mixture of Officers and sailors from other ships to assist in manning the vessel and returned on Wednesday 25 after an interesting introduction to the southern patrol routine.
5. Advice was received on Thursday 12 that the engine which had been on a test bed in Sydney had failed and that a second engine would be tried. COMAUSNAVSUP message OMH/RDH/IAH 230702ZAUG82 then advised that the engine being tested was likely to be available for despatch from Sydney on 30 August.

6. The

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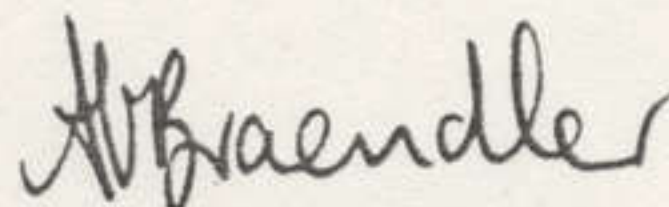
-2-

6. The Director General, Naval Health Services, Surgeon Rear Admiral B.T.Treloar QHP RAN visited the ship at 1515 on Monday 23 for discussions on medical services in Patrol Boats.
7. ASSAIL cast off from the PBL at 0958 on Thursday 26 August and proceeded on the port main engine to berth starboard side to at the Darwin Naval Base wharf at 1015. It was the first time a commissioned Ship had berthed at the Base and the event was a proud moment for all, in particular the Base Project Personnel. The new wharf has many facilities, including sullage drainage, fresh water, telephones and direct power connections. A well equipped laundry shed and toilet block is also available for use by the Ships Company.
8. At 0804 on Tuesday 31 ASSAIL moved to the dolphins in front of the Synchrolift at Darwin Naval Base. The ship was in position on the lift at 0842 and was high and dry on the platform only thirty six minutes later. The ship was then moved along the transverse rails and positioned inside the main building of the Naval Base at 1043. Considering this was the first lift and transfer of a vessel on the Synchrolift the entire evolution ran very smoothly. ASSAIL spent the rest of the month on the cradle in the workshop preparing the starboard engine for removal.
9. A security lecture was given to the Ships Company during the month.
10. The appearance of the ship is good. The health, welfare, conduct and morale of the Ships Company is good.

I have the honour to be,

Sir,

Your obedient Servant



(A.V.BRAENDLER)
Lieutenant RAN
Commanding Officer

- Annexes:
- A. Steaming Figures
 - B. Drills Evolutions and Exercises.

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RESTRICTED

ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 02 SEP 1982

STEAMING FIGURES

1. Hours underway during the month: 1
2. Miles steamed during the month: 2
3. Total hours underway since commissioning: 26,160
4. Total miles steamed since commissioning: 342,796
5. Occasions of exceeding fast routeing speed: Nil

~~RESTRICTED~~
RESTRICTED

RESTRICTED

ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 02 SEP 1982

DRILLS EVOLUTIONS AND EXERCISES

<u>DATE</u>	<u>EVOLUTION</u>	<u>DURATION</u>
31	Slipping - Darwin Naval Base Synchrolift	2½ hr

Daily fire and emergency exercises were carried out whilst the ship was alongside during the month.

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SMV

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

Telephone 359 9111

Extension 3113

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

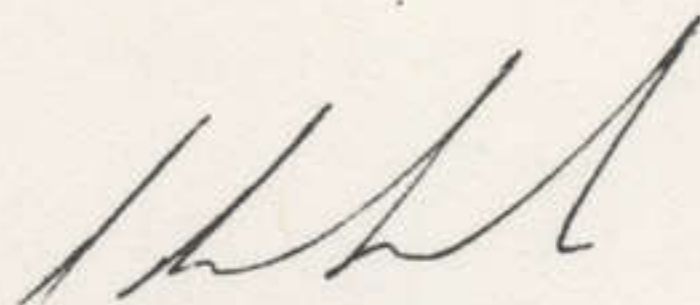
AF 1/16/11

21 OCT 1982

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - SEPTEMBER
1982

Forwarded.



(R. RICHARDS)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ASSAIL Report of Proceedings for
September 1982

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



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ROYAL AUSTRALIAN NAVY

TELEPHONE: (089) 890423

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At Darwin Naval Base

4 October 1982.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
NORTH AUSTRALIA AREA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS
SEPTEMBER 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of September 1982. Times throughout are zone IK (-9½).
2. The ship spent the entire month on the cradle in the Covered Maintenance Berth, Darwin Naval Base, awaiting completion of a starboard main engine replacement. The engine arrived by road transport on Tuesday 7 and was lowered into the hull on Wednesday 22 after the unserviceable engine was lifted on Monday 13. A defect in the overhead crane in the DNB necessitated the hire of a contractor's crane for both engine lifts.
3. The funnel was replaced on Tuesday 28 and the remainder of the month was spent preparing the ship for the opening of the Darwin Naval Base on 6 October. On completion of the Opening Day work will resume on the fitting and lining-up of the engine and ASSAIL will be operational on 18 October. (NOCNA message RDH/IAH 140512Z SEP 82 refers)
4. The Ships Company were lectured on First Aid by Larrakeyah Sickbay Staff on Thursday 2. Ships Staff spent the month in Royal Guard training and upper deck preparation for the Opening Day.

5. The

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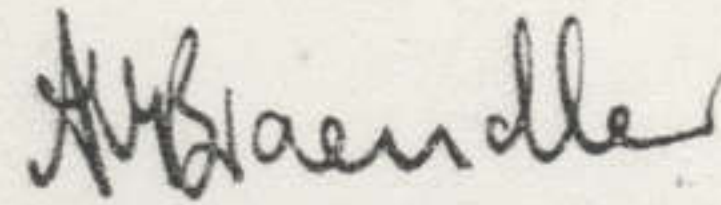
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RESTRICTED

5. The appearance of the ship is excellent. The health, welfare, conduct and morale of the Ships Company is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant



(A.V. BRAENDLER)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Figures
B. Drills Evolutions and Exercises

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RESTRICTED

ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 4 OCTOBER 1982

STEAMING FIGURES

1.	Hours underway during the month:	0
2.	Miles steamed during the month:	0
3.	Total hours underway since commissioning:	26,160
4.	Total miles steamed since commissioning:	342,796
5.	Occasions of exceeding fast routeing speed:	Nil

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RESTRICTED

ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 4 OCTOBER 1982

DRILLS EVOLUTIONS AND EXERCISES

Daily fire and emergency exercises were carried out whilst the ship was on the slip during the month.

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UNCLASSIFIED COVERING RESTRICTED
ROYAL AUSTRALIAN NAVY

SMV

N
428 3 3097

Telephone 359 9111

Extension 3113

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

JAN 23-4-82

AF 1/16/11

118 NOV 1982
[Stamp]

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER 1982

Forwarded.

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

Enclosure: 1. HMAS ASSAIL Report of Proceedings for
October 1982

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UNCLASSIFIED COVERING RESTRICTED

DAO-N (A/4-11)



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ROYAL AUSTRALIAN NAVY

TELEPHONE: 890432

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At DARWIN NAVAL BASE

■ 3 NOV 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET (Afloat)

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
NORTH AUSTRALIA AREA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS
OCTOBER 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of October 1982. Times throughout are zone IK (-9½).
2. At the beginning of the month ASSAIL was on the cradle in the Covered Maintenance Berth, Darwin Naval Base, awaiting the lining-up of a newly-installed starboard main engine.
3. At 1030 on Wednesday 6 October Darwin Naval Base was officially opened by Her Majesty the Queen. As part of the opening ASSAIL was towed on the transfer trolley from the Synchrolift to a position between the lift and the Covered Maintenance Berth, immediately after Her Majesty the Queen unveiled the plaque. Considerable effort was made by the entire ships company to prepare the Ship and train for the Opening Day Guard and this effort was not wasted. The Opening Day was a resounding success.
4. At 1023 on Thursday 7 ASSAIL was lowered into the water on the Synchrolift, berthing at number two berth, DNB wharf at 1103. The lining up of the engine was immediately commenced but by Friday 15 it was clear that the crankcase tolerances for the lining up could not be met. The Ship was cold moved to berth number one at 1430 on Wednesday 13, and to number two alpha at 0942 on Friday 15.

/5. Long

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5. Long hours were worked by Ship's and Base Staff over the weekend of 16 - 17 October but the deflections still remained outside the required tolerance. Re-alignment of the engine commenced on Monday 18 and was completed on Wednesday 27. The Ship was cold moved to berth number one at 1100 Friday 22. After alignment the deflection readings were still outside tolerance and extensive overnight efforts, including the replacement of the Layrub Coupling, continued to no avail. A final set of crankshaft deflection readings was taken at 0500 on Thursday 28 which was outside the maximum allowable tolerance. The engine was not started, was rejected, and a new engine was requested. (NOCNA message RDH/IAH 290310Z0CT82 refers.)

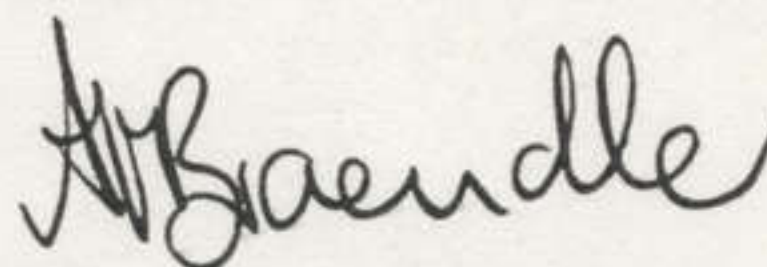
6. The Ship spent the remainder of the month alongside DNB awaiting a decision on the starboard main engine and preparing for Annual Inspection. An INO Inspection Team surveyed the ammunition onboard on Thursday 28.

7. The appearance of the Ship is excellent. The health, welfare, conduct and morale of the ships company is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant



(A.V. BRAENDLER)
Lieutenant RAN
Commanding Officer

- Annexes: A. Steaming Figures
B. Drills Evolutions and Exercises

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RESTRICTED

ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 3 NOV 1982

STEAMING FIGURES

1.	Hours underway during the month:	0
2.	Miles steamed during the month:	0
3.	Total hours underway since commissioning:	26,160
4.	Total miles steamed since commissioning:	342,796
5.	Occasions of exceeding fast routeing speed:	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 3 NOV 1982

DRILLS EVOLUTIONS AND EXERCISES

Daily fire and emergency exercises were carried out while the ship was alongside during the month.

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SMV

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

ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

N
428 3 3097
OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/11

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER 1982

1. Forwarded.
2. Despite the provision of a second replacement starboard engine the crankshaft deflection problems have continued. A Board of Inquiry has been convened to investigate.
3. Mr. P. Barrell of GEC Diesels Australia Pty. Ltd. has attended the ship on three occasions in continuing attempts to effectively mount successive replacement engines, but the requirements of the installation technical instructions have not yet been met. Mr. Barrell is expected to make another visit to Darwin this year. If alignment is not achieved the way ahead will need to be the subject of separate correspondence.


(R. RICHARDS)
Commander RAN
for Fleet Headquarters

Enclosure: 1. HMAS ASSAIL Report of Proceedings for November 1982.

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AO-N (A)



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ROYAL AUSTRALIAN NAVY

TELEPHONE: (089)890456

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At Darwin Naval Base

3 DEC 1982

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

Naval Officer Commanding, NORTH AUSTRALIA AREA
Commander, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS
NOVEMBER 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of November 1982. Times are Zone IK (-9 $\frac{1}{2}$).

2. On Monday 1 ASSAIL was alongside berth one at Darwin Naval Base in an unoperational state due to the specifications failure of the recently fitted starboard main engine.

3. Annual Departmental Inspections were conducted on the first three days of the month by Fleet, COMAUSMINPAB and HMAS COONAWARRA Staff Officers. Divisions were held at DNB on Thursday 4 and were followed by the Formal Inspection by Captain C.M.G. HOLE ADC RAN, Naval Officer Commanding North Australia Area.

4. The ship was cold moved to the synchrolift dolphins at 0755 on Friday 5 for a lift onto the cradle to enable fitting of a second new starboard engine which was transported by road from Cairns. The exchange of engines was at that stage postponed to allow a representative from GEC to attempt to align the engine the following week. ASSAIL returned alongside, securing outboard of HMA Ships CURLEW and SNIPE at berth one bravo at 1105.

5. Yet another cold move to the synchrolift dolphins was made at 0730 on Monday 8 to enable HMA Ships BUCCANEER, ADROIT and ACUTE to sail for a Task Element Exercise. On completion of the ships' movements ASSAIL berthed at number one.

/6. A detachment

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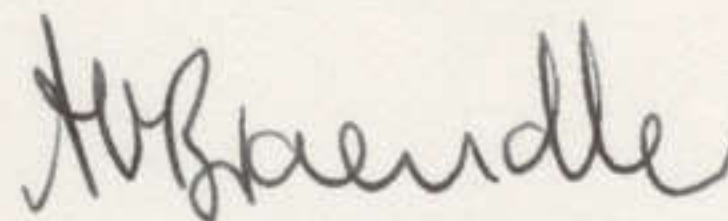
- 2 -

6. A detachment of six sailors and the Executive Officer departed by bus for Alice Springs on Tuesday 9. The group took part in Remembrance Day functions with the Alice Springs RSL and Stirrers Club, with whom ASSAIL has had a long affiliation. The ship provided a three-man Catafalque Party at the Remembrance Day Ceremony on Thursday 11.
7. Efforts by the GEC representative to align the starboard engine during the week commencing Monday 8 were unsuccessful. At 1045 on Thursday 11 the ship was cold moved to the dolphins, lifted out of the water and at 1310 was positioned in the undercover berth at DNB.
8. Deflection readings of the engine from Cairns were taken while the engine was on the DNB shed floor. This engine too was found to be outside tolerance and was not then fitted. (NOCNA message RDH/IAH 120701Z NOV 82 refers). The first failed engine was removed from the ship at 1430 on Wednesday 17 for transport to Sydney for investigation by GID. The latest replacement was positioned in ASSAIL on Monday 22 in an attempt to meet the tolerance specifications in the ship.
9. ASSAIL was refloated at 1217 on Wednesday 24 and was cold moved to a position between berths one and two. The ship was warped along the wharf to number two berth on Friday 26 on completion of repairs to the two berth steps. The remainder of the month was spent alongside while the engine settled. Deflections taken on Tuesday 30 were still outside tolerance and no further progress was made. (NOCNA message IAI 300220Z NOV 82 refers).
10. The appearance of the ship is very good. The health, welfare, conduct and morale of the ship's company is satisfactory despite the fact that the end of the month marked one hundred and fifty-seven days of unavailability for operations.

I have the honour to be,

Sir,

Your obedient Servant,



(A.V. BRAENDLER)
Lieutenant RAN
Commanding Officer

- Annexes:
- A. Steaming Figures
 - B. Drills, Evolutions and Exercises

RESTRICTED
RESTRICTED

RESTRICTED

ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 3 DECEMBER 1982

STEAMING FIGURES

1. Hours underway during the month	Nil
2. Miles steamed during the month	Nil
3. Total hours underway since commissioning	26,160
4. Total miles steamed since commissioning	342,796
5. Occasions of exceeding fast routeing speed	Nil

RESTRICTED

RESTRICTED
RESTRICTED

ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 3 DECEMBER 1982

DRILLS, EVOLUTIONS AND EXERCISES

Daily fire and emergency exercises were carried out while the ship was alongside during the month.

RESTRICTED
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UNCLASSIFIED COVERING RESTRICTED

3097

RESTRICTED

ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extersion

OFFICE OF THE

FLAG OFFICER COMMANDING

HM. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/11

19 JAN 1983

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

HMAS ASSAIL - REPORT OF PROCEEDINGS -
DECEMBER 1982

Forwarded.

RH Old

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

Enclosure: 1. HMAS ASSAIL Report of Proceedings for
December 1982

UNCLASSIFIED COVERING RESTRICTED

RESTRICTED



~~RESTRICTED~~

ROYAL AUSTRALIAN NAVY

TELEPHONE: (089) 890423

IN REPLY QUOTE 1/16/8

HMAS ASSAIL
At Darwin Naval Base

4 January 1983.

Flag Officer Commanding
HM ASUTRALIAN FLEET

For Information:

Naval Officer Commanding
NORTH AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS

DECEMBER 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of December 1982. Times are Zone IK (-9½).
2. The saga of the starboard main engine continued through the month. The second replacement engine was lined up and found to be outside the laid-down tolerance. The management of GEC considered that the fault lay in the installation method used by the RAN and offered to overseethe lining-up process. (DEFNAV CANBERRA message RDH/IAH 030544Z DEC 82 refers). A representative of GEC arrived in Darwin on Monday 6 and work on the lining-up commenced on Tuesday.
3. By Thursday 9 the engine was, predictably, still outside the required tolerance. GEC then advised that steel chocks should be used to bring the deflection reading into tolerance. This was not recommended by DNB staff but, in accordance with COMAUSFLT message RDH/IAH 100630Z DEC 82, work commenced on the machining of the metal pads for the engine supports.
4. The ship's company, with the exception of four ship-keepers, was sent on leave on 17 December.
5. The task of machining the pads for the engine was difficult and time consuming and it was evident that the task would not be completed until January. For this reason it was decided that ASSAIL should be lifted on the DNB shiplift on Monday 20 December. During this lift ASSAIL tilted in the shiplift cradle causing some damage to the hull and fittings. (HMAS ASSAIL CDA/RHL 200720Z DEC 82,

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HMAS ASSAIL RDH/RHL 220040Z DEC 82 and HMAS ASSAIL IAH/RDH
211030Z DEC 82 refers)

6. ASSAIL returned alongside berth 1 after the incident and remained there until Friday 24 December when ASSAIL was lifted into the Darwin Naval Base shed during the afternoon without incident.

7. The inquiry into the slipping incident commenced on Wednesday 22 December at the DNB under the Presidency of CMDR R.A. SPEIGHT. (COMAUSFLT ADA 200910Z DEC 82 refers).

8. ASSAIL remained on the cradle at DNB until the end of the month.

9. The appearance of the ship is good. The health, welfare, and conduct and morale of the ships company is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,



(B.A. HILLIARD)
Lieutenant RAN
for Commanding Officer (AOL)

RESTRICTED

RESTRICTED

ANNEX A TO
HMAS ASSAIL LETTER 1/16/8
DATED 4 JANUARY 1983

STEAMING FIGURES

1. Hours underway during the month	Nil
2. Miles steamed during the month	Nil
3. Total hours underway since commissioning	26,160
4. Total miles steamed since commissioning	342,796
5. Occasions of exceeding fast routeing speed	Nil

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RESTRICTED

ANNEX B TO
HMAS ASSAIL LETTER 1/16/8
DATED 4 JANUARY 1983

DRILLS, EVOLUTIONS AND EXERCISES

Daily fire and emergency exercises were carried out while the ship was alongside during the month.

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