

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

**HMAS ACUTE**

**Item number: 1/10**

**Title: January-December 1981**



AWM78-1/10



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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

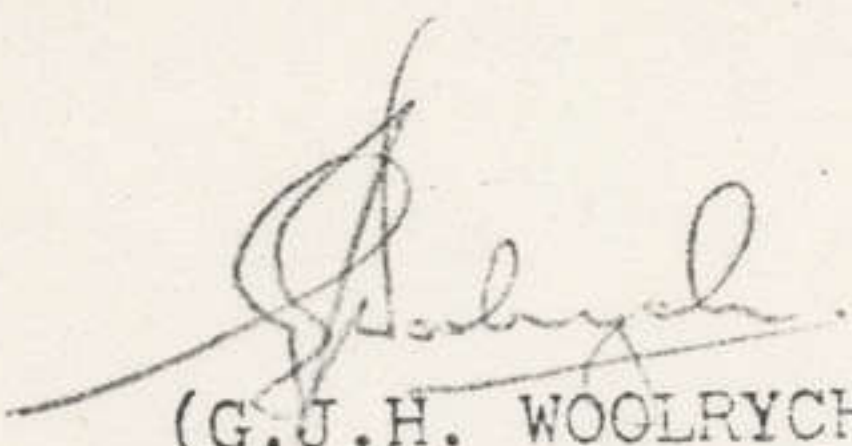
AF 1/16/ 2

19 FEB 1981

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

HMAS ACUTE - REPORT OF PROCEEDINGS  
JANUARY, 1981

Forwarded.

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

Enclosure: HMAS ACUTE Report of Proceedings for  
January, 1981 dated 6 February, 1981

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(A)

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R E S T R I C T E D

TEL: (095) 27-0470

FILE: 1/16/1

HMAS ACUTE  
At Garden Island W.A.

06 February 1981

The Flag Officer Commanding  
Her Majesty's Australian Fleet  
GARDEN ISLAND. N.S.W. 2000.

For Information:

The Naval Officer Commanding  
WEST AUSTRALIA AREA

The Commanding Officer  
HMAS STIRLING

The Commander  
Australian Mine Warfare and Patrol  
Boat Forces.

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD

01 JANUARY TO 31 JANUARY 1981

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 January to 31 January 1981. All times are H(-8).
2. At the commencement of the period ACUTE was alongside, at HMAS STIRLING. The ship was undergoing an AMP and leave period for first twelve days of January, while also acting as Duty Ship in the Western Australia Area.
3. The ship cast off and proceeded at 1500 Monday 12th, bound for areas M, N and L to continue monitoring the activities of the Taiwanese LFFV's north of Port Hedland. ACUTE berthed at 0930 Tuesday 13th, at Geraldton, for fuel. A defect on the starboard Diesel Generator (URDEF 2/83 refers) caused the ship to be delayed in Geraldton. During this time, Cyclone Mabel had developed off the North West coast and ACUTE was directed to remain in the Geraldton area until its threat had passed.
4. On Friday 16th, the ship was required to move berth within the Geraldton harbour and during the move a defect in the starboard main engine was detected. The subsequent investigation revealed a major defect in the engine cylinders liners. (URDEF 3/83 refers). The defect required major work

...../2.

R E S T R I C T E D



R E S T R I C T E D

- 2 -

which could only be undertaken at STIRLING. The ship cast off and proceeded at 0400 Monday 19th, and berthed at the Patrol Boat Wharf at 2200 the same day.

5. HMAS STIRLING have undertaken the task to investigate and repair the defect. Work commenced immediately to determine the extent of the defect, and progressed throughout the remainder of the month. The signals as listed in Annex C indicate progress achieved.

Engineering and Electrical

6. With the exception of the previously reported defects, the only problems experienced have been URDEF 9/83 (40/60 mm Bofor) which was raised on the 20th and cannot be completed until a live firing is conducted. INDEF 4/83 (Magazine Supply Fan) was raised on the 15th and rectified by Ship's Staff on the 30th. A dedicated effort has been undertaken to complete all planned maintenance during the additional time alongside.

Health, Welfare, Conduct and Morale

7. The health, welfare and conduct of the Ship's Company is excellent and the morale very high. During the reporting period the Ship's Company have been briefed on the importance of safety and the dangers of alcohol when driving a motor vehicle.

I have the honour to be,

Sir,

Your Obedient Servant



(D. L. NEILD)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming Return  
B. Exercise Return  
C. Signals

R E S T R I C T E D



R E S T R I C T E D

ANNEX A TO  
HMAS ACUTE LETTER 1/16/1  
DATED 06 FEBRUARY 1981

STEAMING RETURN

Distance steamed during the period	487 nm
Hours underway during the period	37 hrs
Total distance steamed since first commissioning	27379 nm
Total hours underway since first commissioning	2248 hrs
Occasions for exceeding Fast Routing Speed	Nil

R E S T R I C T E D



R E S T R I C T E D

ANNEX B TO  
HMAS ACUTE LETTER 1/16/1  
DATED 06 FEBRUARY 1981

EXERCISE RETURN - JANUARY 1981

<u>Title</u>	<u>No. Conducted</u>	<u>Total Time</u>	<u>Date</u>
<u>Seamanship and General Evolutions</u>			
OOW/ENG Breakdown Drills	2	1 hr	12th
	2	$\frac{3}{4}$ hr	16th
Man Overboard Drills	2	$\frac{1}{2}$ hr	12th
	3	$\frac{3}{4}$ hr	19th
<u>Navigation</u>			
BLIPEX	1	1 hr	12th
XO CON (ENT)	1	$\frac{1}{2}$ hr	16th
<u>NBCD</u>			
Major DCX	1	$\frac{1}{2}$ hr	16th
	1	$\frac{1}{2}$ hr	29th
Daily Emergency Exercise	16	4 hrs	-
<u>Other Exercises</u>			
Emergency AE	1	$\frac{1}{4}$ hr	23rd
Emergency Commex	1	$\frac{1}{2}$ hr	23rd

R E S T R I C T E D



R E S T R I C T E D

ANNEX C TO  
HMAS ACUTE LETTER 1/16/1  
DATED 06 FEBRUARY 1981

SIGNALS

1.

P R 160701Z JAN 81  
FM HMAS ACUTE  
TO NOCWA  
INFO HMAS STIRLING  
COMAUSFLT  
PNOWA  
GMGID  
COMAUSMINPAB  
BT

RESTRICTED

SIG RDH

URDEF 3/83 PRIORITY ONE

1. A. STBD MAIN ENGINE

B. STBD MAIN ENGINE CRANKCASE BREATHER EMITTING EXCESSIVE  
AMOUNTS OF SMOKE (GREYISH BLUE) ENGINE EXHAUST GAS IS BLuish  
IN COLOR

C. SHIPS STAFF ARE INVESTIGATING THE DEFECT TO ASSESS  
THE CAUSE OF THE DEFECT

D. STBD MAIN ENGINE UNSERVICEABLE

E. NA

F. GERALDTON 16JAN81

G. TM145 P6/83

2.

P R 230805Z JAN 81  
FM HMAS STIRLING  
TO DEFNAV CANBERRA  
COMAUSMINPAB  
INFO NOCWA  
COMAUSNAVSUP  
GMGID  
PNOWA  
BT

RESTRICTED

SIG ICH/RDH

HMAS ACUTE STARBOARD MAIN ENGINE SITREP NUMBER ONE

A. HMAS ACUTE RDH 160701Z JAN 81

B. HMAS STIRLING OMT/OMQ 230510Z JAN 81

1. WORK STILL PROGRESSING IN THREE SHIFTS

2. SEVEN CYLINDER HEADS AND PISTONS REMOVED. ALL HEADS  
FOUND TO BE DEFECTIVE WITH REGARDS TO VALVE SEATS AND  
VALVE GUIDES. THREE LINERS HAVE BETWEEN 0.0025 AND 0.006  
OVALITY AND TWO LINERS ARE 0.002 UNDER MAX WEAR, WHILST  
THE THIRD IS 0.005. INTEND REPLACING THE THREE LINERS

...../2.

R E S T R I C T E D



R E S T R I C T E D

- C2 -

3. THE REMAINING 9 CYLINDER HEADS AND PISTONS ARE BEING REMOVED TO INVESTIGATE POSSIBLE FURTHER DEFECTS
  4. THIS ENGINE HAS ONLY RUN FOR 1025 HOURS
  5. EXPECTED TIME OF COMPLETION OF DEFECT IS TWO WEEKS MIN AFTER RECEIPT OF STORES (REF B)
- BT

3.

R 270538Z JAN 81  
FM COMAUSFLT  
TO RAYGIA/HMAS ACUTE  
RAYGIA/HMAS STIRLING  
INFO RAYRQB/COMAUSMINPAB  
RAYGIA/NOCWA  
RAYWKE/COMAUSNAVSUP  
RAYWNN/DEFNAV CANBERRA  
ZEN/GMGID  
RAYGIA/PNOWA  
RAYQJG/GOSIVIC  
RAYWKE/GOSIEAA  
BT

RESTRICTED

SIG RDH/ICH/OCH

HMAS ACUTE - RAPID WEAR OF STARBOARD MAIN ENGINE

- A. HMAS ACUTE RDH 160701Z JAN 81 NOTAL
  - B. HMAS STIRLING ICH/RDH 230805Z JAN 81 PASEP (271125Z JAN 81)
  - C. AFGO ART 2019
1. INVESTIGATION INTO POSSIBLE CAUSE OF WEAR IS TO BE CONDUCTED IAW REF C
  2. SOME ASPECTS WORTHY OF CONSIDERATION ARE:
    - A. SETTING OF THERMOSTAT (COOLING WATER TEMPERATURE TOO LOW)
    - B. CORRECT OPERATING PROCEDURE AT LOW LOAD
    - C. CONDITION OF LUBRICATING OIL, AND
    - D. CORRECT (I.E. NON OIL CUSHIONED) PISTON RINGS FITTED
- BT

4.

P R 290953Z JAN 81  
FM HMAS STIRLING  
TO RAYWNN/DEFNAV CANBERRA  
RAYRMT/COMAUSFLT  
INFO RAYWKE/COMAUSNAVSUP  
ZEN/NOCWA  
RAYRQB/COMAUSMINPAB  
RAYRMT/GMGID  
ZEN/PNOWA  
ZEN/HMAS ACUTE  
BT

RESTRICTED

SIG ICH/RDH

HMAS ACUTE STARBOARD MAIN ENGINE 650030/20 SITREP NUMBER 2

...../3.

R E S T R I C T E D



R E S T R I C T E D

- C3 -

- A. HMAS STIRLING ICH/RDH 230805Z JAN 81  
 B. COMAUSFLT RDH/ICH/OCH 270538Z JAN 81  
 C. TELECON LT GILMORE/STIRLING/MR FELLOW(GEC) 29 FEB 81
1. REMAINING 9 CYLINDER HEADS AND PISTONS WERE REMOVED 24JAN81
  2. EIGHT IN NUMBER CYLINDER LINERS REQUIRE REPLACEMENT AS THEY ARE CLOSE TO MAXIMUM TOLERANCE AND LARGE OVALITY. IT IS CONSIDERED PRUDENT TO CHANGE THE REMAINING EIGHT CYLINDER LINDERS AS THIS ENGINE WILL POSSIBLY REMAIN IN ACUTE FOR A FURTHER 4,000 HOURS AFTER RECTIFICATION OF THIS DEFECT
  3. THE FOLLOWING ARE READINGS TAKEN AT TOP OF LINERS UNDERLIP
    - A. A BANK
 

	MAX	MIN	OVALITY
(1)	7.766	7.760	0.006
(2)	7.7655	7.7605	0.005
(3)	7.7625	7.7585	0.004
(4)	7.754	7.7515	0.0025
(5)	7.764	7.759	0.005
(6)	7.7515	7.751	0.0005
(7)	7.752	7.7515	0.0005
(8)	7.7575	7.757	0.0005
    - B. BANK
 

(1)	7.7515	7.7515	0
(2)	7.7525	7.752	0.0005
(3)	7.7625	7.7535	0.009
(4)	7.757	7.756	0.001
(5)	7.759	7.759	0
(6)	7.760	7.754	0.006
(7)	7.7575	7.757	0.0005
(8)	7.753	7.753	0
  4. ALL VALVES REQUIRE REPLACEMENT AS EROSION HAS TAKEN PLACE ON ALL VALVE STEMS. ALL VALVE SEATS ARE PITTED AND VALVES NOT SEATING CORRECTLY
  5. ALL VALVE GUIDES REQUIRE REPLACEMENT
  6. IAW REF B THE FOLLOWING IS FORWARDED
    - (A) OPERATING TEMPERATURES FOR PAST SIX MONTHS HAVE BEEN BETWEEN 170 DEGREES AND 175 DEGREES FOXTROT
    - (B) ENGINE HAS ONLY BEEN RUN UNDER 950 RPM FOR MANOUVERING
    - (C) OIL SAMPLE TAKEN WITH NO ABNORMALITIES
    - (D) CORRECT OIL RINGS FITTED
  7. A 1/2 - 9/16 INCH AF SPANNER HAS BEEN FOUND IN SUMP, BUT SUMP IS FREE OF SEDIMENT
  8. VERBAL INFORMATION (REF C) RECEIVED FROM GEC IS THAT THERE IS NO CRITERIA WITH REGARDS TO OVALITY. CRITERIA FOR CHANGE OF LINER FOR GEC IS 0.016 WEAR (PAGE ED5 ABR 5162 VOL 1)
  9. REQUEST COMAUSFLT ADVISE ON:
    - (A) MAXIMUM AMOUNT OF OVALITY PERMITTED FOR THIS ENGINE
    - (B) REPLACEMENT OF REMAINING EIGHT CYLINDER LINERS
- BT

...../4.

R E S T R I C T E D



R E S T R I C T E D

- C4 -

5.

R 300501Z JAN 81  
FM COMAUSFLT  
TO ZEN/GMGID  
INFO RAYWNN/DEFNAV CANBERRA  
RAYGIA/HMAS STIRLING  
RAYGIA/NOCWA  
RAYWKE/COMAUSNAVSUP  
RAYRQB/COMAUSMINPAB  
RAYGIA/PNOWA  
RAYGIA/HMAS ACUTE  
RAYWKE/GOSIEAA  
BT

RESTRICTED  
SIG ICH/RDH

HMAS ACUTE STBD MAIN ENGINE DEFECT

A. HMAS STIRLING ICH/RDH 290953Z JAN 81 NOTAL

B. ABR 5162, SECT F, SUB SECT D, CHAPT 2

1. FROM READINGS AT REF A CONSIDER NECESSARY ACTION WOULD BE TO REPLACE SEVEN CYLINDER LINERS, AS FOLLOWS.

A. BANK: A1-A2-A3-A5 B BANK: B3-B5-B6

2. THESE LINERS WITH THE EXCEPTION OF A5 AND B5 WERE NEW LINERS AT GEC OVERHAUL IMMEDIATELY PRIOR TO 1978 MAIN REFIT. ALL OTHER CYLINDER LINERS SHOULD BE ROTATED 90 DEGREES IAW REF B. AND ENGINE REASSEMBLED

3. CYLINDER HEAD DEFECTS SHOULD BE RECTIFIED BY BASE STAFF HMAS STIRLING

4. IT IS CONSIDERED THAT THE ABOVE MEASURES WILL RECTIFY CURRENT PROBLEMS. REQUEST CONFIRMATION OF THIS ASSESSMENT.  
BT

R E S T R I C T E D

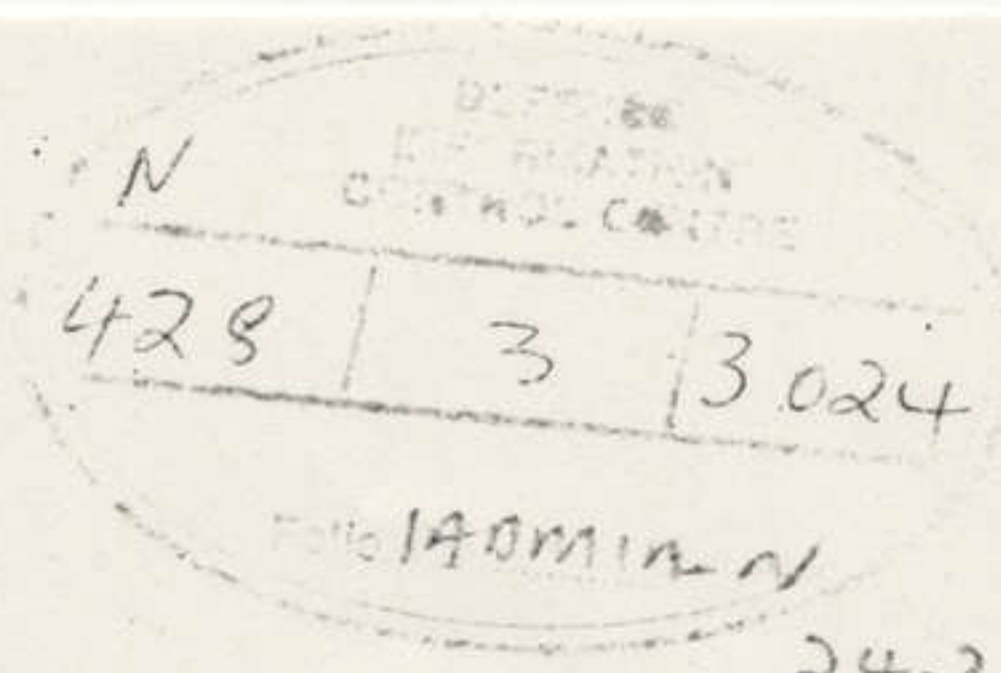


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Telephone: 359-9111  
Extension 3139



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

17 MAR 1981

AF 1/16/2

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

HMAS ACUTE REPORT OF PROCEEDINGS -  
FEBRUARY, 1981

Forwarded.

*I. H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

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

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*I Admin - N.*  
*A 4.11*



R E S T R I C T E D

TEL: (095) 27-0470

FILE: 1/16/1

HMAS ACUTE  
At GARDEN ISLAND. W.A.

02 March, 1981.

The Flag Officer Commanding  
Her Majesty's Australian Fleet,  
GARDEN ISLAND. N.S.W. 2000

For Information:

The Naval Officer Commanding  
WEST AUSTRALIA AREA

The Commanding Officer  
HMAS STIRLING

The Commander  
Australian Mine Warfare and  
Patrol Boat Forces

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD

01 FEBRUARY TO 27 FEBRUARY 1981

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 February to 27 February 1981. All times are H(-8).

2. At the commencement of the period ACUTE was alongside the Patrol Boat Landing, at HMAS STIRLING. Base Staff from STIRLING continued to progress the repair work on the starboard main engine, while awaiting the large number of spare parts to rectify the defect.

3. The engine reassembly commenced on Wednesday 4th, and continued through to Saturday 21st, when all work was completed. An extensive amount of overtime was undertaken by the Staff from STIRLING to complete this task in the programmed time span.

4. Basin trials commenced on Monday 23rd, with unsuccessful results, due to the failure of the starboard main engine pyrometer. This defect caused a delay of two days until rectification was achieved late Wednesday 25th. Further trials were attempted, but were again unsuccessful due to the failure of both fuel pumps on the engine. The time of repair of the defect was at least three days, and to make use of the time available it was decided to proceed with the planned slipping of ACUTE.

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R E S T R I C T E D



R E S T R I C T E D

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5. Slipping preparations commenced on Thursday 26th, with ammunition being landed prior to a cold move to the Destroyer Wharf. The ship was de-fuelled on Friday 27th, and tank venting and cleaning commenced on completion.

6. At 1530 Friday 27th, Lieutenant L. WALTON, RAN, assumed command of HMAS ACUTE.

Engineering and Electrical

7. With the exception of the previously reported defect, the only problems experienced have been URDEF 4/83 (40/60 mm Bofor) with all work being completed, but completion cannot be reported until gun functioning trials are conducted. URDEF 5/83 (Stbd M/E Start Motor) was raised on the 10th and rectified on the 12th. An extensive amount of planned maintenance has been completed during the additional time alongside.

Health, Welfare, Conduct and Morale

8. The health, welfare and conduct of the Ship's Company is excellent and the morale high. The Ship's Company have been briefed on road safety, onboard safety and security.

I have the honour to be,

Sir,

Your Obedient Servant



(D. L. NEILD)  
LIEUTENANT RAN  
COMMANDING OFFICER

Annexes: A. Steaming Return  
B. Exercise Return  
C. Signals

R E S T R I C T E D



R E S T R I C T E D

ANNEX A TO  
HMAS ACUTE LETTER 1/16/1  
DATED 02 MARCH 1981

STEAMING RETURN

Distance steamed during the period	Nil
Hours underway during the period	Nil
Total distance steamed since first commissioning	27379 nm
Total hours underway since commissioning	2248 hrs
Occasions for exceeding Fast Routing Speed	Nil

R E S T R I C T E D



R E S T R I C T E D

ANNEX B TO  
HMAS ACUTE LETTER 1/16/1  
DATED 02 MARCH 1981

EXERCISE RETURN - FEBRUARY 1981

<u>TITLE</u>	<u>NO CONDUCTED</u>	<u>TOTAL TIME</u>	<u>DATE</u>
<u>NBCD</u>			
Major DCX	1	$\frac{3}{4}$ hr	13th
	1	$\frac{3}{4}$ hr	19th
Daily Emergency Exercise	13	$3\frac{1}{2}$ hr	-
<u>OTHER EXERCISES</u>			
Emergency AE	1	$\frac{1}{4}$ hr	17th
Emergency Commex	1	1 hr	23rd
Weapon Drills (two weekly)	6	3 hrs	
Weapon Command and Control (two weekly)	6	3 hrs	

R E S T R I C T E D



R E S T R I C T E D

ANNEX C TO  
HMAS ACUTE LETTER 1/16/1  
DATED 02 MARCH 1981

SIGNALS

1.

R020445Z FEB 81

FM GMGID

TO COMAUSFLT

INFO RAYWNN/DEFNAV CANBERRA

NOCWA

HMAS STIRLING

COMAUSNAVSUP

CPMAUSMINPAB

PNOWA

HMAS ACUTE

GOSIEAA

BT

R E S T R I C T E D

SIG ICH/RDH

HMAS ACUTE STBD MAIN ENGINE DEFECT

A. HMAS STIRLING ICH/RDH 290953Z JAN 81

B. ABR 5162 SECT F SUB SECT D CHAP 2

C. COMAUSFLT ICH/RDH 300501Z JAN 81

1. STEP-WEAR READINGS OF CYLINDER LINERS TAKEN SINCE ASSESSMENT AT REF C INDICATE NECESSITY TO REPLACE TWO ADDITIONAL CYLINDER LINERS A3 AND B4 TO THOSE LISTED REF C PARA 1

2. RECOMMEND ORIENTATION OF STEP-WEAR ON REMAINING LINERS TO ENSURE PRESENTATION OF LEAST WORN SURFACE TO THRUST DIRECTION AFTER 90 DEGREES ROTATION

3. CONFIRM REMAINDER OF ASSESSMENT

2.

R 020831Z FEB 81

FM HMAS STIRLING

COMAUSFLT

DEFNAV CANBERRA

NOCWA

COMAUSNAVSUP

COMAUSMINPAB

GMGID

PNOWA

ACUTE

GOSIEAA

BT

R E S T R I C T E D

SIG ICH/RDH

HMAS ACUTE STARBOARD MAIN ENGINE 650030/20

A. COMAUSFLT ICH/RDH 300501Z JAN 81

B. TELECON LCDR DOUGLAS (COMAUSMINPAB)/LT GILMORE (STIRLING)  
30 JAN 81

1. FURTHER TO REF B THE FOLLOWING WEAR READINGS AT TOP OF RING TRAVEL ARE SUBMITTED (ALL READINGS ARE VERTICAL TO CRANKSHAFT)

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R E S T R I C T E D



R E S T R I C T E D

- C 2 -

A. BANK	INBOARD OF ENGINE	OUTBOARD OF ENGINE
1	0.003	0.006
2	0.004	0.006
3	0.0075	0.011
4	0.0015	0.0015
5	0.008	0.0095
6	0	0
7	0.0005	0
8	0.0005	0.007
B BANK		
1	0.002	0.0015
2	0.003	0.0025
3	0.007	0.002
4	0.006	0.007
5	0.0065	0.008
6	0.0045	0.006
7	0.0015	0.0045
8	0.0015	0.0015

2. IN ADDITION TO LINERS MENTIONED IN REF A TO BE CHANGED,  
INTEND CHANGING A8 AND B4  
BT

3.

R 030200Z FEB 81  
FM COMAUSFLT  
TO RAYGIA/HMAS STIRLING  
INFO GMGID  
DEFNAV CANBERRA  
NOCWA  
COMAUSNAVSUP  
COMAUSMINPAB  
PNOWA  
HMAS ACUTE-  
GOSIEAA  
BT

R E S T R I C T E D  
SIG ICH/RDH/OMT

HMAS ACUTE STBD MAIN ENGINE DEFECT

A. HMAS STIRLING ICH/RDH 290953Z JAN 81

1. ADVISE REQUESTED PARA 9 REF A IS AS FOLLOWS:

A. MAXIMUM AMOUNT OF OVALITY IS NOT TAKEN INTO CONSIDERATION  
WHEN DETERMINING WEAR RATE OF ENGINE. CRITERION USED IS MAXIMUM  
STEP WEAR OF 0.008 INCH.

B. REPLACEMENT OF ALL CYLINDER LINERS IS NOT RECOMMENDED

2. SUGGESTED REPAIR IS AS FOLLOWS:

A. REPLACEMENT OF NINE CYLINDER LINERS, AS FOLLOWS:

A BANK A1-A2-A3-A5-A8

B BANK B3-B4-B5-B6

B. ALL OTHER CYLINDER LINERS TO BE ROTATED THROUGH A  
MINIMUM OF 90 DEGREES CLOCKWISE ENSURING PRESENTATION OF LEAST  
WORN SURFACE TO THRUST DIRECTION

C. CYLINDER HEAD DEFECTS SHOULD BE RECTIFIED BY BASE STAFF  
HMAS STIRLING

3. IT IS CONSIDERED THAT THE ABOVE MEASURES WILL RECTIFY  
CURRENT PROBLEMS. REQUEST ESTIMATE OF TIME FRAME TO CARRY OUT  
THESE REPAIRS AND ESTIMATE OF TRIALS DATE BE FORWARDED

BT

R E S T R I C T E D



R E S T R I C T E D

- C3 -

4.

R100210Z FEB 81  
FM HMAS ACUTE  
TO ZEN/NOCWA  
INFO ZEN/HMAS STIRLING  
RAYRMT/COMAUSFLT  
ZEN/PNOWA  
RAYRMT/GMGID  
RAYRQB/COMAUSMINPAB  
BT

R E S T R I C T E D  
SIG RDH/REG

URDEF 5/83 PRIORITY 1

1. A. STBD MAIN ENGINE STARTER MOTOR
  - B. STBD STARTER MOTOR HAS LOW INSULATION ON FIELD COILS
  - C. REPLACEMENT STARTER MOTOR BEING INSTALLED BY SHIPS STAFF/BASE STAFF
  - D. UNABLE TO START STBD MAIN ENGINE
  - E. REPLACEMENT ITEM HELD AT HMAS STIRLING
  - F. HMAS STIRLING
  - G. TM145 NO L 13/83
- BT

5.

R 100903Z FEB 81  
FM HMAS STIRLING  
TO RAYRMT/COMAUSFLT  
RAYRQB/COMAUSMINPAB  
INFO RAYWNN/DEFNAV CANBERRA  
ZEN/NOCWA  
RAYWKE/COMAUSNAVSUP  
RAYRMT/GMGID  
ZEN/PNOWA  
ZEN/HMAS ACUTE  
RAYWKE/GOSIEAA  
RAYLSM/RANTAU  
BT

R E S T R I C T E D  
SIG ICH/RDH

HMAS ACUTE STBD MAIN ENGINE SITREP3

A. COMAUSFLT ICH/RDH/OMT 030200Z FEB 81

1. STATUS. REASSEMBLY OF STBD ENGINE COMMENCED 04FEB81. BRAVO BANK PISTONS REPLACED WITH NEW RINGS AND SHELL BEARINGS. ALPHA BANK PISTONS REPLACEMENT COMMENCED 10FEB81. ALL VALVE GUIDES REPLACED IN ALL HEADS AND VALVE SEATS GROUND WITH NEW VALVES LAPPED TO SEATS.

2. SCHEDULE. ESTIMATED DATE FOR COMPLETION OF REPAIRS 20FEB81 WITH (50 HOUR GEC-TYPE) TRIALS TO BE CONDUCTED 23-27 FEB 81.

3. SPARES. TO DATE, RECEIPT OF SPARES HAS BEEN TIMELY WITH ONLY 10 PERCENT OUTSTANDING. BALANCE WILL BECOME CRITICAL BY 12FEB81.

4. FOR COMAUSMINPAB. REQUEST WO FERRIS BE MADE AVAILABLE FOR TRIALS WEEK COMMENCING 23FEB81.

BT

R E S T R I C T E D



R E S T R I C T E D

- C4 -

6.

R 120800Z FEB 81  
FM HMAS STIRLING  
TO COMAUSFLT  
COMAUSMINPAB  
INFO DEFNAV CANBERRA  
NOCWA  
COMAUSNAVSUP  
GMGID  
PNOWA  
HMAS ACUTE  
GOSIEAA  
BT

R E S T R I C T E D  
SIG ICH/RDH

HMAS ACUTE STARBOARD MAIN ENGINE

A. HMAS STIRLING ICH/RDH 100903Z FEB 81

B. TELECON LCDR DOUGLAS (WATERHEN)/LEUT MILLAR (STIRLING)  
12 EB81

1. REF A ADVISED INTENTION TO CONDUCT 50 HOUR GEC-TYPE TRIALS  
ON COMPLETION REPAIRS. REF B INDICATES THE ONLY TRIALS  
NECESSARY ARE AS FOLLOWS:

A. 1-1.5 HOUR BASIN TRIAL

B. STEADY WORKUP UNDER LOAD TO 1200 RPM

C. REMAIN AT 1200 RPM FOR 2 HOURS

D. FULL POWER TRIALS

2. REQUEST CONFIRMATION ON SCOPE OF POST-REPAIR TRIALS AS  
OUTLINED PARA 1

3. FOR COMAUSMINPAB. SINCE SCOPE OF REPAIR, A FIRST FOR  
STIRLING, ATTENDANCE OF EXPERIENCED SENIOR SAILOR AS AN  
IMPARTIAL OBSERVER FOR TRIALS REMAINS A DESIRABLE REQUIREMENT.  
BT

7.

R 260829Z FEB 81  
FM HMAS STIRLING  
TO COMAUSFLT  
INFO DEFNAV CANBERRA  
COMAUSMINPAB  
COMAUSNAVSUP  
NOCWA  
GMGID  
PNOWA  
HMAS ACUTE  
GOSIEAA  
BT

R E S T R I C T E D  
SIG ICH/RDH

HMAS ACUTE STBD MAIN ENGINE SITREP4

A. HMAS STIRLING ONT 230805Z FEB 81

1. STBD MAIN ENGINE ASSEMBLED 20 FEB 81. BASIN TRIALS  
COMMENCED BUT NOT SUCCESSFUL DUE TO DEFECTIVE PYROMETER  
(23 FEB 81) REF A

2. BASIN TRIALS ATTEMPTED 25 FEB BUT UNSUCCESSFUL DUE TO HIGH  
EXHAUST TEMPERATURE SCATTER. INVESTIGATION REVEALED THAT A  
FUEL PUMP WAS DEFECTIVE. NEW ITEM BEING DEMANDED.

3. AMP/SLIPPING COMMENCING 02 MAR 81. INTEND PROCEEDING WITH  
THE AMP AND ATTEMPT BASIN/SEA TRIALS ON COMPLETION OF AMP  
(PLANNED 20 MAR 81).

BT

R E S T R I C T E D

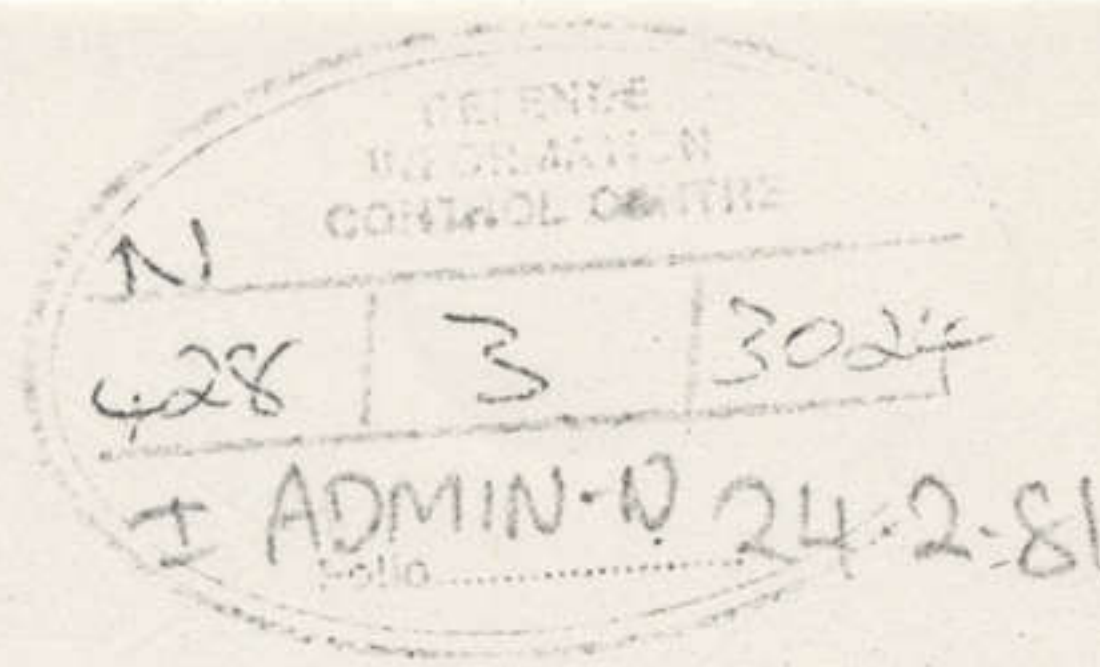


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OFFICE OF THE  
FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET,  
FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

AF 1/16/2

27 APR 1981

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

HMAS ACUTE REPORT OF PROCEEDINGS -  
MARCH, 1981

Forwarded.

*I. H. Richards.*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS ACUTE Report of Proceedings  
for March, 1981 dated 3 April, 1981

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ADMIN-W  
17



R E S T R I C T E D

TEL: (095) 27-0470

FILE: 1/16/1

HMAS ACUTE,  
At GARDEN ISLAND. W.A.

3 April, 1981.

The Flag Officer Commanding  
H.M. Australian Fleet,  
Fleet Headquarters,  
GARDEN ISLAND. N.S.W. 2000.

For Information:

The Naval Officer Commanding  
WEST AUSTRALIA AREA

The Commanding Officer,  
HMAS STIRLING

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces

HMAS ACUTE - REPORT OF PROCEEDINGS

27 FEBRUARY - 31 MARCH 1981

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the period 27 February to 31 March, 1981. All times are in zone H(-8).

2. At 1530 Friday 27 February I assumed command of HMAS ACUTE from Lieutenant D. L. G. NEILD, RAN. The ship was berthed at the West Wharf, HMAS STIRLING, undergoing preparations for intermediate docking.

3. At 0900 Tuesday 3 March HMAS ACUTE was moved by tug to the slipway and slipped shortly afterwards. Over the next ten days base and ship's staff completed the 1D work package and at 0900 Friday 13th the ship was unslipped and moved to the Patrol Boat Wharf.

4. On Thursday 12th Rear Admiral A. J. ROBERTSON, AO, DSC, RAN, Flag Officer Naval Support Command, conducted an informal walkround of ACUTE during his inspection of HMAS STIRLING.

...../2.

R E S T R I C T E D



R E S T R I C T E D

- 2 -

5. On Monday 16th it became evident that the recently applied underwater paint was breaking down so arrangements were made to slip the ship again after completing engine trials. The trials took place between Tuesday 17th and Thursday 19th, and although the mechanical repairs to the starboard engine appeared to be effective, an electrical defect prevented a successful trial.

6. HMAS ACUTE was slipped at 0830 Friday 20th and repairs to the underwater paintwork were effected over the next three days by base staff. At 0900 Tuesday 24th ACUTE unslipped and proceeded to the Patrol Boat Wharf to embark stores and fuel.

7. On Thursday 26th and Friday 27th ACUTE conducted successful trials of the starboard main engine and 40/60 Bofor respectively, at sea off Rottnest Island.

8. At 2100 Friday 27th the ship cast off and proceeded on patrol towards Esperance with two officers of the W.A. Fisheries and Wildlife Service onboard. For the first 12 hours of the passage rough seas were experienced but after rounding Cape Leeuwin conditions improved steadily. The remainder of the passage was uneventful except for the news that the only FFV in the area had departed because of a generator problem. ACUTE berthed in Esperance at 1600 Sunday 29th.

9. The ship departed Esperance at 1235 Tuesday 31st and at the end of the month was on passage to Albany.

Engineering and Electrical

10. The rectification of URDEF 3/83 (Starboard main engine) occurred on Thursday 26th although that would have taken place much earlier had it not been necessary to commence the intermediate docking. URDEF 4/83 (40/60 Bofor) was rectified on Friday 27th when successful gun functioning trials were conducted.

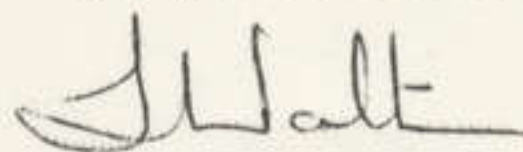
General

11. The health, welfare and conduct of the ship's company has been very good. Morale is high.

I have the honour to be,

Sir,

Your Obedient Servant



(L. WALTON)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming return  
B. Exercise return

R E S T R I C T E D



R E S T R I C T E D

ANNEX A TO  
HMAS ACUTE LETTER 1/16/1  
DATED 03 APRIL, 1981

STEAMING RETURN

1. Distance steamed during the period 951 nm
2. Hours underway during the period 70 hr
3. Total distance steamed since first commissioning 28,330 nm
4. Total hours underway since first commissioning 2318 hrs
5. Occasions for exceeding fast routing speed

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
17	17	$\frac{1}{2}$ hr	Engine trials
19	21	2 hrs	Engine trials
26	21	$2\frac{1}{2}$ hrs	Engine trials

R E S T R I C T E D



R E S T R I C T E D

ANNEX B TO  
HMAS ACUTE LETTER 1/16/1  
DATED 03 APRIL, 1981

EXERCISES

<u>Title</u>	<u>Number of</u>	<u>Total Time</u>	<u>Date</u>
<u>Gunnery</u>			
Weapon Drills	3	3 hrs	17, 18, 26
40/60 GFT	1	$\frac{1}{2}$ hr	27
AAROFX (40/60 and 50 cal)	1	$\frac{1}{2}$ hr	27
SUFEX (50 cal)	1	$\frac{1}{2}$ hr	27
<u>NBCD</u>			
Minor DCX	1	1 hr	29
Harbour fire drill	14	2 hrs	
<u>NAVIGATION/OOW</u>			
Blind pilotage	1	$1\frac{1}{2}$ hr	27
Steering gear breakdowns	4	1 hr	27, 29
MOBEX	3	$\frac{1}{2}$ hr	26, 29
XO Con ship (departure Esperance)	1	$\frac{1}{2}$ hr	31

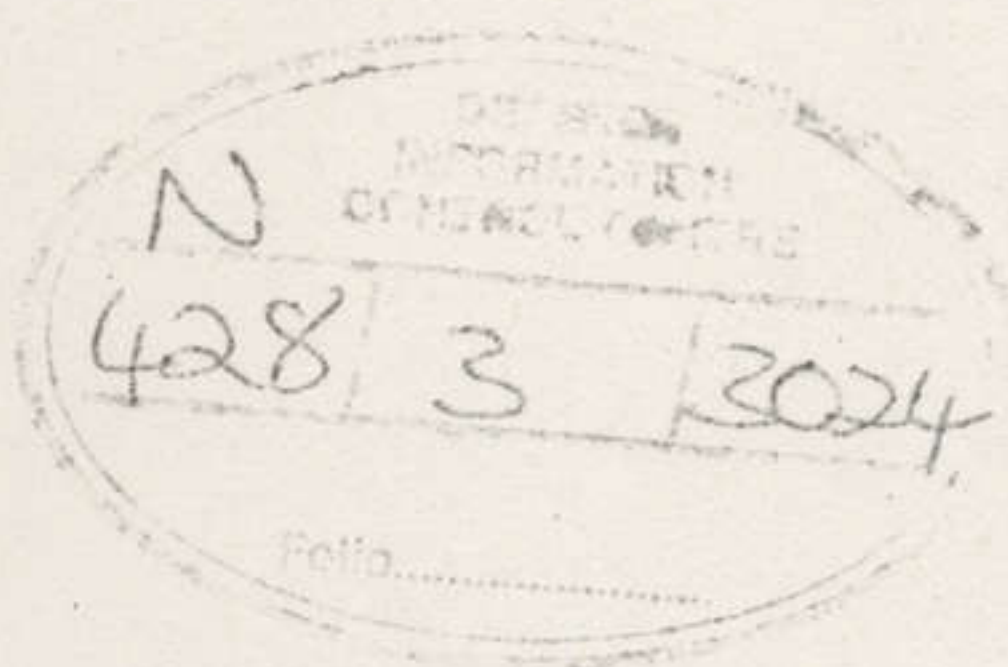
R E S T R I C T E D



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

AF 1/16/2

26 MAY 1981

J Admin - W

24-2-87

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

HMAS ACUTE REPORT OF PROCEEDINGS -  
APRIL, 1981

Forwarded.

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

Enclosure: HMAS ACUTE Report of Proceedings  
for April, 1981 dated 4 May, 1981

UNCLASSIFIED COVERING  
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CNS  
A.



R E S T R I C T E D

TEL: (095) 27-0470

FILE: 1/16/1

HMAS ACUTE,  
At GARDEN ISLAND. W.A.

4 May, 1981

The Flag Officer Commanding  
H.M. Australian Fleet,  
Fleet Headquarters,  
GARDEN ISLAND. N.S.W. 2000.

For Information:

The Naval Officer Commanding  
WEST AUSTRALIA AREA

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

The Commanding Officer,  
HMAS STIRLING

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces,  
HMAS WATERHEN

HMAS ACUTE - REPORT OF PROCEEDINGS

APRIL 1981

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month April, 1981. All times are in zone H (-8).

2. At the beginning of the month ACUTE was on a southern patrol and heading towards Albany. The ship berthed at Albany at 0800 and remained alongside that night.

3. ACUTE departed harbour at 0900 Thursday 2nd and proceeded towards HMAS STIRLING. Very rough seas were encountered during this passage but, their effect was reduced after rounding Cape Leeuwin and the ship began heading northwards. ACUTE berthed at STIRLING at 1330 Friday 3rd. Soon after arrival the windlass was found to be defective due to the ingress of water. The defect caused the loss of five days out of the northern portion of the patrol.

...../2.

R E S T R I C T E D



R E S T R I C T E D

- 2 -

4. The ship departed STIRLING at 0900 Friday 10th with the intention of conducting a patrol as far as Geraldton, returning to base on the 16th. Later that day, ACUTE was exercising near Fremantle harbour when a radio conversation about a search for two men in a dinghy was overheard. ACUTE assisted with the search for an hour until it was reported that two bodies were found near the Alcoa Wharf. The ship anchored near the Ammunition Wharf until 1800 then proceeded north.

5. ACUTE anchored in Recruit Bay, Houtman Abrolhos at 1200 Saturday 11th, but several hours later a message was received which required the ship to land a sailor for compassionate reasons. The ship proceeded to Geraldton and berthed at 1835 the same evening.

6. At 1100 Monday 13th the ship departed Geraldton and proceeded to anchor in Good Friday Bay, Houtman Abrolhos. That night a message was received which directed ACUTE to proceed north to the Koolan Island area to assist with the surveillance of Indonesian fishing vessels. The ship departed the anchorage at 0400 Tuesday 14th.

7. The passage north was made in good weather conditions, and was largely uninteresting, except for internal exercises, and an intermittent radar defect. ACUTE anchored off North West Cape during the afternoon of Wednesday 15th to effect repairs to the radar. A fuelling stop was made in Dampier the following day. The ship berthed in Broome at 1700 Friday 17th to fuel, water and have an overnight stop.

8. ACUTE departed Broome at 0915 Saturday 18th, with Mr. Neil SARTI of the W.A. Fisheries and Wildlife embarked. Course was set for the Lacepede Islands, but the ship had to anchor there to repair the again defective radar. After numerous false alarms, URDEF 10/83 was signalled, and the ship weighed anchor and proceeded to Broome, arriving at 1215 Sunday 19th. The radar defect was rectified with the aid of advice from HMAS COONAWARRA, and the ship departed at 1100 the following day to recommence the patrol.

9. At 0900 Tuesday 21st, ACUTE entered Scott Reef and commenced a search for Indonesian fishing vessels. Four were located and boarded that day, followed by two more the next morning (ACUTE messages EOJ 211412Z APR 81 and EOJ 220229Z APR 81 refer). The fisheries officer and I also visited Sandy Islet on Tuesday evening and found evidence of recent human activity and digging for turtle eggs (ACUTE EOJ 211532Z APR 81 refers).

10. The ship departed Scott Reef at 0900 Wednesday 22nd,

...../3.

R E S T R I C T E D



R E S T R I C T E D

- 3 -

and proceeded to Browse Islet. No FFV's were sighted there, so the patrol was continued towards Degerando Island. That night two licensed Taiwanese gill netters were detected, and subsequently boarded (ACUTE EOJ 221445Z APR 81 refers). Afterwards, the ship proceeded to a position midway between Beagle and Wildcat Reefs where the para anchor was streamed.

11. During the forenoon of Tuesday 23rd, ACUTE continued to ride on the para anchor whilst a Customs Nomad aircraft searched the surrounding area for FFV's and other items of interest. Except for the two Taiwanese trawlers, previously boarded by ACUTE, nothing of note was reported. The para anchor was recovered at 1100 whereupon the ship proceeded towards Broome, arriving at 0700 Friday 24th.

12. Soon after arriving in Broome it became evident that the local community wanted ACUTE to participate in the Anzac Day services. After discussion with NOCNA Headquarters, the sailing signal was changed so that ACUTE could remain in harbour for the occasion. All, but duty watch, were involved in the proceedings which lasted all day, and will be remembered for sometime.

13. ACUTE departed harbour at 0910 Sunday 26th and proceeded towards Rowley Shoals. The ship arrived in the area the next morning and commenced a search for Indonesian fishing vessels, but found none. Course was then set for Dampier where the ship berthed at 0900 Tuesday 28th to fuel and rectify a low sea water suction defect. The defect was repaired by 2220, whereupon the ship departed harbour and commenced the returned passage to base.

14. At the end of the month ACUTE was still on passage to STIRLING.

Engineering and Electrical

15. The engineering and electrical departments performed satisfactorily during the month. The following defects were raised:

URDEF	6/83	ANURC 58 Transceiver
"	7/83	Windlass motor
"	8/83	Port main engine thermostat
"	9/83	Port generator (AVR)
"	10/83	RM916A Radar
"	11/83	Low sea suction

At the end of the month all of the above defects had been rectified and both departments were trouble free.

...../4.

R E S T R I C T E D



R E S T R I C T E D

- 4 -

General

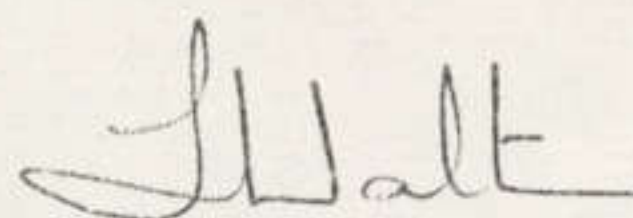
16. The health of the ship's company has been good with the exception of one sailor who injured his temple in an engineroom accident. The welfare and conduct of the ship's company has also been good.

17. Despite the sudden change of the ship's programme, morale has been very high throughout the month. This is probably because the crew feel that they are, once again, contributors to the surveillance effort.

I have the honour to be,

Sir,

Your Obedient Servant



(L. WALTON)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming return  
B. Exercise return

R E S T R I C T E D



R E S T R I C T E D

ANNEX A TO  
HMAS ACUTE LETTER 1/16/1  
DATED 04 MAY, 1981

STEAMING RETURN

1. Distance steamed during the period 3,777 nm
2. Hours underway during the period 310 hr 54 min
3. Total distance steamed since first commissioning 32,107 nm
4. Total hours underway since first commissioning 2,629 hrs 29 min
5. Occasions for exceeding fast routing speed:

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
10	20	1 hr	SAR

R E S T R I C T E D



R E S T R I C T E D

ANNEX B TO  
HMAS ACUTE LETTER 1/16/1  
DATED 04 MAY 1981

EXERCISES

	<u>Number Of</u>	<u>Total Time</u>	<u>Date</u>
<u>Gunnery</u>			
Proved watchbill	1	1 hr	11
SUFEX (50 cal)	2	1 hr	14,21
7.62mm AR and SLR firings	1	1 hr	20
40mm Bofor yacht race start drills	1	1 hr	17
Boarding party	3	5 hrs	21,22
Pyrotechnics demonstration	1	$\frac{1}{2}$ hr	26
<u>NBCD</u>			
Harbour fire/flood drill	5	1 hr	
Minor DCX	1	$\frac{1}{2}$ hr	28
Survival and safety equipment lecture	1	$\frac{1}{2}$ hr	8
<u>Navigation</u>			
Blind pilotage			
Senior sailors pilotage	2	$1\frac{1}{2}$ hrs	10,23
OOW manoeuvres	1	1 hr	10
Steering by magnetic compass	3	2 hrs	15,20,30
<u>Seamanship</u>			
Point ship	1	3 hrs	10
Streamed para anchor	1	12 hrs	22
<u>Communications</u>			
Rigged emergency HF aerial	1	$\frac{1}{2}$ hr	26
UHF/HF Portable use	3	24 hrs	2,10,26

R E S T R I C T E D



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

AF 1/16/2

25 JUN 1981

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

HMAS ACUTE REPORT OF PROCEEDINGS -  
MAY, 1981

Forwarded.

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

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

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ADMIN-N (A)



# RESTRICTED

FILE: 1/16/1

HMAS ACUTE,  
At Ashmore Reef.

1 June, 1981.

The Flag Officer Commanding,  
HM Australian Fleet,  
Fleet Headquarters,  
GARDEN ISLAND. N.S.W. 2000.

For Information:

The Naval Officer Commanding  
WEST AUSTRALIA AREA

The Naval Officer Commanding  
NORTH AUSTRALIA AREA

The Commanding Officer  
HMAS STIRLING

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces,  
HMAS WATERHEN

HMAS ACUTE - REPORT OF PROCEEDINGS

MAY 1981

Sir,

I have the honour to report the proceedings of  
HMAS ACUTE under my command for the month May, 1981. The  
time zones used are indicated.

2. At the beginning of the month HMAS ACUTE was  
returning to base after completing a patrol for Indonesian  
fishing vessels in the Koolan Island - Scott Reef area.  
The ship berthed at HMAS STIRLING at 0900(H) Friday 1st  
and immediately commenced preparations for the start of  
the Fremantle - Bali yacht race.

3. The ship departed HMAS STIRLING at 0730(H)  
Saturday 2nd and proceeded to her anchorage near Success  
Harbour. Guests were embarked which included, His Excellency  
the Governor of Western Australia, Rear Admiral Sir Richard  
TROWBRIDGE, KCVO, K.St.J. and Lady TROWBRIDGE, the Premier of

...../2.

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Western Australia The Hon. Sir Charles COURT, KCMG, OBE, MLA and Lady COURT and Commodore Robert H. PERCY, RAN and Mrs. PERCY. The race was started by the 40/60 Bofor at 1000(H) followed by the race for cruising yachts ten minutes later. The guests then disembarked, whereupon HMAS ACUTE weighed anchor, and returned to HMAS STIRLING.

4. During the week commencing Monday 4th the ship underwent a short AMP and prepared for her role in Exercise Beacon Compass.

5. On Tuesday 12th and Wednesday 13th HMAS ACUTE towed a Williams target out to a firing area to the west of Garden Island, so that some of the participating escorts in exercise Beacon Compass could practise surface gunnery. The ship returned to HMAS STIRLING each afternoon.

6. Thursday 14th was spent alongside repairing the deep freeze unit (URDEF 12/83) and preparing for a passage to Darwin.

7. HMAS ACUTE departed HMAS STIRLING at 1000(H) Friday 15th and proceeded to Dampier. The three day passage was uneventful except for internal drills and the rounding of North West Cape which immediately brought calm seas. The ship berthed at the Service Wharf at 0810(H) Monday 18th to take on fuel, water and to allow legs to be stretched.

8. Soon after departing Dampier at 1500(H) the same day, a message was received which required HMAS ACUTE to proceed to Rowley Shoals to investigate the sighting of two Indonesian fishing vessels. The ship arrived off Imperieuse Reef during the forenoon of Tuesday 19th. Two attempts were made that day to board the Indonesians but they were foiled firstly by the weather, and secondly by low tide.

9. The ship moved away from the reef for the night and rode upon the para anchor. At midday Wednesday 20th another attempt was made to board the two FFV's which was successful (ACUTE Message FSI/EOJ 200626Z MAY 81 refers). HMAS ACUTE departed the area later that afternoon to continue the passage to Darwin where the ship berthed outboard of HMAS ASSAIL at the Fort Hill Wharf 0900 (IK) Saturday 23rd.

10. At 0810(IK) Monday 25th HMAS ACUTE cast off and proceeded out of Darwin in company with HMA Ships ADROIT, AWARE and ARDENT to conduct a Squadex in accordance with NOCNA Exopord 1/81. The exercise ended at 0800(IK) Wednesday 27th. Initially HMAS ACUTE showed an obvious lack of in-company time but as the exercises wore on the ship continued to improve and came away from the Squadex better for it.

11. At 1030(IK) Thursday 28th, accompanied by the Naval Officer Commanding North Australia, Captain R. MacKENZIE, RAN, I called upon His Honour the Administrator of the Northern Territory, Commodore E. E. JOHNSTON, AM, OBE, RAN (Ret'd).

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...../3.



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12. HMAS ACUTE departed Darwin at 1010(1K) Saturday 30th and proceeded towards Ashmore Reef, in search of Indonesian fishing activity. The ship searched Cartier Islet and Hibernia Reef Sunday 31st but found nothing, and due to the lateness of the hour on arriving at Ashmore Reef was forced to spend the night drifting. So ended May, 1981.

## Engineering and Electrical

13. The engineering and electrical departments performed very well during the month. Despite a short AMP, the ship sailed for patrol with all equipment serviceable and most planned maintenance completed.

14. The following defects were raised:

URDEF 12/83	Deep freeze unit
URDEF 13/83	Decca RM916A Radar
URDEF 14/83	Port main engine supply fan
INDEF 5/83	Decca RM916A Radar

At the end of the month two defects were still outstanding (URDEF 14/83 and INDEF 5/83) but sufficient work had been completed for HMAS ACUTE to continue patrol.


## General

15. The health, welfare and conduct of the ship's company has been good. Morale has remained high. The ship's company have been briefed on security and the dangers of alcohol and drug abuse.

I have the honour to be,

Sir,

Your Obedient Servant

  
for (L. WALTON)  
Lieutenant, RAN  
Commanding Officer

Annexes: A. Steaming return  
B. Exercise return

# RESTRICTED



R E S T R I C T E D

ANNEX A TO  
HMAS ACUTE LETTER 1/16/1  
DATED 01 JUNE 1981

STEAMING RETURN

1. Distance steamed during the period 3,155 nm
2. Hours underway during the period 277 hrs
3. Total distance steamed since first commissioning 35,262 nm
4. Total hours underway since first commissioning 2,906 hrs
5. Occasions for exceeding fast routing speed:

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
25/26	18-20	6 hrs	Squadex

R E S T R I C T E D



R E S T R I C T E D

ANNEX B TO  
HMAS ACUTE LETTER 1/16/1  
DATED 01 JUNE 81

EXERCISES

	<u>Number of</u>	<u>Total time</u>	<u>Date</u>
40/60 mm Bofor used to start Yacht race	1	1 hr	2
Weapon drills	2	2 hrs	16,22
40/60 mm Bofor/50 cal AATFX	1	1½hrs	25
40/60 mm Bofor/50 cal SUFX	1	1 hr	26
Boardex	2	1 hr	22,26
Boarding party (investigative)	1	2 hrs	20
Night Encounter exercise	1	7 hrs	26,27
Proved watchbill	1	1 hr	18

NBCD

Harbour fire/flood drills	18	-	-
Major DCX	2	1½hrs	21,22
DC equipment lecture	2	2 hrs	16,18
Paraguard/first aid lecture	1	1 hr	21

NAVIGATION

Blind Pilotage	5	8 hrs	12,13 18,22,26
Minefield transit	2	2 hrs	25,27
OOW manoeuvres	3	4 hrs	25,26
Rasaps/Heaving line transfers	2	1 hr	26
Magnetic compass fixing	2	2 hrs	16,17
XO con ship	2	1 hr	26,30

SEAMANSHIP

Laid kedge anchor	1	1 hr	2
Streamed para anchor	2	18 hrs	19,20
Towex (fwd and aft)	1	1½hrs	25,26
Towed Williams target	2	4 hrs	12,13

COMMUNICATIONS

XO flashex	1	1 hr	25
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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 1/16/2

21 JUL 1981

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

HMAS ACUTE REPORT OF PROCEEDINGS -  
JUNE, 1981

Forwarded.



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

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

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R E S T R I C T E D



DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

HMAS ACUTE,  
At Garden Island, W.A.

File: 1/16/1

1 July, 1981.

The Flag Officer Commanding,  
HM Australian Fleet,  
Fleet Headquarters,  
GARDEN ISLAND. N.S.W. 2000

For Information:

The Naval Officer Commanding,  
WEST AUSTRALIA AREA.

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA.

The Commanding Officer,  
HMAS STIRLING.

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces,  
HMAS WATERHEN.

COMAUSFLT (Afloat)

HMAS ACUTE - REPORT OF PROCEEDINGS

JUNE 1981

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month June, 1981. All times are in zone H(-8).

2. At the beginning of the month ACUTE was drifting near Ashmore Reef awaiting sunrise before seeking an anchorage. The ship anchored at 0925. Four Indonesian fishing vessels were located on the reef and subsequently boarded. Although nothing illegal was revealed, a good number of dead turtles and birds were found on three of the islets (ACUTE messages FS1/EOJ 010917Z and 020027Z JUN 81 refer). Photographs have been enclosed at Annex C.

3. ACUTE departed Ashmore Reef early the following morning and proceeded to Scott Reef via Seringapatam Reef. No Indonesians were found so the ship anchored within Scott Reef for the night. At 1200 Wednesday 3rd ACUTE proceeded

.../2

R E S T R I C T E D



out of the lagoon and headed towards Broome. Shortly afterwards the ship was overflown by a RAAF P3 ORION aircraft, which reported an Indonesian TYPE 2 fishing vessel at Rowley Shoals.

4. ACUTE berthed at Broome at 0800 Thursday 4th and stayed until 1830 to replenish fuel and water, and allow the ship's company to have some time ashore. On departing Broome course was set for Rowley Shoals.

5. The Indonesian vessel was found at Mermaid Reef during the afternoon of Friday 5th. She was conveniently anchored on the edge of the reef and not in the lagoons, so ACUTE anchored nearby. The boarding party, with Mr. Phil Mosel of W.A. Fisheries and Wildlife, boarded the Indonesian and ditched all of her catch because it was one of the two vessels warned by ACUTE on 20th May not to gather trochus shell at Rowley Shoals. As in the previous instance, the weather was too rough for the vessel to leave the shelter of the reef, so her master was instructed to depart when the weather had improved. At sunset, ACUTE weighed anchor and headed for Dampier.

6. The ship berthed at Dampier 1400 Saturday 6th and remained alongside for the weekend.

7. At 1300 Monday 8th ACUTE cast off and commenced the passage to base. The weather was uncomfortable initially but it improved during the passage. The ship anchored overnight on the 10th/11th in Good Friday Bay at Houtman Abrolhos and berthed at HMAS STIRLING 0710 Friday 12th.

8. ACUTE commenced an AMP Monday 15th and was due to sail on patrol two weeks later but, due to the need to sandblast and repaint the fresh water tanks, she was still in harbour at the end of the month.

9. On Tuesday 16th the Commander of Australian Mine Warfare and Patrol Boat Forces, Commander P.V. BLACKMAN, RAN visited ACUTE as part of a familiarisation tour.

#### Engineering and Electrical

10. The engineering and electrical departments performed well during the month. The ship had a number of defects on returning to base which could only be expected from a patrol which included a passage to Darwin and back, as well as a squalex. At the end of the month the following defects were outstanding:

URDEF 15/83	40/60mm Bofor series inspection
URDEF 16/83	Fresh water tanks
INDEF 6/83	Windlass control box

#### General

11. The health, welfare and conduct of the ship's

.../3



R E S T R I C T E D

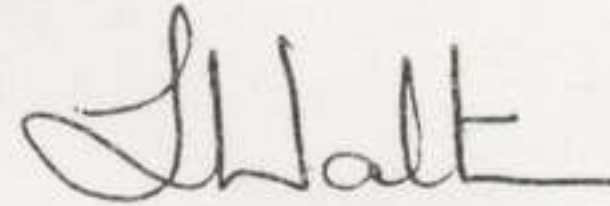
- 3 -

company has been good. Morale has also been high.

I have the honour to be,

Sir,

Your Obedient Servant



(L. WALTON)  
Lieutenant, RAN  
Commanding Officer

- Annexes:
- A. Steaming return
  - B. Exercise return
  - C. Photographs taken at Ashmore Reef (details on reverse side) (Comausflt only).

R E S T R I C T E D



R E S T R I C T E D

ANNEX A TO  
HMAS ACUTE LETTER 1/16/1  
DATED 01 JULY 1981

STEAMING RETURN

1.	Distance steamed during June	1,800 nm
2.	Hours underway during June	143 hrs
3.	Total distance steamed since first commissioning	37,062 nm
4,	Total hours underway since first commissioning	3,049 hrs
5.	Occasions for exceeding fast routing speed	Nil

R E S T R I C T E D



R E S T R I C T E D

ANNEX B TO  
HMAS ACUTE LETTER 1/16/1  
DATED 01 JULY 1981

EXERCISES

	<u>Number of</u>	<u>Total time</u>	<u>Date</u>
<u>GUNNERY</u>			
40/60mm Bofor SUFX	1	1 hr	3
50 cal Browning M6 SUFX	1	1 hr	3
Boarding party (investigative)	1	6 hrs	5
Boarding party (full)	1	1½ hrs	5
<u>NAVIGATION</u>			
Blind pilotage	4	4 hrs	2, 4, 8, 11
<u>NBCD</u>			
Harbour fire/flood drills	15	-	-

R E S T R I C T E D



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ROYAL AUSTRALIAN NAVY

Telephone: 359-9111

Extension 3139

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

AF

1/16/2

19 AUG 1981

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

HMAS ACUTE REPORT OF PROCEEDINGS -  
JULY, 1981

Forwarded.

*Ian H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS ACUTE Report of Proceedings for  
July, 1981 dated 4 August, 1981

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R E S T R I C T E D



DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

HMAS ACUTE,  
At Garden Island, W.A.

File: 1/16/1

4 August, 1981.

The Flag Officer Commanding,  
HM Australian Fleet,  
Fleet Headquarters,  
GARDEN ISLAND. N.S.W. 2000

For Information:

The Naval Officer Commanding,  
WEST AUSTRALIA AREA.

The Commanding Officer,  
HMAS STIRLING.

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces,  
HMAS WATERHEN.

HMAS ACUTE - REPORT OF PROCEEDINGS

JULY 1981

Sir,

I have the honour to report of proceedings of HMAS ACUTE under my command for the month of July, 1981. All times are in zone H (-8).

2. At the beginning of the month ACUTE was berthed at the Patrol Boat Wharf, HMAS STIRLING having her fresh water tanks repainted. The ship cast off at 0830 Sunday 5th and proceeded to sea to conduct 40/60 GFT and to test the windlass. Both trials were successful but, during the return passage to base a defect with the starboard main engine governor was detected. ACUTE berthed at 1345 to effect repairs. Later that day URDEF 17/83 was raised when engine tests were unsuccessful. Further tests were conducted at 1600 Monday 6th and on this occasion a good result was achieved. The ship then commenced a passage to Dampier.

3. The ship berthed at Dampier 0800 Thursday 9th only long enough to replenish fuel and stores and embark three passengers. Two of the passengers were from the Public Health Department, whose task it was to conduct a survey of the radio-activity of the Monte Bello Islands; the other was from the National Parks Authority. ACUTE anchored in the Monte Bello's at sunset the same day and remained there until Saturday afternoon when she returned to Dampier. 11-7-81

.../2

R E S T R I C T E D



4. At 1300 Monday 13th, ACUTE cast off and departed Dampier. Four pairs of Taiwanese trawlers were sighted near the Monte Bello's that night (ACUTE message FS1/EOJ 131250 2 JUL 81 refers). The patrol was continued without incident to Houtman Abrolhos where the ship anchored in Good Friday Bay on Wednesday afternoon. ACUTE departed the anchorage early the next morning and headed for STIRLING where she berthed at 0800 Friday 17th to repair the boat crane (URDEF 18/83) and replace an automatic voltage regulator (INDEF 8/83).
  5. ACUTE departed STIRLING at 0830 Sunday 19th and set course for Albany. An unexpectedly good passage was experienced and the ship berthed at 1030 Monday 20th. Later that day, the Executive Officer and I were flown to Wagin by an Army aircraft to be briefed by 3rd Special Air Service Squadron on their requirements for Exercise Overtake.
  6. During the next three days ACUTE exercised with two patrols of the SAS in the vicinity of Albany harbour. Weather conditions deteriorated considerably in this period and caused the cancellation of some exercises and limited others. On one occasion the ship had to be moved from alongside to an anchorage because of strong winds in the harbour.
  7. At 1600 Friday 24th ACUTE departed Albany and proceeded to Esperance where she berthed the following morning.
  8. In the early hours of Monday 26th five SAS personnel, who had just completed a clandestine operation in the town, were embarked for the passage to Albany. The ship then cast off and departed harbour unnoticed by the local volunteer defence. After a slow passage because of the rough conditions, ACUTE berthed at Albany 0130 Tuesday to land the soldiers and departed shortly afterwards. The return passage to STIRLING was also marred by rough seas and finally the ship berthed at 0700 Wednesday 29th.
  9. On Wednesday 30th ACUTE commenced a two week assisted maintenance period.
- Engineering and Electrical
10. The engineering and electrical departments performed well during the month. Although ACUTE was delayed from sailing on patrol Monday 29th June because of the work remaining on the fresh water tanks (URDEF 16/83) and then by an engine governor defect, no other delaying defects were encountered. Two URDEF's (18/83 and 22/83) were raised on the boat crane which was unserviceable for a total of 11 days.
  11. At the end of the month only one defect was outstanding and this was URDEF 21/83 - 40/60mm Bofor electric motor.

.../3



R E S T R I C T E D

- 3 -

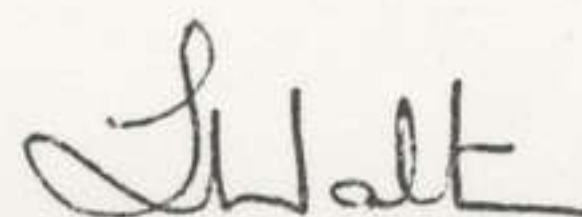
General

12. The health, welfare and conduct of the ship's company has been good. Morale has also been high.

I have the honour to be,

Sir,

Your Obedient Servant



(L. WALTON)  
Lieutenant RAN  
Commanding Officer

Annexes: A. Steaming Return  
B. Exercise Return

R E S T R I C T E D



R E S T R I C T E D

ANNEX A to  
HMAS ACUTE letter 1/16/1  
Dated 04 August 1981.

STEAMING RETURN

- |    |  |           |
|----|--|-----------|
| 1. | Distance steamed during July                     | 2986 nm   |
| 2. | Hours underway during July                       | 234 hrs   |
| 3. | Total distance steamed since first commissioning | 40,048 nm |
| 4. | Total hours underway since first commissioning   | 3,283 hrs |
| 5. | Occasions for exceeding fast routing speed.      | nil       |

R E S T R I C T E D



R E S T R I C T E D

ANNEX B to  
HMAS ACUTE letter 1/16/1  
Dated 04 August 1981.

EXERCISES

<u>GUNNERY</u>	<u>NUMBER OF</u>	<u>TOTAL TIME</u>	<u>DATE</u>
40/60 Bofor GFT	1	1 hr	05
Small arms firing	1	1 hr	11
50 Cal MG and 7.62mm SLR firing	1	1 hr	19
 <u>NBCD</u>			
Harbour fire/flood exercises	10	-	-
Lombardini pump demonstrations	2	1 hr	12, 26
 <u>SEAMANSHIP</u>			
SAS Zodiac boat exercises	8	-	21 - 23
 <u>NAVIGATION</u>			
MOBEX	6	1 hr	13
OOW shiphandling	2	1 hr	24, 29
Steering gear failure	1	½ hr	24
Blind pilotage	8	6 hrs	-
Magnetic compass fixing/steering	1	4 hrs	27

R E S T R I C T E D



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

AF

1/16/2

21 SEP 1981

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

HMAS ACUTE REPORT OF PROCEEDINGS -  
AUGUST, 1981

Forwarded.

*Ian H. Richards.*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS ACUTE Report of Proceedings for  
August, 1981 dated 2 September, 1981

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R E S T R I C T E D



## DEPARTMENT OF DEFENCE

Tel: (095) 270 337

HMAS ACUTE.  
At Garden Island, W.A.

File: 1/16/1

2 September, 1981.

The Flag Officer Commanding,  
HM Australian Fleet,  
Fleet Headquarter,  
GARDEN ISLAND N.S.W. 2000

For Information:

The Naval Officer Commanding,  
WEST AUSTRALIA AREA.

The Commanding Officer,  
HMAS STIRLING.

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces,  
HMAS WATERHEN.

HMAS ACUTE - REPORT OF PROCEEDINGS  
AUGUST 1981

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of August, 1981. All times are in zone H(-8).

2. At the beginning of the month ACUTE was berthed at the Patrol Boat Wharf, HMAS STIRLING, undergoing an assisted maintenance period. The AMP continued until the 12th.

3. ACUTE cast off at 1000 Thursday 13th and proceeded to a firing area near Rottnest Island to conduct a functioning trial on the 40/60 Bofor. The trial was successful and, after landing passengers at STIRLING, the ship commenced her patrol.

4. The patrol northwards was conducted in uncomfortable weather and, during the morning of Saturday 15th the ship had to anchor in Shark Bay so that the steering gear could be repaired and to rest the ships company. The ship weighed anchor at sunset and continued the patrol. On Sunday evening a night firing was conducted near the Monte Bello Islands and at 0900 the following day ACUTE berthed in Dampier.

5. ACUTE departed Dampier at 0900 Tuesday 18th with Mr. R. Sutton; an AFZ Officer, embarked. A sweep for FFV's was conducted but none were found and at 1640 the ship went to anchor in the Monte Bello's group.

.../2

R E S T R I C T E D



6. During the following day, parties were despatched to the various islands to inspect the signs surrounding the nuclear bomb test sites and look for an airfield. The signs were in good condition but no airfield was found. Later that day, after the ship's company had commenced their favourite leisure time pursuits, a message was received which directed ACUTE to investigate an unlicensed FFV operating within the AFZ.

7. The ship departed the anchorage at 1630 and proceeded to the west to intercept the FFV. No FFV was found, so assistance to locate the intruder was called for. An ORION aircraft arrived on task at noon Thursday 20th and it later sighted the vessel just outside the AFZ. The investigation was then discontinued whereupon ACUTE set course for Geraldton, where she berthed at 1200 Saturday 22nd.

8. ACUTE departed harbour at 0800 Sunday 23rd and soon afterwards commenced her participation in Exercise Beacon South 81 - 4. In co-operation with an Air Force P3c, ACUTE was meant to launch a Harpoon missile attack upon the USS AMERICA Battle Group but, for many reasons, could not. The ship's role in the exercise terminated that evening whereupon she proceeded to Carnarvon.

9. As ACUTE entered Shark Bay on Monday morning, a quantity of fuel was found to have leaked into the false deck of the after mess (URDEF 24/81). Due to the effect upon habitability and the increased fire hazard, it was decided to cancel the visit to Carnarvon and return to base to have the defect repaired. The ship berthed at HMAS STIRLING at 0900 Wednesday 26th.

10. Repairs to the false deck commenced immediately after arriving but, it soon became evident that the fuel had penetrated a large area of the deck and it would take some time to rectify. Consequently, ACUTE commenced de-storing in preparation for the previously arranged slipping, so that the underwater paint could be repaired (URDEF 25/81). At the end of the month, the ship was berthed at the West Wharf discharging her fuel.

#### Engineering and Electrical

11. Two serious defects have caused the loss of patrol time. They are:

URDEF 24/83 - AFTER MESS DECK

URDEF 25/82 - UNDERWATER PAINT

12. Other defects have been experienced but, they were not serious. In the main, all machinery and electrical equipment has performed very well.

#### General

13. The health, welfare and conduct of the ship's company has been good. Morale has been high but, it appears that most of us are becoming frustrated with the effect of the two defects mentioned above. No doubt, this will soon pass.

.../3



R E S T R I C T E D

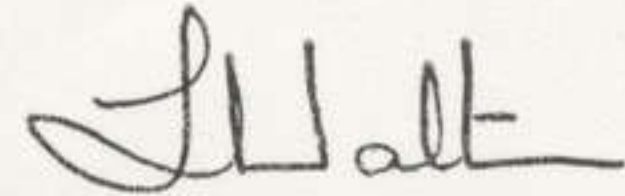
- 3 -

14. Everyone has been briefed on security and the danger of alcohol and drug abuse.

I have the honour to be,

Sir,

Your Obedient Servant



(L. WALTON)  
Lieutenant RAN  
Commanding Officer.

Annexes: A. Steaming Return  
B. Exercise Return.

R E S T R I C T E D



R E S T R I C T E D

ANNEX A to  
HMAS ACUTE letter 1/16/1  
dated 02 September, 1981.

STEAMING RETURN

1. Distance steamed during August 2,848 nm
2. Hours underway during August 231 hours
3. Total distance steamed since first commissioning 42,896 nm
4. Total hours underway since first commissioning 3,514 hours
5. Occasions for exceeding fast routing speed;

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REASON</u>
18	20	½ hour	Workup to full power
23	20 +	1 hour	Workup to full power and evasive manoeuvring against air strikes.

R E S T R I C T E D



R E S T R I C T E D

ANNEX B to  
HMAS ACUTE letter 1/16/1  
dated 02 September, 1981.

EXERCISE

<u>GUNNERY</u>	<u>NUMBER OF</u>	<u>TOTAL TIME</u>	<u>DATE</u>
40/60 Bofor GFT	1	½ hour	13
50 cal MG firing	1	1 hour	16
7.62mm SLR firing	1	½ hour	16
Man overboard marker demonstra- tion	1	½ hour	16
<u>NBCD</u>			
Harbour fire/flood exercises	16	-	-
<u>NAVIGATION</u>			
Blind pilotage	3	3 hours	17,18,19
Steering gear breakdown	1	-	26.
Man overboard exercises	4	1 hour	23,26
OOW shiphandling (evasive steering)	2	1 hour	23
<u>ENGINEERING</u>			
Workup to full power	2	1 hour	18,23
<u>COMMUNICATIONS</u>			
NAVCOMMEX 408	3	13	19,20,23

R E S T R I C T E D



SNV

ROYAL AUSTRALIAN NAVY

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

14 OCT 1981

AF 1/16/2

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

HMAS ACUTE - REPORT OF PROCEEDINGS - SEPTEMBER, 1981

Forwarded.

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

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



R E S T R I C T E D



DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

HMAS ACUTE  
At Garden Island, W.A.

File: 1/16/1

1 October, 1981.

The Flag Officer Commanding,  
HM Australian Fleet,  
Fleet Headquarters,  
GARDEN ISLAND N.S.W. 2000

For Information:

The Naval Officer Commanding,  
WEST AUSTRALIA AREA

The Commanding Officer,  
HMAS STIRLING

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces,  
HMAS WATERHEN

HMAS ACUTE - REPORT OF PROCEEDINGS  
SEPTEMBER 1981

Sir,

I have the honour to report the proceedings of  
HMAS ACUTE under my command for the month of September, 1981.  
All times are in zone H(-8).

2. At the beginning of the month ACUTE was berthed at  
the West Wharf undergoing preparations for slipping so that  
the underwater paint scheme could be repaired. The ship moved  
to the slipway at 0915 Wednesday 2nd and was slipped shortly  
afterwards.

3. ACUTE remained on the slip for the next thirteen  
days during which time much of the hull was sandblasted and  
repainted. Work on the after mess deck was also progressed.  
The ship unslipped at 0915 Tuesday 15th and berthed at the  
Patrol Boat Wharf.

4. Over the next three days the ship's company was  
employed in preparing the ship for handover to the Fremantle  
Port Division of the Reserves. A harbour trial was conducted  
early on Friday 18th and during the afternoon CMDR D.G.  
BANTOCK RANR assumed command. I resumed command at 1500  
Sunday 20th.

.../2

R E S T R I C T E D



5. ACUTE stayed alongside for the remainder of the month so that work on the deck of the after mess could be continued.

Engineering and Electrical

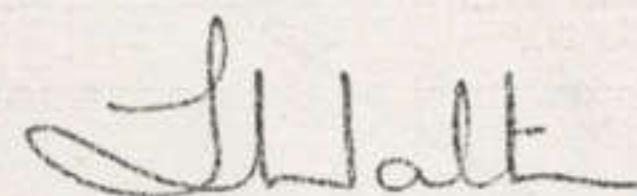
6. Work on the following defects was carried out during the month:

URDEF 23/83 - Windlass motor  
URDEF 24/83 - After Mess Deck  
URDEF 25/83 - Underwater paint

Two of the defects (URDEF's 23/83 and 25/83) were rectified prior to handing over to the Reserves on the 18th but, the after mess deck remains outstanding.

General

7. The health, welfare and conduct of the ship's company has been good. Morale has been high.



(L. WALTON)  
Lieutenant RAN  
Commanding Officer

Annexes: A. Steaming Return  
B. Exercise Return



R E S T R I C T E D

ANNEX A to  
HMAS ACUTE letter 1/16/1  
Dated 01 October, 1981

STEAMING RETURN

1.	Distance steamed during September	54nm
2.	Hours underway during September	6hrs
3.	Total distance steamed since first commissioning	42,950nm
4.	Total hours underway since first commissioning	3,520hrs
5.	Occasions for exceeding fast routing speed	NIL

R E S T R I C T E D



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

19 NOV 1981

AF

1/16/2

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

HMAS ACUTE REPORT OF PROCEEDINGS -  
OCTOBER, 1981

Forwarded.

*Ian H. Richards*

(IAN H. RICHARDS)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS ACUTE Report of Proceedings for  
October, 1981 dated 2 November, 1981

UNCLASSIFIED COVERING  
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DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

HMAS ACUTE

At Garden Island W.A.

File: 1/16/1

2 November 1981

The Flag Officer Commanding,  
HM Australian Fleet,  
Fleet Headquarters,  
GARDEN ISLAND N.S.W. 2000

For Information

The Naval Officer Commanding,  
WEST AUSTRALIA AREA

The Commanding Officer,  
HMAS STIRLING

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces,  
HMAS WATERHEN

COMAUSFLT (Afloat)

HMAS ACUTE - REPORT OF PROCEEDINGS  
OCTOBER 1981

Sir,

I have the honour to report the proceedings of  
HMAS ACUTE under my command for the month of October, 1981.

2. At the beginning of the month ACUTE was berthed at  
the Patrol Boat Wharf, HMAS STIRLING, so that repairs to the  
deck of the after mess could be continued.

3. As base staff were concerned with repairs to the  
after mess the ship's company were employed in preparing for  
the Annual Inspection. Departmental inspections commenced  
Friday 23rd and on Tuesday 27th the ship and divisions were  
inspected by the Naval Officer Commanding West Australia Area,  
Commodore R.H. Percy RAN.

4. ACUTE stayed alongside for the remainder of the month.

Engineering and Electrical

5. The major problem during the month was the deck of  
the after mess. Whilst awaiting the supply of deck insulation  
material, work was progressed in other areas such as bulkhead  
insulation and woodwork. The delivery of the deck insulation  
material on the 14th, allowed work to continue to the stage  
where at the end of the month the job was nearing completion.

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- 2 -

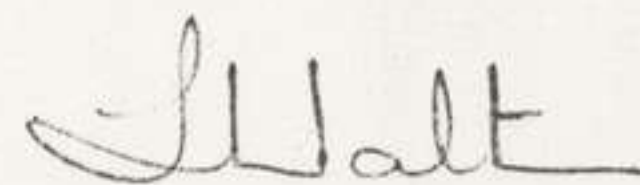
General

6. The health, welfare and conduct of the ship's company has been very good. Morale has also been high. Everyone has been briefed on security and the dangers of alcohol and drug abuse.

I have the honour to be,

Sir,

Your Obedient Servant



(L. WALTON)  
Lieutenant RAN  
COMMANDING OFFICER

Annexes: A. Steaming Return  
B. Exercise Return

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ANNEX A to  
HMAS ACUTE letter 1/16/1  
dated 02 November 1981.

STEAMING RETURN

- |    |  |             |
|----|--|-------------|
| 1. | Distance steamed during October                  | Nil         |
| 2. | Hours underway during October                    | Nil         |
| 3. | Total distance steamed since first commissioning | 42,950 nm   |
| 4. | Total hours underway since first commissioning   | 3,520 hours |
| 5. | Occasions for exceeding fast routing speed       | : Nil       |

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ANNEX B to  
HMAS ACUTE letter 1/16/1  
Dated 02 November 1981.

EXERCISES

<u>GUNNERY</u>	<u>Number of</u>	<u>Total Time</u>	<u>Date</u>
Weapon drills	4	4 hrs	-
<u>DAMAGE CONTROL</u>			
Fire/flood exercises	23	-	-
<u>MEDICAL</u>			
First aid lecture	1	2 hrs	20

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OFFICE OF THE

FLAG OFFICER COMMANDING

HM. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/2

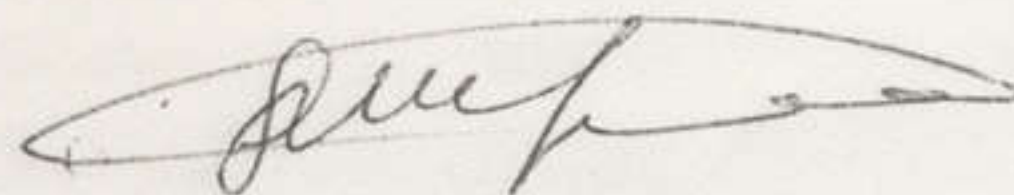
30 DEC 1981

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

HMAS ACUTE - REPORT OF PROCEEDINGS

NOVEMBER 1981

Forwarded.



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

Enclosure: HMAS ACUTE - Report of Proceedings for November 1981  
dated 7 December 1981

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## DEPARTMENT OF DEFENCE

Tel: (095) 270377

File: 1/16/1

HMAS ACUTE,  
At Garden Island, W.A.

07 December, 1981.

The Flag Officer Commanding,  
HM Australian Fleet,  
Fleet Headquarters,  
GARDEN ISLAND, N.S.W. 2000

For Information

The Naval Officer Commanding,  
WEST AUSTRALIA AREA

The Naval Officer Commanding,  
NORTH AUSTRALIA AREA

The Commanding Officer,  
HMAS STIRLING

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces,  
HMAS WATERHEN

HMAS ACUTE - REPORT OF PROCEEDINGS  
NOVEMBER 1981

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of November, 1981. All times are in zone H(-8).

2. At the beginning of the month ACUTE was berthed at the Patrol Boat Wharf, HMAS STIRLING so that repairs to the deck of the after mess could be continued. Base staff work was completed on Thursday 5 and during the following day the carpet was fitted.

3. ACUTE moved to the Destroyer Wharf at 0820 Monday 9 to install a refrigerator and sailed on patrol at 1100. The passage northwards was marred by uncomfortable weather conditions but was uneventful. During the afternoon of Wednesday 11 a passenger; Chaplain I. MacPherson RAN, was landed at Point Murat after which the ship proceeded to an anchorage near North Muiron Island.

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4. Shortly before 1800 ACUTE received a message from the Australian Deputy Commander at HAROLD E. HOLT which explained that a search and rescue operation was underway for an overdue boat with four occupants. ACUTE departed the anchorage at 1810 but on approaching the search area the operation was terminated when the boat and occupants were found, safe and well. Upon learning that, ACUTE altered course and headed for Dampier.

5. ACUTE berthed at the General Service Wharf, Dampier at 0815 Thursday 12 to replenish fuel and water and have an overnight break. The ship departed at 0800 the next day and proceeded towards Broome.

6. ACUTE anchored in Broome harbour at 1130 Saturday 14 and on the following day berthed outboard of an oil rig tender at the wharf. After a very relaxing break, the ship departed Broome Tuesday 17 and headed north towards King Sound. At 1700, the same day, the ship anchored near Cape Leveque and soon afterwards most of the ship's company were ashore visiting the lighthouse keeper and his family.

7. During the forenoon of Thursday 19, whilst attempting to start both main engines before heading into King Sound, a serious battery bank and battery charger defect was found. The ship finally departed the anchorage on one engine and instead of continuing as planned proceeded to Broome to rectify the defect. ACUTE anchored in the harbour at 2130 that night.

8. For the next six days the ship remained at anchor whilst new batteries; from Darwin, were installed and electrical faults were located and fixed. The necessary expertise to do this was provided by two sailors from HMAS COONAWARRA. ACUTE was able to berth outboard of an oil rig tender at the wharf on Wednesday 25 but there were still faults with the battery charger controllers which needed attention. The defect was finally rectified on Saturday 28.

9. ACUTE departed Broome at 0630 Sunday 29 and set course for the Monte Bello Islands. Yet another uncomfortable passage was experienced as the ship had to head into a fresh south westerly wind. During the afternoon of Monday 30 seven pairs of Taiwanese trawlers were found working the area between the Monte Bellos and the Dampier Archipelago. No boardings were attempted because of the weather and the need to be anchored before dark. ACUTE anchored within the Monte Bello group at 1815 and stayed there for the remainder of the month.

#### Engineering and Electrical

10. The ship was seriously effected by defects during the month. The two major problems were the after mess deck (URDEF 24/83) and the battery banks and associated charger (URDEF/27/83) which have already been mentioned. Defects outstanding at the end of November were:

INDEF 10/83 RM916 Radar transceiver  
URDEF 26/83 40/60 Bofor series inspection.

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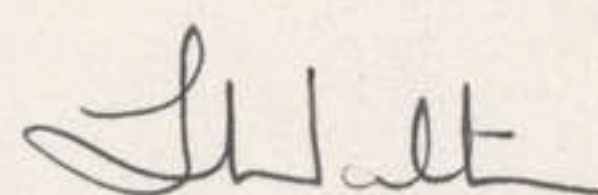
General

11. The health, welfare and conduct of the ship's company has been very good. Morale has also been high even though the weather and defects have been frustrating.

I have the honour to be,

Sir,

Your Obedient Servant



(L. WALTON)  
Lieutenant RAN  
COMMANDING OFFICER

Annexes: A. Steaming Return  
B. Exercise Return

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ANNEX A to  
HMAS ACUTE letter 1/16/1  
dated 07 December, 1981.

STEAMING RETURN

- |    |  |        |
|----|--|--------|
| 1. | Distance steamed during November                 | 1,865  |
| 2. | Hours underway during November                   | 150    |
| 3. | Total distance steamed since first commissioning | 44,815 |
| 4. | Total hours underway since first commissioning   | 3,670  |
| 5. | Occasions for exceeding fast routing speed       |        |

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
11	21	1½ hours	SAR

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ANNEX B to  
HMAS ACUTE letter 1/16/1  
dated 07 December, 1981.

EXERCISES

<u>GUNNERY</u>	<u>Number of</u>	<u>Total time</u>	<u>Date</u>
40/60 Bofor and 50 CAL MG drills	3	3 hrs	5, 11, 27
Proved watchbill	1	1 hr	9
<u>DAMAGE CONTROL</u>			
Harbour fire/flood exercises	5	1 hr	-
Minor DCX	3	1½ hrs	-
<u>SEAMANSHIP</u>			
Rigged Ax awning	1	2 hrs	25
<u>NAVIGATION</u>			
Blind pilotage	7	6 hrs	-
XO con ship	1	1 hr	19
OOW shiphandling	1	½ hr	11

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SMV

ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3139

OFFICE OF THE

FLAG OFFICER COMMANDING

H.M. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/2

12 JAN 1982

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

HMAS ACUTE REPORT OF PROCEEDINGS -  
DECEMBER 1981

Forwarded.



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

Enclosure: HMAS ACUTE Report of Proceedings for  
December 1981 dated 4 January 1982

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R E S T R I C T E D

LW

(NAVY)

Tel: (095) 270337

File: 1/16/1

HMAS ACUTE  
At Garden Island, W.A.

04 January, 1982

The Flag Officer Commanding,  
HM Australian Fleet,  
Fleet Headquarters,  
GARDEN ISLAND, NSW 2000

For Information:

The Naval Officer Commanding,  
WEST AUSTRALIA AREA

The Commanding Officer,  
HMAS STIRLING

The Commander,  
Australian Mine Warfare and  
Patrol Boat Forces,  
HMAS WATERHEN.

HMAS ACUTE - REPORT OF PROCEEDINGS  
DECEMBER 1981

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of December 1981. All times are in zone H(-8).

2. At the beginning of the month ACUTE was at anchor in the Monte Bello Islands conducting an investigation into the ownership of a hut on Trimoville Island. This was completed early in the day and at 1030 the ship weighed anchor and commenced the return passage to base.

3. During the passage ACUTE stopped at two places. At 1230 Wednesday 2 the ship anchored off Carnarvon for an hour to deliver safe hand mail to the Naval Agent and during the afternoon of Thursday 3 she berthed at Geraldton to refuel. ACUTE berthed at the Patrol Boat Wharf, HMAS STIRLING at 0830 Friday 4 and stayed there for the remainder of the month.

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R E S T R I C T E D



R E S T R I C T E D

- 2 -

4. On Monday 7 ACUTE commenced a two week assisted maintenance period. All work was completed except for the sandblasting and repainting of the three aft fresh water tanks which had to be undertaken because the original paint-work was contaminating the water. This was finally completed Wednesday 30.

5. ACUTE was meant to be the "duty ship" during the two weeks commencing Monday 21 but because of the fresh water tank problem she was unserviceable. The ship's company however, were put on standby to man HMAS BARRICADE in the event of any emergency.

6. In the period Monday 7 - Friday 11 the departmental, inspections commenced in October, were completed.

Engineering and Electrical

7. Upon returning from patrol Friday 4, ACUTE had a number of defects which required attention. Most have been rectified but the following are outstanding:

URDEF 26/83 40/60 Bofor Series Inspection (awaiting  
test firing)

URDEF 28/83 Boat davit (awaiting test)

INDEF 13/83 Fresh water tanks (paint requires 14 days  
to cure)

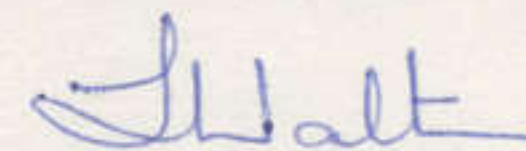
General

8. The health, welfare and conduct of the ship's company has been very good. Morale has been high and undoubtedly the recently announced pay increases have helped in this area.

I have the honour to be,

Sir,

Your Obedient Servant



(L. WALTON)  
Lieutenant RAN  
Commanding Officer

Annexes: A. Steaming Return  
B. Exercise Return

R E S T R I C T E D



R E S T R I C T E D

ANNEX A to  
HMAS ACUTE letter 1/16/1  
dated 04 January, 1982,

STEAMING RETURN

1.	Distance steamed during December	822 nm
2.	Hours underway during December	63 hours
3.	Total distance steamed since first commissioning	45,637 nm
4.	Total hours underway since first commissioning	3,733 hours
5.	Occasions for exceeding fast routing speed.	NIL

R E S T R I C T E D



R E S T R I C T E D

ANNEX B to  
HMAS ACUTE letter 1/16/1  
dated 04 January, 1982

EXERCISES

GUNNERY

40/60 Bofor, 50 CAL MG and  
2" RFL drills.

<u>Number of</u>	<u>Total time</u>	<u>Date</u>
1	1 hour	23

DAMAGE CONTROL

Harbour fire/flood exercises

14	-	-
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NAVIGATION

Blind pilotage

2	1½ hours	1,2
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R E S T R I C T E D