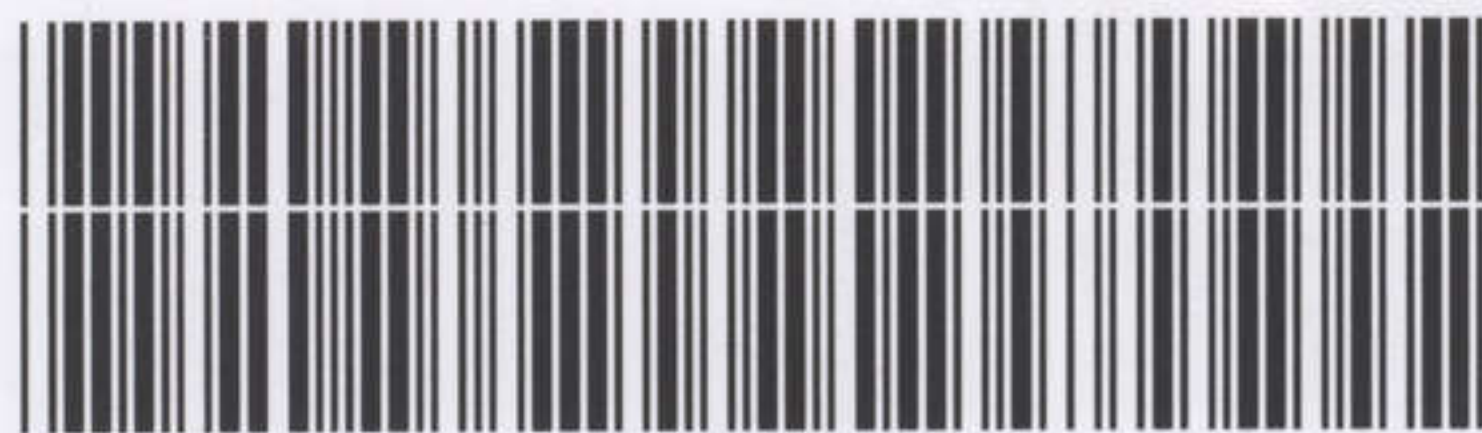


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS ASSAIL

Item number: 41/11

Title: January-December 1981



AWM78-41/11

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[4/11]

HMMRS ASSR/12 1981

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

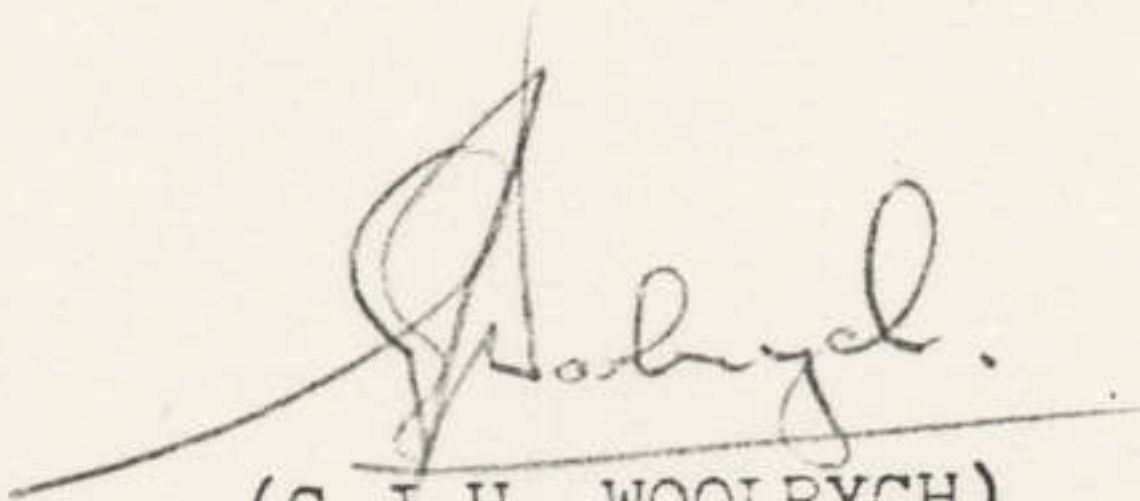
AF 1/16/ 11

17 FEB 1981

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

HMAS ASSAIL - REPORT OF PROCEEDINGS
JANUARY, 1981

Forwarded.


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

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

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DEPARTMENT OF DEFENCE (NAVY)

1/16/5

HMAS ASSAIL
at DARWIN

1st February 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 - JANUARY 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of January 1981.
2. At the beginning of the month ASSAIL was alongside the Patrol Boat Landing, Darwin and remained there for the entire month undergoing an assisted maintenance period. Representatives of Base Staff Darwin, HMAS WATERHEN and GEC continued the investigation into the cause of the excessive vibration in the starboard main engine noted during ASSAIL's final patrol of 1980. On Friday 23rd it was decided that the engine would have to be exchanged and ASSAIL is at present awaiting arrival in Darwin of the replacement engine.
3. The extended period alongside has enabled the ship's company, with the assistance of Base Staff, to progress with ship husbandry tasks and to rectify a number of minor defects which were not undertaken at the last refit.
4. The health, welfare and conduct of the ship's company has been very good 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. Exercises, Drills and Evolutions

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/5
OF 1ST FEBRUARY 1981

STEAMING FIGURES

1. Miles steamed during the period	Nil
2. Hours underway during the period	Nil
3. Miles steamed since first commissioning (+ 20 added for error in October 1980 ROP)	308,069
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 1/16/5
OF 1ST FEBRUARY 1980

DRILLS, EXERCISES AND EVOLUTIONS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Dates</u>
78A	Fire Exercise	12	6	3rd 5th 6th 10th 12th 14th 17th 22nd 23rd 25th 27th 28th

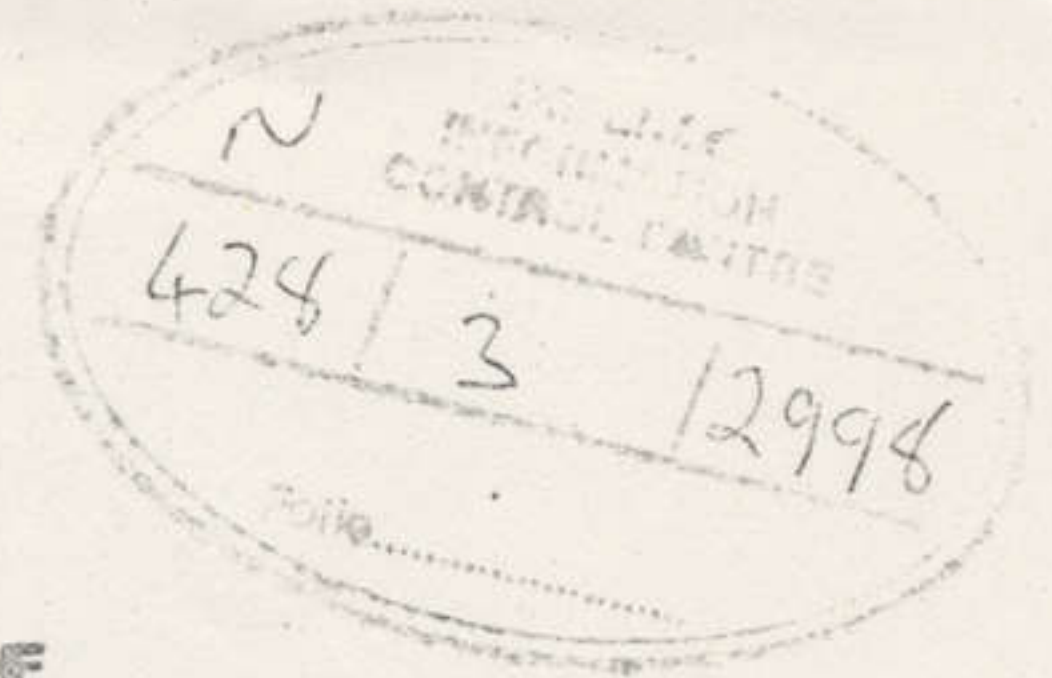
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FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

AF 1/16/11

12 MAR 1981

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

HMAS ASSAIL REPORT OF PROCEEDINGS -
FEBRUARY, 1981

Forwarded.

Ian H. Richards

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: ⁷⁸ HMAS ASSAIL Report of Proceedings
for February, 1981 dated 1 March, 1981

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DEPARTMENT OF DEFENCE
(NAVY)

Tel. No. 815018

Ref. No. 1/16/5

HMAS ASSAIL
at DARWIN

1st March 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 - FEBRUARY 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of February 1981. The time zone used throughout is IK (-9½).

2. At the beginning of the month ASSAIL was alongside the Patrol Boat Landing, Darwin and remained there until 1252 Friday 13th, when ASSAIL cast off and proceeded to the John Holland Maintenance Facility. ASSAIL was slipped at 1350 that afternoon and preparations for the exchange of the starboard engine commenced. The opportunity was taken during this unscheduled slipping to carry out maintenance on underwater fittings and to repaint the ship's hull. The exchange of engines was completed by Friday 20th and ASSAIL commenced unslipping at 0740 the following morning, Saturday 21st. After completion of rounds of all compartments, the ship cast off from the Synchrolift at 0822 and proceeded directly to the PBL, berthing outboard of HMAS ADROIT at 0837. The ship remained at the PBL until the end of the month, carrying out final preparations before sea trials on the new engine can commence.

3. On Tuesday 3rd, I paid an official call on His Honour the Administrator Commodore E.E. Johnston AM OBE.

/4. The health,

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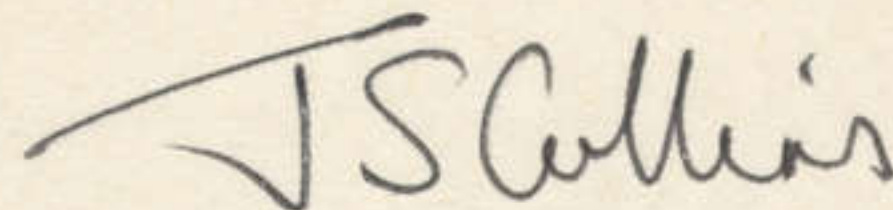
- 2 -

4. The health, welfare and conduct of the ship's company has been very good throughout the month.

I have the honour to be,

Sir,

Your obedient Servant,



(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

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

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/5
OF 1ST MARCH 1981

STEAMING FIGURES

1. Miles steamed during the period	2
2. Hours underway during the period	1
3. Miles steamed since first commissioning	308,071
4. Hours underway since first commissioning	23,587
5. Occasions during which fast routeing speed was exceeded	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/5
OF 1ST MARCH 1981

DRILLS, EXERCISES AND EVOLUTIONS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Dates</u>
78A	Fire Exercise	21	10½	01 02 03 04 05 06 07 08 09 10 11 12 15 16 20 21 22 23 26 27 28

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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

27 APR 1981

CE5001

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

HMAS ASSAIL REPORT OF PROCEEDINGS -
MARCH, 1981

Forwarded.

Ian H. Richards.

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings
for March, 1981 dated 1 April, 1981

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DEPARTMENT OF DEFENCE
(NAVY)

Tel. No. 815018

Ref. No. 1/16/5

HMAS ASSAIL
at DARWIN

1st April 1981

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - MARCH 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of March 1981. The time zone used throughout is IK (-9½).

2. ASSAIL is still beset by URDEF 20/83 and has remained in Darwin throughout the period.

3. On Tuesday 10th March a cyclone alert was raised for the Northern Territory and during the early hours of Wednesday 11th a cyclone warning was declared for Tropical Cyclone "Max", which had developed off Arnhem Land. At 0800 on Wednesday all indications were that the cyclone would pass over or near Darwin. As the cyclone was considered not to be of an intense nature, and ASSAIL only having one engine, the decision was made for the ship to secure to the Naval Mooring Buoys in Darwin Harbour. ASSAIL did so at 1150 Wednesday 11th. Throughout the day ASSAIL experienced force 4 to 5 south south east winds which indicated the ship was in the south western quarter of the approaching cyclone. Tropical Cyclone "Max" passed over Darwin at approximately 0430 Thursday 12th. At the buoy, wind gusts of up to 75 knots were experienced and as the buoys are in a sheltered position the sea state was never more than moderate. ASSAIL rode out the cyclone comfortably, the mooring arrangements adequately handling the conditions.

4. ASSAIL berthed alongside the Patrol Boat Landing (PBL) at 1011 Thursday 12th. On completion leave was granted to all married personnel to enable them to return to their families and homes. ASSAIL remained alongside the PBL until Tuesday 31st.

/5. The

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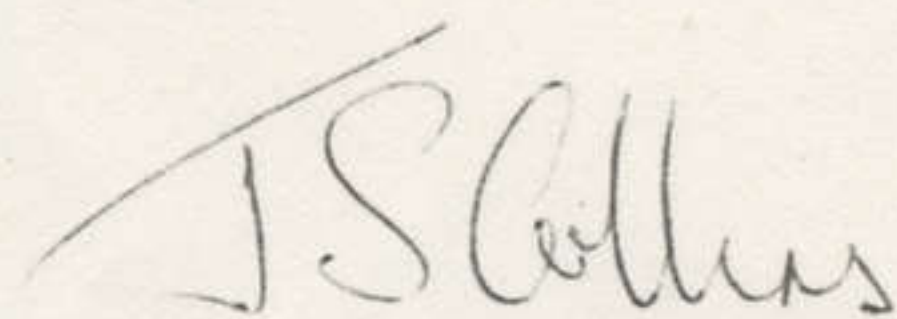
5. The rectification of URDEF 20/83 (replacement of Starboard Main Engine) has been fraught by problems throughout the month. The first attempt at alignment failed when the engine moved during the period that the Chockfast Orange (Choking Compound) was setting. New supply of the chockfast had to be transported from Sydney by road before another attempt of alignment could be carried out. A delay of two weeks was experienced in the supply of the item as the result of problems with the transport company. At the close of the month the item had arrived and the second attempt was about to commence.

6. The health, welfare and conduct of the ship's company has been very good throughout the month.

I have the honour to be,

Sir,

Your obedient Servant,



(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

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

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/5
OF 1ST APRIL 1981

STEAMING FIGURES

1. Miles steamed during the period	1
2. Hours underway during the period	1
3. Miles steamed since first commissioning	308,072
4. Hours underway since first commissioning	23,588
5. Occasions during which fast routeing wpeed was exceeded	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/5
OF 1ST APRIL 1981

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Dates</u>
78A	Fire Exercises	20	10	2nd 4th 5th 8th 9th 10th 12th 13th 15th 17th 18th 19th 20th 22nd 23rd 24th 25th 27th 29th 30th
-	Secured to Buoy	1	1	11th

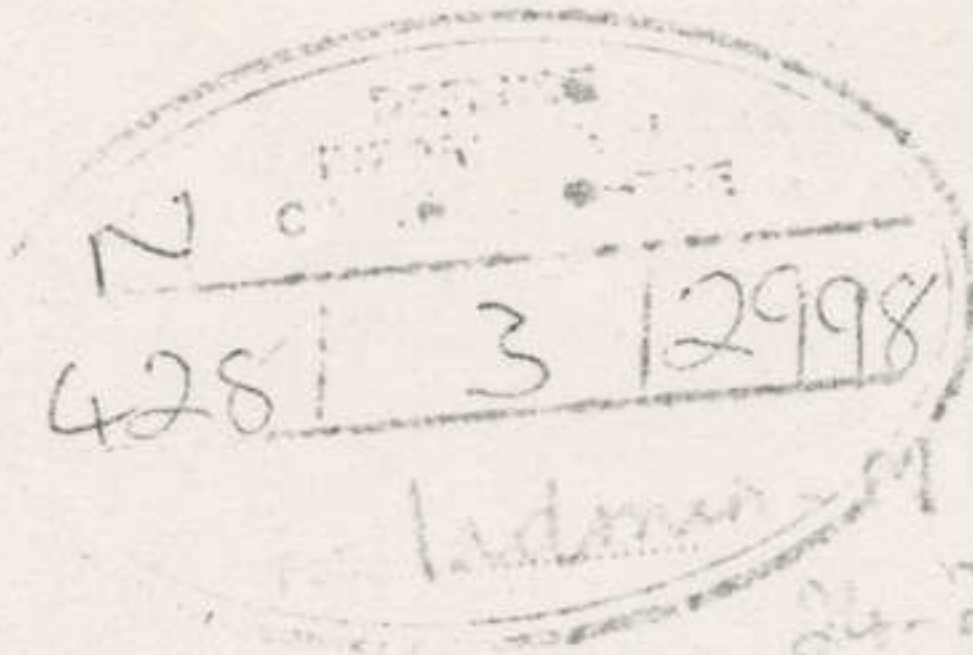
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ROYAL AUSTRALIAN NAVY

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Extension 3139

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



27 MAY 1981

AF 1/16/11

10001

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

HMAS ASSAIL REPORT OF PROCEEDINGS -
APRIL, 1981

Forwarded.

Ian H. Richards

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings
for April, 1981 dated 1 May, 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815988

IN REPLY QUOTE 1/16/5

HMAS ASSAIL
at LAE

1st May 1981

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

Naval Officer Commanding, North Australia Area
Commander, Australian Mine Warfare and Patrol Boat Forces

HMAS ASSAIL - REPORT OF PROCEEDINGS - APRIL 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of April 1981.
2. At the beginning of the month ASSAIL was alongside the Patrol Boat Landing, Darwin carrying out the final alignment of the starboard main engine. On Monday 6th, successful Basin Trials were conducted on both main engines and on completion ASSAIL cast off from the PBL and proceeded to the Beagle Gulf for engine trials. Following a few initial problems with both engines, which were to be expected after the prolonged period alongside, the ship successfully attained full power and carried out a two hour full power trial. ASSAIL berthed outboard of HMAS ADROIT at 1730(IK) that afternoon on completion.
3. ASSAIL departed Darwin at 0840(IK) the following morning for a West Coast Patrol. During the afternoon clocks were retarded progressively to time zone H (-8). A course was set for Browse Island passing to the north of Penguin Shoals with a landfall being made at 1545(H) Wednesday 8th. No sightings of Indonesian craft were made in the area but a landing party was put ashore on Browse Island to search for evidence of any recent landing. Mr C. Ostle and Mr G. Hill of Western Australian Fisheries, who had been embarked for the patrol, accompanied the party. There being no evidence of recent landings, ASSAIL departed Browse Island at 2355(H) and made course for Seringapatam and Scott Reefs to the north-west.

/4. On

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4. On making landfall on Seringapatam Reef at 0730(H) the following morning, Thursday 9th, four Indonesian craft were sighted. Three were anchored in the reef whilst the fourth was anchored on the outside. Investigative boardings, accompanied by the Fisheries Officers, were conducted on all four craft. Following the return of the boarding party at 1130(H), course was set for Scott Reef 20 miles to the south where two more craft were sighted at North Scott and four at Sandy Islet. Investigative boardings were also carried out on these craft. There being no further sightings, ASSAIL departed Scott Reef at 1800(H) for Broome. ASSAIL berthed alongside the north side of Broome Wharf at 1200(H) Friday 10th.

5. ASSAIL slipped from Broome Wharf at 1000(H) Sunday 12th for the King Sound area. The areas around the Lacepede Islands and Adele Island were searched en route to King Sound. During the daylight hours of Monday 13th the known landing areas for Indonesian craft within King Sound were patrolled with no sightings. The ship came to anchor that evening off Nares Point, Yampi Sound at 1730(H) for an overnight anchorage. Anchor was weighed the following morning and the ship berthed at Koolan Island Wharf at 0830(H) to refuel. On completion of fuelling, ASSAIL slipped at 1115(H) and continued the patrol to the east towards Darwin. An uneventful passage was made passing through Admiralty Gulf. ASSAIL made rendezvous with HMAS AWARE at 0515(1K) Thursday 16th nine miles to the north-west of Charles Point Light. The two ships proceeded in company to Darwin, with ASSAIL berthing outboard of AWARE at 0800(1K) that morning.

6. At 0830(1K) Monday 20th, ASSAIL cast off from the PBL for an operational visit to Papua New Guinea. Course was made to Thursday Island via Dundas Strait and Cape Wessel. ASSAIL berthed at the Main Wharf Thursday Island at 1600(K) Wednesday 22nd after a very uncomfortable crossing of the Gulf of Carpentaria. A low depression had centred itself over the Gulf and large seas were experienced from the south east. The adverse conditions ensured that a large percentage of the crew suffered from sea sickness and lack of sleep, and arrival at Thursday Island was greeted with enthusiasm.

7. ASSAIL departed the following morning for Port Moresby making passage by the Great North East Channel and the Gulf of Papua. The ship's company was fully expecting similar conditions to those that had prevailed for the early part of the trip, but the crossing of the Gulf was made in ideal conditions. ASSAIL berthed at the PNGDF Landing Craft Base at 1000(K) Friday 24th to a warm welcome. That afternoon I paid an official call on Group Captain Mitchell, Australian Defence Adviser.

8. The officers and senior sailors hosted a cocktail party on the evening of the 24th. The Governor General of Papua New Guinea, Sir Tore Loko Loko GCMG OBE K.St.J and Lady Loko Loko were among the guests who attended.

/9. Friday

9. Friday 24th has been designated as Remembrance Day in Papua New Guinea and the crew of ASSAIL participated in the Dawn Service at Bomana War Cemetery and later at the march and wreath laying ceremony in Port Moresby. The hospitality offered by the residents of Port Moresby to the crew was outstanding and the visit proved very successful.

10. ASSAIL departed Port Moresby at 1000(K) Tuesday 28th for Lae. An uneventful passage in fine weather was made along the south coast and through China Straits. The ship transitted Hornbill Channel at 0900(K) Wednesday 29th and made course to Lae keeping close into the coast. The coastline from Milne Bay to Lae was deemed fantastic by the crew who were visibly impressed. On approaching Lae the ship struck a large log and damage to the propeller is anticipated. The ship berthed at the Coastal Wharf, Lae at 1000(K) Thursday 30th and remained there until the end of the month.

Electrical and Mechanical Engineering

11. The alignment of the starboard main engine was completed by Monday 6th and, as reported previously, successful Basin and Full Power Trials were conducted. The starboard main engine has operated satisfactorily throughout the month but on coming alongside Lae a vibration in the engine was noted. This has been attributed to possible propeller damage as a result of the log strike and is being investigated.

12. Both main engine and generator uptakes in weather exposed areas have corroded excessively and URDEF 24/83 has been raised. Darwin Base Staff has investigated the defect and it is anticipated that rectification will be undertaken at the earliest opportunity.

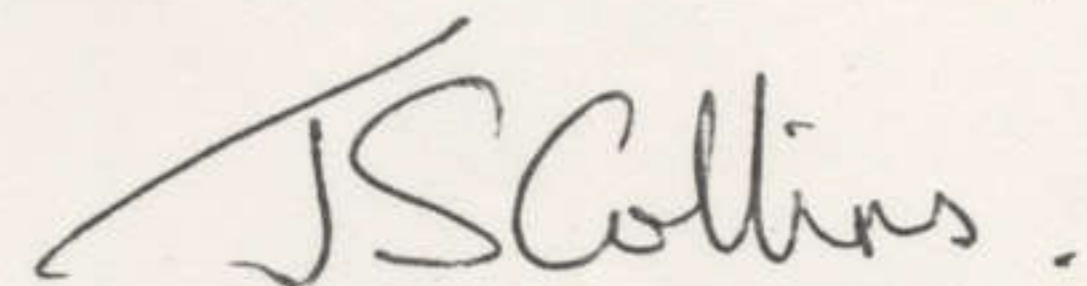
General

13. The health, welfare and conduct of the ship's company has been very good throughout the month. After an extended period alongside the ship's company is looking forward to a busy programme in the future.

I have the honour to be,

Sir,

Your obedient Servant,



(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

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

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST MAY 1981

STEAMING FIGURES

1. Miles steamed during the period	3614
2. Hours underway during the period	311
3. Miles steamed since first commissioning	311686
4. Hours underway since first commissioning	23899
5. Occasions during which fast routeing speed was exceeded	2hrs @ 22 kts

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST MAY 1981

DRILLS, EXERCISES AND EVOLUTIONS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Date</u>
	Basin Trial	1	1	6th
78A	Fire Exercises	8	4	1st
				2nd
				3rd
				4th
				17th
				18th
				19th
				26th
	Boardex (operational)	8	8	9th
	AAROFX	1	1	16th
	Streamed Sea Anchor	1	4	8th

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ROYAL AUSTRALIAN NAVY

Telephone: 359-9111
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ADMIN-N

24-2-81

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

AF 1/16/11

30 JUN 1981

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

HMAS ASSAIL REPORT OF PROCEEDINGS -
MAY, 1981

Forwarded.

I. H. Richards

(I.H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for
May, 1981 dated 1 June, 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/5

HMAS ASSAIL
at Sea

1st June 1981

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

Flag Officer Commanding, HM Australian Fleet (Afloat)
Naval Officer Commanding, North Australia Area
Commander, Australian Mine Warfare and Patrol Boat Forces

HMAS ASSAIL - REPORT OF PROCEEDINGS - MAY 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of May 1981.
2. At the beginning of the month ASSAIL was alongside the Coastal Wharf at Lae. During the forenoon a civilian diver was hired to investigate the possible damage to the starboard propeller caused when ASSAIL struck a submerged log on approaching Lae on Thursday 30th April. Visual inspection revealed that there had been no damage sustained.
3. ASSAIL departed Lae at 1000(K) Sunday 3rd for the return to Australia. On clearing Lae harbour the vibration in the starboard engine was still present and it was decided to use the engine only in emergencies. Whilst on passage to Thursday Island ASSAIL received orders to proceed direct to Cairns for investigation to be carried out on the starboard engine. At 2214(K) Monday 4th ASSAIL turned south from the Papue New Guinea coast and made course for Cairns by Bougainvillia Reef and Grafton Passage. ASSAIL berthed outboard of HMAS BARBETTE at Cairns at 0805 Wednesday 6th.
4. Representatives of HMAS CAIRNS and NQEA met the ship on arrival and proceeded to investigate the defect. Following extensive tests it was decided to conduct sea trials and ASSAIL cast off from BARBETTE at 1040(K). On reaching full power no discernable vibration was noticeable and ASSAIL returned to Cairns. The cause of the vibration was diagnosed as being contaminated fuel.

/5. ASSAIL

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5. ASSAIL departed Cairns at 0845(K) Thursday 7th for a direct passage to Darwin. The passage was uneventful, with a fuelling visit to Thursday Island and the sighting of three registered Taiwanese Gillnetters to the west of Cape Wessel. The ship berthed at the PBL at Darwin at 1925(IK) Sunday 10th for an Assisted Maintenance Period.

6. In preparation for the Squadron Exercise, ASSAIL departed Darwin at 1300(IK) Thursday 21st for the Beagle Gulf area. During the afternoon Damage Control Exercises were conducted followed by ship handling drills for all of the Officers of the Watch. A Night Firing Exercise was conducted the following morning before sunrise against flare targets and a rendezvous was made with ARDENT that forenoon at 1030(IK) for two ship exercises. Whilst conducting RAS approaches, ASSAIL developed a further defect on the starboard main engine and the ship detached at 1330 (IK) to return to Darwin, berthing at 1430(IK). 22nd

7. Following an extensive investigation the problem was attributed to a defective fuel pump. As the replacement item had to be delivered from Sydney, ASSAIL was unavailable for the Squadron Exercise. ASSAIL eventually departed Darwin on Thursday 28th, for engine trials which proved to be unsuccessful. The fuel pump that had been removed was inspected and was unserviceable; therefore it was ascertained that another related defect existed. Two further sea trials were conducted on Friday 29th without success. The engineering difficulties encountered will be discussed later. After further discussions with GEC, ASSAIL completed successful trials on Saturday 30th. At the end of the month ASSAIL was alongside the PBL making preparations for a North West Coast patrol.

Electrical and Marine Engineering

8. ASSAIL has raised two URDEFs on the starboard main engine this month. This engine was placed in the ship in January 1981 and is still under warranty. URDEF 26/83 (TM145 P30/83) was raised when excessive vibration was noticed while the engine was idling and also at 1050rpm. As stated previously the propeller was inspected for any visible damage, with a nil report. Deflection readings were also taken whilst the ship was in Cairns and were within tolerance. Following sea trials, where Cairns' staff and NQEA were satisfied the engine was performing satisfactorily, the vibration was attributed to contaminated fuel.

9. URDEF 28/83 (TM145 P31/83) was raised later in the month as the governor was hunting approximately 200 rpm when the engine was idling and the exhaust temperatures scatter was in excess of 200° Fahrenheit. Investigation revealed that the "A" Bank aft fuel pump was defective and this was replaced. Sea trials were conducted but the temperature scatter was still too high and so ship's staff inspected the injectors, tappets and further checked that the two 'A' Bank fuel pumps were aligned correctly.

/Following

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- 3 -

Following a further sea trial the governor was also replaced as the engine would overspeed when the engine was placed in idle. The sea trial conducted following the replacement of this item was also unsuccessful. All indications now pointed to a defect in the forward fuel pump; the flow of fuel to A4 cylinder was checked and found to be less than that to the other cylinders. The flow was adjusted and the temperature scatter was reduced below 200° Fahrenheit. As the engine is under warranty all work carried out was under GEC supervision and approval. The two major items that were replaced were deemed to be defective. All three faults were attributed to the defect.

General

10. The health, welfare and conduct of the ship's company has been very good throughout the month.

I have the honour to be,

Sir,

Your obedient Servant,

(Signed manuscript held
in this Headquarters -
HMAS ASSAIL 050330Z JUN 81
réfers).

(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

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

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST JUNE 1981

STEAMING FIGURES

1.	Miles steamed during the period	2,634
2.	Hours underway during the period	190
3.	Miles steamed since first commissioning	314,320
4.	Hours underway since first commissioning	24,089
5.	Occasions during which fast routeing speed was exceeded	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST JUNE 1981

DRILLS, EXERCISES AND EVOLUTIONS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Date</u>
78A	Fire Exercises	5	2.5	06 13 17 22 26
	Flood Exercises	5	2.5	02 06 18 23 26
	Casualty Exercises	2	1.0	19 24
	MOB Exercises	8	2.0	21 22
	Streamed and recovered Para-anchor	1	1.0	21
	AAROFX	1	2.0	22
	Major DC Exercise	2	2.0	21 22
	FAIDEX	1	0.5	22
	OOW Manoeuvres	1	2.0	22
	Ammunitioning	1	1.0	27

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SMV

ROYAL AUSTRALIAN NAVY

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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

21 JUL 1981

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

HMAS ASSAIL REPORT OF PROCEEDINGS -
JUNE, 1981

Forwarded.

Ian H. Richards.
(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for
June, 1981 dated 1 July, 1981

UNCLASSIFIED COVERING
RESTRICTED

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815988

IN REPLY QUOTE 1-16-5

HMAS ASSAIL
at Darwin

1st July 1981

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

Naval Officer Commanding
NORTH AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

Flag Officer Commanding
HM AUSTRALIAN FLEET (AFLOAT)

HMAS ASSAIL - REPORT OF PROCEEDINGS - JUNE 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of June 1981.

2. At the beginning of the month ASSAIL was alongside the Patrol Boat Landing, Darwin. At 1100 (IK) Monday 1st ASSAIL deployed on a North West Coast patrol. ASSAIL enjoyed a fair weather transit of Joseph Bonaparte Gulf and came to anchor at 1135 (I) Tuesday 2nd in the lee of Descartes Island, Admiralty Gulf.

3. ASSAIL weighed anchor at 2059 (H) that day and proceeded through Fenelon Passage to make passage for Browse Island. During the transit two registered Taiwanese pair trawlers were sighted with landfall being made on Browse Island at 0631 (H) the following morning, Wednesday 3rd. After a negative sighting of any FFV action at Browse Island, ASSAIL proceeded south and came to anchor at 1757 (H) in Yampi Sound.

4. On Thursday 4th at 0754 (H) ASSAIL weighed anchor and proceeded to BROOME. The passage was uneventful with nil sightings and ASSAIL came to anchor in Roebuck Bay at 0017 (H) on Friday 5th to shelter from the weather.

.../2 At 0908 (H)

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At 0908 (H) ASSAIL weighed anchor and berthed alongside BROOME Wharf. The weekend provided an opportunity for members of the Ship's Company to relate with other seafaring professions, including the oil rig tenders and competitors of the BROOME to BALI yacht race.

5. ASSAIL departed BROOME on Monday 8th for a patrol to Rowley Shoals, but an urgent defect on the starboard main engine necessitated the ship returning to BROOME the following morning. The defect was diagnosed as a faulty fuel pump and ASSAIL had to await supply of a replacement part from Sydney. On the morning of Tuesday 9th one of the BROOME to BALI yachts broke loose from its moorings and the duty-watch of ASSAIL was instrumental in saving the yacht from being washed aground. The owner of the yacht had failed to post a duty-watch and ASSAIL's duty-watch, on seeing the yacht break its mooring line, despatched two sailors by ship's boat to board the vessel and attempt to save it. The sailors successfully started the yacht's engine and it was berthed on ASSAIL to await the return of the owner.

6. On Thursday 11th, the Commander Australian Mine Warfare and Patrol Boat Forces, Commander P.V. Blackman RAN and Lieutenant Commander J.R. Lord RAN joined ASSAIL for a familiarisation visit. ASSAIL departed BROOME that day for a Sovereignty patrol of the outer reefs. The following day ASSAIL visited Seringpatum and Scott Reefs with negative sightings of any Indonesian fishing activity. On departing Scott Reef ASSAIL's port main engine shut down and attempts to restart the engine were unsuccessful. The problem was diagnosed as a defective governor and ASSAIL diverted for BROOME for repairs. On arrival at BROOME, Saturday 13th, Commander P.V. Blackman RAN and Lieutenant Commander J.R. Lord RAN disembarked to continue their programmed visits to the North West Area.

7. The new governor which was supplied from Sydney, arrived on Sunday 14th. ASSAIL was then ready to continue her programmed patrol the following morning. ASSAIL had received directions to proceed to ASHMORE REEF at the earliest opportunity, to clarify an error which may have existed on a sign. The sign was exhibited at ASHMORE REEF to explain to the Indonesian fishermen the agreement between the Australian and Indonesian Government, in respect to their fishing rights. ASSAIL departed BROOME at 1140 (H) Monday 15th for direct passage to ASHMORE REEF, landfall being made the following day at 1100 (H). On approaching the reef two type two vessels were sighted heading south. Investigative boardings, accompanied by Mr. P. Mosel of West Australian Fisheries, were made on these two craft. The ship came to anchor 1 mile to the north of West Island at 1230 (H) and a landing party was despatched to survey the sign.

.../3 Three other

Three other Indonesian craft were also sighted at the reef but because of the state of the tides, boardings were unable to be carried out. On return of the landing party, anchor was weighed at 1600 (H) and course was set for PORT HEDLAND.

8. The passage south was made in calm weather, with it freshening as the ship approached the West Australian coastline. Following the raising of Bedout Island light at 0500 (H) Thursday 18th, ten radar contacts were made to the north-west and ASSAIL altered course to investigate. The vessels were identified as registered Taiwanese pair trawlers. The weather had deteriorated during the morning watch and to have carried out investigative boardings was considered to have been too dangerous. Course was altered for PORT HEDLAND, where ASSAIL berthed at 1500 (H) for a two day visit. On Friday, an opportunity was taken for the Commanding Officer and Mr. Mosel to embark for a three hour familiarisation flight in the Customs Nomad aircraft.

9. ASSAIL departed PORT HEDLAND Saturday 20th at 0800 (H) in an attempt to relocate the Taiwanese pair trawlers to carry out boardings, as the weather appeared to have abated. Four pairs were sighted, but only one boarding was carried out by ship's boat as the weather had deteriorated again during the forenoon. Course was then altered for BROOME for an overnight visit, Monday 22nd.

10. ASSAIL departed BROOME Tuesday 23rd for a direct passage to Darwin. Whilst enroute ASSAIL received directions to proceed to Brunswick Bay to support the Customs aircraft in investigating a yacht suspected of illegal activity. The ship came to anchor at 1040 (H) Wednesday 24th, one and a half miles to the West of Cape Wellington to await arrival of the aircraft. The yacht had been sighted the previous day in Rothesay Waters and the aircraft was being used to relocate the yacht. As HMAS ARDENT was also in the area, she joined ASSAIL, in case any assistance was required. The search by the aircraft was unsuccessful and departed the area early in the afternoon to return to base. ASSAIL and ARDENT remained at anchor until 2200 (H) that evening, when both ships weighed and continued their respective patrols.

11. The remainder of ASSAIL's patrol to Darwin was uneventful, with the ship conducting a night firing against flare targets whilst transitting the firing area to the West of Darwin. ASSAIL berthed outboard of HMAS ADROIT at the Patrol Boat Landing at 0900 (IK) Friday 26th and remained there until the end of the month.

Marine and Electrical Engineering

12. ASSAIL had to raise another URDEF again this month on the starboard main engine, which required the replacement of another major component (URDEF 30/83, TM145 P33/83). This has been the fourth defect which had to be rectified on this engine since fitting in January 1981.

.../4 General

RESTRICTED

-4-

General

13. The health, welfare and conduct of the ship's company has been very good throughout the month. The prompt supply by COMAUSNAVSUP, whilst ASSAIL was deployed on the North West Coast, was commendable.

I have the honour to be,

Sir,

Your obedient Servant,

Christian

(G.D. CHRISTIAN)
Lieutenant RAN
for Commanding Officer (A.O.L.)

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

RESTRICTED

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ANNEX A TO
HMAS ASSAIL LETTER 1-16-5
DATED 1ST JULY 1981

STEAMING FIGURES

1.	Miles steamed during the period	4,318
2.	Hours underway during the period	313
3.	Miles steamed since first commissioning	318,638
4.	Hours underway since first commissioning	24,402
5.	Occasions during which fast routeing speed was exceeded	Nil

~~RESTRICTED~~

RESTRICTED

ANNEX B TO
HMAS ASSAIL LETTER 1-16-5
DATED 1ST JULY 1981

DRILLS, EXERCISES AND EVOLUTIONS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Date</u>
78A	Fire Exercises	5	2.5	05 07 13 18 27
	Flood Exercises	4	2.0	07 14 19 28
	Casualty Exercises	1	0.5	22
	MOB Exercises	6	2.0	26
	AAROFX	1	2.0	26
	Small Arms Shoot	1	1.0	24

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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

AF 1/16/11

20 AUG 1981

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

HMAS ASSAIL REPORT OF PROCEEDINGS -
JULY, 1981

Forwarded.

Ian H. Richards.
(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for
July, 1981 dated 1 August, 1981

UNCLASSIFIED COVERING

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ROYAL AUSTRALIAN NAVY

TELEPHONE. 815988

IN REPLY QUOTE 1/16/5

HMAS ASSAIL
at GOVE

1st August 1981

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - JULY 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of July 1981. The time zone used throughout is IK (-9½).

2. At the beginning of July ASSAIL was alongside the Patrol Boat Landing (PBL) Darwin conducting an AMP. ASSAIL moved to the Darwin Ship Maintenance Facility on Saturday 11th to effect contractural work on the ship's funnel and uptakes. Work was completed on Friday 17th and ASSAIL returned that day to the PBL having completed the maintenance period.

3. ASSAIL cast off from the PBL at 0900 Monday 20th and proceeded in company with HMAS AWARE to the Beagle Gulf to carry out engineering and gun functioning trials. Whilst steaming in company, ship's staff noticed a discernible vibration in the starboard main engine when it was run at 800 rpm. Base staff was requested to meet the ship upon arrival in Darwin, and further sea trials were conducted in the presence of the Command Marine Engineering Officer and two of his staff. Sea trials were conducted in the approaches to Darwin harbour with the ship finally berthing at 1755. The vibration was only being experienced in the vicinity of 800 rpm and it was decided that ASSAIL could continue her patrol programme whilst avoiding that rpm.

4. ASSAIL departed Darwin the morning of Tuesday 21st in company with HMA Ships ARDENT and AWARE and proceeded to the Cape Croker area in preparation for a night encounter exercise with HMAS HOBART. All ships came to anchor that evening in Port Essington. The visit provided the opportunity to entertain the Coastwatcher and a combined ships' barbecue and movie was held at Black Point with the kind permission of the Coburg Peninsula National Park Ranger.

/5. On

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5. On Wednesday 22nd ASSAIL departed Port Essington at 1330 to deploy to the assigned area for the Night Encounter Exercise. During the late forenoon HOBART was sighted north of the recommended track, well ahead of expected time. A quick change in tactics allowed ASSAIL to deploy to the west and relocate out of HOBART's radar range prior to COMDEX. ASSAIL effectively disguised herself as a fishing vessel steaming down the recommended track into Dundas Strait at a very slow speed. At 0042 Thursday 23rd ASSAIL fired two green flares to simulate a torpedo attack acting on information supplied by AWARE. At 0127 all ships joined in formation one for an NSIC, transitting Dundas and Clarence Straits towards Darwin.

6. ASSAIL participated in the harbour entry on the Thursday morning, coming alongside the Darwin Ship Maintenance Facility. At 1025 the ship was cradled and the staff of John Holland Pty. Ltd. commenced lifting ASSAIL clear of the water. ASSAIL spent until 1154 Saturday 25th on the slip during which time all the shaft bearings were replaced in an endeavour to determine the cause of the excessive vibrations at 800 rpm.

7. ASSAIL returned to Fort Hill Wharf where she spent Sunday 26th and Monday 27th preparing for her next northern patrol. During the forenoon of Monday, ship's company provided medical assistance to a heart attack victim on the fishing vessel HIGH BLUFF. The vessel was berthed astern of ASSAIL, and assistance by the crew enabled the victim to be hospitalized quickly and efficiently.

8. At 1027 Tuesday 28th ASSAIL deployed on her northern patrol, taking a passage around Melville and Bathurst Islands. Rough weather from the east to south east made the passage uncomfortable with shelter being taken in Jensen Bay, south of Cape Wessel, early on Thursday 30th. Upperdeck maintenance was undertaken in the lee of the south easterly throughout Thursday.

9. At the directive of NOCNA, ASSAIL weighed anchor at 0230 Friday 31st and proceeded to intercept a Russian tanker, AYKHAL. The tanker was intercepted at 0948 and closed for photographs to the west of Cape Wessel. On completion of the task ASSAIL made passage to Gove harbour via the Hole in the Wall, coming alongside the General Cargo Wharf, Gove at 1610, where she remained until the end of the month.

Marine and Electrical Engineering

10. ASSAIL has had to raise another URDEF on the starboard main engine because of excessive vibration. Ship's staff had failed to trace the cause by the end of the month. The ship was slipped at the Darwin Ship Maintenance Facility to check all shaft bearings and, even though within tolerance, they were replaced. Whilst alongside in Gove ship's staff replaced both "B" bank fuel pumps and it is anticipated this may alleviate the problem.

/General

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- 3 -

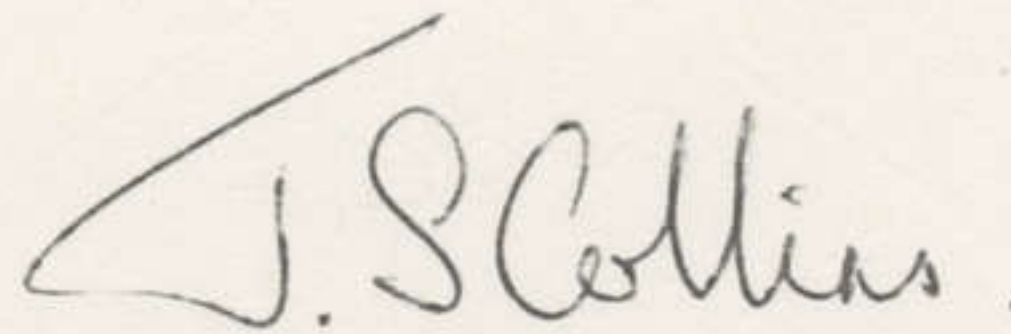
General

11. The health, welfare and conduct of the ship's company has been good throughout the month. A few new faces and the introduction of a video screening system has helped to keep morale high during the engineering problems being experienced.

I have the honour to be,

Sir,

Your obedient Servant,



(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 1/16/5
DATED 1ST AUGUST 1981

STEAMING FIGURES

1. Miles steamed during the period	1,449
2. Hours underway during the period	103
3. Miles steamed since first commissioning	320,087
4. Hours underway since first commissioning	24,505
5. Occasions during which fast routeing speed was exceeded	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST AUGUST 1981

DRILLS, EXERCISES AND EVOLUTIONS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Date</u>
78A	Fire Exercise	5	2.5	01 06 08 09 11
	Flood Exercises	3	1.5	02 05 13
	Casualty Exercises	5	0.75	03 07 10 14 16
	FAIDEX	1	1.5	27
	Gun Functioning Trial	1	0.3	20
	AAROFX	1	1.0	20
	SUTFX	1	0.7	20
	Target Towing	1	0.5	20
	OOW Manoeuvres	1	4.0	20
	Weigh Anchor by Deck Tackle	1	0.75	22
	NEX	1	5.0	22/23
	NSIC	1	9.0	23

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ROYAL AUSTRALIAN NAVY

Telephone: 359-9111
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OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

16 SEP 1981

AF 1/16/11

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

HMAS ASSAIL REPORT OF PROCEEDINGS -
AUGUST, 1981

Forwarded.

Ian H Richards

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for
August, 1981 dated 1 September, 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815988

IN REPLY QUOTE 1/16/5

HMAS ASSAIL
at DARWIN

1st September 1981

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - AUGUST 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of August 1981.

2. At the beginning of the month ASSAIL was alongside the General Cargo Wharf, Gove carrying out an operational visit. During the previous month ASSAIL had experienced another defect on the starboard main engine and, whilst alongside in Gove, ship's staff had replaced both 'B' bank fuel pumps as it was thought that the vibration may have been a fuel related problem. Whilst carrying out the exchange, ship's staff noticed water seeping from the air manifold drain; the source was traced as a possible cracked head in the starboard main engine. ASSAIL had originally been programmed to continue the patrol into the Gulf of Carpentaria but, because of this new development, it was decided that ASSAIL should return to Darwin for urgent repairs. The ship cast off from Gove Wharf at 1000(IK) Monday 3rd and made passage to Darwin via Cape Wessel and Dundas Strait, berthing at the Patrol Boat Landing (PBL) at 0800(IK) Wednesday 5th.

3. Ship's staff replaced the suspected cracked head on Thursday 6th and the ship was ready for sea trials the following morning. ASSAIL cast off from the PBL at 0900 (IK) and conducted sea trials in the approaches to Darwin Harbour. Whilst conducting trials it was noticed that the temperature scatter on the starboard main engine was outside of tolerance. Investigations by ship's staff revealed that one of the fuel pumps that had been fitted in Gove was defective and would have to be replaced. ASSAIL cast off again on Monday 10th and conducted two further sea trials that day following the replacement of the fuel pump.

/The ship

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The ship was still experiencing problems with the starboard engine: vibrations at 800 rpm and excessive exhaust temperature scatter at more than 1200 rpm. The OIC of the PBMF was satisfied that ASSAIL was serviceable to continue her programmed patrol, but that the engine was not to be used unnecessarily, and the abovementioned revolutions were to be avoided.

4. ASSAIL departed Darwin at 1100(IK) Tuesday 11th for an operational visit to Broome. Passage was made direct through Admiralty Gulf and the Buccaneer Archipelago. The ship berthed at the north side of Broome Wharf at 1200(H) Thursday 13th to represent the Royal Australian Navy for the town's "Shinju Matsuri" Festival (Festival of the Pearl). The ship's company became heavily involved in all the activities over the weekend and thoroughly enjoyed themselves. On Saturday 15th a contingent of ASSAIL's crew marched in the local parade to the delight of the local populace and the many visitors. That evening six junior sailors escorted the Miss Pearl Queen entrants at the Shinju Matsuri Ball. On Sunday 16th ASSAIL was the official starter for the annual Pearl Lugger Race within Broome Harbour and the ship cast off from the wharf at 1130(H) and proceeded to anchor in inner Broome Harbour. The Premier of Western Australia, the Honourable Sir Charles Court KCMG OBE MLA and Lady Court, local politicians and other dignitaries were among the official party which had embarked for the occasion. ASSAIL returned to the wharf at 1430(H) after a very successful afternoon on the harbour. The weekend visit to Broome was a very successful event and the hospitality of the town was outstanding. The crew was reluctant to leave but looked forward to returning the following weekend in company with HMAS AWARE for the final weekend of the Festival. Mon 17

5. During the week ASSAIL made a sovereignty patrol to Seringpatam and Scott Reefs and Rowley Shoals. There was no sighting of any Indonesian fishing craft at any of the reefs. ASSAIL made rendezvous with AWARE five miles to the south of Mermain Reef at 1145(H), Thursday 20th and proceeded in company towards Broome. Both ships came to anchor off Cable Beach at 2330(H) that evening, weighing at 0715(H) the following morning to berth at Broome Wharf by 0800(H).

6. On Friday evening the Officers and Senior Sailors of AWARE and ASSAIL hosted a cocktail party for all Broome local dignitaries who had assisted visiting patrol boats over the last year. The occasion was enjoyed by all and could only enhance the good reputation that the Navy has with the local populace. The crews of both ships participated in many of the events of the weekend and I had the honour to be an official judge at the "Miss Cable Beach" 1981 contest.

7. ASSAIL and AWARE departed Broome at 1000(H) on Monday 24th sailing in company to Port Nelson where both ships came to anchor at 0930(H) Tuesday for an overnight visit.

/AWARE

AWARE departed Port Nelson early next morning but ASSAIL remained there until 1800(H) that evening carrying out upper deck maintenance. ASSAIL departed Port Nelson that evening and made rendezvous with AWARE at 0830(IK) the following morning, Thursday 27th, off Troughton Island at the northern entrance to Admiralty Gulf. AWARE and ASSAIL made passage towards Darwin in company, conducting a night firing in Area R230 whilst en route and finally berthed at the PBL Darwin at 0805(IK) Friday 28th where she remained until the end of the month.

Marine and Electrical Engineering

8. ASSAIL is still experiencing difficulty with the starboard main engine, as was mentioned earlier in this report. It is anticipated that further investigations into the cause of the vibration will be undertaken during the present Assisted Maintenance Period. During the month the engine was only used during entering and leaving harbour, and all steaming was conducted on the port main engine.

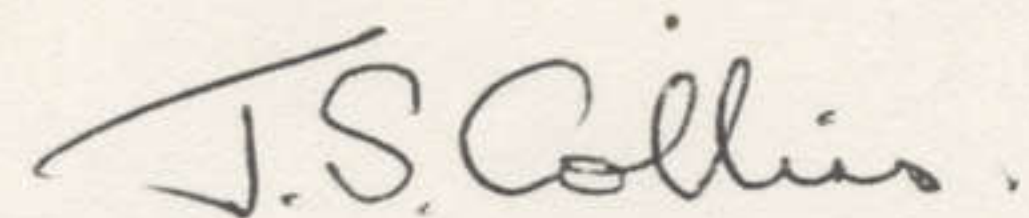
General

9. The health, welfare and conduct of the ship's company has been good throughout the month. The crew was given instruction during the month on the dangers of drinking and driving.

I have the honour to be,

Sir,

Your obedient Servant,



(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

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

RESTRICTED

ANNEX A TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST SEPTEMBER 1981

STEAMING FIGURES

1. Hours underway during period	217
2. Miles underway during period	2,971
3. Hours underway since commissioning	24,722
4. Miles underway since commissioning	323,058
5. Hours steamed in excess of fast routeing speed	Nil

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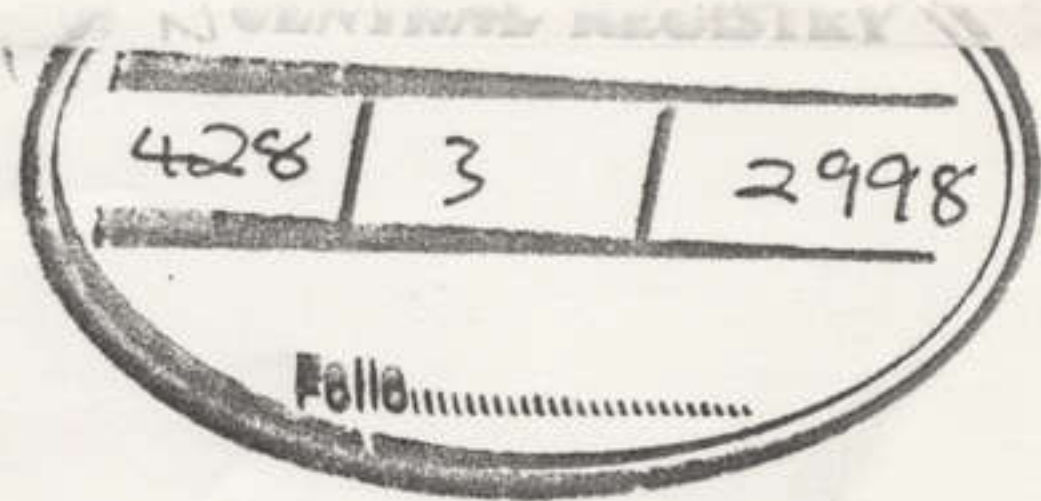
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ANNEX B TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST SEPTEMBER 1981

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise No.</u>	<u>Exercise</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Date</u>
78A	Fire	6	3.0	01 06 08 13 20 29
	Flood	4	2.0	02 09 15 22
	Casualty	3	1.5	14 23 30
	AAROFX	1	1.0	28

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Telephone: 359-9111
Extension 3139

LOGGED

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

19 OCT 1981

AP 1/16/11

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - SEPTEMBER,
1981

Forwarded.

(D. D. FARTHING)
Commander RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for September,
1981 dated 1 October, 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815988

IN REPLY QUOTE 1/16/5

HMAS ASSAIL
at DARWIN

1st October 1981

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - SEPTEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of September 1981.
2. At the beginning of the month ASSAIL was alongside the Patrol Boat Landing (PBL) Darwin conducting an Assisted Maintenance Period. At 0850(IK) Thursday 10th ASSAIL cast off and proceeded to the Beagle Gulf for pre-patrol sea trials, berthing alongside the PBL at 1100(IK) on completion.
3. ASSAIL departed Darwin at 1600(IK) Monday 14th for a West Coast Patrol. Passage was made in excellent weather conditions to the west towards Ashmore Reef. At 2110(IK) that evening the ship went to emergency stations with a fire being reported in the engine room. A small fire was soon extinguished and investigation revealed the fire was caused when oil was spilt on the starboard engine exhaust bellows whilst the duty stoker was filling up the blower with oil. The sailor, being inexperienced, panicked but quick action by the ship's emergency party averted any serious damage.
4. Whilst en route to Ashmore Reef two Type 2 Indonesian craft were intercepted 120 miles to the east of the reef on the afternoon of Tuesday 15th. An investigative boarding was made on one of the craft, IMUS MOLA, to determine why they were so far from their normal operating areas. It was ascertained that both craft were only shark catchers and had no interest in collecting Trochus. Following the return of the boarding party, passage was continued to Ashmore Reef where ASSAIL came to anchor one and a half miles to the north of West Island at 0800(I) Wednesday 16th. Two Type 2 craft were at anchor at Middle Island and the boarding party was despatched at high tide to carry out investigative boardings. Mr B. Sutton of W.A. Fisheries had been embarked for the patrol and accompanied the party.

/On the

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On the return of the boarding party anchor was weighed and ASSAIL set course to the south west for Seringapatam and Scott Reefs.

5. Landfall was made next morning, Thursday 17th, at 0715(I) at Seringapatam Reef. On approaching the reef one Type 2 craft was sighted at anchor on the south east corner of the reef. Following an investigative boarding, course was made to Scott Reef where the ship came to anchor two miles to the south west of Sandy Islet that afternoon. Another Type 2 had been sighted to the south of Sandy Islet and the boarding party was despatched to investigate. ASSAIL remained at anchor at Scott Reef until the following afternoon, Friday 18th when course was set for Broome. The ship berthed alongside Broome wharf at 1100(H) Saturday 19th for a weekend visit.

6. ASSAIL departed Broome at 1300(H) Monday 21st to continue the patrol to the west. Whilst en route to Rowley Shoals, the ship's gyro toppled for the fourth time within the last month. It was suspected the gyro itself was defective and so course was set by magnetic compass towards Port Hedland to await the arrival of a replacement. The ship berthed at No. 3 Wharf, Port Hedland at 1330(H) Tuesday 22nd. The replacement gyro arrived early on Thursday morning and ASSAIL sailed that afternoon to continue the patrol. During the daylight hours of Friday 25th ASSAIL patrolled the Rowley Shoals areas without any sightings. On completion course was set to the south west for Exmouth. At sunrise next morning the gyro was found to have a ten degree error and shortly afterwards again toppled. It was suspected at this stage that the problem was not within the gyro itself but in the power supply and therefore it was decided to return to Darwin for Base assistance. ASSAIL was to the east of the Monte Bellos Islands and course was set towards Broome for fuel before continuing the passage to Darwin. Whilst en route to Broome, ASSAIL carried out an investigative boarding on one pair of Taiwanese Pair Trawlers and sighted five further pairs during the night. ASSAIL berthed at Broome wharf at 1600(H) Sunday 27th for an over-night visit.

7. Following refuelling next morning ASSAIL departed Broome at 1000(H) direct for Darwin via Browse Island and Penguin Shoals. The return patrol was uneventful and ASSAIL berthed outboard of ADROIT at the PBL Darwin at 1200(IK) Wednesday 30th and remained there until the end of the month.

Marine and Electrical Engineering

8. ASSAIL has experienced a continual problem throughout the month with the Arma Brown Gyro. As was reported previously it was thought at first that the gyro itself was defective, but after the problem persisted following replacement, it is suspected that there is an intermittent fault in the power supply. "Each time the gyro has toppled it has been set again and will function satisfactorily for an uncertain period of time before again toppling. Base staff Darwin has replaced the static converter and will await the results during ASSAIL's patrol next month.

/General

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- 3 -

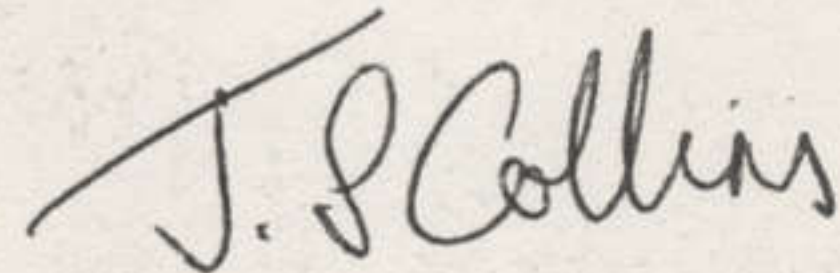
General

9. The health, welfare and conduct of the ship's company has been good throughout the month. The crew was lectured on security during the month, especially in relation to the protection of small arms and ammunition.

I have the honour to be,

Sir,

Your obedient Servant,



(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 1/16/5
DATED 1ST OCTOBER 1981

STEAMING FIGURES

1. Hours underway during period	232
2. Miles underway during period	3,188
3. Hours underway since commissioning	326,246
4. Miles underway since commissioning	24,954
5. Hours steamed in excess of fast routeing speed	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST OCTOBER 1981

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Date</u>
78A	Fire Exercise	8	2.0	01 05 06 07 10 13 20 27
	Flood Exercise	4	1.0	03 08 11 22
	Casualty Exercise	5	1.2	02 04 09 19 23
	FAIDEX	1	0.5	19
	MOBEX	3	1.5	16 19 30
	Major NBCD Exercise	2	2.0	14 19
	Boardings	8	6.0	15 16 17 26

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ROYAL AUSTRALIAN NAVY

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Extension 3139

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

AF 1/16/11

17 NOV 1981

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

HMAS ASSAIL REPORT OF PROCEEDINGS -
OCTOBER, 1981

Forwarded.

Ian H. Richards

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for
October, 1981 dated 1 November, 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815988

IN REPLY QUOTE 1/16/5

HMAS ASSAIL
at DARWIN

1st November 1981

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - OCTOBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of October 1981. The time zone used throughout is IK (-9½).

2. At the beginning of the month ASSAIL was berthed outboard of ADROIT at the Patrol Boat Landing (PBL) Darwin. At 0900 Monday 5th ASSAIL cast off and proceeded to sea to make rendezvous with HMAS AWARE to the north-east of Melville Island. Reports had been received that an ICOV was expected to arrive in the Darwin area at any time and AWARE had been maintaining a patrol on the possible approaches to Darwin with ASSAIL to relieve her on task. One and a half hours after departing Darwin, a report was received that the vessel had been sighted by the surveillance flight to the north-east of Quail Island, and ASSAIL altered course to investigate. At 1046 a radar contact was gained five miles to the south and on closing it was identified as the ICOV (VT 838). The vessel was then escorted into Darwin where it was transferred to Immigration, Quarantine and Customs officials. On completion of the formalities, ASSAIL berthed at the PBL.

3. With the approach of the local Squadron Exercise, ASSAIL cast off and proceeded to the Beagle Gulf at 1000, Wednesday 7th for internal Damage Control exercises and ship handling for the Officers of the Watch. Whilst returning alongside that afternoon ASSAIL was requested by Darwin Harbour Control to assist two prawn trawlers which had run aground on the mud bank inside Stokes Hill Wharf. As the tide was ebbing, immediate assistance was required and ASSAIL responded, with the two trawlers being successfully refloated.

/ASSAIL and

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- 2 -

ASSAIL and AWARE departed Darwin the following morning in company for the Beagle Gulf area. Whilst en route to R230 Firing Area, Officer of the Watch Manoeuvres and RAS approaches were conducted. On arrival in the firing area, ASSAIL successfully carried out a Gun Functioning Trial followed by a surface firing at a target towed by AWARE. The target was then transferred to ASSAIL for AWARE to conduct a firing. On completion of the Gunnery serials, both ships conducted a towing exercise on the other, followed by AWARE exercising sternboard approaches. At 1745 AWARE detached whilst ASSAIL set course for Darwin, berthing at the PBL at 0800 Friday 9th.

4. ASSAIL cast off at 1000 Monday 12th for Port Essington. Course was set via Clarence and Dundas Straits and the ship came to anchor two cables to the north of Black Point at 1915 that evening. The following day ship's maintenance in preparation for Admirals Inspection was progressed whilst the ship remained at anchor. On Wednesday morning anchor was weighed and ASSAIL shifted anchorage further south in Port Essington to a point close to the ruins of Victoria settlement. This establishment was one of the original settlements in an attempt to open the Northern Australia area in the early 1800's, but was abandoned after only 10 years. The ruins are still visible and a small party of the crew was landed that afternoon to inspect what remains. ASSAIL had received an instruction to proceed and recover a 14 ft aluminium dinghy, abandoned 60 miles to the north-west of Melville Island, which had been located by a surveillance flight. Anchor was weighed at 1630 Wednesday afternoon to arrive in the search area at first light next morning.

5. ASSAIL arrived in the area at 0600 Thursday 15th to commence a search and after only two hours the dinghy was located bows down with only 3 feet of the stern clear of the water. After it had been brought onboard, course was set for Bathurst Island where the ship came to anchor 9 cables off the entrance to Willy-Ponga-Raga Creek at 1345. Anchor was weighed at 0300 the following morning and ASSAIL berthed at the PBL Darwin at 0800 where she remained until the end of the month.

General

6. The health, welfare and conduct of the ship's company has been good throughout the month.

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



(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 1/16/5
DATED 1ST NOVEMBER 1981

STEAMING FIGURES

1. Hours underway during period	78
2. Miles underway during period	899
3. Hours underway since commissioning	25,032
4. Miles underway since commissioning	327,145
5. Hours steamed in excess of fast routeing speed	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST NOVEMBER 1981

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Date</u>
78A	Fire Exercise	10	2½	01 02 06 11 16 19 20 21 27 28
	Flood Exercise	3	¾	04 18 24
	Casualty Exercise	5	1¼	03 07 17 21 22
	MOBEX	12	2	07 08 09 16
	Minor DC Exercise	1	1	07
	OOW Drills	1	½	07
	RASAPS	4	1	08
	SUFY	1	1	08
	Small Arms Shoot	1	1	08
	TOWEX	2	2	08

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H.M. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/11

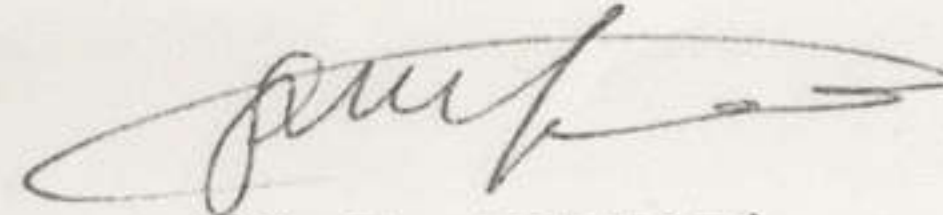
30 DEC 1981

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

HMAS ASSAIL - REPORT OF PROCEEDINGS

NOVEMBER 1981

1. Forwarded.
2. Regarding the collision mentioned at the end of paragraph 7, damage sustained by ASSAIL was minor and, on the advice of NOCNA, no further report was made.



(G.W. SPENCE)
Commander, RAN
for Fleet Commander

Enclosure: HMAS ASSAIL - Report of Proceedings for November 1981
dated 1 December 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815988

IN REPLY QUOTE 1-16-5

HMAS ASSAIL
at Darwin

1 December 1981

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

Naval Officer Commanding
NORTH AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ASSAIL - REPORT OF PROCEEDINGS -

NOVEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of November 1981. All times are IK (-9½) with the exception of the period 1530 Wednesday 18 to 0100 Friday 27, where times are H (-8).

2. ASSAIL commenced the month preparing for Annual Inspection, whilst alongside the Patrol Boat Landing, Darwin (PBL). Departmental inspections were conducted Wednesday 04 and Thursday 05. ASSAIL berthed on HMAS ADROIT at the Naval Buoy in the afternoon of Sunday 08.

3. At 0900 Monday 09, the Naval Officer Commanding NORTH AUSTRALIA AREA, CAPTAIN R. MCKENZIE, ADC, RAN formally inspected ASSAIL. Divisions were held on the quarterdeck prior to the inspection. Time following the inspection was utilized to conduct a compass swing, before returning alongside the PBL to prepare for DARWEX 81.

.../2 At 0805

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4. At 0805 Wednesday 11, ASSAIL proceeded in company with TU 627.4.1, comprising HMAS AWARE, HMAS ADROIT and HMAS BAYONET for DARWEX 81. An intense two day programme of exercising then ensued, of which ASSAIL gained much benefit in the fields of Gunnery and Damage Control. Two minutes silence was observed at sea for the recognition of Remembrance Day.
5. Despite the departure of HMAS BAYONET and temporary departure of HMAS AWARE from the exercise programme, the Night Encounter Exercise was conducted with great endeavour. The eventual result was declared a win to the ORANGE forces, however, there was extremely little time between success and possible failure. The highlight of DARWEX 81 was probably the initiative exercise instigated by the staff of COMAUSMINPAB. On the morning following the NEX, a weary Ship's Company was faced with preparing for a Burial at Sea within 40 minutes. It was a well planned exercise involving all members of the Ship's Company. The sailors thoroughly enjoyed something 'out of the ordinary' and indeed shocked themselves to see how much extra knowledge and productive thought can be attained in a mere 40 minutes.
6. ASSAIL took charge of a Diamond formation harbour entry to end DARWEX 81. The three 'surviving' vessels were joined by HMAS ARDENT returning from EXERCISE KANGAROO 81, at Channel Rock Buoy 1500 Thursday 12. The subsequent period alongside was utilized to prepare ASSAIL for her next patrol.
7. ASSAIL departed Darwin on Monday 16 for a West Coast Patrol. Course was made to the north of Holothuria Shoal for the Adele Island area where two Taiwanese Gillnetters were known to be operating. At 0225 (H) on Wednesday 18, two radar contacts were gained to the north of Adele Island and they were closed for identification. On being identified as Gillnetters, ASSAIL remained in the area to effect Investigative Boardings at first light, when they were recovering their nets. During this period the weather started to deteriorate but boarding was still practicable. Whilst awaiting for first light, it was noticed that the nets of Yuan Sheng No. 3 had drifted well inside the 12 mile limit and at 0610 (H), a boarding was carried out on this vessel. Mr. Colin Ostle of Western Australian Fisheries accompanied the Boarding Party and ascertained that the master was unaware of the very strong currents in the area. Mr. Ostle gave the master a very severe warning and on arrival in Broome reported the incursion through channels to the appropriate authorities, to be issued as a warning to other masters. Following the return of the Boarding Party the other vessel, Yung Yuan No. 11 was closed. Whilst transferring the party by sternboard approach, a wave lifted ASSAIL onto the gunwhales of the gillnetter causing damage above the water line at the transom/port quarter.

.../3 On return

On return of the Boarding Party course was set for Yampi Sound and as the weather was deteriorating further ASSAIL came to anchor 2 cables off Nares Point at 1515 (H) that afternoon for shelter. Anchor was weighed the following afternoon, Thursday 19 and course was set for Broome, where ASSAIL berthed at 0900 (H) on Friday 20 for a weekend visit.

8. ASSAIL cast off from Broome wharf at 1145 (H) on Monday 23 for a return patrol to Darwin. Authorities in Perth had requested, that, on an opportunity basis, perhaps a patrol boat could visit Adele Island to assist them in identifying the rat population on that island, as it was feared that it could be an exotic type. Mr. Ostle had been provided with the appropriate equipment at a briefing prior to joining ASSAIL and it was decided to carry out the task on the return patrol. ASSAIL came to anchor off Adele Island at 0855 (H) on Tuesday 24. A small landing party accompanied Mr. Ostle ashore to assist in laying the traps. On return of the party late in the forenoon, anchor was weighed and ASSAIL proceeded to a sheltered anchorage in Yampi Sound. At 0915 (H), the following morning the Ship returned to the island to inspect the results of the night's catch. Sufficient numbers were caught during that period and after appropriate preservation, a small number were brought back onboard for transfer to Perth. ASSAIL weighed anchor at 1340 (H) that afternoon and a course was set for Darwin.

9. Whilst transitting towards Darwin, the two Taiwanese gillnetters boarded the previous week were sighted at anchor on Holothuria Shoals, to the north of Admiralty Gulf. In order to ascertain their catch rate, Mr. Ostle requested whether he could board one of the vessels again. To accommodate this request an investigative boarding was conducted on the Yuan Sheng No. 3. On completion of the boarding, patrol was continued towards Darwin where ASSAIL berthed at No. 3 Stokes Hill Wharf at 1020 (IK) on Friday 27. She remained on that wharf till the end of the month.

Marine and Electrical Engineering

10. ASSAIL experienced three major problems during the month of November. The problems experienced with maintenance of guardrail slips led ASSAIL to follow suit of other vessels by having a local contractor galvanize them. However, on receipt of the guardrail rigging screw slips and 'D' shackles, items were missing and others unserviceable as a result of poor workmanship. The decision was made to raise URDEF 40/83 on November 4. Temporary measures have been taken by loan of old or spare guardrail slips from other patrol boats, but the defect is still outstanding at the end of the month, TM145 H 159/83 refers.

.../4 URDEF 41/83

11. URDEF 41/83 was raised on November 10 as excessive oil and refrigerant leakage at the crankshaft seal caused the compressor on No. 1 air-conditioning unit to become unserviceable.

12. As a result of the sternboard incident with Yung Yuan No. 11, URDEF 42/83 was raised on 18 November. Stern and port-side hull plating, approximately three feet above the water line, was holed. The defect is at present being repaired by Base Staff (TM145 H 161/83 refers).

General

13. The health, welfare and conduct of the Ship's Company has been good throughout the month. The morale has been very high as a result of successful participation in DARWEX 81. ASSAIL completed the exercise programme without any equipment failures, and this achievement gave credit to much hard work. The Ship's Company is looking forward to the Christmas period.



(G.D. CHRISTIAN)
Lieutenant RAN
for Commanding Officer (AOD)

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

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ANNEX A TO
HMAS ASSAIL LETTER 1-16-5
DATED 1ST DECEMBER 1981

STEAMING FIGURES

1.	Hours underway during period	80
2.	Miles underway during period	2 296
3.	Hours underway since commissioning	25 112
4.	Miles underway since commissioning	329 441
5.	Hours steamed in excess of fast routeing speed	Nil

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ANNEX B TO
HMAS ASSAIL LETTER 1-16-5
DATED 1ST DECEMBER 1981

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Date</u>
78A	Fire Exercise	3	0.75	02/06/07
	Flood Exercise	1	0.25	01/
	Casualty Exercise	2	0.5	04/05
	OOW Manoeuvres	2	4.0	11/12
	RASAPS	2	2.0	11/12
	Major DC Exercise	2	3.0	11/12
	AACFRX	2	3.0	11/12
	SUFTX	1	0.5	11
	FAIDEX	1	1.5	11
	MOBEX	2	2.0	11/12
	NEX	1	6.0	11/12
	Small Arms Shoot	1	1.0	25
	Compass Swing	1	1.5	12

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Extension 3139

OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/11

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


HMAS ASSAIL - REPORT OF PROCEEDINGS DECEMBER 1981

Reference: AF letter 1/16/11 of 19 January 1982

Forwarded.



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



Enclosure: HMAS ASSAIL - Report of Proceedings for
December 1981 dated 1 January 1982

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 890911

IN REPLY QUOTE 1-16-8

Naval Headquarters
Larrakeyah Barracks
PMB 11
DARWIN NT 5791

03 FEB 1982

Fleet Commander
GARDEN ISLAND NSW 2000

For Information

Department of Defence
(Navy Office)
CANBERRA ACT 2600

Commanding Officer
HMAS ASSAIL

HMAS ASSAIL - REPORT OF PROCEEDINGS
DECEMBER 1981

Reference: A. AF letter 1/16/11 dated 19 January 1982.

1. The enclosure is forwarded as requested by the reference.
2. Occasions arise when patrol boats sail before their Reports of Proceedings have been typed. It has been the practice of this Headquarters to forward unsigned Reports of Proceedings in the interests of timely reporting, when signed manuscripts are held.

C.M.G. HOLE
(C.M.G. HOLE)
Captain RAN
Naval Officer Commanding
North Australia Area

N.L.
~~Enclosure:~~ 1. HMAS ASSAIL Report of Proceedings for
December 1981.

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

3139

*admin
24.2.81*

DEFENCE DEPARTMENT		
428	3	2998
19 JAN 1982		
Folio.....		

1/16/11

The Commanding Officer
HMAS ASSAIL

00001

For Information

Department of Defence (Navy Office)
CANBERRA ACT 2600

THIS COPY FOR

HMAS ASSAIL - REPORT OF PROCEEDINGS
DECEMBER 1981

Forwarded. The original Report of Proceedings has
been returned for signature by the Commanding Officer.

ORIGINAL SIGNED BY
IAN H. RICHARDS

(IAN H. RICHARDS)
Commodore, RAN
for Fleet Commander

Enclosure: HMAS ASSAIL Report of Proceedings for December 1981
dated 1 January 1982

NONE *M*

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1-16-82

ROYAL AUSTRALIAN NAVY

TELEPHONE: 815018

IN REPLY QUOTE 1/16/5

HMAS ASSAIL
at DARWIN

1 January 1982

Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

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

HMAS ASSAIL - REPORT OF PROCEEDINGS - DECEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS ASSAIL under my command for the month of December 1981. 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. At 1000 Thursday 10 ASSAIL cast off and proceeded to the Beagle Gulf for pre-patrol sea trials, berthing alongside the PBL at 1120 on completion.

3. ASSAIL departed Darwin at 1000 Monday 14 for a Coastwatcher visit to Port Essington. Passage was made via Clarence and Dundas Straits with the ship coming to anchor at 2109 that evening two cables to the north of Black Point. The following morning a landing party was placed ashore to establish a camp site between Smith and Black Points for the use of the ship's company during ASSAIL's visit to the area. ASSAIL remained at anchor throughout the week giving the ship's company an opportunity to camp ashore and an unusual break following a hectic patrol programme throughout 1981.

4. On Thursday 17, the Naval Officer Commanding, North Australia Area, Captain C.M.G. Hale RAN embarked in ASSAIL at Port Essington for the return journey to Darwin. That evening ASSAIL received news that the ship had been awarded the Kelly Shield for 1981, which came as a welcome surprise. ASSAIL is proud to have been given this honour and it was an additional delight that NCCMA was embarked at the time of the announcement.

1/5. 1-16-82

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1822
5. At 0400 the following morning ASSAIL weighed anchor and proceeded to make rendezvous with HM Ships AWARE and ARDENT to the west of Cape Don. Rendezvous was made at 0700 and the ships proceeded in company towards Darwin. Whilst en route COW Manoeuvres, RAS approaches and competitive Man Overboards were conducted. Also during the forenoon NCCNA was transferred to AWARE for the remainder of the passage. ASSAIL berthed at Stokes Hill Wharf, Darwin at 1510 that afternoon after a hectic day's programme.

6. On Monday 21 a report was received by Weather Darwin that a tropical low was heading towards Darwin with accompanying winds expected to exceed 60 knots. At 1600 that afternoon ASSAIL, AWARE and ARDENT departed Darwin to avoid any possibility of damage. Passage was made to the Cape Fourcroy area with the boats returning to Darwin at 0800 the following morning. During the overnight passage, it was noticed that the exhaust temperature scatter on the starboard main engine was outside acceptable limits at high revolutions. ASSAIL remained the Darwin duty boat throughout the festive season with a limitation of a maximum speed of 17 knots placed on her as a result of this defect.

7. At 1130, Sunday 27, the Christian Baptism of Jennifer Susan Collins and Nathan Leigh Smith was conducted onboard ASSAIL with Chaplain B. Rosier RAN officiating.

8. Following further investigations into the defect on the starboard main engine, it was decided to conduct engine trials on Thursday 31. The opportunity was also taken for Lieutenant A.V. Braendler RAN, Commanding Officer designate, to gain some ship handling experience prior to taking command. The trials proved unsuccessful, with ASSAIL berthing at Stokes Hill wharf on completion and remaining there until the end of the year.

9. At 0001 Friday 1 January 1982 Lieutenant A.V. Braendler RAN assumed command of ASSAIL.

I have the honour to be,

Sir,

Your obedient servant,

J.S. Collins

(J.S.C.)
(Signed manuscript held
in this office)

(J.S. COLLINS)
Lieutenant RAN
Commanding Officer

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

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ANNEX B TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST JANUARY 1982

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Hours</u>	<u>Date</u>
78A	Fire Exercise	3	0.75	05/09/27
	Flood Exercise	3	0.75	06/10/28
	Casualty Exercise	2	0.5	19/29
	OCW Manoeuvres	1	1.0	18
	MANCRD (Competitive)	3	1.5	18/20/24
	RASAPS (D)	1	1.0	18

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ANNEX A TO
HMAS ASSAIL LETTER 1/16/5
DATED 1ST JANUARY 1982

STEAMING FIGURES

1. Hours underway during period	49
2. Miles underway during period	566
3. Hours underway since commissioning	330,007
4. Miles underway since commissioning	25,161
5. Hours steamed in excess of fast routeing speed	Nil

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