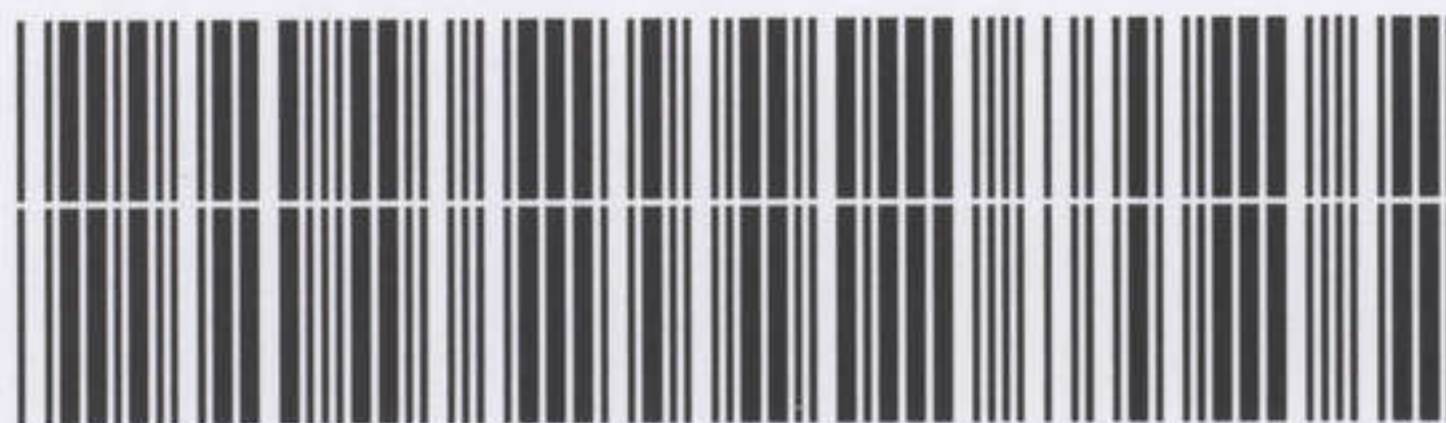


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS ATTACK

Item number: 43/13

Title: January-December 1982



AWM78-43/13

UNCLASSIFIED COVERING

GKW

RESTRICTED
ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3139

OFFICE OF THE

FLAG OFFICER COMMANDING

HM. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000


AF 1/16/12


18 FEB 1982

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

HMAS ATTACK - REPORTS OF PROCEEDINGS
1-10 JANUARY AND 11-31 JANUARY, 1982

Forwarded.


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

 Enclosure: HMAS ATTACK Reports of Proceedings for 1-10 January 1982 dated 10 January, 1982 and 11-31 January 1982 dated 31 January, 1982.

UNCLASSIFIED COVERING

RESTRICTED

JIN
24/2

HMAS ATTACK

At Westernport

1.16.13

10 January 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding
VICTORIA AREA

The Commanding Officer
HMAS CERBERUS

The Commander
AUSTRALIAN HOME WARFARE AND PATROL BOAT FORCES

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 1-10 JANUARY 1982

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 1-10 January 1982. All times unless otherwise stated are in Zone Lima (-11).
2. At the commencement of the period the Ship was conducting surveillance duties in the area of the Bass Strait oil fields. At 2130 on Friday 1st it became necessary to depart Area Bass due to the steadily deteriorating weather conditions and course was set for Eden where the vessel berthed at 0945 the following morning. ATTACK remained at Eden awaiting the weather to improve until 1300 on Monday 4th when she cast off and proceeded to Area Bass.
3. Whilst on the journey to Bass Strait the weather continued to deteriorate and it was decided to continue the passage through Area Bass to seek shelter at Corner Inlet where the Ship secured to a buoy at 0836 on Tuesday 5th. ATTACK remained at Corner Inlet until 1940 that evening when the vessel slipped the buoy and set course for Westernport, berthing alongside CERBERUS the following morning at 0900 to commence a programmed AIP and leave period.
4. On Thursday 7th the opportunity was taken to familiarise the Commanding Officer (Desig), Lieutenant D. NOLAN RAN, with the Westernport Area. The Ship cast off at 1000 and returned that afternoon at 1400 after conducting periods of ship handling in the local Westernport Area. At 2359 on Sunday 10th I officially relinquished Command to Lieutenant Nolan.

/5. The health,

5. The health, welfare, morale and conduct of the Ship's Company has remained excellent throughout the period.

I have the honour to be,

Sir,

Your obedient Servant

(W.C. CONLIN)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details

B. Exercise Details

I have the honour to report the proceedings of HMS ATTACK under my command for the period 1-10 January 1942. All times unless otherwise stated are in Home time (G.M.T.).

At the commencement of the period the ship was conducting surveillance duties in the area of the Bass Strait off islands. At 2150 on Friday 1st it became necessary to report from base due to the steadily deteriorating weather conditions and course was set for Eden where the vessel berthed at 0900 the following morning. ATTACK remained at Eden waiting for weather to improve until 1500 on Monday 4th when the coast off and proceeded to Eden Bay.

Whilst on the journey to Eden Strait the weather continued to deteriorate and it was decided to continue the passage through Area Base to seek shelter at Corner Inlet where the ship secured to a buoy at 0830 on Tuesday 5th. ATTACK remained at Corner Inlet until 1940 that evening when the vessel slipped the buoy and set course for Westport, berthing alongside GEMINI the following morning at 0900 to commence a programmed AIP and leave period.

On Thursday 7th the opportunity was taken to familiarise the Commanding Officer (Lieut.) with the Westport Area. The ship cast off at 1000 and returned that afternoon at 1400 after conducting periods of ship handling in the local Westport Area. At 2300 on Friday 10th I officially relinquished command to Lieutenant Nolan.

The health

ANNEX A TO
FMS ATTACK LETTER 1.16.13
DATED 10 JAN 82.

STEAMING DETAILS 1-10 JANUARY 1982

1.	Distance steamed during period	568 nm
2.	Hours underway during period	40
3.	Distance steamed since Commissioning	313,807 nm
4.	Hours underway since Commissioning	24,373
5.	Hours SME since installation	3,616
6.	Hours PME since installation	3,706
7.	Occasions for exceeding fast routing speed	NIL

ANNEX B TO
FMS ATTACK LETTER 1.16.13
DATED 10 JAN 82

EXERCISE DETAILS 1-10 JANUARY 1982

<u>No.</u>	<u>Title</u>	<u>No. Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
21	MOBEX	6	3/4	7
29	Visual/Blind Pilotage	7	5.3/4	2,4,5,6,7
36	GOPEX (incorporating air assets)	2	28	1,4,5
78A				



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1/16/13

HMAS ATTACK
at Hobart

31 January 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA AREA

The Commanding Officer
HMAS CERBERUS

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 11-31 JANUARY 1982

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for the period 11 to 31 January 1982. All times unless otherwise stated are in Zone Lima (-11).

2. At 0001 on 11 January 1982 I assumed command from Lieutenant W.G.CONLIN RAN. At this time ATTACK was berthed at HMAS CERBERUS commencing a two week assisted maintenance period at 0800. Colours were half masted from 0800 to sunset on Monday 11 as a mark of respect on the occasion of the funeral of Sir Edmund HERRING KCMG KBE DSO MC DSC. At 0830 the same day I called on the Commanding Officer HMAS CERBERUS, Captain B.G.GIBBS AM RAN.

3. With the AMP due to be completed on Monday 25 much of the period was utilised in preparing the Ship for the forthcoming patrol of Area Bass. The assistance received from CERBERUS Base Staff enabled most defects to be rectified and all planned maintenance schedules to be met.

4. ATTACK proceeded to sea at 0801 on Thursday 28. After clearing Hanns Inlet course was set for position 38° 24.2 South 145° 15.0 East where the ashes of the late JAMES P.P. KOPS, JAMES ALEXANDER CULLEY, and VICTOR JOHN CALLIS were scattered by Chaplain D.M. HILL RAN. After the brief ceremony the Chaplains disembarked by CERBERUS boat and the Ship proceeded enroute to Hobart.

5. Advantage was taken of the Ship's passage through exercise area R378 and successful surface and anti-aircraft firings were conducted.

6. At 2000, on completion of the gunnery serial, course was set to the south-east in order to transit Banks Strait. The slight following sea resulted in a fast passage and the time thus saved was used for ship handling exercises off Tasman Island prior to transiting Storm Bay.

7. The Ship berthed port side to Elizabeth Pier Hobart at 1800 Friday 29 and remained there until the end of the period.

8. The health, welfare, morale and conduct of the Ship's Company was excellent throughout the period.

I have the honour to be,

Sir,

Your obedient Servant.



(D.NOLAN)
Lieutenant, RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details
C. Engineering and Electrical report

ANNEX A TO
HMAS ATTACK LETTER 1/16/13
DATED 31 JANUARY 1982

STEAMING DETAILS 11-31 JANUARY 1982

1.	Distance steamed during period	353nm
2.	Hours underway during period	34
3.	Distance steamed since commissioning	314,160nm
4.	Hours underway since commissioning	24,407
5.	Hours SME since installation	3,627
6.	Hours PME since installation	3,739
7.	Occasions for exceeding fast routing speed	nil

ANNEX B TO
HMAS ATTACK LETTER 1/16/13
DATED 31 JANUARY 1982

EXERCISE DETAILS 11-31 JANUARY 1982

<u>No</u>	<u>Title</u>	<u>No. Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
24	Shiphandling	2	2	28, 29.
29	Visual/Blind Pilotage	3	4	28, 29.
78A	Minor DCX/Fire	1	1	29
158	SUFY/AARFX	1	1½	28

ENGINEERING AND ELECTRICAL REPORT 11-31 JANUARY 1982

1. On Wednesday 13, URDEF 84/82 was raised for renewal of the Ship's boat after it was assessed beyond economical repair by the Base Staff of HMAS CERBERUS. A new boat was received and URDEF 84/82 was rectified on Tuesday 26.
2. A new power converter for the KL7 was received from Naval Stores and Part A of URDEF 82/82 was rectified on Wednesday 13. The following day a hull inspection was carried out by HMAS CERBERUS divers and was assessed as good.
3. After routine lube oil tests it was discovered on Friday 22 that both main engines had high carbon content. The readings were within acceptable limits and will be monitored closely.
4. A new pyrometer gauge was fitted to the Starboard Main Engine and INDEF 18/82 was rectified on Tuesday 26.

SMV

ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3139

OFFICE OF THE

FLAG OFFICER COMMANDING

H.M. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/12

24 MAR 1982

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

HMAS ATTACK REPORT OF PROCEEDINGS -
FEBRUARY, 1982

Forwarded.



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

Enclosure: HMAS ATTACK Report of Proceedings for
February, 1982 dated 1 March, 1982

HMAS ATTACK at
WESTERNPORT VIC 3920

01 March, 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding, VICTORIA AREA

The Commanding Officer,
HMAS CERBERUS

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS ATTACK - REPORT OF PROCEEDINGS

01-28 FEBRUARY, 1982

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for the period 01-28 February, 1982. All times are in Zone Lima (-11).
2. At the commencement of the period the Ship was berthed port side to Elizabeth Pier, Hobart. At 1015 the same day, the Ship proceeded to anchor in position 153° JOHN GARROW BEACON 2 cables and undertook the role of Flagship for the Sandy Bay Regatta. Whilst at anchor I proceeded ashore to witness the ceremony and called on His Excellency The Honourable Sir Stanley Burbury KCMG, PCVO, KBE, Governor of Tasmania; the three Service Commanders; Acting Commander I.J. Bear, MBE, RAN; Colonel R.N. Gair, RAA, and Wing Commander W.F. Parsons, RAAF.
3. On completion of the festivities, ATTACK returned to Elizabeth Pier and remained alongside until 1000 Tuesday 02.
4. After rounding Piersons Point, two hours of navigation training was conducted in D'Entrecasteaux Channel, exercising all Officers of the watch in both visual and blind pilotage. Course was then set for Eden and after an uneventful passage, the Ship anchored in Nullica Bay at 2345 Wednesday 03, and berthed port side to Tug GRESHAN, Breakwater Pier at 1000 the following morning.
5. The Ship proceeded to sea at 1330 Sunday 07 and relieved HMAS FREMANTLE as Surface Reaction Vessel on Bass Strait Oil Rig Surveillance duties at 2100. After transitting the restricted area, ATTACK secured to BARRACOUTA Buoy at 0035 Monday 08 and remained at the buoy until forced to seek shelter from a Force 6 South-Westerly gale early Tuesday morning at Refuge Cove.

/6. By Wednesday

6. By Wednesday 10 the weather had abated and the Ship weighed anchor and set course for BARRACOUTA Buoy returning on-station at 1400. After six hours at the buoy the build up of a four meter North-Easterly swell forced the Ship to slip at 2125 and proceed to patrol the Southern limits of the restricted area. This swell eased to about two meters by mid morning Thursday 11 and ATTACH made ground to the North-West of Area Pass intending to return to BARRACOUTA Buoy.

7. At 1205 whilst attempting to start the starboard main engine, low power from the main engine starting batteries caused governor energising power to be robbed from the port starting panel, shutting down the port main engine. Starting power was restored after thirty minutes of burst charge and both main engines were re-started in emergency mode at 1235. Priority One Urdef 91/82 was raised as a result, and the Ship returned to Westernport, berthing port-side to Stony Point Wharf at 2300.

8. To enable a timely arrival of 0800 at HMAS CERBERUS, the Ship cast off and proceeded at 0720 Friday 12. On arrival, Base Technical staff and Ship staff commenced rectification of the Urdefs resulting from the patrol.

9. With most Urdefs rectified by Thursday 18, ATTACH proceeded to sea at 0820 for target towing duties at West Head. Unfortunately, due to a large South-Westerly swell and forty knot winds, it was not possible to proceed with the serial and the Ship returned to HMAS CERBERUS at 1110 and remained alongside for the remainder of the period.

Engineering and Electrical

10. On Monday 01, it was discovered that the 40/60 Bofor would not load automatically and URDEF 85/82 was raised. The same day URDEF 86/82 was raised, again for the Bofor. This time for a broken trunion arm. These URDEFs are still outstanding.

11. Due to consistently low battery power for engine starting, URDEF 87/82 was raised Friday 05. The problem appeared to have been solved on Sunday 7. However on Thursday 11 the problem re-occurred and URDEF 91/82 was raised and finally rectified after Base staff assistance from HMAS CERBERUS on Thursday 18.

12. A failure in the starboard main engine pyropress switch required URDEF 88/82 to be raised on Sunday 7. A new switch was fitted and the URDEF was rectified on Monday 15.

13. URDEF 89/82 was raised after the auxiliary general service pump failed on Sunday 7. This URDEF was rectified on Monday 15 when the pump was re-conditioned. URDEF 90/82, raised on Wednesday 10, remains outstanding and is the result of an unserviceable supply fan on Number 2 A/C unit.

/14. The health,

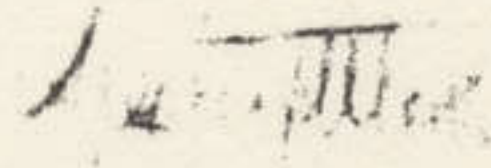
- 3 -

14. The health, welfare, morale and conduct of the Ship's Company was excellent throughout the period.

I have the honour to be,

Sir,

Your obedient Servant,



(D. NOLAN)
Lieutenant, RAN
Commanding Officer

Annexes: A. Steaming Details
 B. Exercise Details

ANNEX A TO
HMAS ATTACK ROP
DATED 01MAR82

STEAMING DETAILS 01-28 FEBRUARY, 1982

1.	Distance steamed during period	1284 nm
2.	Hours underway during period	85
3.	Distance steamed since commissioning	315444
4.	Hours underway since commissioning	24492
5.	Hours SME since installation	3668
6.	Hours FME since installation	3830
7.	Occasions for exceeding fast routine speed.	Nil

ANNEX B TO
HMAS ATTACK ROP
DATED 01MAR82

EXERCISE DETAILS 01-28 FEBRUARY, 1982

<u>NO.</u>	<u>TITLE</u>	<u>No.</u> <u>CONDUCTED</u>	<u>TOTAL</u> <u>HOURS</u>	<u>DATES</u>
24	Ship handling	1	3	2
29	Visual/Blind Pilotage	5	6	2, 3, 11, 12
78A	Minor LCX (Fire)	4	1 $\frac{1}{2}$	1, 12, 17, 25

UNCLASSIFIED COVERING

GKW

ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3165

OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/12

- 1. 1. 1982

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

HMAS ATTACK - REPORT OF PROCEEDINGS

APRIL, 1982

1. Forwarded.
2. In view of the conditions in Victor Harbour reported in paragraph 9, future visits to this port by patrol craft will be reviewed.



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

Enclosure: HMAS ATTACK Report of Proceedings for April 1982,
dated 2 May, 1982.

UNCLASSIFIED COVERING

'D'
CNS.

HMAS ATTACK
AT SEA

02 MAY 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA AREA

The Commanding Officer
HMAS CERBERUS

The Commander
AUSTRALIAN NAVAL WARFARE AND PATROL BOAT FORCES

The Naval Officer Commanding
SOUTH AUSTRALIA AREA

HMAS ATTACK - REPORT OF PROCEEDINGS
01 - 30 APRIL 1982

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for the period 01-30 April 1982. All times are in Zone Kilo (-10).

2. At the commencement of the period, the Ship was secured to Braccouta Buoy and remained there until 1215 Friday 02 when inclement weather forced the Ship to seek shelter at Refuge Cove. By 1400 the south-westerly wind had increased to force 3 and pounded the Ship rather heavily. On arrival at Refuge Cove at 1710, the pounding had caused the Ship's cable to become fouled within the cable locker. Repeated efforts to clear the cable failed so approval was obtained from Port Welshpool Harbour Authority to ride out the gale using the tender buoy five cables north-east of Mount Singapore, Corner Inlet. Unfortunately the buoy was found to be totally unsuitable with wind waves approximately three meters high and the lack of a picking up rope would have necessitated the use of a buoy jumper.

3. Course was shaped to depart Corner Inlet and ATTACK steamed in the lee of Wilsons Promontory until first light Saturday 03, when further unsuccessful attempts to clear the Ship's cable were carried out at Sealers Cove. With only forty-eight percent fuel remaining and the gale warning still current, course was shaped for Westernport at 0905.

4. A request from HMAS CERBERUS to inspect the target buoys at Westhead Gunnery Range was fulfilled by the Ship at 1450. Only one of the two buoys could be located and close inspection revealed two direct hits on the buoy leaving it very low in the water. Australian coastal warning 134/82 refers. ATTACK secured portside to HMAS CERBERUS at 1630 and remained alongside until 0900 Thursday 22 conducting an assisted maintenance period.

/5. During

5. During this AMP, efforts were concentrated in preparing the Ship for the annual inspection to be conducted by HMAS CERBERUS 25/26 May 1982. All outstanding defects were again rectified with the assistance of base staff. On Thursday 15 HMAS BAYONET berthed outboard of ATTACK at 1700 for fuel and was hot-moved at 0800 the following day, outboard of TV GUYANDAH. The Ship's boarding party was briefed by CERBERUS personnel on Friday 16 and a boarding exercise was conducted on TV GUYANDAH with satisfactory results.

22. 6. After clearing the fairway buoy, Westernport Bay at 1030 Thursday 22, all officers of the watch were exercised in steering gear breakdown drills and on completion the Watch and Station Bill proved. After an uneventful passage the Ship secured starboard side to Screwpile Jetty, Victor Harbour at 1030. 24th.

24th. 7. During the visit, ATTACK was opened to the general public between 1430 and 1700 on both Saturday 24 and Sunday 25, and approximately 500 people visited the Ship. On Saturday 24 at 1930 I was a guest at the Heritage Festival Committee's Cocktail Party where I was presented to the Mayor of Victor Harbour, Mr A. Parsons. Afterwards, along with five members of the Ship's Company I attended the Heritage Ball.

8. By 0900 Sunday 25 the weather had deteriorated and the build-up of a one-metre surge was causing superficial damage to the Ship's side, so berth was shifted to the north-west side of the jetty. This berth was only marginally better so the Ship proceeded to an anchorage 040 Screwpile Jetty six cables. There, a large ground swell rolled the Ship through forty degrees rendering the Ship's boat unsafe for lowering. ATTACK returned to the original berth at 1330 and members of the Ship's Company proceeded ashore to take part in the ANZAC Day celebrations. At 1400 Monday 26 I hosted cocktails onboard for the Mayor and twenty other guests.

9. The Ship proceeded to sea at 0830 Tuesday 27 but after encountering rough seas, returned alongside at 1015. Immediately, more berthing lines were requested from HMAS ENCOUNTER to replace the Ship's berthing lines which had been broken twelve times during the past few days. The local garages were also visited and car tyres acquisitioned to replace the cane fenders which had also been rendered unserviceable. Although the visit was extremely successful, with all of the Ship's Company being involved with the celebrations, further visits should be programmed where possible to coincide with milder weather conditions. During ATTACK's visit it was estimated that at times eighty knot winds were battering the harbour which resulted in superficial damage to both the Ship and the wharf. Unfortunately no other safe anchorage is close at hand.

10. At 0845 Thursday 29 ATTACK proceeded to sea and after an uneventful passage, berthed at Number 3 West Wharf, Devonport for fuel at 1600 Friday 30. On completion, at approximately 1800, the Ship proceeded to sea and course was shaped for Bicheno. At the end of the reporting period the Ship was fifteen miles south of Goose Island Light, 107 miles north of Bicheno.

/ENGINEERING

ENGINEERING AND ELECTRICAL

11. On Tuesday 06, a new motor and hydraulic pump were fitted to the 40/60 Bofor and the following day a new diode was fitted to the DC rectifier. After further tests, the start coil in the main breaker was found defective and URDEF 92/82 was raised. A replacement start coil was fitted on Friday 23 and the URDEF rectified.

12. INDEF 19/82 was raised on Tuesday 20 for repairs on the after mess heads exhaust fan motor. A replacement motor was received from Naval Stores and the INDEF rectified on Tuesday 27. Also the same day URDEF 93/82 was raised to replace the berthing lines broken in Victor Harbour. This was the sole URDEF outstanding at the end of the period.

13. The health, welfare, morale and conduct of the Ship's Company was excellent throughout the period.

I have the honour to be,

Sir,

Your obedient Servant



(D. NOLAN)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details

ANNEX A TO
HMAS ATTACK LETTER
DATED 02 MAY 1982

STEAMING DETAILS 01 - 30 APRIL 1982

1.	Distance steamed during the period	1427
2.	Hours underway during the period	97
3.	Distance steamed since commissioning	317,788
4.	Hours underway since commissioning	24,667
5.	Hours SNE since installation	3,799
6.	Hours PME since installation	3,993
7.	Occasions for exceeding fast routing speed at 22 knots for quarterly full power work-up	1 Hour

ANNEX B TO
HMAS ATTACK LETTER
DATED 02 MAY 1982

EXERCISE DETAILS 01 - 30 APRIL 1982

<u>No.</u>	<u>Title</u>	<u>No Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
9	OOW Eng.	4	1	22
24	Ship handling	1	1	03
29	Blind Pilotage	6	4	03, 22, 23, 27, 29, 30
78	Mission DCX (Fire & Casualty)	4	2	05, 08, 14, 21.

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4 JUN 82 10 40

RECEIVED
DEPT. OF DEFENCE
CENTRAL REGISTRY
4 JUN 82 10 40

1. Distance steamed during the period 1457
2. Distance steamed during the period 97
3. Distance steamed since commissioning 317,788
4. Hours underway since commissioning 24,667
5. Hours RMA since installation 2,729
6. Hours RMA since installation 2,092
7. Occasions for exceeding fast running speed at 32 knots for greater than 10 power work-up 1 hour

RECEIVED
DEPT. OF DEFENCE
CENTRAL REGISTRY
4 JUN 82 10 40

RECEIVED
DEPT. OF DEFENCE
CENTRAL REGISTRY
4 JUN 82 10 40

No.	Title	No. Completed	Total	Notes
2	COV Eng.	4	1	25
24	Ship handling	1	1	25
29	Ship Piloting	6	4	25, 22, 23, 24, 25, 26
36	Navigation (Time & Distance)	4	2	25, 26, 27, 28, 29, 30

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GKW

Telephone 359 9111

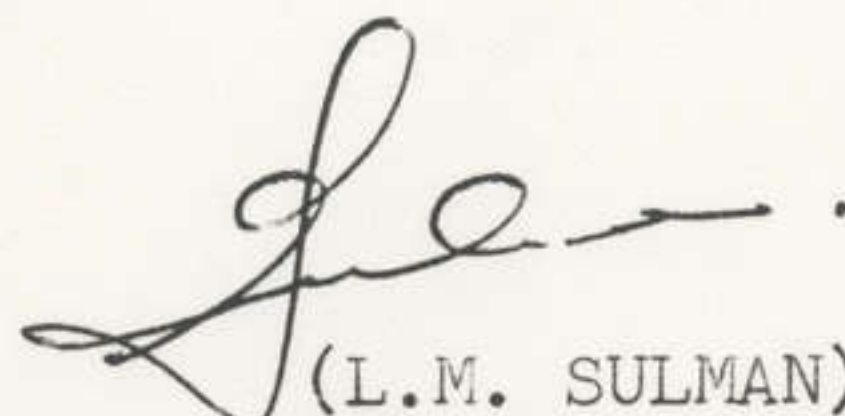
Extension 3165

AF 1/16/12

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

HMAS ATTACK - REPORT OF PROCEEDINGS
MAY, 1982

Forwarded.


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

Enclosure: HMAS ATTACK Report of Proceedings for May 1982,
dated 9 June, 1982



428 / 3 / 3095

Admin-N
28-4-82

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

1 JUL 1982

LOGGED

Admin-N
A

UNCLASSIFIED COVERING
RESTRICTED

RESTRICTED

HMAS ATTACK
at Sea

09 June 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA AREA

The Commanding Officer
HMAS CERBERUS

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer Commanding
TASMANIA AREA

HMAS ATTACK - REPORT OF PROCEEDINGS
01-31 MAY 1982

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for the period 01-31 May 1982. All times are in Zone Kilo (-10).
2. At the commencement of the period the Ship was fifteen miles south of Goose Island light, en route to Bicheno, Tasmania.
3. ATTACK anchored in Waules Bay, Bicheno at 0820 Saturday 01, and for the third time this year, the Ship's Company was treated to the overwhelming hospitality of the Tasmanians. Shortly after arrival members of the Ship's Company were given conducted tours of the area and treated to a "cray-bake" and dance the same evening.
4. Although the unseasonal north easterly wind was present for most of the visit, with wind strengths to force four, suitable mooring arrangements were made by using a fishing boat mooring and the Ship's anchor. The locally produced chart of Waules Bay was also found to be accurate and further visits by warships is considered feasible.
5. Anchor was weighed at 0830 Monday 03 and course shaped for Area Bass. After an uneventful passage, the Ship secured to Barracouta buoy at 0200 Tuesday 04 and remained there until 1700 the same day.

..2/6. At this

RESTRICTED

RESTRICTED

2

6. At this time HMAS LAUNCESTON assumed SRV duties and ATTACK returned to Westernport berthing portside to CERBERUS wharf at 0800 Wednesday 05.
7. At 1100 Sunday 09, ATTACK cast off HMAS CERBERUS wharf and proceeded to Area Bass, and at 2330 relieved LAUNCESTON of SRV duties. The Ship secured to Barracouta buoy 45 minutes later. Deterioration in the weather forced ATTACK to seek shelter at Sealers Cove having first slipped the buoy at 0520 to patrol the area. At 0710 course was set for Sealers Cove and the Ship came to anchor at 1425. Wind warnings were successively upgraded when on Wednesday 12 a storm warning was current for the area. During this period several rig tenders also sought shelter in Sealers Cove.
8. Early morning on Friday 14 saw the weather abate abruptly and at 0908 anchor was weighed and ATTACK returned to Area Bass at 1450. That evening at 2300 LAUNCESTON relieved the Ship of SRV duties. ATTACK departed the area for Westernport arriving HMAS CERBERUS at 1200 Saturday 15.
9. The cancellation of the CSIRO requirements for sea days 17-19 May, and the inspection of the Ship by Industrial Mobilization Course personnel in Melbourne for Friday 21, allowed ATTACK additional time to prepare for the forthcoming annual inspection. Departmental inspections were conducted Tuesday 25 and Wednesday 26 at HMAS CERBERUS and on Thursday 27, Ship's Company Divisions were held in the vicinity of the berth. The Inspecting Officer was Commander M.T. ROBERTS RN. Following Divisions the Ship was inspected by the inspecting officer.
10. In view of the forthcoming refit and consequent extended absence of the Ship from Westernport, the Commanding Officer HMAS CERBERUS, Captain M.B. RAYMENT RAN attended colours in HMAS ATTACK on Friday 28, and on completion conducted a brief walk around.
11. During sea checks prior to sailing Friday 28 the 916 radar transceiver was found to be unserviceable and the spare unit was fitted for the passage to Sydney. URDEF 94/82 was raised and subsequently rectified by HMAS WATERHEN base staff on Monday 31.
12. At 1253 Friday 28 the Ship cast off and proceeded to Westernport Bay where the ashes of the late Mr J.A. LOWE, Mr F.T. SPLATT, Mr A.H. BROMELL and Mr R.C. ERRINGTON were scattered by Chaplain D.M. HILL RAN. After a brief ceremony the Chaplain disembarked by CERBERUS boat and the ship proceeded to Sydney.
13. After exchanging identity with HMAS WOLLONGONG at 1015 Saturday 29, half an hour OOW manoeuvres were conducted off Gabo Island. On completion WOLLONGONG set course for Eden and after an uneventful passage, ATTACK berthed outboard of HMAS BOMBARD, HMAS WATERHEN at 0800 Sunday 30, and remained there until the end of the period.
14. I called on you, Sir, at 1000 Monday 31.

..3/15. The health

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15. The health, welfare, morale and conduct of the Ship's Company was excellent throughout the period.

I have the honour to be,

Sir,

Your obedient Servant,



(D. NOLAN)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
 B. Exercise Details

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ANNEX A to HMAS ATTACK
letter dated

09 June 1982

STEAMING DETAILS 01-31 MAY 1982

1.	Distance steamed during the period	1,599 nm
2.	Hours underway during the period	123
3.	Distance steamed since commissioning	319,387 nm
4.	Hours underway since commissioning	24,790
5.	Hours SME since installation	3,888
6.	Hours PME since installation	4,044
7.	Occasions for exceeding fast routing speed	Nil

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ANNEX B to HMAS ATTACK
letter dated

09 June 1982

EXERCISE DETAILS 01-31 MAY 1982

<u>No</u>	<u>Title</u>	<u>No Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
9	OOW Eng.	4	2	03,11,14, 28
10	OOW Mans	1	$\frac{1}{2}$	29
21	MOBEX	15	6	04,24,28
24	Ship Handling (XO)	6	4	09,14,28
29	Blind Pilotage (Senior Sailors)	4	2	04,09,14, 28
78	DCX	2	2	14

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

AF 1/16/12

22 JUL 1982

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

HMAS ATTACK - REPORT OF PROCEEDINGS - JUNE, 1982

Forwarded.


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

Enclosure: HMAS ATTACK Report of Proceedings for June, 1982

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HMAS ATTACK
at Cairns

05 July 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA AREA

The Naval Officer Commanding
QUEENSLAND

The Commanding Officer
HMAS CERBERUS

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS ATTACK - REPORT OF PROCEEDINGS
01-30 JUNE 1982

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for the period 01-30 June 1982. All times are in Zone Kilo (-10).
2. At the commencement of the month ATTACK was alongside the minesweeper wharf HMAS WATERHEN preparing for the Sydney task element exercise (SYNTEX).
3. Sailing was delayed for 24 hours by adverse weather and the ship proceeded to sea at 0805 Wednesday 02 in company with HMA Ships IBIS (Commander Australian Mine Warfare and Patrol Boat Forces embarked), BOMBARD, WOLLONGONG, LAUNCESTON and FREMANTLE. DTV SEAL and TRV 801 were also involved in the formation departure but were detached and returned to HMAS WATERHEN at 0850.
4. On clearing Sydney heads officer of the watch manoeuvres were conducted enroute to Broken Bay. At 1138, ATTACK was detached, to investigate an overturned fourteen foot aluminium boat sighted in position 33°34' south 151°22' east. On arrival the boat was hoisted inboard and ATTACK rejoined the task unit at 1150. At this time units were conducting a search of the area.

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5. After searching the area for approximately 45 minutes the search was abandoned and ships formed up for the entry into Broken Bay. ATTACK was detached to rendezvous with a police launch four miles off Barrenjoey Light. On arrival the boat was transferred to the launch and the ship rejoined the formation at 1300.
6. A formation anchorage was executed in Cowan Creek at 1340, ATTACK's anchorage being two cables west north west of Challenger Point Light. After a quick lunch the ship's company were landed at Halletts Beach to participate in the "mini olympics". The winning of the iron man event placed ATTACK second in the overall competition.
7. The following morning "CAMP Code" was exercised prior to departure. Once again the ship's company proved themselves by taking out second place.
8. Anchor was weighed at 0835 and ships proceeded to sea for day 2 of SYNTEX. Unfortunately the weather had deteriorated during the night to a degree where further serials had to be cancelled and ships set course for HMAS WATERHEN. ATTACK berthed outboard of IBIS at 1215 and remained at HMAS WATERHEN overnight, sailing at 0805 Friday 04 for Cairns.
9. The weather had not abated during the night and it was necessary to use both main engines to maintain course. Strong wind warnings continued to be issued as the ship made way to the north and it was not until 1300 Saturday 05 that the weather had abated sufficiently to allow the second engine to be shut down.
10. The ship berthed number 1 Auckland Point wharf Gladstone at 1000 Sunday 06 for fuel and sailed for Cairns at 1200 the same day. During this period I took the opportunity to call on the Commanding Officer HMAS JERVIS BAY.
11. After an uneventful passage the ship berthed starboard side to number 3 berth HMAS CAIRNS at 0750 Tuesday 08. Whilst the ship was de-ammunitioning, I called on the Naval Officer-in-Charge CAIRNS at 0820 to discuss the forthcoming refit. Berth was shifted at 0900 to the fitting out wharf NQEA and shortly after arrival de-storing and de-fuelling commenced.
12. ATTACK was slipped at 2130 Wednesday 09, and remained there until the end of the period.
13. The health, welfare and conduct of the Ship's Company was excellent throughout the period.

I have the honour to be,

Sir,

Your obedient Servant,

ANNEXES: A. Steaming Details

B. Exercise Details

(D. NOLAN)

Lieutenant RAN

Commanding Officer

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ANNEX A to HMAS ATTACK
letter dated
July 1982

STEAMING DETAILS 01-30 JUNE 1982

1.	Distance steamed during the period	11,487 nm
2.	Hours underway during the period	1102
3.	Distance steamed since commissioning	320,874 nm
4.	Hours underway since commissioning	24,892
5.	Hours SME since installation	3,990
6.	Hours PME since installation	4,094
7.	Occasions for exceeding fast routing speed at 16.4 knots.	29 hours

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ANNEX B to HMAS ATTACK
letter dated
July 1982

EXERCISE DETAILS 01-30 JUNE 1982

<u>No</u>	<u>Title</u>	<u>No Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
8	Leaving Ship & Emergency Stations	1	$\frac{1}{2}$	07
9	OOW Eng	1	$\frac{1}{2}$	06
10	OOW Man	2	6	02, 07
24	Ship Handling XO		$\frac{1}{2}$	08
29	Visual and Blind Pilotage		6	06, 07, 08
78	DCX	2	2	02, 07

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Extension 3170

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

AF 1/16/12

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

HMAS ATTACK - REPORT OF PROCEEDINGS
JULY, 1982

Forwarded.



(R. RICHARDS)
Commander, RAN
for Fleet Commander

Enclosure: HMAS ATTACK Report of Proceedings for July 1982
of 3 August, 1982



DAO-N.
(A-4-10)

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(070) 503311

1/16/13

HMAS ATTACK
at Cairns

07 August 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA AREA

The Naval Officer Commanding
QUEENSLAND

The Commanding Officer
HMAS CERBERUS

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS ATTACK - REPORT OF PROCEEDINGS
JULY 1982

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for period 1-31 July 1982. All times are in Zone Kilo (-10).
2. The ship remained at North Queensland Engineers and Agents (NQE) shipyard for the entire month undergoing refit. ATTACK unslipped during the afternoon Thursday 15 and was cold moved to NQE fitting out wharf.
3. Refit work is progressing satisfactorily (NOCQLD RDH/RDV 230054 JUL 82 refers). Generator trials have been delayed until early August due to a faulty governor. A replacement item has been demanded and delivery is expected Tuesday 3 August. This delay will not affect the refit completion date.
4. Full advantage has been taken during the period to reduce the amount of accrued leave by the ship's company. Also, approximately eighty percent of the deficiencies arising from the annual inspection have been rectified.

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5. Approximately twenty-five percent of the junior sailors have been posted and their reliefs have settled in well. For the first time since February this year, the ship has a full complement of seamen.

6. The health, welfare and conduct of the ship's company was excellent throughout the period.

I have the honour to be,

Sir,

Your obedient Servant,



(D. NOLAN)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming details
B. Exercise details

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ANNEX A to HMAS ATTACK
letter 1/16/13 dated
03 August 1982

STEAMING DETAILS JULY 1982

1.	Distance steamed during the period	Nil
2.	Hours underway during the period	Nil
3.	Distance steamed since commissioning	320,874 nm
4.	Hours underway since commissioning	24,892
5.	Hours SME since installation	Nil
6.	Hours PME since installation	Nil
7.	Occasions for exceeding fast routeing speed	Nil

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ANNEX B to HMAS ATTACK
letter 1/16/13 dated
03 August 1982

EXERCISE DETAILS JULY 1982

<u>Number</u>	<u>Title</u>	<u>No Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
78	DCX	4	1	7,16,20,27

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H.M. AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/12

27 SEP 1982

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

HMAS ATTACK - REPORT OF PROCEEDINGS
AUGUST, 1982

Forwarded.


(R. RICHARDS)
Commander, RAN
for Fleet Commander

Enclosure: HMAS ATTACK Report of Proceedings for August 1982
of 6 September, 1982

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1/16/13

HMAS ATTACK
at Sea

September 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding
VICTORIA

The Naval Officer Commanding
QUEENSLAND

The Commanding Officer
HMAS CERBERUS

The Commander
AUSTRALIAN MINESWARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS ATTACK - REPORT OF PROCEEDINGS
AUGUST 1982

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for the period 1-31 August 1982. All times are in zone Kilo (-10').
2. At the commencement of the period ATTACK was berthed port side to North Queensland Engineers and Agents (NQEAA) fitting out wharf.
3. The first two weeks were spent preparing the ship for sea acceptance trials (SAT). Basin trials were successfully completed at 1530 Friday 6.
4. With personnel from Royal Australian Navy Trials Assessing Unit (RANTAU) embarked, ATTACK proceeded to sea at 0630 Monday 16 for SAT. Most equipment operated satisfactorily with the exception of the steering gear, governor on the port main engine and echo sounder. Radio transceiver ANURC was unserviceable and a second unit was borrowed from HMAS CAIRNS for the day. Also radio transceiver PRC F1 had not been returned from Townsville Base Workshop. Comments made by RANTAU were forwarded by signal RANTAU RDR/RDG 180335Z AUG 82. Additional trials were conducted by General Overseer and Superintendent of Inspection, East Australian Area (GOSIEAA) personnel and ship staff on Friday 20 and

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Friday 27 resulted in all equipment being accepted with the exception of the radio PRC F1.

5. The refit project officer (LEUT SDEN E.E. POWELL RAN) requested that berth be shifted at 0800 Wednesday 18 and ATTACK proceeded to number 3 berth HMAS CAIRNS. Berth was again shifted to number 5 berth HMAS CAIRNS to allow personnel from HMAS FLINDERS to survey the depths of the inner berth.

6. Rear Admiral MDSG B.T. TRELOAR RAN (Director General of Naval Health Services) visited the ship between 1510 and 1530 Wednesday 25.

7. The remainder of the working week was spent preparing the ship for a one week shakedown period commencing Monday 30. Training Readiness Evaluations (TRE) were conducted by HMAS CAIRNS personnel on Thursday 26.

8. With LCDR GLEX M.E. JACKSON RAN (HMAS CAIRNS Base Operations Officer) embarked to assist during the shakedown period, ATTACK proceeded to sea at 1000 Monday 30. After clearing the channel course was shaped for Fitzroy Island. Various internal exercises were conducted enroute and the ship came to anchor at 1540. That evening the emergency party was exercised.

9. The ship weighed at 0705 Tuesday 31 and proceeded to naval exercise area R791A to conduct a surface firing exercise. On completion course was shaped for Cairns, berthing at number 2 berth at 1605 to disembark BOO. Enroute, the ship's company were exercised in helicopter transfer drills and seamanship evolution.


10. ATTACK proceeded to sea at 1630 and came to anchor in eight fathoms of water off Fitzroy Island. The ship remained at this anchorage until the end of the reporting period.

11. The health, welfare and conduct of the ship's company was excellent throughout the period.

I have the honour to be,

Sir,

Your obedient Servant,


(D. NOLAN)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

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ANNEX A to HMAS ATTACK
letter 1/16/13 dated
25 September 1982

STEAMING DETAILS AUGUST 1982

1.	Distance steamed during the period	339 nm
2.	Hours underway during the period	29
3.	Distance steamed since commissioning	321,213 nm
4.	Hours underway since commissioning	24,921
5.	Hours SME since installation	31
6.	Hours PME since installation	34
7.	Occasions for exceeding fast routeing speed	2
	a. Full power trials during Sea Acceptance Trials (SATS) addition	2 Hours
	b. Steering trials during SATS	1 hour

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ANNEX B to HMAS ATTACK
letter 1/16/13 dated
26 September 1982

EXERCISE DETAILS AUGUST 1982

<u>Number</u>	<u>Title</u>	<u>Number Conducted</u>	<u>Total Hours</u>	<u>Dates</u>
4	BOARDEX	1	$\frac{1}{2}$	30
8	Helo Transfer	1	$\frac{1}{2}$	31
9	Leaving Ship & Emergency Stations	3	$\frac{1}{2}$	30,31
10	OOW Engineering Breakdown Drills	1	2	30
12	Man Overboard Drills	1	1	30
15	TOWEX	1	$1\frac{1}{2}$	31
18	SUFEX	1	$\frac{1}{2}$	31
21	Blind Pilotage	1	$\frac{1}{2}$	30
27	Internal Awkex	1	$1\frac{1}{2}$	31
29	DCX Minor	1	1	31
<u>Miscellaneous</u>				
	NCX 418	1	1	30
	NCX 501	1	1	31
	NCX 602	1	1	30
	Minitran	1	$\frac{1}{2}$	31

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H.M. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

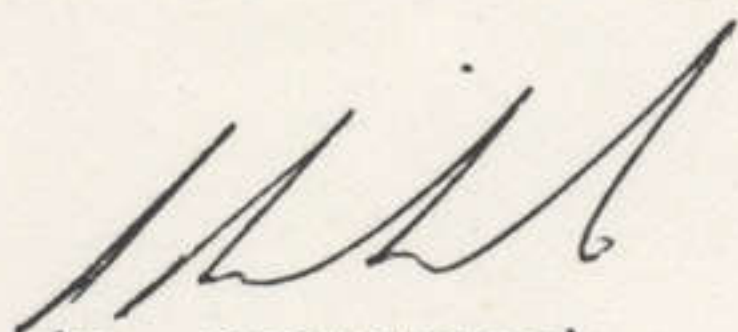
AF 1/16/12

21 OCT 1982

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

HMAS ATTACK - REPORT OF PROCEEDINGS - SEPTEMBER 1982

Forwarded.


(R. RICHARDS)
Commander RAN
for Fleet Commander

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

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HMAS ATTACK
at WESTERNPORT

1 October, 1982

The Flag Officer Commanding HM Australian Fleet

For Information:

Naval Officer Commanding VICTORIA AREA
Naval Officer Commanding QUEENSLAND
Commanding Officer HMAS CERBERUS
Commander Australian Mine Warfare and Patrol Boat Forces
Naval Officer-in-Charge CAIRNS
Commanding Officer HMAS TOWNSVILLE

HMAS ATTACK - REPORT OF PROCEEDINGS

SEPTEMBER 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of September 1982. All times are zone KILO (-10).
2. Highlights of the month included completion of a shakedown period following refit at NQEA, a vigorous workup culminating in an Operational Readiness Evaluation (O.R.E.) on Thursday 16 and the return to HMAS CERBERUS on Friday 24.
3. At the beginning of the month ATTACK was anchored in the lee of Fitzroy Island off Cairns. The Ship weighed at 0750 Wednesday and the shakedown following refit continued throughout the day. Damage control exercises and machinery breakdown drills were conducted using base staff assistance. These continued in the area off Cairns until 1205 on Friday 3 when the Ship berthed at Number 3 HMAS CAIRNS for the weekend. Colours were halfmasted from arrival to sunset on Friday 3 as a mark of respect to the late King SOBHUZALI of SWAZILAND.
4. The workup period commenced in earnest on Monday 6. During the next two weeks a variety of exercises and drills were conducted to achieve workup requirements. Assistance was received from both NOIC CAIRNS and COMAUSMINPAB Staff in various areas including engineering, NBCD and navigation. Consort for the period was HMAS TOWNSVILLE.
5. Included in this workup were a number of FIRINGS in area 791A, including a 40/60 splash target shoot at a target towed by TOWNSVILLE. Minefield transit procedures, OOW manoeuvres, heaving line transfers and Boarding exercises were conducted on Tuesday 7. A night encounter exercise was conducted that evening during which ATTACK was successful in "engaging" the workup consort. The magnetic compass was also swung by LCDR G.C. BISCOE RAN.

/s. After berthing

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6. After berthing at No.3 CAIRNS at 0800, WEDNESDAY 8 to refuel and embark further staff sailing was delayed until 1430 due to an engineering defect. Following the refit completion four defective main engine governors had been received and fitted to the main engines. Engine failures were experienced at infrequent times throughout the workup period. The Government Engineering Company investigated these defects and they were repaired during the passage South later in the month.
7. Following Ship's Staff repairs ATTACK, with TOWNSVILLE in company, continued the workup berths at NO.3 CAIRNS at 1115 FRIDAY 10. Spare time over the weekend of 11-12 was utilized for preparation for the forthcoming ORE.
8. Splash target firings were again held in area R 791, the Ships having sailed at 0840 MONDAY 13. That evening another night encounter exercise was conducted against TOWNSVILLE, following which night illumination training was held in area R791A. Both Ships anchored off Fitzroy Island at 2120 and remained overnight.
9. A Boarding/First Aid Exercise was conducted with the consort at 0800 Tuesday 14th. ATTACK towed TOWNSVILLE from the anchorage on the completion of this serial and after the tow was returned, further workup exercises continued including a sea-air rescue problem in which the "wreckage" was successfully sighted and recovered. Having steamed in company overnight the forenoon of Wednesday 15 was devoted to RAS approaches and man overboard drills. Engineering problems in the form of block tube blockages left the starboard main engine inoperable during the man overboard drills, and having rectified the defect, the ships berthed at Cairns at 1145. Once re-fuelling and final briefings had been conducted ATTACK sailed at 1550 anchoring abeam of the No. 3 beacons and remained there overnight, in preparation for the ORE.
10. The culmination of the shakedown/workup was conducted on Thursday 16 with TOWNSVILLE as consort and HMAS WARRNAMBOOL as the opposing force. An intense day of coastal operations took place, the first time an Attack Class PTF has been in continuous company during an ORE. Whilst overall the patrol boat was assessed as satisfactory, some shortcomings in-command/in-company experience were noted. This should be rectified during October, when the Commanding Officer and Executive Officer participate in Exercise Anchorman 1982.
11. Having over-nighted in Cairns, the ship bade farewell at 1310 on Friday 17 and commenced an uneventful passage to Gladstone, berthing there at 0700 Sunday 19, for a re-fuelling stop. Sailing at 1030 passage was continued for Sydney. After leaving the calm of the inner reef waters, rough weather was experienced south of Brisbane during the first watch of Monday 20. Numerous defects occurred, including the gyro toppling, Decca 916A radar picture reduction, and the port and starboard bridge windows failing to seal properly, allowing water ingress. ATTACK berthed at No. 9 Patrol Boat wharf HMAS WATERHEN on Tuesday 21 at 1520 and immediately received base staff assistance to rectify defects.
12. Sailing was delayed due to the weather conditions until 0830 Thursday 23. Fast passage was made south with the weather abating off JERVIS BAY. The ship berthed at Westernport at 1718 on Friday 24, having been delayed slightly by an engineering defect. The remainder of the

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.../month was spent

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month was spent alongside in an AMP making ready for Exercise Anchorman 1982. Lieutenant P.K. NAUGHTON RAN joined on Monday 27 and assumed the duties of Executive Officer on the last day of the month.

13. Engineering and Electrical. Numerous defects have arisen during the month. Of the ten URDEFs raised the only outstanding at the end of the period was 6/85 (HMAS ATTACK IAH 140651Z SEP82 refers) the Ferrograph Echosounder. Performance overall has been below an acceptable standard.

14. The health, welfare and conduct of the Ship's Company has been good throughout the month. One Sailor remained at Cairns before the ship sailed south to Westernport, awaiting trial for attempted rape, (HMAS ATTACK ABA/CCJ 150500Z SEP82 refers).

[Signature]
for (D. NOLAN)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details

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ANNEX A TO
HMAS ATTACK LETTER 1/16/13
DATED 01 OCTOBER 1982

STEAMING DETAILS - SEPTEMBER, 1982

1.	Distance steamed during the period	3,181 miles
2.	Hours underway during the period	276 hours
3.	Distance steamed since commissioning	324,394 miles
4.	Hours underway since commissioning	25,197 hours
5.	Hours SME since installation	228
6.	Hours PME since installation	243
7.	Occasions for exceeding fast routing speed	Nil

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ANNEX B TO
HMAS ATTACK LETTER 1/16/13
DATED 01 OCTOBER 1982

EXERCISE DETAILS - SEPTEMBER 1982

<u>Serial</u>	<u>Title</u>	<u>Number Conducted</u>	<u>Total Hrs.</u>	<u>Dates</u>
4	BOARDEX	7	3.3	3, 7, 8, 9, 13, 14, 15.
5	FAIDEX	3	2.0	1, 9, 14.
8	Helo Transfer	1	0.6	2.
9	Emergency Stations	Various		
10	OOW Breakdown Drills	4	7.	1, 7.
11	OOW Manoeuvres	8	8.5	6, 7, 9, 10, 13, 14.
*12	MOBEX	10	4.5	1, 2, 3, 6, 7, 13, 14, 15.
14	Heaving Line	5	4.3	7, 8, 9, 13, 15.
15	TOWEX	5	3.5	6, 8, 13, 14.
16	AACRF	1	1.0	2.
18	SUTF	2	1.2	6, 13.
20	50 Cal.	4	2.7	2, 6, 7, 13.
30	NEX	2	5.6	7, 13.
	Mintran	6	5.0	1, 2, 7, 9, 10.
	NBCD	6	4.0	2, 3, 7, 8, 14.
	Formage			
	Formation Entry/Departure	11	8.2	6, 8, 10, 13, 14, 15.
	Weigh by Deck Tackle	4	2.0	2, 4, 16.
	Surface Plotting Exercise	1	1.0	6.
	SAREX	1	1.3	14.
	ORE	1	9.5	16.

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ROYAL AUSTRALIAN NAVY

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Extension 3113

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428 3 3095
OFFICE OF THE

FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/12

DAO-N

2-9-82 17 NOV 1982

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

LOGGED

HMAS ATTACK - REPORT OF PROCEEDINGS - OCTOBER
1982

Forwarded.


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

Enclosure: HMAS ATTACK Report of Proceedings for October
1982

UNCLASSIFIED COVERING ~~RESTRICTED~~

DAO-N
A

1/16/13

RESTRICTEDHMAS ATTACK
At Sea

1 November, 1982

The Flag Officer Commanding, HM Australian Fleet

For Information:

The Naval Officer Commanding, VICTORIA AREA

The Commanding Officer, HMAS CERBERUS

The Director, Naval Reserves and Cadets

The Captain, Naval Reserves

The Commander, Australian Mine Warfare and Patrol Boat Forces

The Commanding Officer, Fremantle Port Division

HMAS ATTACK - REPORT OF PROCEEDINGSOCTOBER 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of October, 1982. All times are zone KILO (-10) unless indicated.
2. Highlights of the month included preparation and participation in Exercise Anchorman 1982 from 9 - 21 October, and, commencing Thursday 28 the first BSORS patrol since refit.
3. At the beginning of the month ATTACK was berthed at Westernport with the PNF Ship's Company undertaking planned maintenance and defect repair in preparation for the RANR Anchorman exercise. The Reserves, predominately from the Fremantle Port Division joined the ship early on the morning of Saturday 9. With the exception of the Commanding Officer, Executive Officer and one Seaman Sailor who remained onboard, the permanent Sailors were despatched on courses or leave for the exercise period.
4. Following some pre-sailing training and a short settling-in period for the reservists, the ship sailed in company with HMAS BAYONET at 1605 on Saturday 9. Once clearing Hann's Inlet, the ashes of the late DAVID TIMMS McNEIL-YOUNG and FRANCIS GEORGE TAYLOR were scattered by Chaplain D.M. HILL, RAN, in position 38° 23.5" S 145° 14.9" E. The Chaplain and Mr. TOOHEY, a member of the RAN Corvettes Association were then disembarked by CERBERUS work boat. ATTACK rejoined the formation for passage to Eden during the night.
5. After rounding Wilson's Promontory the uncomfortable sea conditions abated and good time was made North. On Sunday 10 internal exercises were conducted, and after a formation entry both ships came to anchor in Nullica Bay at 1840, where they remained overnight. HMAS ARDENT had berthed at Eden earlier.
6. After ARDENT cleared Breakwater Pier the ship berthed at 0801 on Monday 11. BAYONET berthed on ATTACK later and refuelling commenced. Lieutenant Commander K.V. TAYLOR, RANR (CTU 628.41) and Lieutenant Commander G.C. BISCOE, RAN joined on arrival as HMAS ADVANCE had been delayed in her passage from Sydney due to engineering and weather problems.

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/7. Due to

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7. Due to fuel pollution of water tanks, BAYONET commenced passage to Westernport at 1302. ATTACK then cast off and berthed on ARDENT in Nullica Bay at 1321. The two ships sailed in company at 1400, after the OTC formally commenced Anchorman 82 with a short brief to command teams. During daylight hours 00W drills were conducted, and following screenplay during the first watch ships streamed in company overnight.

8. Sunrise on Tuesday 12 found ATTACK and ARDENT approaching Area Bass in fine, calm weather. During the forenoon a search and rescue exercise was conducted utilizing the on task SRV, HMAS WHYALLA. This culminated in a first aid exercise during which ATTACK provided assistance whilst ARDENT prepared to tow. Having recovered the FAIDEX team, ATTACK was taken in tow. ADVANCE joined the task unit at 1145 and the tow was cast off shortly after. Commanding Officers of Ships in company transferred by boat to ATTACK for a briefing by the OTC. On completion the afternoon of Tuesday 12 was devoted to 00W drills and a surface firing at a splash target towed by ADVANCE.

9. Ships deployed for a night encounter exercise on completion of the firing. This was conducted in the approaches to Wilson's Promontory, which HMA Ships CANBERRA and PARRAMATTA transited that evening. ATTACK was assessed successful in engaging both units. (CTU 628.4.1 IAB/LOD 150005Z OCT 82 and HMAS CANBERRA IAB/LOD 130140Z OCT 82 refer).

10. The task unit reformed and, following the cancellation of an AAROFX scheduled for the morning of Wednesday 13, entered Westernport Bay and at 0722 anchored off Cowes wharf. Lieutenant Commander TAYLOR and Lieutenant Commander BISCOE then transferred to ADVANCE. Ships weighed shortly after and a forenoon of intensive seamanship evolutions began. You, Sir, transferred by boat to ATTACK at 0922 from ADVANCE with the Commander Australian Mine Warfare and Patrol Boat Forces, Commander K.C. STEPHEN, RAN. The exercises continued with both you and Commander STEPHEN transferring to ARDENT after a sternboard approach by her. BAYONET rejoined the task unit during the forenoon, and for the first time all four ships were in company.

11. The task unit anchored off Cowes at 1205 and during the afternoon of Wednesday 13 an inflatable liferafts (ILR) demonstration was held primarily for the RANR Sailors. Ships weighed and proceeded alongside Westernport with ATTACK berthing at 1640 outboard of ARDENT.

12. Thursday 14 was the designated press day for Anchorman 82. Following an inspection of the ship's companies on the wharf area by the Chief of Naval Personnel, Rear Admiral D.J. MARTIN, RAN, Captain E.T. KEANE embarked. In addition, ATTACK was host to a reporter and photographer from the Melbourne Sun newspaper. The ships sailed in company at 0835 and conducted close company manoeuvres in Westernport Bay. Rear Admiral MARTIN transferred to the ship from ADVANCE at 0935 by boat. Heavy weather again caused the cancellation of an AAROFX. Having anchored for lunch at Cowes the task force weighed at 1347 and attempted to conduct replenishment approaches inside Westernport Bay. This was cancelled due to the enclosed waters. Later a formation entry was conducted into Hann's Inlet at 1510, with ATTACK berthing on ARDENT. Rear Admiral MARTIN and Captain KEANE disembarked on arrival, as did two rather seasick media representatives!

13. Because of some concern felt by the OTC about the task units practical fleetwork standard and a defect in ARDENT, sailing to Devonport was delayed until 1500 on Friday 15. During the working day at CERBERUS the command teams practised fleetwork at the Communications

/School trainer

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School trainer. Lieutenant Commander C.B. STRANG, RAN embarked; after sailing, whilst ARDENT remained at Westernport, OOW manoeuvres were conducted with a noticeable improvement. ARDENT rejoined at 0530 Saturday 16 and all four ships conducted replenishment approaches prior to a formation entry to Devonport. ATTACK berthed on ARDENT at 0812 in rainy, wintery weather. The task unit remained alongside overnight.

14. BAYONET and ATTACK sailed in company at 0744 on Sunday 17, whilst the rest of the task unit stayed at Devonport undergoing defect repairs. Prior to departing for the tactical phase, Army Reserve contingents joined both ships for passage to Deal Island. A busy day of exercises concluded with ships anchoring in East Cove and disembarking the Army Reserve personnel.

15. During the forenoon of Monday 18 ATTACK undertook a beach survey which included a circumnavigation of Deal Island. Having selected likely landing sights for the "enemy", 2 Commando Company, the ship came to anchor in the lee of Enrith Island. Briefings and preparations for the evenings night encounter exercise were conducted and after a refreshing hour of general drills BAYONET and ATTACK weighed at 1550 to deploy against the invaders, embarked in ADVANCE.

16. The exercise proceeded smoothly with both ships engaging ADVANCE at the culmination. Following a formation entry, ships anchored in the Kent Group at 2100 and remained overnight. ARDENT rejoined the task unit at this time.

17. Tuesday 19 was a disappointing day for all members of the task unit. Poor weather caused the cancellation of most exercises. Early in the forenoon Commander STEPHEN rejoined ATTACK from ADVANCE after she had landed her troops on Deal Island. Whilst the Army Reserve conducted operations ashore, ships moved anchorages searching for good holding ground and respite from the rising swell.

18. Ships recovered the Army Reserve contingents early on Wednesday 20, and shortly after, at 0800 ARDENT sailed for Georgetown. BAYONET and ATTACK proceeded at 1700 leaving ADVANCE in the shelter of Enrith Island. The exercise time for all ships had thus concluded and in company with a heavy swell on the port bow the two CERBERUS boats proceeded to Westernport. Conditions improved in the approaches to Melbourne and after a blind pilotage entry, ships anchored off Cowes at 0400 on Thursday 21.

19. Following a formation entry into Hann's Inlet ATTACK and BAYONET berthed at Westernport at 0750 that morning. Commander STEPHEN and Lieutenant Commander STRANG with 5 members of 2 Commando Company disembarked soon after arrival as the PNF Ship's Company commenced a handover with ATTACK's reserve crew. ATTACK participation in Task Unit 628.4.1 and Exercise Anchorman concluded at 1300 when RANR personnel left the ship.

20. Preparation for the first BSORS patrol since refit commenced on Friday 22 and the ship sailed at 0700 Thursday 28 for Area Bass. Passage exercises were conducted enroute with HMAS BOMBARD and ATTACK relieved HMAS LAUNCESTON as the on task SRV at 1800 that evening. The weather remained calm until the morning of Sunday 31 when the buoy securing rope parted in rising seas. Passage was made to Refuge Cove to shelter. The ship anchored at 1645 (L) and remained there at the end of the month. Clocks were advanced to zone Lima (-11) at 2330 Saturday 30.

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/21. Engineering

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21. Engineering and Electrical. Performance during the month has been good, and a vast improvement over September. Urdef 6/85 (HMAS ATTACK IAH 140651ZSEP82 refers), the Ferrograph Echounder remains outstanding and is the cause for some concern.

22. 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,



(D. NOLAN)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details

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ANNEX A TO
HMAS ATTACK LETTER 1/16/13
DATED 1NOV82

STEAMING DETAILS OCTOBER 1982

1.	Distance steamed during the period -	2024 nm
2.	Hours underway during the period -	177 hrs
3.	Distance steamed since commissioning -	326,418 nm
4.	Hours underway since commissioning -	25374 hours
5.	Hours SME since installation -	359
6.	Hours PME since installation -	358
7.	Occasions for exceeding fast routeing speed:	Nil

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ANNEX B TO
HMAS ATTACK LETTER 1/16/13
DATED 1NOV82

EXERCISE DETAILS OCTOBER 1982

<u>EXERCISE NUMBER</u>	<u>TITLE</u>	<u>NUMBER CONDUCTED</u>	<u>TOTAL HOURS</u>	<u>DATES</u>
NN	NEX	2	12	12, 18
4	BOARDEX	3	2 $\frac{1}{2}$	13(2), 18
5	FAIDEX	1	1	12
6	SAREX	1	3	12
9	LEAVING SHIP, EMERGENCY STATIONS	A/R	A/R	9, 17
NN	ACTION STATIONS	A/R	A/R	9, 12, 18(2)
10	OOW/ENG BREAKDOWN DRILLS	1	1	17
11	OOW MANOEUVRES	5	8 $\frac{1}{2}$	11, 14, 15, 17, 28
12	MOBEX	10	2 $\frac{1}{2}$	8, 11(2)
13	RASAPS - DAY	10	4 $\frac{1}{2}$	12, 13, 16
14	HEAVING LINE TRANSFER	1	$\frac{1}{2}$	17
15	TOWEX, PROVIDING, RECEIVING	3	2	12, 13
18	SUTF	2	2 $\frac{1}{2}$	12, 17
19	AAROFX	1	1	17
20	SMALL ARMS FIRING	1	1	11
NN	GUN FUNCTIONING TRIAL	1	1	8
21	BLIND PILOTAGE	9	10 $\frac{1}{2}$	9, 10, 11, 13, 14, 16, 18, 21, 28, 31
22	FORMAGE	8	A/R	10, 11, 14, 17(2) 18(2), 19, 21
23	XO CON. SHIP ENTERING HARBOUR	1	A/R	16
29	MINOR DCX	2	2	10, 17
30	MAJOR DCX	1	2	18
NN	FIRE GROUND TRAINING	1	4	15
NN	FIRST AID TRAINING	1	2	9
<u>MISCELLANEOUS</u>				
NN	ILR DEMONSTRATION	2	1	13
NN	POINT SHIP	1	$\frac{1}{2}$	18
NN	GENERAL DRILLS	1	1	18
NN	DRESS SHIP	1	A/R	4
NN	SCREENPLAY	2	8	11, 15
NN	STERNBOARD TRANSFER	2	A/R	12
NN	FORMATION ENTRY/ DEPARTURE	16	A/R	9, 10, 11, 13(4) 14(2), 15, 16, 17(2), 18, 21, 28
NN	LOWER/RAISE BOAT	A/R	A/R	10, 11, 13, 17 18, 19, 28, 29
NN	FLEETWORK TRAINING	1	4	15
NN	ARMY CO-OPERATION	2	A/R	17, 20
NN	SPORTEX	1	3	19
	NCX 202	2	2	15, 17
	NCX 205	1	1	17

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3170

AF 1/16/12



13 JAN 1983

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

HMAS ATTACK - REPORT OF PROCEEDINGS -
DECEMBER 1982

Forwarded.

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

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

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AO-N (A)



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1.16.13

HMAS ATTACK
At Westernport

1 January 1983

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding, VICTORIA AREA

The Commanding Officer, HMAS CERBERUS

The Commander, Australian Mine Warfare and Patrol Boat Forces

HMAS ATTACK - REPORT OF PROCEEDINGS
DECEMBER, 1982

Sir,

1. I have the honour to report the proceedings of HMA Ship ATTACK under my command for the month of December 1982. All times are Zone LIMA (-11).

2. Highlights of the month included the completion of a local operations week at Westernport on Thursday 2; BSORS patrols until Saturday 18 which included an area violation on Friday 17, and, commencing 20 December a Christmas Leave period and Assisted Maintenance Period (AMP).

3. At the beginning of the month ATTACK was berthed alongside HMAS CERBERUS wharf conducting daily running consistent with local operations in Westernport Bay. The ship sailed at 0815 Wednesday 1 for a scheduled boarding exercise in the bay approaches with HMAS VAMPIRE. Unfortunately a rising swell and strong winds caused this serial to be cancelled. Internal exercises were then conducted and at 1140 the ship berthed at CERBERUS wharf. A similar format of internal exercises was conducted on Thursday 2, including pilotage training for senior sailors.

4. The period of local operations was a refreshing change from normal routine and proved quite popular with the Ship's Company. Numerous personnel from various Schools in CERBERUS gained a valuable insight to Patrol Boat life and future local operations weeks are eagerly awaited.

5. Following discussions with base staff, personnel from Williamstown Naval Dockyard removed the ARMA BROWN gyro compass for repairs on the afternoon of Wednesday 1, and a loan compass was fitted. The new compass was tested by the transit method on Thursday 2 and results proved satisfactory. During the month, gyro error continued to fluctuate up to 2°. Whilst awaiting return of the ship's compass URDEF 15/85 (HMAS ATTACK IAH 080227Z NOV82 refers) remains outstanding.

6. After storing ship on Friday 3, ATTACK sailed for Area Bass at 0700 Sunday 5. During the transit of Westernport Bay a small outboard runabout was found in distress at 0750, near the Fairway Buoy. Assistance was given and the boat, BY28, with three adults onboard was towed to the vicinity of Flinders Wharf where the Westernport Pilot boat was in attendance. (HMAS ATTACK IAA/BWA 042117Z DEC82 and HMAS ATTACK IAA/BWA 042132Z DEC82 refer).

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7. Following an uneventful passage the ship rendezvoused with HMAS BOMBARD in Area Bass at 1830 that evening and both patrol boats commenced a night encounter exercise with Task Group 628.5. (HMAS ADELAIDE IAB 251314Z NOV82 refers). In rising seas ATTACK patrolled off the Kingfish series of oil rigs until 0215 on Monday 6 when the transitting task group was engaged. (HMAS ATTACK IAB 172115Z DEC82 refers). This exercise demonstrated the difficulty major Fleet units could have, in making passage through a bottle-neck such as Bass Strait when hostile PTFs with local knowledge are in the area.
8. ATTACK remained in Area Bass as the on task Surface Reaction Vessel (SRV) until 1200 Tuesday 7 when inclement weather forced the patrol boat to seek shelter at Deal Island. The ship anchored in West Cove of the Kent Group at 1730 that evening. BOMBARD berthed alongside at 1210 Wednesday 8 and following the SRV handover sailed for Area Bass. ATTACK weighed anchor at 2100 and passaged to Area 378 for a gunnery shoot. Extremely rough weather caused this to be cancelled and after a sleepless night for all onboard, the ship berthed at the Burnie inner bulk wharf at 0805 Thursday 9.
9. Following a most enjoyable Port visit, the ship sailed for Area Bass at 0800 Saturday 11. Enroute, in the lee of the Kent Group, a successful fishing banyan was held. ATTACK relieved BOMBARD as the on task SRV at 0300 Sunday 12 and secured to Barracouta Buoy at 0524 that morning.
10. Weather in the restricted zone remained ideal - calm with light airs - for the ensuing days. Because of fuel limitations, ATTACK was forced to remain at the buoy as SRV duties were not due to conclude until 0800 on Saturday 18. Internal exercises and drills were conducted during the working hours and the ship's Christmas Party was held on the evening of Thursday 16.
11. At 0755 Friday 17 Mackerel Oil Rig reported that a vessel had entered the restricted zone and appeared to be following MV CAPE PILLAR which had an area clearance for surveying duties. ATTACK slipped from her buoy at 0803 and subsequently closed the 230-ton LFB SEAMOUNT ENTERPRISE at 0955 on the edge of the area. After warning the fishing boat, she was allowed to proceed clear of the restricted zone (HMAS ATTACK IAJ/EMJ 162350Z DEC82 refers).
12. ATTACK secured to Barracouta Buoy once more at 1238 but Bass Strait weather, ever unpredictable, blew up somewhat and forced the ship to commence steaming on station at 1500 that afternoon. Having been relieved by HMAS LAUNCESTON AT 1900 the ship commenced passage to Westernport. Once rounding Wilsons Promontory at 0200 Saturday 18 the weather commenced to moderate. ATTACK berthed at CERBERUS wharf at 0800 Saturday 18 and remained there at the end of the month. The majority of the Ship's Company proceeded on long leave on Monday 20.
- Engineering and Electrical
13. Performance throughout the month has been good, with 500-hour maintenance being conducted on both main engines following the return to Westernport on Saturday 18. In addition to URDEF 15/85, URDEF 19/85, the steering gear, remains outstanding at the end of the period. (HMAS ATTACK IAH 222058Z DEC82 refers).
14. The health, welfare and conduct of the Ship's Company has been good throughout the month. Ship's Company morale has improved following the local operations week and after seeing, in most cases for the first time, one of the reasons why the ship conducts SRV duties. Fishery patrols in the new year and the forthcoming break from SRV duties are eagerly anticipated.

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.../I have the honour


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I have the honour to be

Sir,

Your obedient Servant


(D. NOLAN)
Lieutenant, RAN
Commanding Officer

- Annexes: A. Steaming Details - December 1982
B. Exercise Details - December 1982

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ANNEX A TO
HMAS ATTACK LETTER 1/16/13
DATED 01JAN83

STEAMING DETAILS DECEMBER 1982

- | | | |
|----|--|--|
| 1. | Distance steamed during the period | - 1015 miles |
| 2. | Hours underway during the period | - 88 hours |
| 3. | Distance steamed since commissioning | - 328,421 miles |
| 4. | Hours underway since commissioning | - 25,540 hours |
| 5. | Hours SME since installation | - 472 |
| 6. | Hours PME since installation | - 462 |
| 7. | Occassions for exceeding fast routing speed. | - 2 hours
17 December
at 22.5 knots
- AREA BASS violation |

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ANNEX B TO
HMAS ATTACK LETTER 1/16/13
DATED 01JAN83

EXERCISE DETAILS DECEMBER 1982

<u>EXERCISE NUMBER</u>	<u>TITLE</u>	<u>NUMBER CONDUCTED</u>	<u>TOTAL HOURS</u>	<u>DATES</u>
NN	NEX	1	8	5, 6
NN	Boardex Training	2	4	1, 14
8	Helo Transfer - Provide gear	1	1	15
10	OOW Eng Breakdown Drills	A/R	1	2, 8
12	MOBEX	25	3	2, 6
21	Blind Pilotage	11	4½	1, 2, 5, 6, 7, 8, 9, 11, 18
23	XO CON Ship	2	1	1, 7
NN	DC Continuation Training	1	2	14
NN	Pilotage Training	2	1	2, 7
NN	Shiphandling Drills	1	1	11
NN	Lower Raise Boat	A/R	A/R	7, 14, 18
NN	Astronomical Training	5	A/R	12, 13, 14, 15, 16.

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