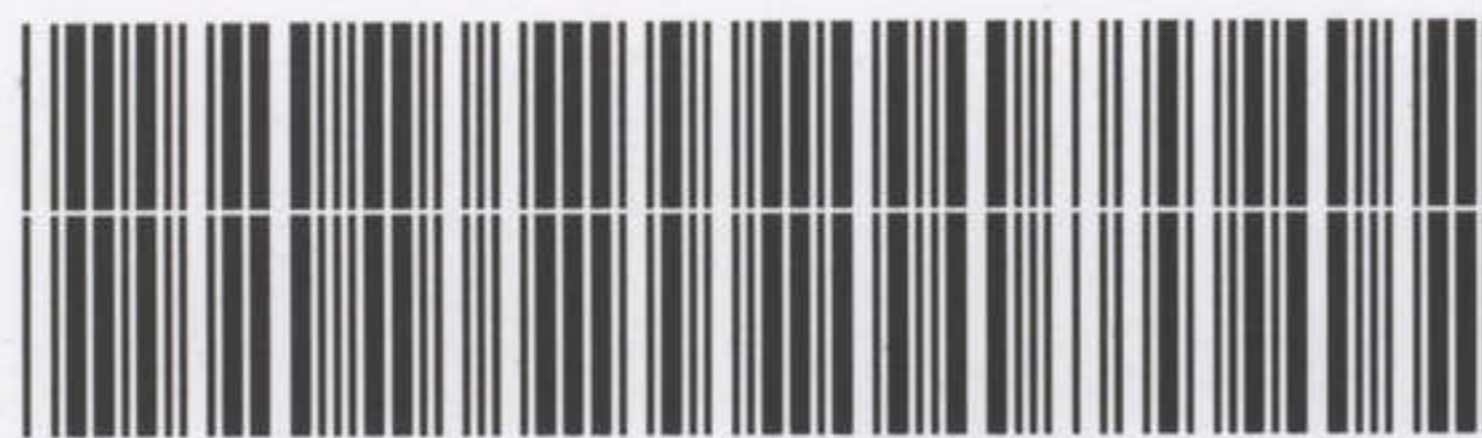


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS CURLEW

Item number: 96/16

Title: January-December 1983



AWM78-96/16

HMAS CURLEW 1983

[96/16]

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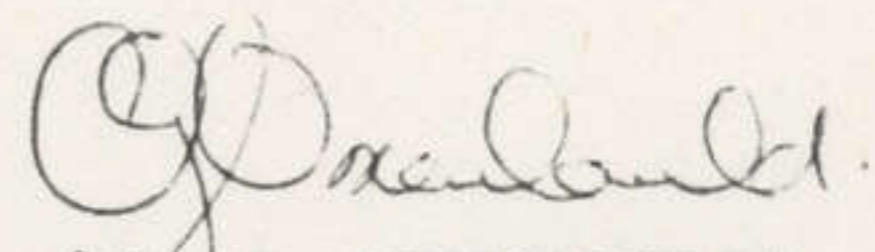
AF 1/16/24

15 FEB 1983

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

HMAS CURLEW—REPORT OF PROCEEDINGS - JANUARY 1983

Forwarded.


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

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

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1/16/1

HMAS CURLEW
At Brisbane

1 February 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS

JANUARY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW under my command for the month of January 1983.
2. The month began with the ship berthed port side to number 1 berth on the minesweeping wharf at HMAS WATERHEN. On Monday 10 key personnel returned from Christmas leave and preparations for the mine warfare pilot survey (MWPS) deployment to Moreton Bay commenced. Monday 17 saw the remainder of the ship's company return from leave and at 0954(-11) CURLEW sailed from WATERHEN in company with HMA Ships WARRNAMBOOL and BOMBARD.
3. On clearing Sydney Heads Officer of the watch manoeuvres and replenishment at sea approaches were carried out with WARRNAMBOOL and BOMBARD. This serial completed at 1204(-11) and course was set north for Moreton Bay, with a moderate south easterly swell firmly reminding everyone they were back at sea after a six week break. Because of the number of new faces on board the opportunity was taken to prove the Watch and Station Bill and exercise emergency and leaving ship stations during the afternoon. At 1830(-11) clocks were retarded one hour to zone K(-10).
4. At 0900(-10) on Tuesday 18 hands were piped to action stations and a major damage control exercise was conducted. At 1330(-10) a double oropesa sweep was streamed to determine the state of multi plane calibration. The state of the multi planes was satisfactory and the sweep was recovered at 1530(-10).
5. Passage was continued north in deteriorating weather conditions and at 0730(-10) on Wednesday 19 the ship approached the N.E. channel into Moreton Bay with a three metre beam swell, to commence MWPS operations. MWPS operations continued in Moreton Bay until 1100(-10) on Friday 21 when course was set for the mouth of the Brisbane River. The ship berthed starboard side to number 1 berth Moreton north at 1415(-10), where she remained over the weekend.

/6. At 1830

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2.

6. At 1830(-10) that evening an official cocktail party was held on the focsle of CURLEW for approximately 40 local dignitaries. At 2000(-10) that evening I attended a reception hosted by the outgoing Naval Officer Commanding Queensland Captain W.L. OWEN RAN.

7. At 1000(-10) Monday 24 CURLEW cast off and proceeded down river to resume MWPS operations. The remainder of the week was spent engaged in these operations and the results of the 2 weeks work will be forwarded seperately to the Commander AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES.

8. On Wednesday 27 a rendezvous was effected with the M.V. Kangaroo Islander in which the Director of Naval User Requirements and various Navy Office staff were embarked. M.V. Kangaroo Islander is a 26 metre catamaran hulled vessel, the design of which is being considered as a replacement for our ageing diving tenders. CURLEW spent forty minutes comparing sea keeping properties on various headings. The catamaran, although only 26 metres long and with a displacement of 70 tonnes was very stable and compared favourably to our 480 tonnes and 46 metres.

9. At 1245(-10) CURLEW anchored in Tangalooma roads as a defect in the 193 sonar training unit required the transducer to be raised into the after messdeck. The nature of the work required the very calm conditions afforded by the roads and the electrical department successfully completed repairs by 1900(-10). The ship remained at anchor overnight in Tangalooma roads.

10. At first light, 0515(-10), on Thursday 27 anchor was weighed and MWPS operations recommenced until 0945(-10) Friday 28 when the channel at the entrance to the Brisbane river was entered. The ship subsequently berthed starboard side to Moreton north number 1 at 1100(-10) where she remained until month's end.

11. The health and welfare of the ship's company is good and morale remains high.

I have the honour to be,

Sir,

Your obedient servant



(N.I. STEWART)
Lieutenant RAN
Commanding Officer

Annex: A. Steaming details
B. Exercise details

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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 1 FEBRUARY 1983

STEAMING DETAILS

1.	Distance steamed during period	966
2.	Distance steamed since first commissioning	315882
3.	Hours underway during period	113
4.	Hours underway since first commissioning	30147

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ANNEX B TO
HMAS CURLEW LETTER 1/16/1
DATED 1 FEBRUARY 1983

EXERCISE DETAILS

1. In Harbour

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
1	Fire	RMR
2	Fire	Galley
3	Casualty	Wheelhouse
4	Fire	RMR
5	Lecture	Pumping Appliances
9	Lecture	Emergency Procedures
13	Fire	Chart Room
14	Flood	Minesweeping Store
21	Fire	Operations Room

2. At Sea

<u>Title</u>	<u>Number</u>	<u>Hours</u>	<u>Dates</u>
Leaving ship and emergency stations	2	2	17, 18
RAS approaches	1	1	17
Blind Pilotage	1	1	17
XC con ship	1	-	24
Major DCX	1	1	18
Stream OO	1	3	18
Coming runs	2	3	20, 27
Lay/recover dummy mine	8	-	19, 21, 24, 27, 28
Dome change	2	-	20, 26
Diving	44	-	19, 20, 21, 24, 25, 26, 27, 28

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

AF 1/16/24

18 APR 1983

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

HMAS CURLEW - REPORT OF PROCEEDINGS - MARCH 1983

Forwarded.

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

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

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



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1-16-27

ROYAL AUSTRALIAN NAVY

(53)

TELEPHONE:

HMAS CURLEW
At Adelaide.

IN REPLY QUOTE 1/16/1

1 April, 1983.

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

For information:

Commander, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS
MARCH 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW, under my command, for the month of March, 1983.
2. The month commenced with CURLEW at anchor in Darling roads Jervis Bay, preparing to conduct minesweeping and minehunting operations in support of exercise Sea Eagle 1/83. At 1128(-11) the ship weighed anchor and commenced a 12 hour task cycle. Commencement of minehunting was delayed by an hour and a half because the first two short scope bouys (SSB) layed parted the scope rubber. Indeed because of problems with poor quality scope rubber it was necessary to change our entire stock for a new batch number. Having commenced hunting all systems performed well until at 2220(-11) the ship suffered a total power failure and was stopped dead in the water. The failure was caused by a number of "jelly fish" blocking the generator sea water intakes. Full services were restored at 2310(-11) at which time main engines were started and CURLEW then proceeded to HMAS CRESWELL where she berthed port side to on the western side of the search and rescue (SAR) wharf at 0015(-11) Wednesday 2.
3. CURLEW cast off from the SAR wharf at 1400(-11) and effected a rendezvous with HMAS IBIS to seaward of Jervis Bay and commenced formation double oropesa sweeping in the channel areas. With the activation of R447 at 1800(-11) for naval gunfire support activities the double oropesa sweep was recovered. At 1930(-11) minehunting the southern half of anchorage MW1 (Darling Roads) commenced and continued until 2200(-11) when the task was completed. The ship then proceeded and came to the starboard anchor in anchorage G2 using activated rudders at 2218(-11).
4. Minehunting operations recommenced at 0530(-11) Thursday 3, this 12 hour cycle proved to be most eventful with two M MK5 mines being recovered in the channel from point X to point MC. The second



/of these

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of these mines was recovered at 1500(-11), in order to transit quickly to the next hunting area main engines were brought on line and on getting underway it was realised that the port active rudder tachometer was not registering. Subsequent inspection by divers confirmed that the propeller was missing (HMAS CURLEW IAH/RDH 032342Z MAR 83 refers). A datum was established from our reconstructed track and the ship spent until 1805(-11) hunting for the propeller, without luck, on main engines. The ship then proceeded to CRESWELL where she berthed port side to on the SAR wharf.

5. Friday 4 at 0600(-11) saw CURLEW casting off from the SAR wharf having been allocated the task of recovering the remainder of the exercise mines layed for Sea Eagle. This task continued until 1330(-11) during which time the ship located and recovered two exercise mines and one U.S. Navy torpedo, which according to the RAN torpedo maintenance establishment had been fired during World War Two. CURLEW then carried out a lead in of major units at 1415(-11) and a lead out at 2000(-11). On completion of the evening lead out and with a very strong "nor easter" blowing CURLEW sought the shelter of Montague roads where she anchored at 2150(-11), awaiting TRV TAILOR to transfer mines for return to Sydney.

6. With two ground mines and one bouyant mine sinker remaining to be recovered the ship was underway, minehunting at 0550(-11) Saturday 5. Operations had to cease at 1030(-11) so that the ship could go to action stations and lead out four of the "Blue" force major units prior to the free play phase of the exercise in the Bass Strait area. With the lead out completed the ship was back minehunting at 1215(-11) and by 1430(-11) all exercise mines and the sinker had been recovered. The performance of the 193 sonar over this period in locating the exercise mines was particularly meritorious, when considering it was achieved on main engines with the attendant additional self noise. The remainder of the afternoon was spent searching the datum area for our lost propeller and one good contact was located. Owing to a large groundswell the icosahedron kept walking away from the contact after being dropped. A second datum was established on this contact and minehunting operations were abandoned at 1600(-11). The ship anchored in Jervis Bay at 1620(-11) and exchanged sonar domes prior to commencing passage to Melbourne. At 1900(-11) anchor was weighed, clocks were retarded one hour to zone kilo (-10) and course was shaped south for Melbourne.

7. A glassy calm Sunday 6 found the ship enjoying a tranquil passage of Bass Strait. At 1550(-10) HMAS ATTACK, a unit of the opposing Orange forces, was sighted. The second engine was immediately brought on and whilst steering away at 16 knots we cleared our enemy contact report. Given the calm conditions ATTACK was very quickly overhauling us so having no after weapon course was altered towards and battle joined. After a short sharp confrontation courtesies were exchanged and the ship resumed passage to Melbourne.

8. The "Rip", that treacherous strip of water between Point Nepean and Point Lonsdale, was transited at 0800(-10) Monday 7 on slack water and an uneventful passage was made via the south east channel to Capel roads where the ship came to her starboard anchor at 0904(-10).

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/At. 1530(-10)

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-3-

At 1530(-10) permission was received to berth in our allocated billet, so anchor was weighed and the ship proceeded up Port Phillip Bay berthing at Number 12 North Wharf at 1900(-10), where the ship remained until Friday 11.

9. During this period alongside, which coincided in part with the Fleet visit to Melbourne, there were two functions of note I attended. Firstly, in company with you Sir, and other Commanding Officers I attended a luncheon hosted by His Excellency the Governor of Victoria, Rear Admiral Sir Brian Murray, KCMG, AO K St J at Government House at 1300(-10) Thursday 10. Later that evening at 1830(-10) I attended the Fleet reception held onboard HMAS STALWART, which culminated in a ceremonial sunset featuring the Fleet Band.

10. In response to the Commander Australian Mine Warfare and Patrol Boat Forces directive (COMAUSMINPAB IAQ/IAE/MHF 080632Z MAR 83), CURLEW cast off from Number 12 North Wharf at 0830(-10) Friday 11 for passage to the Jervis Bay area to resume searching for our lost propeller. After an uneventful passage the ship entered Jervis Bay and secured starboard side to the SAR wharf CRESWELL. Whilst alongside a serviceable one man recompression chamber (RCC) was embarked to replace ours which had been damaged the previous week (HMAS CURLEW IAH/RDH 032148Z MAR 83 refers). CURLEW cast off from the SAR wharf at 0830(-10) and commenced minehunting in the datum area. Sonar conditions were good and during the day an M MK5 mine from a previous exercise was located and recovered. A sunken dan can was located and at the second datum, where on the previous occasion the icosahedron had kept walking, a 1 metre concrete clump was located and identified.

11. Having had no luck with finding our propeller, course was set northward at 1630(-10) with the intention of anchoring in Watson Bay overnight. Shortly after clearing Jervis Bay a defect on a flexible exhaust coupling (HMAS CURLEW IAH/RDH 131345Z MAR 83 refers) rendered the starboard engine unserviceable. Slower passage northward on one engine was continued and the ship berthed starboard side to on HMAS SNIPE at WATERHEN berth 4 at 0730(-10) Monday 14 using only the port engine.

12. The ship remained alongside at WATERHEN until Monday 28 undergoing a much needed assisted maintenance period. The air conditioning, which had caused much trouble during the period and was the subject of URDEF action (HMAS CURLEW IAH/RDH 140314Z MAR 83 refers) failed again during test runs on Saturday 26 and remains unserviceable at months end.

13. On Monday 28 at 1000(-10) CURLEW sailed from WATERHEN in company with HMAS IBIS to commence a four month around Australia deployment. IBIS was detached at Garden Island to have work on her pulse generator completed. CURLEW then continued on to complete an uneventful single ship passage to Adelaide. Clocks were retarded 30 minutes to zone IK (-9½) at 1930 (-10) Wednesday 30. The ship anchored in semaphore anchorage at 2200(-9½) Thursday 31 where she remained until months end.

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-4-

14. The health and welfare of the ship's company is good and morale remains high.

I have the honour to be

Sir,

Your obedient servant,

N.I. Stewart

(N.I. STEWART)
LIEUTENANT, RAN
COMMANDING OFFICER

Annex A: Steaming details
B: Exercise details

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Annex A to
HMAS CURLEW letter 1/16/1
dated 1 April, 1983.

STEAMING DETAILS

1.	Distance steamed during period	2494
2.	Distance steamed since first commissioning	320006
3.	Hours underway during period	282
4.	Hours underway since first commissioning	30608

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Annex B to
HMAS CURLEW letter 1/16/1
dated 1 April 1983

EXERCISE DETAILS

1. IN HARBOUR

<u>DATE</u>	<u>EVENT</u>	<u>REMARKS</u>
8	Fire	Paint Store
8	Flood	Engine Room
9	Fire	Naval Stores
10	Flood	Tiller Flat
14	Fire	Generator Room
15	Fire	Tiller Flat
16	Fire	Switchboard
17	Flood	Paint Store
18	Fire	Cafe
19	Fire	Wheelhouse
20	Fire	Engineroom
21	Flood	Magazine
22	Fire	Low Power Room
23	Fire	Number Two Cabin
24	Fire	Galley
25	Flood	Tiller Flat
25	Lecture	Pumping Appliances
26	Fire	Galley

2. AT SEA

<u>TITLE</u>	<u>NUMBER</u>	<u>HOURS</u>	<u>DATES</u>
Blind pilotage	3	3	4,7,11,28
Emergency/leaving ship stations	1	1	6
Action stations	2	2	4,5
Formation sweeping 0-0	1	3	2
SSB lay/recover	2	2	1
Conning/during runs	17	-	1,3,4,5,13
Recover dummy mine	9	3	3,4,5,13
Minehunting	6	45	1,2,3,4,5,13
Ship/unship A/Rs	1	½	4
Dome change	3	1½	5,13,14
Surface recompression	1	½	13
SUTF	1	½	28
Small arms shoot	1	½	28

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DAO-N
22-2-83

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HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/24

16 MAY 1983

LOGGED

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

HMAS CURLEW - REPORT OF PROCEEDINGS - APRIL 1983

Forwarded.

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

SH
Enclosure: 1. HMAS CURLEW Report of Proceedings for
April 1983

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DAO-N A

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/1

HMAS CURLEW
at Sea

1 May 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS
APRIL 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW, under my command, for the month of April 1983.

2. The month commenced with CURLEW at anchor in Semaphore roads off Port Adelaide. At 0830 (-9½) Friday 1, the ship weighed anchor and followed HMAS OTWAY up the Port Adelaide river, berthing port side to number 2 berth Inner Harbour at 1000 (-9½). At 1730 (-9½) that evening HMAS IBIS berthed astern of CURLEW at number 3 berth having been delayed by repairs to her pulse generator at Garden Island Dockyard. That evening, in company with the Commanding Officer HMAS IBIS, I attended a reception hosted by the Officers of HMAS OTWAY at 1830 (-9½). The four day break in Adelaide was much enjoyed by all including the public. All three ships were open to visitors between 1300 (-9½) and 1700 (-9½) on Sunday 3 and Monday 4 and over 800 people inspected the ship on both days. This number is high for ships open to visitors anywhere, but in light of the fact rain fell on both days, is indicative of an intense interest in the RAN in Adelaide.

3. On Tuesday 5, CURLEW cast off and proceeded in company with HMAS IBIS at 1115 (-9½), having been delayed by some two and a half hours by fuelling problems with IBIS. On clearing the river a short steep south westerly sea was encountered. Despite the relative shelter of the Gulf of Saint Vincent the sea conditions precluded conducting the planned jackstay transfer and Officer of the Watch (OOW) manoeuvres. Entry into Investigator Strait and thence the eastern end of the Great Australian Bight saw the weather deteriorate further and ships were forced to reduce speed to ten knots. At 1830 (-9½) clocks were retarded one hour to zone H.I. (-8½).

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By mid

4. By mid forenoon on Wednesday 5 we were experiencing the change between two weather patterns and consequently a relatively long south westerly swell of about 3 metres. Although considerably more comfortable than the previous 24 hours, all programmed exercises had to be cancelled. At 1035 (-8½) the ship was overflown by a P3C aircraft on a training mission from RAAF EDINBURGH, communications were satisfactorily established using LINK and TOOL procedures and courtesies exchanged. In response to a gale warning associated with a complex low system south of Cape Leeuwin, speed was increased to 14 knots, and the estimated time of arrival (ETA) Esperance was advanced to 0900 (-8) Friday 8. Clocks had been retarded half an hour to zone H (-8) at 1830 (-8½) Thursday 7.

5. Having enjoyed the beauty of the Archipelago of the Recherche during the early daylight hours of Friday 8, the ship berthed outboard of HMAS IBIS on the land backed berth Esperance between a Russian bulk wheat carrier and a Swedish phosphate carrier. In company with the Commanding Officer, HMAS IBIS and the naval agent, I called on the Harbour Master Captain D. CARMEN at 0930 (-8) and then the Shire President Councillor M. ANDRE at 1000 (-8). On the evening of Saturday 9, a cocktail party was held on the focsle CURLEW for 44 local dignitaries and wives.

6. Once again, in company with IBIS the ship departed Esperance at 1000 (-8) Sunday 10. A fresh south westerly breeze generating rough sea conditions was encountered on clearing the harbour and a serial of OOW manoeuvres was conducted in marginal conditions.

7. Monday 11 found both ships off Albany and with the weather having moderated markedly, another serial of OOW manoeuvres was conducted followed by a light jackstay with IBIS supplying gear.

8. Rottnest Island provided an excellent landfall at 0500 (-8) on Tuesday 12 and after transit of the South and Success channels CURLEW berthed starboard side to, astern of IBIS on the submarine wharf HMAS STIRLING at 0811 (-8). During the day, with the assistance of base staff, work was progressed on the air conditioning defect (HMAS CURLEW IAH/RDH 100115Z APR 83 refers).

9. CURLEW cast off and proceeded from STIRLING at 0900 (-8) Wednesday 13 to commence mine warfare pilot survey (MWPS) operations. Base staff personnel were embarked to continue work on the air conditioning plant. A major defect on the port main engine exhaust system (HMAS CURLEW IAH/RDH 130335Z APR 83 refers) necessitated a return to STIRLING where the ship again berthed on the submarine wharf at 1548 (-8).

10. With the port main engine defect rectified overnight by the base staff the ship cast off at 0600 (-8) Thursday 14 and resumed MWPS operations until 0830 (-8) Friday 15. At that time survey operations were suspended and the ship entered the Swan river berthing at 'C' berth Fremantle at 1000 (-8) where the ship remained for the weekend.

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- 3 -

11. With the air conditioning defect unresolved the ship got underway from Fremantle at 1000 (-8) Monday 18 on active rudders and hunted her way out of the inner harbour. As the problem with the air conditioning had been isolated to a major defect requiring exchange of the compressor the ship turned south and berthed yet again at the submarine wharf STIRLING at 1200 (-8). The ship remained alongside at STIRLING until Friday 22 whilst the new compressor was installed and the complete system properly set to work. Happily this was accomplished and at 0900 (-8) on Friday 22 CURLEW sailed for Geraldton and the ANZAC day weekend. At 0830 (-8) Saturday 23, the ship berthed outboard of HMAS IBIS, who had arrived the previous day, at number 1 berth Geraldton. Owing to the necessity to clear number 1 berth by 0730 (-8), the following day, the ship hot moved to number 5 berth at 1730 (-8) on Saturday 23.

12. The ship participated fully in the local ANZAC day ceremonies with myself, the Commanding Officer IBIS and a small number of sailors attending the Dawn Service. Both ships paraded two combined contingents for the 1130 (-8) march and service. One contingent of 30 personnel at Geraldton and another of 15 at the small township of Dongara some 62 kilometres south of Geraldton.

13. With the ANZAC weekend behind us both ships departed Geraldton at 1000 (-8) on Tuesday 26. Conditions enroute Dampier on the 26 were abnormally calm and in ideal conditions a serial of OOW manouvres was carried out followed by a team sweep. During the evening a screenplay serial was completed and the remainder of the night was spent night steaming in company with IBIS.

14. By early forenoon the effects of Tropical Cyclone Monty began to be felt and weather conditions began to deteriorate gradually. However, both ships successfully managed the second team sweep of the deployment during this the forenoon of the 27. During the afternoon a short steep northeasterly sea forced the cancellation of any further passage serials. On advice from the Australian Naval Commander HAROLD E. HOLT the planned visit to Exmouth was cancelled because of the very exposed nature of the Point MURAT wharf to northerly winds and seas. Notwithstanding the cancellation of the Exmouth visit CURLEW detached from IBIS and transitted down Exmouth Gulf to offload stores the ship had carried from Sydney and to embark video cassettes and spare gear. This evolution successfully completed by gemini at about 1530 (-8) Thursday 28, CURLEW shaped course to rejoin IBIS and continue passage to Dampier.

15. During the early evening of Thursday 28, a con rod on number 1 generator shattered, fracturing both sides of the crankcase, tearing the starter motor off its mounting and scattering fragments around the generator compartment. Fortunately, no personnel were in the compartment at the time and a tool cupboard absorbed the majority of blast, preventing damage to any other machinery. The generator is the subject of URDEF action (HMAS CURLEW RDH/IAH 290015Z APR 83 refers).

/16. During

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- 4 -

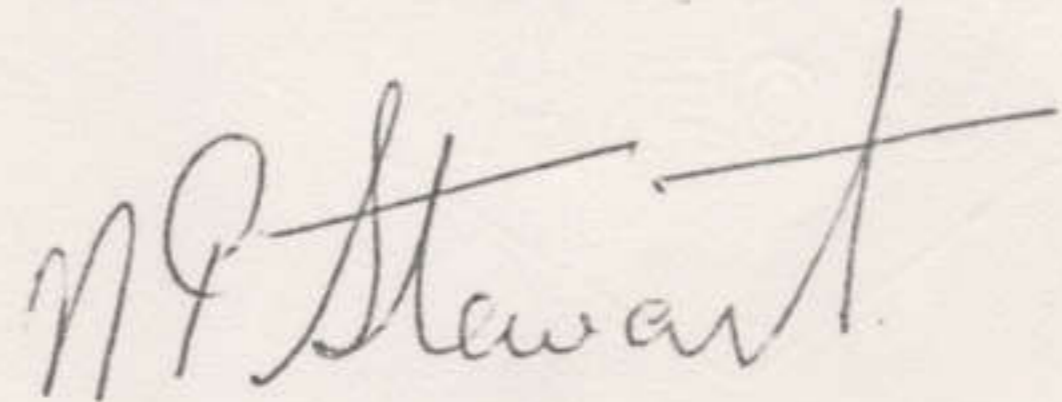
16. During the early AM hours of Friday 29 passage through the Dampier Archipelago was commenced and the ship berthed outboard of IBIS on the services wharf Dampier at 0800 (-8). After discussions with the Staff of the Commander Australian Mine Warfare and Patrol forces the ship was ordered to sail for the Darwin Naval Base to effect a generator change. Accordingly the ship cast off at 1300 (-8) and was enroute Darwin at month's end.

17. Health and welfare of the ships company is good and morale is high. Conduct is generally good although the month has seen a large number of defaulters, eight in all. The increase is attributed to two inherited cases of dissatisfaction with the service, which are now resolved. The remainder were minor offences related to settling into deployment routine and operating for an extended period away from the ship's home port.

I have the honour to be

Sir,

Your obedient Servant



(N.I. STEWART)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details

RESTRICTED
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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 1 MAY 1983

STEAMING DETAILS

1.	Distance steamed during period	2,971
2.	Distance steamed since first commissioning	322,977
3.	Hours underway during period	269
4.	Hours underway since first commissioning	30,877

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ANNEX B TO
HMAS CURLEW LETTER 1/16/1
DATED 1 MAY 1983

EXERCISE DETAILS

1. In Harbour

<u>DATE</u>	<u>EVENT</u>	<u>REMARKS</u>
8	Fire	Port break.
12	Fire	Sweep deck.
21	Fire	Bomb room.
24	Flood	Generator room.
25	Fire	Tiller flat.

2. At Sea

<u>TITLE</u>	<u>NUMBER</u>	<u>HOURS</u>	<u>DATES</u>
Blind Pilotage	3	3	1, 17, 28
OOWMAN	4	4½	10, 11, 26, 27
RASAPS/Jackstay	1	1½	11
Junior Officers Berth/ Unberth Ship	6		10, 12, 13, 14, 18, 20
MOB	3	1	14
Ship/Unship ARs	2	1	12, 22
Lay Dummy Mine	11		13, 14
Data Dives	28		14
Minehunting	3	6	15, 18, 22
Team Sweep	2	5	26, 27

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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

23 JUN 1983

AF 1/16/24

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

HMAS CURLEW - REPORT OF PROCEEDINGS - MAY 1983

Forwarded.

RA Old

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

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

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/1

HMAS CURLEW
at BALI

1 June 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

Commander, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS - MAY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW, under my command, for the month of May 1983.
2. The month commenced with CURLEW on passage from Dampier to Darwin to effect a generator change as a result of our URDEF 37/83 (HMAS CURLEW RDH/IAH 290015Z APR 83 refers). The direct passage Dampier to Darwin is 1012 miles of open ocean with Adele Island representing a "halfway house" landfall. The four day passage provided an excellent dress rehearsal for our stage 4 trainee to practice for his ocean navigation certificate (ONC).
3. During the lunch hour Sunday 1 the CURLEW skeet shooting club held its inaugural session providing an hour of light relief for the spectators and frustrating fun for the participants. At 0900 (-9) Monday 2 a Major Damage Control Exercise was conducted, the first weather on the deployment had allowed, and was most beneficial especially with the large number of new ship's company. Later that day, with time in hand, Man Overboard Exercises and general Officer of the Watch (OOW) shiphandling was exercised.
4. At 2345 (-9) Monday 2 clocks were advanced to 0015 (-9½). At 0100 (-9½) Tuesday 3 landfall as scheduled was made on Gilruth Point and later that morning at 0800 (-9½) the ship berthed starboard side to at No. 2 berth Darwin Naval Base (DNB). During the passage to Darwin a defect on sonar 193 was discovered which ship's staff was unable to rectify and this became URDEF 38/83 (HMAS CURLEW IAH/RKH 030917Z MAY 83 refers).
5. On arrival at DNB the ship's engineering staff unbolted the soft patch and completely disconnected all the unserviceable generator fittings and raft mountings. Unfortunately the replacement generator, which was originally contracted to arrive Darwin on Monday 2, was part of a shipment which overturned between Sydney and Adelaide. Consequently delivery of the generator was not completed until 1400 (-9½) Friday 6.

/Inspection revealed

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Inspection revealed that, although there were numerous scars as a result of overturning, only three copper oil pipes on the mechanical end of the generator were seriously damaged. Fortunately the corresponding pipes on the unserviceable generator were compatible and, with the assistance of a hire crane and base staff dogman, the generators were exchanged by ship's staff and on load by 2000 (-9½), a most commendable effort.

6. The afternoon of Friday 6 also saw the arrival of a Garden Island dockyard technical officer to effect repairs on 193 sonar. After working through the weekend and rectifying several small defects, the ship sailed at 1000 (-9½) Monday 9 to prove the sonar operationally, calibrate minesweeping gear, conduct stage 4 pilotage training and carry out a 40/60 surface shoot. Unfortunately as soon as the ship went to mine-hunting stations it was immediately evident that a major fault still existed which was markedly degrading the low frequency transmitter, and introducing an unexplained noise which blanketed the screen beyond 300 yards. The remaining serials were cancelled and, after some five hours working on the sonar, the ship berthed DNB at 1650 (-9½) to allow fault investigation to continue.

7. At 0900 (-9½) Tuesday 10 CURLEW sailed from the DNB to check 193 sonar under operating conditions. The low frequency transmitter problem and the noise problem being extant, the ship returned alongside DNB at 1050 (-9½) to complete storing prior to departure for Surabaya.

8. Being fully provisioned, fuelled and watered CURLEW cast off from the DNB at 2000 (-9½) to effect a rendezvous with HMAS IBIS at the entrance to Lombok Strait and thence for Surabaya and our participation in Exercise CAKRAWALA BARU. At this time operational control of CURLEW was chopped to you, Sir, as previously directed. Clocks were retarded on sailing by 30 minutes to zone (-9).

9. With the expected seasonal influence of the south east trades and a half metre following swell, passage was commenced under idyllic conditions. With some four hours in hand due to the weather, course was adjusted to take the ship 15 miles off the recommended track and at 1100 (-9) Thursday 12 landfall was made in perfect conditions on Ashmore Reef. Utilising yet another hour of the time in hand, a serial of man overboard (MOBEX) and OOW shiphandling was commenced at 1330 (-9). At 1830 (-9) clocks were retarded one hour to 1730 (-8).

10. During the evening of Friday 13 landfall was made on the eastern end of Lombok Island and at 0605 (-8) on the morning of Saturday 14 rendezvous was effected with HMAS IBIS at the entrance to Lombok Strait. During the forenoon OOW manoeuvres, breakdown drills and two hours of minesweeping procedures using Indonesian/Australian doctrine from EXPRODOC-1 were carried out. To facilitate off loading diving equipment carried for Clearance Diving Team 1, the ship entered Labuan Tring Bay and at 1300 (-8) berthed outboard of HMAS IBIS on the general cargo wharf Lembar. At 1330 (-8) the ship cast off from alongside IBIS and proceeded to anchor in Labuan Tring Bay where she remained overnight.

11. Anchor was weighed at 0700 (-8) on Sunday 15 and in company with IBIS the ship exited Labuan Tring Bay and course was shaped northwest for Surabaya. MOBEX and steering gear breakdowns were exercised in the course of the forenoon and later during the afternoon another set of minesweeping tactical procedures were carried out. At 1830 (-8) clocks were retarded one hour to 1730 (-7).

/12. Transfer of a

12. Transfer of a pilot to HMAS IBIS from KRI BENTANG KALUKUANG in the vicinity of No. 5 buoy, at the northern entrance to Selat Surayaba, was effected at 0600 (-7) and the slow three hour passage to Ujung Surabaya commenced. At 0857 (-7), to the accompaniment of music provided by a TNI-AL band, the ship berthed outboard of HMAS IBIS on Madura Quay at the Surabaya Naval Base. In company with the Commander, Australian Mine Warfare and Patrol Boat Forces and the Commanding Officer HMAS IBIS I departed the ship at 0950 (-7) to call on the Commanding Officer of the Surabaya Naval Base, Commodore A. HAKIM. Later that evening at 1930 (-7) I attended a reception hosted by the Indonesian Fleet Commander, Rear Admiral R. KASENDA, to welcome you, Sir, and your wife to Surabaya.
13. HMA Ships TORRENS and SWAN berthed ahead of us on the Madura Quay at 0900 (-7) Tuesday 17. At 1200 (-7) I attended the official opening ceremony for Exercise CAKRAWALA BARU FOUR, where you, Sir, and Admiral KASENDA became joint signatories to EXPRODOC change one and the exercise officially commenced. The opening ceremony was followed by some informal Indonesian traditional entertainment from the island of Madura. This in turn was followed by a lunch prepared and hosted by the Indonesian Naval wives' association. It was indeed a novel and not unpleasant way to start an exercise.
14. CURLEW sailed at 0900 (-7) Wednesday 18 in company with HMAS IBIS, KRI PULAU RATEWO (Lieutenant Commander I. HARUN) and KRI PULAU RANI (Lieutenant Commander E.T. WILLEM) for phase II of the exercise. Owing to a small defect on the minesweeping winch just after sailing, CURLEW returned alongside to allow the MCM support cell to rectify the defect. With the minesweeping winch rectified CURLEW cast off from Madura Quay at 1217 (-7) and proceeded to sea to join the remainder of the MCM forces.
15. From 1217 (-7) Wednesday 18 until 1230 (-7) Saturday 21 CURLEW operated in the exercise areas north of Madura Island in response to tasking from the MCM commander ashore. At this time a fractured freon line on the air conditioning had deprived the ship of the systems' services and consequently sonar 193 failed through overheating. The ship returned to Surabaya independently and berthed starboard side to outboard of HMAS SWAN at 1626 (-7). With assistance from HMAS SWAN the freon line was very quickly repaired and air conditioning was restored to the ship by 2000 (-7). Later that evening at 2050 (-7) HMAS IBIS berthed outboard of CURLEW.
16. On Sunday 22 at 1300 (-7) the ship was shifted so that HMA Ships TORRENS and SWAN could depart for their involvement in phase III of the exercise. CURLEW berthed port side to ahead of IBIS at 1417 (-7) on Madura Quay.
17. With the ship fully fuelled and watered, lines were cast off at 0555 (-7) on Monday 23 and the ship sailed in company with IBIS to rendezvous with the Indonesian minesweepers in Selat Sapudi and commence our involvement in phase IV of the exercise. This was completed very satisfactorily without any further defects. However, due to defects in the Indonesian minesweepers, which necessitated their early return to Surabaya, IBIS and CURLEW returned to the vicinity of the entrance to Surabaya in company with the major units of the task force. At 0400 (-7) Friday 27 IBIS and CURLEW were detached to return to harbour independently and CURLEW berthed starboard side to outboard of HMAS IBIS at 1000 (-7) on Madura Quay.

/18. On Saturday

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- 4 -

18. On Saturday 28 between 0800 (-7) and 1030 (-7) a post exercise discussion was held ashore and this was followed by a brief closing ceremony at 1100 (-8) which was presided over by the Vice Chief of Staff Indonesian Fleet, Commodore Y. SUDIRDJO, on behalf of Rear Admiral KASENDA who was attending the handover ceremony of HMAS ACUTE to the TNI-AL as KRI SILEA. Later that evening I attended, with four of my officers, a reception hosted by rear Admiral G. SOEWARDI, the Area Naval Commander, to mark the exercise finish.

19. Sunday 29 at 0900 (-7) saw HMA Ships YARRA, WARRNAMBOOL and IPSWICH berthed astern of CURLEW on the Madura Quay making a total of seven RAN ships alongside.

20. In company with HMAS IBIS, CURLEW cast off all lines at 0900 (-7) Monday 30 for the last time at Surabaya and commenced passage to Port Bena, the principal port of the island of Bali. After an uneventful 24 hour passage a pilot was embarked in the vicinity of the fairway buoy at 0900 (-7) on Tuesday 31 and the short but tricky entry into Bena commenced. At 0935 (-7) the ship berthed port side to into a five knot tidal stream out-board of HMAS IBIS. At 1130 (-7) in company with the Commanding Officer, IBIS and the Australian Consul I called on His Excellency Doctor I.D. MANTRA, Governor of the province of Bali. His Excellency returned this call and was the principal guest at an official reception held on the forecastle of CURLEW at 1830 (-7) that evening. The ship remained alongside at Bena until month's end.

21. Health, welfare and conduct of the ship's company is good and morale is high. It was extremely pleasing to observe the high standard of behaviour ashore in Indonesia by the junior sailors, many of whom were experiencing their first "run ashore" outside of Australia.

I have the honour to be,

Sir,

Your obedient Servant,



(N.I. STEWART)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details

B. Exercise Details

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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 1 JUNE 1983

STEAMING DETAILS

1. Distance <u>steamed</u> during the period	3,183
2. Distance steamed since first commissioning	326,160
3. Hours underway during the period	295
4. Hours underway since first commissioning	31,172

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ANNEX B TO
HMAS CURLEW LETTER 1/16/1
DATED 1 JUNE 1983

EXERCISE DETAILS

1. AT SEA

<u>Exercise No.</u>	<u>Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Dates.</u>
<u>Seamanship and General</u>				
10	OOW/ENG BREAKDOWN DRILLS	2	1	14, 15
11	OOWMAN	4	5	14, 15, 26
12	MOB DRILLS	5	4	2, 12, 14, 15
14	HEAVING LINE TX	2	1	26
<u>Navigation</u>				
21	BLIND PILOTAGE	1	1	10
22	FORMAGE	2	1	18, 20
23	XO/NO BERTH SHIP	6	-	9, 10, 18, 21, 22, 27
<u>NBCD</u>				
29	MAJOR DCX	1	2	2
<u>Minesweeping Exercises</u>				
32	STREAM 0-0 WITH CUTTERS	2	5	19, 20
33	STREAM 0-0 WITH EXPLOSIVE CUTTERS	1	2	19
34	TEAM SWEEPING	1	2	23
41	SSB LAY	7	3	9, 18, 21
43	LAY-RECOVER DUMMY MINE	1	½	21
51	SHIP/UNSHIP A/RS (HARBOUR)	2	1	6, 10
52	SHIP/UNSHIP A/RS (SEA)	2	1	20, 21
53	DOME CHANGE	6	2	6, 10, 20, 21.

2. IN HARBOUR

<u>Date</u>	<u>Event</u>	<u>Remarks</u>
5	Fire	Galley
27	Flood	Tiller Flat.

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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.

AF 1/16/24

14 JUL 1983

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

HMAS CURLEW - REPORT OF PROCEEDINGS JUNE 1983

Forwarded.

RH Old

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

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

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1-16-2408

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/1

HMAS CURLEW
at Sea

1 July 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS - JUNE 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW, under my command, for the month of June 1983.
2. The month opened with CURLEW berthed port side to, outboard of HMAS IBIS in Port Benoa on the second day of a planned four day visit. During the evening of Thursday 2 in company with the Commanding Officer IBIS and a number of officers from each ship I attended a dinner hosted by the Australian Consul Mr M. Mann.
3. Regrettably owing to an operational direction (COMAUSFLT IAQ/ IAD 300846Z MAY 83 refers) the Bali visit was cut one day short and in company with HMAS IBIS, CURLEW cast off at 1300(-7) Friday 3 for passage to Darwin. The visit to Bali was the highlight of the deployment to date, offering something for everybody, golf in the mountains for the fresh air fanatics, beach and surf for our boardies, and of course the inevitable night life with the large number of international hotels. It was rewarding to hear the consul say that the visit of the two MCMV's was a diplomatic plus for Australia with the local Indonesians, and that he hoped more RAN ships would visit Bali in the near future.
4. With clocks having been advanced one hour on sailing to zone H (-8) an hour of Officer of the Watch manoeuvres (OOWMAN) and man overboard exercises (MOBEX) were conducted from 1430(-8). The passage east continued in exceptionally fair weather, with repeat doses of OOWMAN daily and screenplay exercises during the silent hours. With such fair weather the conditions for astronomical observations were excellent and on his third attempt our stage four trainee attained his ocean navigation certificate. At 2350(-8) Saturday 4, clocks were advanced one hour to time zone I(-9), then again a further 30 minutes to zone IK(-9½) at 0001 Tuesday 7. At 0900(-9½) CURLEW berthed starboard side to on the Darwin Naval Base (DNB) wharf to commence a much needed assisted maintenance period (AMP).

..2/5. On Wednesday

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FLAG OFFICER COMMANDING
16 JUL 1983
H.M. AUSTRALIAN FLEET

5. On Wednesday 8 in company with the Commanding Officer HMAS IBIS I called on the Naval Officer Commanding Northern Australia (NOCNA). Then in turn accompanied by NOCNA called on the Chief Justice of the Northern Territory Sir William Forster, His Honour the Administrator Commodore E.E. Johnston AM, OBE, RANR, the Honourable I.L. Tuxworth MLA minister for primary industries and the Lord Mayor Councillor C. Black.
6. Much work was achieved during the AMP thanks to very valuable assistance from base staff, whose normal workload at the time was light with all but one Darwin based patrol boat at sea for the duration. Garden Island dockyard once again provided technical officers to work on the outstanding sonar 193 defect (HMAS CURLEW IAH/RKH 210715Z JUN 83 refers). After two weeks work, sonar sea trials during the forenoon Tuesday 21 revealed that the same performance limitations prevailed (HMAS CURLEW IAH/RKH 210715Z JUN 83 refers).
7. In addition to ship maintenance work HMAS COONAWARRA, in response to a joint request from IBIS and ourselves, conducted a part one and two promotion board on our behalf with examinations taking place Tuesday 14.
8. CURLEW sailed from DNB at 1455(-9½) Tuesday 21 to rendezvous with HMAS IBIS who had sailed one hour earlier. In company with IBIS course was shaped northeastwards then eastwards for the western end of Torres Strait and our next port of call Thursday Island. During the passage the opportunity was taken to conduct a full set of Captains' rounds, two night COWMAN and two screenplay serials. Additionally during passage across the Gulf those Officers of the Watch who had not previously done any astronomical observations to date observed a full days run.
9. Clocks were advanced a further 30 minutes to zone K(-10) at 0001 (-9½) Friday 24. Unfortunately a major defect to the starboard engine HMAS IBIS resulted in the decision being taken to cancel the visit to Thursday Island (HMAS IBIS IAJ/IAH 232204Z JUN 83 refers). Accordingly course was adjusted and passage continued through the Prince of Wales Channel working against six knots of tidal stream. During the passage through the channel both ships were gradually being overtaken by HMAS COOK. In response to a request by IBIS for COOK to undertake a small machining task, COOK anchored to the north of Wednesday Island and CURLEW in turn anchored 295 Ince Point light one mile at 1130(-10) and used our zodiac to provide taxi service.
10. Anchor was weighed at 1300(-10), the zodiac recovered and in response to your directive (COMAUSFLT IAJ 240220Z JUN 83 refers) detached and proceeded independently to search for a section of the trans-pacific oarsman's vessel on an isolated section of reef some 15 miles north east of Cairncross Islet. The ship arrived in the vicinity of the reef at 1645(-10), which coincided with low water. As the reef was small and had totally dried, a quick circumnavigation confirmed the absence of anything resembling a 5 metre dayglo canoe section or transponder.
11. CURLEW proceeded south west to rendezvous with IBIS in the vicinity of Cairncross Islet and then anchored in a position 090 Orfordness 2.5 miles so that search could be resumed early AM Saturday 25. Anchor was duly weighed at 0700(-10) Saturday 25, and having been allocated the coastal area to search by IBIS, a careful investigation of some twenty miles of coastline using our zodiac close inshore was conducted without result.
12. The search for the missing canoe section was abandoned by CURLEW at 1400(-10) and passage south via the recommended route to Cairns recommenced. At 1730(-10) HMAS IBIS was overtaken whilst she was some 5

..3/miles

miles further inshore recovering a section of canoe which had been located by a littoral surveillance aircraft. CURLEW was overtaken by IBIS at 0900(-10) Sunday 26 at the entrance to Princess Charlotte Bay, and passage was continued in company. With some two hours in hand CURLEW anchored in a position 147 Decapolis Reef light 3.27 miles at 1915(-10). Anchor was weighed at 2130(-10) and passage to Cairns completed at 0900(-10) Monday 26 with CURLEW berthing port side to on the naval base wharf.

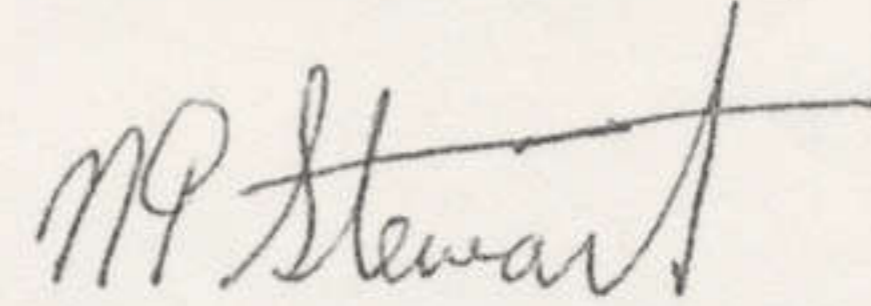
13. The ship remained alongside HMAS CAIRNS until 1500(-10) Thursday 30 June when all lines were cast off and month's end saw the ship on independent passage to the Townsville area for mine warfare pilot survey operations.

14. The health, welfare and conduct of the ship's company is good and morale is pleasingly high.

I have the honour to be,

Sir,

Your obedient Servant,



(N.I. STEWART)

Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 1 JULY 1983

STEAMING DETAILS

1.	Distance steamed during period	2,482 nm
2.	Distance steamed since first commissioning	328,642 nm
3.	Hours underway during period	221
4.	Hours underway since first commissioning	31,393

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ANNEX B TO

HMAS CURLEW LETTER 1/16/1
DATED 1 JULY 1983EXERCISE DETAILS

<u>AFXI CHAPTER/ EXERCISE NO</u>	<u>SHORT TITLE</u>	<u>NO CONDUCTED/ HOURS</u>	<u>DATES</u>
<u>Seamanship and General</u>			
13/10	OOW/ENG BREAKDOWN DRILLS	1	5
13/11	OOW MAN	8	3,4,5,6,22,23
13/12	MOB DRILLS	1	3
13/14	HEAVING LINE TX	2	6
NN	SCREENPLAY	11/22	4,5,6,21,23
<u>Communications</u>			
NN	NCX 204	1	16
NN	NCX 205	1	23
NN	NCX 206	1	14
NN	NCX 207	1	9
NN	NCX 418	1	21
NN	ECT	1	26
<u>Navigation</u>			
13/22	FORMAGE	2	24,26
13/23	OOW BERTH/UNBERTH SHIP	1	30
<u>NBCD</u>			
2/78	HARBOUR DCX		7,8,9,10,11,12,13, 14,15,16,17,18,19, 27,28,29,30.
<u>Minesweeping Exercises</u>			
NN	CALIBRATE SWEEP	2	4
13/43	LAY/RECOVER DUMMY MINE	1	21
13/51	SHIP/UNSHIP A/Rs (HARBOUR)	2	21
13/53	DOMS CHANGE	2	7,21

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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 1/16/24(83)

18 AUG 1983

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

HMAS CURLEW - REPORT OF PROCEEDINGS JULY 1983

Forwarded.

RH Old

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

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

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 92-0961

IN REPLY QUOTE 1/16/1

HMAS CURLEW
at Sydney

1 August 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW REPORT OF PROCEEDINGS

- JULY 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW under my command for the month of July 1983. Time zone used throughout is Kilo (-10).
2. The month commenced with the ship on independent passage from Cairns to the Townsville area to conduct Mine Warfare Pilot Survey (MWPS) operations. Operations commenced in fifty metres of water at 0830 and at 1127 during the fifth dive of the day the zodiac reported a diving emergency. The diver was recovered and the ship commenced passage to Townsville at best speed. RAAF Townsville transferred a doctor, Squadron Leader M. Hickey, by Iroquois helicopter at 1239. Tragically he declared the diver Lieutenant E.C. Callister RAN dead at 1329 (HMAS CURLEW ABA 010349Z JUL 83 refers).
3. CURLEW berthed port side to number two berth at 1406 and remained at Townsville until Sunday 10 as directed by the Commander Australian Mine Warfare and Patrol Boat Forces (COMAUSMINPAB IGL/IAQ 010700Z JUL 83 refers). In accordance with your signal CAB/IGL/MCL 010606Z JUL 83 a board of inquiry was convened at RAAF Townsville during Monday 4 and Tuesday 5.
4. On Thursday 7 a funeral party consisting of one officer and four sailors was flown south by RAAF 707 to represent the ship at Lieutenant Callister's funeral. Colours were half masted on Friday 8 as a mark of respect for Lieutenant Callister.

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2.

5. At 1303 on Sunday 10 the ship sailed from Townsville and resumed MWPS operations in the Townsville Palm Passage area. MWPS operations continued until Tuesday 12 at 1038 when the last data dive for the current deployment was completed. Course was then shaped southwards to a rendezvous with HMAS IBIS at an anchorage in Kennedy Sound in the Whitsunday group. At 2359 the ship came to her port anchor 068 Burning Point one mile in the lee of Shaw Island.
6. Anchor was weighed at 0800 Wednesday 13 and in company with IBIS passage was resumed south for Bundaberg. During the day a very beneficial series of exercises consisting of two Officer of the Watch (OOW) manoeuvres serials, OOW shiphandling and breakdown drills, a screenplay exercise and a 40/60 surface shoot were conducted. On completion of these serials the ship anchored independently in a position 035 Camp Island 3.6 miles.
7. In company with IBIS anchor was weighed at 0700 Friday 15 and passage was made south to Port Bundaberg where the ship berthed port side to on the southern end of the Sugar Wharf at 0900 with IBIS berthed astern. In company with the Commanding Officer HMAS IBIS I called on the Mayor of Bundaberg Alderman C. Neilson. Later that evening a joint official reception was hosted on the Forecastle of IBIS for local dignitaries. The ship was opened to visitors on the afternoon of Saturday 16 and was inspected by some 1200 locals.
8. Both ships sailed from Port Bundaberg at 1000 Monday 18. A serial of OOW manoeuvres and OOW breakdown drills were conducted during our passage across Hervey Bay. On rounding Breaksea spit a steep, uncomfortable south-easterly sea was encountered which continued into the afternoon of Tuesday 19. This sea precluded any further exercises until OOW manoeuvres and screenplay were resumed late Tuesday afternoon.
9. Having exchanged naval courtesies with HMAS TOBRUK at 0855, picturesque Port Stephens was entered at 1200 Wednesday 20. Buoy approaches and one hook up were then practised on the Naval buoy in Salamander Bay as part of our stage four training programme. On completion, IBIS conducted similar training and CURLEW then berthed port side to alongside IBIS at the buoy. Both ships remained at the buoy completing touching up operations prior to our return to Sydney until 1400 Thursday 21. At this time all lines were cast off from IBIS and in company the last leg of our passage to Sydney commenced. As a strong wind warning was extant for coastal waters north of Port Kembla, passage was made direct to the shelter of Sydney Harbour entering harbour at 2215. CURLEW secured to the Rose Bay buoy at 2300 and remained overnight.
10. At 0900 on a superbly clear, crisp Sydney winter's morning on Friday 22, the ship slipped from the buoy and joined IBIS at Watsons Bay for passage up harbour to HMAS WATERHEN. At

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3.

1000 the ship berthed starboard side to on number two berth WATERHEN, where families and friends were waiting to greet the ship.

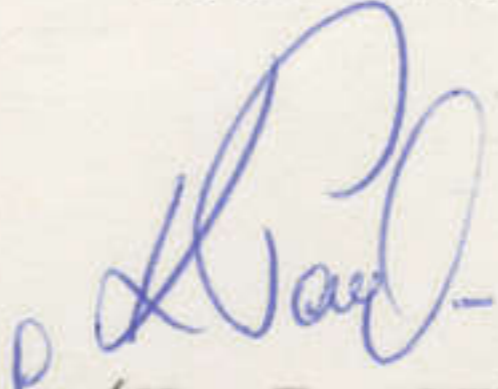
11. This completed a long and eventful deployment for the ship which included a very rough passage across the Bight, deployment to Indonesia and participation in exercise CAKRAWALA BARU four and searching for the wreckage of the Hele-on Britannia. The ship remained alongside until months end undergoing assisted maintenance and taking leave.

12. The health, welfare and conduct of the ship's company has been very good. By return to Sydney morale was once again high, however the death of Lieutenant Callister on 1 July caused a marked decline in morale during the first half of the month.

I have the honour to be,

Sir,

Your obedient Servant,

 - LEUT
for (N. I. STEWART) A.O.
Lieutenant RAN
Commanding Officer

Annexes: A. Ship Activity Summary
B. Exercise Details

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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 1 AUGUST 1983

SHIP ACTIVITY SUMMARY

1. Maintenance
Nil
2. Work Up
Nil
3. Operational
 - a. In Harbour

(1) AMP	10
(6) Port Visit	12
 - b. At Sea

(1) Operational role	2
(5) Passage in company	6
(6) Independent passage	1
4. Steaming Figures

a. Distance steamed during July	1529
b. Hours underway during July	146
c. Total distance steamed since first commissioning	330171
d. Total hours underway since first commissioning	31539
5. Occasions for Exceeding Economical Speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
1	2 hrs	17 kts	Diving Emergency
6. General
Nil

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ANNEX B TO
HMAS CURLEW LETTER 1/16/1
DATED 1 AUGUST 1983

EXERCISE DETAILS

<u>AXFI</u> <u>CHAPTER/EXERCISE NO</u>	<u>SHORT TITLE</u>	<u>NO</u> <u>CONDUCTED/HOURS</u>	<u>DATES</u>
<u>Seamanship and General Evolutions</u>			
13 - 8	Helo Transfer	1	1
13 - 10	OOW/Eng. Breakdown drills	2	13
13 - 11	OOWMAN	7	13, 18, 19, 20, 21
13 - 12	MOB drills	7	1, 10, 11, 13, 20
NN	Screenplay	5	13, 14, 19
<u>Gunnery</u>			
13 - 18	SUTF	1	14
13 - 20	Small Arms Firing	1	14
<u>Navigation</u>			
13 - 21	Blind Pilotage	4	10, 11, 12, 14
13 - 23	OOW Berth/Unberth Ship	1	20
<u>Communications</u>			
NN	NCX 204		5
NN	NCX 206		20
NN	NCX 207		7
NN	NCX 418		14
NN	NCX 604		5
NN	ECT		12

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ANNEX B

<u>AXFI</u> <u>CHAPTER/EXERCISE NO</u>	<u>SHORT TITLE</u>	<u>NO</u> <u>CONDUCTED/HOURS</u>	<u>DATES</u>
<u>NBCD</u> 2 - 78	Harbour DCX	21	2,3,4,5,6,7,8, 9,15,16,17,22, 23,24,25,26, 27,28,29,30, 31

Minesweeping Exercises

13 - 43	Lay/Recover Dummy Mine	6	11,12
13 - 54	Diving (Data dives)	28	1,11,12

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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

20 SEP 1983

AF 1/16/24

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

HMAS CURLEW - REPORT OF PROCEEDINGS - AUGUST 1983

Forwarded.

ACPL (LC DR)
for (R. H. OLD)
Commander, RAN OAC
for Fleet Commander

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

UNCLASSIFIED COVERING ~~RESTRICTED~~



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ROYAL AUSTRALIAN NAVY

TELEPHONE: 92-0961

IN REPLY QUOTE 1/16/1

HMAS CURLEW
at Waverton

1 September 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS
AUGUST 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW under my command for the month of August 1983. Time Zone used throughout is Kilo (-10).
2. The month commenced with the ship berthed at number two berth HMAS WATERHEN one week into a four week assisted maintenance and leave period, which completed on Monday 22. During the period Garden Island Dockyard personnel continued work on our Sonar 193 defect (HMAS CURLEW IAH/RKH 210715Z JUN 83 refers). Though no definitive cause was ascertained the sonar transducer was exchanged with the transducer ex HMAS SNIPE and after sea trials on Wednesday 17 the defect was rectified.
3. CURLEW sailed at 0900 Wednesday 17 to complete a check ranging on the Shark Island MCMV range and then a compass swing at number three buoy. Both activities were completed, however the check ranging revealed an unexplained peak in the area of the number two minesweeping store for which no satisfactory cause could be isolated (RANTAU EDG 182100Z AUG 83 refers). The ship berthed at HMAS WATERHEN at 1553.
4. To celebrate the ship's 21st birthday in RAN livery a buffet luncheon and cake cutting was held on Thursday 18. At 1100 Monday 22 the ship sailed in company with all other Minor War Vessels (MWV) participating in the Fleet Concentration Period 2 of 83 (FCP). During the day enroute to Jervis Bay, Officer of

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the Watch Manoeuvres (OOW MANS), a major Damage Control Exercise (DCX) and a jackstay transfer were carried out. During that evening and the early morning hours of Tuesday 23 CURLEW acted as part of an orange force opposing a force of major war vessels in a Night Encounter Exercise (NEX).

5. The remainder of Tuesday 23 saw CURLEW complete a Night Steam in Company (NSIC) until 0400, Algerine kite calibrations from 0600 until 0900, a surface target firing against a Williamson target at 1200 and a CASEX E1 with HMAS OTWAY in area C3 between 1630 and 1730. On completion of the CASEX E1 HMAS IBIS detached CURLEW and the ship proceeded independently to anchorage E5 in Jervis Bay at 2100. CURLEW weighed anchor at 0720 Wednesday 24 and was taken in tow by HMAS ADVANCE within Jervis Bay, gear was returned at 0915 and CURLEW proceeded in company with IBIS to sea for a Deep Armed Team Sweep (DATS). On completion of the DATS CURLEW returned to pick up the outer buoy at HMAS CRESWELL to effect dome change and fit active rudder propellers. CURLEW was programmed to be on task minehunting from 1800 to 2359 but unfortunately due to a gyro defect which was not rectified until 2230 the ship remained at the buoy overnight.

6. CURLEW was on task, under control of the Mine Counter-measures Cell (MCM cell), at 0600 Thursday 25. The ship remained on task for 17½ hours and notwithstanding some frustrating minor defects on the sonar and plotting table, a good day's hunting resulted in location of two ground and one buoyant mine. At 2330 the ship anchored in anchorage E5 Darling Roads.

7. At 0700 the combined MWV force took part in a Disaster Relief Exercise (DISTEX), the first exercise of its kind for MWVs. The exercise was good value and though it revealed some deficiencies in the organization there is no doubt, that with some more practice to develop a standard plan, two or more MWVs could provide real aid to a small community in a disaster. The DISTEX completed at 1144 and though the ship was programmed to be back on task that evening deteriorating weather conditions necessitated remaining at anchor overnight.

8. The ship was on task minehunting from 0600 until 1100 Saturday 27. At 1100 CURLEW berthed at the SAR wharf CRESWELL to take on fuel and water. This having been done, the ship sailed at 1235 to continue hunting and another buoyant mine was recovered during the afternoon. At 1530 I attended a meeting of Commanding Officers convened by you in the flagship HMAS STALWART. CURLEW anchored in E5 at 1535 and at 1549 IBIS berthed on our starboard side in accordance with HMAS TORRENS' direction for the Operation Awkward serial (AWKEX). The AWKEX commenced at 1800 and continued to 2359, much experience was gained in this serial including some 69 minutes diving for the ship's team.

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9. Sunday 28 at 0200 the ship was back on task minehunting in the approach channel to the southern anchorage MW1. About 0450 the ship intercepted a report that TRV TUNA had suffered a parted tow and that the Flat Top Lighter (FTL) which was the target in the HULKEX was in danger of drifting onto Crocodile Head in the prevailing short steep sea. Being considerably better placed than TUNA to recover the tow with our divers and Zodiac I proceeded directly to the lighter and duly recovered the tow. In the interval TUNA expressed reservations about her ability to tow the target in the prevailing conditions. I therefore decided to tow the target using our kite wire. The FTL did not go gladly to its fate and largely as a result of the square front it presented to the south easterly seas the tow parted twice more. At 0953 the tow was cast off and CURLEW cleared the firing area to the north west and returned to Jervis Bay.

10. In company with the other MWVs CURLEW cleared Jervis Bay at 1215 and took part in the HULKEX expending 20 rounds of HET against the target. It was a novel experience for the aimer to have a target he could actually hit and it was pleasing that from a range of 500 yards several direct hits were scored. After witnessing an impressive bombing display by RAAF F111 aircraft CURLEW was detached by IBIS to return to Jervis Bay and change domes and unship active rudder propellers.

11. CURLEW weighed anchor at 2130 and in company with the MWV force made passage north to Sydney overnight. At 0600 Monday 29 rendezvous was made with the remainder of FCP participants and it was a pleasure to take part in OOW MANS with 11 other ships. The FCP then completed with a spectacular fleet entry. CURLEW berthed starboard side to Number 2 berth WATERHEN at 1007 where she remained overnight.

12. At 0850 Tuesday 30 CURLEW cast off and sailed for the Task Element exercise HALLMARK II, which was largely a sea check for the RANR boats HMA Ships ADVANCE and BAYONET. HALLMARK II was a busy two day period of general naval serials and month's end saw CURLEW some five miles off Norah Head taking part in a Night Encounter exercise.

13. The health and welfare of the ship's company is good and morale continues high.

I have the honour to be,

Sir,

Your obedient Servant,

N.I. Stewart
for (N.I. STEWART) A.O.L.
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Detail;
B. Exercise Details

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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 1 SEPTEMBER 1983

SHIP ACTIVITY SUMMARY

1. Maintenance
Nil
2. Workup
Nil
3. Operational
 - a. In Harbour
 - (1) AMP 22 days 18 hours
 - b. At Sea
 - (1) Operational role/deployment 1 day 6 hours
 - (4) Single Service exercise 6 days 17 hours
 - (8) Trials and Research 7 hours
4. Steaming Figures
 - a. Distance steamed during August 1004
 - b. Hours underway during August 134
 - c. Total distance steamed since first commissioning 331175
 - d. Total hours underway since first commissioning 31673
5. Occasions for Exceeding Economical Speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
Nil			
6. General
Nil

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ANNEX B TO
HMAS CURLEW LETTER 1/16/1
DATED 1 SEPTEMBER 1983

EXERCISE DETAILS

<u>AFXI</u> <u>CHAPTER/EXERCISE NO</u>	<u>SHORT TITLE</u>	<u>NUMBER</u> <u>CONDUCTED/HOURS</u>	<u>DATES</u>
<u>Seamanship and General Evolutions</u>			
13 - 2	BOAFDEX (Consort)	1 hr	31
13 - 3	FAIDEX (DISTEX)	5 hrs	26
13 - 9	Leaving Ship/ Emergency Stns	2	22,30
13 - 10	OOW/Eng Breakdown drills	1	22
13 - 11	DOWMAN	6	22,29,30,31
13 - 12	MOB drills	6	23,30
13 - 14	Jackstay day	2	22,31
13 - 15	TOWEX/receiving	2	24,31
	TOWEX/providing	1	28
NN	OOW Shiphandling	1	27
<u>Gunnery</u>			
13 - 18	SUTF	2	23,28
<u>Navigation</u>			
13 - 21	Blind Pilotage	4	23,25,30,31
13 - 22	Formage	2	30,31
13 - 23	OOW Berth/Unberth Ship	1	29
NN	MINTRANS	1	30

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B-2

ANNEX B

Communications

NN	NCX 204	1	29
NN	NCX 418	1	14
NN	ECT	1	11

ASW

13 - 28	AWKEX	6 hrs	27
NN	CASEX E1	1	23

NBCD

13 - 29	Major DCX	1	22
2 - 78	Harbour DCX	22	1 to 21,29

Minesweeping Exercises

13 - 32	Stream 00	2	23
13 - 34	Team Sweeping (DATS)	2	24
13 - 41	SSB lay	3	25
13 - 42	Conning Runs	5	25,27
13 - 44	Minehunting	23	25,27,28
13 - 48	Mine Recovery	4	25,27
13 - 51	Unship A/Rs (harb)	1	29
13 - 52	Ship A/Rs (sea)	1	24
13 - 53	Dome Change	2	24,28
13 - 54	Diving (3 hrs ea)	1	23

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

ROYAL AUSTRALIAN NAVY

GKW
Telephone 359 9111

Extension 3113

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

AF 1/16/24(83)

19 OCT 1983

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

HMAS CURLEW REPORT OF PROCEEDINGS - SEPTEMBER 1983

Forwarded.

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

Enclosure: 1. HMAS CURLEW Report of Proceedings for
September, 1983.

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



RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE: 92-0961

IN REPLY QUOTE 1/16/1

HMAS CURLEW
at Waverton

1 October 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS
- SEPTEMBER 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW, under my command, for the month of September 1983. Time Zone used throughout is Kilo (-10).

2. The month commenced with CURLEW participating in a Night Encounter exercise (NEX) off Sydney with other minor war vessels. This serial marked the concluding stages of Exercise HALLMARK II, the RANR sea check which had been conducted over the previous two days. At 0730 Thursday 1, one hour of officer of the watch manoeuvres (OOWMAN) by divisions was conducted, followed by a formation entry into Sydney. At 0936 CURLEW berthed at HMAS WATERHEN.

3. CURLEW remained alongside at WATERHEN outboard of IBIS for the remainder of the month in an assisted maintenance and leave period (AMP/LEAVE). During this time pre-refit surveys of the hull and 193 Sonar were conducted. Dockyard personnel rendered assistance in repairs of the training, depression and pitch and roll components of the 193 Sonar directing gear whilst conducting their survey.

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4. On Monday 12 a modified Annual Range Course for the ship's company was conducted at the ANZAC rifle range Malabar, Sydney. A good day was had by all with some personnel showing a better than average ability in the firing of the 7.62mm SLR.

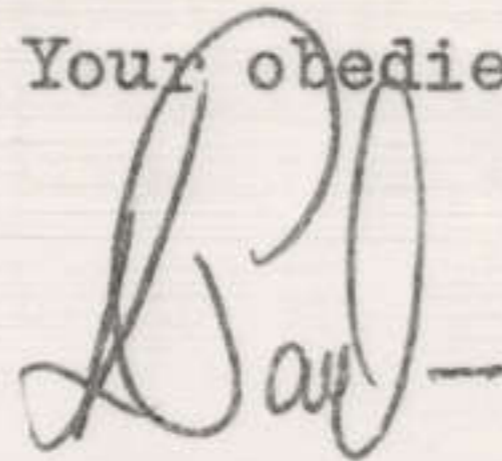
5. During the period it became evident that both main engine resilient mounts had perished (URDEF 47/83) and were subsequently replaced by ship's staff. Basin trials were carried out successfully on Friday 30 (HMAS CURLEW RDH/IAH 292357Z SEPT 83 refers).

6. The health and welfare of the ship's company is good and morale remains high. The period alongside has enabled compulsory daily physical fitness training to be implemented which has become very popular with the ship's company.

I have the honour to be,

Sir,

Your obedient Servant,



(K.B. TAYLOR)
Lieutenant RAN
Executive Officer
for Commanding Officer AOL

Annexes: A. Steaming Details
 B. Exercise Details

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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 1 OCTOBER 1983

SHIP ACTIVITY SUMMARY

1. Maintenance

Nil

2. Workup

Nil

3. Operational

a. In Harbour

(1) AMP 29 days 14 hours

b. At Sea

(4) Single Service exercise 10 hours

4. Steaming Figures

a. Distance steamed during September 112

b. Hours underway during September 10

c. Total distance steamed since first commissioning 331,287

d. Total hours underway since first commissioning 31,683

5. Occasions for Exceeding Economical Speed

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

6. General

Nil

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ANNEX B TO
HMAS CURLEW LETTER 1/16/1
DATED 1 OCTOBER 1983

EXERCISE DETAILS

<u>AFXI</u> <u>CHAPTER/EXERCISE NO</u>	<u>SHORT TITLE</u>	<u>NO</u> <u>CONDUCTED/HOURS</u>	<u>DATES</u>
<u>Seamanship and General Evolutions</u>			
13 - 11	OOWMAN	1/1	1
NN	NEX	2/2½	1
<u>Gunnery</u>			
13 - 20	Small Arms Firing	1/6	12
<u>Navigation</u>			
13 - 23	OOW Berth/Ship	1/¼	1
<u>Communications</u>			
NN	NCX 204	1/1	15
NN	NCX 206	1/1	6
NN	NCX 207	1/1	8
<u>NBCD</u>			
2 - 78	Harbour DCX	30	1 thru 30
<u>Minesweeping Exercises</u>			
13 - 53	Dome Change	4/1½	1,6,22,26

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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

AF 1/16/24

15 NOV 1983

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

HMAS CURLEW - REPORT OF PROCEEDINGS - OCTOBER 1983

Forwarded.

RH Old

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

Enclosure: 1. HMAS CURLEW Report of Proceedings for
October 1983

UNCLASSIFIED COVERING RESTRICTED

RESTRICTED



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ROYAL AUSTRALIAN NAVY

TELEPHONE: 92-0961

IN REPLY QUOTE 1/16/1

HMAS CURLEW
at Melbourne

1 November 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS
OCTOBER 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW under my command for the month of October 1983.
2. The month commenced with the ship alongside HMAS WATERHEN undergoing an assisted maintenance and leave period. At 0800 (-10) Wednesday 5 CURLEW sailed to conduct a degaussing check and pre-refit sea trials for main engines and the mine-sweeping winch. After embarking a number of dockyard workers at number 2 buoy a pair of runs was carried out on the north/south and east/west small ships degaussing range. The results of the DG check were signalled vide RANTAU message RDG 060400Z OCT 83 and owing to a persistent unexplained peak in the vicinity of the minesweeping winch RANTAU have requested a further check ranging in the destored condition prior to commencing refit. The harbour entrance was cleared at 0930 (-10) and a 3 metre SE swell was encountered, much to the discomfort of dockyard personnel. In deteriorating conditions satisfactory minesweeping winch trials were completed, however the observed full power trial workup was deferred to a later date. The ship berthed outboard of HMAS IBIS at WATERHEN at 1351 (-10) where she remained until weeks end.
3. CURLEW cast off and sailed at 1000 (-10) Monday 10 to conduct Mine Warfare Pilot Surveys (MWPS) operations in Jervis Bay, Westernport Bay and Port Phillip Bay. Additionally there remained one buoyant and two ground exercise mines in Jervis Bay to be recovered post fleet concentration period 2/83. At 1718 (-10) the ship came to anchor 258 degrees Dart Point 0.57 miles and fitted the soft dome and active rudder propellers. At the same time mini

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ranger precise navigation equipment was embarked to facilitate repeatability in location of contacts detected in the Jervis Bay MWPS. At 1820 (-10) anchor was weighed and minehunting for the three exercise mines was carried out until 2200 (-10) with our only success being a large yacht mast with two life jackets attached. CURLEW anchored for the night at 2233 (-10) in a position 200 degrees Montagu Point 1.72 miles.

4. Anchor was weighed at 0530 (-10) Tuesday 11 and the ship hunted a full cycle from 0600 (-10) until 1730 (-10) in an area to seaward of Point Perpendicular, with water depths in excess of 100 metres. At 1838 (-10) the ship was anchored in K4 anchorage Montagu Roads. Anchor was weighed at 0528 (-10) Wednesday 12 and with Sonar 193 performing well in excellent sonar conditions the three exercise mines were located and then transferred to TRV TREVALLY in Montagu Roads at 1410 (-10). At 1515 (-10) Jervis Bay entrance was cleared and course was shaped southwards for Westernport Bay.

5. An uneventful passage south was made in extremely calm conditions and the ship came to anchor in Cat Bay at 0500 (-10) Friday 14 to once again ship soft dome and active rudders. Anchor was weighed at 0647 (-10) and the MWPS of Westernport Bay commenced. MWPS operations were suspended at 1500 (-10) and CURLEW proceeded up Channel to berth port side to Stony Point wharf. An extremely wet weekend was spent alongside at Stony Point with most people preferring to remain onboard rather than brave the icy torrential conditions outside. At 1000 (-10) Saturday 15 I called on the Commanding Officer HMAS CERBERUS.

6. With a group of recruit cooks embarked lines were cast off at 0800 (-10) Monday 17 and MWPS operations were resumed. The ship embarked groups of recruits daily to give them limited sea experience and despite minor sonar defects MWPS operations continued until completion of task at 1345 (-10) Wednesday 19. At this time CURLEW sailed for Port Phillip Bay to commence survey operations there.

7. MWPS operations continued in Port Phillip Bay until 1200 (-10) Friday 21. Progress with the survey was excellent and even with three hours lost on Thursday 20 due to extremely limited visibility in the southern channel, approximately 50 per cent of the survey was complete at this time. Passage west was made into Corio Bay and at 1501 (-10) the ship berthed starboard side to inner east berth Cunningham Pier Geelong. Weather conditions for the visit to Geelong were much more clement than those of the previous weekend, and a most enjoyable time in a blatantly pro-Navy city was had by all.

8. At 0800 (-10) Monday 24 CURLEW sailed for Hobson's Bay to recommence MWPS operations. Shortly after sailing a defect, which ships staff were not able to identify, occurred inducing a Gyro error of 57 degrees low. This became the subject of CURLEW URDEF

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48/83 (HMAS CURLEW IAH/RDH 240220Z OCT 83 refers). At 1431 (-10) the ship berthed port side to West dock pier Williamstown Naval dockyard (WND). With the assistance of the dockyard gyro workshop the defect was identified and by 2100 (-10) the gyro was settled and correct. The ship remained alongside WND overnight and cast off at 0600 (-10) Tuesday 25 recommencing hunting in the approaches to Station Pier at 0620 (-10). At 0655 (-10) a defect resulting in the loss of azimuth training for 193 Sonar occurred and the ship anchored in position 252 St Kilda Marina Lighthouse 1.62 miles. Ship's staff raised the transducer, rectified the defect on the training servo motor and the ship was back on task hunting at 1830 (-10), a most commendable effort on the part of the electrical department.

9. With the resumption of minehunting at 1830 (-10) Tuesday 25 operations continued until approximately 1800 (-10) Wednesday 26 when the port active rudder propeller sheared the monel metal pin and was lost (HMAS CURLEW URDEF 49/83 IAH/RDH 260910Z OCT 83 refers). A series of type 4 searches in the area were carried out to no avail and it is considered that the propeller would have buried on impact with a bottom of soft grey mud.

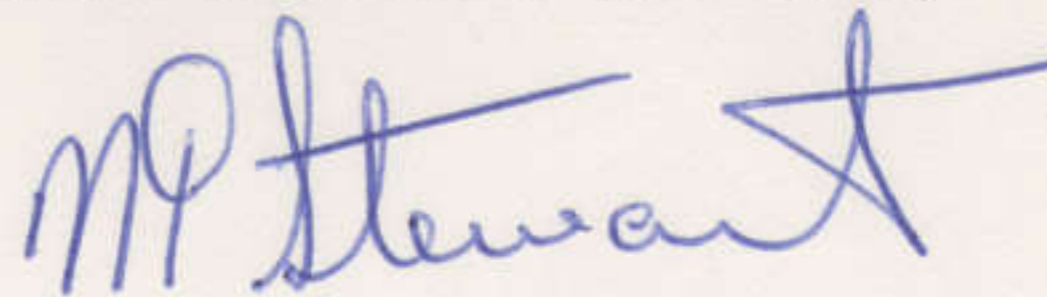
10. Minehunting operations continued on a single main engine, after a satisfactory sonar conditions check had shown the icosahedron detected at 400 yards despite the increased noise level from main engines. The Port Phillip Bay survey was complete by 1300 (-10) Friday 28 when passage up the bay was commenced. The ship berthed outboard of IBIS at number 10 north wharf at 1600 (-10) where she remained for an operational visit until month's end. At 0200 (-10) Sunday 30 clocks were advanced one hour to Zone LIMA (-11).

11. Health, welfare and conduct of the ship's company is generally good and morale is high.

I have the honour to be,

Sir,

Your obedient Servant,



(N.I. STEWART)
Lieutenant Commander RAN
Commanding Officer

Annexes: A. Ship Activity Summary
B. Exercise Details

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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 1 NOVEMBER 1983

SHIP ACTIVITY SUMMARY

1. Maintenance
Nil
2. Workup
Nil
3. Operational
 - a. In Harbour

(1) AMP	9 days 4 hours
(3) Unscheduled maintenance	1 day 6 hours
(6) Port Visit	8 days 15 hours
 - b. At Sea

(1) Operational Role	9 days 12 hours
(6) Independent passage	2 days 4 hours
(8) Trials and Research	6 hours
4. Steaming Figures

a. Distance steamed during October	1209
b. Hours underway during October	184
c. Total distance steamed since first commissioning	332496
d. Total hours underway since first commissioning	31867
5. Occasions for Exceeding Economical Speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
Nil			
6. General
Nil

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ANNEX B TO
HMAS CURLEW LETTER 1/16/1
DATED 1 OCTOBER 1983

EXERCISE DETAILS

<u>AFXI CHAPTER/ EXERCISE NO</u>	<u>SHORT TITLE</u>	<u>NO CONDUCTED/ HOURS</u>	<u>DATES</u>
<u>Seamanship and General Evolutions</u>			
13 - 9	Leaving Ship/ Emergency Stations	1 hr	10
13 - 10	OOW/Eng Breakdown drills	2	10,24
<u>Gunnery</u>			
NN	Skeet shoot	1	13
<u>Navigation</u>			
13 - 21	Blind Pilotage	3	10,11,14
13 - 23	OOW Berth/Unberth Ship	4	17,18,19
<u>Communications</u>			
NN	Race Training	2	18,20
<u>NBCD</u>			
3 - 78	Harbour DCX	19	1 thru 9, 14 thru 16, 21 thru 23, 28 thru 31
<u>Minesweeping Exercises</u>			
13 - 41	SSB lay	9	14,26,27
13 - 42	Conning Runs	5	10,12
13 - 43	Lay/Recover Dummy Mine	1	14
13 - 44	Minehunting	85	10 thru 12,14 17 thru 21, 25 thru 27
13 - 48	Mine Recovery	3	12

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B-2

ANNEX B

13 - 52	Ship/Unship A/Rs (sea)	4	10,12,14,27
13 - 53	Dome Change	6	10,12,14,18

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SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111

Extension 3113

AF 1/16/24

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

16 DEC 1983

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

HMAS CURLEW - REPORT OF PROCEEDINGS -
NOVEMBER 1983

Forwarded.

RA Old

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

Enclosure: 1. HMAS CURLEW Report of Proceedings for
November 1983 (2 sections)

UNCLASSIFIED COVERING

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16-27 (05)

(38)

ROYAL AUSTRALIAN NAVY

TELEPHONE: 92-0961

IN REPLY QUOTE 1/16/1

HMAS CURLEW
at Waverton

18 November 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS - 1-18 NOVEMBER 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW, under my command, for the period 1-18 November 1983. Time zone used throughout is Lima (-11).
2. The month commenced with CURLEW berthed outboard of HMAS IBIS at Number 10 North Wharf, Melbourne. At 0800 Wednesday 2, CURLEW sailed and proceeded down river into Port Phillip Bay, transited the bay and exited through the Western Channel and the rip. On rounding Cape Schank, passage was made into Westernport Bay to search for a lost mine shape laid by IBIS as part of Mine Warfare Pilot Survey (MWPS) operations. A search based on the datum failed to locate any minelike contact, and at 1445 the search was abandoned. The hard sonar dome was fitted and at 1536 CURLEW shaped course southeast for passage to Sydney.
3. Offshore passage was made to facilitate stage four ocean navigation training. At 1700 Thursday 3, with a gale warning extant and rising seas, course was adjusted to close the coast. A landfall was made south of Montagu Island and an uneventful coastal passage was made to Sydney with a 2-3 metre quartering sea.
4. At 1100 Friday 4, CURLEW entered Sydney Harbour and secured to Number 5 buoy at 1122 to deammunition prior to refit. At 1345 this evolution was completed and CURLEW slipped and sailed to WATERHEN, berthing starboard side to Number 2 minesweeping wharf at 1409.

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2.

5. After a weekend alongside pre-refit preparations commenced on Monday 7. The ship was de-stored throughout the week and on Friday 11 at 0830, CURLEW sailed for a check degaussing ranging in the de-stored state (RANTAU RDG 060400Z0CT83 refers). Check runs on the north south MCMV degaussing range were completed at 0925 and the results of the check ranging were signalled vide RANTAU message RDG 1803007NOV83. The ship then returned to berth starboard side to Number 2 berth, WATERHEN.

6. For the remainder of the period pre-refit preparations continued with defuelling and landing of equipment to dockyard for refurbishing. On Monday 14, my successor Lieutenant R.H. Crane RAN, joined and with regret the handover of command commenced.

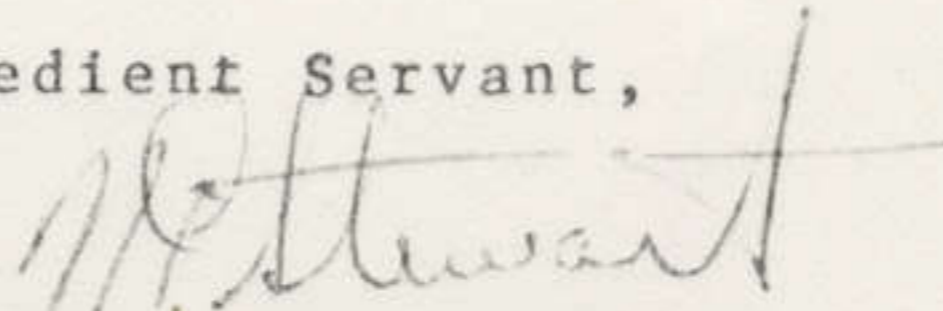
7. At 0900 Friday 18, I formally relinquished command of the ship to Lieutenant Crane.

8. At this time health and welfare of the ship's company was good and morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(N.I. STEWART)
Lieutenant Commander RAN
Commanding Officer

Annexes: A. Steaming Details.

B. Exercise Details

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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 18 NOVEMBER 1983

SHIP ACTIVITY SUMMARY

1. Maintenance
 - a. Pre Refit Preps 13 days 8 hours
2. Work Up

Nil.
3. Operational
 - a. In Harbour
 - (6) Port visit 1 day 8 hours
 - b. At Sea
 - (1) Operational role 2 hours
 - (6) Independent passage 2 days 4 hours
 - (8) Trials 2 hours
4. Steaming Figures
 - a. Distance steamed during November 663
 - b. Hours underway during November 56
 - c. Total distance steamed since first commissioning 333,159
 - d. Total hours underway since first commissioning 31 923
5. Occasions for Exceeding Economical Speed

<u>Date</u>	<u>Period</u>	<u>Speed</u>	<u>Reason</u>
Nil			
6. General

Nil

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ANNEX B TO
HMAS CURLEW LETTER 1/16/1
DATED 18 NOVEMBER 1983

EXERCISE DETAILS

<u>AFXI CHAPTER/ EXERCISE NO</u>	<u>SHORT TITLE</u>	<u>NO CONDUCTED /HOURS</u>	<u>DATES</u>
<u>Seamanship and General Evolutions</u>			
13-10	OOW/Eng Breakdown drills	1	3
13-12	MOB Drills	2	2
NN	NCX 204	1	15
NN	ECT	1	3
2-78	Harbour DCX	15	1, 4 thru 17
<u>Minesweeping Exercises</u>			
13-44	Minehunting	2	2
13-53	Dome Change	2	2

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1-16-24(13)

ROYAL AUSTRALIAN NAVY

(34)

TELEPHONE: 92-0961

IN REPLY QUOTE 91/16/1

HMAS CURLEW
at Garden Island

01 DEC 1983

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PROCEEDINGS
19-30 NOVEMBER 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW, under my command, for the period 19-30 November 1983. Time zone used throughout is Lima (-11).
2. The period commenced with the ship alongside HMAS WATERHEN continuing with pre-refit preparations. Sunday 20 I had the pleasure to receive onboard Venerable Archdeacon J.E. Jones, BD LTH, who conducted the christening ceremony for my daughter during the afternoon.
3. At 1300 Monday 21, the ship was moved cold to the Fitting Out Wharf, Garden Island, where the refit commenced. The week alongside the Fitting Out Wharf provided an excellent opportunity for final preparations for docking to be effected and an intensive programme was set for the landing of ships fitted equipment prior to the docking scheduled for Monday 28. On Friday 25, I was disappointed to learn that, due to the late completion of work on a Crane Stores Lighter currently occupying the dock, the ship would be unable to enter the dock as planned. Advice received at the time indicated, the delay may be as much as 10 days (GMGID RDH 010404Z DEC 83 refers). Sub Lieutenant A.J. Ingram RAN, joined and assumed the duties of Navigating Officer on Friday 25.
4. The ship moved cold to the Gun Wharf outboard of Water Fuel Lights 8003 and 8002 on Monday 28 and remained alongside, progressing ships' staff planned maintenance, until the end of the period.

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2.

5. The health, welfare and conduct of the ship's company remain good with all personnel looking forward to a major leave period over Christmas. Morale remains high.

I have the honour to be,

Sir,

Your obedient Servant,

R.H. Crane

(R.H. CRANE)
Lieutenant RAN
Commanding Officer

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

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ANNEX A TO
HMAS CURLEW LETTER 1/16/1
DATED 01 DEC 1983

SHIP ACTIVITY SUMMARY

1. Maintenance

a. Pre Refit Preps 2 days 13 hours
b. Refit 9 days 11 hours

2. Work Up

Nil

3. Operational

4. Steaming Figures

a. Distance steamed during period Nil
b. Hours underway during period Nil
c. Total distance steamed since
first commissioning 333,159
d. Total hours underway since
first commissioning 31,923

5. Occasions for Exceeding Economical Speed

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

6. General

Nil

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ANNEX B TO
HMAS CURLEW LETTER 1/16/1
DATED 01 DEC 1983

EXERCISE DETAILS

<u>AFXI Chapter/ Exercise No</u>	<u>Short Title</u>	<u>No Conducted/ hours</u>	<u>Dates</u>
<u>Seamanship and General Evolutions</u>			
2-78	Harbour OCX	12/6	19 thru 30

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ROYAL AUSTRALIAN NAVY

Telephone: 359-9111
Extension 3113

AF 1/16/24

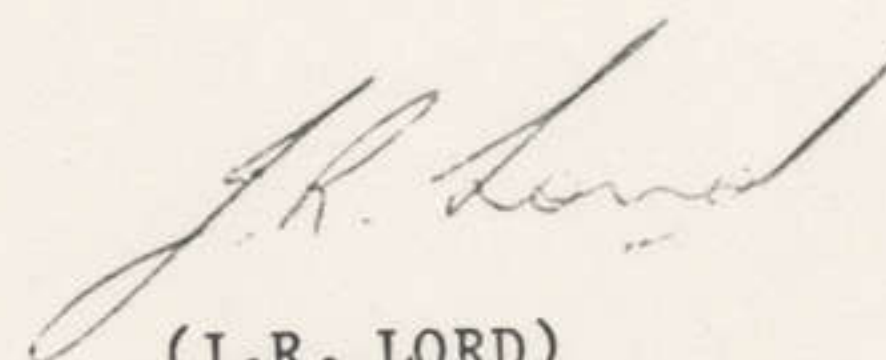
OFFICE OF THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET
GARDEN ISLAND N.S.W. 2000

12 JAN 1984

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

HMAS CURLEW REPORT OF PROCEEDINGS
DECEMBER 1983

Forwarded.



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

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

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 9254600

IN REPLY QUOTE 1/16/1

HMAS CURLEW
at Garden Island

3 January 1984

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS CURLEW - REPORT OF PRECEEDINGS
DECEMBER 1983

Sir,

1. I have the honour to report the proceedings of HMA Ship CURLEW, under my command, for the month of December 1983. Time Zone used throughout is Lima (-11).
2. The period commenced with the ship berthed at the Gun Wharf outboard of Water Fuel Lighters 8003 and 8002. The ship was out of routine and undergoing refit.
3. On Monday 5 at 1000, dockyard management staff conducted a walkround in the ship to assess refit progress. The opportunity was taken to discuss the delay in docking and all parties expressed a keen desire to expedite the docking as soon as possible. Further discussions indicated that as a result of the delay in the docking the docking period may be extended, however, unless there is an unexpected development in growth areas, the refit completion date remains extant (GMGID RDH 142351Z DEC 83 refers).
4. On Tuesday 6 at 1030, I called on you, Sir, on the occasion of my assuming command.
5. Lines were cast off at 1022 on Monday 12 and the ship was moved cold into AFD 1002. No problems were encountered during the docking evolution and by 1130 the ship had settled on the blocks. The ship remained in the floating dock, progressing refit tasks, until the end of the period.
6. Dockyard work since the beginning of refit has been slow due largely to the delay in docking and the seasonal leave slowdown. I have however been impressed with the performance of the ship's company who, despite having entered a main leave period, have progressed ship's husbandry and planned maintenance tasks in a most satisfactory manner.

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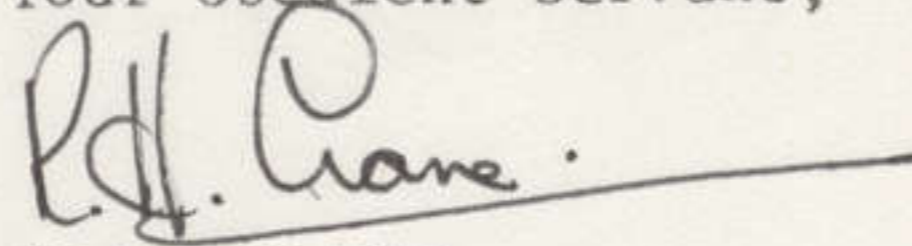
2.

7. With the majority of the ship's company on long leave at the end of the period, the health, welfare and conduct is good. Morale also remains high.

I have the honour to be,

Sir,

Your obedient Servant,



(R.H. CRANE)
Lieutenant RAN
Commanding Officer

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

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ANNEX A TO
HMAS CURLEW LETTER
OF 01 JANUARY 1984

SHIP ACTIVITY SUMMARY FOR THE MONTH OF
DECEMBER

	Harbour		Sea	
	Days	Hours	Days	Hours
1. <u>Extended Maintenance</u>				
a. Refit	31	-	-	-
b. ID	-	-	-	-
SUB-TOTAL	31	-	-	-
2. <u>Post Refit/ID trials and workup</u>				
a. Post Refit/ID trials	-	-	-	-
b. Post Refit/ID workup	-	-	-	-
SUB-TOTAL	-	-	-	-
3. <u>Operational</u>				
a. <u>In Harbour</u>	-	-	-	-
(1) AMP	-	-	-	-
(2) SMP	-	-	-	-
(3) Unscheduled Maintenance	-	-	-	-
(4) Long Leave	-	-	-	-
(5) Weatherbound	-	-	-	-
(6) In Port	-	-	-	-
(7) Aid to civil community	-	-	-	-
(8) Operational role (STALWART, TOBRUK, and LCHs only)	-	-	-	-
SUB-TOTAL	-	-	-	-
b. <u>At Sea</u>				
(1) Operational role/ deployment	-	-	-	-
(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)).

	Harbour		Sea	
	Days	Hours	Days	Hours
(6)	-	-	-	-
(7)	-	-	-	-
(8)	-	-	-	-
SUB-TOTAL	-	-	-	-
TOTAL	31	-	-	-

GRAND TOTAL for month (see Note 3) 31 Days

4. Steaming Figures

- a. Distance run during the month. Nil.
- b. Hours underway during the month. Nil.
- c. Total distance steamed since first commissioning. 333,159
- d. Total hours underway since first commissioning. 31,923

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 CURLEW LETTER 1/16/1
DATED 3 JANUARY 1983

EXERCISE DETAILS

<u>AFXI Chapter/ Exercise No</u>	<u>Short Title</u>	<u>No Conducted Hours</u>	<u>Dates</u>
<u>Seamanship and General Evolutions</u>			
2-78	Harbour DCX	31/8	1 thru 31

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