

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

HMAS ASSAIL

Item number: 41/10

Title: January-December 1980



AWM78-41/10

[41/10]

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

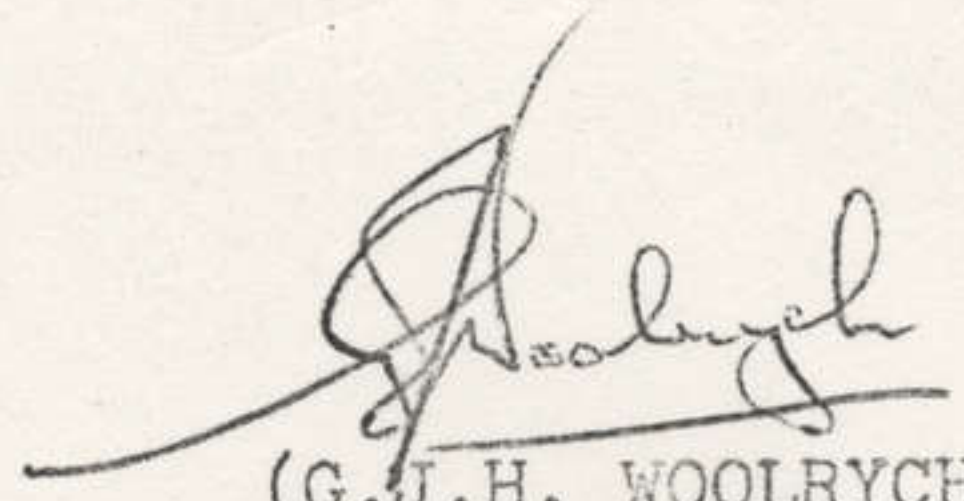
AF 1/16/11

25 FEB 1980

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600

HMAS ASSAIL - REPORT OF PROCEEDINGS
JANUARY 1980

Forwarded.


(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings
for January, 1980 dated 1 February, 1980

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A-4-05

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1/16/4

HMAS ASSAIL
at THURSDAY ISLAND

1 February 1980

The Flag Officer Commanding
HM Australian Fleet

For Information

The Naval Officer Commanding
North Australia Area

HMAS ASSAIL - REPORT OF PROCEEDINGS - JANUARY 1980

Sir,

I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of January 1980. The time zone used IK (-9½) unless otherwise indicated.

2. At the beginning of the month ASSAIL was alongside HMAS ADROIT at the Patrol Boat Landing (PBL), Darwin Harbour, conducting an Assisted Maintenance Period (AMP). The ship completed her AMP on Monday 14th and proceeded to sea at 1005 to carry out machinery trials during the forenoon. On completion of the trials ASSAIL berthed port side to HMAS ARDENT at the PBL at 1207.

3. On Wednesday 16th ASSAIL proceeded to sea with ADROIT and HMAS AWARE and acted as a consort for AWARE's Operational Readiness Evaluation (ORE). Exercises were carried out as per Annex B and were completed late in the afternoon and the ship berthed port side to Stokes Hill No. 2 Wharf at 1641. At 0850 on Thursday 17th ASSAIL cast off and proceeded to Firing Area R230 to carry out a surface firing to test ammunition and the 40/60 Bofor. An INO technician was embarked to supervise the shoot and it was discovered that misfires had occurred because of a faulty firing pin spring. This was replaced and the ship returned to harbour berthing port side to Stokes Hill No. 2 Wharf at 1515.

4. On the morning of Saturday 19th the ship moved to the PBL, berthing port side to AWARE at 1025. ASSAIL remained at the PBL until Monday 21st when she cast off at 1400 and proceeded on a four week patrol east as far as Thursday Island, with a Fisheries Inspector, C. Mellon embarked. A sighting was made of the Taiwanese Gill Netter, Ming Yang No. 83 in position 339° North Goulburn Island 17.5 miles, during the afternoon of Tuesday 22nd (HMAS ASSAIL EOJ 220640Z JAN 80). On Wednesday 23rd Boardings were carried out by the Fisheries Inspector on the Taiwanese Gill Netters, SHIN TUNG YONG NO 7 and the MENG SHIN NO 101 in positions 035° Hall Point 17.3 miles and 032° East Crocodile Island 21 miles respectively (HMAS ASSAIL EOJ 230400Z JAN 80 and 231020Z JAN 80). The ship anchored at Refuge Bay that evening

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and sailed at 0830 on Thursday 24th. The Tiawanese Gill Netter the HWA CHIN No 2 was boarded by the Fisheries Inspector at 1220 in position 311.5 Breakwater Point 13.8 miles (HMAS ASSAIL EOJ 240400Z JAN 80).

5. ASSAIL continued her patrol and berthed port side to the general cargo wharf, Gove at 1101 on Friday 25th. The ship remained alongside until Sunday 27th when she cast off at 1000 and proceeded to Weipa. Clocks were advanced $\frac{1}{2}$ hour to time zone Kilo (-10) at 0800 (-9 $\frac{1}{2}$) on Monday 28th. The ship berthed port side to Evans Landing, Weipa at 1357. The following afternoon at 1500 ASSAIL cast off and proceeded to Thursday Island. That evening a very large log was recovered from the sea and lashed on deck for disposal at the next port. The following morning Wednesday 30th a large tree was sighted in the shipping channel into Thursday Island, this was taken in tow and transferred to a port authority boat just prior to berthing at the Caltex fuel wharf at 1037. On completion of fueling ASSAIL moved to the Main jetty where she berthed starboard side to Department of Transport ship LUMEN. The ship remained alongside DOT LUMEN until the end of the month.

Marine and Electrical Engineering

6. URDEF 65/80 was raised on the starboard main engine on Thursday 17th when it shut itself down while underway. This was repaired by Base staff on the 18th and was thought to be due to a sticking governor solenoid. URDEF 66/80 was raised on the main engine starting system on Tuesday 22nd because of an unserviceable standby battery paralleling solenoid. This was repaired by replacement on Friday 25th URDEF 67/80 was raised on the port main engine governor solenoid on Friday 25th as the solenoid cuts out the main engine at high revolutions. A new solenoid was fitted in Thursday Island but had not been tested before the end of the month.

General

7. The health, welfare and conduct of the ship's company were very good during the month. The morale has remained very high.

I have the honour to be,

Sir,

Your obedient Servant,

Signed Manuscript held
at Naval Headquarters

(P.R. CORNEY)
Lieutenant RAN
Commanding Officer

Annex: A. Steaming Figures
Annex: B. Drills, Evolutions and Exercises

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/4
DATED 1 FEBRUARY 1980

STEAMING FIGURES

1.	Miles steamed during January	1243
2.	Hours underway during January	103
3.	Miles steamed since first commissioning	291,123
4.	Hours underway since first commissioning	22,227

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/4
DATED 1 FEBRUARY 1980

DRILLS, EVOLUTIONS AND EXERCISES

Tue 1	FIREX tiller flat
Thu 3	FIREX galley
Fri 4	FLOODEX tiller flat
Sat 5	FIREX galley
Mon 7	Air Viva demonstration Full damage control exercise, flood in the engineroom.
Thu 10	FIREX tiller flat
Fri 11	Full damage control exercise, fire in the engineroom FLOODEX tiller flat Safety equipment lecture on life raft
Sat 12	FIREX pyrotechnics locker
Sun 13	FIREX tiller flat
Mon 14	OOW manoeuvres with HMAS ADROIT MOB exercises carried out by Chief Boatswains Mate, Coxswain and XO
Tue 15	FIREX after mess
Wed 16	Consort for HMAS AWARE's ORE Exercised Action Stations OOW manoeuvres with AWARE and ADROIT AA tracking exercise FLOODEX engine room, full damage control exercise SUFEX AAROFX Exercised minefield transit
Thu 17	Gun functioning trials
Fri 18	FIREX tiller flat
Sat 19	XO, Chief Boatswains Mate and Coxswain conned ship alongside Stokes Hill wharf FIREX galley
Sun 20	FIREX after mess
Mon 21	Exercised steering gear breakdown
Tue 22	Blind pilotage to anchorage Cuthbert Point
Wed 23	Blind pilotage from Cuthbert Point Boarding carried out on Chin Tung Yong No. 7 Boarding carried out on Meng Shing No. 101 Blind pilotage to anchorage Refuge Bay
Thu 24	Boarding carried out on Hwa Chin No. 2 Blind pilotage to anchorage Bremer Island XO carried out visual pilotage into Gove harbour

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Sun 27 XO carried out visual pilotage from Gove harbour

Mon 28 XO carried out visual pilotage into Weipa harbour
XO conned ship alongside Evans Landing, Weipa

Tue 29 Full damage control exercise, fire in forward mess
Exercised steering gear failure
Exercised emergency stations
Exercised leaving ship stations
Mustered helo transfer party
Recovered large log from water

Wed 30 Blind pilotage to anchorage Quoin Point, Thursday Island
Blind pilotage to Thursday Island
Took 20 foot tree in tow to Thursday Island harbour

Thu 31 FIREX bridge

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

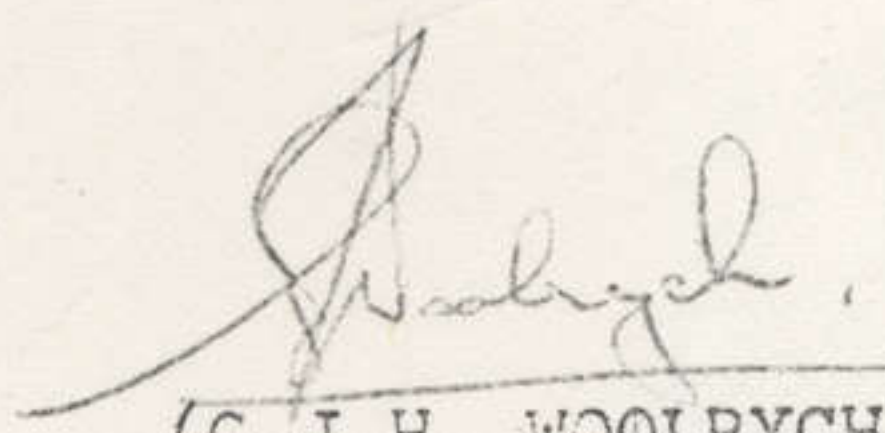
AF 1/16/ 11

20 MAR 1980

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600

HMAS ASSAIL - REPORT OF PROCEEDINGS
FEBRUARY, 1980

Forwarded.


(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure: ✓

HMAS ASSAIL Report of Proceedings
for February, 1980 dated 1 March, 1980

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1/16/6

HMAS ASSAIL
at DARWIN

1st March 1980

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding, NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - FEBRUARY 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of February 1980. The time zone used is IK (-9½) unless otherwise indicated.
2. At the beginning of the month ASSAIL was alongside Department of Transport MV LUMEN at the main jetty, Thursday Island. At 1300 (-10) the ship cast off and proceeded on patrol to the Groote Eylandt area. After a very rough trip across the Gulf of Carpentaria ASSAIL anchored at Milner Bay at 2351 (-10) on Saturday 2nd. Clocks were retarded half an hour at 2359 (-10) to time zone India Kilo (-9½).
3. The ship weighed anchor at 0754 on Sunday 3rd and berthed starboard side to HMAS BARRICADE at the Alyangula jetty at 0805. During the forenoon of Monday 4th ASSAIL cast off from BARRICADE, berthing at the tugboat berth while BARRICADE proceeded to sea. At 1400 on Wednesday 6th the ship cast off and continued her FFV patrol, anchoring in Trial Bay that evening. A beach survey was carried out the following day and at 0358 on Friday 8th ASSAIL weighed anchor and proceeded to Gove, berthing port side to the general cargo wharf at 1003. At 0900 Sunday 10th ASSAIL cast off and continued the FFV patrol towards Darwin.
4. ASSAIL transitted the Hole in the Wall on Monday 11th at 0930 and anchored in Junction Bay at 2325. At 0834 on Tuesday 12th the ship weighed and proceeded to a rendezvous with the Taiwanese trawler FU YUAN. The intention was to transfer two Australian observers from the FFV to ASSAIL to transport them back to Darwin. Unfortunately the FU YUAN was 70 miles out of position and a transfer would have been extremely hazardous because of the rough seas. The transfer was aborted and ASSAIL continued her patrol westward. The ship anchored at Croker Island that evening and proceeded to Port Essington the following day, anchoring at Minto Head. ASSAIL weighed anchor at 0404 on Thursday 14th and proceeded to Darwin, berthing port side to the Patrol Boat Landing at 0800 on Friday 15th. The patrol was marred by very rough weather which prevented a satisfactory coverage of surveillance area S.

/5. The ship

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5. The ship remained alongside conducting an Assisted Maintenance period until the end of the month.

Marine and Electrical Engineering

6. URDEF 67/80, which had been raised in January on the port main engine governor solenoid, was rectified by replacement on the 6th. The copper hydraulic fluid pipe on the 40/60 Bofor had crimped due to bad weather and was rectified by replacement on the 27th (URDEF 68/80 refers). While the ship's staff were carrying out 4000 hour planned maintenance routines an inlet valve seat insert was found to be worn on the starboard main engine. This was rectified on the 29th. (URDEF 69/80 refers).

General

7. The health, welfare and conduct of the ship's company were very good during the month. The morale was very high.

I have the honour to be,

Sir,

Your obedient Servant,

P. R. Corney

(P.R. CORNEY)
Lieutenant RAN
Commanding Officer

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

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ANNEX "A" TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST MARCH 1980

STEAMING FIGURES

1. Miles steamed during February	1,139
2. Hours underway during February	87
3. Miles steamed since first commissioning	292,262
4. Hours underway since first commissioning	22,314

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ANNEX "B" TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST MARCH 1980

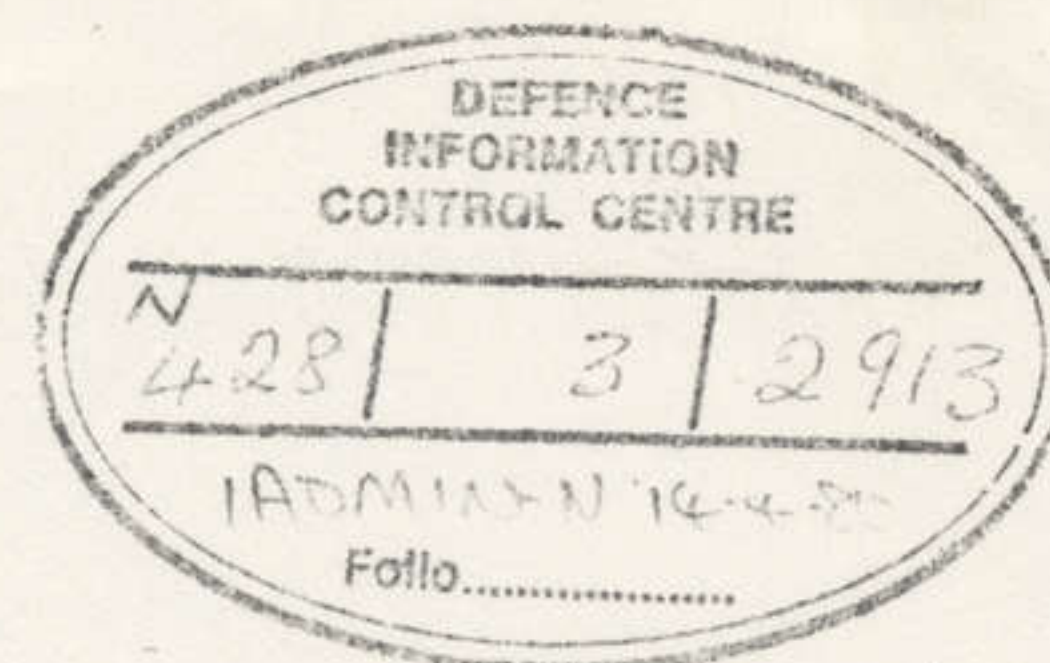
DRILLS, EVOLUTIONS AND EXERCISES

FRI 01	Exercised Emergency Stations Exercised Leaving Ship Stations
SUN 03	FLOODX Tiller Flat
THU 07	Carried out beach survey
FRI 08	Man Overboard Exercises by XO, COXN and Chief Boatswains Mate XO conned ship alongside Gove wharf XO carried out visual pilotage into Gove harbour Blind pilotage Gove harbour
SAT 09	FIREX Tiller Flat
SUN 10	RAS with HMAS ARDENT XO carried out visual pilotage from Gove
THU 14	Exercised Emergency Stations and Full Damage Control Exercise on Fire in the Engine Room
FRI 15	Lecture on use of Fire Fighting Equipment
SAT 16	FIREX in engine room
SUN 17	FIREX galley
MON 18	FIREX tiller flat
WED 20	FIREX galley
THU 21	FIREX forward mess
FRI 23	FIREX after mess
SUN 24	FIREX galley
MON 25	FIREX forward mess
TUE 26	FIREX galley
WED 27	FIREX bridge
THU 28	Cryptographic encoding and decoding by XO FIREX galley
FRI 29	FIREX bridge

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

AF

1/16/11

24 APR 1980

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH,
1980

Forwarded.

(E. MENTZ)
Commander RAN .
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for March,
1980 dated 1 April, 1980

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1/16/6

HMAS ASSAIL
at DARWIN

1st April 1980

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding, NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of MARCH 1980. The time zone used throughout is IK (-9½).
2. At the beginning of the month ASSAIL was alongside the Patrol Boat Landing (PBL) Darwin conducting an Assisted Maintenance Period (AMP). The AMP was completed on Wednesday 5th and engine trials were carried out during the forenoon.
3. At 0900 on Thursday 6th ASSAIL cast off from the PBL and proceeded to Cobham Bay, South East Melville Island, to investigate a sighting of a refugee boat. A local fisherman had found an old 20 ft wooden refugee boat tied up well in the mangroves near Ida Creek in Cobham Bay. He considered that the boat had been there about two years as it was rotting and half buried in the mud. Representatives from Customs, Health and Immigration were embarked to find and photograph the wreck. Unfortunately the fisherman who found the boat was unable to accompany the party and the Executive Officer and government representatives spent a fruitless afternoon searching in thick mangroves and deep mud. ASSAIL remained at anchor in Cobham Bay until 0600 Friday 7th when she weighed anchor and returned to Darwin, berthing port side to HMAS AWARE at the PBL at 1200.
4. The ship remained alongside until Monday 10th, cast off at 1000 and proceeded to Cobham Bay, coming to anchor at 1535. The following day, Tuesday 11th, a signal was received reporting two Taiwanese trawlers fishing in the excluded fishing zone north of Bathurst Island. ASSAIL sailed at 1234, intercepting the Taiwanese pair trawlers HWA HERNG No. 51 and 52 at 1800. Because of the hazardous conditions, wind force 5 and sea state 4, it took 15 minutes to transfer the boarding party safely across to the HWA HERNG No. 51. The vessel was found to have unstowed wet nets on deck and fresh unfrozen fish on board. The trawlers were then apprehended and escorted to Darwin (HMAS ASSAIL EOJ 111005Z MAR 80 refers). Both were secured to a buoy in Darwin harbour by 1120 on Wednesday 12th and custody was handed over to the Federal Police at 1225. ASSAIL secured port side to AWARE at the PBL at 1307.

/5. The ship

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5. The ship cast off at 1400 on Thursday 13th and proceeded to firing area R230 where a surface shoot was carried out with the 40/60 Bofor and the 50 calibre Browning machine gun. ASSAIL returned to Darwin harbour and carried out exercises with AWARE before berthing port side to the PBL at 1224. The ship remained alongside until Tuesday 18th and then proceeded to the Snake Bay mission at Melville Island to recruit a new coastwatcher for the area. Sightings were made of the Taiwanese fishing vessels MENG SHIN No. 21 and CHUAN FANG Nos. 11 and 12 en route. The ship anchored at Snake Bay at 2352. The following morning my Executive Officer and I paid our respects to the Community Adviser, Department of Aboriginal Affairs, Mr Keith Wallace, who was also recruited as the new coastwatcher.

6. The Snake Bay Mission appeared to be clean and well cared for, with an expensive looking church occupying a prominent position. There are 300 aboriginals and 30 white people at the mission. Ninety-seven of the aboriginals are of school age and all but four of the adults are employed by the Aboriginal Council. The white people are employed as teachers, technicians, contractors, nurses and administrators. Forestry representatives are experimenting with the growing of imported pine trees to eventually provide the mission with an income. The aboriginals hunt and fish but do not grow any vegetables. An Aboriginal Council, with a proportion of women, set the standards for the running of the mission and their rules are strictly adhered to. Beer is allowed but is rationed to six cans per day per person. There is an airstrip near the settlement and contact is kept with Darwin by radio-telephone. The ship weighed at 0243 on Thursday 20th and proceeded to Darwin, berthing port side to the PBL at 1326.

7. ASSAIL remained alongside until the forenoon of Monday 24th when trials were carried out with the gyro compass which had consistently been reading $2\frac{1}{2}^{\circ}$ high. On completion of the trials the ship berthed port side to HMAS ARDENT at the PBL where she remained until Tuesday 25th. At 0900 ASSAIL cast off and proceeded to Cobham Bay, returning to Darwin the following day to berth port side to ARDENT at the PBL at 1220. The ship remained alongside at an hour's notice for sea until the end of the month.

Marine and Electrical Engineering

8. URDEF 70/80 was raised on the Arma Brown gyro compass because of a consistent high error and will be replaced in the April Assisted Maintenance Period. There were no other major defects for the month.

/General

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General

9. The health, welfare and conduct of the ship's company were very good during the month. The morale has remained very high.

I have the honour to be,

Sir,

Your obedient Servant,

P. Corney

(P.R. CORNEY)
Lieutenant RAN
Commanding Officer

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

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ANNEX "A" TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST APRIL 1980

STEAMING FIGURES

1. Miles steamed during March	1,098
2. Hours underway during March	85
3. Miles steamed since first commissioning	293,360
4. Hours underway since first commissioning	22,399

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ANNEX "B" TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST APRIL 1980

DRILLS, EVOLUTIONS AND EXERCISES

Communications

MON 31	Tune communications equipment	XO
	Encrypt and decrypt DELTEXT signal	XO

Gunnery

TUE 11	Small Arms Shoot	9 mm pistol SLR
FRI 14	Boarding party boarded FFV SUFV	50 cal. Browning machine gun 40/60 Bofor

Daily Harbour

SAT 01	FIREX engine room
SUN 02	FIREX Wardroom flat
TUE 04	FIREX bridge
WED 05	FLOODEX Tiller flat
FRI 07	FIREX galley
SAT 08	FIREX pyrotechnic locker
SUN 09	FIREX Junior Sailors' Mess
WED 12	FIREX Forecastle
FRI 14	FIREX paint store
SAT 15	FIREX galley
SUN 16	FIREX bridge
MON 17	FIREX flying bridge
THU 20	FIREX galley
FRI 21	FIREX bridge
SAT 22	FIREX tiller flat
SUN 23	FIREX galley
MON 24	FLOODEX void space
WED 26	FIREX engine room
THU 27	FIREX galley
FRI 28	FIREX Wardroom
SAT 29	FLOODEX tiller flat
SUN 30	FIREX radio office

Seamanship

WED 12	Heaving line transfer with FFV
FRI 14	Heaving line transfer with HMAS AWARE
TUE 25	Streamed and recovered para-anchor

Major Damage Control Exercises at Sea

TUE 18	Fire in Tiller Flat
TUE 25	Fire in engine room

/Navigation

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Navigation

FRI 07	Blind pilotage to Cobham Bay anchorage	XO
THU 13	Blind pilotage Quail Island anchorage	XO
TUE 18	Blind pilotage Snake Bay anchorage	XO
TUE 25	Visual pilotage to Cobham Bay anchorage	XO

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WED 05	Man Overboard exercises	XO, Chief Boatswains Mate
	Con ship alongside Stokes Hill Wharf	XO, Chief Boatswains Mate
FRI 07	Man Overboard Exercises	XO, Charge, Chief Boatswains Mate
MON 10	Man Overboard exercises	XO, CBM, Charge
FRI 14	Man Overboard exercises	CO, CBM
	RAS approaches on HMAS AWARE	CO, XO
TUE 25	Steering Gear Breakdown	CBM
	Man Overboard exercises	XO, CBM

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OFFICE OF THE
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FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000


8 MAY 1980


AF 1/16/11

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600

HMAS ASSAIL - REPORT OF PROCEEDINGS
1-18 APRIL, 1980

Forwarded.


(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure:  HMAS ASSAIL Report of Proceedings
for 1-18 April, 1980 dated 18 April, 1980

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1/16/6

HMAS ASSAIL
at DARWIN

18th April 1980

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding, NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS
1-18 APRIL 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the period 1st to 18th April 1980. The time zone used is IK (-9½).
2. At the beginning of the month ASSAIL was alongside HMAS ARDENT at the Patrol Boat Landing (PBL) at an hour's notice for sea. At 0900 on Tuesday 1st the ship cast off from ARDENT and proceeded to Adam Bay. ASSAIL anchored overnight and returned to Darwin on Wednesday 2nd, berthing port side to HMAS ADROIT at the PBL at 1200.
3. The ship remained at the PBL at an hour's notice for sea until Tuesday 8th when ASSAIL commenced her Assisted Maintenance Period (AMP). During the forenoon of Thursday 17th the incoming Commanding Officer, Lieutenant J.S. Collins RAN, carried out ship handling and berthing practice. The ship berthed port side to the PBL at 1110 where she remained until the end of the period.
4. At 0800 on Friday 18th Lieutenant J.S. Collins RAN assumed command of ASSAIL.

Marine and Electrical Engineering

5. URDEF 70/80 on the Arma Brown compass is still outstanding but the new item has now been received and will be fitted during the forenoon of Friday 18th.
6. All navigation, electrical and mechanical equipment was tested on Thursday 17th and was found to be in good working order.

/General

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General

7. A security lecture was given to the ship's company on Tuesday 8th.

8. The health, welfare and conduct of the ship's company were very good during the period. The morale is very high.

I have the honour to be,

Sir,

Your obedient Servant,

P. Corney

(P.R. CORNEY)
Lieutenant RAN
Commanding Officer

Annexes: "A" - Steaming Figures 1st to 18th April 1980

"B" - Drills, Evolutions and Exercises

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ANNEX "A" TO
HMAS ASSAIL LETTER 1/16/6
OF 18TH APRIL 1980

STEAMING FIGURES 01 APR TO 18 APR 1980

1. Miles steamed during the period	106
2. Hours underway during the period	9
3. Miles steamed since first commissioning	293,466
4. Hours underway since first commissioning	22,408

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ANNEX "B" TO
HMAS ASSAIL LETTER 1/16/6
OF 18TH APRIL 1980

DRILLS, EVOLUTIONS AND EXERCISES

Daily Harbour

THU 03	FIREX XO's Cabin
FRI 04	FIREX Galley
SAT 05	FIREX Quarterdeck
SUN 06	FIREX Galley
TUE 08	FIREX Tiller Flat
WED 09	FLOODEX Engineroom
MON 14	FLOODEX Engineroom
TUE 15	FIREX Tiller Flat

Navigation

TUE 01	Visual Pilotage to Adam Bay	Coxswain
	Blind Pilotage to Adam Bay	CBM

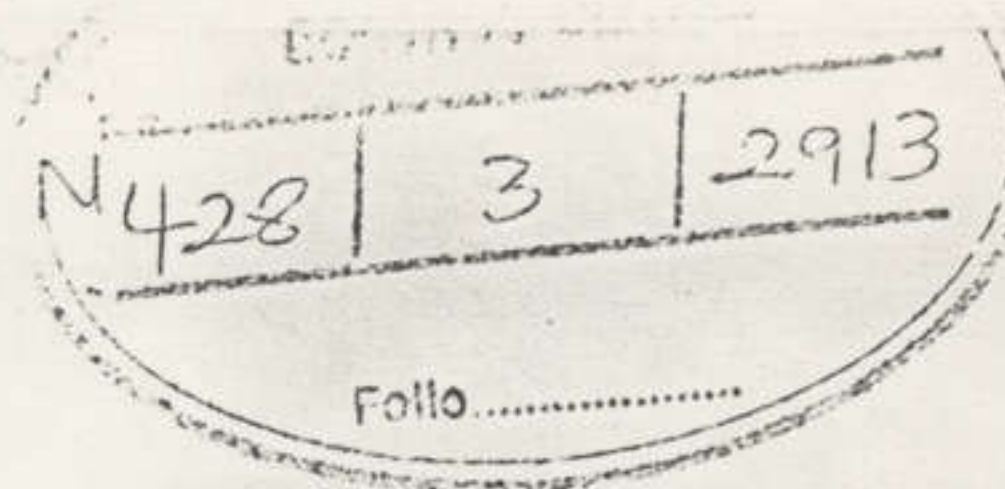
OOW

WED 02	Man Overboard Exercises	XO, Coxswain, CBM
THU 17	Man Overboard Exercises	CO Designate, XO
	Berthing Alongside	CO Designate

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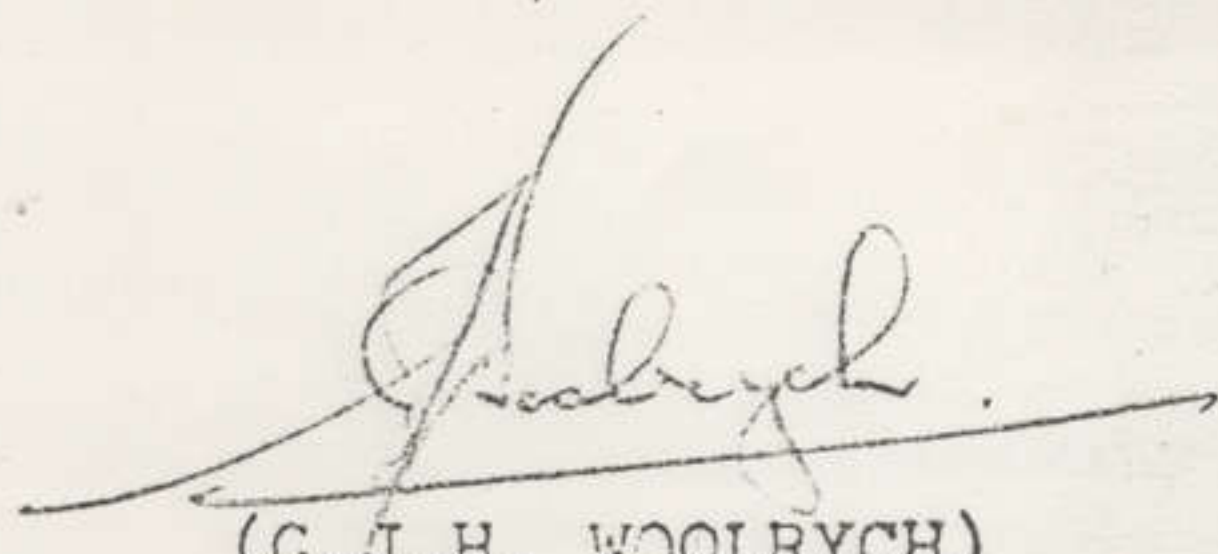
AF 1/16/ 11

20 MAY 1980

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600

HMAS ASSAIL - REPORT OF PROCEEDINGS
18-30 APRIL, 1980

Forwarded.


(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings
for 18-30 April, 1980 dated 1 May, 1980

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RESTRICTED

1/16/6

HMAS ASSAIL
at DARWIN

1st May 1980

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding, NORTH AUSTRALIA AREA

HMAS ASSAIL - REPORT OF PROCEEDINGS
18TH TO 30TH APRIL 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the period 18th to 30th April 1980. The time zone used is IK (-9½) unless otherwise indicated.

2. At 0800 on Friday 18th April I assumed command of ASSAIL alongside the Patrol Boat Landing (PBL) Darwin, from Lieutenant P.R. Corney RAN. During the forenoon I paid official calls on His Honour the Administrator J.A. England CMG CStJ ED, The Honourable Mr Justice W.E.S. Forster and Her Worship the Mayor, Dr Ella Stack CBE SSStJ.

3. At 1000 on Monday 21st ASSAIL sailed in company with ADROIT to carry out a gyro check and to conduct towing exercises, boarding exercises, RAS approaches and OOW manoeuvres. On completion of the exercise programme ASSAIL berthed alongside the PBL at 1530 whilst ADROIT continued a Beagle Gulf Patrol.

4. The ship cast off at 0900 Tuesday 22nd April for passage to AMBON, Indonesia. Two civilians were embarked for the voyage - Mr R.J. Green (Lt Col Rtd) and Mr S.D. Campbell, members of the Gull Force (2/21 Bn) Association.

5. Three radar contacts were gained at 1450 to the west of Bathurst Island and course was altered to investigate. On closing the contacts they were identified as the Taiwanese gill netters HWA CHING No. 2, KWANG YANG No. 112 and the FU YUH (HMAS ASSAIL EOJ 220700Z APR 80 refers). Following identification, course was set to continue the passage to AMBON. At 1615 clocks were retarded to time zone I (-9).

6. On Wednesday 23rd at 0530 (K) landfall was made on Sermata Island which was passed to the east. During the forenoon Man Overboard Exercises were carried out for all bridge watchkeepers, and a fire exercise in the engineroom was conducted. Landfall on Ambonia Island was made at 0440(I)

/Thursday 24th.

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- 2 -

Thursday 24th. At 0900(I) an Indonesian pilot was embarked off Ambon Harbour and the ship proceeded into Ambon inner harbour and berthed alongside the Halong Naval Base at 0930 (I). Captain H.A. Josephs RAN, Naval Attache Jakarta, met the ship on arrival.

7. In company with Captain H.A. Josephs RAN, I paid official calls on the Commander, Ninth Naval Area, Admiral Nunung Subandi; Commander, Naval Base Halong, Major Hanafiah Zen; Commander XV Military Area Pattimura, Brigadier General Bagus Sumitro, and the Mayor of Ambon, Albert Poirwaila. That evening the officers and senior sailors of ASSAIL hosted a cocktail party for 42 of the local dignitaries.

8. On Friday 25th April the officers and crew of ASSAIL attended the ANZAC Day Ceremony at the Ambon War Cemetery, followed by short wreath laying ceremonies at the Indonesian Heroes Cemetery and the Australian War Memorial-Koedamardi Village. The ANZAC Day programme was organized by the Gull Force (2/21 Bn) Association who were imprisoned by the Japanese from 1942-1945 on the site of the War Cemetery. Following the services the Gull Force Association hosted local dignitaries and the crew of ASSAIL to lunch in the caretaker's cottage adjacent to the cemetery.

9. On Saturday 26th and Sunday 27th Australian Embassy Staff, Jakarta organized tours for the ship's company which were thoroughly enjoyed by all. The Commander, Ninth Naval Area, Admiral Nunung Subandi, hosted, on Saturday 26th, a cocktail party for members of Gull Force and the ship's company of ASSAIL which featured traditional Indonesian dancing. The Australian contingent, at the insistence of the host, replied with a rendition of "Waltzing Matilda".

10. At 1100(I) Monday 28th ASSAIL cast off from the Halong Naval Base and proceeded to sea for passage to Darwin. Passage was made through the Indonesian Archipelago passing east of Damar and Semarta Islands. At 0200(I) Tuesday 29th clocks were advanced to time zone IK (-9½). At 1430 Tuesday 29th BETANO was sighted on passage to Ambon. RAS approaches were conducted for 30 minutes with ASSAIL detaching at 1520 to continue passage to Darwin via the R230 Firing Area for 40/60 firings.

11. Whilst making passage to R230, heavy weather was encountered and at 0300 Wednesday 30th it was decided to cancel the programmed firing and course was altered for Darwin. At 0900 Wednesday 30th ASSAIL berthed alongside AWARE at the PBL.

Marine and Electrical Engineering

12. URDEF 70/80 on the Arma Brown Gyro was rectified on Friday 18th by replacement.

/General

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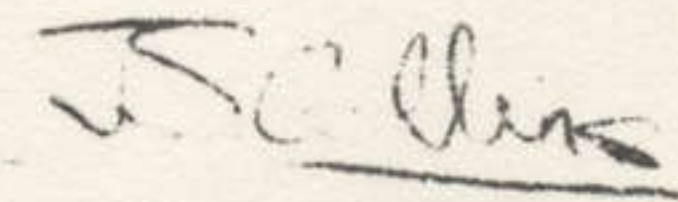
General

13. The health, welfare and conduct of the ship's company were very good during the period. The morale is very high.

I have the honour to be,

Sir,

Your obedient Servant,



(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

ANNEXES: "A" - Steaming Figures - 18-30 April.

"B" - Drills, Evolutions and Exercises

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ANNEX "A" TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST MAY 1980

STEAMING FIGURES - 18-30 APRIL 1980

1. Miles steamed during the period	1,194
2. Hours underway during the period	103
3. Miles steamed since first commissioning	294,660
4. Hours underway since first commissioning	22,511

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST MAY 1980

DRILLS, EVOLUTIONS AND EXERCISES

Daily Harbour

Fri 18	FIREX Forepeak
Sat 19	FIREX Paint Store
Sun 20	FIREX Quarterdeck
Mon 21	FIREX Galley
Fri 25	FIREX Galley
Sat 26	FIREX Tiller Flat

Navigation

Thu 24	Visual pilotage into Ambon Harbour - N.O.
	Blind pilotage into Ambon Harbour - X.O.
	Visual pilotage out of Ambon Harbour - X.O.
	Blind pilotage out of Ambon Harbour - N.O.

OOW

Mon 21	NAVCOMEX 202 - ADROIT
	Man Overboard Exercises - N.O.
	TOWEX - C.O., X.O., C.B.M.
	OOW Manoeuvres - X.O., N.O.
	RASAPS - C.O., X.O.
	FLASHX - X.O.
Wed 23	Full Damage Control Exercise -
	Fire in the Engine Room - Ship's company
	Man Overboard Exercises - X.O., N.O., C.B.M. COXN
Thu 29	Man Overboard Exercises - X.O.
	RASAP - C.O., X.O.
	Total Power Failure - X.O.
Wed 30	Man Overboard Exercises - X.O., N.O., C.B.M.

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Telephone: 359-9111
Extension 3139

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

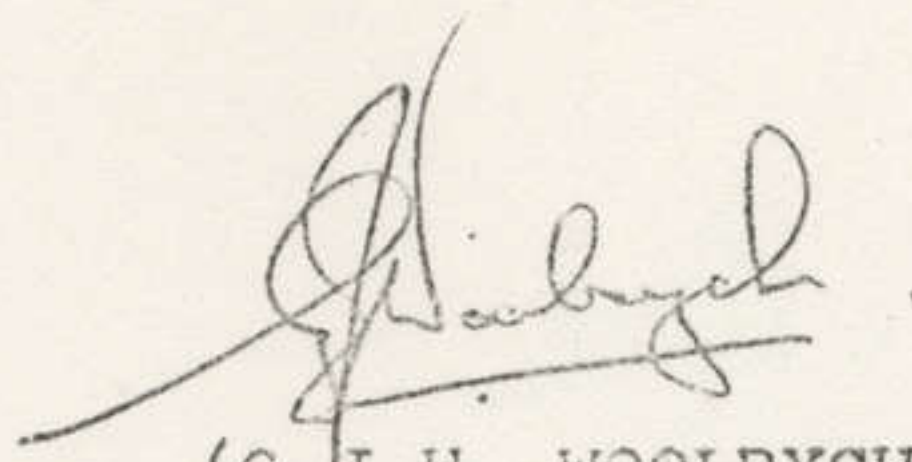
AF 1/16/ 11

12 JUN 1980

Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA A.C.T. 2600

HMAS ASSAIL - REPORT OF PROCEEDINGS
MAY, 1980

Forwarded.



(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings
for May, 1980 dated 31 May, 1980

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1/16/6

HMAS ASSAIL
at Cairns

31 May 1980

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding
NORTH AUSTRALIA AREA

Naval Officer-in-Charge
CAIRNS

HMAS ASSAIL - REPORT OF PROCEEDINGS MAY 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of May 1980. The time zone used is IK(-9½) until 0001 Thursday 15th when it was changed to K (-10).

2. At the beginning of the month ASSAIL was alongside the PBL at Darwin. ASSAIL remained at the PBL until Tuesday 6th May when she cast off and proceeded on a 16 day patrol from Darwin to Cairns. Exercises manoverboard were conducted for all watchkeepers during the day whilst ASSAIL made passage to Port Essington via the west of Bathurst Island. The ship anchored at Port Essington at 1300 Wednesday 7th for a Coastwatcher visit.

3. Weighing anchor at 0700 Thursday 8th, the patrol was continued towards Gove. During the first watch of that day and the middle watch of Friday 9th, 11 radar contacts were gained between Cape Stewart and the Crocodile Islands. Four were positively identified by name, whilst the remainder were identified as Foreign Fishing Vessels but because of their nets being laid close together, it was unsafe to close these contacts to gain positive identification. ASSAIL anchored off Truant Island at 1100 09 May and weighed again at 1340 and proceeded to Bremer Island where the ship anchored overnight. The ship weighed anchor at 1100 On Saturday 10th and berthed alongside the General Purpose Wharf, Gove at 1200.

4. ASSAIL sailed from Gove at 1600 Monday 12th following some difficulties in refuelling as a result of local industrial problems. The Naval Agent made special representation to the Union to allow the fuelling to continue after a six hour delay. The patrol was continued in the Crocodile Island area with the ship making passage to the north of the Wessel Islands. During the forenoon and afternoon watches of Tuesday 13th four Foreign Fishing Vessels were sighted and positively

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...2/identified



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identified anchored to the northwest of the Crocodile Islands on the 10 fathom line. Following no further sightings ASSAIL detached from the area at 2000 that evening and continued the patrol eastwards into the Gulf of Carpentaria via the north of the Wessel Islands. Clocks were advanced to time zone (-10) K at 0001 Thursday 15th. ASSAIL berthed alongside Evans Landing, Weipa at 1050(K) Thursday 15th for refuelling, and sailed again at 1600 that afternoon on passage to Thursday Island.

5. On rounding Booby Island, the following morning HMAS FLINDERS was sighted at anchor and identifications were exchanged. ASSAIL berthed alongside the Main Wharf Thursday Island at 0900 Friday 16th. Following directions that ASSAIL was to rendezvous with FLINDERS, which had main engine problems, and escort her to Cairns, ASSAIL slipped at 1200 that day and proceeded to Booby Island. Following discussions with her Commanding Officer, LCDR G.J. BOND RAN, 5 FLINDERS personnel and a hercules boat were embarked to aid in the recovery of those Survey camps which were in the Port Musgrave area.

6. On detaching from FLINDERS, the ketch SYZYG was sighted. It had been reported by the Coastal Surveillance Centre to be in difficulty in the Torres Strait area. On closing to offer assistance it was ascertained that they had engine troubles and were unable to proceed to Thursday Island under sail because of the spring tidal streams and prevailing winds within Torres Strait. The ketch was taken in tow at 1500 Friday 16th and towed to Thursday Island. With assistance from ASSAIL, the ketch was berthed alongside the main wharf. At 1800 (K) Friday 16th, ASSAIL again departed from Thursday Island and proceeded to the Port Musgrave area, coming to anchor off Cullen Pt at 0400(K) Saturday 17th. At first light FLINDERS personnel, with the assistance of the ASSAIL crew, dismantled the survey camp and embarked the equipment and 2 further personnel. The ship weighed anchor and proceeded to Pennefather River where the process was repeated. After recovering the Pennefather Camp ASSAIL proceeded north and came to anchor off the last camp at Vrilya Pt at 1900(K) that evening.

7. The survey camp at Vrilya Point was embarked at first light Sunday 18th and ASSAIL weighed anchor, rendezvoused with FLINDERS in Normandy Sound, berthing alongside at 1500 to disembark equipment and personnel. After slipping from FLINDERS the ship proceeded alongside the Fuelling Wharf at Thursday Island for fuel and then rendezvoused with FLINDERS in Normandy Sound at 1800 (K) that evening for the slow passage south. Passage to Cairns was made via the inner reef route with ASSAIL running race tracks around FLINDERS as her maximum speed was approximately 6 knots. ASSAIL berthed alongside No 1 Wharf Cairns at 0100 (K) Thursday 22nd whilst FLINDERS anchored outside the leads and proceeded alongside during the forenoon.

8. ASSAIL commenced to de-store and de-ammunition Thursday 22nd in preparation for refit. At 1400 (K) Monday 26th ASSAIL slipped and proceeded to NQEA and berthed alongside BARBETTE (LEUT M. STORRS RAN). The following morning, at 0700 Tuesday 27th, the ship berthed in the slipping cradle and was slipped to NQEA slipping yard where it remained until the end of the month.

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...3/Marine

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Marine and Electrical Engineering

9. URDEF 71/80 was raised on the ANURC 58 Transmitter Receiver because of low sensitivity of the Receiver. The defect is to be repaired by replacement. There were no other major defects during the month.

General

10. The health, welfare and conduct of the ship's company were very good during the month. The co-operation and team work displayed by the crew in assisting FLINDERS was exceptional. The morale has remained very high throughout the month.

I have the honour to be,

Sir,

Your obedient Servant,

W E Eversham

(W.E. EVERSHAM)
Lieutenant RAN
for Commanding Officer AOL

ANNEXES: A. Steaming Figures
B. Drills Evolutions & Exercises

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ANNEX A to HMAS ASSAIL
letter 1/16/6 dated
31 May 1980

STEAMING FIGURES 01 MAY to 31 MAY 1980

1.	Miles steamed during the period	3,023
2.	Hours underway during the period	258
3.	Miles steamed since first commissioning	297,683
4.	Hours underway since first commissioning	22,769

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ANNEX B to HMAS ASSAIL
letter 1/16/6 dated
31 May 1980

DRILLS EVOLUTIONS & EXERCISES

Daily Harbour

01	Firex	CO Cabin
02	Firex	Switchboard
11	Firex	CO Cabin
24	Firex	Tiller Flat
25	Firex	After Mess
26	Firex	Engineroom

OOW

06 MOB exercises all OOW's

Seamanship

16)	
17		Hoisted and lowered HMAS FLINDERS 18' Hercules
18		Recovered three Survey Camps
16		Towed ketch SYZYGY to Thursday Island
18		Berthed alongside HMAS FLINDERS at anchor
27		Slipped ship at NQEA Refit Yard

Exercises at Sea

06 Hands to Emergency Stations, Leaving Ship Stations

Communications

16 XO Encoded Confidential Signal

Gunnery

23 De-ammunitioned ship

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Extension 3139



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

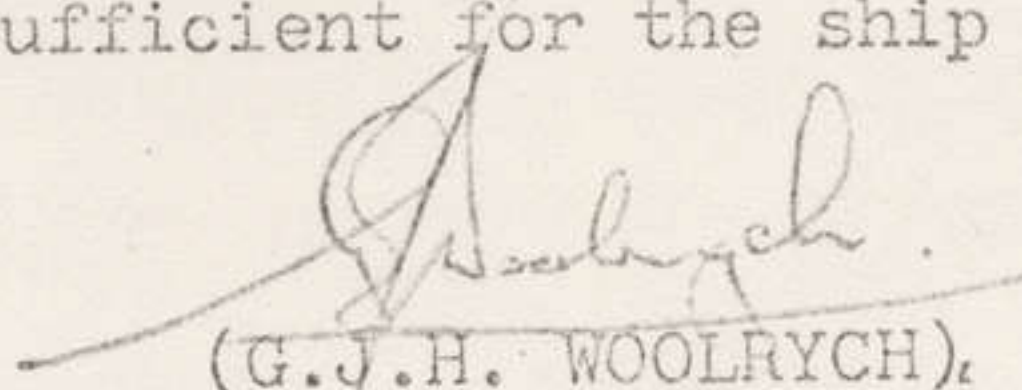
AF 1/16/ 11

18 JUL 1980

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

HMAS ASSAIL - REPORT OF PROCEEDINGS
JUNE, 1980

1. Forwarded.
2. The statement in the last sentence of paragraph 2 is not agreed. It is confidently predicted that the current allocation of funds is sufficient for the ship to complete refit in a sound condition.


(G.J.H. WOOLRYCH),
Commodore RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings
for June, 1980 dated 1 July, 1980

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(070) 516324

1/16/6

HMAS ASSAIL
at Cairns

01 July 1980

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Naval Officer Commanding
NORTH AUSTRALIA AREA

Naval Officer-in-Charge
CAIRNS

HMAS ASSAIL REPORT OF PROCEEDINGS JUNE 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of June 1980.
2. During the entire month ASSAIL has been slipped at NQEA refitting yard undergoing refit. Following Garden Island survey extensive shell plate and deck plating renewal was required. There has been 55 REDEF's raised for propulsion, hull and electrical work. Propulsion work mainly consisted of Starboard and Port bearings worn, and the Starboard and Port "P" Brackets were out of alignment. Ship staff are progressing steadily in their refit work package but have been hampered to a certain extent by rain and muddy conditions around the vicinity of the ship. All ships side paint has been removed and chromated. Ship's staff are presently removing paint from screens and funnel. The overall physical progress of the refit has been unsatisfying, as a result of lack of monetary funds (NOCQLD RDM/RDV/ROJ of 270130Z JUN 80 refers).
3. The health, welfare and morale of the ship's company has been good.

I have the honour to be,

Sir,

Your obedient Servant,



J.S. Collins
(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

- ANNEXES:
- A. Steaming Details
 - B. Drills, Exercises and Evolutions

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ANNEX A to HMAS ASSAIL
letter 1/16/6 dated

01 July 1980

STEAMING FIGURES 01 JUNE TO 30 JUNE 1980

1.	Miles steamed during the period	Nil
2.	Hours underway during the period	Nil
3.	Miles steamed since first commissioning	296,683
4.	Hours underway since first commissioning	22,769

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ANNEX B to HMAS ASSAIL
letter 1/16/6 dated

01 July 1980

DRILLS EVOLUTIONS & EXERCISES

04 June	Fire Exercise to familiarise crew with dockyard procedures
04 June	First Aid Lecture
24 June	Standard SLR course for ship's company

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(070) 516324

1/16/6

HMAS ASSAIL
at Cairns

01 August 1980

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
NORTH AUSTRALIA AREA

The Naval Officer-in-Charge
CAIRNS

HMAS ASSAIL REPORT OF PROCEEDINGS - JULY 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of July 1980.
2. For the first half of the month ASSAIL was slipped at NQEA refitting yard undergoing refit. On Monday 14 July ASSAIL unslipped and was cold moved to the NQEA fitting out wharf where the ship remained until the end of the month.
3. Ship's staff are progressing at a satisfactory rate in their refit work package despite inclement weather. All upper deck screens and deck have been stripped and painted. There have been one hundred and forty-five REDEFs raised for hull, electrical and propulsion work. Both main engines and generators have been fitted, with successful generator trials having been carried out. Running tests have been carried out on all pumps, refrigerators and airconditioner units with satisfactory results.
4. During the month the ship celebrated its twelfth birthday, and the occasion was celebrated by a small gathering with the guest list including NOIC CAIRNS, (CMDR I. HALL), and NQEA Staff.
5. The health, welfare and morale of the ship's company has been good for the period.

I have the honour to be,

Sir,

Your obedient Servant,

J.S. Collins
(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Drills, Exercises and
Evolutions

ANNEX A to HMAS ASSAIL
letter 1/16/6 dated

01 August 1980

STEAMING FIGURES 01 JULY TO 31 JULY 1980

1.	Miles steamed during the period	Nil
2.	Hours underway during the period	Nil
3.	Miles steamed since first commissioning	296,683
4.	Hours underway since first commissioning	22,769

ANNEX B to HMAS ASSAIL
letter 1/16/6 dated

01 August 1980

DRILLS EVOLUTIONS AND EXERCISES

14 July	Unslipping of HMAS ASSAIL
21 July	First Aid Lecture
22 July	Small Arms Shoot (PWT)
28/29 July	Fire Fighting PWT

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OFFICE OF THE
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GARDEN ISLAND, N.S.W. 2000

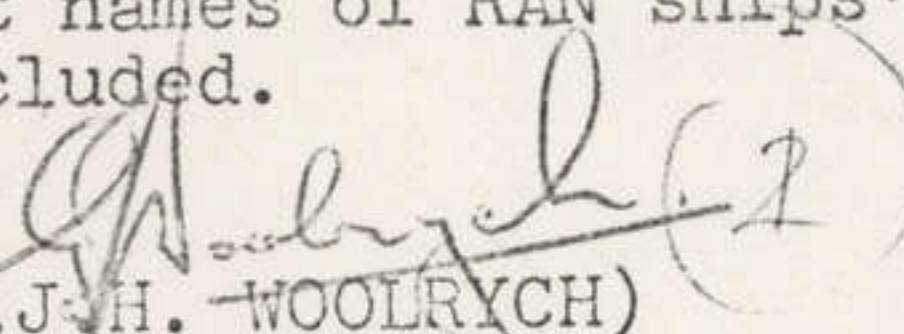
15 SEP 1980

AF 1/16/ 11

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

HMAS ASSAIL - REPORT OF PROCEEDINGS
AUGUST, 1980

1. Forwarded.
2. The attention of the Commanding Officer has been drawn to the regulations covering Reports of Proceedings specifically the direction that names of RAN ships' Commanding Officers are not included.


(G.J.H. WOOLRYCH)
Commodore RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings
for August, 1980 dated 1 September, 1980

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1/16/6

HMAS ASSAIL
At Darwin

1st September, 1980

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding
NORTH AUSTRALIAN AREA

The Commander,
Australian Mine Warfare and Patrol Boat Forces

HMAS ASSAIL REPORT OF PROCEEDINGS - AUGUST 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of August 1980. The time zone used is K (-10) unless otherwise stated.

2. At the beginning of the month ASSAIL was alongside the NQEA fitting out wharf at Cairns. ASSAIL remained at the Fitting Out Wharf until Friday, 8th when she cast off and proceeded to the Cairns Exercise area for her Sea Acceptance Trials. At 1450 that afternoon the ship berthed alongside HMAS BAYONET (LEUT D.R. STONE RAN) at No. 1 Wharf Cairns after having successfully completed trials.

3. On Monday, 11th August at 0750 ASSAIL cast off from HMAS BAYONET and proceeded to the NQEA Slipping Yard to enable the contractor to carry out final refit work packages, berthing back alongside HMAS BAYONET at 1653 that afternoon. On Wednesday, 13th under the direction of LCDR J.R. LORD RAN, ASSAIL conducted a compass swing in the Cairns Basin.

4. On Thursday, 14th August ASSAIL commenced her work up programme departing Cairns at 0830 for the Cairns Exercise Area. During the forenoon and afternoon the watchbill was proved, man overboard, machinery breakdowns and Damage Control exercises were conducted, followed by a surface firing exercise. At 1500 that afternoon ASSAIL rendezvoused with HMAS BAYONET to the south of Fitzroy Island and conducted a Boarding exercise; ASSAIL boarded BAYONET. Following the recovery of the boarding party, ASSAIL and BAYONET made passage to Fitzroy Island anchoring at 1830 that evening, having conducted a surface reporting exercise en-route. Following the discovery of major defects on ASSAIL'S radar and 40/60 mount which required Base Staff assistance, ASSAIL weighed anchor at 2130 that evening and proceeded to Cairns independently, berthing at 2330 alongside HMAS BARRICADE (LEUT J.W. MOORCROFT RAN) at No. 1 Wharf Cairns.

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5. ASSAIL departed Cairns Saturday, 16th August at 1300 for the return passage to Darwin. The following morning at 0730, HMAS FREMANTLE (LCDR R.G. THOMAS RAN) was sighted making passage to Cairns. ASSAIL joined FREMANTLE and conducted RAS approaches and heaving line transfers for one hour before detaching and continuing passage to Thursday Island. The ship berthed at the Fuelling wharf, Thursday Island at 0930 Monday, 18th shifting berth to the Main Wharf on completion of fuelling.

6. ASSAIL departed Thursday Island at 0600 Tuesday, 19th August and continued passage to Darwin via the north of the Wessel Islands. Clocks were retarded to time zone IK (-9½) at 1815 on Tuesday, 19th. On rounding Cape Wessel during the forenoon of Wednesday, 20th 5 radar contacts were gained to the south east. On closing they were positively identified as registered Taiwanese Gill netters. (HMAS ASSAIL EOJ 200034² August 1980 refers). Following no further sightings, ASSAIL continued the patrol westwards towards New Year Island, anchoring in Port Essington at 0730 (IK) Thursday, 21st for a coastwatcher visit.

7. Weighing anchor at 2200 (IK), ASSAIL proceeded to Darwin via Dundas Strait and the Vernon Islands berthing outboard of HMAS BARBETTE (LEUT M.J. STORRS RAN) at the PBL Darwin at 0900 Friday, 22nd thus ending an absence of 4 months from the Darwin area. HMAS BARBETTE slipped and proceeded to sea at 1100 (IK) on Saturday, 23rd. The ship remained alongside the PBL until 1300 Monday when she sailed in company with HMAS ARDENT (LEUT J.C.A. GERLACH) for work-up exercises. During the afternoon the two ships conducted OOW Manoeuvres, RAS approaches and heaving line transfers whilst making passage towards Cape Fourcroy where both ships anchored at 1800 (IK).

8. Weighing at 0800 (IK) the following morning²⁶, the two ships conducted OOW Manoeuvres by flags whilst making ground towards Firing Area R230. At 1200 (IK) ARDENT conducted a gun functioning trial. This was followed by both ships conducting an AAROFX at 2" RF, and an SUEX at a target supplied by ARDENT. Upon completion of the firing ASSAIL and ARDENT conducted a towing exercise prior to proceeding to Cape Fourcroy, intending to anchorage overnight. During the afternoon a message was received from NOCNA stating that the RSS ENDURANCE with whom ARDENT and ASSAIL were to have exercised on Wednesday, 27th was proceeding to Darwin via the Vernon Islands and not to the west of Melville Island as had been expected. On receipt of this message both ships altered course and anchored off East Point, Fannie Bay at 1930 (IK) that evening.

.../3 At

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9. At 0200 (IK), Wednesday, 27th ASSAIL weighed and proceeded to a Patrol line to the west of Vernon Island to detect and shadow RSS ENDURANCE in preparation for a dawn encounter exercise with ARDENT. A radar contact was gained at 0255 (IK) and was closed and identified as RSS ENDURANCE. Shadowing ENDURANCE, positions and speeds were passed to ARDENT who was positioning herself for an attack from the south. At 0530 (IK), ARDENT and ASSAIL conducted a co-ordinated dawn attack firing both Rocket Flares and Break Up shot. On completion of the attack ENDURANCE assumed control and conducted OOW Manoeuvres until 0800 (IK) when ASSAIL detached and proceeded alongside the PBL, berthing at 0915 (IK). ARDENT berthed out board of ASSAIL at 1130 (IK) that morning.

10. On Thursday, 28th ASSAIL slipped from the PBL at 0930 (IK) and proceeded to the Beagle Gulf to conduct internal D.C. exercises, man overboard drills and general seamanship evolutions. ASSAIL berthed outboard of ARDENT at the PBL at 1530 (IK) that afternoon and remained there until the end of the month.

Marine and Electrical Engineering

11. Basin trials were conducted alongside the NQEA Fitting Out Wharf on Monday, 4th. Trials were successful with only minor defects arising. During the sea acceptance trials on Friday, 8th a full Power Trial was carried out.


12. During work-up on Thursday, 14th URDEF'S 1/83 and 2/83 were raised. URDEF 1/83 was raised on the RM 916A Radar as the trigger unit was intermittent. This defect was rectified by replacement. URDEF 2/83 was raised on the 40/60 mm Bofor as it was constantly tripping off. The hydraulic oil filter bleed valve was also found to be stripped. The Hydraulic relief valve was reset at 400 psi, rectifying the overheating problem. Base Staff, Cairns, had originally set it at 475 psi. The Vox Filter was replaced rectifying the other defect.

13. URDEF 3/83 was raised on the starboard generator as it was not holding cycles or voltage. A new Automatic Voltage Regulator was fitted rectifying the defect. The governor on the generator was also found to be defective and was replaced.

14. The health, welfare and morale of the ship's company has remained at a high standard throughout the month.

I have the honour to be,
Sir

Your Obedient Servant


(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming details.
B. Drills, Exercises and Evolutions.

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ANNEX A TO HMAS ASSAIL
LETTER 1/16/6 DATED
1ST SEPTEMBER, 1980

STEAMING FIGURES 1ST AUGUST TO 31ST AUGUST

1.	Miles steamed during the period	1,955
2.	Hours underway during the period	160
3.	Miles steamed since first commissioning	229,638
4.	Hours underway since first commissioning	22,929

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ANNEX B TO HMAS ASSAIL
LETTER 1/16/6 DATED
1ST SEPTEMBER, 1980

DRILLS, EVOLUTIONS AND EXERCISES

DAILY HARBOUR

01	Firex	Fwd Mess
02	Firex	Tiller Flat
03	Firex	Engine Room
04	Firex	Tiller Flat
05	Firex	Galley
06	Firex	Galley
07	Firex	Fwd Mess
08	Firex	Galley
11	Firex	After Mess
12	Firex	Galley
13	Firex	Wardroom
18	Firex	C.O.s Cabin
19	Firex	Quarterdeck
30	Firex	Tiller Flat

SHIPHANDLING

11	XO conned the ship alongside in Cairns.
13	NO conned the ship alongside in Cairns.
13	Squadron Navigator conned the ship alongside in Cairns.
14	XO, NO, CBM and COXN conducted MOB exercises.
14	NO, and COXN exercised steering from aft.
14	CO exercised approach for boarding FFV.
17	CO, and XO conducted RASAPs with HMAS FREMANTLE.
17	CBM and COXN exercised MOB exercises.
22	XO, and NO conducted OOW manoeuvres.
25	XO, and NO and CBM exercised RASAPs with ARDENT.
25	XO, and NO conducted OOW manoeuvres by flag hoist.
26	XO, exercised MOB.
26	NO conducted RAS with ARDENT.
27	XO conducted OOW manoeuvres with RSS ENDURANCE and ARDENT.
28	XO, NO, CBM, COXN, CHARGE, and 2nd ENGINEER conducted MOB exercises.

.../2 GUNNERY
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GUNNERY

- 08 Gun functioning trials were carried out, and a AATX was conducted for the 40/60 and the 50 cal and the 2" RFL.
- 14 SUFX practice for 40/60 and 50 cal.
- 14 Boarding exercise with BAYONET.
- 26 AAROFX and SUFX for 40/60, 50 cal and 2" RFL.
- 27 Dawn encounter exercise for 2" RFL and 40/60.

NBCD

- 11 Magazine sprays were tested and found to be correct.
- 14 Proved the DC watchbill.
Hands to emergency stations - fire in the galley.
- 20 Hands to emergency stations - fire in the engine room.
- 21 Hands to emergency stations - fire and flood in the fore peak. (Collision Net rigged).
- battery explosion
in the engine room.
Injury in the engine room - first aid lecture given to the ship's company.
Demonstration of fire fighting appliances given to ship's company.

SEAMANSHIP

- 17 Heaving line transfer conducted with FREMANTLE.
- 26 Heaving line transfer conducted with ARDENT.
- 26 TOWEX ARDENT.
- 28 Streamed PARA-anchor.

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

10 OCT 1980

AF 1/16/11

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

13 OCT 1980

HMAS ASSAIL - REPORT OF PROCEEDINGS
SEPTEMBER, 1980

Forwarded.



(G.J.H. WOOLRYCH)
Commodore RAN
for Fleet Commander

Enclosure:

HMAS ASSAIL Report of Proceedings
for September, 1980 dated 1 October, 1980

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ROYAL AUSTRALIAN NAVY

HMAS ASSAIL
At Darwin

TELEPHONE:

IN REPLY QUOTE

1st October 1980

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding
NORTH AUSTRALIA AREA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

COMAUSFLT Afloat

HMAS ASSAIL REPORT OF PROCEEDINGS - SEPTEMBER 1980

Sir,

1. I have the honour to report the proceeding of HMAS ASSAIL under my command for the month of September 1980. The time zone used throughout is IK(-9½).

2. At the beginning of the month ASSAIL was alongside the Patrol Boat Landing at Darwin. ASSAIL remained at the Patrol Boat Landing until Friday 12th when she cast off and proceeded to sea in company with AWARE. On sailing ships conducted OOW manoeuvres, with AWARE detaching at 1017 for a full power trial. During the forenoon and afternoon man overboard exercises, damage control exercises and seamanship evolution were conducted in preparation for ASSAIL's ORE. ASSAIL berthed alongside the Patrol Boat Landing at 1540 that afternoon with AWARE and ARDENT berthing outboard.

3. Admiral's Inspection of all departments were conducted 15th to 17th. During the forenoon of the 17th ARDENT and AWARE slipped and proceeded to the cyclone buoy in Darwin Harbour. At 1305 with Naval Officer Commanding North Australia Area (Captain R. McKenzie ADC RAN) embarked, ASSAIL slipped from the Patrol Boat Landing and berthed alongside ARDENT at the buoy. On berthing Divisions were conducted onboard AWARE, ARDENT and ASSAIL by Captain R. McKenzie ADC RAN. On completion of Divisions, ASSAIL slipped from ARDENT and berthed alongside the Patrol Boat Landing at 1548, ARDENT and AWARE berthing outboard.

..2/.. At 0700

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4. At 0700, Thursday 18th ASSAIL, with The Commander, Australian Mine Warfare and Patrol Boat Forces (CMDR E.T. Keane RAN) and his staff embarked, ASSAIL sailed in company with ARDENT and AWARE for ASSAIL's ORE following her May-August 80 refit. During the forenoon and afternoon exercises were conducted as detailed by COMAUSMINPAB. During the afternoon watch a major defect occurred to the Starboard main engine, and all ships returned to the Patrol Boat Landing at Darwin with ASSAIL berthing at 1742, ARDENT and AWARE outboard. The defect was rectified that evening.

5. At 0600, Friday 19th ARDENT and AWARE with COMAUSMINPAB and his staff embarked, slipped from ASSAIL and proceeded to the Beagle Gulf for Darwin Patrol Boat's 1980 SQUADDEX. ASSAIL slipped from the Patrol Boat Landing at 0700 with NOCNA embarked, and rendezvoused with ARDENT and AWARE at 0800. Exercises were conducted as programmed by COMAUSMINPAB. At 1245 NOCNA was transferred to AWARE with ASSAIL carrying out a sternboard to AWARE. On completion of the SQUADDEX, ARDENT, ASSAIL and AWARE berthed at the Patrol Boat Landing at 1730.

6. ASSAIL remained alongside at Darwin until Tuesday 30th, during the period ASSAIL was the Beagle Gulf Standby boat at 1 hours notice for sea. AWARE slipped and proceeded to sea at 1100 Thursday 23rd.

7. At 1450, Tuesday 30th ASSAIL was despatched by NOCNA to assist the Ketch Olive Marie reported to be sinking in the Beagle Gulf. ASSAIL slipped from ARDENT at the Patrol Boat Landing at 1530 and proceeded with utmost haste to the area. Communications was established with a Customs aircraft which had located the Ketch and directed ASSAIL in for a rendezvous. On rendezvousing with the Ketch it was established that the vessel only had suffered an engine defect, but had been drifting for two days because of lack of wind and the two elderly persons onboard were in a tired and distressed state. The Ketch was taken in tow and at the end of the month ASSAIL was slowly proceeding towards Darwin.

Marine and Electrical Engineering

8. At the beginning of the month URDEF 3/83 was outstanding on the Starboard Generator awaiting supply of a new Governor. URDEF 4/83 was raised Friday 12th when the starboard generator circuit breaker switch was broken off. Whilst connecting the new breaker switch, numerous electrical wires were found hanging loose and other wires loosely connected at the rear of the circuit breaker. Following replacement of the circuit breaker and securing of all wires, it was found that the starboard generator operated satisfactory and all faults that had been attributed to a faulty Governor at URDEF 3/83 had been rectified.

9. URDEF 5/83 was raised on the Starboard Engine Pegson Pump Thursday 18th when the mechanical seal became unserviceable allowing air to be sucked into the cooling system. Defect was rectified Thursday 18th by replacement.

..3/.. Since completion

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10. Since completion of refit ASSAIL has suffered numerous defects on the Generators and Switchboard, and at the close of the month the ship can parallel the Generators but they will not accept equal load. Following the discovery of loose wires behind the switchboard Base Staff have commenced an investigation into the wiring of the switchboard and the conduct of acceptance of the switchboard following refit.

General

11. The health, welfare and morale of the ship's company has remained at a high standard during the month.

I have the honour to be,

Sir,

Your Obedient Servant,

J.S. Collins

(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Drills, Exercises and Evolutions

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ANNEX A TO HMAS ASSAIL

LETTER 1/16/6

DATED 1st OCTOBER 1980

STEAMING FIGURES 01 SEPTEMBER TO 30 SEPTEMBER 1980

1.	Miles steamed during the period	458
2.	Hours underway during the period	37
3.	Miles steamed since first commissioning	300096
4.	Hours underway since first commissioning	22966

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ANNEX B TO HMAS ASSAIL

LETTER 1/16/6

DATED 1st OCTOBER 1980

DRILLS EVOLUTIONS AND EXERCISES

DAILY HARBOUR

01	Fire exercise Galley	$\frac{1}{2}$ hour
02	Fire exercise Tiller Flat	$\frac{1}{2}$ hour
03	Flood exercise Cable locker	$\frac{1}{2}$ hour
04	Fire exercise Wharf	$\frac{1}{2}$ hour
06	Fire exercise Diving Store	$\frac{1}{2}$ hour
07	Fire exercise AX Switchboard	$\frac{1}{2}$ hour
08	Flood exercise Tiller Flat	$\frac{1}{2}$ hour
09	Fire exercise Engine Room	$\frac{1}{2}$ hour
10	Fire exercise Tiller Flat	$\frac{1}{2}$ hour
11	Fire exercise Galley	$\frac{1}{2}$ hour
13	Fire exercise Galley	$\frac{1}{2}$ hour
14	Fire exercise Galley	$\frac{1}{2}$ hour
15	Flood exercise Tiller Flat	$\frac{1}{2}$ hour
19	Fire exercise CO Cabin	$\frac{1}{2}$ hour
20	Fire exercise Galley	$\frac{1}{2}$ hour
22	Flood exercise Tiller Flat	$\frac{1}{2}$ hour
25	Fire exercise Wheelhouse	$\frac{1}{2}$ hour
26	Flood exercise Fore Peak	$\frac{1}{2}$ hour
27	Flood exercise Tiller Flat	$\frac{1}{2}$ hour
28	Fire exercise Bridge	$\frac{1}{2}$ hour

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SEAMANSHIP

19	Streamed splash target	2 hours
30	Towed yacht OLIVE MARIE to Darwin	9 hours

GUNNERY

18	Conducted SUFX at splash target	$\frac{1}{2}$ hour
	Conducted AAFX at sleeve target	$\frac{3}{4}$ hour
	Conducted boarding exercise	1 hour
19	Conducted AAFX at sleeve target	$1\frac{1}{4}$ hours

NBCD

12	Exercised Actions Stations	
	Major DC Exercises Flood Tiller Flat	$\frac{1}{2}$ hour
	Fire Engine Room	$\frac{1}{2}$ hour
18	Major DC Exercise Fire Engine Room	$\frac{1}{2}$ hour

NAVIGATION / OOW

12	OOW Manoeuvres	1 hour
	MOB Ex	$\frac{1}{2}$ hour
	Steering gear breakdown	$\frac{1}{2}$ hour
18	MOB Ex	1 hour
	Steering gear breakdown	$\frac{1}{2}$ hour
	Minefield Transit	$\frac{1}{2}$ hour
19	OOW manoeuvres	1 hour
	Competitive MOB ex	$\frac{1}{4}$ hour

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


AF 1/16/11


14 NOV 1980

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

HMAS ASSAIL - REPORT OF PROCEEDINGS
OCTOBER, 1980

Forwarded.


(G.J.H. WOOLRYCH)
Commodore RAN
for Fleet Commander


Enclosure: HMAS ASSAIL Report of Proceedings
for October, 1980 dated 1 November, 1980

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815018

IN REPLY QUOTE 1/16/6

HMAS ASSAIL
at DARWIN

1st November 1980

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding, NORTH AUSTRALIA AREA
The Commander, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES
The Flag Officer Commanding, HM AUSTRALIAN FLEET (Afloat)

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of October 1980.

2. At the beginning of the month ASSAIL was five miles to the north of Charles Point light with the ketch OLIVE MARIE in tow making for Darwin. ASSAIL had been despatched by NOCNA the previous day when it had been reported that the ketch was in difficulty 50 miles to the west of Charles Point. At 0335(1K) the ketch was secured to the Quarantine Buoy, Darwin Harbour. Following the return of the two ASSAIL personnel who had been onboard the ketch for the tow, ASSAIL proceeded to sea. It was necessary to conduct a high speed run to decarbonise the main engines after the prolonged slow speed during the tow. At 0615(1K) ASSAIL berthed outboard of HMAS ARDENT at the Patrol Boat Landing (PBL). On Friday 3rd at 1000(1K) HMAS AWARE berthed outboard.

3. ASSAIL was programmed to commence a West Coast patrol on Monday 6th but, as a result of a defect on the starboard main engine (URDEF 6/83, TM145 P12/83 refers), sailing was delayed seven days until Tuesday 14th. At 1045(1K) that day, ASSAIL slipped from the PBL and proceeded to the Joseph Bonaparte Gulf to make rendezvous with HMAS MORESBY to transfer mail and stores. At 1600(1K) clocks were retarded half an hour to time zone I (-9). ASSAIL made a rendezvous with HMAS MORESBY at 2240(1) 20 miles to the west of Proui Point, and after completion of the transfer by MORESBY's boat, ASSAIL continued the patrol to the west. At 1156(1) Wednesday 15th ASSAIL entered Admiralty Gulf by Troughton Passage and came to anchor nine cables to the east of Fenelon Island at 1515(1). Clocks were retarded one hour to time zone H(-8) at 1600(1). Anchor was weighed at 2100(H) that evening and, after leaving the Gulf by way of Fenelon Passage, a course was set for Browse Island.

/4. Browse Island

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4. Browse Island was sighted just after sunrise Thursday 16th, and the island was closed to ensure that there were no Indonesian traditional fishing craft near the reef surrounding the island. A sail was sighted seven miles to the south east of the island and on closing it was identified as a Type 2 traditional Indonesian fishing craft. An investigative boarding party was transferred to the craft by the ship's boat to question the master and to warn him of the areas he was not permitted to fish (HMAS ASSAIL EOJ 160430Z OCT 80 refers). Following recovery of the boarding party Browse Island was again closed. A landing party of three, under the command of the Executive Officer, was put ashore to interview a representative of Western Geophysical Oil, camped on the island, as to his observations of the movements of the Indonesian craft in the area (HMAS ASSAIL EOJ 160430Z OCT 80 refers). On the return of the landing party, and there being no further sightings in the area, ASSAIL departed Browse Island for Broome.

5. At 0900(H) Friday 17th ASSAIL berthed on the inner side of Broome Wharf. Following discussions with the Master of the rig tender vessel WINSERTOR, ASSAIL shifted berth outboard of her at 1145(H). The range of tides in Broome, and other west coast ports, necessitates embarking and disembarking the ship by an extension ladder which can be precarious at times. By berthing outboard of the rig tenders, safety of liberty men is ensured when disembarking and embarking utilising their gangways to the wharf. ASSAIL slipped from the WINSERTOR at 1733(H) Saturday 18th to allow the LADY ANNE alongside and berthed outboard of LADY ANNE on her securing to the WINSERTOR. Mr R. Sutton of West Australian Fisheries joined ASSAIL at Broome.

6. ASSAIL departed Broome at 0820(H) Monday 20th for Dampier via the Rowley Shoals. The Rowley Shoals area was searched during the daylight hours of Tuesday 21st with no sightings. The ship berthed at the Service Wharf Dampier at 0900(H) Wednesday 23rd. ASSAIL shifted to the boat landing for fuel and returned to the Service Wharf during the forenoon.

7. At 0900(H) the following morning ASSAIL departed Dampier for the Buccaneer Archipelago area. Passage was made via the coast with an overnight anchorage on Friday 24th at Beagle Bay. After patrolling the islands to the north of King Sound, ASSAIL anchored on Saturday 25th at 1307(H), two cables to the east of Margaret Island, Yampi Sound, and remained there overnight. Anchor was weighed the following morning and ASSAIL proceeded alongside the main wharf Koolan Island, berthing at 0900(H). The ship shifted berth on the morning of Monday 27th to the Service Pylon to fuel and water.

8. ASSAIL departed Koolan Island that day at 1150(H) for Darwin via Scott and Ashmore Reefs. The eastern passage into the Scott Reef lagoon was entered at 0625(H) Tuesday 28th and the ship anchored two miles to the south west of Sandy Islet at 0727(H). Departure from Scott Reef was made at 1720(H) that afternoon by the eastern passage again. On clearing the reef, course was set to the north east for Ashmore Reef. The ship anchored at 0730(H) the following morning 1½ miles north of West Island, Ashmore Reef. Two Indonesian craft were sighted within the lagoon and an Investigative Boarding party was despatched by ship's boat (HMAS ASSAIL EOJ 290850Z OCT 80 refers).

/There being

There being no further sightings in the area, ASSAIL weighed anchor at 1600 (H) and a course was set to the east for Darwin. Clocks were advanced one and a half hours to time zone IK(-9½) at 0200(H) Thursday 30th.

9. At 2005(1K) Thursday 30th, two radar contacts were gained nine miles to the north east of ASSAIL. On closing they were identified as two registered Taiwanese Pair Trawlers on passage (HMAS ASSAIL EOJ 301240Z OCT 80 refers). ASSAIL continued passage to the east for Darwin, berthing out-board of HMAS ARDENT at the PEL at 0855(1K) Friday 31st and remained there until the end of the month.

Marine and Electrical Engineering

10. A total of six URDEFs were raised during the month and at the end of the month only one is outstanding. URDEF 6/83 (TM145 P12/83) was raised Thursday 2nd on the starboard main engine. The Pegson salt water pump drive assembly (crankshaft extension, belt pulley, key, tab washer and unit) was extensively damaged. The keyway on the crankshaft extension and the belt pulley was also damaged. The damaged items were replaced with new or used items supplied by GEC as the engine was still under warranty. Considerable effort was required by ship's staff to rectify the defect and to ensure that the deflection readings on the starboard main engine were within tolerance. This was partly attributed to the crankshaft extension supplied as it was a used item. The defect was rectified by Tuesday 14th and as a result of the warrantly GEC permission was sought and given to run the engine.

11. URDEF 7/83 (TM145 L5/83) was raised Friday 3rd on the Magazine supply fan as the result of a short circuit in the field wirings. The defect was rectified by contractors and the fan replaced and functioned correctly. URDEF 8/83 (TM145 L6/83) was raised the same day on the galley exhaust fan because of an earth in the motor. The defect was rectified by ship's staff with base assistance.

12. URDEF 9/83 (TM145 W12/83) was raised on the RM 916A radar on Thursday 16th as the transceiver magnetron was outside of firing tolerance and poor video over ranges of three miles. The defect was rectified by replacement of the transceiver and the removal of the digital variable range marker assembly where a fault still exists.

13. URDEF 10/83 (TM145 P10/83) was raised on Sunday 26th on the starboard main engine pyrometer which measures the exhaust temperatures, when it became unserviceable. The defect was rectified by replacement.

14. URDEF 11/83 (TM145 L8/83) was raised on Sunday 26th when the starboard generator consistently lost cycles when under high loads. The defect had the same symptoms to URDEF 3/83 (TM145 L2/83). All fuel filters were checked, governor responded correctly, fuel injectors and fuel racks functioned correctly. The generator was only to be used in harbour and at anchor because of its unreliability. The generator was trialled at sea on Friday 24th and functioned correctly. This URDEF is still outstanding until the generator and switchboard can be fully investigated by Base Staff. ASSAIL has experienced consistent problems with the power system since refit.

/General

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- 4 -

General

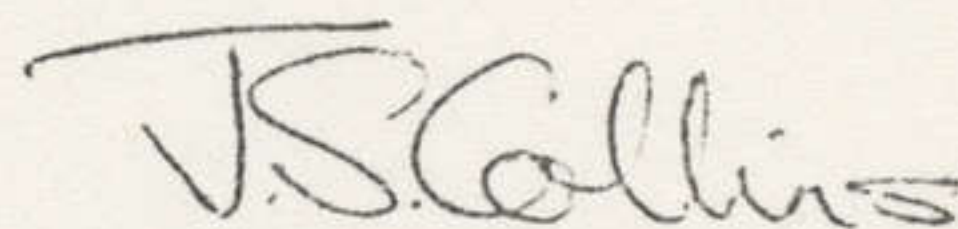
15. The Engineering Department has been very busy during the month and has been placed under a great deal of pressure with the large number of defects raised. The Department has performed admirably and is to be commended.

16. The health, welfare and morale of the ship's company has remained at a high standard throughout the month.

I have the honour to be,

Sir,

Your obedient Servant,



(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details
B. Drills, Exercises and Evolutions

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST NOVEMBER 1980

STEAMING FIGURES

1. Miles steamed during the period	2,885
2. Hours underway during the period	235
3. Miles steamed since first commissioning	302,961
4. Hours underway since first commissioning	23,201

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST NOVEMBER 1980

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Dates</u>
8	BOARDEX (Operational)	3	5	16 OCT 29 OCT (2)
21	MANORD	3	1½	16 OCT 27 OCT 31 OCT
78	Minor DCX	3	1½	01 OCT 11 OCT 18 OCT
78A	Fire Exercises	9	5	03 OCT 05 OCT 06 OCT 08 OCT 10 OCT 13 OCT 19 OCT 26 OCT 27 OCT
	Small Arms Shoot	1	1	27 OCT

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


AF 1/16/11


- 2 JAN 1981

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER, 1980

Forwarded.


(G.J.H. WOOLRYCH)
Commodore RAN
Deputy Fleet Commander

 Enclosure: HMAS ASSAIL Report of Proceedings for November,
1980 dated 1 December, 1980

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815018

IN REPLY QUOTE 1/16/6

HMAS ASSAIL
at DARWIN

1st December 1980

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - NOVEMBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of November 1980. The time zone used throughout is IK (-9½).

2. At the beginning of the month ASSAIL was alongside the Patrol Boat Landing (PBL) at Darwin and remained there until Thursday 6th. ASSAIL cast off from the PBL at 0725 that morning with NOCNA embarked and proceeded to the Beagle Gulf to make a rendezvous with HMA Ships JERVIS BAY, VAMPIRE and ARDENT. At 0815 ASSAIL made the rendezvous and NOCNA transferred to VAMPIRE at 0829. The Task Force proceeded in company to Darwin for a formation entry to celebrate Navy Week in Darwin. ASSAIL berthed at the PBL at 1020 and remained there until Thursday 13th conducting an Assisted Maintenance Period. The ship proceeded to sea at 0900 for engine trials following the rectification of URDEF 12/83 (TM145 P15/83 refers). The opportunity was also taken to carry out a boarding exercise on a confiscated Taiwanese Stern Trawler at anchor in Darwin Harbour before returning alongside the PBL.

3. At 1000 Monday 17th ASSAIL slipped from the PBL and carried out a further boarding exercise on the same Taiwanese vessel. NOCNA was embarked to witness the exercise and to inspect the ship's Boarding Party procedures. NOCNA disembarked at 1040 and ASSAIL proceeded to Firing Area R230 to carry out a Gun Functioning Trial. After entering the range at 1500 that afternoon, an unsuccessful trial was conducted. The mount had failed to function correctly and it was decided to return to Darwin for Base assistance. ASSAIL berthed at the PBL at 1853 that evening and slipped again at 2036 following rectification of the defect.

/4. Passage

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- 2 -

4. Passage was made to the Arafura Sea through the Vernon Islands and Clarence Strait. ASSAIL patrolled to the north of Arnhem Land along the inner limit of the Authorised Fishing Area with no sightings of any foreign fishing vessels. The ship berthed at the Service Wharf, Gove, at 1100 Wednesday 19th for an overnight visit. ASSAIL departed the following morning at 1100 and proceeded for patrol in the Cape Wessel area. The ship came to anchor in Jenson Bay that evening at 1730.

5. Reports received from Coastal Surveillance Centre indicated that a group of Taiwanese vessels were approximately 60 miles to the north of Cape Wessel. ASSAIL weighed anchor at 0400 Friday 21st and proceeded north, passing to the west of Cape Wessel. At 0900 that morning a radar contact was gained 16 miles to the north of ASSAIL. On closing it was identified as a Taiwanese Gillnetter. At 0920 the vessel was ordered to stop and an Investigative Boarding Party was transferred to the FONG SEONG. On recovery of the Boarding Party at 0949, course was set to the north east to investigate a further radar contact. A boarding was also carried out on this vessel, the FU YUAN. A Mr G. Beavor of Northern Territory Fisheries had been embarked for the patrol and transferred on both boardings. There being no further sightings that day, ASSAIL continued the patrol to the west towards Darwin. ASSAIL came to anchor three cables to the north of Black Point, Port Essington for a Coastwatcher visit at 1408 Saturday 23rd. Anchor was weighed the following day at 1400 and the ship proceeded to Firing Area R229 for a further Gun Functioning Trial. Following the successful completion of the trial the opportunity was taken to conduct firings against flare targets. At 2000 that evening course was altered for Darwin with ASSAIL berthing at the PBL at 0915 Monday 24th.

6. ASSAIL slipped from the PBL the following morning at 1000 to investigate a group of Taiwanese vessels reported to the north of Cape Londonderry. An opportunity to conduct further firings was taken on passing through area R230 on passage. Landfall on Cape Londonderry was made at 0320 Wednesday 26th. The area to the north of the Cape was searched that day with the sighting of three Taiwanese Gillnetters. Investigative boardings were carried out on all three vessels with Mr A. Keys of Northern Territory Fisheries transferring with the boarding party. ASSAIL departed the area at 2000 that evening, berthing alongside the PBL at 1515 Thursday 27th and remained until the end of the month.

Marine and Electrical Engineering

7. At the beginning of the month there was only one URDEF outstanding, the starboard generator was not holding cycles under load. URDEF 11/83 (TM145 L8/83). URDEF 13/83 (TM145 L12/83) was raised Friday 7th when it became impossible to hold both generators on auto control. New auto voltage

/regulators were

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- 3 -

regulators were installed and wiring between both generators and the switchboard were correctly positioned. The generators and the switchboard functioned correctly and it was anticipated that the electrical problems that had plagued ASSAIL since refit may have been solved. URDEF 15/83 (TM145 L23/83) was raised on the port generator Thursday 20th when the port generator failed to hold voltage. At the end of the month this defect is still outstanding and is being investigated by Base Staff.

8. URDEF 12/83 (TM145 P15/83) was raised on the port main engine following loud tappet noises from A3 cylinder. The head was found not to have been properly torqued and there was excessive wear between the valve guide and inlet valve. The defect was rectified by replacement of the cylinder head.

9. URDEF 14/83 (TM145 C7/83) was raised when the auto alarm circuit on the Marconi Alarm became unserviceable. This defect is awaiting supply of a new alarm. URDEF 16/83 (TM145 L24/83) was raised when the Junior Sailors' air conditioning unit continually tripped. The compressor motor overload switch was replaced, rectifying the defect.

10. URDEF 17/83 (TM145 L25/83) was raised when the port main engine pyrometer failed. This defect is outstanding awaiting supply of a new pyrometer.

General

11. The health, welfare and morale of the ship's company has remained at a high standard throughout the month.

I have the honour to be,

Sir,

Your obedient Servant,

Signed Transcript held.
Officer sailed before
completion

(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Figures

B. Drills, Evolutions and Exercises

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST DECEMBER 1980

STEAMING FIGURES

1. Miles steamed during the period	2,141
2. Hours underway during the period	165
3. Miles steamed since first commissioning	305,102
4. Hours underway since first commissioning	23,366

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST DECEMBER 1980

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Dates</u>
8	BOARDEX	2	1½	13th 17th
	Operational Boarding	5	5	21st 26th
21	MANORD	3	1½	18th 24th 27th
24	Shiphandling (for XO)	2	1	13th 19th
	Personnel Transfer at Sea	1	½	6th
78	Minor DCX	2	1	3rd 10th
78A	Fire Exercise	10	4½	1st 2nd 4th 8th 9th 12th 15th 28th 29th 30th
79	Major DCX	1	1	22nd
	Gun Functioning Trial	2	1	17th 23rd
	Surface Firing	1	½	25th
	AA Firing	3	1½	17th 23rd 25th

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ROYAL AUSTRALIAN NAVY

GKW

Telephone: 359-9111
Extension 3139



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

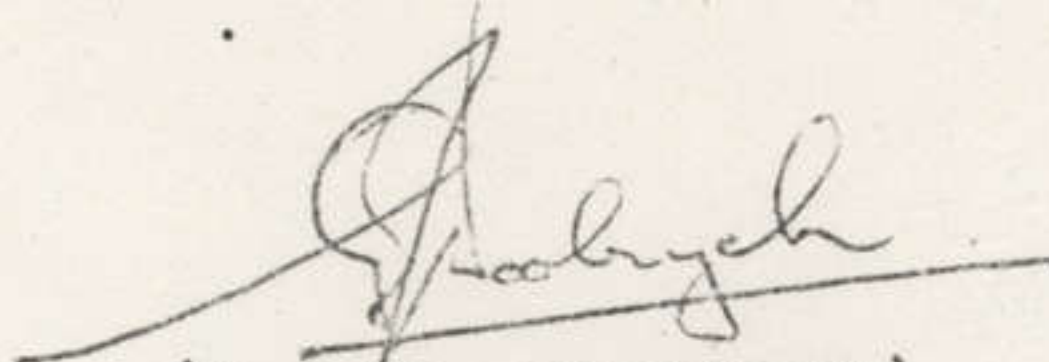
12 JAN 1981

AF 1/16/11

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

HMAS ASSAIL - REPORT OF PROCEEDINGS -
DECEMBER, 1980

Forwarded.


(G.J.H. WOOLRYCH)
Commodore, RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for
December, 1980 dated 1 January, 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815018

IN REPLY QUOTE 1/16/6

HMAS ASSAIL
at DARWIN

1st January 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - DECEMBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of December 1980.

2. At the beginning of the month ASSAIL was alongside the Patrol Boat Landing (PBL) Darwin and remained there until the following day, Tuesday 2nd. ASSAIL cast off that day at 0900(1K) and proceeded on a North Coast Patrol with course being made for the Arafura Sea by Clarence and Dundas Straits. ASSAIL patrolled the known Taiwanese fishing grounds between New Year Island and Cape Wessel on Wednesday 3rd. Four Taiwanese Gillnetters were sighted during the period within the authorised area of the AFZ. Mr Colin Melon of Northern Territory Fisheries had been embarked for the patrol, and requested whether he could board the vessels to inspect their catches, therefore investigative boardings were conducted on all vessels (HMAS ASSAIL EOJ 030630Z DEC 80 refers).

3. ASSAIL continued the patrol to the east, passing to north of Cape Wessel, and berthing alongside the Service Wharf, Gove at 0800(1K) Thursday 4th. On arrival at Gove, orders were received for ASSAIL to proceed to Cairns to enable NQEA to investigate and remedy the continuous electrical defect in the generator/switchboard which has plagued the ship since completion of refit.

4. ASSAIL departed Gove at 1440(1K) that afternoon and course was set for Torres Strait via Carpentaria Shoal. Clocks were advanced half an hour to time zone K (-9) at 0001 (1K) Friday 5th. A rendezvous was made with HMAS DERWENT five miles to the south west of Booby Island at 1630(K) the following afternoon for an in-company passage through the reef to Cairns.

/OOW manoeuvres

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OOW manoeuvres and RAS approaches were conducted on Saturday 6th with ASSAIL carrying out all manoeuvres and DERWENT acting as guide. ASSAIL detached from DERWENT at 1800(K) that evening for an independent passage, berthing outboard of HMAS ADROIT alongside the NQEA fitting out wharf, Cairns at 0745(K) Sunday 7th.

5. ASSAIL's electrical defect was investigated by NQEA staff on Monday 7th and Tuesday 8th with remedial action being undertaken. ASSAIL cast off from ADROIT at 1010(K) Wednesday 9th and proceeded to No. 1 berth, Cairns Harbour. During the forenoon of Thursday 11th, ASSAIL shifted to No. 10 berth to refuel and returned to No. 1 on completion.

6. At 0905(K) on Friday 12th ASSAIL slipped from No. 1 berth and proceeded to sea in company with HMAS ADROIT. On clearing the Cairns Channel OOW manoeuvres were conducted as the ships made course for the Cairns firing area; a towing exercise was also carried out with ADROIT towing ASSAIL. ASSAIL detached from ADROIT at 1215(K) and proceeded to the firing area to stream the splash target. Whilst en route a signal was received from ADROIT informing that she was experiencing a gearbox malfunction and therefore would be unable to participate in the gunnery exercise. It was decided to continue with the shoot and ASSAIL conducted 40/60 and .50 calibre firings against a surface target. On completion of the gunnery serial ASSAIL made rendezvous with ADROIT and the ships returned to Cairns in company with ASSAIL berthing outboard of ADROIT at 1618(K) alongside the No. 1 berth.

7. ASSAIL departed Cairns for Darwin at 0800(K) Sunday 14th for an uneventful passage with an overnight visit to Thursday Island and a refuelling stop at Gove en route. Clocks were retarded to time zone IK (-9½) at 1700(K) Tuesday 16th. Rendezvous was made with HMAS AWARE at 1500(IK) Thursday 18th, ten miles to the north of Port Essington. On making rendezvous, AWARE took ASSAIL in tow following a major damage control exercise onboard ASSAIL which had, for exercise purposes, rendered the ship in need of assistance. Following the exercise, the ships proceeded to the firing area north of Melville Island for a gunnery shoot which was conducted against flare targets. ASSAIL and AWARE sailed in company overnight making passage to Darwin by Clarence and Dundas Straits. ASSAIL berthed outboard of HMAS ARDENT at the PBL at 0907(IK) Friday 19th with AWARE berthing outboard five minutes later. The ship remained alongside the PBL until the end of the month in an Assisted Maintenance Period.

Marine and Electrical Engineering

8. At the beginning of the month URDEFs 15/83 and 17/83 were outstanding from November. URDEF 17/83 was rectified by replacement of the Pyrometer on the port main engine. URDEF 15/83 required the ship to proceed to Cairns for investigation

/and rectification

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and rectification by NQEA staff. A full report of the work undertaken by NQEA and the conduct of all work carried out by Base Staff Darwin with respect to the continuous electrical problems ASSAIL has experienced since refit will be the subject of a report compiled by HMAS COONAWARRA.

9. URDEF 18/83 (TM145 L26/83) was raised on the hydraulic steering system as wiring to and within the electric motor had burnt out. The defect was rectified by replacement. URDEF 19/83 (TM145 W19/83) was raised following a substantial oil leak between the elevation motor and reduction gearbox on the 40/60 mount, detected whilst preparing the gun for firing. The defect was rectified by replacing the elevation hydraulic motor pump.

10. URDEF 20/83 was raised on the starboard main engine due to excessive vibration occurring when the engine was operating at 1000 to 1050 revolutions. Base staff at the end of the month were investigating the defect and consider the engine will require realignment.

General

11. The health, welfare and the morale of the ship's company has been good throughout the month. The uncertainty of the ship's programme and the large number of defects that have occurred since refit have had a marked effect on the morale and conduct of the ship's company. Hopefully the New Year will be trouble free and ASSAIL will be available for its programmed patrols.

I have the honour to be,

Sir,

Your obedient Servant,

J.S. Collins

(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details
B. Drills, Exercises and Evolutions

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST JANUARY 1981

STEAMING FIGURES

1. Miles steamed during the period	2,947
2. Hours underway during the period	220
3. Miles steamed since first commissioning	308,049
4. Hours underway since first commissioning	23,586
5. Occasions during which fast routeing speed was exceeded	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/6
OF 1ST JANUARY 1981

DRILLS, EXERCISES AND EVOLUTIONS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Dates</u>
8	BOARDEX (operational)	3	5	3rd
10	OOW Manoeuvres	2	4	6th 12th
15	RASAP	6	1	6th
18A	TOWEX	2	2	12th 18th
78A	Fire Exercises	7	3½	7th 8th 9th 21st 23rd 27th 29th
79	Major DCX	1	1	18th
	Surface Firing	1	1	12th
	AA Firing	1	1	18th
	OOW Exercise (gyro failure)	1	½	16th

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