

AWM78

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

AWM78 Class 282 - HMAS ONSLOW

File number: AWM78/282/6

Title: AWM78 282/6 - April-December 1977



RCDIG1074061

[282/6]

ONSLOW

Originals. 1977

Declassification Authority—Defence Records
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declassified by the Department of Defence
(Navy) with effect from: 1 NOV 1990
Authority Dig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 1 NOV 90

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DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

ONSLow

REPORT OF PROCEEDINGS

APRIL 1977

~~DNO~~ Completion of refit. General comment on the refit at para 6.

jk 31/5

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CNP~~

~~CNTS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~IADMIN-N~~

- NOTES:
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AB 31/5/77



ROYAL AUSTRALIAN NAVY

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Extension 3139

JMH

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

No. A.F. 1/16/38

18 MAY 1977

Department of Defence (Navy Office)

HMAS ONSLOW - REPORT OF PROCEEDINGS, APRIL 1977

1. Forwarded.
2. The Commanding Officer, HMAS OVENS has been advised of the requirements to include COMAUSSUBRON ONE as an information addressee, and also to include a steaming annex in all Reports of Proceedings.

J.D. Stevens

(J.D. STEVENS)
Commodore
for Commander Australian Fleet

Enclosure:

HMAS ONSLOW Report of Proceedings 1/16/7426 dated 1st May, 1977

CNS
(A)

NOM: HMAS ANSLON N11 RECEIVED

MAY 23 10 57 '77
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

1977

HMAS ANSLON Report of Proceedings 1/10/77 dated 1st May

ENCLOSURE:

For Commander Australian Fleet
Commodore
(J.D. STEVENSON)

Annex to all reports of proceedings.
as an information addressee, and also to include a statement
advised of the requirements to include COMMISSIONER ONE
S. The commanding officer, HMAS ANSLON has been
I. forwarded.

HMAS ANSLON - REPORT OF PROCEEDINGS, APRIL 1977

Department of Defence (MAY OFFICE)

1/10/78

END

3130

1/16/7426



H.M.A.S. ONSLOW
at Neutral Bay

1st May 1977

The Flag Officer Commanding
HM AUSTRALIAN FLEET



HMAS ONSLOW - REPORT OF PROCEEDINGS, APRIL 1977

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship under my command for the month of April 1977. Times throughout are Zone Kilo (-10).
2. At the beginning of the month the Submarine was in Sutherland Dock, Cockatoo Island, undergoing the final docking prior to the completion of refit. An extensive work package was undertaken which included the replacement of a number of hull valves which had been condemned at a previous survey. This docking went extremely well and on Tuesday 5th April ONSLOW was undocked with all docking work complete.
3. The Submarine was re-berthed at Sutherland Wharf, Cockatoo Island, with only two weeks to completion date. A large amount of work remained to be completed including the final clean and paint. This was especially important as, at this stage, the appearance and cleanliness of the Submarine was well below standard. Unfortunately a four day Painters and Dockers strike and the Easter weekend cut down the time available for work to seven days.
4. During this final period Ship's Staff remained as clear of the Submarine as possible to avoid any interference with dockyard work. The time was used to progress crew training with two days at the SCTT, HMAS WATSON, and a number of 'watch' drills and evolutions.
5. On Wednesday 20th April the refit was formally completed with the signing of the completion certificate at 1030. This was followed by a walk through the submarine by the General Manager, Vickers Cockatoo Dockyard (Captain R.W. HUMBLBY, RN Rtd) accompanied by the Commanding Officer. ONSLOW finally slipped from Cockatoo Island with the Commander, First Australian Submarine Squadron, embarked at 1145.
6. It was disappointing to leave Vickers Cockatoo Dockyard after 109 weeks of refit in anything but the usual submarine 'Rolls Royce' condition. The restrictions on the refit due to 'Budgetary Control' and their effect on the standard achieved have been continually represented during the refit

...../and

and it is understood that this control is not to be exercised again. However the poor state of internal ship husbandry and the large amount of work and trials outstanding were especially disappointing. The majority of equipments that had not achieved Harbour Acceptance Trial standards were those being refitted by Garden Island Dockyard and included Radar, Radio, UA 4 and 'B' Gyro. Notwithstanding these reservations, this Ship's Company have great confidence in their Submarine and are looking forward to proving her during the sea trials and work up periods ahead.

7. The submarine berthed at HMAS PLATYPUS at 1230 on 20th April and the long task of storing and fuelling commenced. Ship Safety exercises were continued, for the first time unconstrained by dockyard restrictions. At the same time a tremendous effort was put into finishing outstanding work by both Base and Ship's Staff and by the Saturday 30th April all major work had been completed with the exception of Radar Type 1006. The Radar was working but at considerably reduced power due to a mis-match in the auto-coupler and rotating joint. This left the Submarine in a fit state for the Check Trim Dive in Captain Cook Outer Basin on Sunday 1st May and Sea Trials commencing on the 2nd May.

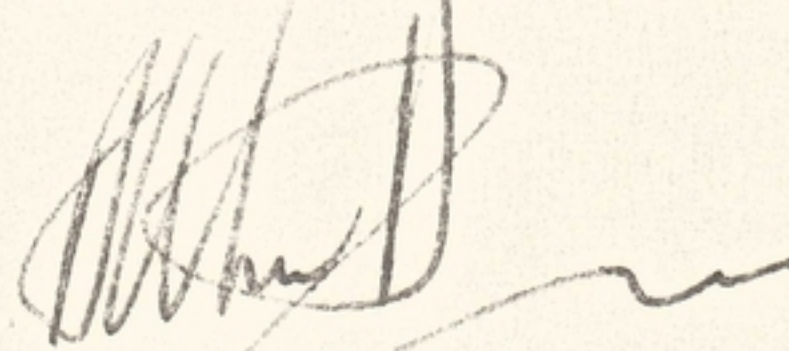
8. A ceremony of Re-dedication of the Commission of HMAS ONSLOW was conducted at HMAS PLATYPUS on Friday 29th April. We were honoured, Sir, to have you as our guest of honour. This ceremony was conducted by Chaplain J. COSTIGAN RAN, and Chaplain J. JONES RAN and was attended by many of the Ship's Company's families. The service was followed by the signing of the visitors book by selected guests in the Control Room and afterwards lunch in HMAS PLATYPUS. The re-dedication cake was cut by the Commanding Officer's wife (Mrs Helen Smith) and the youngest sailor (ABROSM P.F. Welsh). The occasion was most enjoyable and thoroughly enjoyed by guests and Ship's Company alike.

9. The end of the month saw the Submarine enthusiastic for the tasks ahead with morale high. The health and conduct of the Ship's Company has been good.

I have the honour to be,

Sir,

Your obedient servant,



(A.S.L. SMITH)

Lieutenant Commander, Royal Navy
Commanding Officer.

Enclosure:- Annex B

ANNEX B to HMAS ONSLOW
Commanding Officer letter
1/16/7426 dated 1st May 1977

EXERCISES CONDUCTED DURING APRIL 1977

1. RED/WHITE/BLUE Watch Evolution exercising Officer of the Watch and Watchkeepers in safety evolutions. (3 hours each watch)
2. Electrical Department Evolutions (6 hours)
 - a) VP/CP Failures
 - b) Auxiliary Drive
 - c) Auxiliary Power Switch Board failure
3. Seaman Department Evolutions (6 hours)
4. Full Crew Fast Cruises (2) exercising all safety and recovery evolutions (8 hours)

File Number

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DETAILS OF INFORMATION
ANALYSIS

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Title	HMAS ONSLOW - REPORT OF PROCEEDINGS - APRIL, 1977.		
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HMAS ONSLOW	as title	

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Originator	Originator's Reference	Date	Initials
		/ /	

Information Classifier

noelle (Signature)	23 / 5 / 77 (Date)
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FILE: 428/3/2273

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS *ONSLOW*

REPORT OF PROCEEDINGS *MAY 1977*

~~DNO~~ *Omslow conducted port. refit safety & sea trials throughout the month p. 30/6*

~~DGNOP~~

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~~CNS~~

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~~CNTS~~

~~DGLOG-N~~

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~~DGSUP-N~~

~~PRLO-N~~

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SMV



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H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/38

21 JUN 1977

Department of Defence (Navy Office)

HMAS ONSLOW - REPORT OF PROCEEDINGS - MAY 1977

Forwarded.

J D Stevens

(J. D. STEVENS)
Commodore
for Commander Australian Fleet

Enclosure:

am HMAS ONSLOW Report of Proceedings 1/16/7511 dated
3rd June 1977

RESTRICTED

*DENS
(A)*

Nom: HMAS Onslow. M.R.

RECEIVED

JUN 23 11 06 '77
DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

319 June 1977
HMAS ONTOM Report of Proceedings 1/10/77 dated
Enclosure:

For Commander's information
Commodore
(C. D. STEVEN)

10 K...

Forwarded.

HMAS ONTOM - REPORT OF PROCEEDINGS - 1/10/77

DEPARTMENT OF DEFENCE (INTEL OFFICE)

1/10/77

1/10/77

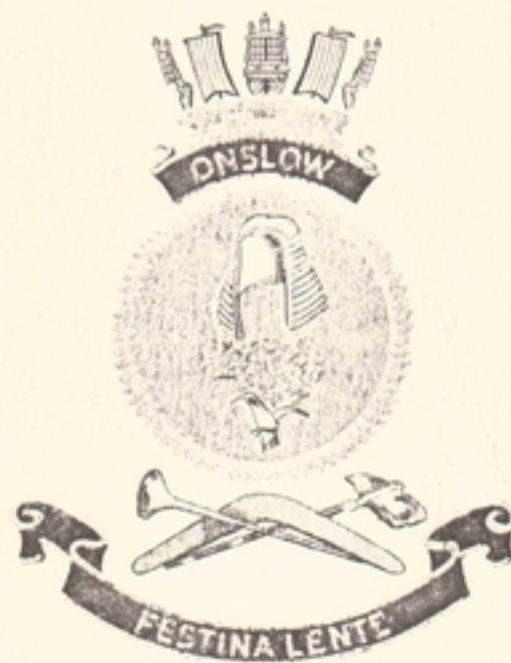
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1/16/7511



H.M.A.S. ONSLOW
at Sea

3rd June 1977

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Commander
First Australian Submarine Squadron

HMAS ONSLOW - REPORT OF PROCEEDINGS, MAY 1977

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship under my command for the month of May 1977. Times throughout are Zone Kilo (-10).
2. The month started with ONSLOW berthed at HMAS PLATYPUS, having just completed a hectic 'store ship' week. This week also saw feverish activity by Base and Ship's Staff completing the large amounts of work and trials outstanding after the long refit at Vickers Cockatoo Dockyard. A great deal of success had been achieved and all major work had been accomplished with the exception of Radar Type 1006, which was operating at much reduced power.
3. At 0745 on Sunday 1st May, ONSLOW slipped and proceeded to Captain Cook Outer Basin to conduct a Check Trim Dive experiment. This was a partial repeat of the Trim and Inclining Experiment conducted on 4th March, 1977 and was designed to prove the validity of the ballast adjustment made in the final docking period of refit. The area available was much reduced by the presence of the AUSTRALIAN TRADER berthed on the West Wall, but the dive was successfully completed by 1300, when the submarine surfaced and proceeded to No. 4 buoy.
4. At 1400 an inspecting team from Squadron Staff headed by Commander S/M (Commander I.D. Roberts, R.A.N.) arrived to carry out a staff assessment Fast Cruise. The large amount of onboard training that had been accomplished during refit was evident and on completion of the Fast Cruise, ONSLOW was pronounced safe to commence Sea Trials.
5. Sea Trials commenced on Monday 2nd May, 1977 and the first week was conducted on a daily basis, sailing at 0800 and returning at approximately 2100 each day. HMAS OXLEY was consort for ONSLOW's first dive as HMAS SWAN was detached

...../on

on SAR duties. ONSLOW had to wait a further two days before sighting her first ship in grey. This first dive after refit went without incident and it was gratifying to see how well the Ship's Company changed from dry training to ship operating. The trials carried out during this first sea week were mainly ship functional tests and sensor performance evaluations and these generally, with the exception of sonar, went well. However the incidence of defects was high, especially in the electrical department. Each night, on return to HMAS PLATYPUS, a meeting was convened to discuss these defects and then Ship and Base Staffs worked overnight to carry out defect repairs. Even with all this effort, by Friday 6th May the list of outstanding major defects had reached sixty and it was decided that the submarine should remain alongside on Monday 9th May to carry out further repairs. This delay was disappointing for many of Ship's Staff who had put in considerable overtime and effort to keep the ship at sea. The efforts of the electrical department were particularly commendable.

6. The notable success of these early days was the fitting of a new rotating joint and auto coupler to Radar 1006, which brought the set to full operational standards. The submarine was and continues to be delighted by the accuracy, range and definition of this radar.

7. By Tuesday 10th May, the number of major defects had been reduced enough for ONSLOW to safely proceed with week two of Sea Trials. This week was spent away from Sydney and included the surfaced and snort full power trials, Radar 1006 trial, UA4 trial and VLF and HF radio trials. During the week ONSLOW anchored for a night in Jervis Bay and was assisted in trials by HMA Ships PERTH, SWAN and ARDENT and a P3B ORION from RAAF 11 Squadron. It was especially exciting to sight HMAS PERTH through the periscope, ONSLOW's first BIG ship of this commission.

8. Sea Trials officially finished on Friday 13th May but a number of important trials were outstanding due to defects. The most important of which were:

- a. Noisy foreplane operation (ONSLOW URDEF 3/81)
- b. Sonar 2007 defective hydrophones (ONSLOW URDEF 7/81)
- c. Sonar ANBQG (Micropuffs)(ONSLOW URDEF 5/81)
- d. UA4 E/F Band forward crystal defective.
- e. Interference in sonar recording circuits.
- f. One man control (OMC) defective operation.

Particularly disturbing was the state of ONSLOW's sonar sets, especially ANBQG (Micropuffs), the new passive ranging sonar from which the submarine had been hoping and expecting so much. With the exception of the foreplanes noise, which was cured, all these defects remained at the end of the month. This gives cause for considerable concern as, unless these sonar defects are rectified, ONSLOW's ability to carry out operational work up and future operations and deployments will be severely restricted. The repair of ANBQG is particularly worrying as the depth of knowledge and experience in maintaining this sonar in Australia is so limited. (HMAS ONSLOW DKU/KNO 030150Z JUN 77)

9. During sea trials the submarine operated with untried

...../equipment

equipment and with little sea experience. All trials were conducted as slowly as time would permit and to ensure safety, before each trial, the safety evolutions appertaining to that trial were carried out. Again it was gratifying to find that reactions to emergency drills were good, showing that the many hours of dry training in refit had been particularly valuable.

10. ONSLOW commenced one weeks Self Maintenance on Monday 16th May, during which time a large amount of repair work was attempted and great effort was put into preparing the submarine for operational date. The internal appearance of the submarine required considerable effort due to the poor state of ship husbandry the Ship's Staff were presented with at the end of refit. On Friday 20th May, we were honoured, Sir, to present our submarine to you at the Operational Date Inspection and were particularly pleased to have our labour and problems well appreciated.

11. This Self Maintenance Period was also used to give a full brief to the Ship's Company on the safety workup and future programme. At this muster the Commanding Officer addressed the Ship's Company on the dangers of excessive consumption of alcohol (AF Memo 35/77) and the First Lieutenant gave the quarterly security brief.

12. At 0800 on Monday 23rd May ONSLOW slipped from HMAS PLATYPUS for Safety Workup. This was to be a period of ten days, during which the Ship's Company would carry out intensive safety training. The exercises carried out during the period are listed in Annex B. The work-up was run on a daily basis with squadron staff riders joining at 0800 daily and departing at 1600. During the period the staff were embarked, major full crew evolution were carried out. After the staff departed, the submarine dived again to carry out two hours of Submarine Part III training and then spent the night carrying out watch drills and training.

13. On Friday 27th May, with HMAS SWAN as consort, ONSLOW conducted her test dive to Deep Diving Depth. This dive saw ONSLOW at 600 feet for four hours of functional testing of all systems. It was successfully completed by 1700 when the Navy Office representatives were returned to HMAS PLATYPUS.

14. During the work-up, the material state of the submarine was good and the only defect that Ship's Staff could not repair was the Starboard High Pressure Air Compressor, which had seized (ONSLOW URDEF 8/81). ONSLOW returned to HMAS PLATYPUS on 29th May to rectify this defect. Diagnosis of the defective compressor was incorrect assembly during refit. ONSLOW sailed again on Monday 30th May to continue work up.

15. ONSLOW received her clearance to operate to Deep Diving Depth on Monday 30th May, after Squadron Sea Checks and the end of the month saw ONSLOW preparing for her Safety Inspection, scheduled for Tuesday 2nd June.

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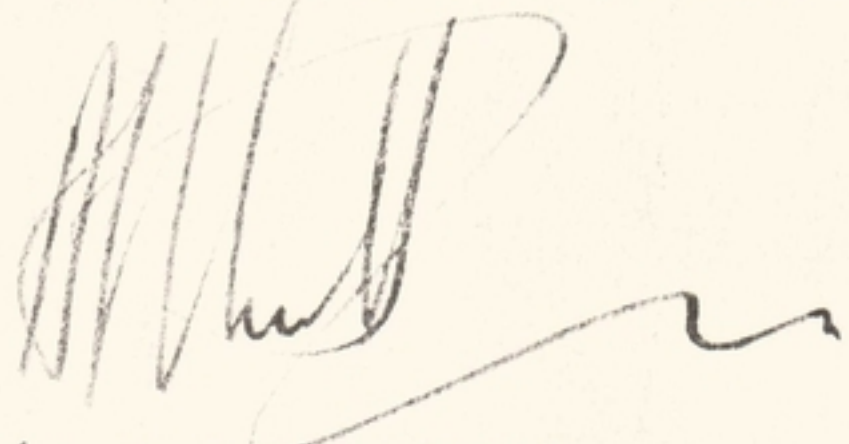
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16. After an exceptionally busy month, the Ship's Company have reacted well to training and morale is high. The health and conduct of the Ship's Company has been good.

I have the honour to be,

Sir,

Your obedient servant,



(A.S.L. SMITH)
Lieutenant Commander, Royal Navy,
Commanding Officer.

Annexes:- A. Steaming Figures.
B. Exercises conducted during May 1977.
E. Ceremony of Rededication of the Commission of
HMAS ONSLOW.



ANNEX B to HMAS ONSLOW Commanding
Officer's letter 1/16/7511 dated
3rd June 1977.

SAFETY TRAINING EXERCISES

<u>DATE</u>	<u>TRAINING</u>
1 May	Staff Assessment Fast Cruise (7 hours)
2nd - 13th May	Safety Evolutions as required to ensure timely reactions in case of failure during sea trials. (1½ hours per day)
<u>23rd May - 2nd June</u>	<u>Safety Workup</u>
23rd May	Blind Pilotage Sea Trial ANBQG (MICROPUFFS) and Settle Down at Sea.
24th May	Blind Pilotage Basic Submarine Safety Evolutions and Drills.
25th May	Electrical Evolutions and Drills.
26th May	Mechanical Evolutions and Drills.
27th May	Test Dive to Deep Diving Depth.
28th May	Ship Handling Drills and Evolutions. Bottom in Area E2.
29th May	In harbour to repair Starboard HP Air Compressor.
30th May	Blind Pilotage. Staff Sea Checks - General drills and evolutions. Cleared to operate to Deep Diving Depth.
31st May	Preparation for Safety Inspection. Deep Water Evolutions.

ANNEX A to HMAS ONSLOW Commanding
Officer's letter 1/16/7511 dated
3rd June 1977.

HMAS ONSLOW - STEAMING DATA, MAY 1977

1. Distance run during May:-

Surfaced	999.67 miles
Dived	1017.70 miles
Total	2017.37 miles

2. Time under way during May:-

Surfaced	150 hrs
Dived	254 hrs
Total	404 hrs

3. Distance run since Commissioning:- 2017.37 Miles.

4. Total hours underway since Commissioning 404 hrs.

File Number

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HMAS ONSLOW	a/a	

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FOCAF	1/16/38	21, 6, 77	

Information Classifier	24, 6, 77
G. F. Thomas	(Date)
(Signature)	

FILE: 428/3/ 2313

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS ON SLOW REPORT OF PROCEEDINGS JUNE 1977

DNO *Workup + torpedo discharge trials + a successful*
DGNOP *visit to Newcastle. AMP + leave from 20 June.*
DCNS *25/7*
CNS
CNP *25/7*
CNTS *25/7*
DGLOG-N *25/7*
CNM *25/7*
DGSUP-N *25/7*
PRLO-N *25/7*
IADMIN-N *25/7*

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FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

No. A.F. 1/16/38

13 JUL 1977

Department of Defence (Navy Office)

HMAS ONSLOW - REPORT OF PROCEEDINGS - JUNE 1977

Forwarded.

J D Stevens

(J. D. STEVENS)
Commodore
for Commander Australian Fleet

Enclosure:

HMAS ONSLOW Report of Proceedings dated 1st July 1977

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HMAS ONSTOM Report of Proceedings dated 1st July 1977

Subject:

For Commander Australian Fleet
Commander
(P. D. STEVENS)

Forwarded

HMAS ONSTOM - REPORT OF PROCEEDINGS - JUNE 1977

Department of Defence (Naval Office)

EXPERIMENT 3138
12-0-11
10/1/77

END

FOR THE AUSTRALIAN NAVY

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I/I6/7524



H.M.A.S. ONSLOW,
at Neutral Bay,
1st July 1977.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

For Information

The Commander,
First Australian Submarine Squadron.

HMAS ONSLOW - REPORT OF PROCEEDINGS JUNE 1977

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship under my command for the month of June 1977. Times throughout are Zone Kilo (-10).

2. At the beginning of the month, ONSLOW was at sea in the East Australian Exercise Areas conducting the final phase of the safety work-up. The previous eight days had seen a progressive build up in experience and expertise in submarine operating, and on Wednesday 1st June 1977, ONSLOW conducted multiple casualty drills as the culmination of this training period. By the end of the day, ONSLOW felt confident to undertake the Safety Inspection scheduled for the following day.

3. The Inspection Team of Squadron Staff headed by Commander S/M (Commander I.D. ROBERTS, RAN) were embarked in Watsons Bay at 0800. The submarine then sailed for a full day of surfaced and dived safety evolutions initiated by the Inspecting Staff. ONSLOW's Ships Company handled the submarine safely and recovered from the many major disasters and calamities that befell them. At the end of the day ONSLOW was pronounced safe to continue with torpedo discharge trials and operational work-up. As with all phases of learning, ONSLOW must now strive to maintain the high operating standard attained by the end of the safety work-up.

4. On Friday 3rd June 1977, ONSLOW commenced a two week period of Torpedo Discharge Trials. The trials were split into four phases,

- a. Tube calibrations in harbour
- b. Inert torpedo firings to prove the operation

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of the torpedo discharge gear.

c. Mk 23 torpedo overall weapon system trial

d. Mk 8 torpedo overall weapon system trial.

5. ONSLOW sailed at 0805 on Tuesday 7th June 1977 to commence firings and during the period of the trial fired 24 Mk 8 Inert Discharge Torpedoes, 6 Mk 8 Mod 4 Practice Torpedoes and 7 Mk 23 Practice Torpedoes including one fitted with a primary battery.

6. This proved to be a busy period for the ship, sailing early to fire torpedoes and returning to HMAS PLATYPUS to load torpedoes. The progress of the trial was governed by the time taken by RANTME to service and return the limited number of practice torpedoes available. Even with this constraint and a period of heavy weather which aborted one days firing, ONSLOW managed to maintain the pace to complete the programmed trials. The trials also included a CASEX A5 Exercise against HMAS VAMPIRE on Thursday 16th June 1977.

7. During the trials on Tuesday 14th June 1977 one inert Mk 8 discharge torpedo fired from a depth of 200 feet failed to surface. ONSLOW surfaced and, with TRV 803, commenced searching for the weapon. VAMPIRE also searched through the area but with no success. After three hours, when no trace of the torpedo had been found, ONSLOW dived to continue trials. A technical investigation into this loss is being conducted by the Commander, First Australian Submarine Squadron.

8. Regretably the trials were only partially successful, the Mk 8 Torpedo Overall Weapons System Trial being aborted due to a Torpedo Control Calculator failure on the final day of the trial (ONSLOW URDEF I2/81). A repeat trial has been scheduled for 25th July 1977. Also an abnormality was noticed with number 4 tube in that the torpedoes were slow to accelerate from that tube. This has resulted in a constraint being placed on No. 4 tube when firing from below periscope depth (RANTAU KNO/DKU 200725 JUN 77). However it is not considered that this is a major operational constraint.

9. During the period ONSLOW took time off over the Bank Holiday weekend to visit Newcastle. ONSLOW sailed from Sydney at 1800 on Friday 10th June 1977 in particularly heavy weather, completed a dived passage and berthed at Merewether Wharf at 1000 on Saturday 11th June 1977. An official Cocktail Party was held onboard on the Saturday evening attended by some 35 guests, including the acting Lord Mayor (Alderman B.L. GOSPER) and a representative from RAAF Williamtown (Group Captain F. HOWIE).

10. The submarine was open to visitors from 1300 to 1600 on Sunday 12th and Monday 13th June and some 1500 people were shown through. The reception to the submarine was so great that as many had to be turned away as were shown through. A very enjoyable game of rugby was played

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(3)

against the Newcastle Veterans, who proved to be remarkably young and sprightly, and Newcastle's hospitality was, as usual, excellent. The submarine sailed at 1800 on Monday 13th June having had a most enjoyable and worth while visit which was, in all respects, an enormous success.

II. ONSLOW commenced her first AMP on Monday 20th June with half the Ships Company on leave. Major work is being carried out to repair those defects outstanding from trials and to clear the large URDEF list. The most important of these being,

- a. Sonar ANBQG (Micropuffs) - ONSLOW URDEF 5/8I
- b. Sonar 2007 Hydrophones - ONSLOW URDEF 9/8I
- c. CP in emergency switch - ONSLOW URDEF II/8I
- d. TCSS 9 - TCC defect - ONSLOW URDEF I2/8I
- e. Attack periscope alignment- ONSLOW INDEF 4/8I
- f. TTTC Circuits (Sonar tape recorder) - ONSLOW INDEF 6/8I
- g. OMC Auto Pilot replacement- Trials defect

This maintenance period is due to complete on Friday 8th July, the aim being to be materially fit to commence Operational Work-up.

I2. During the AMP, ONSLOW was challenged by HMAS STUART for the fleet sailing trophy, the Rawson Cup. The challenge was to take the form of two races sailed over a triangular course with three bosun crews per team. The match was scheduled for Thursday 30th June and the first race was sailed in strong SW winds. There were many casualties and capsizes and only two boats finished the race, both from ONSLOW. Due to the cold conditions, the soaked state of many of the crew and ONSLOW's impregnable position, STUART conceded the match and ONSLOW retained the Rawson Cup.

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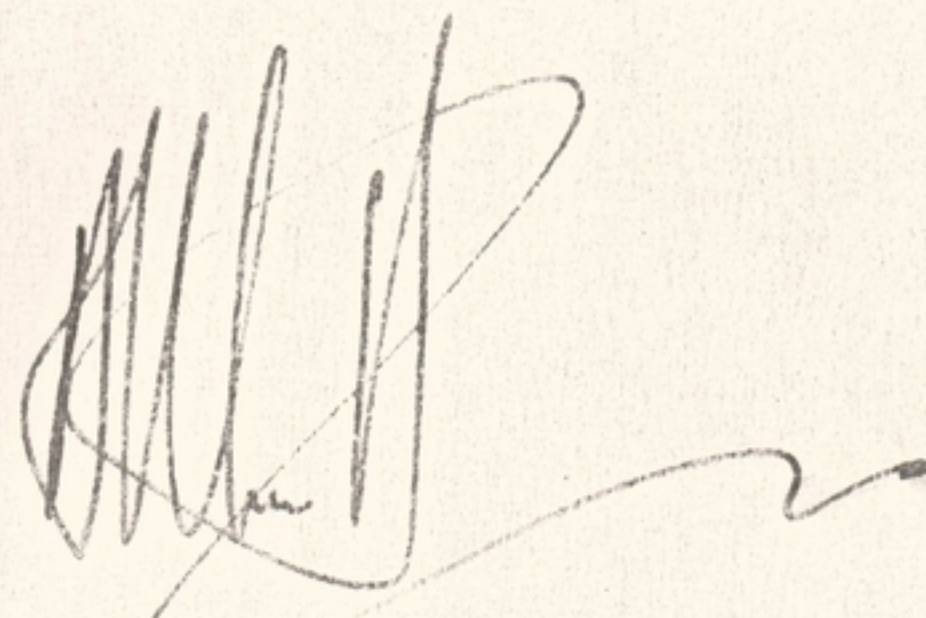
(4)

I3. After a busy month and a successful home port visit, the morale of the Ships Company remains high. The health and conduct of the Ships Company remains good.

I have the honour to be,

Sir,

Your obedient servant,

A handwritten signature in dark ink, appearing to be 'A.S.L. Smith', written in a cursive style.

(A.S.L. SMITH)
Lieutenant Commander, Royal Navy
Commanding Officer.

Annexes:

- A. Steaming Data - June 1977
- B. Exercises completed June 1977
- C. Notable periscope photographs (Notal)

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ANNEX A to HMAS ONSLOW
Commanding Officer's letter
I/I6/7524 dated 1st July 1977.

STEAMING DATA - JUNE 1977

I. Distance run during June,

Surfaced	258.47 miles
Dived	242.07 miles
	<hr/>
Total	490.54
	<hr/>

2. Hours underway during June,

Surfaced	41.39 hours
Dived	50.0 hours
	<hr/>
Total	91.39 hours
	<hr/>

3. Distance run since Commissioning - 2507.91 miles

4. Total hours underway since Commissioning - 495.39 hours.

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ANNEX B to HMAS ONSLOW
Commanding Officer's letter
I/I6/7524 dated 1st July 1977.

EXERCISES COMPLETED JUNE 1977

SAFETY WORK-UP

- 1st June - multiple casualty evolutions
- 2nd June - safety inspection

TORPEDO DISCHARGE TRIALS

- 7th June - Fired two salvos of 6 Mk 8 Inert Discharge Torpedoes against TRV 803 from P.D.
- 9th June - Fired one salvo of 6 Mk 8 Inert Discharge Torpedoes against TRV 803 from P.D.
- 14th June - Fired one salvo of 6 Mk 8 Inert Discharge Torpedoes against TRV 803 from 200 feet.
- Fired two Mk 23 Practice Torpedoes against TRV 803.
- 15th June - Fired three Mk 23 Practice Torpedoes against TRV 803 (including one fitted with a primary battery)
- 16th June - CASEX A5 against HMAS VAMPIRE - fired one salvo of four Mk 8 Practice Torpedoes in Selected Gyro Angle Fire (TCC failure)
- Fired two Mk 8 Practice Torpedoes against TRV 803 from 200 feet.

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File Number

N428

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23/3

DETAILS OF INFORMATION
ANALYSIS

Security Classification

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*NOTE: Please print all entries clearly.

REGISTRATION

Title REPORT OF PROCEEDINGS - HMAS ONSLOW
- JUNE 1977Mark to DCNS
(Name or Designation)A4-16
(Location)

Cancel File No _____ and inform Movements Section.

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Cross reference this file with: _____

SUBJECT INDEX

Posting	Precis	Initials
R 24. 2	a/a.	

NAME INDEX

Heading	Precis	Initials
HMAS ONSLOW	a/a	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF G.I.	1/16/38	13, 7, 77	

Information Classifier	(Date)
E. J. Mannas	15, 7, 77
(Signature)	

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

ON SLOW

REPORT OF PROCEEDINGS

JULY 1977

~~DNO~~ AMP, Lantour inspection, Lantour + sea trials + work-ups.

~~DGNOP~~ Para 7 refers to poor performance of Microputts + para 10

~~DCNS~~ to a photographic periscope reconnaissance with photographs at Annex E. p. 11/9

~~CNS~~

~~CNP~~

~~CNTS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~IADMIN-N~~

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

31/8/77

SMV



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ROYAL AUSTRALIAN NAVY

Telephone:
359-9111

Extension 3139

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

24 AUG 1977

No. A.F. 1/16/38

Department of Defence (Navy Office)

HMAS ONSLOW - REPORT OF PROCEEDINGS - JULY 1977

1. Forwarded.
2. The comments in paragraph 7 concerning the need for a visit by a Sperry field engineer are supported. Follow up action is in hand.

J D Stevens

(J. D. STEVENS)
Commodore
for Commander Australian Fleet

Enclosure:

HMAS ONSLOW Report of Proceedings 1/16/7622 dated 1st August 1977.

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DCNS
A4-16

HMAS Onslow N112.

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AUG 26 10 27 '77

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1811.

HMAS ONSLOW REPORT OF PROCEEDINGS 1/10/1977 dated 1st August

Enclosure:

For Commander Australian Fleet
Commodore
(J. D. SUTHERS)

10 10 10 10

no action is to be taken.

For a list of a variety of other matters are submitted. Follow

3. The comments in paragraph 1 concerning the need

4. Formatted.

HMAS ONSLOW - REPORT OF PROCEEDINGS - 1/10/1977

Department of Defence (Naval Office)

1/10/38

1/10/38

3438

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I/I6/7622



H.M.A.S. ONSLOW
at Sea

Ist August 1977

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Commander
First Australian Submarine Squadron
HMAS PLATYPUS

HMAS ONSLOW - REPORT OF PROCEEDINGS JULY 1977

Sir,

I. I have the honour to report the proceedings of Her Majesty's Australian Ship under my command for the month of July 1977. Times throughout are Zone Kilo (-10).

2. At the beginning of the month ONSLOW was alongside HMAS PLATYPUS conducting AMP I/77 with half the Ship's Company on leave. This had proved to be a full maintenance period with some major defects still outstanding from Sea Trials and refit and a full selection of planned maintenance being undertaken. The following major work was completed,

- a. CP in emergency switch rewired (URDEF II/8I)
- b. TCC replacement of the time of run servo (URDEF I2/8I)
- c. Attack periscope bearing re-alignment (INDEF 4/8I)
- d. OMC Auto Pilot was replaced
- e. Sonar Tape recording circuits (INDEF 6/8I)
- f. Replacement of three Sonar 2007 hydrophones

3. The maintenance period ended on Friday 8th July when preparations for the Harbour Inspection commenced in earnest. Although only recently out of refit a large amount of work and effort was required to bring the submarine to an inspection standard. The three days available for this final clean were predictably hectic and went all

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too quickly and on Thursday 14th, the Commander First Australian Submarine Squadron conducted the Harbour Inspection. Divisions were held at 1330 on the jetty alongside the submarine and were followed by an inspection of the submarine. Whilst one or two haircuts were noted as too long the general bearing of the Ship's Company and the high standard of appearance of the submarine were well commented on. This was most gratifying for the Ship's Company who had put in an enormous effort into its preparation. Departmental Inspections were carried out on Thursday and Friday.

4. The following week commencing on Monday 18th July was devoted to harbour training. The main portion of this week was spent at the Submarine Command Team Trainer, HMAS WATSON. During the first two days the Ship's Command Team carried out the normal end of maintenance period training package. However on Wednesday and Thursday more adventurous training was undertaken including a Periscope Reconnaissance, a Mine Lay, a Sub-Air co-operation game and finally Junior Officers Attack Training. These games were excellent value in proving the Ship's organisation and procedures and bowled out many mistakes and errors which otherwise would have had to be learnt at sea with a consequent slower progress. Unfortunately a late planning change meant that Friday's game, a Prowlex, had to be cancelled, with the submarine sailing for Index instead. The week also included a bomb threat exercise onboard and a day at the Hornsby Rifle Range for the Boarding Party.

5. ONSLOW sailed from PLATYPUS at 1500 on Thursday 21st to conduct a 24 hour shakedown prior to the commencement of Operational Work-up and during this period all systems were tested and all equipment proved. However the period was much reduced from the 48 hour period originally planned and was not long enough to complete the normal shakedown exercises and drills. ONSLOW berthed at PLATYPUS at 1500 Friday 22nd July and remained alongside for the weekend.

6. ONSLOW sailed at 0845 Monday 25th July to carry out the remaining Sea Trials including Torpedo firings. Due to an electrical defect on the TRV, it was forced to return to harbour and the TFX had to be cancelled. This proved to be a real misfortune as a gale blew up and the seas became too rough for torpedo recovery on the Tuesday. The OMC Trial was conducted instead which proved successful and the system is now fully operational.

7. On Tuesday 26th, HMAS BOMBARD was sailed to join ONSLOW in lieu of the TRV and AN/BQG (Micropuffs) trials were conducted during the afternoon. Unfortunately the set is still not operating satisfactorily (HMAS ONSLOW KNO/DKU 250845Z JUL 77). The expertise available in Australia has been exhausted with no improvement to the set and it is felt that until a Sperry Field Engineer is brought out the set will continue to operate below its designed performance.

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...../8.

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(3)

8. On Tuesday 26th and Wednesday 27th, BOMBARD acted as a target for ONSLOW for a Snoopex, Prowlex and underwater photography exercises. The training achieved was highly valuable even though a patrol boat is not the best target for an underwater look being too small, having a too shallow a draft and, in the prevailing conditions, often totally leaving the water.

9. On Friday 29th ONSLOW at last managed to beat the weather and the 'gremlins' and fired the final Mk 8 torpedoes of the Mk 8 Torpedo Overall Weapon System Test. Whilst the evaluation of these firings has not been completed it is anticipated that ONSLOW's weapon system will now be accepted into service.

10. As a finale to the month ONSLOW conducted a periscope reconnaissance off Long Bay. Pictures were taken from 1300 yards off the cliffs and, even though the time of day caused adverse lighting conditions, an excellent stereo strip panorama was taken. Within 20 hours ONSLOW's photographic team had produced an enlarged strip picture of Long Bay totally from onboard sources. The equipment to do this has been a long awaited dream in this submarine service and ONSLOW is the first submarine to be so fitted.

11. With two thirds of the work-up process completed ONSLOW goes into August with confidence for the Operational Readiness Evaluation on the 12th and Morale is high. The health and conduct of the Ship's Company remains good.

I have the honour to be,

Sir,

Your obedient servant.



(A.S.L. SMITH)

Lieutenant Commander, Royal Navy
Commanding Officer.

Annexes:

- A. Steaming data - July 1977
- B. Exercises completed during July 1977
- C. The first periscope enlargements produced totally from onboard resources.

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Annex A to HMAS ONSLOW
Commanding Officer's letter
I/I6/7622 dated 1st August
1977.

STEAMING DATA JULY

I. Distance run:

Surfaced	253.2 miles
Dived	<u>451.8</u> miles
Total	705.0 miles

2. Hours underway:

Surfaced	33 hrs
Dived	<u>96</u> hrs
Total	129 hrs

3. Distance run since commissioning - 3212.9 miles

4. Total hours underway since commissioning - 624.39 hrs

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Annex B to HMAS ONSLOW
Commanding Officer's letter
I/16/7622 dated 1st August
1977.

EXERCISES COMPLETED DURING JULY

18th	Boarding Party to Rifle Range
20th	Exercised Bomb Threat
21st	Fire in Engine Room
	Hydraulic Failure
	Plane changeovers
25th	Hydraulic failure
26th	Snoopex, Prowlex, Underwater look
28th	Hydraulic Failure
	Torpedo Firing Exercise
	Periscope reconnaissance
29th	Torpedo Firing Exercise

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Annex C to HMAS ONSLOW
Commanding Officer's letter
I/I6/7622 dated 1st August
1977.

PERISCOPE ENLARGEMENTS PRODUCED
TOTALLY FROM ONBOARD RESOURCES

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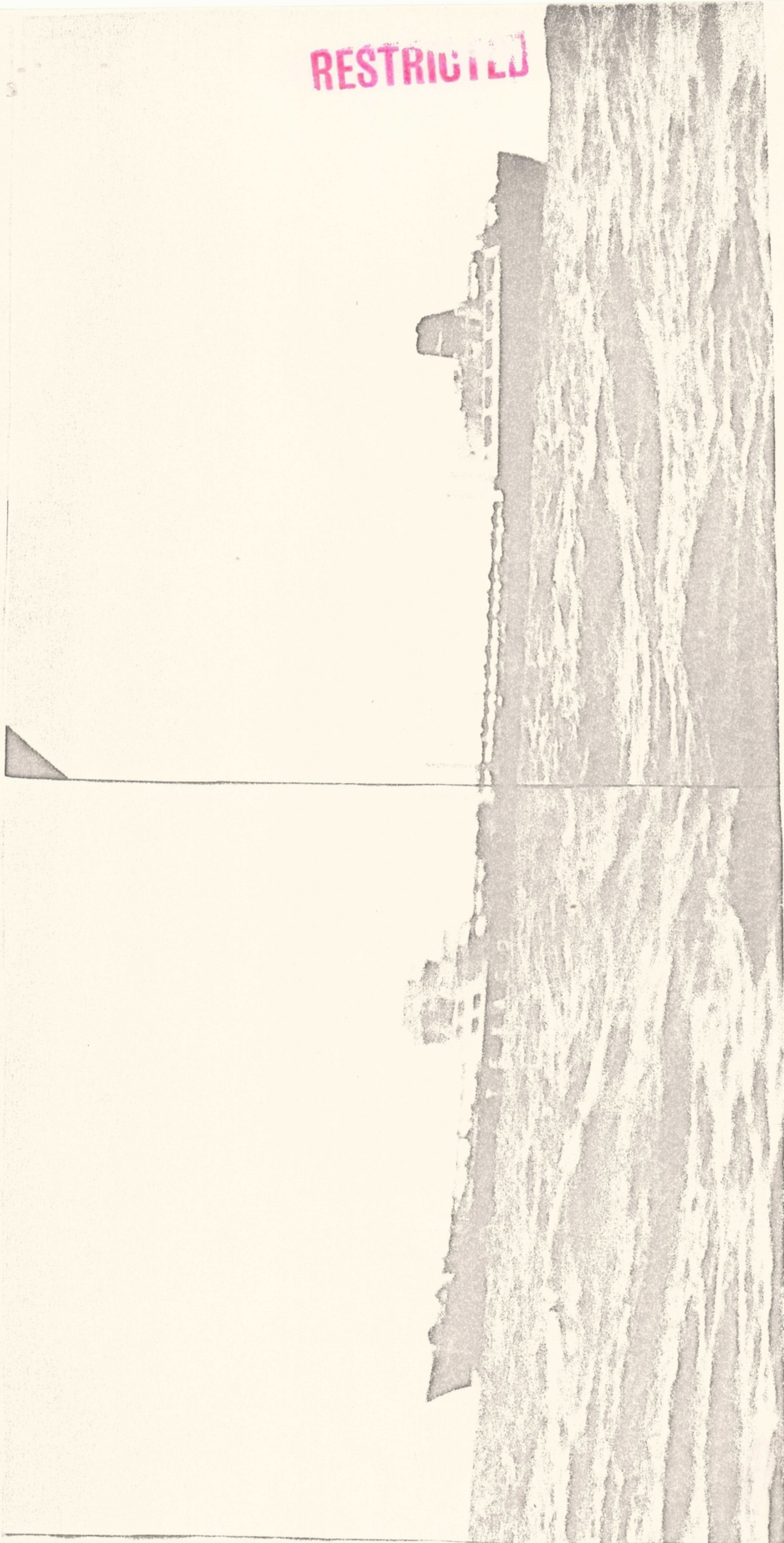
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HMAS BOMBARD taken undetected during Snoopex (para 8)

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One of the many large merchantmen 'sunk' off Sydney Heads during July.

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Long Bay Point - one of eighteen pictures taken from
1300 yards during a stereo strip panorama (para 10)

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File Number

N 428

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2416

DETAILS OF INFORMATION
ANALYSIS

Security Classification

~~UNCLAS~~ REST.

*NOTE: Please print all entries clearly.

REGISTRATION

Title REPORT OF PROCEEDINGS - HMAS ONSLOW - July
1977Mark to DCNS
(Name or Designation)A4 - 16
(Location)

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SUBJECT INDEX

Posting	Precis	Initials
<u>R 24.2</u>	<u>a/a</u>	

NAME INDEX

Heading	Precis	Initials
<u>HMAS ONSLOW</u>	<u>a/a</u>	

LOGGING

Originator	Originator's Reference	Date	Initials
<u>FOCAF.</u> <u>G.I.</u>	<u>1/14/38</u>	<u>24, 8, 77</u>	

Information Classifier

E. J. Mamas
(Signature)26, 8, 77.
(Date)

FILE: 428/3/2454

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

ONSHLOW

REPORT OF PROCEEDINGS

AUGUST 1977

DNO Continuation of operational work - up + ORE off
Sydney / JB. AMP at the end of the month. p. 27/9

DGNOP

DCNS

CNS

CNP

CNTS

DGLOG-N

CNM

DGSUP-N

PRLO-N

IADMIN-N

Handy Order should use D of D (N) letterheads for
official correspondence. 4/10.

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27/9/77

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ROYAL AUSTRALIAN NAVY

SMV

Telephone: 359-9111

Extension 3139

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

AF 1/16;38

19 SEP 1977

Department of Defence (Navy Office)

HMAS ONSLOW REPORT OF PROCEEDINGS - AUGUST
1977

Forwarded.

J D Stevens

(J. D. STEVENS)
Commodore
for Commander Australian Fleet

Enclosure:

EM
HMAS ONSLOW Report of Proceedings 1/16/7708 dated 1st September
1977

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INFORMATION ANALYSIS
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NAVY ONSTOR REPORT OF PROCEEDINGS 1/10/1108 dated 1st September

Enclosure:

1st Commander Australian Fleet
Commander
(1. D. STEVENSON)

OK

forwarded.

1811

NAVY ONSTOR REPORT OF PROCEEDINGS - AUGUST

Department of Defence (Navy Office)

18 SEP 1977

1/10/38

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ROYAL AUSTRALIAN NAVY

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I/I6/7708



H.M.A.S. ONSLOW

at Neutral Bay

1st September 1977.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Commander
First Australian Submarine Squadron

HMAS ONSLOW - REPORT OF PROCEEDINGS - AUGUST 1977

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ONSLOW under my command for the month of August 1977. All times are zone kilo (-10).

2. The beginning of the month saw ONSLOW in the midst of her operational work-up. At 0830 on Monday 1st August ONSLOW sailed from HMAS PLATYPUS to commence anti-submarine and co-ordinated submarine operations with HMAS OTWAY.

3. The first serial was a CASEX SI where firstly ONSLOW and then OTWAY fired a Mk 23 Torpedo against the other submarine. This was a most valuable exercise as all too often our practice torpedo firings are against simulated and unrealistic targets. Both submarines parted company at 1600 before completing a successful dived rendezvous at 2300. A co-ordinated transit was then executed over 60 miles with RAAF ORION opposition but neither submarine was detected.

4. From 1800 on 2nd August to 0600 on 4th August ONSLOW and OTWAY carried out a series of anti-submarine exercises commencing with a simple CASEX S3 and culminating on the 4th August with an advanced CASEX S5 which included the participation of two aircraft from 10 Squadron RAAF. These ORIONS co-operated with the attacking submarine to guide the attacker into an intercept, and then prosecuted the target submarine in their own right. Unfortunately safety restrictions meant that the

...../attacking

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attacking submarine had to go to safe depth early in the exercise removing some of the realism and reducing the benefit to the aircraft. However this period was of immense value to both submarines and much was learnt about the performance of the submarine and its sensors against a quiet target and the tactical handling of the submarine in short range detection situations. During this period the submarine had assumed a two watches system and, whilst this undoubtedly increased the strain on the Ship's Company, the reaction of the submarine in these short range situations was vastly superior to that of the three watch system. The experiment was assessed as a marked success.

5. The submarine then conducted an opposed transit until 2359 on 4th August but lack of opposition prevented full benefit being gained from this exercise. This was followed by a Sub-Air co-operation exercise on the 5th August with ONSLOW being tasked to intercept HMAS SWAN. After a high speed run ONSLOW intercepted and remained underneath SWAN for 45 minutes without being detected.

6. On Saturday 6th August ONSLOW carried out training exercises with a detachment of SAS personnel from 1st Commando Unit. In the morning dry drills were carried out alongside to prove the submarine's organisation and canoeists launch drills. In the afternoon wet canoe launches and canoe tows from the search periscope were successfully carried out off Sydney Heads. The training culminated in a covert night canoe launch, tow and recovery in Broken Bay. Having safely returned the SAS to Sydney at 0230 on Sunday 7th August the submarine proceeded to Jervis Bay for a banyan and beach rugby which was much enjoyed by all.

7. The final week of the work up was an anti-ship and inshore operations week and commenced with ONSLOW opposing the fleets exit from Sydney. At 1300 three Mk 8 Torpedoes were fired against HMAS SWAN but unfortunately one of the torpedoes failed to surface and was lost.

8. Over the next two days ONSLOW carried out two CASEX A5 exercises against HMA Ships PERTH, VAMPIRE, VENDETTA and SWAN, two overnight PROWLEX, a periscope reconnaissance and an exercise mine lay in the entrance of Botany Bay. ONSLOW returned to HMAS PLATYPUS to load torpedoes at 1900 on Wednesday 10th August.

9. During the previous ten days ONSLOW had exercised all her operational roles and had practised many safety evolutions. The submarine approached the Operational Readiness Evaluation on Thursday 11th August with great confidence. The submarine sailed at 0815 with The Commander

...../First

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First Australian Submarine Squadron embarked for this evaluation and a very full 24 hours was experienced which extended the crew but was also most professionally enjoyable. The day commenced with surfaced evolutions in Sydney Harbour before diving when clear of the heads. The submarine then suffered a major fire in the engine room. After a covert snort transit ONSLOW intercepted an 'enemy' force of HMA Ships PERTH and SWAN. PERTH was 'sunk' with a salvo of four Mk 8 Practice Torpedoes before ONSLOW commenced a second secure covert transit to Broken Bay. At 2300 ONSLOW surfaced to recover an agent in a small boat but when the agent failed to give the correct pass word the submarine dived and escaped to seaward. The submarine then bottomed and rigged the Fore-ends and After-ends for escape. The Evaluation finished with a mine lay in Sydney Harbour approaches and the 'sinking' of yet another merchant ship off the heads. *Examine*

IO. ONSLOW berthed at PLATYPUS at 0815 on Friday 12th August and was most pleased to become a fully fledged operational member of the fleet.

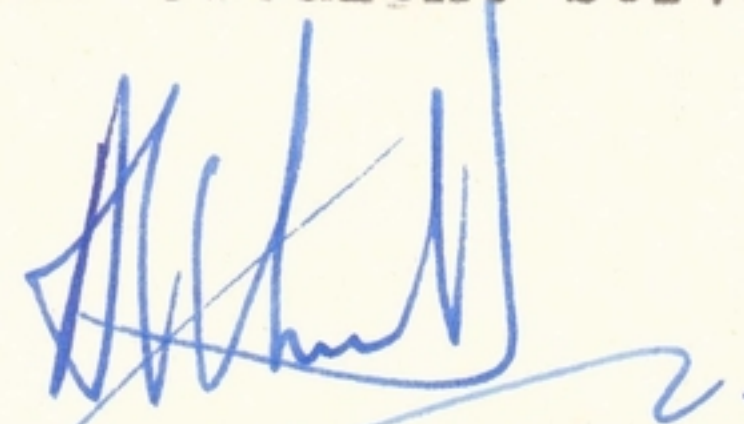
II. For the remainder of the month ONSLOW was at PLATYPUS conducting AMP 2/77 and preparing for the forthcoming deployment to Singapore. Whilst the submarine is generally running very well there is as always a full work load of maintenance. The main worry at the end of the month is the TGPU II which is defective (ONSLOW INDEF 16/81). The repair of this equipment is proving difficult with the defect now appearing to be in the wiring loom. Whilst Ship's Staff have every confidence that they can repair this defect the main worry is the proven unreliability of this equipment.

I2. Apart from a short lived gastric bug the health of the Ship's Company has been good. At the end of a successful work-up morale is high. The submarine now looks forward with great confidence and anticipation to joining the Australian Fleet in the deployment to South East Asian waters.

I have the honour to be,

Sir,

Your obedient servant,



(A.S.L. SMITH)

Lieutenant Commander, Royal Navy
Commanding Officer.

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...../Annexes

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Annexes:

- A. Steaming data - August 1977
- B. Exercises completed during August 1977.

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Annex A to HMAS ONSLOW
Commanding Officer's letter
I/I6/7708 dated 1st September
1977.

STEAMING DATA - AUGUST 1977

Distance run during August:

Surfaced	347 miles
Dived	<u>1031</u> miles
	<u>1378</u> miles

Time underway during August:

Surfaced	484 hours
Dived	<u>2354</u> hours
Total	2834 hours

Distance run since commissioning: 4591 miles

Time underway since commissioning: 907 hours

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Annex B to HMAS ONSLOW
Commanding Officer's letter
I/I6/7708 dated 1st September
1977.

EXERCISES CONDUCTED DURING AUGUST

1st	Mk 23 TFX
2 - 4th	Combined operations with HMAS OTWAY
6th	Special Operations (canoe launch)
8th	TFX - 3 Mk 8. Hydraulic Failure.
9th	V.P. Failure
	Go deep in emergency
	Hydraulic Failure
	Anti-ship CASEXs'
11th	Operational Readiness Evaluation

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File Number

N428	3	2454	
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DETAILS OF INFORMATION
ANALYSIS

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REGISTRATION

Title	REPORT OF PROCEEDINGS — HMAS ONSLOW — August 1977		
Mark to	DENS	A4-14	
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SUBJECT INDEX

Posting	Precis	Initials
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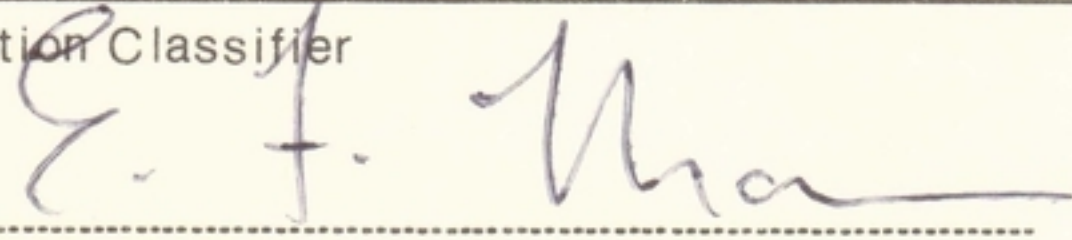
NAME INDEX

Heading	Precis	Initials
HMAS ONSLOW	a/a	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF G.I.	1/16/38	19, 9, 77	

Information Classifier

	23, 9, 77
(Signature)	(Date)

FILE: 428/3/2532

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

ON SLOW

REPORT OF PROCEEDINGS

SEPTEMBER '77

DNO Completion of HMP, Shakedown, Coral Sea / Solomon Sea

DGNOP Patrol + Boolee trials with DIAMANTINA + HMNZS TUI

DCNS

CNS

CNP

CNTS

DGLOG-N

CNM

DGSUP-N

PRLO-N

IADMIN-N

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ROYAL AUSTRALIAN NAVY

SMV

Telephone: 359-9111

Extension 3139

1Ae(N)
040433

AF 1/16/38

N428/31

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

28 OCT 1977

Department of Defence (Navy Office)

HMAS ONSLOW - REPORT OF PROCEEDINGS - SEPTEMBER
1977

Forwarded.

J D Stevens

(J. D. STEVENS)
Commodore
for Commander Australian
Fleet

Enclosure:

HMAS ONSLOW Report of Proceedings 1/16/7805 dated 1st October
1977

SECDENS

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ROYAL AUSTRALIAN NAVY

OFFICE FOR THE
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET
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12/18/38

28 OCT 1977

Department of Defence (Navy Office)

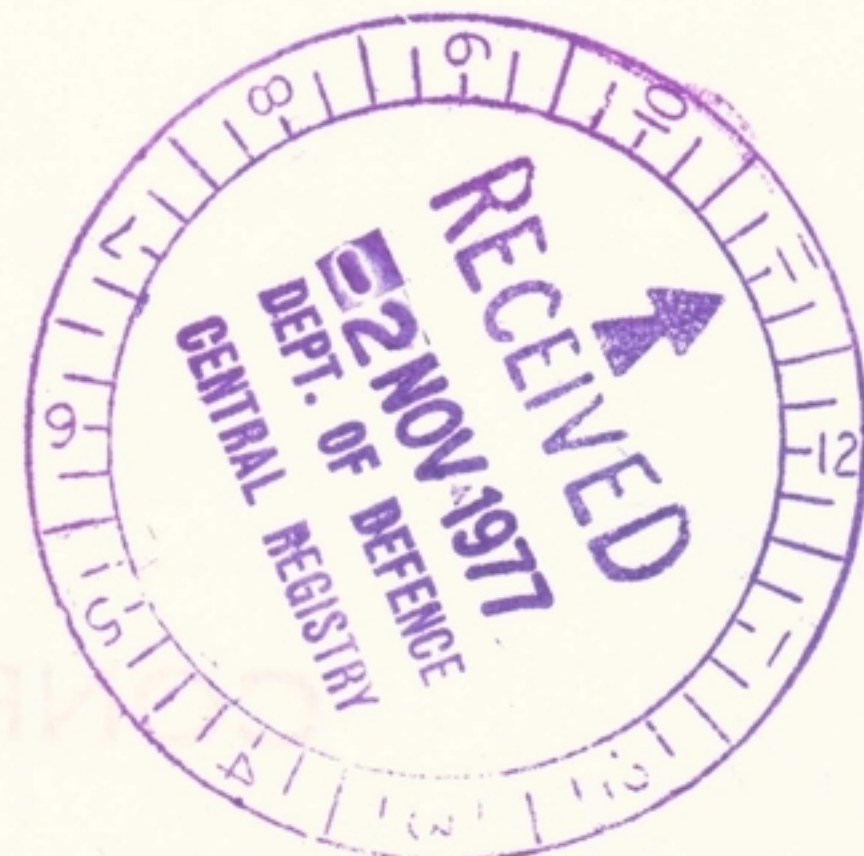
REPORT OF PROCEEDINGS - BRITISH

1977

forwarded.

(S. J. STEVENS)
Commander
for Commander Australian
Fleet

REPORT OF PROCEEDINGS 1/18/1907 dated 1st October



CONFIDENTIAL

CONFIDENTIAL

I/I6/7805



H.M.A.S. ONSLOW
At Sea

1st October, 1977.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
First Australian Submarine Squadron

HMAS ONSLOW - REPORT OF PROCEEDINGS - SEPTEMBER 1977

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ONSLOW under my command for the month of September 1977. All times are zone Kilo (-10).

2. At the beginning of this month ONSLOW was berthed at HMAS PLATYPUS conducting the final week of AMP 2/77 and preparing to depart from Sydney on a fourteen week deployment. This maintenance had generally gone well but at the end of the week the TCSS 9 fire control system had two major faults outstanding (HMAS ONSLOW URDEFS 16/81 and 17/81) and was becoming a major worry. However with the help of Vickers Cockatoo Dockyard and Base Staff these defects were rectified by Thursday 8th September.

3. The week commencing 5th September was designated the harbour training week and the ships attack team spent two days at the SCTT, HMAS WATSON. As always this period proved to be most beneficial to the team in maintaining the high standard of attacking achieved during work-up. It also helped the three new members blend in and become part of the team.

4. At 0905 on Monday 12th ONSLOW sailed to conduct post maintenance shakedown, sonar trials and torpedo firing exercises. Monday was spent testing all equipment and systems and included a dive to deep diving depth. On Tuesday, after embarking the Submarine Trials Team, the submarine proceeded

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to the rendezvous for the first TFX, only to learn that TRV 802 had returned to HMAS WATERHEN with a mechanical fault. This was unfortunate as, by Wednesday, there was a full gale blowing from the west and the torpedoes could not be fired.

5. HMAS AWARE joined ONSLOW as escort for Sonar ANBQG (Micropuffs) trials at 1300 on Tuesday and provided good service until 1900. At that time AWARE was also beaten by the weather and returned to Sydney to seek shelter. Again this was unfortunate as the trial on this most important sonar remains outstanding. A repeat trial has been programmed for January 1978.

6. ONSLOW returned to harbour at 1145 on Wednesday 13th and unloaded the six practice torpedoes. At 1600 that evening the submarine conducted an exercise Operation Awkward, an exercise that had to be cancelled during the work-up. The exercise commenced with a demonstration of diving equipment and likely saboteur techniques given by divers of Clearance Diving Team Two. The operation awkward commenced in earnest at 1800 with CDT 2 divers attempting to plant limpet mines on the pressure hull. Two mines were successfully positioned but ONSLOW's diving team quickly located them during a subsequent bottom search. The exercise proved to be immense value in:

- a. Proving the submarines internal organisation.
- b. Providing realistic training in detecting divers attacking the submarine.
- c. Exercising the ships diving team in conducting a bottom search.

The only reservation felt was that there were no fleet or squadron staff to monitor the progress of the exercise. This was a work-up exercise and it is always difficult to see the faults in ones own organisation, however efficient.

7. After final preparations ONSLOW sailed on deployment at 1000 on Monday 19th September. During the initial section of this deployment ONSLOW is tasked to conduct a training surveillance patrol of the Solomon Seas. The patrol ends on October 13th when the submarine arrives at Cairns for a visit.

8. The first phase of the patrol was a long covert transit to the Coral Sea. All ships and aircraft encountered were to be treated as hostile. ONSLOW was tasked to make an SOA of 8.6 knots which is a high speed for a submarine to sustain over a long distant dived passage. In order to achieve this aim a policy of snorting dived by day and running fast on the surface by night was chosen, the principle being to remain undetected by day and not to be identified as a submarine by night. At night the submarine lights were disguised and the submarine was manoeuvred so as to remain

.../outside

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outside a range of three miles from all contacts. In the shipping lanes up the East Australian Coast, this kept the command very busy. To add to the problem an adverse current of over two knots was running, increasing the required SOA to over ten knots. This was much too high a speed for a covert passage and had the environment been really hostile would have been impossible. Nevertheless ONSLOW arrived in the Coral Sea on time and it is considered that the passage was made undetected throughout.

9. On Sunday 24th September a short sub-air co-operation exercise was conducted with a P3B ORION aircraft who broadcast a shipping plot to the submarine. By this method HMAS DIAMANTINA was identified and this assisted ONSLOW in making a rendezvous with DIAMANTINA and HMNZS TUI the next day at 0800.

10. ONSLOW spent two days with DIAMANTINA and TUI conducting trials for project BOOLEE. Apart from the usual eccentric scientist approach of asking for the impossible in half the time the trial went well. ONSLOW had various tasks to perform which meant a lot of snorting and deep runs out to 45 miles from the ships, surfacing at regular intervals to drop charges. The submarine was worked hard over this period and it is hoped that the project is a success.

11. On the second day out from Sydney number two air conditioning unit (No 2 ACU) had suffered a freon leak from a burst flexible pipe. No spare was carried and after 48 hours of hard labour the engineering department were unable to make temporary repairs. The ambient temperature rose alarmingly in the submarine, on one occasion reaching 130F in the engineroom. The real worry was the high incidence of electrical failure from overheating. URDEF 20/81 was raised and an airdrop of stores arranged. However during project BOOLEE a transfer of stores from DIAMANTINA was effected by floating stores across to ONSLOW in heavy weather. These stores allowed a temporary repair to be made which should last until arrival Cairns when a permanent repair will be made. This meant that the expense of the air drop could be avoided and the drop was cancelled. This is ONSLOW's first extended period away from the 'apron strings' of the parent squadron and the submarine was glad to be able to complete repairs on a self help basis.

12. From 0800 on Tuesday 27th September ONSLOW returned to her primary task, a training surveillance patrol in the Solomon Sea. A three day covert transit from the Coral Sea, through the Rossel Island and Pocklington Reef gap, to the Solomon Sea was conducted at a realistic speed of six knots, and by 0800 on Friday 30th September ONSLOW was on patrol off the Bougainville Strait. Here the submarine monitored shipping

.../movements

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movements of all traffic using this strait, especially that traffic between Japan and Australia.

13. This sort of surveillance operation makes the best use of all the Australian 'O' Boat characteristics and capabilities and is not practiced enough. ONSLOW is convinced that this should be the submarine arms primary role and feels particularly grateful to have been allocated four weeks of totally self-dedicated time to investigate and train in this type of operation. The submarine is keeping full records of her activities which will be forwarded to The Commander, First Australian Submarine Squadron, on completion of the patrol.

14. At the end of the month the submarine is performing well. Ten new members have joined the ships company since the end of work-up in August, eight of whom are in complement billets. ONSLOW now has seven Part Three trainees, four of whom are borne additional for training. Whilst the need is well understood it is always sad to see members of the ships company leave so soon after work-up.

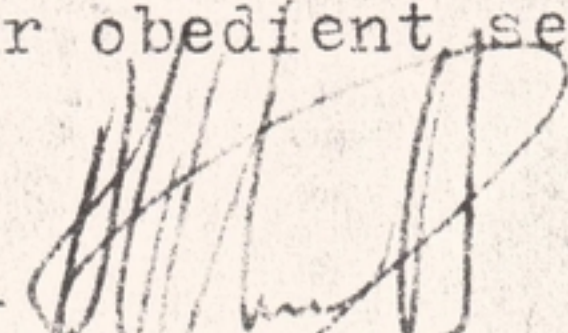
15. The ships company have been given their quarterly security brief.

16. The health of the ships company is good. The crew are slowly settling down to the very much slower life of the 'listen and wait' required for surveillance operations. With a visit to Cairns and joining the fleet deployment in October the ships company have plenty to look forward to in the month ahead.

I have the honour to be,

Sir,

Your obedient servant,



(A.S.L. SMITH)
Lieutenant Commander, Royal Navy
Commanding Officer.

Annexes: A. Steaming Data - September 1977

B. Exercises Conducted during September 1977

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Annex A to HMAS ONSLOW
Commanding Officer's
letter I/I6/ 7805
dated 1st October 1977.

STEAMING DATA - SEPTEMBER 1977

Distance run during September:

Surfaced 767 miles

Dived 1720 miles

Time underway during September

Surfaced 74 hours

Dived 262 hours

Distance run since commissioning: 7078 miles

Time underway since commissioning: 1243 hours

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Annex B to HMAS ONSLOW
Commanding Officer's
letter I/I6/7805
dated 1st October 1977

EXERCISES CONDUCTED DURING SEPTEMBER

7th/8th Attack Team Training at SOTT, HMAS WATSON
12th - 14th Blind Pilotage
 Index
 Post-Maintenance Shakedown
 Sonar AN/BQG Trial
 TFX Cancelled - Weather
14th Operation Awkward
19th - 30th Covert Transit and Surveillance Patrol
 Daily Part Three Training (1330-1530)
 Daily Evolutions (1530 - 1630)

File Number

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DETAILS OF INFORMATION
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R24.2	AS TITLE	

NAME INDEX

Heading	Precis	Initials
<u>HMAS ONSLOW</u>	AS TITLE	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF	1/16/38	28/10/77	

Information Classifier

<u>fwall</u> (Signature)	3, 11, 77. (Date)
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DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2590

HMAS

ON SLOW

REPORT OF PROCEEDINGS

OCTOBER '77

DNO Patrol in the Solomon Sea, passage + visit to Cairns,
 DCNS participation in Exercise Southern Cross II + passage
 to Singapore for the TH SE Asian deployment. fr. 13/12

CNS

DGNPP

CNORP

CNP

CNTS

DGLOG-N

CNM

DGSUP-N

PRLO-N

IADMIN-N

NOTES:

- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
- B. The report will be given again to Heads of Division with Director's comments if there is any matter of special interest in those comments.
- C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
- D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

AB 12/12/77

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(N)

ROYAL AUSTRALIAN NAVY

041464

SMV

Telephone: 359-9111

Extension 3139

N428/3/

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

AF

1/16/38

24 NOV 1977

Department of Defence (Navy Office)

HMAS ONSLOW - REPORT OF PROCEEDINGS - OCTOBER 1977

Forwarded.

J D Stevens

(J. D. STEVENS)

Commodore

for Commander, Australian Fleet

: Enclosure:

HMAS ONSLOW Report of Proceedings 1/16/7824 dated 1st November 1977

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See DCMS

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10 NOV 1977

I/I6/7824



H.M.A.S. ONSLOW
At Sea

1st November 1977.

The Flag Officer Commanding
HM AUSTRALIAN FLEET
FLEET HEADQUARTERS

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
First Australian Submarine Squadron

HMAS ONSLOW - REPORT OF PROCEEDINGS - OCTOBER 1977

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ONSLOW under my command for the month of October 1977. All times are zone Kilo (-10).

2. At the beginning of the month ONSLOW was dived in the Solomon Seas off the Bougainville Strait at the start of a training surveillance patrol. The patrol was tasked by COMAUSSUBRON ONE Operation Order 5/77 from which ONSLOW formulated the following main aims and objectives:

- a. To enter the Solomon Seas, conduct a surveillance patrol, and leave the Solomon Seas remaining undetected throughout.
- b. To carry out surveillance of shipping in the Solomon Seas to establish the characteristics and routes of merchant traffic using these waters, with special emphasis on ships bound to and from the Australian mainland.

3. In order to determine the pattern of shipping activity in the area ONSLOW established the need to visit all expected focal points of shipping within the area allocated for the patrol, and to transit between these points along the

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expected shipping routes. These focal points were visited as follows:

30th September - 1st October	Bougainville Strait
3rd October - 5th October	Pioneer Channel
6th October	St Georges Channel
7th October	Revisit Pioneer Channel
9th October	Laughlan Island

4. The initial surveillance area off Bougainville Strait was very quiet and over a 48 hour period little shipping was seen with the exception of the P and O lines 'ARCADIA' on a cruise from Rabaul to Honiara. It was established that this channel is no longer used as a major shipping route from Japan to Australia, probably due to the restricted depth of water for modern ships, and the difficult navigation required through the strait. This was contrary to all information contained in the pilot, Pacific routing charts, and Ocean Passages of the World, which all indicated that the Bougainville Strait passage was the main Japanese Australian sea link.

5. ONSLOW then transited to the Pioneer Channel and the traffic density increased dramatically when the shipping lane was reached. This traffic remained constant at about ten large ships each day during the whole time ONSLOW spent in the area. This proved beyond reasonable doubt that the main Japanese Australian shipping route is through the Pioneer Channel, around Laughlan Island and through the Rossel Island and Pocklington Reef gap. During the time in the Pioneer Channel ONSLOW intercepted the only Red Chinese ship of the patrol, the 'TIAN - HAI' and also the largest ship, the Norwegian Bulk Carrier 'JESSIE STOVE' at 108,000 Deadweight tons.

6. Only a short visit was made to the St Georges Channel ~~was made~~ but, as expected, only local traffic was found. The submarine then transitted, via the Pioneer Channel, to an area to the east of Laughlan Island, staying in the shipping lanes at all times as proved by the traffic density. After a further 24 hour period ONSLOW moved to her surfacing position to the North of the Louisiade Archipelago. ONSLOW surfaced at 2000 on 10th October and transitted through the Jomard Island Passage to the Coral Sea under the cover of darkness thus leaving the Solomon Seas as they were entered, undetected. During the patrol full records were kept which have been forwarded to the Commander, First Australian Submarine Squadron for analysis and a full report on the patrol was made in HMAS ONSLOW's Letter 5/7/7809 dated 11th October.

7. It was considered that the patrol had been a marked success. The submarine had shown its undeniable ability to remain self sufficient, and carry out a surveillance patrol over an extended period whilst in the close vicinity of

.../shipping

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shipping remaining totally undetected. At the same time a considerable amount of intelligence was gained which has increased the overall knowledge of shipping in this area, an important area to Australian merchant commerce. The submarine had, in other words, proved itself in its best suited role, surveillance.

8. At 0800 on the 11th October ONSLOW shut off from diving, went to passage routine and set course for Cairns. Since re-dedication in April ONSLOW had never completed a whole day at sea without diving at some stage or other. This is considered quite a record to be proud of for an Australian Submarine. For this first all passage day, the submarine ran down wind and sea but, as the casing was reasonably dry, the ship's company were able to come on the casing and see the sun for the first time in twenty three days. This breath of fresh air was immensely enjoyed by the men. Apart from a short stop to repair a defective oil lubrication pump on the port main motor, the passage was uneventful and ONSLOW berthed at IO Wharf Cairns at 0900 on Thursday 13th October. The submarine was met by the Commander, First Australian Submarine Squadron who was debriefed on the conduct of the Solomon Seas patrol.

9. The visit to Cairns was a well earned rest for the ship's company who thoroughly enjoyed themselves whilst maintaining excellent behaviour ashore. The submarine fuelled on arrival before moving to a town wharf on Friday morning. A cocktail party was given on Friday night for forty guests which proved to be most successful. ONSLOW's visit coincided with Cairns' annual 'Fun in the Sun' festival and the submarine featured in the official programme. With this excellent publicity and the town overflowing with holidaymakers, the reception to the submarine when open to visitors was overwhelming. ONSLOW was open for 3½ hours on Saturday and Sunday and was packed to capacity throughout. A total of 2,200 guests were shown through the submarine but many had to be turned away. This, with the eight parties of local youths shown through the submarine in the mornings, really proved the popularity and fascination that are always found in submarines on these occasions.

10. After attending the pre-exercise brief for Southern Cross II at RAAF TOWNSVILLE on Monday 17th October, ONSLOW sailed from Cairns at 1700 and headed through the Grafton Passage to the exercise areas. During Southern Cross II ONSLOW carried out eight Bravo series casexes with ORION and TRACKER aircraft and eight Alfa and Charlie series casexes with HMAShips PERTH and SWAN and TNI-AL Ships KRI MARTADINATA and KRI NGURAH RAI. Whilst the exercises were understandably slow and simple, ONSLOW achieved some training value and put in six good attacks. A national report on the exercise was made in HMAS ONSLOW Letter 5/5/7820 dated 24th October 1977.

11. During the exercise ONSLOW took the opportunity to photograph all the participants and these shots are at Annex C. The Commanding Officers of KRI MARTADINATA and KRI NGURAH RAI were presented with pictures of their ships as seen from ONSLOW to further the aim of friendly relations. At 1600 on Friday 21st October ONSLOW detached from exercise Southern

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.../Cross

Cross II and, after landing the exercise observer at Cairns, set course for Singapore.

12. A reef passage is always a delight and this passage was no exception. With the wind and sea behind, the submarine made good time and was able to stop and anchor in Shelburne Bay on 23rd October for four hours to let ONSLOW's fishing competition commence. Whether due to the time of day, anchorage position, or just plain poor fishing was difficult to tell, but results did little to supplement the victualling account before weighing and proceeding at 1700. Other entertainments during the reef passage were a bar-b-que on the casing and the use of the cable access locker as a swimming pool to cool off in the hot weather. ONSLOW departed the Prince of Wales channel to complete the reef passage at 2300 on Sunday 23rd October. *ugh!*

13. A most useful piece of new equipment used extensively throughout the reef passage was the Willis Seaphone VHF Transceiver. All ships were challenged on Channel 16 and all replied. Apart from exchanging identities, it was most useful for the Officer of the Watch to be able to exchange navigational and manoeuvring intentions. This did much to avoid any mutual interference or hazardous situations developing during the more tortuous sections of the reef. *at long last*

14. After leaving the Torres Strait until the end of the month ONSLOW has continued the passage to Singapore transitting the Lombok and Sapudi Straits. The weather has remained hot and calm throughout. The submarine has kept itself busy with maintenance, training, evolutions, and catching up with the ever heavy paper workload. Three five hour dived periods were most useful in maintaining crew efficiency in ship safety evolutions and also helped to progress part three training. This culminated in a flooding exercise from deep on Saturday 29th October.

15. The submarine has performed well during the month. The only major defect was a burst diaphragm of No 6 Tube Impulse Cut-off Valve (ONSLOW URDEF 21/81). The diaphragm was replaced successfully but torpedoes may not be fired from this tube until it has been recalibrated. Regrettably this cannot be achieved until ONSLOW returns to Sydney in December. All other defects have been repaired by ship's staff which included a cylinder head change on the starboard engine.

16. The ship's company have been lectured on the dangers of drugs and drug abuse and the consequences of conviction within the Navy or ashore in Singapore. No problems are envisaged but a timely reminder was felt prudent.

17. At the end of the month ONSLOW was picking her way through a fleet of 160 Indonesian fishing boats under sail

.../prior

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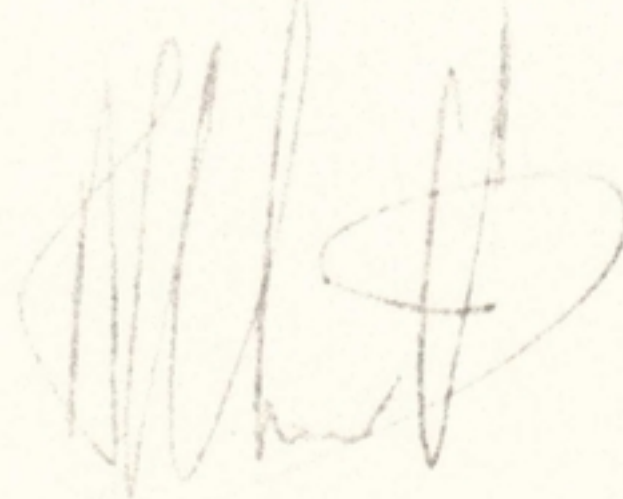
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prior to arriving in Singapore on Thursday 3rd November. After 42 days at sea since leaving Sydney on 19th September, with only a short visit to Cairns, morale is high. The crew eagerly anticipate the visit to Singapore, which for many is a return to old hunting grounds. The health and conduct of the ship's company remains good.

I have the honour to be,

Sir,

Your obedient servant,



(A.S.L. SMITH)
Lieutenant Commander, Royal Navy
Commanding Officer.

Annexes: A. Steaming Data - October 1977
 B. Exercises Conducted during October 1977
 C. Southern Cross II participants.

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Annex A to HMAS ONSLOW
Commanding Officer's
letter I/I6/7824
dated 1st November 1977

STEAMING DATA - OCTOBER 1977

Distance run during October:

Surfaced 3228 miles

Dived 1563 miles

Time underway during October

Surfaced 331 hours

Dived 309 hours

Distance run since commissioning:

11869 miles

Time underway since commissioning:

1882 hours

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Annex B to HMAS ONSLOW
Commanding Officer's
letter I/I6/7824
dated 1st November 1977

EXERCISES CONDUCTED DURING OCTOBER 1977

1st - 11th

Training Surveillance Patrol

17th - 21st

Exercise Southern Cross II

8 Casex BI/B2 (22½ hours)
2 Casex A2 (5 hours)
2 Casex A3 (6 hours)
4 Casex C2 (11 hours)

24th - 26th

Daily POOW Training

27th - 29th

Five hour dive each day for safety
evolutions which included:

3 Attacks with breakdown fire
VP Failure
HP Air Burst
Fire - NAE Beacon accident
Hydraulic burst then Fire in the AMS
Plane Failures
Planing Astern
Control from Aft
Emergency go deep with emergency
stations
Flood

Throughout the period Part Three Training has been
conducted daily 1330 - 1530.

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Annex C to HMAS ONSLOW
Commanding Officer's
letter I/I6/7824
dated 1st November 1977

EXERCISE SOUTHERN CROSS II

PARTICIPANTS

Captions:

1. HMAS PERTH
2. HMAS SWAN
3. KRI NGURAH RAI (344)
4. KRI MARTADINATA (342)
5. P3B ORION
6. S2G TRACKER
7. HMAS STALWART WESSEX

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File Number

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HMAS ONSLOW	AS TITLE	

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Originator	Originator's Reference	Date	Initials
FOCAF	1/16/38	24/11/77	

Information Classifier

fuall	30/11/77
(Signature)	(Date)

DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2652

HMAS ONSLOW

REPORT OF PROCEEDINGS NOV 1977

DNO Sudden deployment, SMP in Singapore, + participation
in Compass 77. A number of photographs are appended.

DCNS

CNS

DGNPP

CNORP

CNP

CNPS

DGLOG-N

CNM

DGSUP-N

PRLO-N

IADMIN-N

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- NOTES:
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ROYAL AUSTRALIAN NAVY

SMV

Telephone: 359-9111

Extension 3139

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

AF 1/16/38

09 JAN 1978

Department of Defence (Navy Office)

HMAS ONSLOW - REPORT OF PROCEEDINGS - NOVEMBER 1977

Forwarded.

J. D. Stevens

(J. D. STEVENS)
Commodore RAN
for Commander Australian Fleet

cd Enclosure:

HMAS ONSLOW Report of Proceedings 1/16/7920 dated 1st December 1977

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15 JAN 1978
15 JAN 1978

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NAVY SECRETARIAT REPORT OF PROCEEDINGS 1/10/1950 dated 1st December 1951

Enclosure:

For Commander Australian Fleet
Commodore RAN
(1. D. STEVENS)

Forwarded.

NAVY SECRETARIAT - REPORT OF PROCEEDINGS - NOVEMBER 1951

Department of Defence (Navy Office)

10 JAN 1952

1/10/38

EXAMINER 3138
1/10/38
NAVY SECRETARIAT
H.M. AUSTRALIAN FLEET
BYE OFFICER COMMANDING
OFFICE OF THE

ROYAL AUSTRALIAN NAVY

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1-16-38

27

I/I6/7920



H.M.A.S. ONSLOW
At Sea

Ist December 1977.

The Flag Officer Commanding
HM AUSTRALIAN FLEET
Fleet Headquarters

For Information:

The Commander
First Australian Submarine Squadron

HMAS ONSLOW

REPORT OF PROCEEDINGS - NOVEMBER 1977

Sir,

I. I have the honour to report the proceedings of Her Majesty's Australian Ship ONSLOW under my command for the month of November 1977.

2. At the beginning of the month ONSLOW was transiting the Indonesian Archipelago on passage to Singapore. In accordance with current regulations, Royal Australian Navy submarines are not allowed to dive in the Archipelago and the past four days had been most uneventful. As there was time in hand, the submarine stopped for fishing for two hours and fifteen lines were quickly over the side. Regretfully "the one that got away" was the story of the day.

3. At 1800(-7 $\frac{1}{2}$) on 1st November a well dressed 'scribe' presented the Commanding Officer with a parchment scroll, commanding him to stop his ship at latitude zero in order to pay his respects to Neptunus Rex. Accordingly at 1200 on 2nd November ONSLOW stopped and was boarded by his imperial majesty from the deep and his entourage. Six of the ships company were crossing the line for the first time and were presented for cleansing. Also a number of charges were laid against certain members of the crew and these were all answered and punished, normally without defence. This traditional ceremony was enormously enjoyed by the ship's company and culminated in a general 'hands to bathe' and a bar-b-que on the casing. A picture history of Neptune's



.../visit

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visit is at Annex C. By co-incidence the 'crossing of the line' ceremony also marked the halfway point in the deployment.

4. Later the same day the scavenge pump on the port generator failed, and the generator had to be stopped and could not be run again until a spare pump was fitted. Luckily the submarine was within easy reach of Singapore and did not have to delay her time of arrival. This defect (HMAS ONSLOW URDEF 22/8I) was repaired during the Self Maintenance Period in Singapore.

5. ONSLOW arrived off Johore Shoal Buoy at 0700(-7½) on 3rd November and exchanged identities with the Republic of Singapore Navy Patrol Boat DAUNTLESS. After an uneventful trip up Johore Strait ONSLOW secured at seven berth Sembawang Naval Stores Basin. With the initial administrative problems over, the ship's company were taken by bus to the Equatorial Hotel, Bukit Timah Road, Singapore, which was to be home for the next two weeks. This was an above average hotel and allowed the ship's company the rest, relaxation and escape needed from the highly cramped submarine environment.

6. The next day ONSLOW slipped and moved into the main channel in order to allow HMAS PERTH to berth alongside. ONSLOW then completed a sternboard approach and berthing manoeuvre on PERTH which was successfully completed and most satisfying. After this PERTH became ONSLOW's second hotel providing many facilities such as duty watch meals, money changing and laundry. It was only by a narrow margin that PERTH lost to the Equatorial as the best hotel in Singapore.

7. It was a pleasure to call on you, Sir, on the 5th November and an honour to receive you onboard ONSLOW on 8th November. We were particularly pleased to have the opportunity to tell the story of the Solomon Seas Patrol, with its problems, successes and intelligence obtained. This command strongly believes that this type of operation shows the Australian Oberon Submarine at its best and that the techniques and expertise gained on ONSLOW's patrol should be continued, developed and improved with more operational patrols in the future. My officers also enjoyed the opportunity to air their views and found an attentive audience.

8. The Self Maintenance Period in Singapore went all too quickly. A large amount of maintenance was achieved to get the submarine in top condition for the homeward leg and a complete external cosmetic paint was achieved to repair the damage of a mainly dived period of fifty six days at sea. In addition the ship's company played sport of one kind or another most days against some strong opposition but were well pleased to win as many as they lost. A large number of 'rabbits' were purchased in Singapore where there are still many good bargains to be found, and there were many very successful social events to attend. It was therefore with a well rested but poorer crew that ONSLOW sailed from

.../Singapore

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(3)

Singapore on 17th November, happy to be commencing the return trip to Sydney.

9. Before leaving the Johore Strait ONSLOW paid a short visit to HMAS STALWART anchored in midstream, berthing alongside HMAS SWAN. This important stop was to load frozen and bonded stores and land the multitude of large and heavy articles purchased by the ships company in Singapore for transportation to Sydney. At 1300 (-7½) ONSLOW was again ready and proceeded to sea.

10. The next five days, 17th - 21st November, were well spent in the local exercise areas. These areas have been well used in the past by submarines, however, this water is very shallow for submarine submerged operations and, with VLCC deep draught vessels common on local shipping routes and only 50 feet under the keel, great care had to be exercised. In addition a speed limit of eight knots was imposed on the submarine. The first two days were spent in independent exercises allowing the ship's company to shake Singapore out of their systems and the new Marine Engineer Officer, Lieutenant G.J. HETTING, time to settle in. On the 19th November ONSLOW commenced a series of simple casex serials with HMA Ships VAMPIRE and SWAN and RMN Ship RAHMAT. Sadly, after only one serial, RAHMAT suffered a fire in the tiller flat and withdrew from future serials leaving the Royal Australian Navy by itself. These casexes continued until 21st November with the submarine being allowed to attack in the final serial.

II. On the 20th November we were again honoured, Sir, to welcome you onboard for a day at sea. In retrospect the day that was planned was too busy and too short to give the Fleet Commander the attention the occasion demanded. However we believe we showed you more of the submarine in action and more of interest than is normally possible. The day started with an underwater look at HMAS STUART. This was an exercise that ONSLOW had not managed to complete before but is a vital intelligence gathering technique. It is however an operation that requires the maximum concentration from every member of the crew to ensure its safe completion. Even though the underwater visibility was poor we were pleased to be able to station ourselves under STUART's stern to give you an excellent view of her propellers and rudder. The day also included a three hour pro-submarine attacking serial which gave the First Lieutenant his first chance to carry out attacks at sea against a manoeuvring target. This was vital to allow a fair assessment to be made in the recommendation for submarine command. At 1600 (-7½) you returned to your Flag Ship by boat and we sincerely hope that you enjoyed your short day on ONSLOW.

12. At 1130 (-7½) on 21st November ONSLOW detached from

.../local

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(4)

local area exercises for passage up the Malacca Strait via the Singapore Strait. The Singapore Strait was transitted at dusk and an incredible density of shipping was encountered. The first team was closed up for a long period to ensure safe navigation through the strait.

I3. At 0800(-7) on 24th November ONSLOW dived and carried out a snort transit to a position south of the Nicobar Islands where a patrol was established waiting for a planned interaction with Task Group 327.4 early the next day. Exactly on time the task group ships were detected and ONSLOW, having evaded the escorts beneath the thermoclyne, returned to periscope depth at first light and attacked STALWART firing a salvo of six simulated Mk 8 torpedoes from 1200 yards. On completion of the attack ONSLOW surfaced and completed a mail transfer from HMAS STALWART by helicopter. A cryptic signal from STALWART read "You should choose your targets with more care; your mail got wet."

I4. After this interaction ONSLOW headed South West to a position to start exercise Compass 77. This exercise has been reported on separately with an exercise narrative (HMAS ONSLOW KKN/KEB 010900Z DEC 77) and post exercise report (HMAS ONSLOW letter 5/7/79I5 dated 4th December 1977). ONSLOW was to simulate a Russian Foxtrot class submarine and as such 'ONSLOWSKI' was tasked to:

- a. carry out an opposed covert transit to the submarine probability area from 262230(-6) to 29I300(-6).
- b. set up a patrol, intercept and attack the Carrier Task Group followed by the Logistics Task Group.

I5. After a very frustrating snort transit of 380 miles caused by a complete lack of air threat to counter ONSLOW's transit, the submarine set up an area search patrol at I300(-6) on the 29th November. The first evolution was to test the submarine environment and accordingly the submarine went deep to take a velocimeter trace. This resulted in the discovery of the most magnificent thermoclyne ever experienced by this command which is shown at Annex D. These water conditions would offer the submarine below the thermoclyne near perfect cover from active sonar transmissions, and the tactics for the following day were evolved; that was to go past the escorts and screen under the cover of the thermoclyne then return to periscope depth to identify and attack the targets. At 00I5(-6) on 30th November the first active sonar transmission was intercepted and action was underway in earnest.

.../I6.

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(5)

I6. The first ship was sighted at 0615(-6) and was identified as USS LOCKWOOD. No sonar transmissions could be heard from this escort and it was quickly realised that the Carrier Task Group was attempting to slip through quietly and unannounced. ONSLOW remained at periscope depth and at 0638(-6) identified USS MIDWAY, the primary target, nine miles to the West heading South. This gave the submarine a real Distance off Track problem and the submarine went deep and fast to close the target. On returning to periscope depth at 0720(-6), MIDWAY was at 7500 yards range. A simulated salvo of six Russian conventional torpedoes were fired at 0737(-6) against MIDWAY who was on a steady course carrying out flying operations.

I7. The logistic force came through approximately two hours after the first attack. The screen for this group were transmitting on active sonar and accordingly ONSLOW went deep below the thermoclyne at 0917(-6). At 1020(-6), having assessed that no active sonars had gained contact and that the submarine was through and past the escort screen, ONSLOW returned to periscope depth. The tactic had worked to perfection, the escorts were all opening astern and three logistic ships were closing, all worthwhile targets. The submarine manoeuvred between the first two ships and at 1038(-6) fired three simulated Russian torpedoes at RFA TARBATNESS from 1500 yards, at 1039(-6) a further three against HMAS STALWART from 1500 yards, and at 1053(-6) four torpedoes at HMAS SUPPLY from 3200 yards. Having caused enough damage ONSLOW went deep beneath the thermoclyne and escaped undetected. This was the end of the tactical phase of the exercise and from then until 1700(-6) a basic submarine tracking exercise was conducted by HMS RHYL, HMS ZULU, HMAS SWAN and USS FRANCIS HAMMOND. The tactical phase was ONSLOW's first opportunity to carry out a freeplay exercise with a multi-national force and was undoubtedly the highlight of the month. The training and experience gained was immense.

I8. ONSLOW surfaced at 1830(-6) on 30th November when all surface units had cleared the area, shut off from diving, and set course for Albany, the next port of call, a distance of 2,500 miles. The submarine is due to pay an official visit to Albany arriving at 1000(-8) on 11th December.

I9. The end of the month saw ONSLOW starting the homeward voyage to Sydney. The submarine has now been away from base for 72 days and channel fever for the homecoming is not far away. The mechanical state of the submarine remains sound and the health of the crew is good. Morale remains high.

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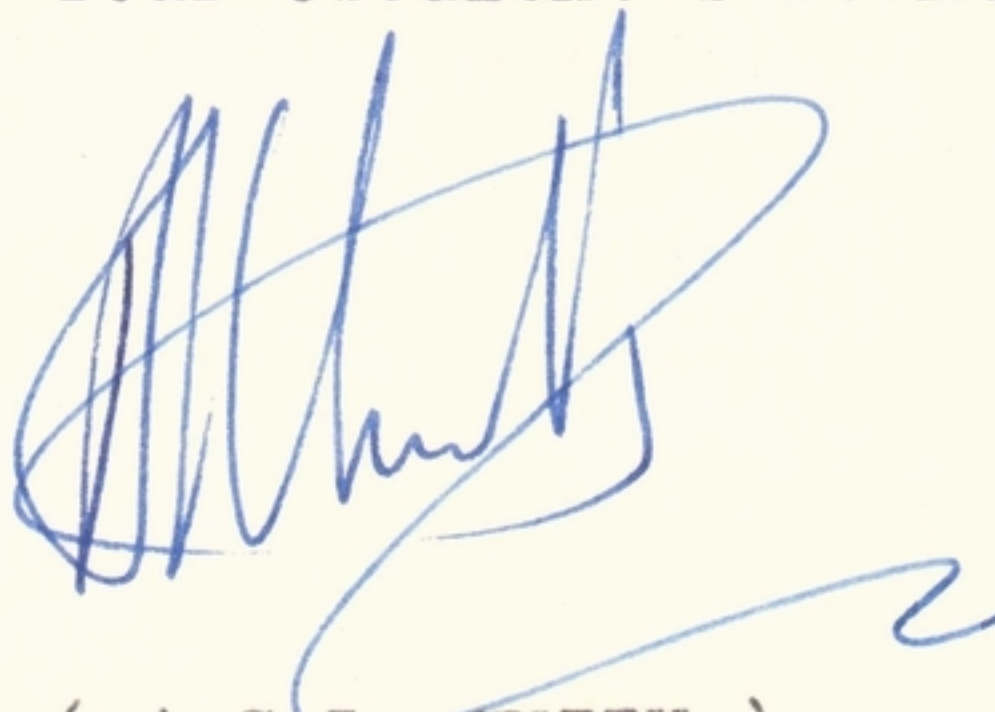
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(6)

I have the honour to be

Sir,

Your obedient servant,



(A.S.L. SMITH)
Lieutenant Commander, Royal Navy
Commanding Officer.

- Annexes:
- A. Steaming Data - November 1977.
 - B. Exercises Conducted during November 1977.
 - C. Picture history of Neptune and other ships activities.
 - D. Typical Velocimeter trace experienced during
Compass 77.
 - E. Ships Encountered.

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Annex A to HMAS ONSLOW
Commanding Officer's
letter I/I6/7920
dated 1st December 1977.

STEAMING DATA - NOVEMBER 1977

Distance run during November	Surfaced	2352 miles
	Dived	543 miles

Time underway during November	Surfaced	196 hours
	Dived	188 hours

Distance run since commissioning	14764 miles
Time underway since commissioning	2266 hours

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Annex B to HMAS ONSLOW
Commanding Officer's
letter I/I6/7920
dated 1st December 1977.

EXERCISES CONDUCTED DURING NOVEMBER 1977.

17th - 19th November

Index - Emergency Stations
Action Stations
Hydraulic Burst whilst
snorting
Aircraft attack
Fire in the Engine Room
bilge

19th - 21st November

Casex period with HMA Ships
VAMPIRE and STUART and
RMN Ship RAHMAT:

2 Casex A4 (AXP IA)
2 Casex A5 (AXP IA)
2 Casex A10 (AXP IA)

20th November

Casex E10 (AXP IB) Underwater Look
Casex A5 (AXP IB) Submarine Attacks

25th November

Prowlex against TG 327.4
Helicopter Transfer

26th - 29th November

Covert Transit to Compass 77
submarine probability area.

30th November

Compass 77 - Transit of SSK area.
a. CVTG - attacked USS MIDWAY
b. MLSF - attacked RFA TARBATNESS
HMAS STALWART
HMAS SUPPLY

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Annex C to HMAS ONSLOW
Commanding Officer's
letter I/I6/7920
dated 1st December 1977

PICTURE HISTORY OF NEPTUNE
AND OTHER SHIPS ACTIVITIES



NEPTUNUS REX AND ENTOURAGE



SUMMONING THE CAPTAIN



THE PUNISHMENT



HANDS TO BATHE



FISHING



BAR-B-QUE



SMALL ARMS SHOOT



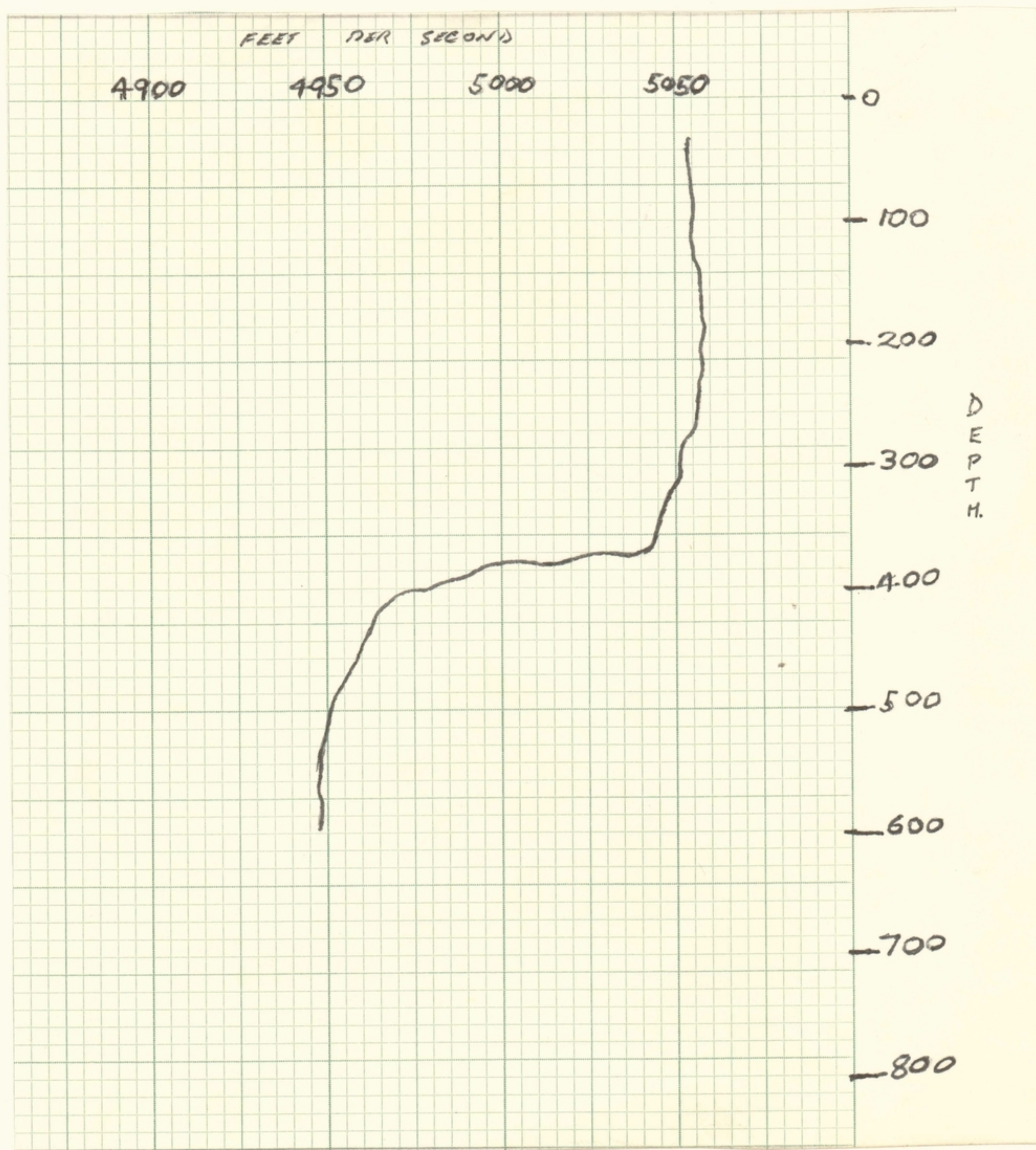


FISHING VESSELS ENCOUNTERED IN THE INDONESIAN ARCHIPELAGO



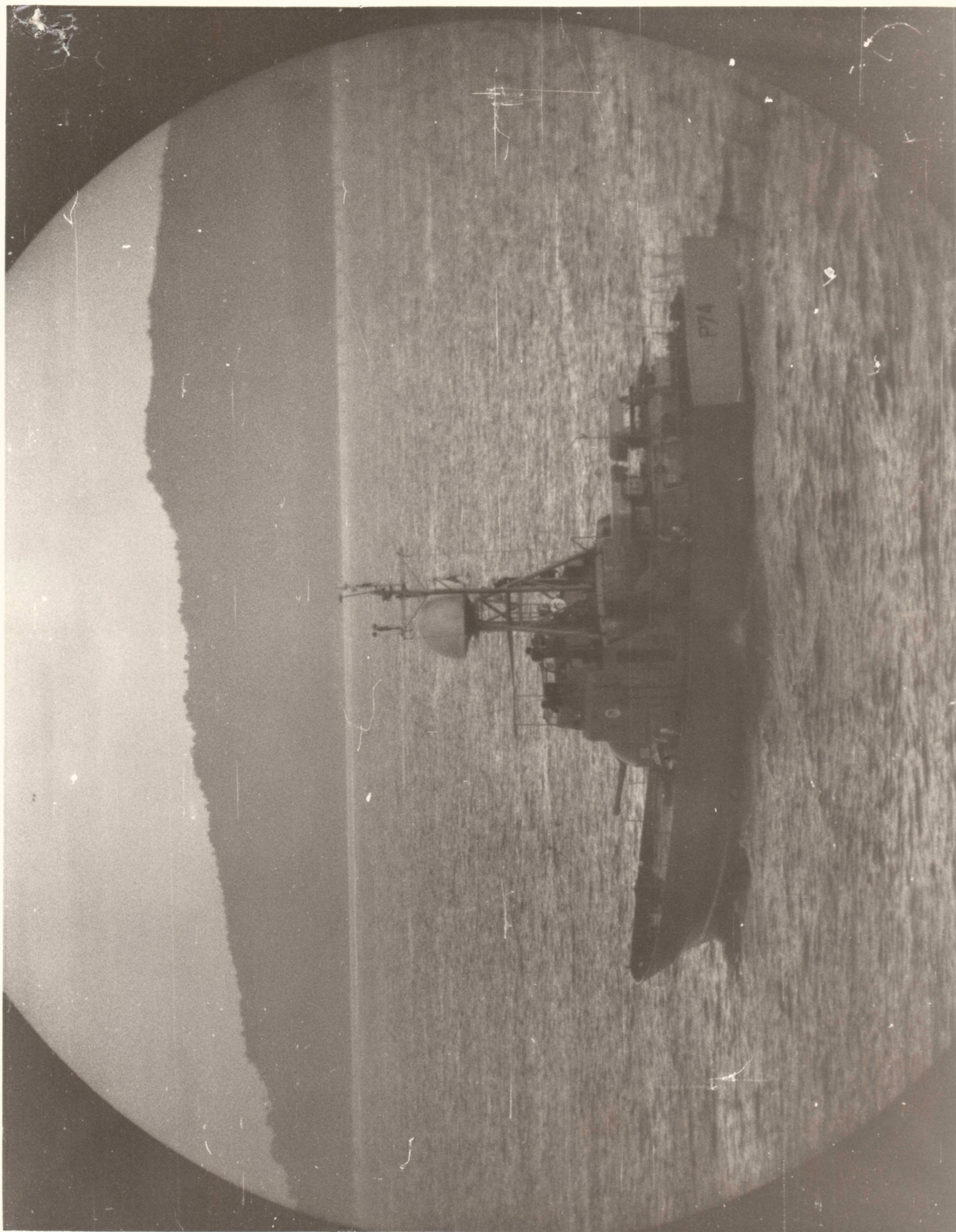
Annex D to HMAS ONSLOW
Commanding Officer's
letter I/I6/7920
dated 1st December 1977

TYPICAL VELOCIMETER TRACE DURING COMPASS 77



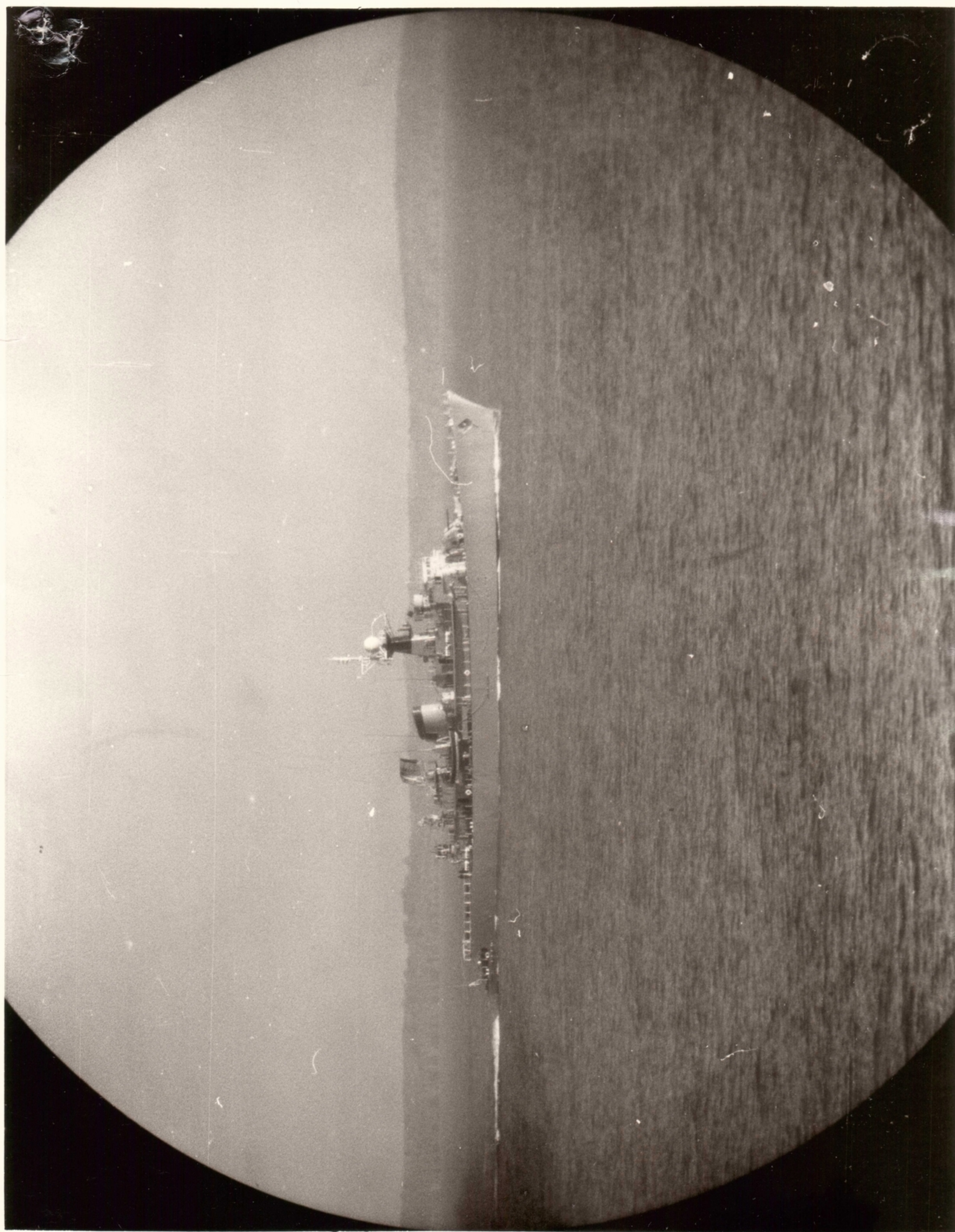
Annex E to HMAS ONSLOW
Commanding Officer's
letter I/I6/7920
dated 1st December 1977.

WARSHIPS ENCOUNTERED DURING NOVEMBER



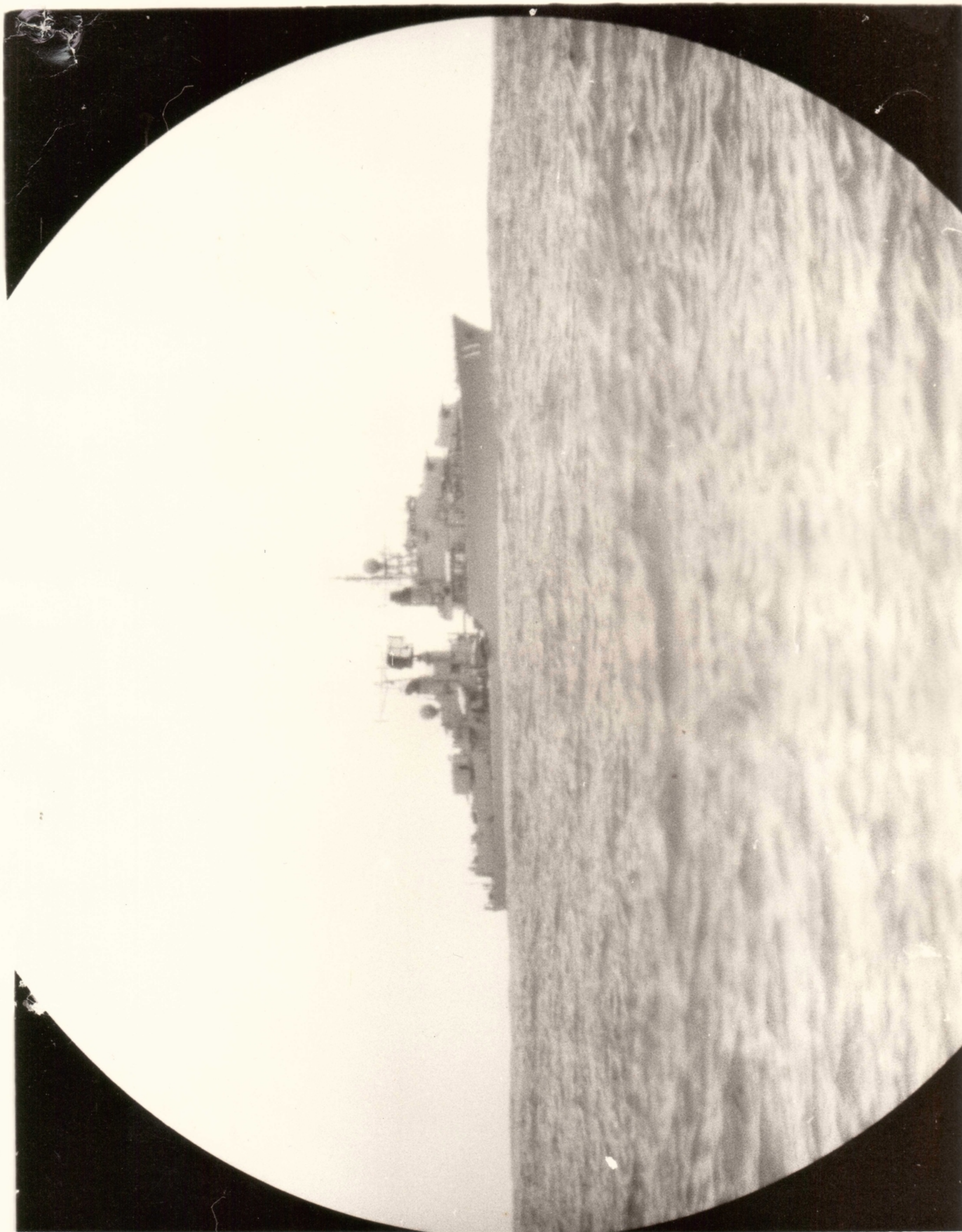
RSN DAUNTLESS

ONSLow's escort into Singapore - 03NOV77



RMN RAHMAT

Playmate during local area Casexes - 19NOV77



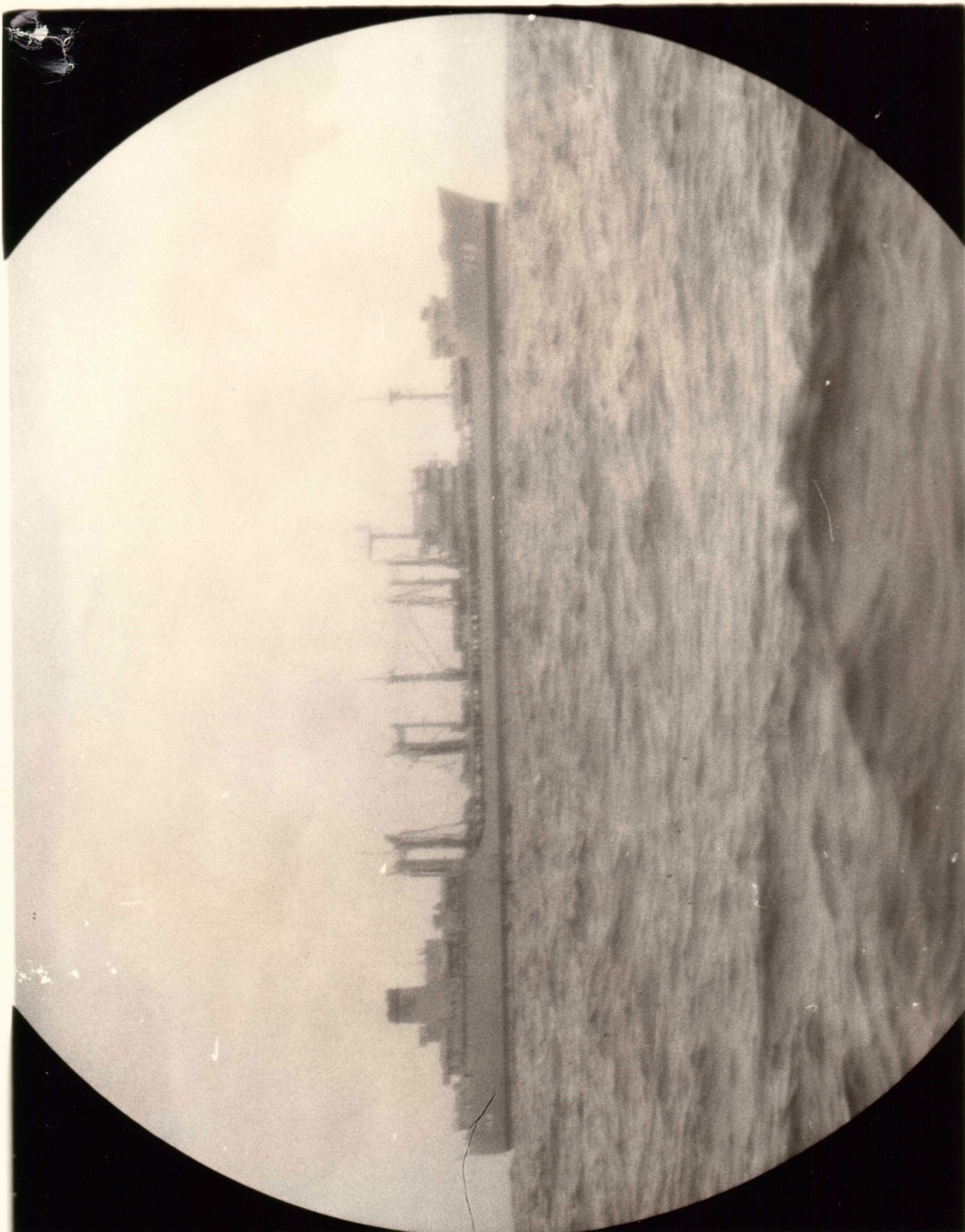
HMAS VAMPIRE

A good looking target - I9-21NOV77



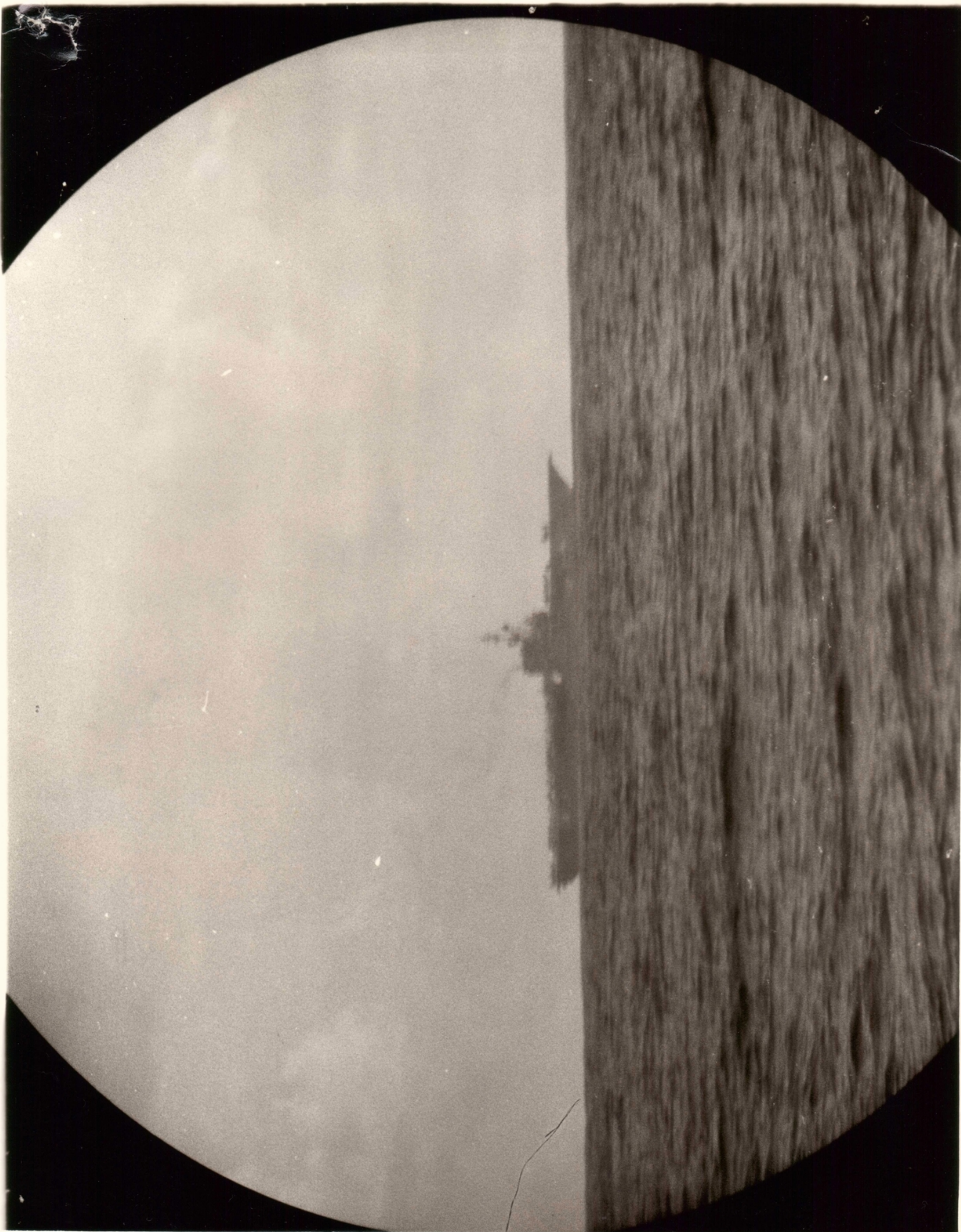
HMAS STUART

Another good looking target - I9-2INOV77



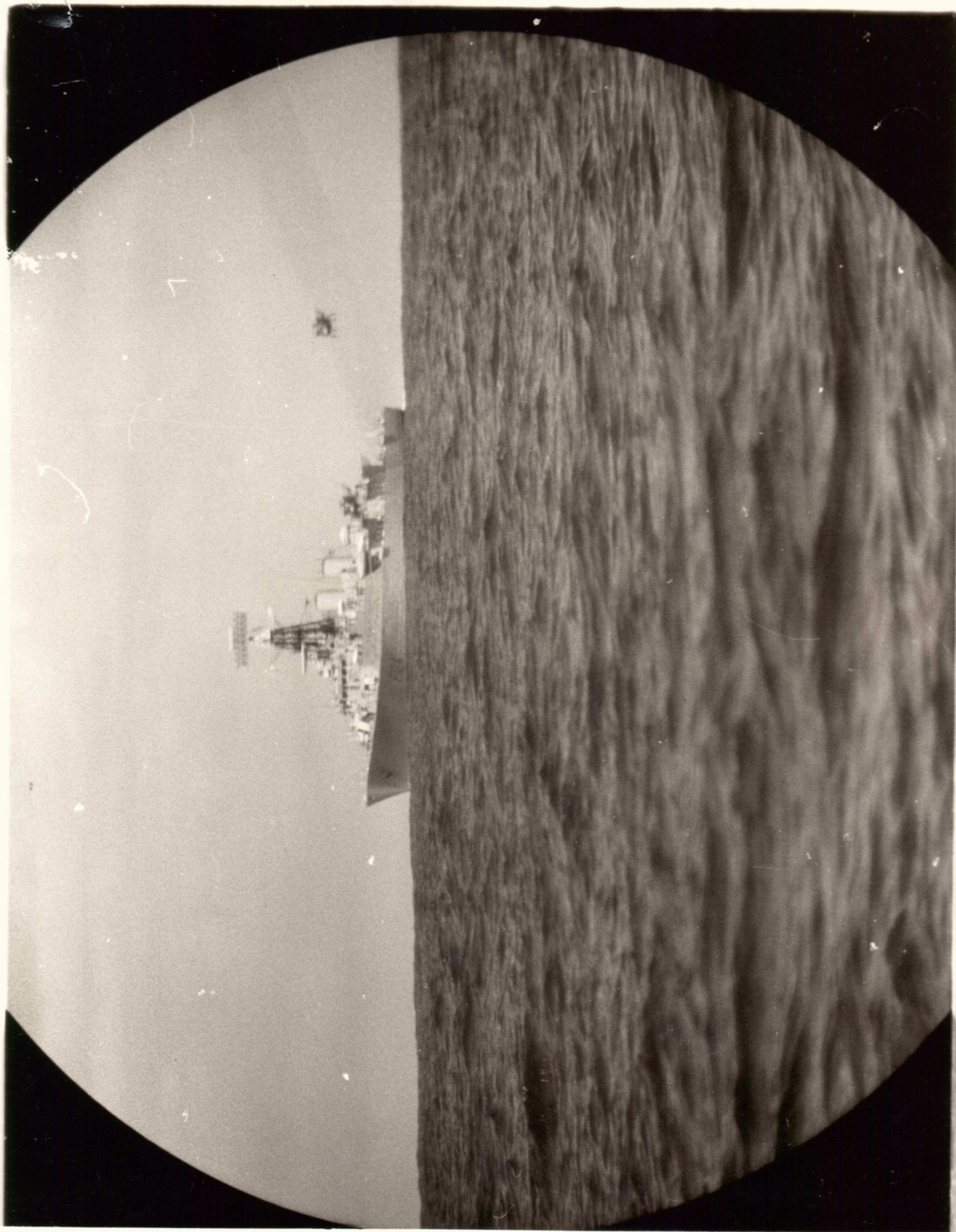
USS PONCHATOULA

'Attacked' and 'sunk' in Malacca Strait - 24NOV77



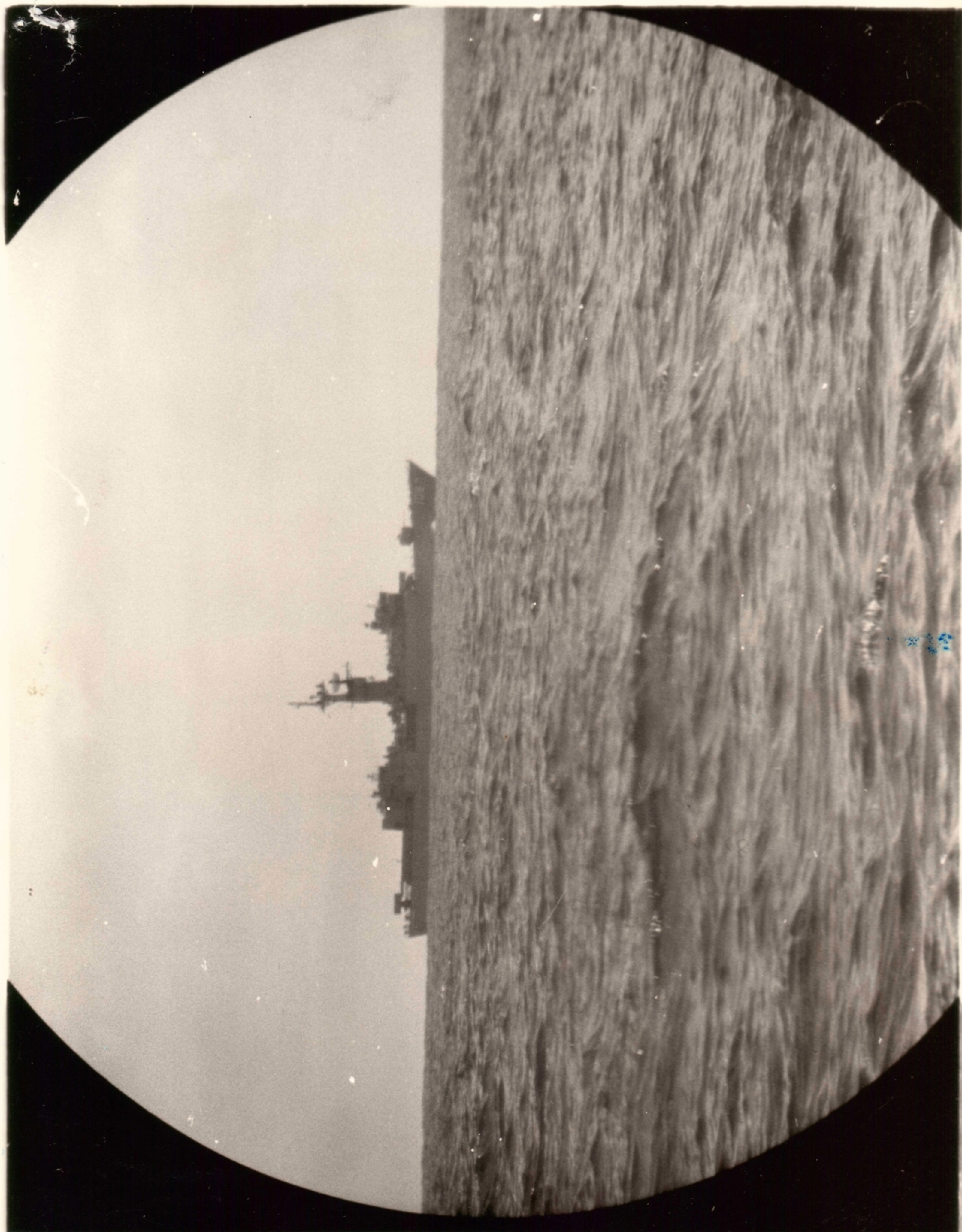
USS MIDWAY

Taken at moment of fire - 30NOV77



HMS ZULU

Part of the MLSF screen - 30NOV77



USS FRANCIS HAMMOND

Part of the MLSF screen - 30NOV77

File Number

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DETAILS OF INFORMATION
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NAME INDEX

Heading	Precis	Initials
<u>HMAS ONSLOW</u>	AS TITLE	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF	1/16/38	9, 1, 78	

Information Classifier

<u>fuall</u>	13, 1, 78
(Signature)	(Date)

DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2669

HMAS

ONSHOW

REPORT OF PROCEEDINGS

DEC 1977.

DNO Finish of Compass 77, visit to Albany & return to Sydney

DCNS 21/1 for AMP & leave. 26/1

CNS

DGNPP 8/2

CNORP 9/2

CNP

CNPS 13/2

DGLOG-N 15/2

CNM 16/2

DGSUP-N 20/2

PRLO-N 28/4

IADMIN-N 24/5

HISTORIAN

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
 - B. The report will be given again to Heads of Division with Director's comments if there is any matter of special interest in those comments.
 - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
 - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

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ROYAL AUSTRALIAN NAVY

SMV

Telephone: 359-9111

Extension 3139

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

AF 1/16/38

Department of Defence (Navy Office)

HMAS ONSLOW - REPORT OF PROCEEDINGS - DECEMBER 1977

1. Forwarded.
2. The date of HMAS ONSLOW's return to Sydney, omitted from paragraph 8 of the enclosure, was 21st December.

J. D. Stevens
(J. D. STEVENS)
Commodore RAN
for Commander Australian Fleet

Enclosure:

d HMAS ONSLOW Report of Proceedings 1/16/8005 dated 1st
January 1978

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DEPT. OF DEFENCE
INFORMATION ANALYSIS
CENTRE

10 JAN 1978

NAVY SECRETARY ROBERT OF PROCEEDINGS 1/10/000 dated 1st

Procedings:

For Commander United States Fleet
Commander RAN
(J. D. STEVENSON)

10 15 1978

from Secretary of the enclosure, was 21st December.

The date of RAN Secretary's return to Sydney, omitted

referred.

NAVY SECRETARY - ROBERT OF PROCEEDINGS - 10 JAN 1978

Department of Defence (Navy Office)

1/10/39

GARDEN ISLAND 1/2 M 1978
FLEET HEADQUARTERS
RAN AUSTRALIAN FLEET
FLEET OFFICER COMMANDING
OFFICE OF THE

1/10/39

1/10/39

1/10/39

ROYAL AUSTRALIAN NAVY

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1/16/8005



H.M.A.S. ONSLOW
At Sydney.

1st January, 1978.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Commander
First Australian Submarine Squadron

HMAS ONSLOW - REPORT OF PROCEEDINGS FOR DECEMBER 1977

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ONSLOW under my command for the month of December 1977.

2. At 1830(-6) on the 30th November, ONSLOW had surfaced at the end of the most successful COMPASS 77 encounter with the combined Royal Australian Navy, Royal Navy and United States Navy Fleet. This was the last operational commitment of ONSLOW's South East Asian Deployment and the submarine now faced the long passage home, a distance of some 4,600 miles. The beginning of December saw ONSLOW heading South East on the first leg of the passage to Albany.

3. As on previous extended passages, it was decided to dive the submarine every third day to conduct exercises and evolutions to maintain crew training. Three such dives were undertaken before arrival Albany, each dive being of approximately five hours duration. The first dive was conducted on Saturday 3rd December, during which evolutions and sonar trials were carried out.

4. The second dive was scheduled for Monday 5th December with the submarine programmed to 'open up for diving' at 0900(-7½) and dive at 0930(-7½). However at 0820(-7½) the masts of a ship were sighted to the North and, as not one single ship had been sighted for five days, it was decided to dive early and use this ship as a target for submerged operations. As the submarine dived at 0855(-7½), the ship was identified as HMAS STALWART. ONSLOW caught a trim, carried out post diving checks and safety evolutions and then turned to close and attack STALWART, firing a salvo of six simulated Mk.8 torpedoes from 1500 yds. HMAS STALWART's helicopter was scrambled and overflew ONSLOW shortly after firing whilst ONSLOW was making radio contact with STALWART. This, it was learned later, was to



*Well sighted
by STALWART...../investigate*

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investigate this diving submarine, which had not been identified as an RAN Oberon Class. It was the third time during this deployment that HMAS STALWART had been 'sunk' by ONSLOW and the temptation was irresistible. STALWART must be ONSLOW's favourite target. After STALWART had departed, the dive was continued with evolutions and tube calibrations.

5. The final dive was conducted on Thursday 8th December and this occasion was used to examine the four Part Three trainees carried. With the submarine dived, the students were required to conduct many practical ship functions in all departments throughout the submarine. At the end of the day three had passed and were awarded their submarine badges and one had a partial failure and was to be re-examined. This sailor passed and was awarded his submarine badge on Monday 19th December. A total of seven sailors qualified for submarines during the deployment.

6. The remainder of the passage was uneventful, but a long swell and choppy seas made the casing too wet for general access whilst making way. However ONSLOW stopped for an hour most days to allow the ship's company to stretch their legs and get some sun and fresh air. On two occasions 'hands to bathe' was piped. The chefs also managed a magnificent effort to put on a special dinner for each mess in turn. Thus on the passage to Albany, the ship's company were well employed and happy to be heading home. The passage was topped by a most welcome and successful mail drop from an 11 Squadron ORION aircraft on Friday 9th December which also brought a selection of national newspapers thus allowing the crew to catch up on world news.

7. ONSLOW berthed at Albany at 1000(-8) on Sunday 11th December. This was the first non-naval Australian port that ONSLOW had visited and it was, by all accounts, most successful. The Commanding Officer called on the Mayor (Mr.H.J.Smith) at 1100(-8) and the call was returned at 1145(-8). After the formalities were over, the ship's company found the local populace most hospitable and friendly and were tremendously well looked after. A reception was held for the officers at the Town Hall where many new friends were made, and ONSLOW held a Cocktail Party at the end of the visit which was most successful and an excellent occasion for saying - thank you - for the kindnesses received. HMS RHYL (Commander P.C.Phipps, Royal Navy) was also in Albany and a friendly relationship was struck up. HMS RHYL was due to sail a day ahead of ONSLOW but, due to a defect, sailed later the same day. Thus the headlines in the local press at annex C, due to be printed after RHYL's departure, caused some humorous legpulling and rivalry.

8. At 0900(-8) on Wednesday 14th December ONSLOW sailed from Albany on the last leg of the passage home to Sydney.

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This was a fast passage of 11.3 knots overall, did not allow time for a trim dive on the way, and was conducted on the surface throughout. Strong winds of 35 knots were encountered across the Great Australian Bight however the seas were from the quarter and the motion never became uncomfortable. ONSLOW arrived off Sydney Heads at 0400(-11) and anchored in Watsons Bay at 0530(-11), 93 ^{21 DEC} days after leaving in September. After clearing customs and being welcomed by the Commander, First Australian Submarine Squadron, ONSLOW berthed at HMAS PLATYPUS at 1000(-11) to a welcome by a large gathering of ONSLOW families. This was a fitting end to what had undoubtedly been a most successful and enjoyable deployment.

9. ONSLOW remained alongside PLATYPUS for the remainder of the month. The submarine was open to visitors during the PLATYPUS open day and many families were shown through. Otherwise the ship's company have been enjoying a well earned Christmas stand-off. Small defect repairs have been carried out during this period, but the submarine generally remains in a good mechanical state.

10. Throughout the deployment the health and morale of the ship's company has been excellent. The end of the month saw them in good spirits, happy to be back with their families. With January and February including local running and leave before deploying again in March, the families can look forward to seeing more of their men. The conduct of the ship's company remains good.

I have the honour to be

Sir,

Your obedient servant.



(A.S.L. SMITH)
Lieutenant Commander
Royal Navy
Commanding Officer

Annexes: A. Steaming Data - December 1977
B. Exercises Conducted during December 1977
C. News Headlines in Albany

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Annex A to HMAS ONSLOW
Commanding Officer's
letter 1/16/8005
dated 1st January 1978

STEAMING DATA - DECEMBER 1977

Distance run during December	Surfaced	432I Miles.
	Dived	77 Miles.
Time underway during December	Surfaced	389 Hours.
	Dived	16 Hours.
Distance run since commissioning		19,162 Miles.
Time underway since commissioning		2,672 Hours.

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Annex B to HMAS ONSLOW
Commanding Officer's
letter 1/16/8005
dated 1st January 1978

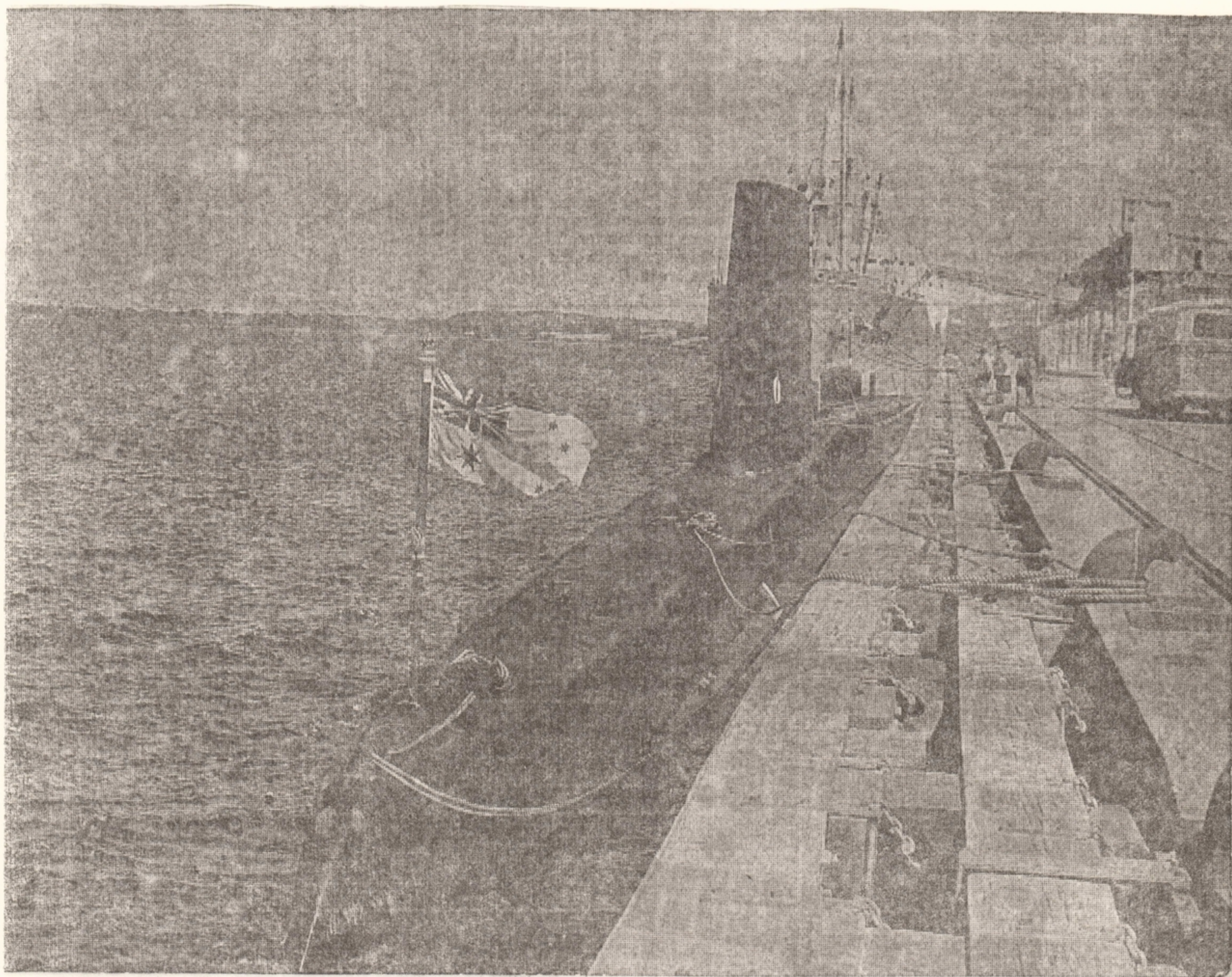
EXERCISES CONDUCTED DURING MONTH OF DECEMBER 1977

2nd December	Man Overboard
3rd December	Training Dive General Safety Evolutions
5th December	Training Dive Attacked HMAS STALWART Battery Fire Controlled Watershot Calibrations
8th December	Training Dive Part Three Examinations
20th December	Small Arms Firing

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Annex C to HMAS ONSLOW
Commanding Officer's
letter I/I6/8005
dated 1st January 1978.



HMAS Onslow arrived in Albany on Sunday. It is one of the four Australian submarines in operation throughout the nation. See full story P 3.

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SUB 'SANK' HMS RHYL BEFORE COMING HERE

By GARY STOCKS,
WHO WAS SHOWN ROUND HMAS ONSLOW

HMAS Onslow, currently on a goodwill visit to Albany, is based on the British "Oberon" class of submarine, and in keeping with tradition has a name commencing with the letter 'O'. HMAS Onslow was named after the town in Western Australia.

The name Onslow is steeped in history. In the reign of Henry III the name was assumed from the Lordship of Ondeslow. The Onslow family was anciently seated in Shropshire from where the Onslows provided England with many eminent lawyers, clergy and seamen. The present Earl of Onslow lives in Guildford.

The Onslows featured prominently in early Australian history. The founder, Arthur Pooley Onslow arrived in Sydney in 1827, became surveyor and searcher in Customs House and the clerk of the executive council. He had two sons, Arthur Alexander, who became a post captain in the Royal Navy, and Alexander Campbell.

Alexander Campbell Onslow returned to England where he was called to the bar in 1868. He returned to Australia and rose to eminence becoming the Attorney General of Western Australia and, in 1883, the State's Chief Justice. He was knighted in 1895. The town of Onslow is named after him.

HMAS Onslow was built at Greenock, Scotland, by Scotts, was launched by Princess Alexandra and was commissioned on December 22, 1969. After work-up and trials in the United Kingdom, Onslow arrived in Australia to join the First Australian Submarine Squadron on July 4, 1970. Onslow completed a two year refit at Vickers Cocka-

too Dockyard in April 1977 where she was fitted with the latest sonar detection equipment. Being extremely quiet in operation, armed with homing torpedoes and able to stay submerged for many weeks, Onslow emerges as an extremely versatile and effective submarine.

Commanding officer of the HMAS Onslow, Lt Commander A. S. L. Smith was educated at the famous Kent school of Tonbridge.

He joined the Royal Navy in 1964 at the Britannia Royal Naval College, Dartmouth. Basic Naval training took three years which included a training cruise to the West African Coast in HMS Eastbourne.

His first ships in the Royal Navy were HMS Relentless in the West Indies and HMS Leopard on Mombassa Patrol. He entered submarines in October 1968 at HMS Dolphin, joining his first submarine, HMS Alaric in November that year.

HMAS Onslow left from Sydney on September 19 of this year. It arrived at Cairns on October 13 where it stayed for these days. It then went on an exercise known as Southern Cross II, with two Indian and two Australian ships.

After this it continued on

to Singapore. On the way back it was involved in an exercise with United States, British and Australian ships.

The ships involved in the operation were HMAS Rhyll, USS Midway, HMAS Stalwart, RFA Tarbatness and HMAS Supply on which fleet commander Admiral McDonald was on board.

Lt Commander Smith informed that HMAS Onslow "sank" them all and left without trace.

The submarine came to Albany on its way home to Sydney. It expects to arrive in Sydney before Christmas, and will have been away for about 95 days on arrival in Sydney.

The crew came to Albany for a rest as they have been living in cramped conditions for some time. Lt Commander Smith said, "We have been looked after extremely well in Albany and are enjoying our stay."

He also said, "The men have been living close together and the community relationship is very close. They are all missing their wives and sweethearts."

HMAS Onslow is about 88 metres long draws about 6 metres and 2600 tonnes of displacement. What you can see from the jetty is nothing . . . there is plenty of ship underneath.

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File Number

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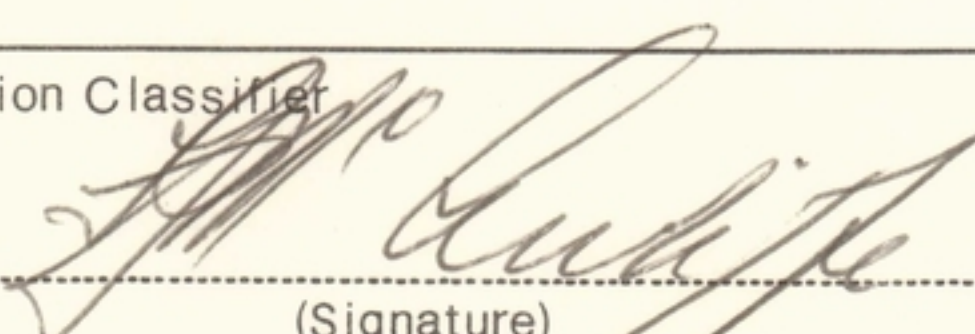
NAME INDEX

Heading	Precis	Initials
HMAS ONSLOW		

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Originator	Originator's Reference	Date	Initials
FOCAP	AF 1.16.38	/ /	

Information Classifier

 (Signature)	23, 1, 78 (Date)
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AWM 78.