

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

**HMAS BARRICADE**

**Item number: 55/10**

**Title: January 1980 - January 1981**



AWM78-55/10

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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

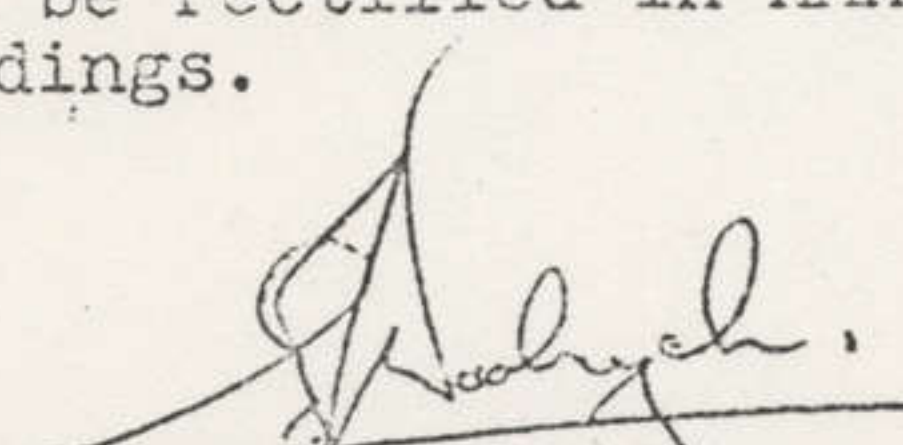
AF 1/16/18

12 MAR 1980

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

HMAS BARRICADE - REPORT OF PROCEEDINGS -  
JANUARY, 1980

1. Forwarded.
2. The Commanding Officer HMAS BARRICADE has been notified of the discrepancy at paragraph 2 of annex A to enclosure 1. The figure should read 259, 930 nm instead of 259,929 nm. This error will be rectified in HMAS BARRICADE's March, 1980 Report of Proceedings.

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

- Enclosures:
1. HMAS BARRICADE 1-20 January, 1980 Report of Proceedings dated 7 February, 1980
  2. HMAS BARRICADE 21 January - 6 February 1980 Report of Proceedings dated 6 February, 1980

ADMIN-N  
A4-05

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1.16.8A

HMAS BARRICADE  
at Thursday Island

7th February 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st - 20th JANUARY 1980

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 20th January 1980. All times unless otherwise stated are in Zone Kilo (-10).
2. At the beginning of the period BARRICADE was alongside No 1 wharf, Cairns as Duty PTF. The ship cast off at 1400 Wednesday 2nd and proceeded out of Trinity Inlet then altered course to the south to conduct a patrol of Areas A and B until Monday 7th.
3. To enable the ship to remain within fuel restriction limits BARRICADE entered Bowen at 0930 Friday 4th to replenish fuel and water. The ship departed Bowen at 0830 Saturday 5th to avoid the rain depression resulting from Cyclone Paul.
4. BARRICADE continued patrol north of Bowen until 1100 Monday 7th when the ship berthed at No 1 wharf, Cairns and commenced AMP. Work carried out during AMP was primarily planned maintenance or rectification of minor defects.
5. The ship's company participated in a Softball match against HMAS BAYONET on the afternoon of Wednesday 16th. It was during this match that I injured my back. After consultation with a medical practitioner I was deemed to be medically unfit for sea for an indeterminate period. To enable BARRICADE to continue her surveillance commitments Lieutenant L. Walton RAN took command of the ship on Monday 21st.
6. During my absence on Friday 18th and prior to Lieutenant Walton assuming command, the Executive Officer, Sub-Lieutenant P.A. Rogers RAN presented POCOX P.B. Constable with his National Medal at Divisions.

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Engineering

7. Both main engines have performed well during the period. Overheating problems, caused by dropped valve seats, appear to have been resolved by fitting new Ball Bearings.

Electrical

8. Excitation problems on the starboard generator (URDEF 25/81) were rectified on Friday 4th when new bridge diodes were fitted. All other electrical equipment has performed satisfactorily.

Health, Welfare and Morale

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



(J.W. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

- ANNEXES: A. Steaming Details  
B. Exercise Details

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ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated  
7th February 1980

STEAMING DETAILS 1st-20th JANUARY 1980

1.	Distance steamed during period	550 n.m.
2.	Distance steamed since Commissioning	259,929 n.m.
3.	Hours underway during period	41
4.	Hours underway since Commissioning	19,372
5.	Occasions for exceeding economical speed	Nil

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ANNEX B to HMAS BARRICAD  
letter 1.16.8A dated  
7th February 1980

EXERCISE DETAILS FOR 1st-20th JANUARY 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
Blind Pilotage	by XO	4th
Berth Ship	by COXN	7th
<u>NBCD</u>		
Fire, Flood and IED exercises conducted daily in harbour.		

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HMAS BARRICADE  
at Thursday Island

6 February 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
21 JANUARY - 6 FEBRUARY 1980

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my command for the period 21st January to 6 February 1980. All time zones are as indicated.
2. I assumed command of BARRICADE on Monday 21st in Cairns, when Lieutenant J.W. MOORCROFT RAN was declared medically unfit due to a back muscle injury. The ship had just completed a two week AMP and was preparing to undertake a three week patrol of the Gulf of Carpentaria and the Arnhem Land coast.
3. BARRICADE cast off from Number 1 wharf at 1600K and on clearing harbour set course northwards along the inner reef recommended route. After an uneventful overnight passage the ship anchored off Lizard Island at 0310K the next day so that all major weapons could be prepared for firing. The firing took place between 0800-0915K in H793 where all weapons were fired at air (flares) or surface (drum) targets. On completion of the shoot the patrol was continued.
4. At 0930K Wednesday 23rd BARRICADE anchored in Albany Passage for five hours before proceeding towards Weipa via Endeavour Strait. BARRICADE berthed at Evans Landing in Weipa at 1100K on Thursday 24th to replenish fuel and water.
5. The ship departed Weipa the next day at 1000K and headed towards Gove. BARRICADE chopped to the operational control of NOCNA during the passage. The ship berthed at the General Cargo Wharf at 1400K Saturday 26th for a two day visit.

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6. On departing Gove at 0830IK Monday 28th BARRICADE set course for Cape Wessel with the intention of patrolling the Arnhem Land coastline as far as the Goulburn Islands. The ship anchored in Trafalgar Bay, Marchinbar Island for 24 hours from 1600IK the same day. Upon departing the anchorage the next afternoon BARRICADE was able to patrol the area up to the Crocodile Islands before the deteriorating weather conditions made it imprudent to proceed further west. The ship anchored near Bromby Island for a short period before proceeding into Gove at 1700IK Wednesday 30th.

7. BARRICADE refuelled at 1300IK the next day and soon afterwards departed Gove. The ship again attempted to patrol the Arnhem Land coast but on reaching the Crocodile Islands the weather once again prevented the ship from heading west. One gill netter, MENG SHIN 101, was sighted during the night of the 31st and a pair of trawlers, LEN LEE 1 and 2, during the afternoon of Friday 1st February. The ship anchored near Chasm Island at 0315IK Saturday 2nd.

8. At 0600IK Sunday 3rd BARRICADE cleared the anchorage and commenced the two hour transit to Alyangula where the ship berthed. HMAS ASSAIL berthed alongside shortly afterwards.

9. The short but enjoyable visit to Alyangula came to end at 1000IK Monday 4th when BARRICADE cast off and commenced the passage to Thursday Island. The ship chopped to the operational control of NOIC CAIRNS on departing harbour. At 1337IK the ship was forced to anchor near Chasm Island as head seas threatened to damage the ship. BARRICADE remained at anchor until 0350IK Tuesday 5th when the passage was resumed. Although the sea conditions were still rough they had altered direction and remained on the beam and quarter throughout the passage. The ship berthed at the Caltex Jetty, Thursday Island at 0850K Wednesday 6th February.

10. Lieutenant Moorcroft rejoined the ship the same day and resumed command.

#### Marine and Weapons Electrical Engineering

11. All machinery and electrical equipment operated well throughout the patrol and no serious defects were encountered. During the afternoon of 26th January a successful work-up to full power was conducted.

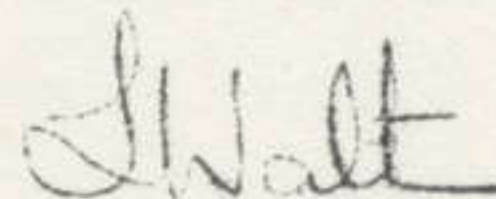
#### Health, Welfare and Morale

12. The health and welfare of the ships company is satisfactory. Morale is also satisfactory.

I have the honour to be,

Sir,

Your obedient Servant,



(L. WALTON)  
Lieutenant RAN  
Commanding Officer

ANNEXES: A. Steaming Details  
B. Exercise Details



ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated  
6 February 1980

STEAMING DETAILS 21 JAN-6 FEB 80

1. Distance steamed during period 2,260 nm
2. Distance steamed since Commissioning 262,189 nm
3. Hours underway during period 178
4. Hours underway since Commissioning 19,550
5. Occasions for exceeding economical speed

<u>Date</u>	<u>Duration</u>	<u>Reason</u>	<u>Speed</u>
26 Jan	20M	Workup to Full Power (1350 RPM)	21K

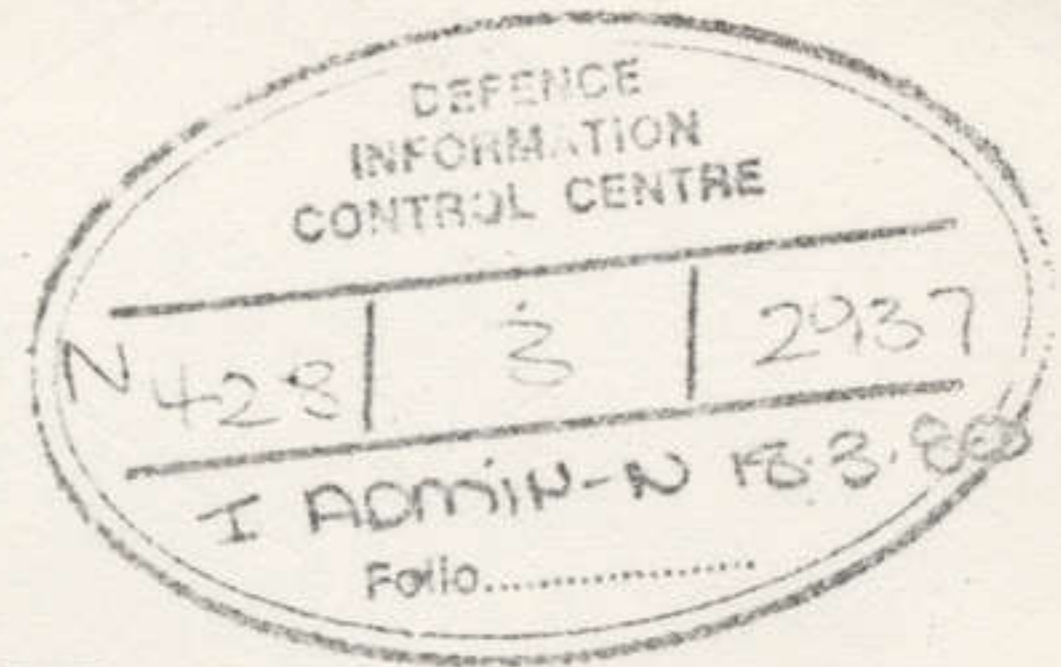
ANNEX B to HMAS BARRICADE  
letter 1.16.8A dated  
6 February 1980

EXERCISE DETAILS FOR PERIOD 21 JAN-6FEB 80

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
Man Overboard	CO, XO, Officer U/T	24 Jan
Man Overboard	Officer U/T	25 Jan
Steering Gear Breakdown	POQMG	25 Jan
Berth/Unberth	XO	3/4 Feb
<u>Gunnery</u>		
40/60	AAFX/AAROFX/SUFY	22 Jan
.50 Cal MG	AAFX/SUFY	22 Jan
81MM Mortar	ILLUM/HE	22 Jan
9MM Pistol	Boarding Party	30 Jan
<u>NBCD</u>		
DC Exercise	Bosun Store	28 Jan
Proved Watchbill	-	25 Jan
Lifesaving Equipment Demonstration	-	25 Jan
Fire/Flood exercises conducted daily in harbour		
<u>Seamanship</u>		
Point Ship	-	28 Jan

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

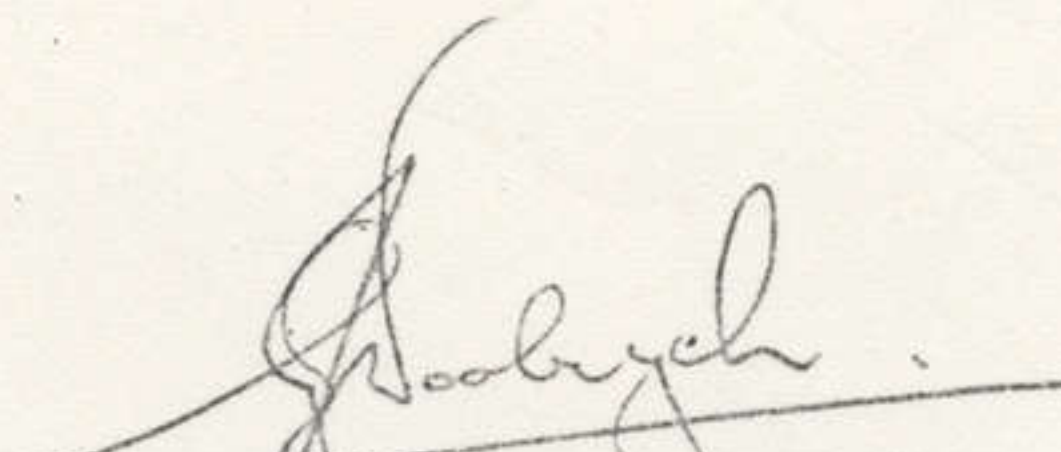
AF 1/16/18

18 MAR 1980

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

HMAS BARRICADE - REPORT OF PROCEEDINGS  
6-29 FEBRUARY, 1980

Forwarded.

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

Enclosure: HMAS BARRICADE Report of Proceedings  
for period 6-29 February, 1980 dated  
3 March, 1980

1.16.8A

HMAS BARRICADE  
at Cairns  
3rd March 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 6th - 29th FEBRUARY 1980

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 6th - 29th February 1980. All times unless otherwise stated are in Zone Kilo.
2. At the commencement of the period BARRICADE was alongside the Caltex Wharf at Thursday Island having arrived at 0850 Wednesday 6th under the command of Lieutenant L. WALTON RAN. I resumed command of HMAS BARRICADE at this time having been declared medically fit to resume duties.
3. HMAS BAYONET berthed on BARRICADE at 0910. On completion of fuelling both ships anchored in the stream awaiting an alongside berth at the main wharf. At 1530 BARRICADE berthed port side to MV LUMEN at the main wharf and BAYONET berthed outboard soon after. Both ships remained alongside overnight.
4. At 0900 Thursday 7th BARRICADE cast off and proceeded eastwards in company with BAYONET. At approximately 1000 BAYONET detached BARRICADE in the vicinity of Tuesday Island. The ship then proceeded south patrolling area A. BARRICADE ENTERED Trinity Inlet during the afternoon of Sunday 10th and berthed outboard of HMAS BARBETTE at No 1 wharf Cairns at 1400.
5. The visit to Cairns was to coincide with an informal inspection by the Director of Fleet Maintenance, CAPT P.W. COOMBS RAN. BARRICADE cast off at 1000 Thursday 14th and proceeded south, again in company with BAYONET. On leaving Trinity Inlet both ships conducted OOW manoeuvres and other Damage Control and Boarding exercises. On detaching from BAYONET at approximately 1430 BARRICADE continued patrol of area B and after a slow passage south in rough weather the ship entered the breakwater at Mackay and berthed at the Breast wharf at 1000 Saturday 16th where she remained for the weekend.

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6. At 1030 Monday 18th BARRICADE cast off and proceeded out of Mackay and continued patrol northwards in area B. During the forenoon of Tuesday 19th a small arms shoot was conducted in R791A.

7. On completion of patrol BARRICADE entered Trinity Inlet during the forenoon of Wednesday 20th and berthed port side to the fitting out wharf at NQEA slipway at 1000 and commenced AMP. During the forenoon of Wednesday 27th the ship was warped to the northern side of the slipway inlet to allow PNGS MADANG to berth at the fitting out wharf having been unslipped that morning. After MADANG had been secured, BARRICADE was then warped to a position outboard of MADANG at the NQEA fitting out wharf where she remained until the end of the period.

#### Engineering

8. All engineering equipment performed well throughout the period. INDEF 49/81 was raised on Monday 25th to enable contractors to sandblast and metal spray selected areas of the upper deck. This defect was rectified on Friday 29th.

#### Electrical

9. Apart from a defect in the starboard diesel generator overspeed trip unit (INDEF 48/81), the remaining electrical equipment has performed well.

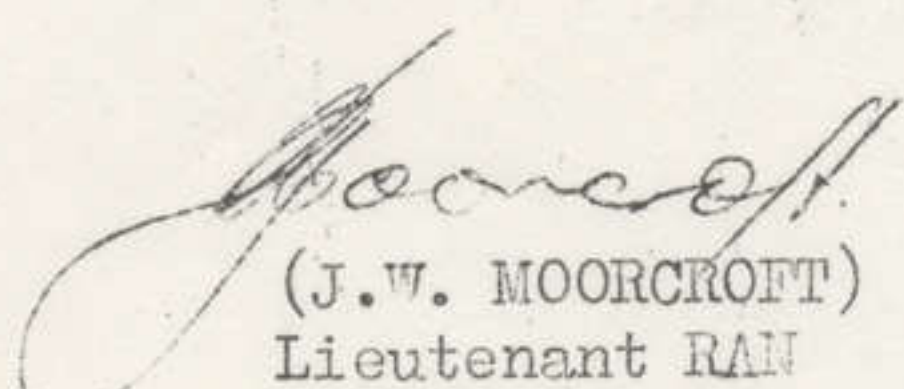
#### Health, Welfare and Morale

10. The health, welfare and conduct of the ship's company remains good. Morale, however, tended to wane after an extended period of rough weather north of Cairns.

I have the honour to be,

Sir,

Your obedient Servant,

  
(J.W. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

ANNEXES: A. Steaming Details  
B. Exercise Details

ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated  
3rd March 1980

STEAMING DETAILS 6th-29th FEBRUARY 1980

1.	Distance steamed during period	1,259 nm
2.	Distance steamed since Commissioning	263,448 nm
3.	Hours underway during period	94
4.	Hours underway since Commissioning	19,644
5.	Occasions for exceeding economical speed	Nil

ANNEX B to HMAS BARRICADE  
letter 1.16.8A dated  
3rd March 1980

EXERCISE DETAILS 6th-29th FEBRUARY 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
OOW Manoeuvres		14th
Man Overboard	OOW's	9th
<u>Gunnery</u>		
Small Arms Shoot		19th
<u>NBCD</u>		
Emergency Party Exercise		14th
Daily Fire, Flood and IED exercises in harbour		
<u>Seamanship</u>		
Boardex		14th

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1 ADMIN-M

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

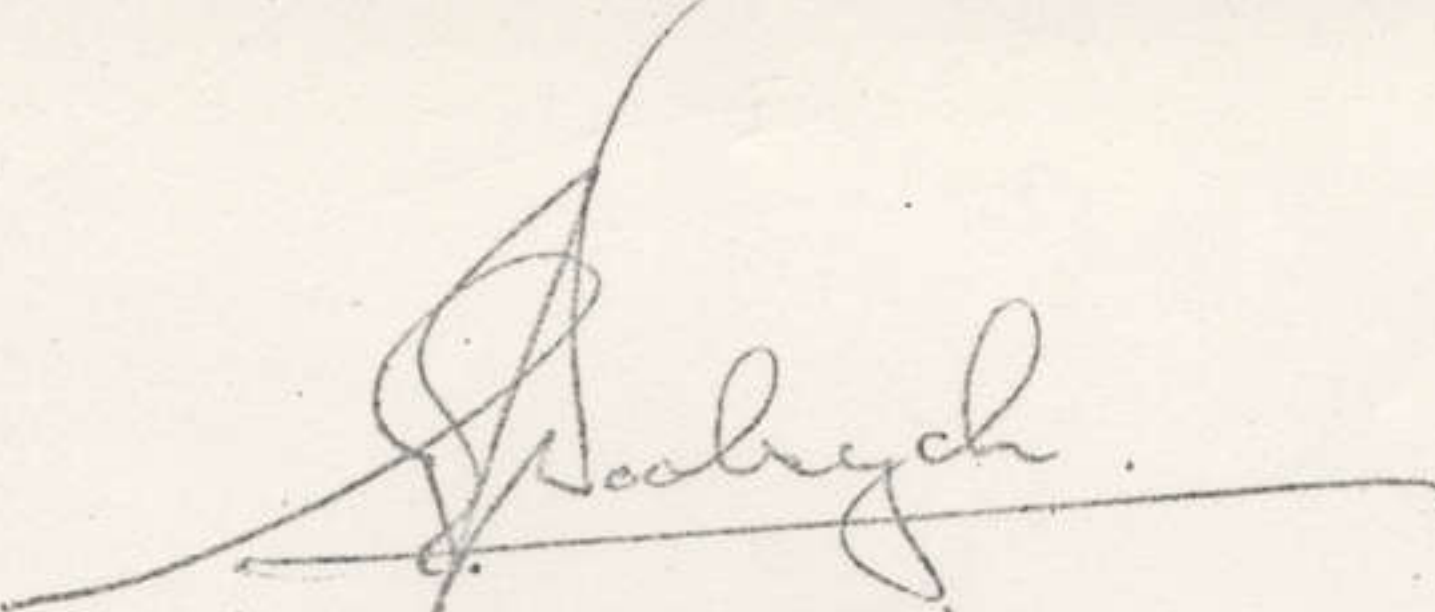
AF 1/16/ 18

30 APR 1980

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

HMAS BARRICADE - REPORT OF PROCEEDINGS  
MARCH, 1980

Forwarded.

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

Enclosure:

HMAS BARRICADE Report of Proceedings  
for March, 1980 dated 1 April, 1980

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1 ADMIN-M  
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HMAS BARRICADE  
at Sea

1st April 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st-31st MARCH 1980

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 31st March 1980. All times unless otherwise stated are in Zone KILO (-10).

2. At the beginning of the period BARRICADE was alongside PNGS MADANG at the North Queensland Engineers and Agents (NQEAA) fitting out wharf undergoing AMP. The ship cast off at 0845 Thursday 6th and proceeded down Trinity Inlet to join HMA Ships BARBETTE and BAYONET. At 0900 all three ships departed Cairns in formation to participate in TE 327.4.4.1 SQUADEX 1/80. Exercises and evolutions conducted during Thursday 6th and Friday 7th are shown at Annex B.

3. On conclusion of SQUADEX 1/80 the three ships of the Task Element entered Cairns in formation and berthed at No 10 wharf for fuel at 1300 Friday 7th. On completion of fuelling all three ships shifted berth to No 1 wharf. BARRICADE remained at that berth over the weekend.

4. At 1000 Monday 10th BARRICADE cast off and proceeded out of Trinity Inlet in company with BARBETTE. After carrying out a Towing exercise BARRICADE detached and headed south to commence patrol of areas A, B and C. The ships first call was made at Lindeman Island at 1000 Wednesday 12th after a rather uncomfortable passage into strong south easterly weather. Rather than risk damage to the ship and her company I remained at Lindeman Island until 0800 Saturday 15th. The weather, however, had only abated slightly and a decision was made to fuel at Bowen rather than attempt to make Bundaberg with a minimum of fuel. Accordingly, BARRICADE arrived in Bowen at 1400 on Saturday 15th, fuelled and departed at 0800 Sunday 16th.

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5. The ship continued passage southward, again into strong south easterly weather until entering Moreton Bay during the early hours of Tuesday 18th and finally berthing at HMAS MORETON at 1000. During the forenoon I called on The Naval Officer Commanding QUEENSLAND, Captain W.L. OWEN RAN and The Commander, Australian Amphibious Squadron, Commander A.W. TOWNSEND RAN. During the three day visit to Brisbane the ships company took the opportunity of participating in a number of sporting events.

6. BARRICADE departed Brisbane at 1000 Friday 21st after a most enjoyable visit and continued patrol northwards. The weather during the passage north still had not abated. However, as the weather was now from astern the passage was somewhat more pleasant.

7. The ship next called at Brampton Island at 1000 Sunday 23rd for an overnight stop before departing at 0800 Monday 24th. Passage to Townsville was made at a very low SOA which enabled the ship to spend all day Tuesday 25th carrying out numerous evolutions in Cleveland Bay before berthing at No 7 wharf Townsville at 1000 Wednesday 26th. A three day stop in Townsville was planned to allow the ships company to carry out an Annual Range Course at Lavarack Barracks and also to test NBC masks at the Army facility. The mask testing, however, had to be cancelled when it became known that the Army could not provide the irritant. Prior to BARRICADE's departure I had the pleasure of attending a Cocktail Party onboard HMAS CURLEW during the evening of Friday 28th.

8. BARRICADE cast off at 1000 Saturday 29th after a three hour delay due to a problem in gyro compass alignment. This delay also necessitated the cancellation of a planned visit to Shute Harbour as the fast SOA was not justifiable. The ship continued patrol north in area B before coming to anchor at Hinchinbrook Island at 0800 Monday 31st where she remained until the end of the month.

Engineering

9. During pre-sailing checks on Wednesday 5th the port main engine overspeed trip unit failed to operate (URDEF 26/81). A new overspeed trip unit was fitted and the defect rectified on Monday 10th.

10. INDEF 50/81 was raised on Wednesday 19th to enable the contractor in Brisbane to service the W/T office door combination lock. The defect was rectified on Saturday 22nd.

11. Whilst in Townsville the engineering staff utilised the time available to rectify several oil and exhaust gas leaks on the starboard main engine (INDEF 51/81 refers).

Electrical

12. The alarm circuit on the Marconi automatic alarm failed to operate during pre-sailing checks on Wednesday 5th (URDEF 27/81). The defect was rectified on Monday 10th with base staff assistance.

13. Again, during pre-sailing checks on Wednesday 5th the Ferrograph G500 echo sounder would not produce a trace (URDEF 28/81). Base staff assisted in rectifying the defect on Monday 10th.

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14. The 40/60 Bofor became unserviceable during the Squadex on Thursday 6th. The defect was due to a faulty fire control valve and firing cable (URDEF 29/81). Base staff rectified the defect on Monday 10th.

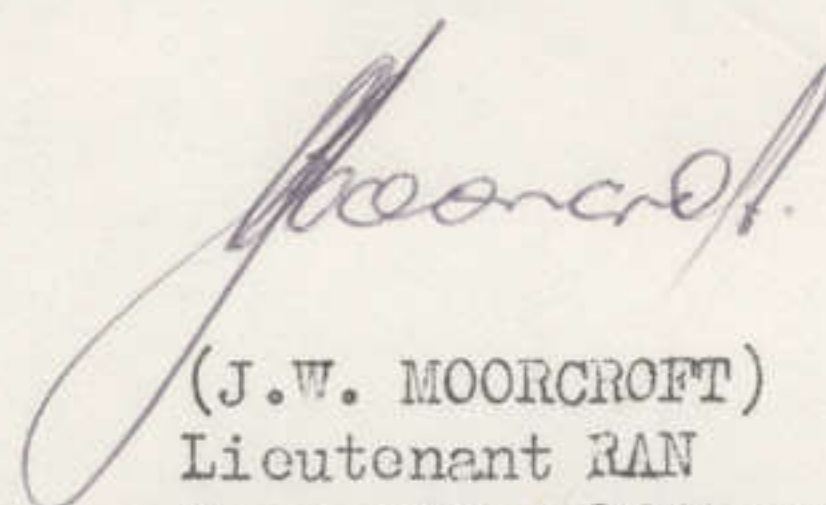
Health, Welfare and Morale

15. The ship's company all underwent PEP testing on Tuesday 4th without failure. The health, welfare and conduct of the ship's company is satisfactory and morale is good.

I have the honour to be,

Sir,

Your obedient Servant,

  
(J.W. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

ANNEXES: A. Steaming Details  
B. Exercise Details

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ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated

1st April 1980

STEAMING DETAILS - MARCH 1980

1.	Distance steamed during period	2,093 nm
2.	Distance steamed since Commissioning	265,541 nm
3.	Hours underway during period	165
4.	Hours underway since Commissioning	19,809
5.	Occasions for exceeding economical speed	Nil

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ANNEX B to HMAS BARRICADE  
letter 1.16.8A dated

1st April 1980

EXERCISE DETAILS - MARCH 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
OOW Manoeuvres		6th, 7th
RAS Approaches		6th
Screenplay		6th
SAREX		7th
Steering Gear Breakdown		7th
Man Overboard Exercises		25th
<u>Gunnery</u>		
SUFX		6th
AAFX		7th
A.R.C.	Lavarack Barracks	27th
Mobile Mechanical Range (Sneaker Range)	C.O. & X.O.	27th
<u>NBCD</u>		
Proved Watchbill		10th
Harbour Fire, Flood & I.E.D. Exercises		Daily
<u>Seamanship</u>		
Streamed/Recovered Splash Target		6th
TOWEX		6th, 10th
Streamed Para Anchor		25th
Pointed Ship		25th
<u>A.I.O.</u>		
Radar Calibration		6th
<u>COMMUNICATIONS</u>		
Emergency Crypto Team		6th
NCX 602		3rd, 12th, 19th
NCX 404		10th
NCX 401		21st

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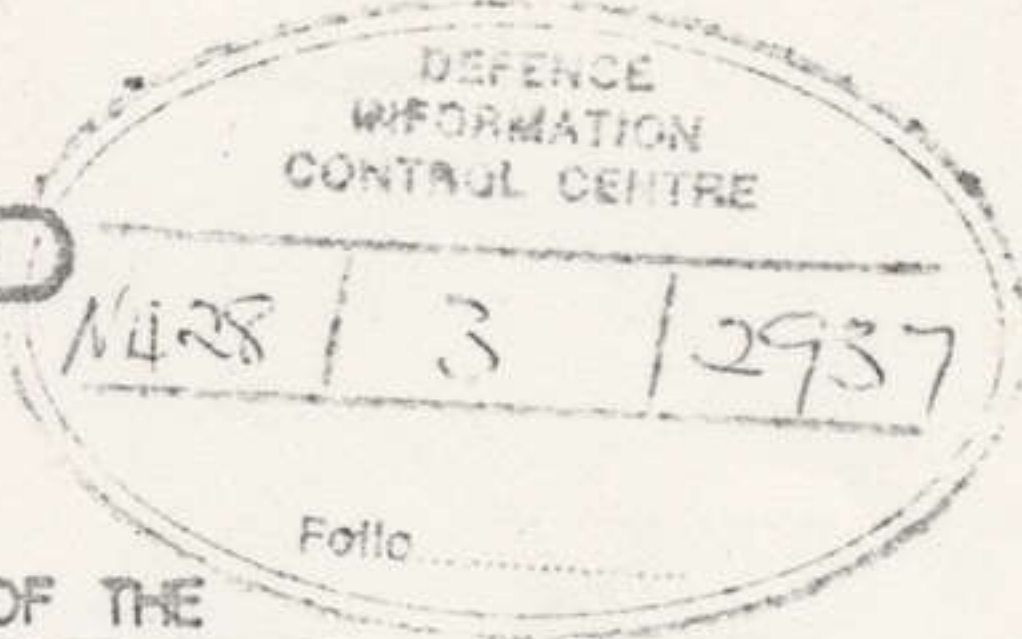
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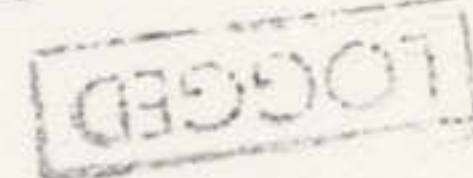
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OFFICE OF THE  
FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET,  
FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

AF 1/16/18

23 MAY 1980



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

HMAS BARRICADE - REPORT OF PROCEEDINGS  
1-27 APRIL, 1980

Forwarded.

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

Enclosure:

HMAS BARRICADE Report of Proceedings  
for period 1-27 April, 1980 dated 28 April, 1980

*CNS  
(A)*

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1.16.8A

HMAS BARRICADE  
at Cairns

28th April 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st-27th APRIL 1980

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 27th April 1980. All times unless otherwise stated are in Zone KILO (-10).
2. At the beginning of the period BARRICADE was at anchor at Hinchinbrook Island. The ship weighed at 0920 Tuesday 1st and continued patrol to the north before anchoring in the vicinity of Russell Island at 1330 the same day.
3. During the forenoon of Wednesday 2nd the ship conducted small arms firings in RT91A/B as well as man overboard exercises and various breakdown drills before coming to anchor at Fitzroy Island at 1330 that day. BARRICADE remained at Fitzroy Island until 0840 Thursday 3rd when anchor was weighed and the ship proceeded into Trinity Inlet and berthed at No 1 wharf Cairns at 1000.
4. BARRICADE commenced AMP on Monday 7th. Work carried out during AMP was primarily planned maintenance and minor ships husbandry. The majority of time was spent preparing for the forthcoming handover to an RANR crew.
5. At 1000 Monday 21st BARRICADE proceeded to sea with numerous Base weapons and technical senior sailors borne to inspect the ship prior to handing over to the RANR. The ship returned alongside No 1 wharf Cairns at 1700 and remained alongside to enable a defect on the starboard engine charge air intercoolers to be rectified.

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6. The ship departed Cairns at 0800 on Thursday 24th and carried out engine trials in Trinity Inlet after having the intercoolers chemically cleaned by contractors. After successfully completing trials on the main engines the ship returned to No 1 wharf at 0930 where she remained until the end of the period.

7. LCDR R.E.T. OLDFIELD RD RANR joined BARRICADE on the evening of Saturday 26th in company with the Alfa crew from Melbourne Port Division. At 1200 Sunday 27th I handed over command to LCDR OLDFIELD.

Engineering

8. Whilst carrying out planned maintenance it was discovered that both main engine glacier filters were worn beyond acceptable limits. URDEF 31/81 was raised on Tuesday 15th and rectified by fitment of new filters on Friday 18th.

9. INDEF 56/81 was raised on Tuesday 22nd to have the starboard main engine charge air intercoolers chemically cleaned by contractor in an effort to reduce excessive exhaust temperatures. The defect was rectified on Thursday 24th having conducted successful sea trials during that forenoon.

Electrical

10. URDEF 30/81 was raised on Tuesday 1st when the firing cylinder bracket on the 40/60 Bofors was found to be fractured whilst carrying out DSOT's. This defect remained outstanding until Friday 18th. The reason for this delay was because of the prior planning to change mounts during AMP. The opportunity to change mounts arose when HMAS BAYONET was fitted with the new AN2 mount enabling BARRICADE to land her mount for refurbishment by base staff and fitting BAYONET's old mount during the AN 2 trial period.

11. A further defect (URDEF 32/81) was raised on the loaned 40/60 gun on Monday 21st when the breech closing spring fractured during gun functioning trials. This defect was rectified on Thursday 24th after fitting a serviceable spring.

12. During post-AMP sea inspection on Monday 21st the 696 radio transmitter was found to be unserviceable with no power output (URDEF 33/81). A Base "hot" spare was fitted on return to harbour and rectified on Thursday 24th.

Hull

13. INDEF 53/81 was raised on Tuesday 1st to have the magazine fitted with extra stowage space to allow the ship to carry her full complement of armament in accordance with the warrant of armament stores. The defect was rectified on Friday 18th after the new stowage was completed.

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...3/Health



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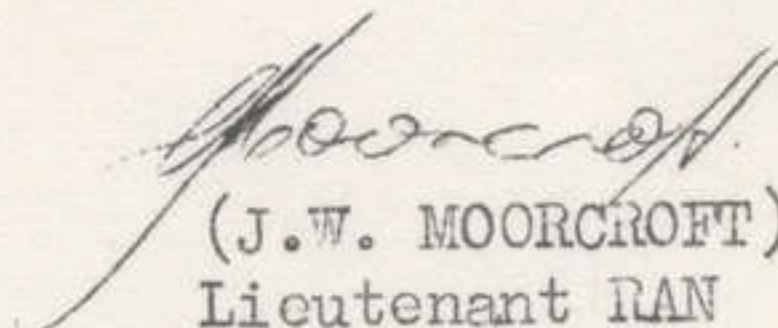
Health, Welfare and Morale

14. The health, welfare and conduct of the ship's company is satisfactory and morale has risen due, no doubt, to the forthcoming leave period whilst the RANR crew is embarked.

I have the honour to be,

Sir,

Your obedient Servant,

  
(J.W. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

RESTRICTED

ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated

28th April 1980

STEAMING DETAILS 1st to 27th APRIL 1980

1. Distance steamed during period 226 nm
2. Distance steamed since Commissioning 265,767 nm
3. Hours underway during period 18
4. Hours underway since Commissioning 19,827

5. Occasions for exceeding economical speed

<u>Date</u>	<u>Speed</u>	<u>Time</u>	<u>Reason</u>
21st	1350R2	10 min	Full power work-up
24th	1350R2	30 min	Full power work-up

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ANNEX B to HMAS BARRICADE  
letter 1.16.8A dated

28th April 1980

EXERCISE DETAILS 1st to 27th APRIL 1980

<u>Exercise</u>	<u>Date</u>
<u>Navigation</u>	
Man Overboard	2nd
Engine breakdown drills	2nd
Steering breakdown drills	2nd
<u>Gunnery</u>	
Small Arms Firing	2nd
<u>NBCD</u>	
Daily fire, flood and I.E.D. exercises in harbour	
<u>Communications</u>	
NCX 602	1st, 7th
NCX 501	3rd
NCX 401	7th
NCX 204	9th
NCX 206	10th

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

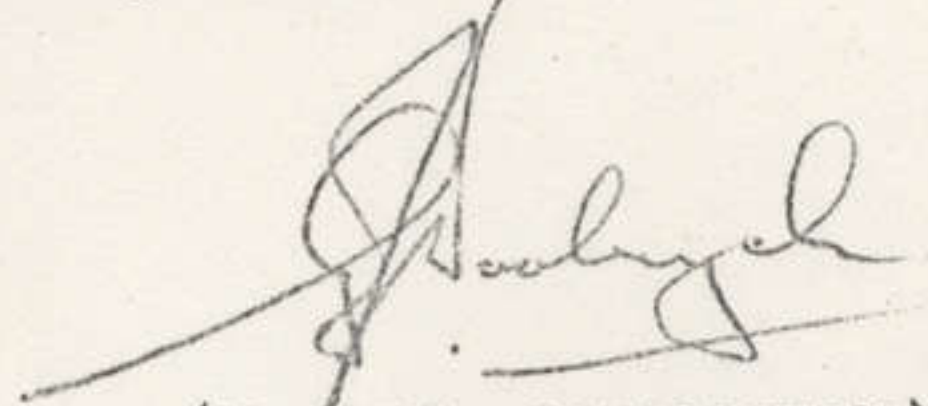
AF 1/16/18

29 MAY 1980

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

HMAS BARRICADE - REPORT OF PROCEEDINGS  
27 APRIL - 10 MAY, 1980

1. Forwarded.
2. The improper use of the first person and poor proof reading of this Report of Proceedings has been brought to the attention of the Commanding Officer.



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

Enclosure: HMAS BARRICADE Report of Proceedings  
for period 27 April - 10 May, 1980 dated  
10 May, 1980

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1.16.8A

HMAS BARRICADE  
at Cairns

10 May 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 27 APRIL 80 - 10 MAY 80

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 27 Apr 80 - 10 May 80. All times unless otherwise stated are in Zone KILO (-10).
2. At the beginning of the period BARRICADE was alongside No 1 wharf at Cairns. The RANR crew, Melbourne Port Division, joined the ship PM 26 April 80 and change of command from LEUT J.W. MOORCROFT RAN, was made at 1200 on 27 April 80.
3. The ship cast off at 1400 Monday 28th and proceeded to conduct a surveillance patrol between Cairns and Flinders Island and Cairns and Townsville (Areas A and B). The weather was fine with a strong south-easterly wind, low swell and moderate sea. After a rough passage the ship came to anchor at Lizard Island.
4. After preping the 40/60 and .5 machine guns anchor was weighed at 0958 Tuesday 29th proceeding to Area R793 for a gunnery exercise. This exercise was unfortunately cut short because of poor weather and I proceeded in accordance with instructions to join HMAS BUCCANEER for OOW exercises.
5. At 1725 Tuesday exercises were commenced with BUCCANEER south of the Flinders Group. At 1900 BUCCANEER detached towards Cairns and I proceeded on patrol and I proceeded on patrol as far as Fife Island, returning to anchor 0410 Wednesday 30th at Stanley Island.
6. After depreping all weapons anchor was weighed at 0740 and I proceeded south along the recommended track towards Townsville. Because of deteriorating weather I decided to anchor in the lee of Low Islets coming to anchor there at 2320 Wednesday 30th.

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7. Anchor was weighed at 0837 Thursday 1st May and patrol was continued southbound in very inclement weather. Rather than risk damage to the ship I proceeded to Greater Palm Island coming to anchor at 2305.
8. At 0910 Friday 2nd anchor was weighed and the ship proceeded to Townsville berthing port side to No 7 wharf at 1400.
9. On Sunday 4th the ashes of LCDR Norrie NEILSON RANR (RTD) were received on board for scattering at sea. Due to a poor weather forecast (winds 25/30 knots moderate swell rough seas) sailing was delayed until 1000 on Monday 5th and the programme was amended accordingly by NOIC Cairns.
10. BARRICADE departed Townsville at 1000 Monday 5th and continued patrol northwards. At 1330 the ship was stopped 2.8 miles east of Orpheus Island and the ashes of LCDR NEILSON RANR (RTD) were scattered after the appropriate service. The ship came to anchor off Hinchinbrook Island at 1552 where upper deck maintenance and boat handling were carried out.
11. Anchor was weighed at 0757 Tuesday 6th and the ship proceeded towards Otter Reef where it was intended to carry out a small arms shoot. Because of inclement weather the ship returned to Rockingham Bay where the exercise was carried out successfully. BARRICADE then proceeded towards Dunk Island where 2 hours of practice anchorages and pointing ship exercises were conducted. The ship came to anchor off Dunk Island at 1600.
12. While at Dunk Island the management requested the opportunity of allowing guests to look over the ship. Approximately 35 people visited the ship between 0800 and 1030. Anchor was weighed and BARRICADE departed for Fitzroy Island at 1110 Wednesday 7th arriving there at 1640.
13. Anchor was weighed at 1130 Thursday 8th May and BARRICADE proceeded to Cairns entering the inlet at 1300 to conduct berthing exercises at No 10 wharf. The ship berthed alongside No 1 Wharf Cairns at 1400.
14. At 0800 Saturday 10th I handed over command to LEUT J.W. MOORCROFT RAN.

Engineering

15. No significant defects were experienced.

Electrical

16. No significant defects were experienced.

Health, Welfare and Morale

17. The health, welfare and conduct of the ship's company were satisfactory and morale was good.

RESTRICTED

...3/Conclusion

RESTRICTED

3

Conclusion

18. At the completion of the Seaslip patrol by the RANR I wish to remark upon the complete co-operation of NOIC CAIRNS and his staff and of LEUT John William MOORCROFT RAN, his Executive Officer and crew. The operating efficiency of BARRICADE was a credit to the Commanding Officer and was a valuable contribution to the success of this operation.

I have the honour to be,

Sir,

Your obedient Servant,



(R.E.T. OLDFIELD)  
Lieutenant Commander RANR  
Commanding Officer

ANNEXES: A. Steaming Details  
B. Exercise Details

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ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated

10th May 1980

STEAMING DETAILS FOR 27th APRIL - 10 MAY 1980

1.	Miles steamed during period	962
2.	Miles steamed since commissioning	266,729
3.	Hours underway during period	79
4.	Hours underway since commissioning	19,906
5.	Occasions for exceeding economical speed	Nil

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ANNEX B to HMAS BARRICADE  
letter 1.16.8A dated

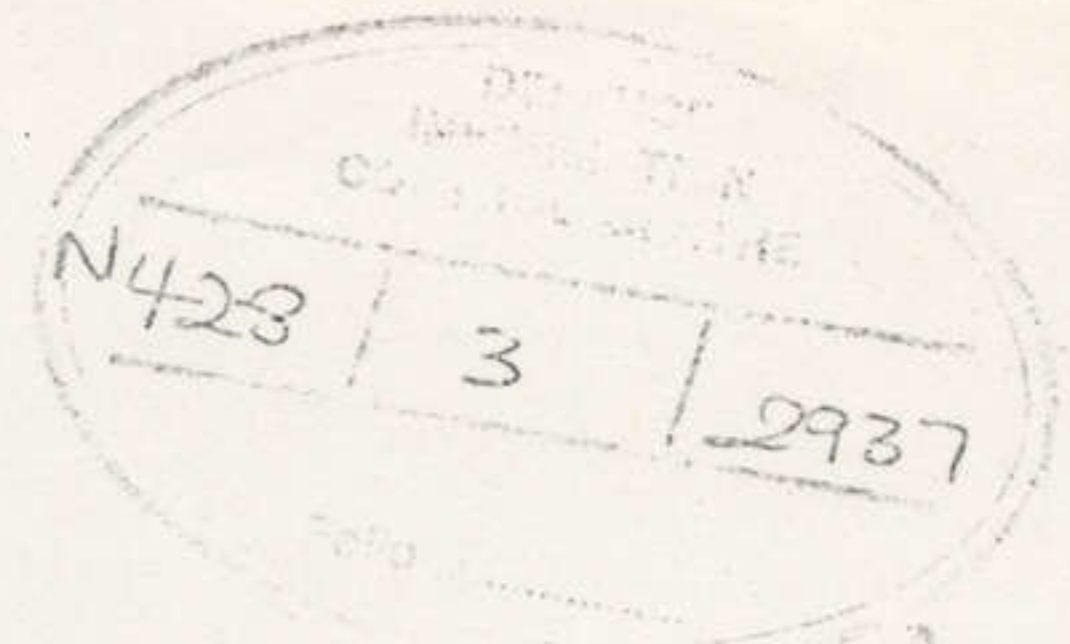
10th May 1980

EXERCISE DETAILS FOR 27th APRIL - 10th MAY 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
OOW Manoeuvres	With BUCCANEER	29 Apr
Steering Breakdown		07 May
Steer from after position		
Man Overboard Exercise		07 May
<u>Gunnery</u>		
SUFY		29 Apr
Small Arms		06 May
<u>NBCD</u>		
Proved Watchbill		27 Apr
Harbour - Fire & Flood		Daily
Foam making & fire extinguisher demonstrations		07 May
<u>Seamanship</u>		
Pointed Ship		06 May
Anchorage for Junior Officers		01 May
		02 May
		05 May
		06 May
		07 May
Berthing Exercises		
<u>Communications</u>		
NXC 418		06 May
		07 May

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GARDEN ISLAND, N.S.W. 2000

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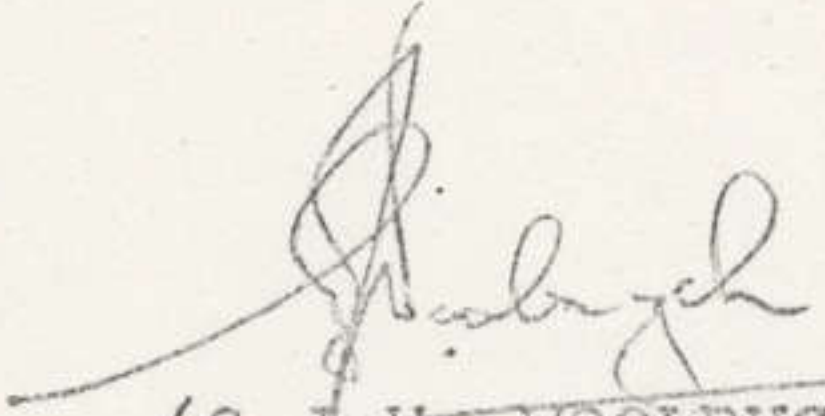
AF 1/16/18

13 JUN 1980

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

HMAS BARRICADE - REPORT OF PROCEEDINGS  
MAY, 1980

Forwarded.

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

*VM*  
Enclosure:

HMAS BARRICADE Report of Proceedings  
for May, 1980 dated 2 June, 1980

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1.16.8A

HMAS BARRICADE  
at Cairns

2nd June 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

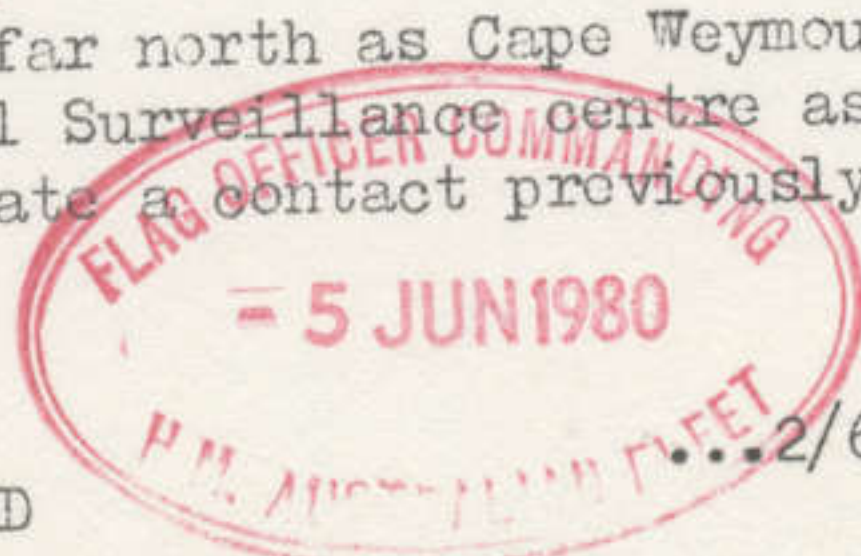
The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 10th-31st MAY 1980

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 10th - 31st May 1980. All times unless otherwise stated are in Zone KILO (-10).
2. At 0800 Saturday 10th I resumed command of BARRICADE from Lieutenant Commander R.E.T. OLDFIELD RD RANR. The ship was secured alongside No 1 wharf, Cairns.
3. After a successful handover period from RANR to PNF I am pleased to report that the ship was returned to the PNF crew in as good, if not better, condition than that when the RANR crew took it to sea two weeks prior. The RANR crew were most conspicuous by their very professional attitude.
4. BARRICADE cast off from No 1 wharf at 1000 Monday 12th and proceeded northwards to complete the remainder of an area T, A and B patrol. In addition, a Queensland Health officer was embarked to provide assistance in a Health Surface Response Patrol (COSURCEN CANBERRA FSI/EMJ 090234Z APR 80 NOTAL refers).
5. The patrol, which extended as far north as Cape Weymouth, was successful in that the Australian Coastal Surveillance centre asked the ship to respond to a request to investigate a contact previously reported by BARRICADE.



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6. After a rather unpleasant return journey into rough south easterly weather BARRICADE berthed at No 1 wharf, Cairns at 1115 Friday 16th and commenced AMP on Monday 19th.
7. No major work was undertaken during AMP. This enabled four members of the ship's company to train for and be examined in parts 1 and 2 of higher rates training.
8. Throughout the AMP the ship was required to move on two occasions such that at the end of the period BARRICADE was berthed outboard of HMAS BUCCANEER and inboard of HMAS ATTACK at No 1 wharf, Cairns.

Engineering

9. A defect in the SCBA face mask (URDEF 34/81) was reported on Thursday 8th. This was rectified on Friday 23rd after a new item was supplied.

Hull

10. Sagging of the deckhead lining in the junior sailors mess beneath the 81mm mortar (INDEF 58/81) was investigated on Tuesday 20th when it was suspected that firing concussions may have fractured the 81mm mortar support. This surmised was proved incorrect and the deckhead lining repaired and replaced on Friday 30th.

Electrical

11. No significant defects encountered.

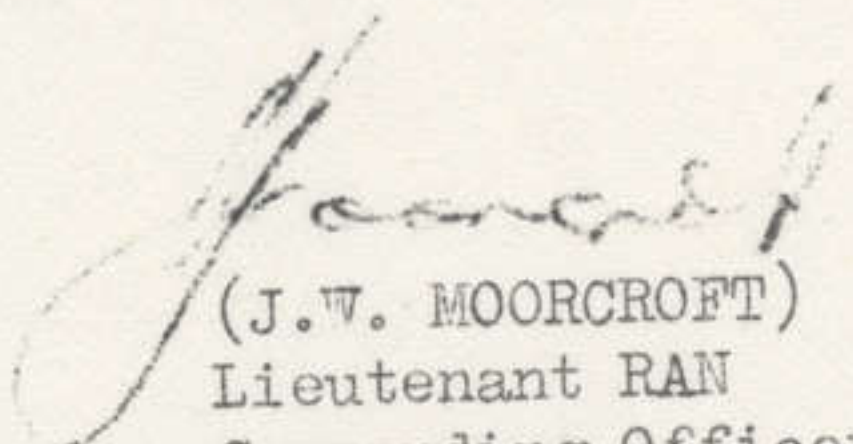
Health, Welfare and Morale

12. The health, welfare and conduct of the ship's company is satisfactory and morale is good.

I have the honour to be,

Sir,

Your obedient Servant,

  
(J.W. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

- ANNEXES: A. Steaming Details  
B. Exercise Details

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ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated

2nd June 1980

STEAMING DETAILS 10th-31st May 1980

1.	Distance steamed during period	811 nm
2.	Distance steamed since Commissioning	267,540 nm
3.	Hours underway during period	61
4.	Hours underway since Commissioning	19,967
5.	Occasions for exceeding economical speed	Nil

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ANNEX B to HMAS BARRICADE  
letter 1.16.8A dated  
2nd June 1980

EXERCISE DETAILS FOR 10th-31st MAY 1980

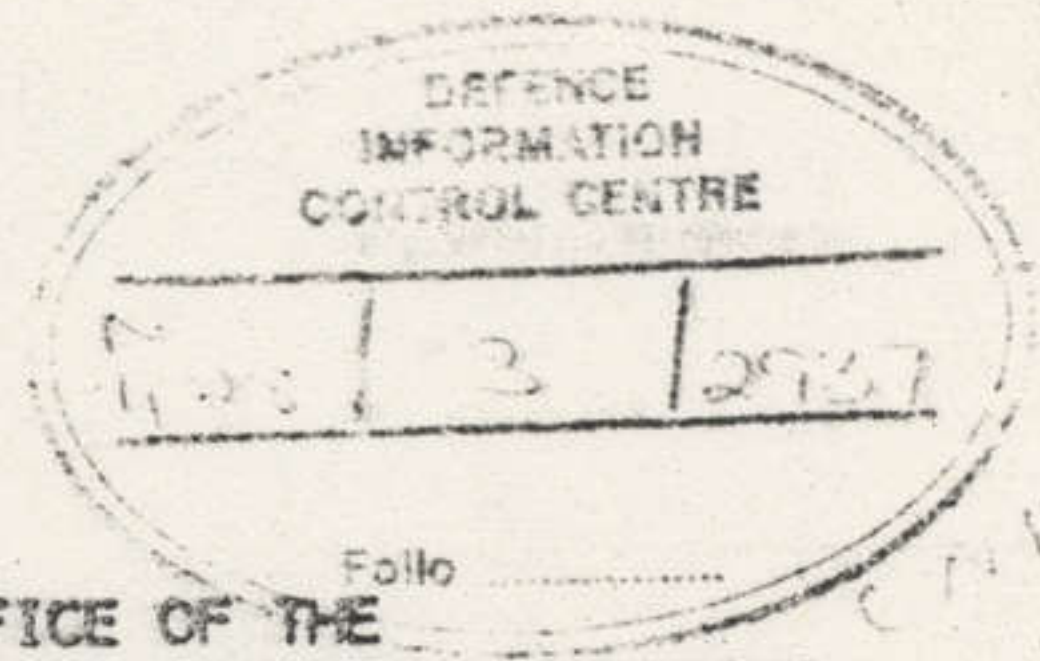
<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
Anchorage	by XO	13th
:	by COXN	15th
 <u>NBCD</u>		
Daily fire, flood and IED exercises		

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GARDEN ISLAND, N.S.W. 2000

AF 1/16/18(80)


23 JUL 1980

LOGGED

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

HMAS BARRICADE - REPORT OF PROCEEDINGS  
JUNE, 1980

Forwarded.

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

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

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1-16-18

1.16.8A

HMAS BARRICADE  
at Cairns

1st July 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st-30th JUNE 1980

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 30th June 1980. All times unless otherwise stated are in Zone KILO (-10).
2. At the beginning of the period BARRICADE was berthed outboard of HMAS BUCCANEER at No 1 wharf Cairns at completion of an AMP.
3. The ship cast off at 1315 Monday 2nd to commence a short two week patrol of Area A prior to Intermediate Docking. After conducting internal drills and damage control exercises in the vicinity of Cape Weymouth during the afternoon of Tuesday 3rd the ship continued northward and berthed at the fuelling wharf at Thursday Island at 0800 Wednesday 4th. After embarking fuel the ship cast off at 1000.
4. BARRICADE continued patrol northwards via the Great Northeast channel to Bramble Cay then turned east to cross the Gulf of Papua. Having made landfall during the afternoon of Thursday 5th BARRICADE proceeded through Basilisk Passage and anchored in the lee of Manubada Island at 1530 to escape the heavy weather outside the reef.
5. BARRICADE weighed anchor at 0930 Friday 6th and proceeded into Fairfax Harbour and berthed at the PNGDF LANCRON wharf at 1000. Apart from hosting a cocktail party that evening, no other official engagements took place.
6. After an enjoyable weekend respite in Fort Moresby BARRICADE cast off at 1030 Monday 9th and set course southwards across the Coral Sea in more heavy weather. Landfall was made at 0930 Tuesday 10th. The ship eventually came to anchor at 1230 west of Lizard Island. Having been briefed by Commonwealth Police Officers, BARRICADE remained in the vicinity in support of the security forces associated with the

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holiday of the Prime Minister, The Right Honourable J.M. Fraser C.H., M.P.

7. On completion of the security task the ship departed Lizard Island at 0500 Thursday 12th and completed patrol at 1330 the same day when the ship berthed at the North Queensland Engineers and Agents fitting out wharf to prepare for the Intermediate Docking.

8. At 0030 Tuesday 17th BARRICADE was slipped at the NQEA slipway to undergo I.D. Work carried out during I.D. is reported at paragraph 10.

9. At the end of the period BARRICADE was on the slip at NQEA.

Engineering, Electrical and Hull

10. Prior to I.D. all machinery was working satisfactorily and no major defects were encountered.

11. During I.D. REDEF's were raised on Tuesday 24th for defects and work arising out of surveys for the following:

- 1/80 After sullage tank top reweld
- 2/80 After sullage tank pump probe rewire
- 3/80 Nos 2, 3 and 4 fresh water tanks - pad weld
- 4/80 Weather deck survey - defects
- 5/80 Propellor shafts - fibreglass replacement
- 6/80 Guardwires and stanchions
- 7/80 Airconditioning overboard discharge and deep sea suction flanges pitting
- 8/80 Stern tube and 'P' bracket bearings
- 9/80 Boat davit winch
- 10/80 AJE aerial rewire
- 11/80 Toilet valves
- 12/80 Cable locker reweld

Work was still being progressed at the end of the month. All defects should be rectified early in July.

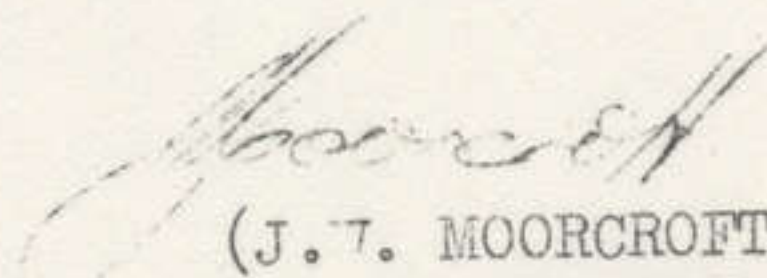
Health, Welfare and Morale

12. The health, welfare and conduct of the ship's company is satisfactory and morale is good.

I have the honour to be,

Sir,

Your obedient Servant,



(J. T. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

- ANNEXES:
- A. Steaming Details
  - B. Exercises

RESTRICTED

ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated

1st July 1980

STEAMING DETAILS 1st-30th JUNE 1980

1.	Distance steamed during period	1,361 nm
2.	Distance steamed since Commissioning	268,901 nm
3.	Hours underway during period	102
4.	Hours underway since Commissioning	20,069
5.	Occasions for exceeding economical speed	Nil

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ANNEX B to HMAS BARRICADE  
letter 1.16.8A dated

1st July 1980

EXERCISE DETAILS 1st-30th JUNE 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
Anchorage	by XO	3rd
	by COXN	4th
	by COXN	6th
	by XO	10th
Blind Pilotage	by XO	2nd
	by XO	6th
	by XO	10th
Manoverboard		4th
<u>NBCD</u>		
Major Fire Exercise		3rd
Flood/D.C. Exercise		3rd
Proved Watchbill		3rd
Fire, Flood & I.E.D. Exercises		Daily
<u>Seamanship</u>		
Boardex		4th
Stream Para Anchor		4th

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

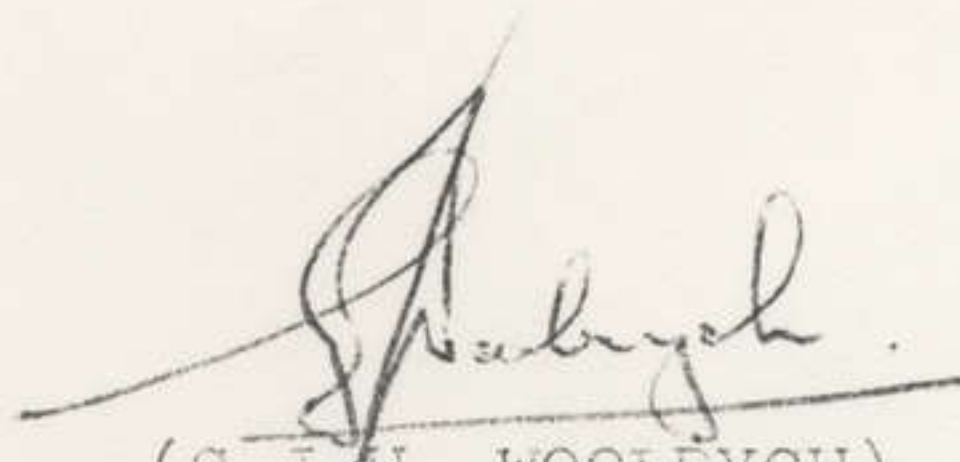
AF 1/16/18

20 AUG 1980

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

HMAS BARRICADE - REPORT OF PROCEEDINGS  
JULY, 1980

Forwarded.



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

Enclosure: HMAS BARRICADE Report of Proceedings  
for July, 1980 dated 1 August, 1980

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1.16.8A

HMAS BARRICADE  
at Darwin

1 August 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st - 31st JULY 1980

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 31st July 1980. All times unless otherwise stated are in Zone Kilo.

2. At the beginning of the period BARRICADE was on the North Queensland Engineers and Agents (NQEAs) slip

3. During the forenoon of Tuesday 1st the ship came off the slip and berthed at the NQEA fitting out wharf to commence AMP following Intermediate Docking. The AMP was utilised primarily to restore the ship with liquids, ammunition and victuals and to thoroughly clean the ship prior to the forthcoming deployment.

4. On Monday 7th SBLT GLEX D.C. LITTLEHALES RAN joined BARRICADE and spent that week relieving SBLT SLEX P.A. ROGERS RAN of the duties of Executive Officer. SBLT ROGERS departed BARRICADE on Friday 11th. On Monday the 7th I flew to Sydney with the HMAS CAIRNS Rugby team to take part in the Mons Cup National Navy knockout competition. Although the team did not win any of the laurels we returned to Cairns on Friday 11th fully satisfied that we had performed admirably. On Thursday 10th SBLT SLEN D.P. REILLY RAN joined BARRICADE to continue Stage II sea training.

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- 2 -

5. At 1000 Monday 14th the ship cast off and proceeded out of Trinity Inlet and turned northwards to commence patrolling areas R, S, T and A. Between 0800 and 0900 the ship carried out 40/60 Bofors firings in R793 primarily to train new crew.
6. After a brief stop in Weipa for fuel during the forenoon of Thursday 17th BARRICADE continued westward across the Gulf of Carpentaria. Whilst on passage URDEF 35/81 was raised on Thursday 17th when a fuel pump delivery valve holder on 'B' bank fuel injection pump Starboard main engine fractured. This defect is expounded upon further at paragraph 14. To facilitate rectification of the engine defect the ship berthed at Gove at 1500 (IK) Friday 18th.
7. BARRICADE "chopped" to the operational control of Naval Officer Commanding North Australia Area at 0730 (IK) Saturday 19th and remained in Gove awaiting the replacement of the defective item until 1700 (IK) Monday 21st when the ship proceeded via Cape Wessel and Clarence Strait to Darwin arriving at 0800 (IK) Wednesday 23rd.
8. BARRICADE remained alongside the Patrol Boat Landing at Stokes Hill wharf until 1000 (IK) Friday 25th. The time alongside was utilised by rectifying minor defects and taking on stores. The support received from the staff of NOCNA is of note. All tasks undertaken by the staff were actioned in a most expeditious manner.
9. On departure from Darwin the ship continued the patrol through the eastern section of Joseph Bonaparte Gulf before proceeding into Cambridge Gulf during the forenoon of Saturday 26th and berthing at Wyndham at 1300 (H). The passage into Wyndham proved to be most beneficial in view of the extensive amount of pilotage training afforded the new Executive Officer and the stage II trainee.
10. After leaving Wyndham at 0800 (H) Sunday 27th the ship returned to Darwin via R230. Between 0800 (IK) and 1030 (IK) Monday 28th an AAFX was conducted against an illuminant target using both .50 cal MG and 40/60 Bofors. An SUFX was also carried out by .50 cal MG and 40/60 Bofors and the 81MM mortar expended training bombs and HE in bombardment against a surface target. To make full use of the time available a small arms firing was also conducted. On completion the ship proceeded into Darwin and berthed outboard of HMA SHIPS ARDENT and AWARE at the Patrol Boat Landing at 1500 (IK).
11. BARRICADE departed Darwin at 1000 (IK) Wednesday 30th. Rather than returning east in accordance with the planned program the ship carried out a short patrol in the Melville Island/Bathurst Island area and remained under the operational control of NOCNA for the proposed tow/escort of HMAS ADROIT to Cairns.

..3/... Para. 12

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- 3 -

12. During the forenoon of Thursday 31st whilst a VS816 DET DAR S2-Q Tracker was in the vicinity, recognition training was carried out as the Tracker made various passes over the ship in differing configurations.

13. At the end of the period BARRICADE was at anchor at Cape Fourcroy.

Engineering, Electrical and Hull

14. The only major defect during the month was the fractured fuel injection pump delivery valve holder reported at paragraph 6. The ship was advised that a replacement item was due in Gove via commercial airline at 1430 (IK) Friday 18th. After extensive investigations at both Darwin and Gove the replacement item was never found. Further unsuccessful enquiries were made of NABALCO PTY LTD., to determine if their technical staff could repair the defective item. A second replacement item was then forwarded from Darwin on the next available flight into Gove arriving at 1430 Monday 21st. The defect was rectified within an hour of the arrival of the replacement item onboard.

15. No electrical or hull defects were encountered during the month.

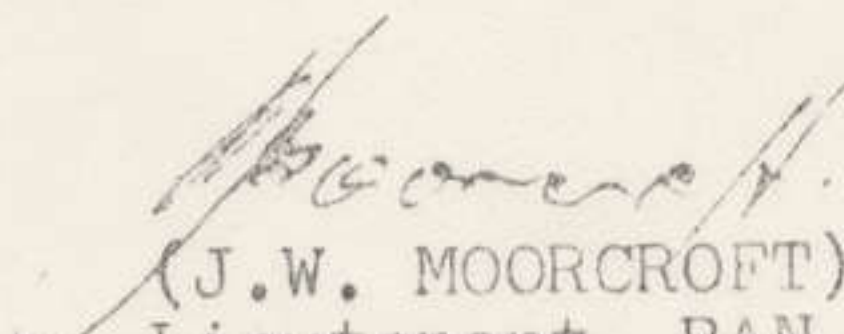
Health, Welfare and Morale

16. The health, welfare and morale of the ship's company is satisfactory and morale is good.

I have the honour to be,

Sir,

Your Obedient Servant

  
(J.W. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

ANNEXES: A. Steaming Details  
B. Exercise Details

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ANNEX 'A' TO HMAS BARRICADE

LETTER 1.16.8A DATED

1st AUGUST 1980.

STEAMING DETAILS FOR JULY 1980

1. Distance steamed during period	2,376 n.m.
2. Distance steamed since Commissioning	271,277 n.m.
3. Hours underway during period	177 hours
4. Hours underway since Commissioning	20,246 hours
5. Occasions for exceeding economical speed	Nil

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ANNEX 'B' TO HMAS BARRICADE  
LETTER 1.16.8A DATED  
1ST AUGUST 1980.

## EXERCISE DETAILS FOR JULY 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
Anchorage	by COXN	18th
Anchorage	by XO	23rd
Anchorage	by XO	28th
Steering Gear Breakdown		30th
Machinery Breakdown		17th, 18th
<u>Gunnery</u>		
SUX (40/60)		15th, 28th
SUX (.50 Cal)		15th, 28th
AAFX (40/50)		28th
AAFX (.50Cal)		28th
Recognition		31st
SUX (81mm)		28th
SUX (ILLS) (81mm)		28th
<u>NBCD</u>		
FAIDEX		28th
Major DC Exercise		28th
Proved Watchbill		15th, 28th
Daily Fire, Flood or I.E.D. Exercises		
<u>Seamanship</u>		
HELO CONTROL EXERCISE		28th
<u>Communications</u>		
NCX 602		2nd, 9th, 31st
NCX 401		15th
NCX 501		17th
NCX 604		27th

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

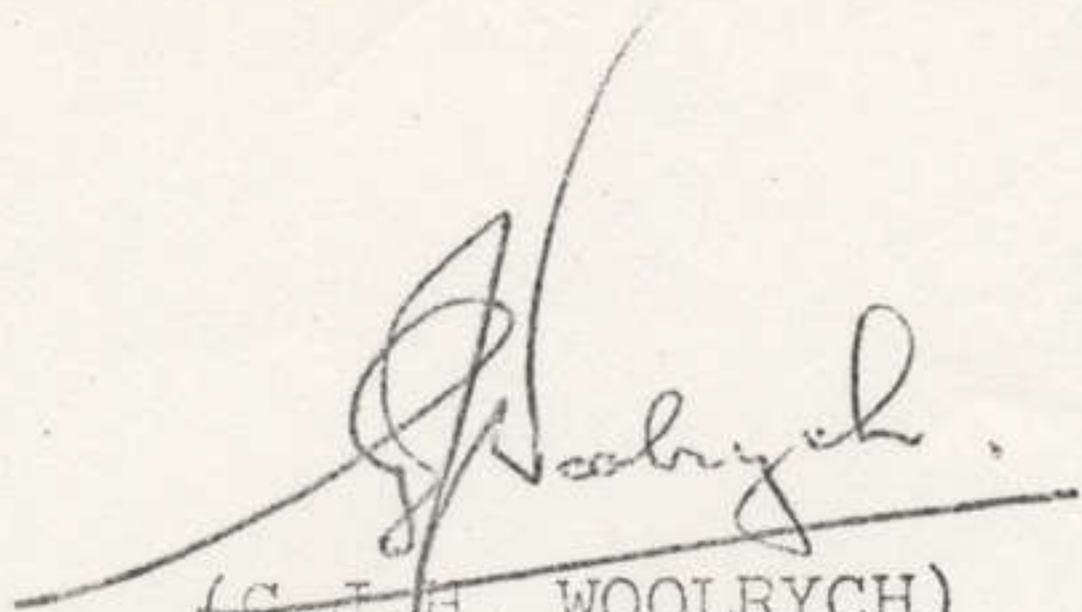
17 SEP 1980

AF 1/16/18(80)

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

HMAS BARRICADE - REPORT OF PROCEEDINGS

Forwarded.

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

Enclosure: HMAS BARRICADE Report of Proceedings  
for August 1980 dated 1st September, 1980.

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1/16/8A

HMAS BARRICADE  
at Sea

1st September 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st-31st AUGUST 1980

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 31st August 1980. All times unless otherwise stated are in Zone KILO (-10).

2. At the beginning of the period BARRICADE was at anchor at Cape Fourcroy. Anchor was weighed at 0730 (IK) Friday 1st. After clearing Cape Fourcroy the ship proceeded southeast across the Beagle Gulf and carried out the Annual Full Power Trial. The trial was conducted in force four weather into a two metre swell and the ship only made good 22 knots. On arrival Darwin at 1200 (IK) that day BARRICADE berthed on HMAS AWARE at the Patrol Boat Landing.

3. BARRICADE shifted berth to No 2 outer Stokes Hill wharf at 0900 (IK) Saturday 2nd to facilitate the berthing of HMA Ships ARDENT and ADROIT at the Patrol Boat Landing. The ship remained at No 2 outer Stokes Hill wharf until 1030 (IK) Tuesday 5th. At that time BARRICADE proceeded in company to assist ADROIT onto the John Holland slipway at Frances Bay. On completion the ship returned to the Patrol Boat Landing.

4. At 1500 (IK) Thursday 7th BARRICADE cast off and proceeded out of Darwin harbour and conducted a patrol of areas S and T via the Crocodile Islands and Gugari Rip before arrival at Gove at 1030 (IK) Saturday 9th. The ship remained at Gove until 0700 (IK) Monday 11th. After clearing the harbour the ship proceeded to the Truant Island area and made rendezvous with ADROIT at 1000 (IK) the same day. At that time both ships chopped to the operational control of NOIC CAIRNS.

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..2/ BARRICADE

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BARRICADE then proceeded to escort ADROIT to Cairns for repairs. Passage to Cairns via Prince of Wales channel and the inner reef was most uncomfortable in force 5/6 weather.

5. At 1100 Wednesday 13th a grounded yacht was sighted on Burkett Reef north of Princess Charlotte Bay with a liferaft close by. Both ships anchored in the vicinity and put boats in the water to investigate. Having determined that there were no personnel onboard the yacht or liferaft, signal traffic from NOIC CAIRNS advised us that the yacht had run aground the previous evening and all six survivors were taken aboard a merchant vessel. BARRICADE weighed anchor at 1330 and joined ADROIT again and continued passage to Cairns.

6. At 0900 Thursday 14th BARRICADE berthed on ADROIT at No 1 wharf Cairns and commenced a belated AMP. The ship remained at No 1 wharf throughout the AMP. Work conducted during AMP is detailed at paragraph 8. SBLT D.P. REILLY RAN was awarded his Harbour Watchkeeping Certificate on Thursday 14th and departed BARRICADE on Friday 22nd.

7. To enable the ship to progress ship's husbandry tasks prior to annual inspection BARRICADE departed Cairns at 1000 Thursday 28th and proceeded south to Hinchinbrook Island. The ship remained at anchor until the end of the period preparing for inspection.

Engineering

8. All engineering equipment performed well during the month. Numerous major planned maintenance routines were carried out during the AMP. These included: Starboard Gearbox - 500 hour, Starboard Main Engine - 3,000 hour and both Generators - 1,000 hour. Three INDEF's (65/81 - funnel extension, 66/81 - Galley refrigerator door and 67/81 - Wardroom refrigerator) remain outstanding at the end of the month.

Electrical

9. Poor performance from the Willis Seaphone resulted in INDEF 64/81 being raised Wednesday 20th. Constant efforts by both base staff and ship's staff over recent months has failed to provide the ship with good VHF communications. This defect remains outstanding at the end of the month awaiting supply of new equipment which is being delayed by industrial action in Sydney.

10. A recurring defect on main engine pyropresses led to URDEF 38/81 being raised on Thursday 21st. The defect was made good after the fitment of a new pyropress.

Weapons

11. After crossing the Gulf of Carpentaria in heavy weather URDEF 36/81 was raised to have crushed cooling pipes on the 40/60 Bofors mounting repaired. This defect was rectified on Monday 18th after replacement pipes had been fitted.

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Health, Welfare and Morale

12. Health and welfare of the ship's company remains satisfactory. A slight increase in the number of charges being brought against members has been caused by changes in complement. These minor problems appear to have now been overcome. Morale waned slightly because of the number of offences and the extra work being carried out prior to the forthcoming annual inspection.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

- ANNEXES:
- A. Steaming Details
  - B. Exercise Details

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ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated

1st September 1980

STEAMING DETAILS FOR AUGUST 1980

1. Distance steamed during period 1,516 nm
2. Distance steamed since Commissioning 272,792 nm
3. Hours underway during period 115
4. Hours underway since Commissioning 20,361
5. Occasions for exceeding economical speed

<u>Date</u>	<u>Speed</u>	<u>Reason</u>
1 Aug 80	135OR <sub>2</sub>	Annual Full Power Trial (2 hours)

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ANNEX B to HMAS BARRICADE  
letter 1.16.8A dated

1st September 1980

EXERCISE DETAILS FOR AUGUST 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
Anchorage	by XO	8th
Anchorage	by COXN	28th
MOB		7th
<u>Gunnery</u>		
Investigative Boarding (Disabled Yacht)		13th
<u>NBCD</u>		
Daily Fire, Flood and I.E.D. Exercises		

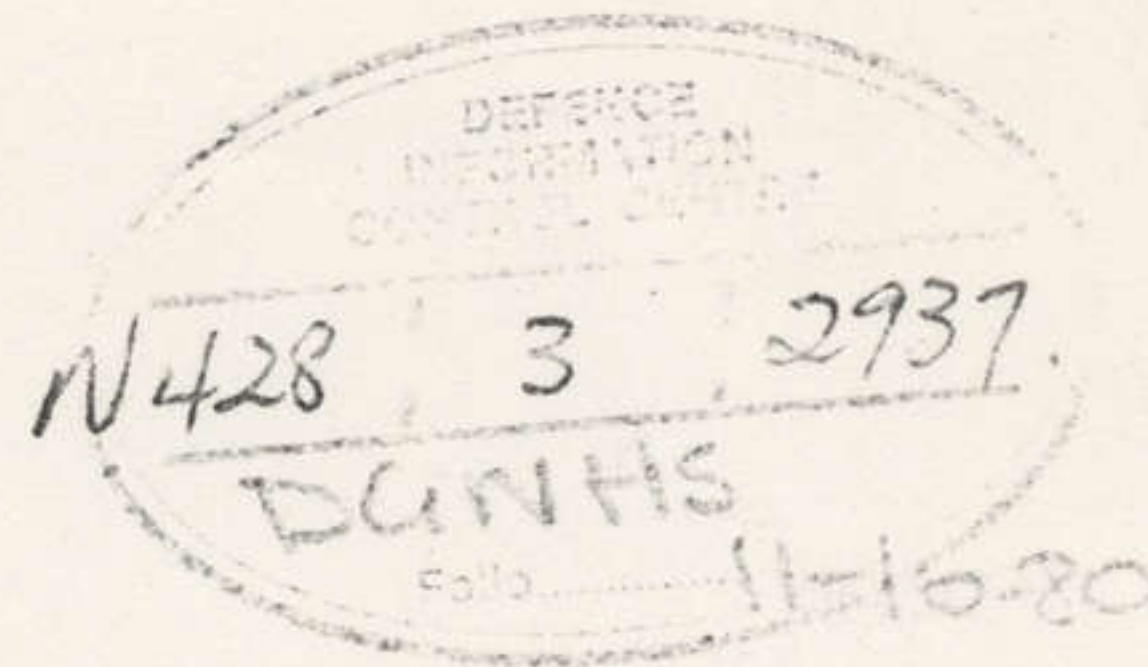
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H.M. AUSTRALIAN FLEET,  
FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

31 OCT 1980

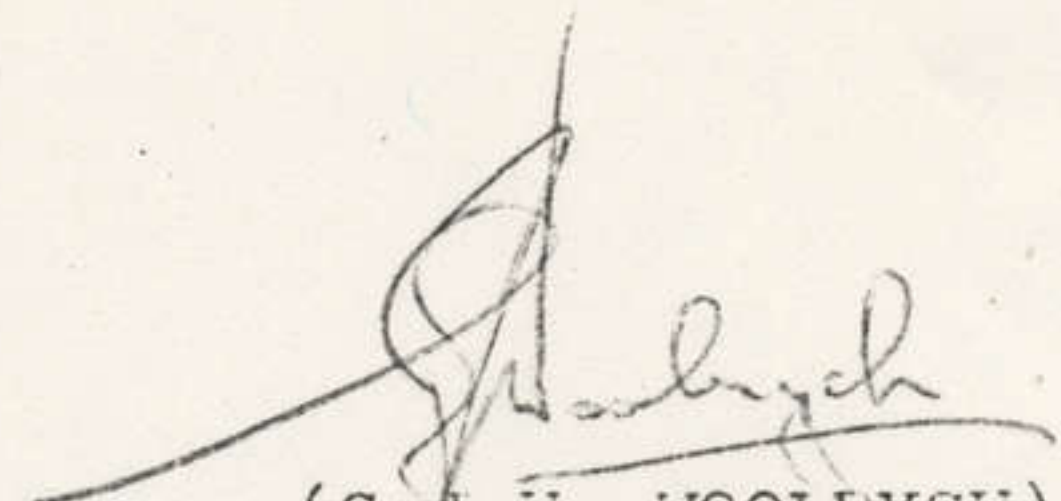
AF 1/16/18

LOGGED

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

HMAS BARRICADE - REPORT OF PROCEEDINGS  
SEPTEMBER, 1980

Forwarded.

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

S. (Enclosure): HMAS BARRICADE Report of Proceedings  
for September, 1980 dated 1 October, 1980

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1/16/8A

HMAS BARRICADE  
At CAIRNS

1st October 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Flag Officer Commanding  
HM AUSTRALIAN FLEET  
(AFLOAT)

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st - 30th September 1980

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st - 30th September 1980. All times unless otherwise stated are in Zone Kilo (-10).

2. At the beginning of the period BARRICADE was at anchor at Hinchinbrook Island progressing ships husbandry tasks prior to Annual Inspection. At 0800 Monday 1st the ship weighed anchor and proceeded northwards to join HMAS BAYONET in firing area R791. BARRICADE, however, was unable to conduct the planned firing because of the limitation on 40/60 ammunition. A small arms firing was conducted in lieu to familiarise Boarding and Landing Parties with their weapons. On completion of firing a heaving line transfer was carried out with BAYONET to transfer mail after which the two ships conducted COM manoeuvres until 1600 in view of the forthcoming Task Element exercises. At 1800 that day BARRICADE came to anchor at Fitz Island where she remained overnight.

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3. At 0920 Tuesday 2nd the ship weighed anchor and proceeded into Trinity Inlet and berthed on HMAS BARBETTE at No. 1 wharf CAIRNS at 1100. After an overnight stop the ship cast off at 1000 Wednesday 3rd. After clearing the channel the ship proceeded north to Snapper Island coming to anchor at 1300. As the island is uninhabited the opportunity of putting the ships Landing Party ashore was utilised. Not only was the time ashore spent at exercising Landing Party but also as survival and expedition training. The Landing Party was extracted from the island at 0800 Thursday 4th. As the ship was not due in Cairns until 0800 Friday BARRICADE weighed at 0800 Thursday 4th and proceeded south to Double Island to a more secure anchorage in view of the deteriorating weather and the poor anchorage at Snapper Island. The ship remained at Double Island until 0600 Friday 5th when anchor was weighed. On entering Cairns the ship again berthed on BARBETTE at No. 1 wharf.

4. After a busy weekend of final preparations BARRICADE, along with the two other ships of the Task Element, commenced the Harbour component of Annual Inspection. Throughout Monday 8th and Tuesday 9th Officers from your staff, Sir, as well as those from the staffs of Naval Officer Commanding Queensland and Commander, Australian Mine Warfare and Patrol Boat Forces carried out departmental inspections. At 0810 Wednesday 10th CMDR I.W. HALL RAN, Naval Officer-in-Charge, Cairns inspected the ships company at divisions followed at 0900 by inspection of the ship. On completion of inspection at 1000 BARRICADE cast off and remained in the stream in Trinity Inlet to swing the compass. At 1100 the ship returned to her previous berth at No. 1 wharf.

5. At 0800 Thursday 11th BARRICADE cast off and proceeded out of Trinity Inlet in company with HMA ships BARBETTE and BAYONET with COMAUSMINPAB staff officers embarked for the annual Task Element exercises at sea. Exercises throughout the two days are detailed in COMAUSMINPAB OPORDER 15/80. After a very fruitful two days in almost perfect weather ships of the Task Element berthed No.1 wharf Cairns at 1440 Friday 12th.

6. BARRICADE remained at her berth making good oil leak defects until Friday 19th when she cast off at 0900. After clearing the harbour the ship proceeded south at varying speeds to ensure the oil leak defects had been properly rectified. At 1830 that evening BARRICADE berthed at No.7 wharf Townsville where she remained overnight. The ship departed Townsville at 1430 Saturday 20th and during the transit north carried out man overboard exercises. BARRICADE arrived Cairns at 0900 Sunday 21st and berthed at No.1 wharf.

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7. On Monday 22nd the ship commenced AMP. The primary work undertaken during AMP was the 3,000hr planned maintenance routine on the port main engine. Other defect rectification work is detailed at paragraphs 9-15.

8. At the end of the period BARRICADE was alongside No. 1 wharf, Cairns undergoing AMP prior to deployment to Papua New Guinea waters.

ENGINEERING

9. A cause of considerable concern during sea inspection was the amount of oil leaking from the Starboard main engine. This problem was the subject of URDEF 41/81 raised on Monday 15th. After a concerted effort by the ships engineering staff during the week the defect was rectified on Friday 19th. Two other URDEF'S (44/81 Rocker gear covers and 45/81 Overspeed trip unit) were raised later in the month and remain outstanding at the end of the period.

ELECTRICAL

10. URDEF 43/81 was raised on Monday 22nd for base staff to rectify a stripped worm drive in the echo sounder. This defect was rectified on Tuesday 30th by replacing the defective component.

11. INDEF'S raised during the period include 72/81 - Flying bridge tachometers, 73/81 - pyropress and 75/81 - No. 3 air conditioning compressor. The pyropress defect was rectified on Monday 29th. The other two remain outstanding at the end of the period.

WEAPONS

12. On Monday 22nd URDEF 42/81 was raised when an earth was found on the 40/60 Bofors slip assembly. As the ship had been using the mount taken from BAYONET when that ship was fitted with the new AN2/1, that mount was landed and replaced by BARRICADE'S original mount which had been refurbished in the workshop in HMAS CAIRNS. The defect remains outstanding until gun functioning trails are completed.

13. INDEF 69/81 was raised on Monday 8th to make good defective lagging in the Magazine. This defect also remains outstanding at the end of the period.

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COMMUNICATIONS

14. On Monday 15th INDEF 70/81 was raised when the aerial coupler on the Thompson TRC-300 portable HF transceiver was found to have a crack in the casing. This defect remains outstanding awaiting supply of a replacement item.

HULL

15. Three INDEF'S (68/81 - corrosion in the superstructure below the wardroom door, 71/81 - embossing of internal ladders and 74/81 - corrosion in the starboard dwarf bulkhead) were raised during the month. these defects have been approved for contractor repair and will probably be included as refit items for the ships next refit.

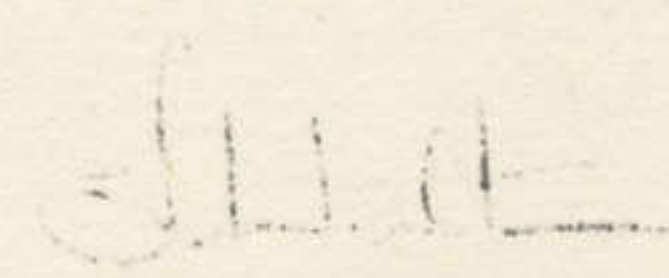
HEALTH, WELFARE AND MORALE

16. The health and welfare of the ship's company is satisfactory. The conduct of the ships company has improved since my last report. However, it is worth mentioning that no fewer than nine changes of ship's company have been, and will be, affected between now and the end of the year. Morale will obviously be affected by these changes.

I have the honour to be,

Sir,

Your obedient Servant,

  
(J.V. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

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Annex A to HMAS BARRICADE  
Letter 1/16/8A dated

1st October 1980

STEAMING DETAILS 1st - 30th September 1980

1. Distance steamed during period 794n.m.
2. Distance steamed since Commissioning 273,586n.m.
3. Hours underway during period 63hrs
4. Hours underway since Commissioning 20,424hrs
5. Occasions for exceeding economical speed

<u>Date</u>	<u>reasons</u>	<u>r.p.m.</u>	<u>time</u>
11th	SQUADEX	1350	various
12th	SQUADEX	1350	various
17th	FULL POWER TRIAL	1350	2hrs

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Annex B to HMAS BARRICADE  
Letter 1/16/8A dated

1st October 1980

EXERCISES DETAILS 1st - 30th September 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
Anchorage	by COAN	1st, 3rd
Anchorage	by CBM	4th
Pilotage	by X.O.	2nd
OOV Manoeuvres		1st, 11th, 12th
Blind Pilotage	by X.O.	1st, 11th
Man Overboard	OOV	11th, 17th
Gyro Failure (Magnetic fixing)	OOV	11th, 12th
Machinery breakdown drills	OOV	11th, 12th
<u>Gunnery</u>		
Boardex		11th
Landing Party		3rd, 4th
Small arms firing		1st
SUFIX(40/60, 50 CAL)		11th, 12th
AATFX(40/60, 50CAL)		11th, 12th
<u>NBCD</u>		
Major DCX		11th, 12th
<u>Seamanship</u>		
Boat Lowering/Hoisting		1st, 3rd, 4th, 11th, 12th
Rigging Leak Stopping Mat		11th
Towex (towed ship)		12th
Towed Splash Target		11th

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

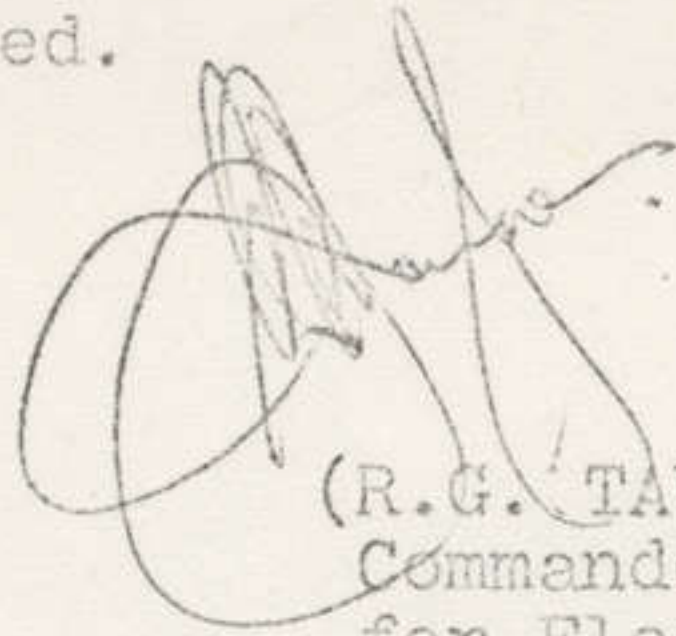
AF 1/16/18

26 NOV 1980

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

HMAS BARRICADE - REPORT OF PROCEEDINGS -  
OCTOBER, 1980.

Forwarded.



(R.G. TAYLOR)  
Commander RAN  
for Fleet Commander

Enclosure: HMAS BARRICADE Report of Proceedings for  
October, 1980 dated 2 November, 1980

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1/16/8A

HMAS BARRICADE  
at Sea

2nd November 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (AFLOAT)

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st-31st OCTOBER 1980

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st-31st October 1980. All times unless otherwise stated are in Zone KILO (-10).

2. At the beginning of the period BARRICADE was undergoing an AMP alongside No 1 wharf Cairns. A last minute change of programme was brought about by the cancellation of the Papua New Guinea Defence Force Squadron Concentration exercise initially programmed to take place between 21 and 30 October. Hasty planning was necessary to enable BARRICADE to continue with her PNG deployment. So that final visit preparations could be finalised the first week of patrol from Monday 6th to Sunday 12th was spent on the northeast Australian coast between Cairns and Weipa.

3. After replenishing with fuel, water and victuals BARRICADE cast off from No 10 wharf Cairns at 1400 Monday 13th. Passage to PNG was interspersed with a gunnery firing in R793 during the forenoon of Tuesday 14th and a fuelling stop at Thursday Island during the afternoon of Wednesday 15th. At 0600 Thursday 16th BARRICADE changed operational control from Naval Officer-in-Charge CAIRNS (CDR I.W. HALL RAN) to you, Sir.

4. The ship berthed at the PNGDF Landing Craft Squadron wharf at 1000 Friday 17th. During the forenoon of that day in company with the Commanding Officer HMAS BASILISK (CDR F.A.J. GILMOUR-WALSH RAN) I called on the Secretary, Department of Defence, Mr V. Eri and the Chief of Staff PNGDF Colonel T.T. NAUNA. At 1400 I then called on the Head, Australian Defence Co-operation Group and Australian Defence Advisor, Group Captain S.C. MITCHELL DFC. At 1800 the same evening

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Officers and Senior Sailors of BARRICADE hosted an official cocktail party onboard. Guests included the Australian High Commissioner, Mr G. NUTTER: Group Captain and Mrs MITCHELL; Mr B. MAKETU, Assistant Secretary, PNG Department of Defence and Mrs MAKETU: Commander and Mrs GILMOUR-WALSH and Lieutenant Colonel B. MANOI, Director of Maritime Operations PNGDF and Mrs MANOI. The weekend in Port Moresby was utilised in planning for the remainder of the deployment.

5. At 1000 Monday 20th BARRICADE sailed from Port Moresby in company with PNGS SAMARAI (LEUT G.D. KENNEDY RAN). Passage towards the Milne Bay area was conducted in Force 4 head seas which was not conducive for in company exercising. After negotiating the passage of China Strait and Hornbill Channel during the early forenoon of Tuesday 21st the weather eased and a heaving line transfer was conducted with SAMARAI. On completion 007 manoeuvres were carried out until 1000. The remainder of the passage to the Huon Gulf area was utilised by PNGS SAMARAI to give her 007's station keeping training.

6. SAMARAI was detached in the early hours of Wednesday 22nd at Cape Ward Hunt so that she could visit Lae. BARRICADE proceeded northwest alone and anchored off Kaviak plantation on the western side of Kar Kar Island at 1530 the same day. This unofficial visit was arranged by the Australian Defence Advisor, Group Captain Mitchell to allow the ship's company to enjoy the hospitality of the Australian plantation owners, the Middleton family. The Australian Department of Defence is also committed to evacuation planning should the volcano erupt. The visit was of immense interest to all of the ship's company, not only witnessing a smouldering active volcano but also the immenseness of the copra and cocoa industry on the island.

7. At 0800 Thursday BARRICADE weighed anchor and proceeded to the northern side of the island and berthed at the export wharf at Kulili to witness more copra and cocoa farming. Finally at 1430 that day the ship departed Kar Kar Island to make rendezvous with PNGS SAMARAI at 0300 Friday 24th 80 miles south of Manus Island. Both ships entered Seeadler Harbour in column at 0900 and berthed at the PNGDF Patrol Boat Base Lombrum at 0930.

8. After having gained permission from your staff, Sir, I reverted to 24 hours notice for sea to enable the engineering staff to repair a number of oil leaks on the main engines. During this maintenance a cylinder liner was disturbed (HMAS BARRICADE IAJ/RDH 250615 OCT80 refers) necessitating the removal and replacement of two pistons. The enormity of the task is borne out in the fact that both ship's staff and base staff needed four full working days to complete the task. The remainder of the ship's company utilised the time alongside carrying out ship's husbandry tasks between tropical storms.

9. At 1030 Thursday 30th BARRICADE cast off and proceeded out of Seeadler Harbour and continued with her amended programme arriving in Madang at 1000 Friday 31st. At the end of the period BARRICADE was berthed at the new coastal wharf at Madang.

#### Engineering

10. Apart from the defect at paragraph 8, all engineering equipment performed satisfactorily during the month. URDEF 44/81 (rocker covers)

remains outstanding awaiting replacement items on return to Cairns. INDEF 80/81 (No 2 airconditioning unit) is also outstanding awaiting repair.

#### Electrical

11. With the exception of the main engine starting systems all remaining electrical equipment has performed satisfactorily. Although the Marconi Lifeguard alarm is functional it is in need of repair and URDEF 39/81 is left outstanding until repair is fully completed. Other defects which remain outstanding include:

- INDEF 63/81 - Forward Anchor Light
- 70/81 - Thompson portable HF radio
- 72/81 - Flying bridge tachometers and
- (77/81 - Starboard main engine pyropress and starting system.
- (78/81

#### Hull

12. Numerous hull defects remain outstanding but are of such a nature that they will eventually be the subject of TM200's to be completed during refit.

#### Health, Welfare and Morale

13. The health and welfare of the ship's company remains satisfactory. Morale is also improving due no doubt to the welcome overseas deployment and the forthcoming Christmas leave break. Conduct is good.

I have the honour to be,

Sir,

Your obedient Servant,

(J.V. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

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

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ANNEX A to HMAS BARRICADE  
letter 1.16.81 dated

2nd November 1980

STEAMING DETAILS - OCTOBER 1980

1.	Distance steamed during period	3,623
2.	Distance steamed since commissioning	277,209
3.	Hours underway during period	265
4.	Hours underway since Commissioning	20,690
5.	Occasions for exceeding economical speed	Nil

RESTRICTED

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ANNEX B to HMS BARRICADE  
letter 1.16.8A dated

2nd November 1980

EXERCISE DETAILS - OCTOBER 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
OC7 Manoeuvres		21st
NSIC (FNCS SAMARAI)		20th 21st 23rd
Blind Pilotage	by XO	6th 16th 18th 21st 22nd 23rd 24th
<u>Gunnery</u>		
SUFX (40/60)		6th 14th
SUFX (81mm mortar)		14th
SUFX (.50 cal)		14th
Small arms firing		14th
<u>NBCD</u>		
Proved watchbill		6th
Minor DCX		6th
<u>Seamanship</u>		
Lowered and weighed stern anchor		22nd 23rd
Heaving line transfer		21st

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SMV

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

R/  
CNM  
18/12/80

19 DEC 1980

AF 1/16/18

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



HMAS BARRICADE - REPORT OF PROCEEDINGS -  
NOVEMBER, 1980

Forwarded.

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

SH  
Enclosure: HMAS BARRICADE Report of Proceedings for  
November, 1980 dated 2 December, 1980

Admin-N.

1/16/8A

HMAS BARRICADE  
at Sea

2nd December 1980

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st-30th NOVEMBER 1980

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my command for the period 1st-30th November 1980. All times unless otherwise stated are in Zone Kilo (-10).

2. At the beginning of the period BARRICADE was berthed at the new coastal wharf at Madang, Papua New Guinea. At 1800 Saturday 1st the ship cast off and proceeded through Dallman Passage leaving the Coastwatchers Memorial Lighthouse close to starboard as we bid farewell to Madang and continued eastward. After 36 hours the ship turned south for the transit of Hornbill Channel, thence across Milne Bay and through the China Strait before altering to the northwest for passage along the southern coast of Papua New Guinea.

3. The ship entered Basilisk Passage at 0730 Tuesday 4th and berthed at PNGDF Lancron wharf Port Moresby at 0810. The ship's company were entertained during that afternoon by members of the ADCG Mess at their Melbourne Cup Day celebrations as a conclusion to the ship's PNG deployment. BARRICADE departed Port Moresby at 0900 Wednesday 5th. Having left Basilisk Passage astern the ship proceeded south across the Coral Sea in typical doldrum weather, a pleasant surprise compared to the normal weather experienced in the Coral Sea.

4. At 0700 Thursday 6th Lizard Island was raised visually and on radar. After entering the Great Barrier Reef BARRICADE continued south via the inner reef recommended route and spent that night at anchor at Fitzroy Island. Anchor was weighed at 0722 Friday 7th. At 0730 BARRICADE made rendezvous with HMAS ADROIT. OOW manoeuvres were conducted in company with ADROIT until 0900 as part of ADROIT's shakedown. Both ships entered Trinity Inlet and berthed at No 1 wharf at 0940.

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5. On Monday 10th BARRICADE commenced AMP and remained at No 1 wharf throughout. During AMP batteries were recycled, liferafts were landed for survey and returned onboard; 1,000 hour routines were carried out on both gearboxes; and, other minor defects rectified.

6. The ship cast off at 1000 Monday 24th and, on clearing the channel, turned south for patrol of areas A and B. The good weather experienced during the previous patrol was maintained. At 0830 Wednesday 26th BARRICADE berthed at the resort jetty at Brampton Island primarily to visit the coastwatcher on the island and secondly to offer the crew a morale boosting resort visit. The ship departed Brampton Island at 1000 Thursday 27th and continued patrol of Area B.

7. The ship proceeded as far south as the Percy Islands before returning to Mackay at 1400 Friday 28th. The ship remained at Mackay outer harbour until 1000 Sunday 30th to enable Mackay natives a chance to spend a little time with families. Visits to Mackay are, however, encumbered by the tidal ranges and the fact that the harbour offers little refuge. Berthed at the Breast wharf, the ship has to be well fendered to overcome the ground swell when there is no westerly component in the wind.

8. Upon leaving Mackay BARRICADE proceeded north through the Whitsunday Islands. At 1630 the ship berthed at the jetty at Hayman Island where she remained at the end of the period.

#### Engineering

9. All engineering equipment performed satisfactorily during the month. However, TM179 RE 11/81 was raised on Tuesday 25th when a broken rocker gear stud had to be replaced on B2 port main engine. Work conducted during AMP has been reported at paragraph 5 above. URDEF 44/81 (Rocker covers) was rectified on Friday 28th.

#### Electrical

10. All electrical equipment has performed satisfactorily during the month. Three outstanding INDEF's were rectified on Wednesday 26th. INDEF 70/81 (Thompson TRC-300 portable HF transceiver) was rectified following repair to the cracked aerial coupler. INDEF 77/81 and 78/81 (Starboard main engine pyropress and starting system) were rectified by the fitment of a new pyropress and by rewiring from pyropress junction box to the pyropress.

#### Health, Welfare and Morale

11. The health and welfare of the ship's company is good. Morale continues to improve and conduct is good.

I have the honour to be,

Sir,

Your obedient servant,



For (J.W. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

ANNEXES: A. Steaming Details  
B. Exercise Details

ANNEX A to HMAS BARRICADE  
letter 1.16.8A dated

2nd December 1980

STEAMING DETAILS - NOVEMBER 1980

1.	Distance steamed during period	1,846 nm
2.	Distance steamed since Commissioning	279,055 nm
3.	Hours underway during period	128
4.	Hours underway since Commissioning	20,818
5.	Occasions for exceeding economical speed	Nil



ANNEX B to HMAS BARRICADE  
letter 1.16.8A dated

2nd December 1980

EXERCISE DETAILS FOR NOVEMBER 1980

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
Blind Pilotage	by XO	3rd 7th 25th 26th 27th 28th 30th
Gyro Failure	by COX	30th
Engine Breakdown Drills	by COX	30th
<u>Gunnery</u>		
Small Arms Firing		30th
<u>NBCD</u>		
Major DCX		25th
Fire, Flood or I.E.D. Exercises		Daily
<u>Seamanship</u>		
Proved Watchbill		25th

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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

16 JAN 1981

AF 1/16/18(80)

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

HMAS BARRICADE - REPORT OF PROCEEDINGS  
DECEMBER 1980

Forwarded.



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

Enclosure: HMAS BARRICADE Report of Proceedings for  
December 1980

RESTRICTED

1.16.8A

HMAS BARRICADE  
At CAIRNS  
2nd January, 1981.

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (AFLOAT)  
HMAS MELBOURNE

For Information:

The Naval Officer-in-Charge  
CAIRNS

The Naval Officer Commanding  
QUEENSLAND

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS  
PERIOD 1st DECEMBER 1980 - 2nd JANUARY 1981

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st December 1980 to 2nd January 1981. All times unless otherwise stated are in Zone KILO (-10).

2. At the beginning of the period BARRICADE was berthed at the Hayman Island jetty conducting an operational visit where she remained until 0830 Tuesday 2nd. At that time the ship proceeded northwards and anchored in Cleveland Bay at 1800 the same day. During the forenoon of Wednesday 3rd the Executive Officer visited the coastwatcher at Cape Cleveland lighthouse, The ship remained at anchor until 0700 Thursday 4th. After weighing anchor BARRICADE continued north to conduct firings in R791A/B during the afternoon. Having completed a very successful weapons practice BARRICADE came to anchor at Fitzroy Island at 1900 on Thursday 4th.

3. After having weighed anchor at 0745 Friday 5th BARRICADE proceeded into Trinity Inlet and berthed at No 1 wharf Cairns at 0900. The ship remained in Cairns until Monday 8th to enable minor administrative matters to be dealt with as well as taking on fuel and stores during the forenoon of Monday 8th. At 1300 that day BARRICADE departed Cairns and proceeded north to conduct surveillance patrol of area A on passage to Weipa. BARRICADE

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berthed at Evans landing, Weipa, at 1300 Wednesday 10th and after having fuelled, remained until 1000 Thursday 11th.

4. Upon departure from Weipa, BARRICADE proceeded southwards into the Gulf of Carpentaria until 1900 Thursday 11th when instructions were received ordering the ship to proceed to Thursday Island for fuel prior to investigating the presence of a Taiwanese Clam Boat in the eastern Torres Strait.

5. After fuelling at Thursday Island during the forenoon of Friday 12th BARRICADE proceeded for the Torres Strait area at 1530 that day only to encounter rough weather in the southern strait which deteriorated further. At 1800 I reversed course and returned to the Normanbay Sound to seek refuge, anchoring at 2200. At 0900 Saturday 13th BARRICADE berthed at the Main wharf at Thursday Island. Instructions received at that time ordered the ship to remain alongside until Monday 15th. At 0700 on that day BARRICADE cast off and proceeded northward through the Great North East Channel and anchored at Darnley Island at 1730 awaiting further instructions regarding the apprehension of the Taiwanese Clam Boat.

6. At 0700 Wednesday 17th, having received no further instructions BARRICADE weighed anchor and proceeded in accordance with the sailing signal. The ship proceeded to Thursday Island, arriving at the fuelling wharf at 1500. On completion of fuelling at 1600 the ship departed via Prince of Wales Channel and proceeded south on passage to Cairns. At 0830 Friday 19th BARRICADE proceeded into Trinity Inlet and berthed at No 10 wharf at 0930. The Ship took on fuel then shifted berth at 1030 to No 1 wharf alongside HMAS BAYONET.

7. On Monday 22nd BARRICADE commenced AMP. The forthcoming holiday season also provided a good opportunity to send a number of the ship's company on leave. With only minor maintenance to be carried out and the advert of the cyclone season the ship remained at four hours notice for sea until the end of the period. LEUT A.R. SPELTA RAN, Commanding Officer designate, joined on Monday 22nd and at 1200 Friday 2nd January I handed over Command to LEUT SPELTA.

8. At the end of the period BARRICADE was alongside HMAS BAYONET at No 1 wharf, Cairns.

Engineering

9. All main and auxiliary machinery performed satisfactorily throughout the period. A quarterly full power work up was successfully completed during the afternoon of Wednesday 17th in the Great Northeast Channel in good weather conditions.

Electrical

10. All electrical equipment has performed satisfactorily throughout the period with only minor repairs or planned maintenance being carried out.

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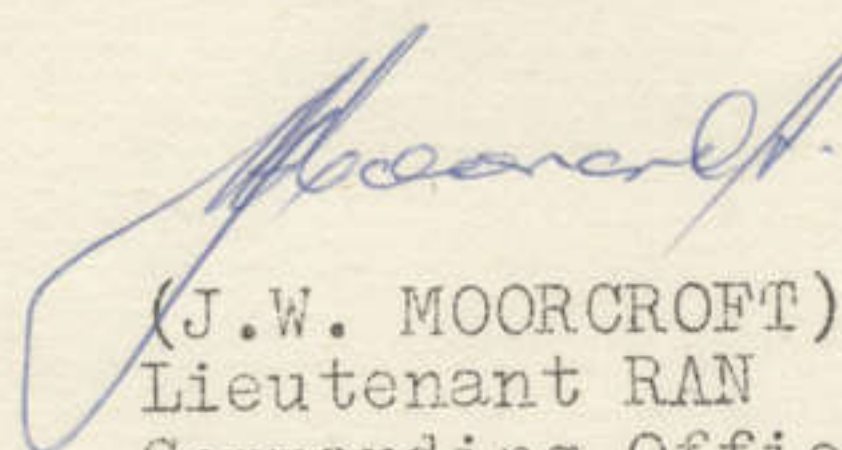
Health, Welfare and Morale

11. The health of the ship's company is good. All members are still undergoing malaria prophylaxis following the PNG deployment. Welfare and conduct is good and morale is high.

I have the honour to be,

Sir,

Your obedient Servant,



(J.W. MOORCROFT)  
Lieutenant RAN  
Commanding Officer

Annexes: A. Steaming Details  
B. Exercise Details

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ANNEX 'A' TO HMAS BARRICADE  
LETTER 1.16.8A DATED 2nd JANUARY 1981

STEAMING DETAILS FOR THE PERIOD  
1st DECEMBER 1980 - 2nd JANUARY 1981

1.	Distance steamed during period	2,212 nm
2.	Distance steamed since Commissioning	281,267 nm
3.	Hours underway during period	149
4.	Hours underway since Commissioning	20,966
5.	Occasions for exceeding economical speed	Nil

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ANNEX 'B' TO HMAS BARRICADE  
LETTER 1.16.8A  
DATED 2nd JANUARY 1981

EXERCISE DETAILS FOR THE PERIOD  
1st DECEMBER 1980 - 2nd JANUARY 1981

<u>Exercise</u>	<u>Remarks</u>	<u>Date</u>
<u>Navigation</u>		
Anchorage	by XO	2nd, 4th, 5th, 17th
Blind Pilotage		2nd, 4th, 5th, 11th 12th, 15th, 18th.
MOBEX	by all OOW's	10th.
<u>Gunnery</u>		
SUFX (40/60, .50 CAL, 81mm)		4th
Small Arms Firing		4th
<u>NBCD</u>		
Minor NBCDX		2nd
Daily Fire, Flood or I.E.D. Exercises		Daily
<u>Seamanship</u>		
BOARDX		12th

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