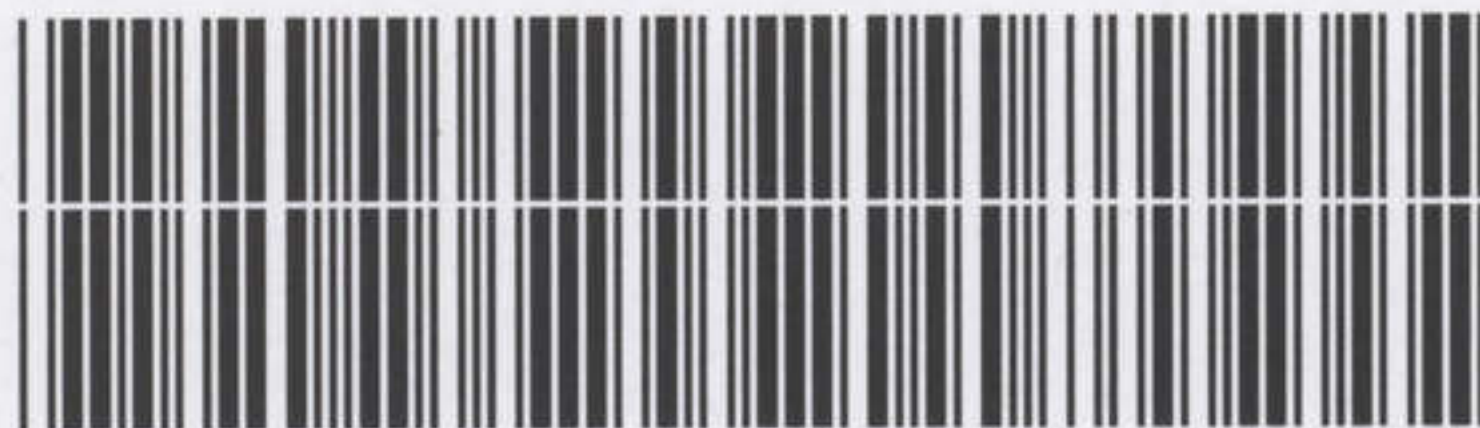


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS BARRICADE

Item number: 55/11

Title: January-December 1980



AWM78-55/11

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Extension 3139

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

AF 1/16/18

25 FEB 1981

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

HMAS BARRICADE - REPORT OF PROCEEDINGS
JANUARY, 1981

Forwarded.

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

Enclosure: ^{AB} HMAS BARRICADE Report of Proceedings for
January, 1981 dated 1 February, 1981

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DEPARTMENT OF DEFENCE
(NAVY)

Tel. No. 815018
Ref. No. 1/16/8A

HMAS BARRICADE
at DARWIN

1st February 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

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

For Information

The Naval Officer Commanding, NORTH AUSTRALIA AREA
The Naval Officer Commanding, QUEENSLAND
The Naval Officer-in-Charge, CAIRNS
The Commander, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS
PERIOD 2ND TO 31ST JANUARY 1981

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my command for the period 2nd to 31st January 1981. All times unless otherwise stated are in zone Kilo.

2. At 1200 Friday 2nd January I assumed command of HMAS BARRICADE from Lieutenant J.W. Moorcroft RAN. The ship was in an Assisted Maintenance Period berthed alongside HMAS BAYONET at No. 1 Wharf, Cairns, where she remained until 12th January.

3. The ship proceeded to sea at 1030 Monday 12th to commence a five week surveillance patrol of areas A, B and C. After clearing pilotage waters, Special Sea Dutymen fell out and proceeded below decks to discover a minor flood in the Senior Sailors' Mess. The ship was immediately piped to emergency stations and as a matter of caution the ship's course was altered to return to Cairns.

/4. The origin

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- 2 -

4. The origin of the flood, which was from the forward heads, was quickly established and stopped by the use of a damage control plug. Permanent arrest of the flooding was achieved by replacing the duckbill and discharge overboard valve which had been removed prior to sailing to clear the blocked heads. In view of the sea state, the ship returned to harbour to allow personnel to more effectively implement clean-up operations.
5. The ship entered Cairns harbour and berthed star-board side to HMAS BAYONET at No. 1 wharf at 1202. With clean-up operations completed, the ship proceeded back to sea at 1420 to recommence passage northward to Thursday Island. At 2359 that night the ship anchored west of Cape Flattery.
6. The anchor was weighed at 0700 the following morning and passage was continued to Thursday Island. Whilst on passage, instructions were received amending the ship's programme to undertake surveillance patrol of areas R, S and T.
7. At 1200 Wednesday 14th, the ship berthed at the Caltex Fuelling Wharf, Thursday Island, and on completion of fuelling moved to the Main Jetty where she remained overnight.
8. The ship proceeded to sea at 1010 the following morning to commence passage westward across the Gulf of Carpentaria. On passing Booby Island, the sea and swell steadily increased, and with gale force winds predicted on the western side of the Gulf, the decision to return to Thursday Island was made. The ship re-berthed on the Main Jetty at 1412 and remained weather bound at Thursday Island for two days. At 1020 the following day the ship moved from her Main Jetty berth to an anchorage south of this jetty to allow the merchant vessel "ALBANY" the use of the wharf.
9. The anchor was weighed at 1000 Saturday 17th to recommence passage westward to Gove. An uneventful passage allowed the ship to berth at the General Cargo Wharf, Gove at 1344 (IK) Sunday 18th.
10. Fuelling was due to commence the following morning but due to a local industrial dispute at the NABALCO complex, the ship was advised that delivery of the fuel would be delayed 24 hours. A fuel tanker, however, did arrive that afternoon but only enough fuel was carried to bring the ship to 90% capacity.
11. At 1330 (IK) Tuesday 20th Operational Control was chopped from NOIC Cairns to NOCNA.
12. The remaining fuel was embarked during the afternoon of Tuesday 20th, after which the ship proceeded to sea at 1630 (IK) for passage to Darwin. After rounding Cape Wessel the ship's course was altered to close radar contacts to the north west. A total of nine contacts were detected, seven of which

/were visually

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- 3 -

were visually identified as licensed Taiwanese gillnetters fishing within their allocated fishing areas. The remaining two contacts were not identified as they were too far away from the ship's planned track.

13. Coastal passage north of Arnhem Land continued until a stationary contact was detected in the vicinity of New Year Island. This contact was later identified as the livestock ship "MERINO EXPRESS" registered in Monrovia, lying at anchor with an engine breakdown. Passage continued north and west of Melville Island without further incident. The ship entered Darwin harbour and berthed alongside HMAS AWARE at the Patrol Boat Landing, Stokes Hill Wharf at 1812(IK) Thursday 22nd.

14. Whilst alongside at Darwin tests were conducted on the lube oil from both Main Engines. The starboard engine required a change of oil due to excessive carbon content, whilst the port engine was found to have excessive fuel dilution which rendered the engine unserviceable. URDEF 48/81 was subsequently raised on Tuesday 27th. Additionally URDEF 47/81 was raised for No. 2 air conditioner compressor and INDEF 85/81 was raised for the port main engine starter motors.

15. With assistance from HMAS COONAWARRA staff, maintenance progressed to a stage when sea trials were conducted between 1000 (IK) and 1200(IK) on Wednesday 28th. However, earlier symptoms of exhaust temperature scatter and fuel dilution of the lube oil of the Port main engine continued to persist.

16. At the end of the period, HMAS BARRICADE was alongside HMAS ASSAIL at the Patrol Boat Landing, Stokes Hill wharf, Darwin continuing maintenance to rectify URDEF 48/81.

Engineering

17. All main and auxiliary machinery performed satisfactorily with the exception of the port main engine which has been reported in paragraphs 14 to 16. Other routine maintenance and minor defects have been progressed satisfactorily.

Electrical

18. Quite a number of electrical defects have occurred during the period. They include:

- a. flying bridge starboard tachometer replaced
- b. navigational horn replaced
- c. engineroom starboard supply fan motor replaced
- d. Marconi lifeguard alarm replaced
- e. 'B' bank starter motors changed on port main engine, and
- f. pyrometer changed on starboard main engine.

/Other minor

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- 4 -

Other minor defects and maintenance have progressed satisfactorily.

Health, Welfare and Morale

19. The health and welfare of the ship's company is good. Morale is also good and appears unaffected by the unexpected deployment to the North Australia Area.

I have the honour to be,

Sir,

Your obedient Servant,



(A.R. SPELTA)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details

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ANNEX A TO
HMAS BARRICADE LETTER 1/16/8A
OF 1ST FEBRUARY 1981

STEAMING DETAILS FOR THE PERIOD
2ND-31ST JANUARY 1981

1. Distance steamed during period	1,593
2. Distance steamed since commissioning	282,860
3. Hours underway during period	124
4. Hours underway since commissioning	21,090
5. Occasions for exceeding economical speed	Nil

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ANNEX B TO
HMAS BARRICADE LETTER 1/16/8A
OF 1ST FEBRUARY 1981

EXERCISE DETAILS FOR THE PERIOD
2ND-31ST JANUARY 1981

<u>Navigation</u>	<u>Remarks</u>	<u>Date</u>
Anchorage		12th and 16th
Blind Pilotage	by XO	12th, 13th, 14th, 15th and 18th
 <u>Gunnery</u>		
Nil		
 <u>NBCD</u>		
Emergency Stations		12th
Fire, Flood or IEO Exercises		Daily
 <u>Seamanship</u>		
Boat Lowering and Hoisting	..	13th and 16th

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3-3-81

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

17 MAR 1981

AF 1/16/16

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

HMAS BARRICADE - REPORT OF PROCEEDINGS - FEBRUARY, 1981

1. Forwarded.
2. The Commanding Officer, HMAS BARRICADE has been directed to pay closer attention to the quality of reproduction of his reports of proceedings.

Ian H. Richards

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

⁹¹⁷
Enclosure: HMAS BARRICADE Report of Proceedings for February
1981 dated 2 March, 1981

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1.16.8A

HMAS BARRICADE
at Cairns

2nd March 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

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

For Information:

The Naval Officer Commanding
NORTH AUSTRALIA AREA

The Naval Officer Commanding
QUEENSLAND

The Naval Officer-in-Charge
CAIRNS

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS
PERIOD 1st to 28th FEBRUARY 1981

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 28th February 1981. All times unless otherwise stated are in Zone India Kilo (-9 $\frac{1}{2}$).

2. At the beginning of the period BARRICADE was alongside HMAS ASSAIL at the Patrol Boat Landing (PBL), Stokes Hill Wharf, Darwin, continuing maintenance to rectify URDEF 48/81 (Port Main Engine exhaust temperature scatter and lube oil fuel dilution). By that time a suspect FWD 'B' bank fuel pump had been replaced and the ship was ready for sea trials. The ship cast off at 0904 Sunday 1st and proceeded out of Darwin Harbour, however the trials were aborted at 0924 when backfire was detected in the Port Main Engine. The ship returned to harbour on the Starboard Engine only and came alongside HMAS ASSAIL at 0958.

3. The rocker cover on 'B5' piston was removed to reveal the rocker mechanism on this piston. The defect was rectified and the ship conducted further sea trials between 1430 and 1636 on the same day after which she returned to her previous berth. With the trials having been successful, 'URDEF 48/81 rectified' was raised.

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4. At 1000 Monday 2nd, the ship cast off and proceeded to sea for a three day surveillance patrol. The ship made westward coastal passage within the Joseph Bonaparte Gulf and then ocean passage to the North West and then North East near the outer limit of the Australian Fishing Zone.
5. At 1630 Wednesday 4th, orders were received from NOCNA to make a landfall on Melville Island and then proceed to the North East to search for a pair of Taiwanese fishing trawlers which were suspected of illegal fishing. Further signal traffic indicated the likelihood of boarding investigation and apprehension. It was later established that the initial sighting report was incorrect, and subsequently the search operation was cancelled. Passage to Darwin was made via the Vernon Islands.
6. The ship berthed alongside HMAS ARDENT at the PBL, Stokes Hill Wharf, Darwin at 1112 Thursday 5th. BARRICADE remained here overnight until 1000 the following morning when the passage to Gove was commenced.
7. Soon after departure, a Foreign Fishing Vessel which was making passage towards Darwin was visually identified and reported. BARRICADE's passage continued to the West and North of Melville Island without incident.
8. During the daylight hours of Saturday 7th, an Australian fishing vessel and landing barge were sighted to the South and South East of New Year Island. Passage continued eastward to the North of Arnhem Land along the line marking the area closed to the Taiwanese fishing vessels. During the night of Saturday 7th, ten Taiwanese gillnetters were visually identified. Each of these vessels had up to five mile of net streamed on the surface and most were fishing close to the limit of the 'declared closed area'.
9. Having experienced a following set during the passage the ship came to anchor 2.5 miles south of Truant Island at 1138 on Sunday 8th. The anchor was weighed at 1400 and the ship proceeded to Gove Harbour where she berthed alongside the General Cargo Wharf at 1630. She remained here overnight and commenced fuelling late the following morning. Due to the slow rate of fuelling, departure was delayed until 1300.
10. At 1300 Monday 9th, operational control was chopped from NOCNA to NOIC CAIRNS.
11. Eastward passage across the Gulf of Carpentaria continued until orders were received at 0900K Tuesday 10th to make best possible speed to Thursday Island in view of Cyclone Eddie bearing down on the Far North Queensland coast. Fast Routing speed was exceeded between 0924K and 1342K. The ship berthed alongside the Caltex Wharf, Thursday Island at 1415K. After fuelling BARRICADE shifted berth at 1530K to alongside the Department of Transport vessel "LUMEN" at the Main Wharf. BARRICADE remained here overnight and cast off at 1300K the following day to commence passage south to Cairns. By this time Cyclone Eddie was in the far south of the Gulf of Carpentaria heading in a South Westerly direction.
12. Passage south was made via the recommended track until the ship came to anchor north of Howick Island at 1434K on Thursday 12th. The anchor was weighed at 2000K and passage recommenced.

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13. The ship berthed at No 10 wharf Cairns at 0900K Friday 13th and after fuelling, she shifted berth to alongside HMAS BARBETTE at No 1 wharf at 1136K. An Assisted Maintenance Period (AMP) commenced Monday 16th. At the end of the period, HMAS BARRICADE was alongside No 1 wharf Cairns continuing AMP.

Engineering

14. After rectifying the Port Main engine defect (reported paragraphs 2 and 3), all main and auxiliary machinery performed satisfactorily throughout the period. Minor repairs and 1,000 hour planned maintenance routines were completed for both main engines and both diesel generators during the AMP.

Electrical

15. All electrical equipment with the exception of the Navigation horn and windlass motor have performed satisfactorily throughout the period with only minor repairs or planned maintenance being carried out. The navigational horn has again been rendered unserviceable due to ingress of water. URDEF 49/81 was raised on 27th February for the windlass motor which became unserviceable.

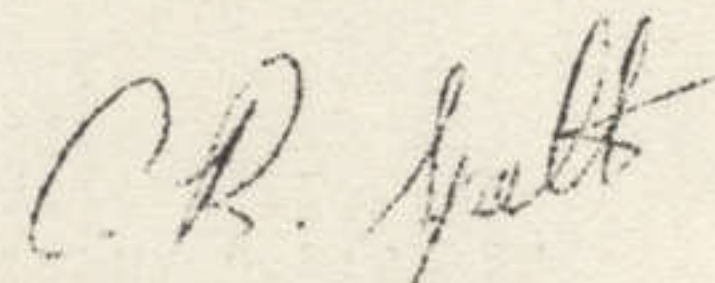
Health, Welfare and Morale

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

I have the honour to be,

Sir,

Your obedient Servant,



(A.R. SPELTA)
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 March 1981

STEAMING DETAILS FOR THE PERIOD
1st to 28th FEBRUARY 1981

1.	Distance steamed during the period	2,543
2.	Distance steamed since Commissioning	285,403
3.	Hours underway during period	192
4.	Hours underway since Commissioning	21,282
5.	Occasions for exceeding fast routeing speed	10th - 0924K-1 ²

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ANNEX B to HMAS BARRICADE
letter 1.16.8A dated

2nd March 1981

EXERCISE DETAILS FOR THE PERIOD
1st to 28th FEBRUARY 1981

<u>Ex No</u>	<u>Short Title</u>	<u>No of Ex for Month</u>	<u>Total Hours</u>	<u>Date of</u>
<u>Seamanship and General Evolutions</u>				
-	Anchorage	2	1	8, 12
-	Changed Anchors	1	2	9
-	MOBEX	6	0.6	4(1) 9(5)
-	Boat lowering & hoisting	4	2	2, 4, 12
<u>Navigation</u>				
29	Blind Pilotage	2	1	2, 5
-	Anchorage	2	1	8, 12
<u>NBCD</u>				
-	Action Stations	1	0.1	12
-	Leaving Ship Stations	1	0.1	12
-	Fire, Flood or IED Exercise	28	2.3	12
<u>NAVCOMEX</u>				
-	NCX 602	1	0.3	5
118	NCX 401	1	0.2	13
-	Ship Shore/US NAVOPS	1	0.3	25

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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

02 APR 1981

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

HMAS BARRICADE REPORT OF PROCEEDINGS -
1 - 22 MARCH, 1981

Forwarded.

Ian H. Richards

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BARRICADE Report of Proceedings
for period 1-22 March, 1981 dated 22 March,
1981

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HMAS BARRICADE
at Cairns

22nd March 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

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

For Information:

The Naval Officer Commanding
QUEENSLAND

The Naval Officer-in-Charge
CAIRNS

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

HMAS BARRICADE - REPORT OF PROCEEDINGS
PERIOD 1st TO 22nd MARCH 1981

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 22nd March 1981. All times unless otherwise stated are in Zone Kilo (-10).
2. At the beginning of the period, HMAS BARRICADE was alongside No 1 wharf, Cairns continuing an Assisted Maintenance Period (AMP). The AMP completed on Tuesday 3rd when sea trials were conducted between 1300 and 1430 in the vicinity of the Entrance Channel beacons outside Cairns. The trials revealed minor mechanical and electrical defects which were rectified after returning to harbour.
3. At 0800 Wednesday 4th, BARRICADE departed Cairns in company with HMA Ships BARBETTE and BAYONET to conduct the biannual squadron exercise. Throughout the day each ship participated in both squadron and individual ship exercises until a formation anchorage at Fitzroy Island was conducted at 2310.
4. Anchors were weighed at 0700 the following morning. During the forenoon URDEF 50/81 was raised. Although this limited the ship to one engine, BARRICADE continued to participate in the squadron exercises but to a lesser degree. The squadron exercises concluded that afternoon when a formation entry into Cairns harbour was completed. BARRICADE secured to No 1 wharf ahead of HMA Ships BARBETTE and BAYONET.

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5. The ship was programmed to commence a Northern patrol at 0900 Friday 6th but departure was delayed due to a further defect, (URDEF 51/81, faulty pyropress on the Port Main Engine). During the day the ship shifted to No 10 wharf to fuel after which she returned to her former berth at No 1 wharf. With all defects rectified, the ship departed Cairns at 1600 to commence passage to Weipa.

6. A rendezvous was made with HMAS FLINDERS at anchor near Arnold Island at 0015 Sunday 8th to conduct a boat transfer of mail and stores.

7. The ship entered Weipa harbour at 1515 Sunday 8th and then anchored in the harbour because insufficient room was available at the Evans Landing Wharf. After fishing vessels were moved further along the wharf, BARRICADE weighed anchor and proceeded to her allocated berth where she remained overnight.

8. Departure from WEIPA was made at 1000 Monday 9th and course was set for passage to Gove. Whilst on passage a number of defects were detected, which required three INDEFs to be raised. The ship berthed at the General Cargo wharf Gove at 1025IK Tuesday 10th. A further defect on the Port diesel alternator required URDEF 52/81 to be raised. The ship remained at Gove for three days to await the arrival of the necessary spare parts from Cairns to make good the defects.

9. Departure from Gove was made at 1000 IK Friday 13th and an easterly course was set across the Gulf for Thursday Island. Late in the afternoon, three licenced Taiwanese gillnetters were identified and reported. The vessels were operating in their allowed area of fishing operations.

10. BARRICADE arrived at Thursday Island at 1410 Saturday 14th and berthed at the Caltex Wharf to fuel. On completion, she shifted to the Main Wharf outboard of HMAS FLINDERS to embark Australian Institute of Marine Science equipment for passage to Cairns. The ship departed Thursday Island at 1700 that same day.

11. An uneventful passage was completed when the ship berthed at No 10 wharf Cairns at 0800 Monday 16th. On completion of fuelling, the ship shifted berth to No 1 Wharf ahead of HMAS BARBETTE. The ship remained here until 0837 Thursday 19th when the ship proceeded out of harbour to conduct engine trials after which she returned to harbour and berthed outboard of HMAS AWARE at No 1 wharf.

12. At 1530 Sunday 22nd, I handed over Command to Lieutenant Commander G.S. SMETHURST RANR for the forthcoming RANR exercises code named ANCHORMAN.

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

Engineering

14. URDEF 50/81 was raised on Thursday 5th due to developed cracks around the securing stud on the fuel oil filter of the Port Main Engine. This defect necessitated the shut down of the Port Main Engine. The fault was rectified at Cairns on Friday 6th.

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15. Whilst on passage from Weipa to Gove, unexplained noises were detected in the Port Diesel Alternator. This unit was shut down and fresh water was noticed to be leaking out of the pump. The pump was removed and overhauled after which the unit was run up but the noises persisted. They were traced to the blower unit which required URDEF 52/81 to be raised. The fault was rectified at Gove on Thursday 12th.

16. All other main and auxiliary machinery performed satisfactorily throughout the period.

Electrical

17. During the month continuing trouble has been experienced with the Pyropresses. The pyropresses have been changed four times on the starboard main engine and twice on the port main engine. Faults with the pyrometers have also occurred, however continued work by Base staff HMAS CAIRNS and ship's staff have slowly overcome the faults.

18. On Friday 6th a new windlass motor was fitted due to the breakdown of motor insulation in the former unit.

19. All other electrical equipment has performed satisfactorily with minor defects repaired by ship's staff.

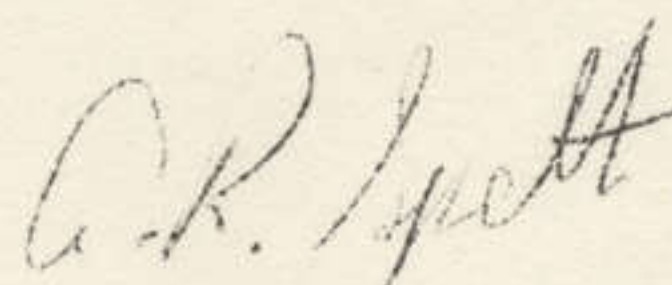
Health, Welfare and Morale

20. The health, welfare and morale of the ship's company is good. During the afternoon of Tuesday 10th, the ship's company received a lecture on the aspects of security and alcohol abuse. Whilst the ship is being manned by the RANR crew for the next fortnight, all ship's company will be proceeding on long leave.

I have the honour to be,

Sir,

Your obedient Servant,



(A.R. SPELTA)
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

22nd March 1981

STEAMING DETAILS
FOR THE PERIOD 1st-22nd MARCH 1981

1.	Distance steamed during period	2,138
2.	Distance steamed since Commissioning	287,541
3.	Hours underway during period	165
4.	Hours underway since Commissioning	21,447
5.	Occasions for exceeding economical speed	Nil

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ANNEX B to HMAS BARRICADE
letter 1.16.8A dated

22nd March 1981

EXERCISE DETAILS FOR THE PERIOD
1st to 22nd MARCH 1981

<u>Ex No</u>	<u>Short Title</u>	<u>No of Ex for Month</u>	<u>Total Hours</u>	<u>Date</u>
<u>Seamanship and General Evolutions</u>				
08	BOARDEX	1	1	4
10	OOW Manoeuvres	3	3	4 (2) 5 (1)
12	RASAPS (D)	2	1	4
18	TOW Fwd - Supply Gear	1	1	4
-	Boat lowering & hoisting	1	0.3	4
-	MOBEX	5	0.5	5 10 14 15 16
-	Berth Alongside & depart (XO)	1	0.2	6
-	Rigged Para Anchor	2	1	6 12
<u>Navigation</u>				
29	Blind Pilotage	5	2.5	5 6 8 9 10
31	Formation Anchorage	1	0.3	4
-	Pilotage Entry (Stage 4)	1	0.5	8
-	Pilotage Departure (Stage 4)	1	0.5	9
<u>NBCD</u>				
-	Emergency Stations	2	0.4	4 6
79	Major DCX	2	0.5	4 (2)
-	Fire, Flood or IED Ex	14	1.2	Daily Harbour
<u>NAVCOMEX</u>				
-	NCX 501	1	3	9
-	NCX 602	1	0.3	13
<u>Gunnery</u>				
136	AA3	1	2	5
151	SU2 (40/60, 50 cal)	1	1	4

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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

23 APR 1981

AF 1/16/18

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

HMAS BARRICADE REPORT OF PROCEEDINGS -
22 MARCH - 4 APRIL, 1981

*See also
report 20/3/81 -
4/4/81*

Forwarded.

Ian H. Richards

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BARRICADE Report of Proceedings
for period 22 March - 4 April, 1981 dated
4 April, 1981

1 COPY ONLY

HMAS BARRICADE
at Cairns
4th April, 1981.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

1-16-18

For Information:

The Naval Officer-in-Charge
CAIRNS

The Naval Officer Commanding
QUEENSLAND

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Commanding Officer (Reserves)
MELBOURNE PORT DIVISION RANR

Captain Naval Reserves
BRISBANE

The Commanding Officer
HMAS BARRICADE

Department of Defence (Navy Office)
CANBERRA

For Information

The Director of Naval Reserves and Cadets

HMAS BARRICADE - REPORT OF PROCEEDINGS
PERIOD 22 MARCH 1981 - 4 APRIL 1981

Sir,

1 I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 22nd March 1981 to 4th April, 1981. All times unless otherwise stated are in Zone KILO.

2 At the beginning of the period BARRICADE was alongside No. 1 Berth, Cairns manned by RAN personnel. At 1530 on 22nd March I assumed command from Lieutenant A.R. SPELTA, RAN and RANR personnel joined the ship for Exercise Anchorman 81.

3 At 0810 on Tuesday 24th March BARRICADE cast off and proceeded to sea in company with HMA ships AWARE, BARBETTE and BAYONET to conduct the exercises for EXERCISE ANCHORMAN 81 as detailed in Commander Australia Mine Warfare and Patrol Boat Forces Exercise Operation Order 1/81. Throughout the day the ship participated in both squadron and individual ship exercises including gunnery practice at a drum target until formation anchorage at Fitzroy Island at 1730.



4 At 2100 BARRICADE weighed anchor and proceeded into Cairns to embark a weapons maintainer and spare parts for weapons of other vessels of the squadron. BARRICADE rejoined the squadron at anchor at 0240 Wednesday 25th March.

5 At 0720 Wednesday 25th March BARRICADE weighed anchor in company with other vessels and during the morning initially towed the target for gunnery firings and then transferred the target to BARBETTE to enable BARRICADE to fire at the target with 40/60 and 0.5 calibre. During the afternoon rapid open-fire anti-aircrafting firings were carried out. The remainder of the day was taken up with officer-of-the-watch exercises and damage control exercises; culminating in "STATION MASTER" surface plotting and reporting exercises.

6 On completion BARRICADE night steamed southward in company. During this period the weather was unsettled with a rough SE'ly swell with seasickness taking its toll amongst the crew. During the early morning of Thursday 26th March course was set to the westward of Great Palm Islands to conduct exercises in calmer waters. On completion the ships set course southward for a night steaming exercise with BARRICADE in the lead.

7 The sea and swell remained heavy during the night and course was adjusted to pass through Whitsunday and Hillsborough Channels in calmer waters to enable the squadron to arrive in Mackay on schedule. Exercises planned for the night and morning were cancelled due to the weather. BARRICADE berthed port side to Breast Wharf, Mackay in company with the other vessels at 1215.

8 On Saturday 28th March the ships took VIP's to sea for two hours. Captain W.L. Owen, NOC Queensland and two local dignitaries were embarked in BARRICADE. At 1000 Sunday 29th March, BARRICADE and the three ships cast off and proceeded to sea. Course was set eastward for Scawfell Island for formation anchorage. During the evening a high grade crypto exercise was carried out by all ships.

9 After remaining at anchor overnight, at 0900 Monday 30th March, BARRICADE and the other three ships weighed anchor. During the day the ships carried out internal damage control exercises, small arms firings, a towex in which BARRICADE towed BAYONET, and navigation exercises transitting Whitsunday Passage and evening stars, followed by SCREENPLAY whilst on passage to Townsville.

10 On Tuesday 31st boarding exercises were carried out BARRICADE put an armed boarding party on BARBETTE which was simulating a foreign fishing vessel. On completion the squadron sailed in formation for Townsville, berthing at 1315.

11 After remaining alongside overnight all ships cast off at 0930, Wednesday 1st April. On clearing Townsville channel exercises of OOW manoeuvres using flags, towing exercises in which BAYONET towed BARRICADE and refuelling at sea approaches. During the afternoon a major damage control exercise involving an engine room fire and assistance from BAYONET was carried out. On completion all ships prepared for a night infiltration exercise in the Great Palm Islands. This exercise was successful and on completion the ships formed up and set course for the exercise area for gunnery firings on Thursday 2nd April.

12 On Thursday 2nd April small arms firing and anti-aircraft firings were carried out. At 1650 Commander Australian Mine Warfare and Patrol Boat Forces, Commander P.V. BLACKMAN boarded BARRICADE for passage to Cairns. A night navigation exercise was conducted through Grafton Passage and on completion the ships proceeded at economical speed for night navigation exercise.

13 At 0700 Friday 3rd April course was set for Cairns and BARRICADE berthed at No. 10 berth at 0830. On completion of refuelling BARRICADE moved to No. 1 berth Cairns.

14 At 1130 on Saturday 4th April I handed over command of HMAS BARRICADE to LEUT. A.R. SPELTA, RAN.

Engineering

15 All main and auxilliary machinery functioned satisfactorily during the period except for bearings failure on the auxiliary service pump, and the starboard main engine pyrometer for which URDEF's were raised.

Electrical

16 All electrical equipment performed satisfactorily during the period except for the HF receiver and the Thompson TRC 300 receiver for which URDEF's were raised.

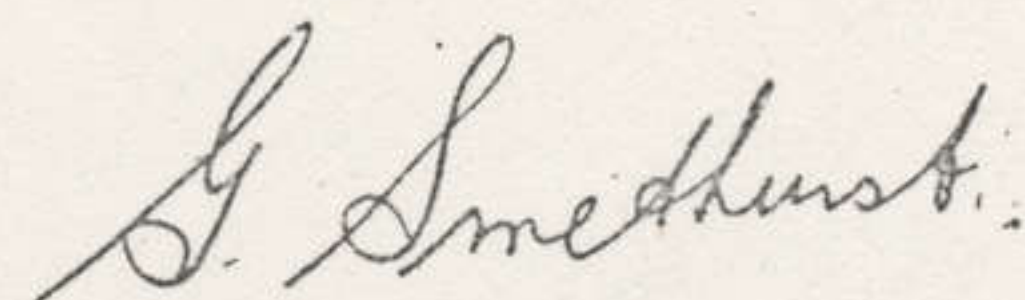
Health, Welfare and Morale

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

I have the honour to be,

Sir,

Your obedient Servant,



(G. J. SMETHURST)
Lieutenant Commander
Commanding Officer

ANNEXES A Steaming Details
B Exercise Details

ANNEX 'A' TO HMAS BARRICADE
LETTER DATED 4th APRIL 1981

STEAMING DETAILS

1.	Distance steamed during period	1567
2.	Distance steamed since Commissioning	289108
3.	Hours underway during period	106
4.	Hours underway since Commissioning	21553

ANNEX 'B' TO HMAS BARRICADE
LETTER DATED 4th APRIL 1981

TITLE	No. of EX. FOR MONTH	TOTAL HOURS	DATE
<u>Seamanship & General Evolutions</u>			
Emergency Stations	1	0.5	24/3
Leaving Ship Stations	1	0.5	24/3
Manoverboard	3	2.5	24/3 26/3 1/4
OOW Manoeuvres	8	11.5	24/3 (2) 25/3 26/3 28/3 31/3 1/4 2/4
Boat Lowering & Hoisting	2	1.0	24/3 29/3
OOW Eng. Steering Gear Breakdown	2	1.0	24/3 25/3
Boardex	4	6.0	26/3 (2) 31/3
Sternboard	3	1.5	26/3 31/3 2/4
Rasaps	2	2.5	26/3 1/4
Towex-Aft	1	2.0	30/3
Towex-Forward	1	2.0	1/4
Anti-infiltration	1	3.5	1/4
<u>Navigation</u>			
Formation Anchorage	2	1.0	24/3 29/3
Stationmaster	1	2.0	25/3
NEX Surface Plotting	1	1.0	25/3
Morning Stars	1	1.0	27/3
Evening Stars	1	1.0	30/3
Navex - Whitsunday Passage	2	6.0	27/3 30/3
Screenplay	1	2.0	30/3
Navex - Blind	1	1.5	2/4
Visual	1	1.5	2/4
<u>NBCD</u>			
Fire Party	4	4.5	24/3 25/3 30/3
Flood Forward	1	1.5	25/3
Faidex	1	1.5	1/4
Stream Para Anchor	1	1.0	25/3
<u>Gunnery</u>			
40/60 & 50 Cal. Drills and Safety Checks	1	0.5	24/3

TITLE	No. of Ex. FOR MONTH	TOTAL HOURS	DATE
<u>Gunnery - Cont'd.</u>			
SUTF	2	4.0	24/3
AAROFX	1	2.0	25/3
Small Arms Shoot	3	4.0	25/3
			30/3
AA Tracking	1	1.0	2/4 (2)
AACRF	2	3.5	2/4
			(2)

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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

28 MAY 1981

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

HMAS BARRICADE REPORT OF PROCEEDINGS -
4-30 APRIL, 1981

Forwarded.

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

Enclosure: HMAS BARRICADE Report of Proceedings
for period 4-30 April, 1981

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HMAS BARRICADE
at Cairns

5th May 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 4th TO 30th APRIL 1981

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 4th to 30th April 1981. All times unless otherwise stated are in Zone Kilo (-10).

2. At 1130 Saturday 4th I assumed command of HMAS BARRICADE from Lieutenant Commander G.J. SMETHURST RANR who was in command of the vessel during exercise Anchorman. HMAS BARRICADE was berthed at No 1 Wharf Cairns.

3. As Assisted Maintenance Period (AMP) was commenced on Monday 6th and completed on Thursday 17th. During this period routine maintenance was completed, defects were rectified, and the new satellite navigation equipment was installed. The ship remained at No 1 wharf throughout the AMP.

4. Sublieutenant J.A.H. MARSHALL RAN, Executive Officer designate joined on Monday 20th and handover was effected on Tuesday 21st.

5. At 1000 Wednesday 22nd, HMAS BARRICADE cast off from No 1 wharf Cairns and commenced a northward passage via the inner Great Barrier Reef route to conduct a surveillance patrol of area Alpha which included a number of visits to be made to personnel in the Coastwatcher organisation in the Torres Strait area.

6. During the first watch of Thursday 23rd the ship entered the Great North East Channel and continued Northward. At 0324 Friday 24th, BARRICADE anchored five cables north of Stephens Island. A visit to

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the island was made at 0700 after which the ship weighed anchor and proceeded south. During the day, visits were also made to Coconut Island at 1310 and Yam Island at 1630. At 1900 BARRICADE anchored in the vicinity of Sue Island where she remained overnight.

7. A visit to Sue Island was made at 0800 Saturday 25th after which the ship made passage to Thursday Island where she arrived at 1424 that day. BARRICADE berthed outboard of HMAS BARBETTE which was berthed at the Main Jetty Thursday Island. At 1400 the following day, BARRICADE laid off from the berth to allow BARBETTE to proceed to sea. BARRICADE then berthed alongside the Main Jetty.

8. Berth was moved to the Caltex Jetty at 0800 Monday 27th to refuel. Departure from Thursday Island was made at 1100 and passage north was made to Dauan Island where an anchorage was made at 1816. BARRICADE remained at this anchorage overnight.

9. Dauan Island was visited at 0800 Tuesday 28th after which BARRICADE proceeded to an anchorage northwest of Saibai Island where a visit was made at 1030. After weighing anchor at 1130 course was set for Mabuiag Island to the south where the ship anchored at 1700 and remained overnight.

10. Mabuiag Island was visited at 0800 the following morning. On completion, the anchor was weighed at 1000 and passage south was commenced. The ship came to anchor in Flinders Passage at 1423 after which the boat was lowered and sent to Thursday Island with mail. With the boat recovered, the ship resumed southward passage at 1507. Course was made through Albany Passage and continued until the ship came to anchor northwest of Cape Grenville at 2320 Wednesday 29th.

11. The anchor was weighed at 0012 and a rendezvous was made with HMAS BARBETTE in the vicinity of Cape Grenville. The two ships steamed in company throughout the night.

12. During Thursday 30th April the two ships took the opportunity to conduct exercises which included OOW manoeuvres, replenishment at sea approaches, sternboards and boarding, and a formation anchorage at the Flinders Island group at 1338. The two ships weighed anchor and proceeded at 1600 to continue passage south to Cairns.

13. At the end of the period, HMAS BARRICADE was enroute to Cairns in company with HMAS BARBETTE.

Engineering

14. During the first half of the period, the ship underwent an AMP. Maintenance was progressed and since then, all main and auxiliary machinery has performed satisfactorily.

Electrical

15. Continued electrical maintenance has been satisfactory. The satellite navigation equipment was fitted on Tuesday 7th and has since operated without fault. Defects did occur with the AN/URC 58 transceiver, however the defects were attributed to operator inexperience which led to equipment malfunction.

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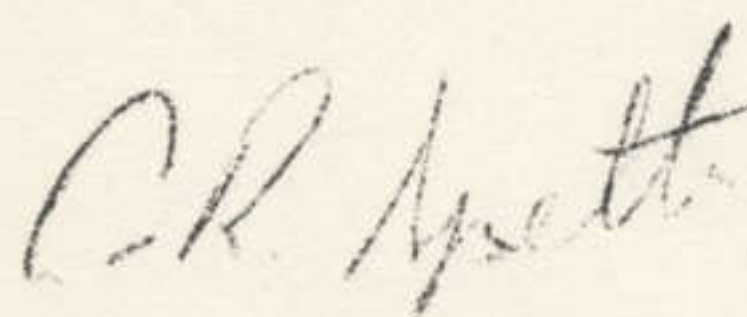
Health, Welfare and Morale

16. The health, welfare and morale of the ship's company has been good.

I have the honour to be,

Sir,

Your obedient Servant,



(A.R. SPELTA)
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

5th May 1981

STEAMING DETAILS 4th - 30th APRIL 1981

1.	Distance steamed during period	1,319
2.	Distance steamed since Commissioning	290,427
3.	Hours underway during period	97
4.	Hours underway since Commissioning	21,650
5.	Occasions for exceeding economical speed	Nil

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ANNEX B to HMAS BARRICADE
letter 1.16.8A dated

5th May 1981

EXERCISE DETAILS FOR THE PERIOD
4th TO 30th APRIL 1981

<u>Short Title</u>	<u>No of Ex for Month</u>	<u>Total Hours</u>	<u>Dates</u>
<u>Seamanship and General Evolutions</u>			
Boardex	1	0.4	30
Emergency Party Exercise	1	0.3	28
Leaving ship & Emergency Stations	1	0.1	27
OOW Manoeuvres	2	1.5	30
RAS Approaches Day	3	1.0	30
Boat Lowering & Hoisting	9	0.9	22, 24x3, 25, 27x2, 28x2.
MOBEX	5	0.5	27x2, 28x3.
Sternboards	2	0.3	30
<u>Navigation and AIO</u>			
Blind Pilotage	3	0.9	27, 28, 29
Formation Anchorage	1	0.5	30
Steam in Company	1	6.0	30
Night steam in Company	2	12.0	29, 30
<u>NBCD</u>			
Emergency Stations	1	0.2	27
Daily harbour fire, flood or IED Ex	18	1.5	Daily

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

AF 1/16/18

18 JUN 1981

3-3-81

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

HMAS BARRICADE REPORT OF PROCEEDINGS -
MAY, 1981

Forwarded.

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

mm
Enclosure: HMAS BARRICADE Report of Proceedings
for May, 1981 dated 2 June, 1981

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1.16.8A

HMAS BARRICADE
at Cairns

2nd June 1981

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 to 31st MAY 1981

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 31st May 1981. All times are in Zone Kilo (-10).

2. At the beginning of the period, BARRICADE was enroute from the Flinders Island Group to Cairns in company with HMAS BARBETTE. At 0730 Friday 1st, the two ships conducted a formation entry into Cairns harbour which completed at 0808 when BARRICADE berthed outboard of BARBETTE at No 1 wharf.

3. At 1000 Sunday 3rd, BARRICADE proceeded to an anchorage on the eastern side of Cairns harbour opposite the Marlin Wharf in preparation to act as the official start vessel for the 1981 Cairns to Port Moresby yacht race. After starting the race at 1030, BARRICADE returned to her former berth outboard of HMAS BARBETTE.

4. Departure from Cairns on Tuesday 5th was delayed by the ANURC 58 radio and gyro defects. The ship eventually proceeded to sea at 1836 that evening to commence a southern patrol to Brisbane. Experiencing favourable weather, the ship proceeded through the Whitsunday Passage at 1730 Wednesday 6th and continued south until an anchorage northwest of Heron Island was made at 1215 Thursday 7th. A call was made upon the resort manager for the purpose of coastwatcher assessment. After weighing anchor at 1404 the ship continued passage south to Brisbane.

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5. The ship entered the Brisbane River at 1309 Friday 8th and made passage upstream until 1412 when the ship berthed at Dalgety's No 2 wharf. Here the ship refuelled after which she proceeded to a berth outboard of HMAS LABUAN at the southern end of HMAS MORETON wharf.

6. Departure from Brisbane on Monday 11th was delayed by a starboard generator defect. Departure was eventually made at 1200 that day to commence the return passage north. An increasing southeasterly Trade and a following sea were experienced until an anchorage was made at 0600 Wednesday 13th north of Dent Island in the Whitsunday Group of islands.

7. During the day, anchorages were also made northwest of Long Island at 1110 and north of South Molle Island at 1239. At each anchorage, calls upon personnel in the coastwatcher organisation were made. At 1648 the same day, the ship berthed at the South Molle Island jetty. An overnight stay at the island was made where personnel were invited to make use of the resort facilities. Departure was made at 0700 the following day to continue the northward passage.

8. Continued strong southeasterly winds were experienced throughout the day until an anchorage west of Cape Cleveland was made at 1600 Thursday 14th. The ship proceeded at 1746 to a more sheltered anchorage west of Orpheus Island in the Palm Island group. The ship remained here from 2130 until 0200 the following morning when passage north was recommenced.

9. A scheduled firing of the main armament during the following morning Friday 15th was cancelled due to the unfavourable weather and sea conditions. The ship proceeded to Cairns where she berthed at No 10 wharf at 1136 the same day. After refuelling the ship proceeded to a berth outboard of HMAS BAYONET at No 1 wharf.

10. At 0800 Monday 18th the ship proceeded to the NQEA fitting out wharf to commence a two weeks Assisted Maintenance Period. During this time a funnel modification was made and the exhaust wastage defect was rectified. The ship remained here until 1330 Friday 29th when berth was shifted to No 1 wharf ahead of HMAS BARBETTE.

11. At the end of the period, HMAS BARRICADE was at No 1 wharf, Cairns, completing an Assisted Maintenance Period.

Engineering

12. A four monthly work-up to full power on Thursday 7th was aborted due to excessive exhaust temperatures in the Port Main Engine and an inability to attain the required revolutions on the Starboard Main engine. Performance of the main and auxilliary machinery has otherwise been satisfactory. During the AMP of 18-29th May, 500 hour planned maintenance routines were carried out on both main engines whilst 250 hour planned maintenance routines were carried out on both diesel alternators and gearboxes.

Electrical

13. Whilst in Brisbane on Saturday 9th, the aft bearing of the starboard generator collapsed. A replacement bearing was local purchased and fitted on Monday 11th. On return to Cairns the generator was freon

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cleaned. Difficulties with tuning the AN/URC 59 transceiver still persist despite intensive tests and checks on the equipment (INDEF 96/81 refers).

14. During the AMP, the ships NI-CAD batteries were landed to HMAS CAIRNS for re-cycling. The auxiliary general service pump motor was also landed to the base to enable new bearings to be fitted. The motor was subsequently found to be defective and a new motor was signal demanded (INDEF 97/81 refers). All other equipment has performed satisfactorily with minor defects rectified by ship's staff.

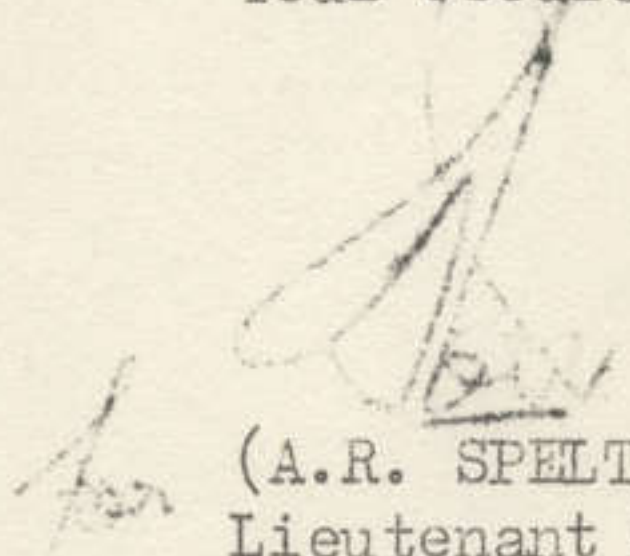
Health, Welfare and Morale

15. The health, welfare and morale of the ship's company have been good.

I have the honour to remain,

Sir,

Your obedient Servant,


(A.R. SPELTA)
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 1981

STEAMING DETAILS MAY 81

1.	Distance steamed during period	1,870 nm
2.	Distance steamed since Commissioning	292,297 nm
3.	Hours underway during period	141
4.	Hours underway since Commissioning	21,791
5.	Occasions for exceeding economical speed	Nil

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ANNEX B to HMAS BARRICADE
letter 1.16.8A dated

2nd June 1981

EXERCISE DETAILS FOR THE PERIOD
1st to 31st MAY 1981

<u>Short Title</u>	<u>No of Ex for Month</u>	<u>Total Hours</u>	<u>Dates</u>
<u>Seamanship and General Evolutions</u>			
Boat Lowering & Hoisting	6	0.6	07,13x3, 14,18.
MOBEX	5	0.5	07,08x4.
Berth Alongside & Depart (A.)	1	0.1	18
Changed Anchors	1	0.3	29
<u>Navigation</u>			
Blind Pilotage	3	2.0	01,05,08.
Formation Entry Harbour	1	0.5	01
Night Steam in Company	1	6.3	01
Steam in company	1	1.0	01
<u>NBCD</u>			
Fire, flood or IED Ex	23	1.9	

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

AF 1/16/18

20 JUL 1981

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

HMAS BARRICADE REPORT OF PROCEEDINGS -
JUNE, 1981

Forwarded.

Ian H. Richards.

(IAN H. RICHARDS)
Commodore RAN
Deputy Fleet Commander

Enclosure: HMAS BARRICADE Report of Proceedings for
for June, 1981 dated 3 July, 19 1

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1.16.8A

HMAS BARRICADE
at Cairns

3 July 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
JUNE 1981

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my command for the period 1st to 30th June 1981. All times are in Zone Kilo (-10).

2. At the beginning of the period, HMAS BARRICADE was at No 1 wharf Cairns, completing an Assisted Maintenance Period.

3. Between 0900 and 1145 Monday 1st, BARRICADE conducted engine trials outside Cairns Harbour. Fast Routeing Speed was exceeded for 10 minutes when the engines were brought to full power for checks and timing adjustments. On completion, the ship returned to her former berth at No 1 wharf.

4. BARRICADE departed Cairns at 1400 the following day and made an uneventful passage to Townsville where she berthed at the southern end of No 2 berth at 0800 Wednesday 3rd. The vessel remained here until 1000 the following day when lines were cast off and passage commenced to Cooktown.

5. The ship anchored west of Great Palm Island between 1350 and 1530 Thursday 4th to enable a coastwatcher visit to be made. After weighing anchor and after clearing Curacoa Channel the ship commenced a full power trial. Full power was attained for half an hour after which the trial was aborted due to overheating in the Port Main Engine. ..2/6.

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6. Arrival at Cooktown was made at 1100 Friday 5th, however it wasn't until 25 minutes later that the ship berthed at the one and only wharf, after it had been cleared of trawlers. Due to congestion at the wharf, the trawlers were allowed to reberth outboard of HMAS BARRICADE. The ship remained here until Tuesday 9th, during which time ship's personnel participated in the festivities of the Cooktown Discovery Festival weekend. Participation included a march in the Grand Parade on Saturday 6th by all personnel excluding duty watch, and an address to the public on Sunday 7th by the Commanding Officer who was the official guest speaker at Cooks Monument after the re-enactment of Cooks landing. Departure from Cooktown at 0400 Tuesday 9th was made at high water to enable the ship to safely clear the bar at the harbour entrance.

7. Passage south took the ship to the firing area R791AB where the ship's armament was fired on the afternoon of Tuesday 9th. An uneventful passage was continued south until an anchorage was made at 1130 Wednesday 10th at the southern end of Dent Island in the Whitsunday Passage. Here also, a coastwatcher visit was made. The ship then proceeded to an anchorage northwest of Shaw Island where the vessel remained from 1540 until 0300 the following morning. Passage was then made to Mackay which was reached at 0800 the same morning.

8. Departure from Mackay at 0900 Friday 12th was followed by an uneventful passage north to Cairns where the ship arrived at 1140 Saturday 13th. Here, BARRICADE berthed outboard of HMAS BAYONET at No 1 wharf.

9. The ship was revictualled and refuelled on the morning of Monday 15th after which departure from Cairns was made at 1200. Passage north to Weipa continued without incident until sunset of Tuesday 16th when the gyro retransmission unit failed (URDEF 57/81.refers). Steering by magnetic compass and a relative display of radar was then employed until the ship berthed at Evans Landing, Weipa at 1100 the following day.

10. The ship was refuelled and Mr B. NELSON, a Department of Health Officer from Townsville, embarked. The ship remained at Weipa to await the arrival of spares to rectify URDEF 57/81. With the defect rectified, the ship departed Weipa at 0830 Friday 19th to commence a health patrol of the southeastern section of the Gulf of Carpentaria.

11. Contact with prawn trawlers by the health officer was made outside the Weipa area. No other contacts were made during the passage south, which continued until the ship reached Karumba where she berthed at Markwell's wharf at 0950 Saturday 20th. Here the health officer contacted the local authorities and the general public. The opportunity to conduct coastwatcher visits was also made by ship's staff.

12. Karumba was departed at 1000 the following morning to patrol back to Weipa. Due to the incomplete hydrographic survey of the eastern coastline of the Gulf, the ship made numerous anchorages whilst the ship's boat conveyed the health officer inshore to the beaches and rivers. Areas inspected included the Van Diemens Inlet, Gilbert River Entrance, Mitchell River, North Arm and Coleman River; whilst visits were made to the Edward River and Arakun missions. The health patrol was completed when the ship berthed at Weipa at 1500 Tuesday 23rd where the health officer disembarked. After refuelling the ship proceeded to sea at 1700 to make an overnight passage to Goods Island in the Torres Strait.

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13. Goods Island was reached at 0445 where the ship came to anchor. At 0830 a reconnaissance party from the ship proceeded inshore to study the feasibility of recovering two six inch naval guns from the northwest face of the island. After completing the survey, the ship proceeded to the Main Wharf, Thursday Island where she berthed from 1500 to 1700. On departing Thursday Island, courses were set for the return passage to Cairns.

14. With time in hand, the ship anchored overnight at Flinders Island on Thursday 25th with the passage being recommenced at 0800 the following day. Arrival at Cairns was made when the ship berthed at No 1 wharf at 0800 Saturday 27th.

15. Preparations for the forthcoming refit started on Monday 27th when the ship defuelled and commenced de-storing. At the end of the period HMAS BARRICADE was berthed at No 1 wharf Cairns, continuing preparations for refit.

Engineering

16. The two hours full power trial on Thursday 4th was aborted due to excessive exhaust temperatures and excessive exhaust temperature scatter on the port main engine. No problems were experienced with the starboard main engine.

17. On Monday 22nd, further problems were experienced with the port main engine. The gauges indicated a gradual loss of oil pressure whilst temperature remained steady. Over a six hour period the main sump level also rose. All rocker covers were removed and the tightness of rocker gear studs were checked to be secure. Six fuel injectors were changed and a change of engine oil was carried out as fuel dilution was suspected. Test runs under load indicated no faults however when placed on load the oil pressure again dropped gradually. INDEF 99/81 was then raised.

18. All other defects were minor and were rectified by ship's staff.

Electrical

19. INDEF 97/81 was rectified on Monday 1st when a replacement motor was fitted to the auxiliary general service pump. INDEF 96/81 for the AN-URC 58 transceiver remained outstanding at the end of the month although continued effort by ship and base staff failed to rectify the defect associated with the coupler.

20. On Tuesday 16th, the gyro compass retransmission unit failed. URDEF 57/81 was raised and a replacement unit was fitted whilst alongside in Weipa. Other minor defects were rectified by ship's staff.

..4/Health

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4

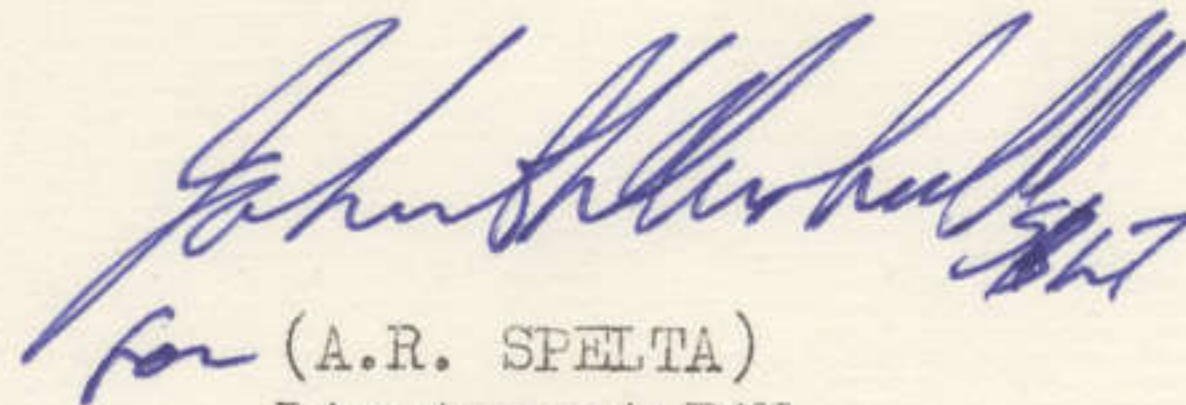
Health, Welfare and Morale.

21. The health, welfare and morale of the ship's company have been good. The ship's company received lectures on the aspects of alcohol abuse and security during the period.

I have the honour to be,

Sir,

Your obedient Servant,

A handwritten signature in blue ink, appearing to read 'John Spelta', with a date '1917' written at the end of the signature.

(A.R. SPELTA)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

RESTRICTED

RESTRICTED

ANNEX A to HMAS BARRICADE
letter 1.16.8A dated

3 July 1981

STEAMING DETAILS JUNE 1981

- | | | |
|----|---|---------------|
| 1. | Distance steamed during period | 3,393 nm |
| 2. | Distance steamed since Commissioning | 295,690 nm |
| 3. | Hours underway during period | 252 |
| 4. | Hours underway since Commissioning | 22,043 |
| 5. | Occasions for exceeding economical speed a. | 1st - 10 mins |
| | b. | 4th - 30 mins |

RESTRICTED

RESTRICTED

ANNEX B to HMAS BARRICADE
letter 1.16.8A dated

3 July 1981

EXERCISE DETAILS FOR JUNE 1981

Short Title	No of Ex for Month	Total Hours	Dates
<u>Seamanship & General Evolutions</u>			
Emergency Stations	2	0.2	2, 10
Leaving Ship Stations	1	0.1	2
Steering Gear Breakdown Ex	2	0.3	4, 10
MOBEX	5	0.5	10, 12, 22, 23, 25
Anchorage	16	3.2	4, 5, 10x2, 12, 19, 20, 21x2, 22x3, 24, 25, 26, 27
Boat Lowering and Hoisting	11	1.1	1, 4, 5, 10x2, 19, 21x2, 22, 23, 24
Berth Alongside and Depart (XO, 3rd Hand)	2	0.4	12x2
<u>Navigation</u>			
Blind Pilotage	3	1.5	9, 11, 16
Steered by magnetic compass	2	17	16, 17
<u>Gunnery</u>			
Small Arms shoot	1	1.0	4
SUFEX (40/60, 50 CAL, 81MM)	1	1.0	9
<u>NBCD</u>			
DC Ex	1	0.3	10
Fire, flood or IED Ex	16	1.6	daily harbour

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

AF

1/16/18

20 AUG 1981

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

HMAS BARRICADE - REPORT OF PROCEEDINGS - JULY,
1981

1. Forwarded.
2. The uncertainty noted at paragraph 10 has been resolved by the recent decision to transfer HMAS BARRICADE to the Fremantle Port Division, RANR (DEFNAV CANBERRA ICD/OAN/MLQ 110707Z August, 1981).

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

Enclosure: HMAS BARRICADE Report of Proceedings for
July, 1981 dated 3 August, 1981

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1.16.8A

HMAS BARRICADE
at Cairns

3rd August 1981

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
JULY 1981

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 31st July 1981. All times are in Zone KILO (-10).

2. At the beginning of the period HMAS BARRICADE was berthed at No 1 wharf Cairns, continuing preparations for refit.

3. With the ship defuelled, deammunitioned and destored, BARRICADE was cold moved at 0900 Thursday 2nd to the NQEA slipway. BARRICADE entered the cradle at 0934 and after being hauled clear of the water, the vessel was side slipped where she remained for the rest of the period.

4. Refit commenced on Monday 6th and initial progress was hampered by an industrial dispute at NQEA and the Queensland electrical power restrictions. With both disputes resolved, the refit has since progressed satisfactorily, however the recent transport drivers dispute has raised concern for the delayed delivery of some naval stores.

5. At the end of the period HMAS BARRICADE was continuing refit on the side slip at NQEA dockyard, Cairns.

Engineering

6. The main engines were removed on Tuesday 14th and the diesel alternators were removed on Thursday 16th. All will be replaced with new units. The major employment of the engineering personnel has been the cleaning and preservation of the ship's tanks and the engineroom bilges.

RESTRICTED

..2/Electrical

RESTRICTED

2

Electrical

7. All major and minor electrical equipment has been removed by contractors for survey and calibration. The main and auxiliary battery banks have been returned to HMAS CAIRNS for storage and recycling.

Armament

8. All armament has also been removed. The 81mm mortar however, will not be returned to the ship. It will be replaced by a two inch rocket flare launcher.

Health and Welfare and Morale

9. The health and welfare of the ship's company has been good. The refit period has also allowed some personnel to take leave.

10. Morale however, has deteriorated because of the uncertainty of HMAS BARRICADE's future. The ship's company is aware that the ship's future appears limited, and also that the ship does not have a programme after the completion of the refit in five weeks time. They are concerned that postings, and in particular removals, may occur at very short notice.

I have the honour to be,

Sir,

Your obedient Servant,



(A.R. SPELTA)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

RESTRICTED

RESTRICTED

ANNEX A to HMAS BARRICADE
letter 1.16.8A dated

3rd August 1981

STEAMING DETAILS - JULY 1981

1.	Distance steamed during period	Nil
2.	Distance steamed since Commissioning	295,690 nm
3.	Hours underway during period	Nil
4.	Hours underway since Commissioning	22,043
5.	Occasions for exceeding economical speed	Nil

RESTRICTED

RESTRICTED

ANNEX B to HMAS BARRICADE
letter 1.16.8A dated

3rd August 1981

EXERCISE DETAILS - JULY 1981

<u>Short Title</u>	<u>No of Ex for month</u>	<u>Total Hours</u>	<u>Dates</u>
<u>NBCD</u>			
Fire, Flood or IED Ex	31	2.6	Daily

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

21 SEP 1981

AF

1/16/18

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

HMAS BARRICADE REPORT OF PROCEEDINGS -
AUGUST, 1981

Forwarded.

Ian H. Richards.

(IAN H. RICHARDS)
Commodore RAN
for Fleet Commander

Enclosure: HMAS BARRICADE Report of Proceedings for
August, 1981 dated 4 September, 1981

UNCLASSIFIED COVERING

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1/16/8A

HMAS BARRICADE
at Cairns

4th September 1981

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
AUGUST 1981

Sir,

I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1st to 31st August 1981. All times are in Zone Kilo (-10).

2. At the beginning of the period HMAS BARRICADE was continuing refit on the side slip at NQEA dockyard, Cairns.
3. After being side slipped at 1745 Monday 10th, the vessel commenced her slow track down the slipway to the water. The vessel floated at 1840 after which she was warped clear of the cradle to secure port side to the NQEA fitting out wharf at 1855. The vessel remained here for the remainder of the period.
4. Throughout the period, the progress of the refit was satisfactory, although the non-availability or late arrival of some naval stores from the south did cause minor delays.
5. At the end of the period, HMAS BARRICADE was nearing completion of refit at the NQEA fitting out wharf, Cairns.

Engineering

6. During the month new main and auxiliary engines were fitted to the ship. Both diesel alternators were successfully trialed on Thursday 20th. Trials on both main engines on Monday 31st revealed a defective overspeed trip unit on the Port Main engine.

RESTRICTED

..2/Electrical

RESTRICTED

2

Electrical

7. Both alternators were replaced and successfully load trialed with switchboard load trials on Tuesday 25th.

Health Welfare and Morale

8. The health and welfare of the ship's company has been good. The refit period has continued to allow a small number of personnel to proceed on seasonal leave. Although morale appears satisfactory, it has been affected by the decision to transfer the ship to operational reserve. Since then new postings for most personnel have been finalised.

I have the honour to be,

Sir,

Your obedient Servant,



(A.R. SPELTA)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
 B. Exercise Details

RESTRICTED

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ANNEX A to HMAS BARRICADE
letter 1.16.8A dated

4th September 1981

STEAMING DETAILS - AUGUST 1981

1.	Distance steamed during period	Nil
2.	Distance steamed since Commissioning	295,690 nm
3.	Hours underway during period	Nil
4.	Hours underway since Commissioning	22,043
5.	Occasions for exceeding economical speed	Nil

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ANNEX B to HMAS BARRICADE
letter 1.16.8A dated

4th September 1981

EXERCISE DETAILS - AUGUST 1981

<u>Short Title</u>	<u>No of Ex for Month</u>	<u>Total Hours</u>	<u>Dates</u>
Fire, Flood or IED Ex.	31	2.6	Daily

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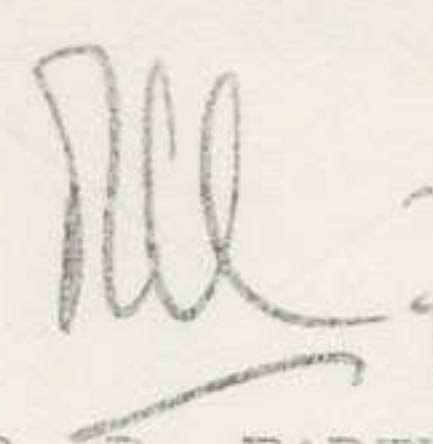
AF 1/16/18

14 OCT 1981

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

HMAS BARRICADE - REPORT OF PROCEEDINGS -
SEPTEMBER, 1981

Forwarded.


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

Enclosure: HMAS BARRICADE Report of Proceedings for
September, 1981 dated 5 October, 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 815988

IN REPLY QUOTE 1/16/8A

HMAS BARRICADE
at DARWIN

5th October 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

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

For Information

The Naval Officer Commanding, WEST AUSTRALIA AREA
The Naval Officer Commanding, QUEENSLAND
The Commander, AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES
The Naval Officer-in-Charge, CAIRNS

HMAS BARRICADE - REPORT OF PROCEEDINGS
SEPTEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMAS BARRICADE under my command for the period 1st to 30th September 1981. All times are in zone Kilo (-10).

2. At the beginning of the period HMAS BARRICADE was nearing completion of refit at the NQEA Fitting-out Wharf (FOW), Cairns. Tuesday 1st was the first day of Harbour Acceptance Trials conducted by RANTAU personnel. A successful basin trial was conducted on Thursday 3rd and the refit was completed on the following day.

3. On Monday 7th, with NQEA and RANTAU personnel embarked, the ship departed the NQEA FOW at 0753 and proceeded to the Cairns exercise area to conduct Sea Acceptance Trials. The trials included engine revolution calibration, gun functioning, anchor winching, steering gear, full power, turning and stopping. The anchor winching trials were cancelled due to defective electrics; however all other trials were successful with some minor defects detected. During the sea acceptance trials, it was necessary to exceed fast routeing speed for two and a half hours. The ship returned to harbour and berthed port side to the NQEA FOW at 1534. HMAS BARRICADE remained here for the remainder of the week during which time dockyard personnel rectified defects and ship's staff continued maintenance and ship's husbandry.

/4. At 1000

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4. At 1000 Monday 14th the ship cast off from NQEA FOW and proceeded to adjacent the Sugar Wharf where anchor winching trials were successfully conducted. The ship then berthed at No. 10 wharf where she refuelled. At 1124 the ship proceeded to a berth alongside HMAS BARBETTE at No. 1 wharf. The ship remained here for the following fortnight during which time the ship's staff was employed in maintenance, ship husbandry and storing ship in preparation for the handover of the vessel to the RANR Fremantle Port Division.

5. The RANR personnel joined on Saturday 26th and handover was effected on Sunday 27th. At that time Administrative Authority for HMAS BARRICADE was transferred from the Naval Officer-in-Charge, Cairns to the Naval Officer Commanding, West Australia Area. The ship's only permanent naval forces personnel to remain onboard were the Commanding Officer and the Charge Engineer, the remainder having been posted to new billets. The transfer of HMAS BARRICADE also received local radio and press coverage. It was an emotional departure at 1300 Monday 28th when the ship was showered with colourful streamers, and waves from the many well-wishing people who came to bid the ship her last farewell from Cairns.

6. Passage north to Thursday Island was made via the inner Great Barrier Reef route. Whilst on passage two URDEFs were raised. They were URDEF 1/84 for a burnt out port engine room supply fan motor and URDEF 2/84 for a defective AN/URC 58 transceiver. Communications with the secondary radios was then difficult due to the distances and atmospherics involved. Having experienced a favourable set, the ship was able to anchor off Goods Island from 0130 to 0735 on Wednesday 30th. At 0800 the ship berthed at the Caltex jetty where she refuelled.

7. Departure from Thursday Island was made at 1020 the same day and westward passage across the Gulf of Carpentaria was set. However, temporary repairs on the AN/URC 58 transceiver were not successful and communications could not be established with the secondary radios. The vessel therefore returned to Thursday Island harbour to effect radio repairs. She berthed at the Main Wharf at 1600.

8. At the end of the period, HMAS BARRICADE was berthed at the Main Wharf, Thursday Island, awaiting a replacement AN/URC 58 transceiver unit to be air freighted from Cairns.

Engineering

9. Successful basin trials were conducted on Thursday 3rd and were followed by sea acceptance trials on Monday 7th during which a two hour full power trial was completed. Three INDEFs, 1/84, 2/84 and 3/84 were raised for Nos. 1, 2 and 3 air conditioning units respectively. Having failed so soon after refit, Nos. 1 and 2 units were rectified by NQEA staff. Later, No. 3 air conditioning unit also required maintenance. Although all air conditioning units were refurbished during the refit, they later failed due to blown head gaskets or leaking shaft seals.

/Electrical

Electrical

10. On Tuesday 29th, the Port engine room supply fan motor burnt out which required URDEF 1/84 to be raised. This URDEF is expected to be rectified after the ship's arrival in Darwin. Later that same day the AN/URC 58 transceiver failed in the transmit mode. Temporary repairs by the maintainer were unsuccessful and a replacement unit from HMAS CAIRNS was requested. All other defects were of a minor nature and handled by ship's staff.

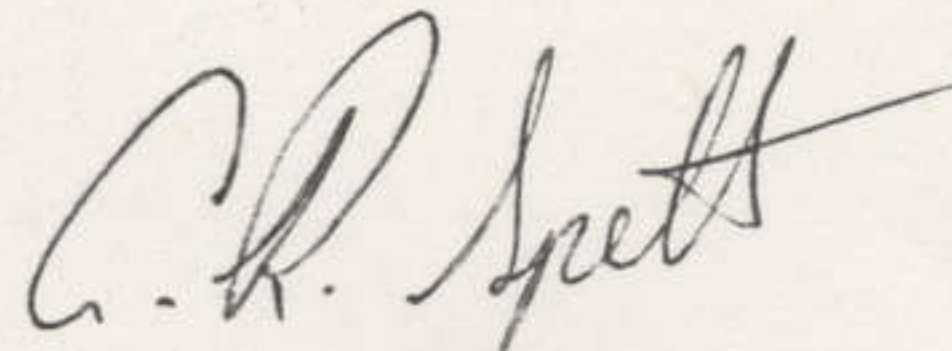
Health, Welfare and Morale

11. The health and welfare of the ship's company has been good. Morale was also vastly improved since the last report. The handover of crews from PNF to RANR was effected on Sunday 27th. Since then the health, welfare and morale of the RANR crew has been good.

I have the honour to be,

Sir,

Your obedient Servant,



(A.R. SPELTA)
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 5TH OCTOBER 1981

STEAMING DETAILS

- | | |
|---|---------------------|
| 1. Distance steamed during period | 694 nm |
| 2. Distance steamed since commissioning | 296,384 nm |
| 3. Hours underway during period | 43 |
| 4. Hours underway since commissioning | 22,086 |
| 5. Occasions for exceeding economical speed | 7th - 2 hrs 30 mins |

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ANNEX B TO
HMAS BARRICADE LETTER 1/16/8A
DATED 5TH OCTOBER 1981

EXERCISE DETAILS

<u>Exercise No.</u>	<u>Short Title</u>	<u>No. Conducted</u>	<u>Total Hours</u>	<u>Date</u>
<u>Seamanship and General Evolutions</u>				
-	Emergency Stations	1	0.1	28
-	Leaving Ship Stations	1	0.1	28
-	Anchorage	2	0.4	30 (2)
24	Berth Alongside (XO)	1	0.2	30
-	Steering Gear Breakdown	1	0.1	30
-	Steered by Main Engines	1	0.1	30
<u>Navigation</u>				
29	Blind Pilotage	2	0.8	30 (2)
<u>NBCD</u>				
-	Fire, Flood or IED Exercise	28	2.3	Daily Harbour

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

29 OCT 1981

AP 1/16/18

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

HMAS BARRICADE - REPORT OF PROCEEDINGS FOR PERIOD
1-20 OCTOBER, 1981

1. Forwarded.
2. The attention of the Commanding Officer has been drawn to the requirement to sign Reports of Proceedings prior to despatch.


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

Enclosure: HMAS BARRICADE Report of Proceedings for period
1-20 October, 1981 dated 20 October, 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE 1.16.8A

HMAS BARRICADE
at HMAS STIRLING

20 October 1981.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

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

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA

The Naval Officer Commanding
QUEENSLAND

The Naval Officer Commanding
NORTH AUSTRALIA AREA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

The Naval Officer-in-Charge
CAIRNS

The Commanding Officer
Fremantle Port Division RANR

HMAS BARRICADE - REPORT OF PROCEEDINGS
PERIOD 1 TO 20 OCTOBER 1981

1. I have the honour to report the proceedings of HMAS BARRICADE under my Command for the period 1 to 20 October 1981. All times unless otherwise stated are in Zone Hotel (-8).

2. At the beginning of the period, HMAS BARRICADE was berthed at the Main Wharf, Thursday Island, awaiting a replacement AN/URC 58 transceiver to arrive from Cairns. The unit arrived in the late afternoon of the same day and was fitted that night, thus rectifying URDEF 2/84.

.../3.

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2.

3. Departure from Thursday Island was made at 0800(K) the following day and an uneventful passage to Darwin followed. At 1000(K) Saturday 3, Operational Control was chopped from the Naval Officer-in-Charge CAIRNS to the Naval Officer Commanding NORTH AUSTRALIA AREA (NOCNA). HMAS BARRICADE arrived in DARWIN at 1347(IK) Sunday 4, and berthed alongside HMAS ASSAIL at the Patrol Boat Landing (PBL), Stokes Hill Wharf.

4. Departure from Darwin was due to be made at 1000(IK) Tuesday 6 however, by this time, rectification of URDEF 1/84 (Port engineroom supply fan motor) had not been completed. To conform to planned harbour movements, HMAS BARRICADE departed the PBL at the required time and then secured to one of the Naval buoys in Darwin harbour. With URDEF 1/84 rectified, the ship slipped from the buoy at 1048(IK) the same day and proceeded to sea.

5. Passage to BROOME was made in very calm weather conditions. The only event during the passage was the sighting of one Taiwanese gillnetter on Wednesday 7, which was identified and reported. Arrival at BROOME was made at 1300 Thursday 8 and for a port noted for its extremes of tidal range, it was a blessing to experience neap tides during the overnight stay.

6. BROOME was departed at 1000 the following day and passage was then made to Dampier. At 1722 Friday 9 the first of many gyro failures during the remainder of the voyage was experienced. This gyro defect is explained in more detail in paragraph 14. During the morning of Saturday 10, five pairs of Taiwanese pair trawlers were identified and reported. Arrival at Dampier was made at 1355 that same day when the ship berthed on the eastern side of the General Service Wharf. The peculiar construction of this wharf and the ceaseless surging of the vessel made this berth totally unsuitable. Berth was then moved at 1535 to the Refueling Wharf not far away.

7. The ship departed Dampier at 1000 the following day and at 1500 Operational Control was chopped from NOCNA to the Naval Officer Commanding WEST AUSTRALIA AREA. After rounding the North West Cape, an increasing southerly wind was experienced during the morning of Monday 12. The associated seas were short and steep which caused the ship to commence pounding. The nearby coastline offers no protection and the ship had to employ a dogleg approach to the seas coming from right ahead. The protected anchorage of Turtle Bay at the northern end of Dirk Hartog Island was finally reached at 1730 that day when the ship came to anchor.

8. Throughout the night, unpredicted strong winds continued to blow. Local weather forecasts the next morning predicted an easing of the winds and passage was therefore recommended at 0700 Tuesday 13. The swells by now were much longer, with which the ship was able to cope. By sunrise the following morning near calm conditions were being experienced, however the ship could not meet her required ETA at Fremantle where TV and press coverage was desired. The ship therefore entered Fremantle Harbour and made an overnight anchorage (Wednesday 15) in Sulphur Bay.

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.../9.

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3.

9. BARRICADE berthed at Victoria Quay, Fremantle at 0900 the following morning where TV and press coverage was achieved for the arrival of the Port Division's newly acquired vessel. Next morning the ship departed at 0730 and proceeded to HMAS STIRLING. She arrived at the Patrol Boat Wharf at 0840 and de-ammunitioning was achieved soon after. At 1130 the ship moved to the Escort Berth in preparation for Open Day on Sunday 18. At 1500 Friday 16, the RANR delivery crew completed their 21 days Annual Continuous Training and the watchkeeper routine for the vessel was then employed.

10. On Sunday 18, the vessel was opened to the public to coincide with the opening to the public of HMAS STIRLING for Navy Week celebrations. During this time 1568 visitors inspected the ship. At 1545 HMAS BARRICADE returned to the Patrol Boat Wharf where she stayed for the remainder of the period.

11. At 1200 Tuesday, 20, I handed over Command of the vessel to LCDR J. ANDREWARTHA RANEM (Staff Officer Reserve Training, HMAS LEEUWIN) who is the Administrative Commanding Officer whilst the ship is not manned by RANR crews.

Engineering

12. All main and auxiliary machinery performed satisfactorily throughout the period, the only exception being the STBD main engine governor which developed a serious hunt on Friday 9. Idle speed is down to 400 RPM thus activating the low lube oil pressure alarm. No defect or hunting was experienced at revolutions above 600 RPM nor when the engine speed was raised from 400 to 600 RPM by the Bloc-Tubes. A new governor was previously fitted by G.E.C. Contractors on 11SEP81 for similar reasons. The engine is still under warranty.

Electrical

13. URDEF 2/84 (AN/URC 58 transceiver) was rectified on Thursday 1 when a new unit was received from Cairns. URDEF 1/84 (Port engineroom supply fan motor) was rectified on Tuesday 6, however to achieve the correct flow direction of air, it was necessary to install the unit upside-down.

14. Since Friday 9, the ARMA BROWN gyro has continued to fail intermittently by shutting down for reason or reasons unknown, however the inverter is suspected of being at fault. After failure, the gyro was restarted by simply switching off all switches, and then switched back on in the normal starting sequence. INDEF 5/84 was therefore raised.

15. On Sunday 11, the 916A Radar gave intermittent displays and tuning could not be controlled. The fault was rectified by fitting the spare transceiver unit carried onboard. INDEF 6/84 referred.

.../Health,

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4.

Health, Welfare and Morale

16. The health and welfare of the Ship's Company was good and morale was high. The RANR delivery crew completed their Annual Continuous Training on Friday 16.

I have the honour to be,

Sir,

Your obedient Servant,

(A.R. SPELTA)
Lieutenant, RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details

RESTRICTED

RESTRICTED

ANNEX A to HMAS BARRICADE
letter 1.16.8A dated
20 October 1981.

STEAMING DETAILS - 1 TO 20 OCTOBER 1981

1.	Distance steamed during period	2699
2.	Distance steamed since Commissioning	299,083
3.	Hours underway during period	202
4.	Hours underway since Commissioning	22,288
5.	Occasions for exceeding economical speed	NIL

RESTRICTED

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ANNEX B to HMAS BARRICADE
letter 1.16.8A dated
20 October 1981.

EXERCISE DETAILS
1 TO 20 OCTOBER 1981

<u>EX. NO.</u>	<u>SHORT TITLE</u>	<u>NO. OF EX FOR MONTH</u>	<u>TOTAL HOURS</u>	<u>DATES</u>
<u>Seamanship & General Evolutions</u>				
9	Emergency Stations	2	0.2	2,8
12	MOB Drills	8	0.8	6x4, 10x2, 16x2
-	Anchorage	2	0.4	12,14
-	Lower and Hoist boat	2	0.3	1,15
-	Secured to and slipped from buoy	1	0.3	6
-	Alongside & Depart CO(Desig.)	2	0.3	16x2
	XO	4	0.5	2,9x2,14
	NO	1	0.1	9
	CBM	1	0.1	15
<u>Gunnery</u>				
20	Small Arms Shoot SLR,F1,Pistol	1	1.7	3
<u>Navigation</u>				
21	Blind Pilotage	11	3.7	-
23	NO Con ship enter and leave harbour	11	3.7	-
-	Gyro failure (steered magnetic)	9	13.3	9,11, 12x4, 13x2,14
<u>NBCD</u>				
29	Major DCX	1	0.4	2
30	Major Fire Ex.	1	0.2	8
-	Fire, Flood or IED Ex.	6	0.6	Daily Harbour.

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CENTRAL REGISTRY

SMV

ROYAL AUSTRALIAN NAVY

N 428 / 3 / 3034

Telephone 359 9111

Extension 3139

Admin-
3-3-81

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

AF 1/16/8

19 JAN 1982

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

HMAS BARRICADE REPORT OF PROCEEDINGS -
20 OCTOBER - 31 DECEMBER 1981

Forwarded.

PAK

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

Enclosure: HMAS BARRICADE Report of Proceedings for
20 October - 31 December 1981 dated
31 December 1981

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ROYAL AUSTRALIAN NAVY

TELEPHONE: 339 1522

IN REPLY QUOTE 72/21/27

HMAS BARRICADE
at HMAS STIRLING

31 December 1981

Flat Officer Commanding
HM AUSTRALIAN FLEET

For information :

Naval Officer Commanding
WEST AUSTRALIA AREA

Commander
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES

Commanding Officer
HMAS LEEUWIN

Commanding Officer
HMAS STIRLING



HMAS BARRICADE - REPORT OF PROCEEDINGS
PERIOD 20 OCTOBER TO 31 DECEMBER 1981

1. I have the honour to report the proceedings of HMAS BARRICADE for the period 20 October to 31 December 1981.
2. At 1200 on 20 October 1981 I assumed command from Lieutenant A.R. Spelta RAN and continued the process of preparing the vessel for RANR training. This process involved converting the vessel to a safe state for long unmanned periods alongside with rounds once per watch by HMAS STIRLING duty personnel.
3. All ammunition, pyrotechnics, petrol, paint etc. was removed from the vessel. Weapons, drugs, cryptographic equipment and registered publications were removed to a safe stowage ashore. The vessel was fully fuelled and watered.
4. A RANR training programme of alternate maintenance and sea training weekends was prepared and implemented during the period 30 October to 13 December. The vessel went to sea for four training weekends during this period and a summary of the training exercises is shown at Annex B.
5. Thus for the operation of HMAS BARRICADE as a RANR training vessel has not presented any insurmountable problems and provided that the current method of operation continues no future difficulties are forecast. The current method of operation however relies on the duty personnel of HMAS STIRLING carrying out rounds of the vessel

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every four hours and it is considered that the roles and functions of HMAS STIRLING need to be modified to allow for the support of a RANR dedicated patrol boat.

6. The cheerful co-operation of the staff at HMAS STIRLING has made what might have been a difficult task relatively simple and a workable routine has been achieved. On a programmed sea training weekend I am able to hand over the vessel to the RANR crew within a reasonable time scale without too much blood, sweat and tears.

7. The patrol boat wharf at HMAS STIRLING is an ideal berth for the RANR dedicated patrol boat. It is this well protected berth and the minimal tidal range which allow the vessel to remain safely unmanned for long periods. The nearby boat complex is continuously manned and HMAS ACUTE is berthed on the opposite side of the wharf when not deployed. All these factors which apply at HMAS STIRLING may not apply in other areas and thus the routine employed here for operating the RANR dedicated patrol boat may not be suitable elsewhere.

8. Since the arrival of HMAS BARRICADE the morale of the Fremantle Port Division has greatly improved as the old hands and new hands alike can now see some tangible reason for their training. Patrol boat operation is the focal point of training for the majority of members.

9. On the four sea training weekends the vessel proceeded as follows :

- a. 31OCT/01NOV - under the command of CMDR D.G. Bantock, RANR exercises in the Cockburn Sound area.
- b. 14NOV/15NOV - under the command of CMDR D.G. Bantock, RANR exercises in the Cockburn Sound area.
- c. 28NOV-29NOV - under the command of LEUT R.G. Midford, RANR exercises in the Cockburn Sound area.
- d. 12DEC/13DEC - under the command of CMDR D.G. Bantock, RANR on passage from Cockburn Sound to Cape Naturaliste and return.

10. The vessels magnetic compass was swung during the forenoon of 12 December prior to proceeding on passage to the Cape Naturaliste area. A civilian compass adjuster was employed as no qualified naval person was available

11. HMAS BARRICADE was duty ship for the fortnight commencing 21 December 1981, whilst HMAS ACUTE (originally programmed for duty ship) was undergoing repairs.

Maintenance

12. Ship husbandry has been carried out entirely by the RANR whilst technical maintenance has been shared between the RANR and base staff HMAS STIRLING. The PNF Charge MTP dedicated to the vessel was on leave from 20 October to 6 December however a nominated RANR Charge MTP successfully carried out the duties after some initial teething problems with the paper work.

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- 3 -

13. In order to achieve continuity of work and direct involvement, RANR personnel have been nominated for the key positions of Executive Officer, Charge MTP and Buffer. It is intended that the persons nominated remain responsible for a six month period. In liaison with me these RANR personnel are responsible for controlling the maintenance of the vessel.

Engineering

14. All main and auxiliary machinery performed satisfactorily. Previously reported problem with the engine governor on the starboard main engine has been rectified. Lack of battery charging equipment restricted the planned programme of sea training on the weekend 28/29 NOV. The equipment was removed for use in HMAS ACUTE.

Electrical

15. Throughout most of the period the Arma Brown gyro continued to give trouble when underway after functioning satisfactorily alongside and meeting all test specifications. Without being sure of the cause of the fault, or what actually rectified it, the gyro performed satisfactorily on the weekend 12/13 DEC. The 916A Radar went unserviceable on two occasions during the period due to major component failure. The AN/URC 58 transceiver went unserviceable on 12 December due to transformer failure and emergency radio communication equipment had to be used to maintain communication.

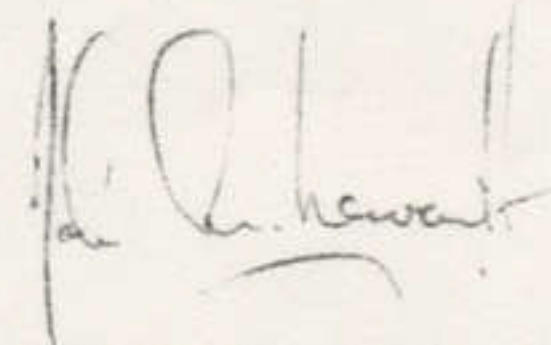
Health, Welfare and Morale

16. My health and welfare was good and my morale was high, especially as the Christmas leave period approached and news of the pay rise was received.

I have the honour to be,

Sir,

Your obedient Servant,



(J. ANDREWARTHA)
Lieutenant Commander, RANEM.

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ANNEX A TO
HMAS BARRICADE LETTER
72/21/47 DATED

31 DEC 1981

STEAMING DETAILS 20 OCTOBER TO 31 DECEMBER 1981

1.	Distance steamed during the period	500.4
2.	Distance steamed since commissioning	299,583
3.	Hours underway during period	40.75
4.	Hours underway since commissioning	22329
5.	Occasions for exceeding economical speed	Nil

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ANNEX B TO
HMAS BARRICADE LETTER
72/21/47 DATED
31 DEC 1981

EXERCISE DETAILS

Number in Period

Seamanship and General Evolutions

Emergency stations	3
Leaving Ship stations	3
OOW Manoeuvres - Man overboard	8
Lifebuoy approaches	3
Berthing	2
Sternboard approaches	2
Anchoring and weighing	7
Stream sea anchor (parachute)	2
Launch and recover boat	5
Securing to buoy	4
Rig tow forward and aft	2

Gunnery

Boarding party	1
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Navigation

Navigation exercises	7
Gyro failure	3
Steering failure	1

NBCD

Fire exercises	7
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