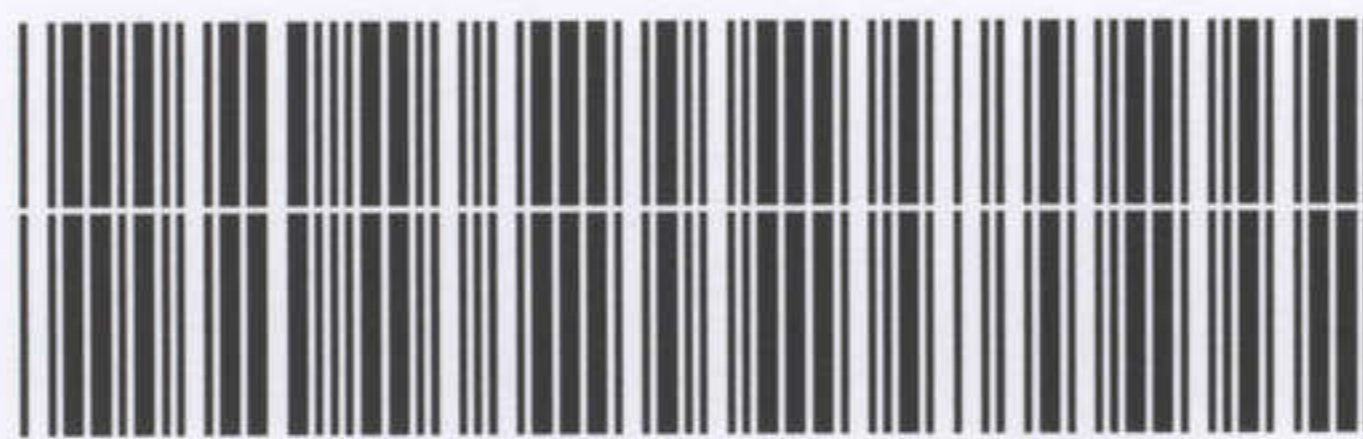


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS ACUTE

Item number: 1/11

Title: January-December 1982



AWM78-1/11

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FLAG OFFICER COMMANDING

H.M. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

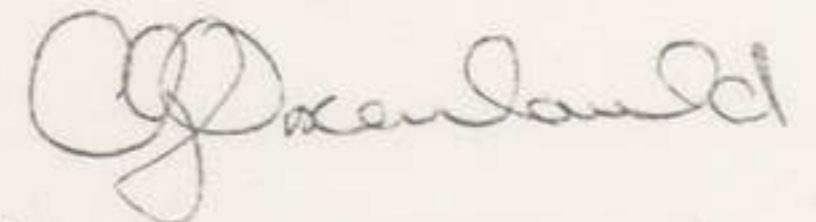
26 FEB 1982

AF 1/16/2


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

HMAS ACUTE - REPORT OF PROCEEDINGS - JANUARY, 1982

Forwarded.



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

 Enclosure: HMAS ACUTE Report of Proceedings for January,
1982 dated 2 February, 1982

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DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

File: 1/16/1

HMAS ACUTE,
At Garden Island, W.A.

02 February, 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

The Commanding Officer,
HMAS MORESBY

HMAS ACUTE - REPORT OF PROCEEDINGS
JANUARY 1982.

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of January, 1982. All times are in zone H(-8).

2. At the beginning of the month ACUTE was berthed at the Patrol Boat Wharf, HMAS STIRLING. Although the ship could not be used because of the after fresh water tanks problem, the ship's company were on standby to man HMAS BARRICADE in the event of any emergency. Thankfully, no such emergency had arisen by Monday 04 which was the last day of the period of standby.

3. As ACUTE was programmed to be on patrol by this stage a period of daily running was commenced whilst the paint on the water tanks was allowed to cure. In the period Tuesday 05 to Thursday 07 and again on Tuesday 12 the ship conducted exercises in the local area. Gunnery and OOW exercises featured heavily in the programme which proved to be a welcome change from normal patrol duties.

.../2

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4. At 0830 Friday 15 ACUTE departed STIRLING having finally rectified the fresh water tanks defect. The ship set course for Bunbury where she berthed at 1530 the same day.

5. ACUTE departed Bunbury at 1300 Monday 18 and proceeded to the Cape Naturaliste area via Busselton. The ship anchored in Eagle Bay at 1600. Internal exercises were conducted the next day until nightfall when she departed from the anchorage and headed for STIRLING. The ship berthed at the Patrol Boat Wharf at 0900 Wednesday 20.

6. It was intended to spend only one day at STIRLING and then proceed to Geraldton. However, a series of cyclones to the north had caused bad weather all along the west coast and so ACUTE had to remain alongside.

7. The ship departed STIRLING at 1500 Monday 25 in company with HMAS BARRICADE which was manned by the RANR, mainly from the Fremantle Port Division. Exercises were conducted in accordance with NOCWA message IAB 230934Z JAN 82. Both ships anchored for the night of Tuesday 26 in Good Friday Bay at Houtman Abrolhos and at 1700 Wednesday 27 berthed at Geraldton.

8. After replenishing fuel and water ACUTE cast off and sailed with BARRICADE at 1100 Thursday 28 but both ships were forced to return after a short period because of rough seas. Another attempt was made at 0800 the next day and even though conditions had improved it was nevertheless an uncomfortable passage southwards to Busselton. ACUTE and BARRICADE anchored off the jetty at Busselton at 1000 Saturday 30.

9. The two ships visited the holiday resort to participate in the 150th anniversary of settlement. Personnel from ACUTE marched in the parade, attended various functions and assisted with the fireworks display. Overall, it proved to be a most satisfactory way to end the month.

Engineering and Electrical

10. During the first half of the month ACUTE was restricted in her efforts by the necessity to rectify INDEF 13/83 (aft fresh water tanks). This problem was fixed on Thursday 14. The only other major defect was URDEF 30/83 (gyro compass static inverter) which occurred Sunday 31. One other defect was outstanding at the end of the month and that was:

INDEF 14/83 Port main engine wiring.

.../3

General

11. The health, welfare and conduct of 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 03 February, 1982.

STEAMING RETURN

1.	Distance steamed during January	1,305 nm
2.	Hours underway during January	110 hours
3.	Total distance steamed since first commissioning.	46,942 nm
4.	Total hours underway since first commissioning	3,843 hours
5.	Occasions for exceeding fast routing speed.	NIL.

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ANNEX B to
HMAS ACUTE letter 1/16/1
dated 03 February, 1982

EXERCISES

	<u>Number of</u>	<u>Total time</u>	<u>Date</u>
<u>GUNNERY</u>			
40/60 Bofor GFT	1	½ hr	5
40/60 50 CAL and 2" RFL AACRF	1	1 hr	7
40/60 50 CAL SUFX	1	1 hr	12
Small arms shoot (Fl and Pistol)	1	1 hr	19
Pyrotechnics display	1	½ hr	31
Boardex	1	1 hr	26
<u>NBCD</u>			
Major DCX	2	1 hr	6, 7
Minor DCX	1	½ hr	27
Harbour fire/flood drills	6	-	-
<u>SEAMANSHIP</u>			
Para anchor	1	1 hr	19
Helo transfer	1	½ hr	26
Towex (fwd and aft)	1	2 hrs	27
Rasaps	1	1 hr	27
<u>NAVIGATION AND OOW</u>			
Mobex	3	1 hr	6
Steering gear breakdown	3	1 hr	6
Formation entry/departures	5	4 hrs	-
Formation anchorage	1	½ hr	30
OOW manoeuvres	2	2 hrs	26, 27
OOW shiphandling	1	½ hr	27
Radar index error check	1	½ hr	27
Blind pilotage	10	6 hrs	-

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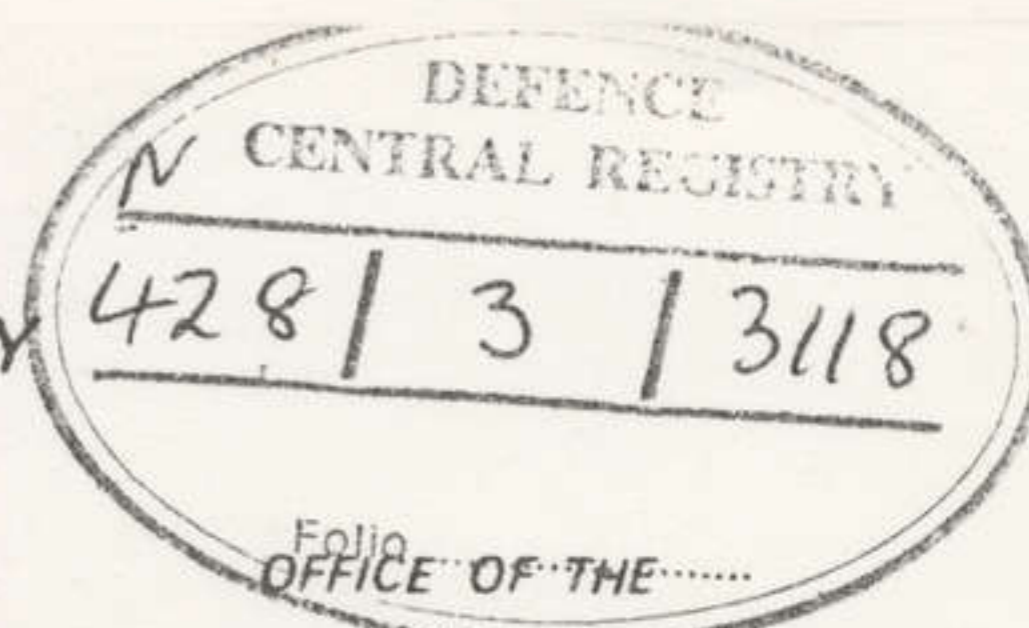
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AF 1/16/2

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FLAG OFFICER COMMANDING

HM. AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

15 MAR 1982

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

HMAS ACUTE - REPORTS OF PROCEEDINGS
1-12 FEBRUARY 1982 AND 13-28 FEBRUARY 1982

Forwarded.

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

Enclosure: HMAS ACUTE Reports of Proceedings for 1-12 February, 1982 and 13-28 February, 1982 dated 12 February 1982 and 1 March, 1982 respectively.

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DEPARTMENT OF DEFENCE (NAVY)

TEL: (095) 270337

HMAS ACUTE,
At Garden Island, W.A.

FILE: 1/16/1

12 February, 1982.

The Flag Officer Commanding,
Her Majesty's 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

01-12 FEBRUARY, 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01-12 February, 1982. All times are in zone H(-8).

2. At the beginning of the period ACUTE was anchored at Busselton with most of the ship's company ashore participating in the festivities related to the 150th anniversary of settlement. At 0830 ACUTE departed the anchorage and proceeded into Geographe Bay in company with HMAS BARRICADE. The two ships exercised in unusually good weather conditions until midday when they anchored off Peppermint Grove Beach.

3. BARRICADE departed the anchorage at 0400 Tuesday 02 and ACUTE followed shortly afterwards. A gunnery shoot was conducted in a firing area near Garden Island before berthing at HMAS STIRLING at 1230 the same day.

4. ACUTE departed STIRLING in company with BARRICADE at 0845 Wednesday 03 and exercised with her in the Garden Island - Rottnest Island area over the next two days. At 0900 Friday 05 both ships returned to base to end the two weeks of in company time. The period proved to be most beneficial to the ship's company of ACUTE and even though many will have left the ship before the next multi-unit exercise, some with recent experience will remain.

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- 2 -

5. Shortly after berthing, the immediate family of the late Senior Constable T. W. Woods and Chaplain I. MacPherson RAN were embarked. The ship cast off at 0915 and proceeded to the area north of Rottneest Island where the ashes of Senior Constable Woods were scattered. ACUTE returned to the Patrol Boat Wharf at 1250.

6. On Monday 08 ACUTE commenced an intermediate docking and maintenance period. During the days that followed fuel, stores and ammunition were landed and preparations were made for slipping. At 0905 Friday 12, the ship moved to the slipway and shortly afterwards was clear of the water. Work on the underwater area was commenced immediately.

7. At 1200 Friday 12, Lieutenant S. V. Townsend RAN assumed command of HMAS ACUTE.

Engineering and Electrical

8. All machinery and electrical equipment has performed satisfactorily with the exception of the following defects:

URDEF 30/83 Gyro compass static inverter
INDEF 14/83 Port main engine wiring

It is anticipated that these defects will be rectified during the current ID/AMP.

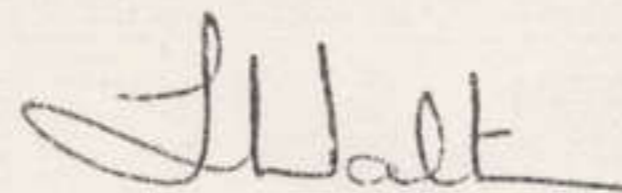
General

9. The health, welfare and conduct of the ship's company has been very 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

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ANNEX A to
HMAS ACUTE letter 1/16/1
dated 12 February, 1982.

STEAMING RETURN

1. Distance steamed during period 475 nm
2. Hours underway during period 37 hours
3. Total distance steamed since first commissioning 47,417 nm
4. Total hours underway since first commissioning 3,880 hours
5. Occasions for exceeding fast routing speed

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REASON</u>
04	22	2 hour	SAREX

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ANNEX B to

HMAS ACUTE letter 1/16/1
dated 12 February, 1982.

EXERCISES

	<u>Number of</u>	<u>Total time</u>	<u>Date</u>
<u>GUNNERY</u>			
40/60 Bofor, 50 CAL MG and 2" RFL AACRF	2	2 hrs	02,04
AAWDX	1	1 hr	03
Small arms shoot (7.62mm AR+SLR)	1	1 hr	01
<u>NBCD</u>			
FAIDEX	1	$\frac{1}{2}$ hr	02
Harbour fire/flood drills	4	-	-
<u>SEAMANSHIP</u>			
Rasaps	1	1 hr	01
<u>NAVIGATION AND OOW</u>			
OOW shiphandling	1	1 hr	04
OOW manoeuvres	1	1 hr	03
Formation entry/departures	5	3 hrs	-
Formation anchorage	1	$\frac{1}{2}$ hr	03
Exercise Screenplay	1	$2\frac{1}{2}$ hrs	03
Blind pilotage	4	3 hrs	-
<u>OTHER</u>			
SAREX	1	$2\frac{1}{2}$ hrs	04
INFILTREX	1	6 hrs	04/05

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DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

HMAS ACUTE

File: 1/16/1

At Garden Island, W.A.

1st March, 1982.

The Flag Officer Commanding,
Her Majesty's 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
13 - 28 FEBRUARY, 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the period 13 - 28 February, 1982. All times are in zone H(-8).

2. The entire reporting period was spent on the slipway at HMAS STIRLING proceeding with the Intermediate Docking and Assisted Maintenance Period. This event was well planned and executed by the Base Staff at STIRLING and no hindrance has been imposed by the constraints of the current financial restrictions.

3. An inspection of STIRLING by the Flag Officer Commanding Naval Support Command, Rear Admiral A.J. ROBERTSON, AO, DSC, RAN, was carried out on February 16th. During the inspection RADM ROBERTSON viewed ACUTE from the slipway and enquired about the facilities and support for vessels requiring repairs.

4. It was anticipated to have completed all hull work on the slipway and to have moved to the Escort Wharf on February 25th; this move being necessary to utilise the crane to install a new bofor. However, due to many difficulties

.../2

removing the starboard propellor, rudder and "P" bracket bearing an extra week has been allocated to complete this vital work. It is now anticipated to move from the slipway on March 5th and be ready for patrol duties on March 14th.

Engineering and Electrical

5. All machinery and electrical equipment has performed satisfactorily although restricted to only 30 AMPS of shore power. A temporary arrangement is being prepared to supply 100 AMPS and STIRLING is investigating a permanent shore power supply at the slipway. Outstanding defects at the end of the month are:-

URDEF 30/83 Gyro Compass static inverter (awaiting trial)
URDEF 31/83 Ship's boat and cradle
URDEF 32/83 Stbd "P" bracket bearing
INDEF 14/83 Port main engine wiring
INDEF 15/83 Boat davit modification

These defects are all being progressed and should be rectified during the current ID/AMP.

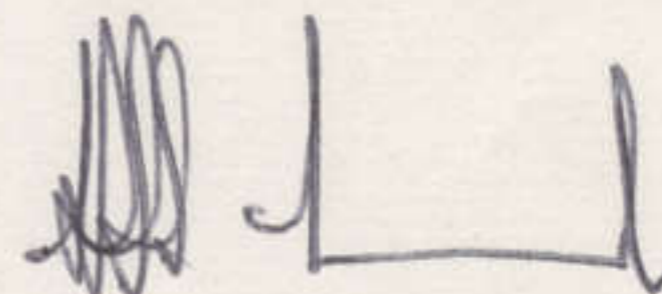
General

6. The health, welfare and conduct of the ship's company has been very good. Morale has also been high but concern is felt that efficiency might suffer if this maintenance period is extended any further.

I have the honour to be,

Sir,

Your obedient servant,



(S.V. TOWNSEND)
LEUT SLEX RAN
COMMANDING OFFICER

R E S T R I C T E D

ANNEX A to
HMAS ACUTE letter 1/16/1
dated 1st March, 1982.

STEAMING RETURN

1.	Distance steamed during period	NIL
2.	Hours underway during period	NIL
3.	Total distance steamed since first commissioning	47,417 NM
4.	Total hours underway since first commissioning	3,880 HOURS
5.	Occasions far 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 1st March, 1982

EXERCISES

<u>NBCD</u>	<u>Number of</u>	<u>Total Time</u>	<u>Date</u>
Harbour fire/flood drills	6	-	-

R E S T R I C T E D

ANNEX C to
HMAS ACUTE letter 1/16/1
dated 1st March, 1982

Over To You



Friday, February 12 saw a change in command for the Royal Australian Navy patrol boat HMAS Acute.

Pictured are Lieutenant Steve Townsend (left) who relieved Lieutenant Lynn Walton as commanding officer in an informal hand-over at HMAS Stirling.

Lieutenant Walton was in command of HMAS Acute for 12 months.
Photo by LS Fareso, Defence Public Relations (Navy).

AL TELEGRAPH, Wednesday 17th February, 1982

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Extension 3165

AF 1/16/2

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

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


admin
22/3/82

19 APR 1982

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HMAS ACUTE - REPORT OF PROCEEDINGS
MARCH, 1982

Forwarded.


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

Enclosure: HMAS ACUTE Report of Proceedings for March 1982,
dated 2 April, 1982.

1/2

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DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

HMAS ACUTE
At Garden Island, W.A.

File: 1/16/1

2nd April, 1982.

The Flag Officer Commanding,
Her Majesty's 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
MARCH 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of March, 1982. All times are in zone H(-8).

2. At the beginning of the month ACUTE was still in the Slipway at HMAS STIRLING having been delayed by a problem with the starboard propellor shaft and bearings. This was rectified and finally the ship was returned to the water early on Wednesday 10 for a cold move to the Escort Wharf to install a new Bofor 40/60. On the same afternoon the ship moved under her own power to the Patrol Boat Wharf.

3. The magnetic compass was swung in COCKBURN SOUND during the forenoon of Monday 15 after a busy period of storing the ship and preparing for sea after the docking. At 1600 on the same day ACUTE cast off and proceeded to LANCELIN Naval Gunfire Support range to lay a corridor of marker buoys. These were to indicate the area where local fishermen would not be compensated for damage to their nets and crayfish traps. However, this was cancelled while on passage and the ship returned to STIRLING at 2115.

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4. The ship departed STIRLING at 0830 Wednesday 17 to participate in Exercise Beacon South 82/2 as a Surface Attack Group with HMAS ASSAIL against the USS J.F. KENNEDY Battle Group. After proceeding well to seaward of the probability area it was intended to make individual simulated Harpoon attacks. This proved to be very beneficial to us and the Americans who were only able to locate us after we used radar towards dawn. However, after penetrating the Battle Group no attacks were made due to the identification problem at night.

5. The ship was anchored off FREMANTLE at 1015 on Thursday 18 and remained there until 1100 Friday 19 when we returned to STIRLING to fuel.

6. On Saturday 20 at 0830 ACUTE departed for a port visit to BUNBURY and the ship arrived there at 1600 on the same day after a fairly uncomfortable passage into a short southerly swell.

The ship returned from BUNBURY to anchor off FREMANTLE on Tuesday 23.

7. Early the next morning ACUTE weighed anchor and proceeded to the vicinity of the FREMANTLE Landfall buoy where we met the tug YANCHEP and took over the tow of the Williamson target at 0730. The ship then proceeded to the firing area where HMAS PERTH conducted a gunnery shoot. The target was returned to STIRLING after a very interesting day of rake marking at 1720.

8. The firing area North at ROTTNEST ISLAND was again activated on Friday 26 when ACUTE conducted a very successful Gun Functioning Trial on the new Bofor 40/60 after embarking the RANAWED trials team. After sailing at 0830 and completing the trial and a .50 CAL M.G. shoot the ship returned to STIRLING by mid-afternoon to prepare for the next weeks programme.

9. The ship was fortunate to have been permitted to entertain our families on Saturday 27 and a very enjoyable four hours from 1000 was spent within the confines of COCKBURN SOUND and around ROTTNEST ISLAND. The ships company were well presented in their best uniforms and displaying their best behaviour.

10. The next task for ACUTE was to embark a troop of the Special Air Service Regiment on Monday 29 and at 1300 sailed with canoes and inflatable boats embarked. Infiltration exercises and sea navigation was practised. Unfortunately the fragile canoes were rendered inoperable by unavoidable weather damage on the first night. The exercise was most beneficial and educational to both Navy and Army in handling the awkward equipment and the effective tactics involved. A small arms shoot was conducted on the last day which was the morning of April 1 and completed a most enjoyable period and many onboard have a new respect, and new "mates" in the Army. The ship returned to STIRLING at 1210 on Thursday 1 April to prepare for the next Assisted Maintenance Period of 2 weeks.

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- 3 -

Engineering and Electrical

11. During the month many defects were rectified after a suitable trial at sea. The only outstanding defects are:

URDEF 34/83 Boat Davit Winch

INDEF 14/83 Port Main Engine Start Panel

It is anticipated that both of these will be completed during the next AMP.

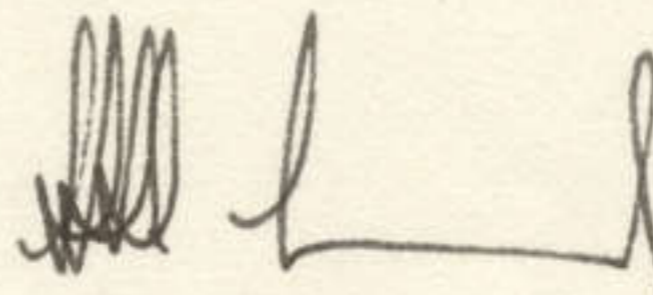
General

12. 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



(S.V. TOWNSEND)
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 April, 1982.

STEAMING RETURN

1. Distance steamed during March. 723 nm.
2. Hours underway during March. 85 hours
3. Total distance steamed since first commissioning. 48,140 nm
4. Total hours underway since first commissioning. 3,965 hours
5. Occasions for exceeding fast routing speed.

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
26	22	1 hour	Full Power Trial

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ANNEX B to
HMAS ACUTE Letter 1/16/1
dated 02 April, 1982

EXERCISES

	<u>Number of</u>	<u>Total Time</u>	<u>Date</u>
<u>GUNNERY</u>			
40/60 Bofor, 50 cal MG	1	1½ hrs	26
Target Tow (Williamson)	1	10 hrs	24
Boardex	1	1 hr	17
<u>NBCD</u>			
Minor DCX	1	1½ hrs	30
Harbour fire/flood drills	5	-	-
<u>SEAMANSHIP</u>			
Zodiac and canoe launches/recovery	6	5 hrs	29, 30 31
<u>NAVIGATION AND OOW</u>			
OOW Shiphandling	3	2 hrs	20, 30
OOW Anchorage	1	½ hr	31
Blind pilotage	5	6 hrs	-
<u>OTHER</u>			
Infiltrex	3	15 hrs	29, 30 31

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HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

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20 MAY 1982

AF 1/16/2

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

HMAS ACUTE - REPORT OF PROCEEDINGS

APRIL, 1982

1. Forwarded.
2. Stores are expected to be received by the second week of May to enable the defects noted in paragraphs 3 and 8 to be rectified, upon which ACUTE will be able to resume her programme.
3. The attention of the Commanding Officer has been drawn to the numerous minor errors in style and presentation in this report.



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

Enclosure: HMAS ACUTE Report of Proceedings for April 1982,
dated 1 May, 1982

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DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

File: 1/16/1

HMAS ACUTE
At Garden Island,
W.A. 6168

01 May 1982.

The Flag Officer Commanding,
Her Majesty's 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
APRIL 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of April, 1982. All times are in zone H (-8).

2. The first day of the month was spent at sea conducting a small arms shoot with a troop of Special Air Services Regiment from Swanbourne Barracks. The ship sailed from an anchorage near FREMANTLE at 0530 and proceeded to sea, returning to HMAS STIRLING at 1210 to land the soldiers. This completed a most enjoyable Patrol and on Monday 5 April the ship commenced a two week Assisted Maintenance Period.

3. Unfortunately, due to outstanding major defects the ship was unable to proceed on Patrol on Monday 19 April and it was intended to spend the period daily running until the defects were repaired. A problem with the Port Main engine forced us to return after only one hour on the first day.

4. On the second day, Tuesday 20 April, we were forced to return after an hour and a half, after sailing at 0900, with the same problem, compounded now by a gyro compass intermittent failure and salt water accumulating in the after fresh water tanks.

.../2

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5. In order to test the 40/60 Bofor the ship again sailed on Wednesday 21 April with a port main engine intermittent defect and without a gyro compass, at 1000. The shoot was successful and in the vicinity of COCKBURN SOUND, on the return, NBCD and Man Overboard Exercises were carried out by all officers of the watch. ACUTE returned to STIRLING at 1500 to repair the critical breakdowns.

6. The defective wiring on the port main engine was again ready for testing on Tuesday 27 April and the ship sailed at 1000. Fortunately the defect was finally isolated and the ship returned to STIRLING to complete the repair at 1105.

7. The following day we proceeded to COCKBURN SOUND again at 1100 and finally, successfully trialed the port main engine and fresh water tank. As soon as replacement parts are available for the gyro compass and davit winch, ACUTE will sail for patrol to the assigned areas. Until then an intensive work up is being carried out alongside STIRLING until the end of the Patrol Period commencing with a boarding exercise on HMAS MORESBY carried out on Friday 30 April.

Engineering and Electrical

8. During the month many defects were rectified after trials at sea. The only outstanding defects are:-

URDEF	34/83	Boat Davit Winch
URDEF	39/83	Gyro Compass
INDEF	16/83	Starboard Main Engine Pyrometer

All defects are awaiting stores for rectification.

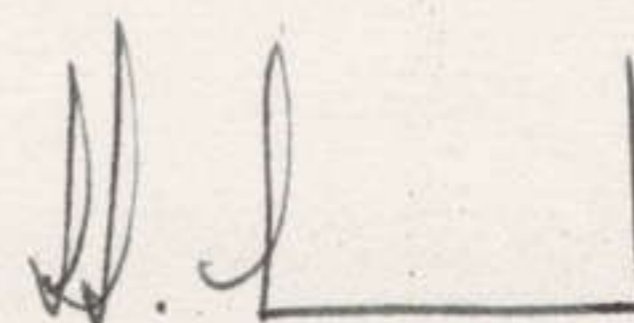
General

9. The health, welfare and conduct of the ship's company has been very good. Morale has also been high. However, we are all disappointed by not being able to meet our commitments on Patrol.

I have the honour to be

Sir,

Your Obedient Servant



(S.V. TOWNSEND)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Return
B. Exercise Return

RESTRICTED

ANNEX A to
HMAS ACUTE Letter 1/16/1
dated 1 May, 1982.

STEAMING RETURN

- | | | |
|----|--|-------------|
| 1. | Distance steamed during April | 198 nm |
| 2. | Hours underway during April | 16 hours |
| 3. | Total distance steamed since first commissioning | 48,383 nm |
| 4. | Total hours underway since first commissioning | 3,981 hours |
| 5. | Occasions for exceeding fast routing speed. | NIL |

RESTRICTED

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ANNEX B to
HMAS ACUTE Letter 1/16/1
dated 1 May, 1982.

EXERCISES

<u>GUNNERY</u>	<u>Number of</u>	<u>Total Time</u>	<u>Date</u>
Small Arms SUFX	1	2 hrs	01
40/60 Bofor SUFX .	1	1 hr	21
Boardex	1	2 hrs	30
 <u>NBCD</u>			
Major DCX	1	1 hr	21
Harbour fire/flood drills	6	3 hrs	-
 <u>NAVIGATION AND OOW</u>			
OOW Anchorage	1	½ hr	01
OOW Shiphandling	3	3 hrs	21, 27, 28
MOBEX	1	1 hr	21
Gyro Compass Failure	3	5 hrs	21, 27, 28
 <u>SEAMANSHIP</u>			
Inflatable Boat Operations	1	1 hr	01

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GARDEN ISLAND NSW 2000

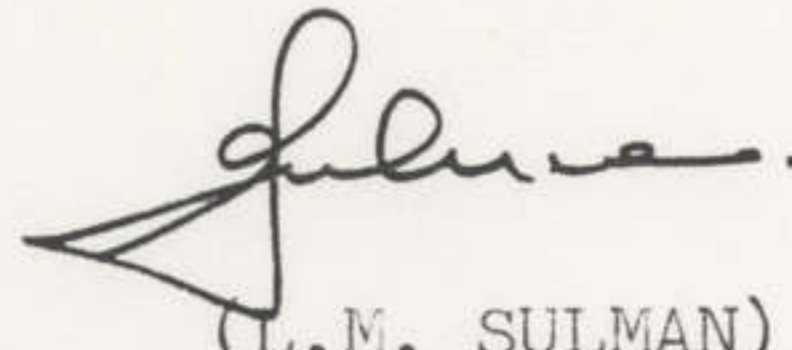
AF 1/16/2

29 JUN 1982

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

HMAS ACUTE - REPORT OF PROCEEDINGS
MAY, 1982

1. Forwarded.
2. The attention of the Commanding Officer has been drawn to the relevant references concerning the matters to be included, and the service writing conventions to be followed, in the preparation of Reports of Proceedings.



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

Enclosure: HMAS ACUTE Report of Proceedings for May, 1982,
dated 1 June, 1982.

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DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

File: 1/16/1

HMAS ACUTE

At Garden Island,
W.A. 6168

01 June, 1982.

The Flag Officer Commanding,
Her Majesty's 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
MAY 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of May, 1982. All times are in zone H(-8).

2. A decision was made during the AMP that the patrol period during May would be spent daily running and working up the ship's company, while urgently required spare parts were being manufactured. The ship commenced this exercise on Tuesday 4 May after sailing at 1000. Many exercises were carried out in COCKBURN SOUND and the ship returned alongside at 1500.

3. On 6 May the ship was at sea from 1000 to 1200, completing more exercises and returning to install a new gyro compass static inverter. During the First Watch an Operation Awkward was carried out with the Special Air Service providing the attacking swimmers and Clearance Diving Team Four searching the hull. The following day more exercises were carried out in COCKBURN SOUND from 0900 to 1300, when the ship returned to STIRLING for the weekend.

.../2

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4. Monday 10 was much the same pattern of gunnery drills and machinery breakdown drills by the junior watchkeepers. Much more benefit was obtained the following day after sailing at 1000 in company with a 12 metre Workboat from STIRLING. RAS approaches, towing, boarding exercises and some OOW manoeuvres were carried out until 1500 and the "in company" time was greatly appreciated.

5. The ship continued the daily running exercises on Thursday 13, Friday 14 and Tuesday 18 in order to commence the AMP on Wednesday 19. This early start was seen as necessary in case any unforeseen difficulties were encountered, during the stripping of the Port Main Engine for its 2,000 hour inspection. It was also decided to complete the AMP early to allow more time to passage to DARWIN for the Task Element Exercise early in June.

6. On Wednesday 26 most of the ship's company was able to attend a Standard Range Course at CAMPBELL BARRACKS to improve their marksmanship. The following day three representatives of the Special Air Service escorted the ship's landing party to the bushland of the northern end of Garden Island. Their aim was to instruct our landing party ashore for 36 hours in bushcraft, weapons deployment, hygiene, observation posts and patrolling. Although wet and cold the exercise was realistic and thoroughly enjoyed by all.

Engineering and Electrical

7. Presently, there are no outstanding defects, after completing a period of intensive maintenance in all sections of the ship.

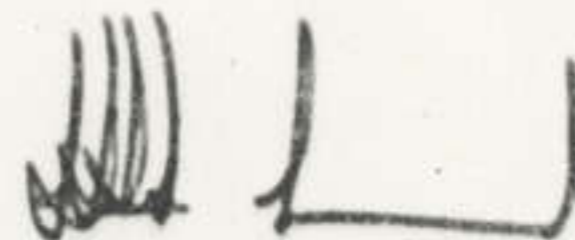
General

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

I have the honour to be

Sir,

Your Obedient Servant,



(S.V. TOWNSEND)
LIEUTENANT RAN
COMMANDING OFFICER

Annexes: A. Steaming Return
B. Exercise Return

ANNEX A to
HMAS ACUTE letter 1/16/1
dated 1 June, 1982.

STEAMING RETURN

- | | | |
|----|--|-------------|
| 1. | Distance steamed during May | 241 nm |
| 2. | Hours underway during May | 35 hours |
| 3. | Total distance steamed since first commissioning | 48,642 nm |
| 4. | Total hours underway since first commissioning | 4,016 hours |
| 5. | Occasions for exceeding fast routing speed. | NIL |

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ANNEX B to
HMAS ACUTE letter 1/16/1
dated 1 June, 1982.

EXERCISESGUNNERY

	<u>Number of</u>	<u>Total Time</u>	<u>Date</u>
Standard Range Course	1	7 hrs	, 26
Action Stations	2	2 hrs	6, 18
Boardex	2	4 hr	11
Landing Party Ex	1	31 hrs	27, 28

NBCD

Major DCX	1	14 hrs	7
Harbour fire/flood drills	5	24 hrs	-

NAVIGATION AND OOW

OOW Anchorage	5	24 hrs	4, 10, 13, 14, 18
Steering Gear Breakdowns	8	2 hrs	6, 10, 13
MOBEX	10	4 hrs	4, 6, 7, 13
TOWEX	2	1 hr	11
RASAPS	6	14 hrs	11
OOW Manoeuvres	1	1 hr	11
OOW Shiphandling	3	2 hrs	7, 10, 13

OTHER

OP. Awkward	1	5 hrs	6
-------------	---	-------	---

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

AF 1/16/2

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

HMAS ACUTE - REPORT OF PROCEEDINGS - JUNE 1982

Forwarded.


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

Enclosure: HMAS ACUTE Report of Proceedings for June, 1982

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DEPARTMENT OF DEFENCE (NAVY)

Telephone: (095) 270 470

File 1/16/1

HMAS ACUTE
At Derby, W.A.

01 July, 1982

The Flag Officer Commanding,
Her Majesty's 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
JUNE 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of June 1982.

2. At the beginning of the month the ship was alongside at HMAS STIRLING completing an AMP. It was decided to sail for Darwin on Friday 4th, three days early, to allow more time for the passage in case of bad weather. The ship made good time while on passage and after carrying out a close range surface shoot in area R133D proceeded to Dampier for refuelling on Monday 7th, arriving at 0900 (H).

3. The ship's company were eager to visit this mining town again after many months absence and the next morning, Tuesday 8th, the ship cast off at 1000 (H) and proceeded to Darwin by way of Troughton Passage. For several days the ship experienced prevailing, easterly headwinds and eventually arrived at Darwin at 1530 (I/K) on Friday 11th.

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4. The next task for the ship was a very pleasant one and proceeding from Stokes Hill Wharf at 0900 (I/K) on Saturday 12th to an anchorage off Vesty Beach it was our duty to start the "Round the Island" yacht race. Members of the Darwin Sailing Club were embarked and a very colourful and entertaining day resulted. The ship returned alongside to Stokes Hill Wharf at 1150 (I/K). The remainder of the Queen's Birthday long weekend was spent in preparing the ship for the Task Element Exercise (T.E.E.).

5. The ship sailed in company with HMA Ship's ADROIT, AWARE, ASSAIL and BUCCANEER at 0800 (I/K) on Tuesday 15th for SQUADEX 1/82. This involved 48 hours of intensive exercises in company, designed primarily to test all facets of Patrol Boat operations. All members of the ship's company found themselves well occupied for the entire period and performed their tasks superbly. ACUTE was always well placed in any competitive exercise.

6. Unfortunately, on the last night during the Night Encounter Exercise, a main engine lubrication line burst and the ship was unable to participate in the final few serials which included a full power pursuit. It was disappointing not to finish the T.E.E. but repairs were soon completed after returning alongside using parts supplied promptly by HMAS COONAWARRA. After 48 hours of the exercise, many of the ship's company were noticeably fatigued and reactions would be affected if this level of activity was maintained for periods of more than two days. 17-18-19

7. On completion of the exercise all ships returned to Stokes Hill Wharf at Darwin to debrief. ACUTE remained alongside until 0900 (I/K) on Tuesday 22nd when the ship cast off and proceeded to Derby. The visit had been requested by the Boab Festival Committee and after our arrival at 1500 (H) on Thursday 24th, invitations were received for the rodeo, race day and "Round-Up" Ball. All of these functions were typical of the area and well supported by outlying stations for hundreds of miles. A very entertaining and enjoyable visit resulted.

8. It was unfortunate that as we proceeded to Derby through King Sound, with its tide rips of more than eight knots and overfalls, that the port generator became unservicable. The end of the month finds the ship still at anchor three cables from the wharf and with progress being made to repair the defects with assistance from local contractors and parts from HMAS COONAWARRA and HMAS STIRLING.

Engineering and Electrical

9. Presently the port generator is the only major defect which is preventing the ship from completing the patrol. The INDEFs on both radar and echo sounder are not considered more

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- 3 -

than base staff re-tuning problems and will only affect the programming of the ship if their performance deteriorates further. This is considered unlikely. The outstanding defects are:

URDEF 42/83	Port generator
INDEF 20/83	Radar performance inferior
INDEF 19/83	Echo sounder occasional fault
INDEF 18/83	Marconi 500 Hz Auto Alarm

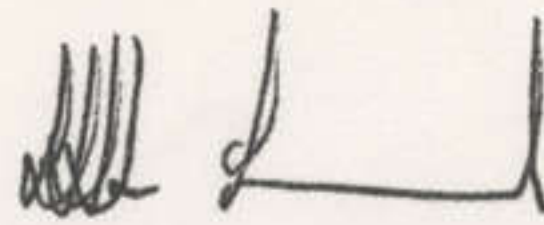
General

10. 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,



(S.V. TOWNSEND)
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 01 July, 1982

STEAMING RETURN

1. Distance steamed during June 3,203 nm
2. Hours underway during June 246 hours
3. Total distance steamed since first commissioning 51,782 nm
4. Total hours underway since first commissioning 4,252 hours
5. Occassions for exceeding fast routing speed

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
16	22	1 hour	Hot pursuit. T.E.E. 1/82 SRL 1610
16	22	1 hour	Hot pursuit. T.E.E. 1/82 SRL 1622

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ANNEX B to
HMAS ACUTE Letter 1/16/1
dated 01 July, 1982

EXERCISES

	<u>Number of</u>	<u>Total Time</u>	<u>Date</u>
<u>GUNNERY</u>			
40/60 Bofor & .50 cal machine gun firing	5	7 hrs	04, 15, 16
Weapons drills	1	$\frac{1}{2}$ hr	12
BOARDEX	1	2 hrs	16
<u>NBCD</u>			
Major DCX	1	1 hr	15
Harbour fire/flood drills	2	1 hr	02, 22
<u>NAVIGATION AND OOW</u>			
Blind pilotage	2	2 hrs	07, 23
OOW celestial navigation	3	3 hrs	09, 15
OOW manouvres	3	4 hrs	15, 16
RASAPS	1	2 hrs	16
Mintran	1	1 hr	15
Screenplay	2	8 hrs	15, 16
Surface plotting exercise	1	1 hr	15
OOW pilotage	1	2 hrs	17
<u>SEAMANSHIP</u>			
Towex	1	1 hr	16
<u>OTHER</u>			
NEX	1	6 hrs	16
Officers flashing/crypto	1	1 hr	15

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H.M. AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/2

13 AUG 1982

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

HMAS ACUTE - REPORT OF PROCEEDINGS
JULY, 1982

Forwarded.



(R. RICHARDS)
Commander, RAN
for Fleet Commander

Enclosure: HMAS ACUTE Report of Proceedings for July 1982
of 2 August, 1982.

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DEPARTMENT OF DEFENCE (NAVY)

Telephone: (095) 270 470

File: 1/16/1

HMAS ACUTE

At Monte Bello Islands W.A.

02 August, 1982

The Flag Officer Commanding,
Her Majesty's 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

JULY 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of JULY, 1982. All times are in zone H(-8)

2. At the beginning of the period ACUTE was anchored at Derby after having been delayed there for an extra three days to complete repairs to the port generator. It was decided to extend the patrol for an extra week, at the expense of the next patrol, to enable the ship to spend more, productive time in the North West area. At 1000 ACUTE weighed anchor and proceeded into King Sound on the way to Dampier.

3. ACUTE arrived at Dampier to refuel at 0900 Saturday 03 after experiencing a very uncomfortable quartering sea from the East for the previous two days. This opportunity was taken to exercise bridge watchkeepers in celestial navigation. The ship

...../departed

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departed Dampier on Sunday 04 at 0900 and proceeded directly to the Monte Bello Islands, arriving at 1300 on the same day. The low, rocky islands presented a difficult landfall but the sheltered, shallow bay is an ideal anchorage once the narrow Southern Passage is passed. Two yachts were surprised by our visit and after boarding them, they were instructed to leave the prohibited area which surrounds the islands due to residual nuclear radiation. Much evidence of the nuclear tests is still visible and together with the abundant fish in the shallow bays, makes the area very attractive to tourists but not conducive to their continuing good health.

4. ACUTE departed the anchorage at 0930 Monday 05 and proceeded to Geraldton to refuel, arriving at 0900 Wednesday 07 after being buffeted by a moderate south - westerly wind which resulted in an uncomfortable passage. The three days to travel from North West Cape to Perth are the most vulnerable to sudden changes in the weather and Geraldton provides the only suitable shelter. After departing Geraldton at 1600 Thursday 08, ACUTE proceeded to STIRLING arriving 0900 Friday 09 and commenced a two week assisted maintenance period.

5. A call for assistance was received from USS INDIANAPOLIS (SSN 697) at 1830 Saturday 24 and a recall of the crew began at 1900. A Medical Officer from LEEUWIN, and a Medical Sailor from STIRLING were embarked with suitable equipment and medication and ACUTE departed STIRLING at 2250. Overnight the ship maintained a speed of more than twenty knots and with the aid of the recently installed satellite navigation system an accurate rendezvous was made with the submarine at 0930 Sunday 25, 240 miles West of Perth. The surgeon and SBA were transferred by ACUTE'S boat in a moderate sea which was considered too hazardous to transfer the injured U.S sailor who was suspected of having gangrene in his leg. After recovering the boat, ACUTE returned to STIRLING arriving at 2215 the same day.

6. The next patrol commenced on Monday 26 when ACUTE proceeded from STIRLING at 1600. Unfortunately after the high speed running in heavy seas the previous day, water had penetrated the windlass motor and the ship returned to STIRLING at 1800 to carry out repairs. ACUTE sailed the following day, Tuesday 27 at 1600 and proceeded to Geraldton, arriving at 0900 Wednesday 28, to refuel and visit old friends who regard ACUTE with great affection. Two members of the Special Air Service Regiment were embarked for the passage to the Monte Bello Islands, to conduct field reconnaissance for a planned future visit.

7. At 0900 Thursday 29 the ship cast off and proceeded to the Monte Bello Islands. The weather, although rough, was from the South and the passage North was not overly uncomfortable. ACUTE arrived at the islands at 0830 Saturday 31 and boarded two

....vessels

vessels within the bay. The first, previously boarded on July 03⁴, was ordered to proceed from the area again and the second vessel was a diving charter authorised by NOCWA. The ship was anchored two cables from Trimoville Island and a very pleasant day was spent exploring the island with the SASR representatives.

Engineering and Electrical

8. All machinery and electrical equipment has performed very well with the exception of the port generator. The failure of which was identified as metal fatigue and virtually unavoidable. There were no outstanding defects at the end of the month and it is anticipated that ACUTE will be able to fulfil all future commitments reliably.

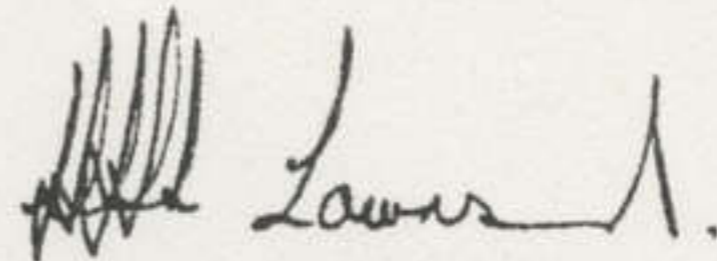
General

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

I have the honour to be,

Sir,

Your obedient servant,



(S.V. TOWNSEND)

Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Return
B. Exercise Return
C. Newspaper Clipping

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ANNEX A to
HMAS ACUTE letter 1/16/1
dated 02 AUGUST, 1982

STEAMING RETURN

1. Distance steamed during July 3,038 nm
2. Hours underway during July 209 hours
3. Total distance steamed since first commissioning 54,820 nm
4. Total hours underway since first commissioning 4,461 hours
5. Occasions for exceeding fast routing speed

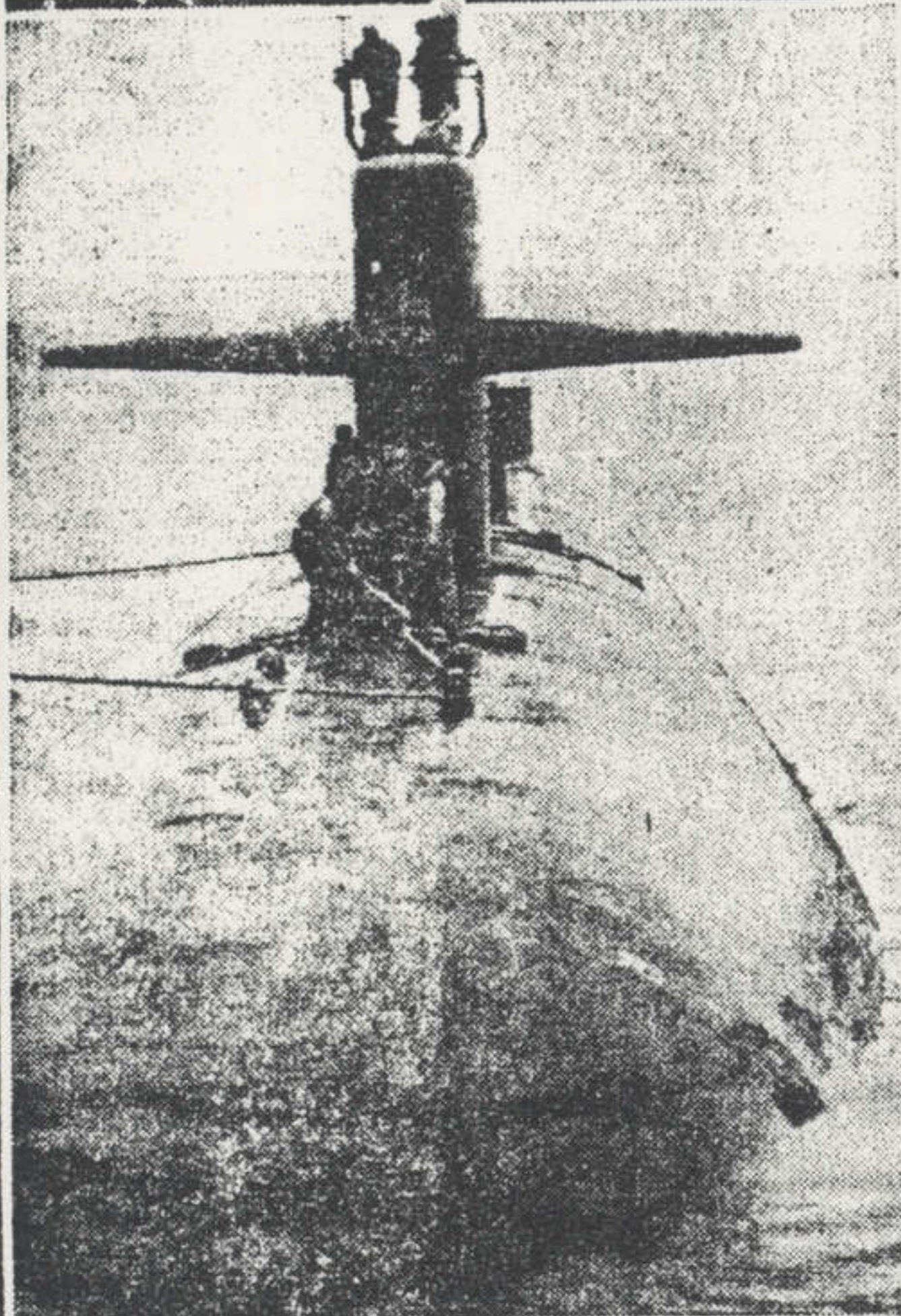
<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
24	21	1 hour	MEDEVAC USS INDIANAPOLIS
25	21	10 hours	MEDEVAC USS INDIANAPOLIS

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ANNEX B to
HIMAS ACUTE letter 1/16/1
dated 01 AUGUST, 1982

	<u>Number of</u>	<u>Total Times</u>	<u>Date</u>
<u>NBCD</u>			
Harbour fire/flood drills	3	1½ hrs	—
<u>GUNNERY</u>			
Boardings	4	4 hrs	04,05,31
<u>NAVIGATION AND OOW</u>			
Blind pilotage	2	2 hrs	04,05
OOW anchorage	2	1 hr	05,30
OOW celestial navigation	1	2 hrs	02
<u>OTHER</u>			
MEDEVAC	1	21 hrs	24,25

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The USS Indianapolis at HMAS Stirling yesterday.

A DASH through heavy seas to a visiting nuclear submarine off the WA coast had a happy ending yesterday.

The Australian navy patrol boat HMAS Acute answered a call for help from the USS Indianapolis on her way to HMAS Stirling on Saturday night.

The Indianapolis was about 400km north-west of Fremantle.

A seaman, Chief Petty Officer Silvino Tolentino (35), had a leg infection which was not responding to treatment and there were fears it could turn gangrenous.

The RAN public relations officer, Mr Dick Jeffereys, said yesterday it was intended to transfer the sick man to the Acute.

But hazardous conditions made that impossible.

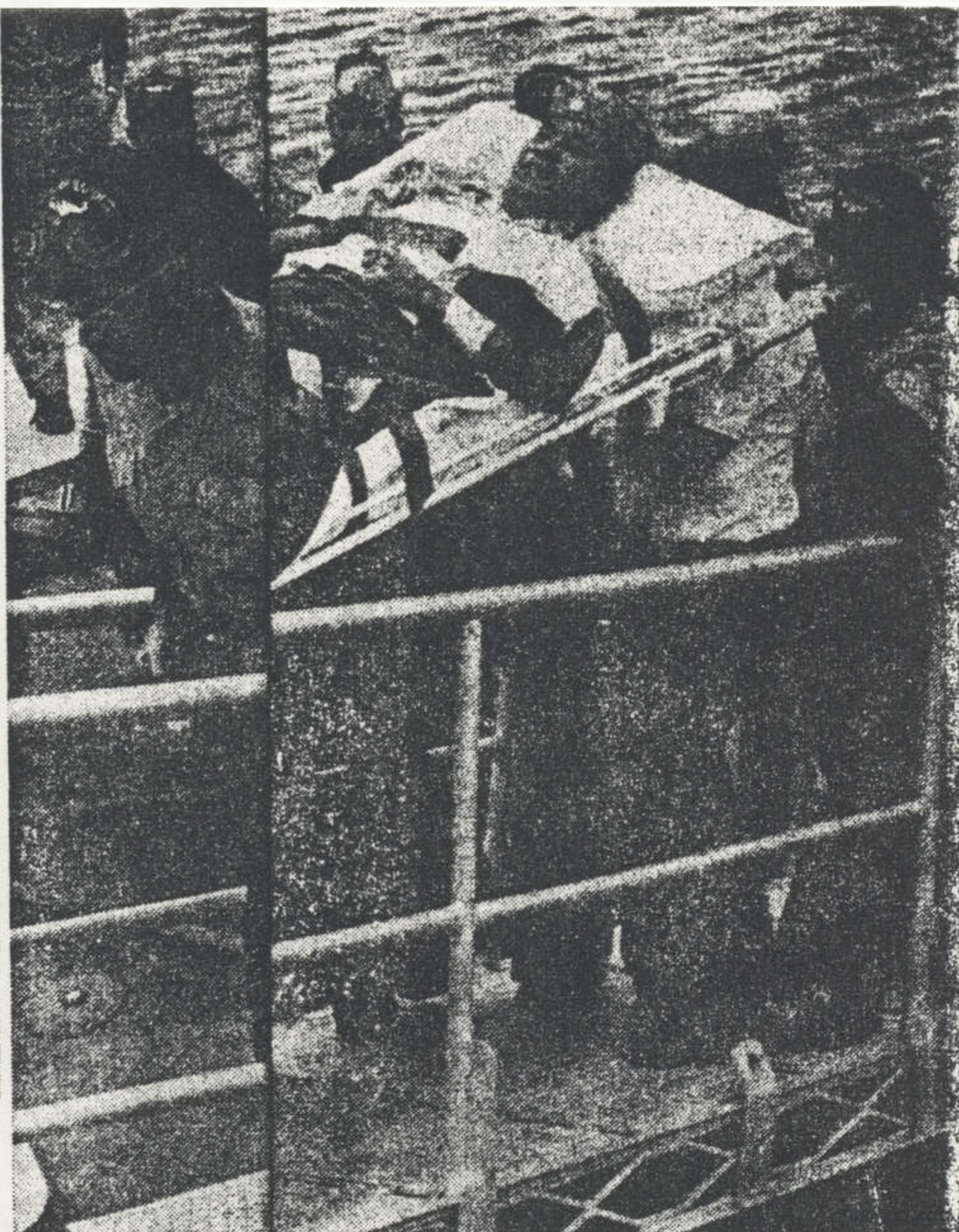
The Acute had to tra-

vel at speeds of up to 30 knots to make the rendezvous on time but when it arrived a south-west swell and strong winds were whipping up four-metre waves.

A doctor and a medic from the Acute were transferred to the Indianapolis and they returned to Fremantle in the submarine.

The Indianapolis berthed at HMAS Stirling yesterday morning with Chief Petty Officer Tolentino in good spirits and much improved.

He was transferred by naval ambulance to the Fremantle Hospital where his condition yesterday was reported to be satisfactory.



Chief Petty Officer Tolentino on his way to hospital.—Pictures by JC ELL.



DEPARTMENT OF DEFENCE

Tel: (095) 270377

HMAS ACUTE
At Garden Island, W.A.

File: 1/16/1

2 September, 1982.

The Flag Officer Commanding,
Her Majesty's 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

AUGUST 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of August, 1982. All times are in zone H(-8).

2. At the beginning of the period ACUTE was anchored at the Monte Bello Islands adjacent to Trimouille Island conducting a survey with members of the Special Air Service Regiment. The ship weighed anchor at 1000 on Monday 2 and proceeded to Dampier, arriving at this quiet mining town at 1730 on the same day. The SASR returned to their barracks at Swanbourne WA and a fisheries inspector, Mr. N. Sarti joined.

3. ACUTE sailed from Dampier at 1045 Wednesday 4 after being delayed slightly by the unavailability of fuelling personnel and at 1120 at the request of the Harbourmaster and Customs Department, mail and newspapers were transferred by boat to two Chinese merchant ships anchored in the harbour, their own boats not being available at the time. (Photographs of these vessels will be despatched to DNI). The Chinese were relieved to receive their mail and demonstrated their jubilation by sounding their siren and waving profusely. ACUTE resumed patrol in search of the Taiwanese Pair Trawling Fleet.

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4. The first vessels were found at 1700 Wednesday 4 and the YUE JOU No.1 and 2 were boarded at 1739. The TONG MAU No.1 and 2 were boarded at 1907. The fisheries Inspector was able to demonstrate the full inspection procedure and documentation and much was learned during the next few days. The ship's boat was used for all transfers because it was considered faster and much safer than the alongside method, especially in a moderate sea and while fishing gear is streamed. These boardings were all to the East of Barrow Island. The next day the area West of Barrow Island was searched and six more boardings carried out. These were TUNG YING No.11 and 12, CHING CHYUN No.1 and 2 and the CHING HONG NO.11 and 12.

5. ACUTE then proceeded to an area North of Port Hedland to search for further FFV activity and arrived at that port at 1500 on Friday 6. The Harbourmaster extended an invitation to witness pilot operation on bulk ore carriers. The Executive Officer and myself were able to attend on separate occasions. The courteous Japanese master of the AWABASAN MARU (138,000 tons) was totally sincere as he carried out his flag salute to ACUTE, (140 tons) which his ship dwarfed at close quarters. The ship proceeded from Port Hedland on Monday 9 at 1000 leaving many new friends and continued the search for the Taiwanese fishing fleet. Six more vessels were boarded that day; HUNG TUNG No.5 and 6, CHIEN CHUAN No.1 and 2 and HWA KUO No.1 and 2. ACUTE then proceeded to Rowley Shoals and arrived at 0900 Tuesday 10 and investigated several islands and lagoons by boat but found nothing extraordinary.

6. ACUTE departed this magnificent coral reef that same evening and proceeded to Broome arriving at 1000 Wednesday 11. The fisheries inspector was landed and he was confident that our boarding party was competent to continue fisheries inspections without supervision. The visit to Broome was enjoyed by the ship's company but it appears to be a centre for "hippies" and the "alternative lifestyle". The ships company were warned regarding drug use and how to report possible users. The ship departed from Broome at 0900 Friday 13 and proceeded in search of the remaining FFV's. The ship had almost escaped any mishap on this traditionally superstitious day when ABETC C.A. OWEN sustained a back injury when he fell down the ladder to the after mess at 2340.

7. The injured sailor was soon resting comfortably and his injury appeared to be only minor. However, the ship proceeded with dispatch direct to Dampier. Early in the morning watch of Saturday 14 four more Taiwanese trawlers were located on the ship's track and were boarded briefly. These were CHING CHYUN No.1 and 2 and TUNG YING No.11 and 12. These had previously been checked on Wednesday 4 but their catch was required to be checked again. The ship again proceeded with dispatch to Dampier after completing the boardings in less than an hour. Unfortunately, the injured sailor was in more pain when he awoke in the morning and an ambulance was requested to meet the ship on arrival. ACUTE arrived at Dampier at 1100 Saturday 14 and the sailor was landed to Dampier hospital.

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- 3 -

8. The ship departed Dampier at 0900 Sunday 15 and proceeded to an anchorage at Monte Bello Islands, arriving at 1400 the same day. The passage South commenced the next morning at 1000 Monday 16 after a busy morning preparing for a full power trial. Weather conditions were ideal with light winds and no swell. After an initial delay caused by a main engine wiring defect, which was soon isolated, the full power trial was successfully completed. The passage to Geraldton had uncharacteristically smooth seas and ACUTE arrived at 1000 Wednesday 18.

9. AWARE (Lieutenant I. WEEKLEY, RAN) was already enjoying the hospitality in Geraldton and ACUTE, after a short visit, departed in company with AWARE at 1700 Thursday 19 for passage to STIRLING. The officer of the watch manoeuvres, screening and "in company" time was of great benefit to all watchkeepers. ACUTE detached from AWARE at 0700 Friday 20 and proceeded direct to STIRLING arriving at 1000 while AWARE proceeded to Fremantle.

10. At 0800 on Saturday 21 a complete crew of Reserves arrived from Fremantle Port Division under the command of Lieutenant Commander R. MIDFORD, RANR. However, the Commanding Officer, Radio Operator and Engine Room Artificer remained onboard to supervise their respective areas of responsibility. Therefore a full handover was not carried out. ACUTE sailed at 1000 and proceeded to firing area R133D arriving at 1300 for a bofor and 50 cal. machine gun firing which was completed by 1345. On the return to STIRLING the officer-of-the-watch was exercised in basic drills and manoeuvres. The ship secured alongside STIRLING at 1705 and the Reserves provided a duty watch.

11. ACUTE departed STIRLING again at 0800 Sunday 22 and after exercising the officer-of-the-watch in anchorage in Sulphur Bay the ship proceeded to Fremantle to embark Chaplain G. COOLING, RAN and two civilian relatives at 1045. The ashes of MR. CECIL JOYCE, MRS. DOROTHY VERA HANLAN and MR. JAMES CLIFFORD DARNELL were scattered in Cockburn Sound in wet and wintry conditions and after the Service the Chaplain and relatives were landed at Fremantle at 1135. After more exercises and evaluations ACUTE returned to STIRLING at 1430 and the Reserves were landed. The AMP commenced on Monday 23 and continued until the end of the period.

Engineering and Electrical

12. All machinery and electrical equipment has performed very well enabling every sailing time and every exercise to be completed reliably. Minor electrical faults (wiring and connections) continue to be a nuisance but these are considered unavoidable. The only outstanding defects are:-

INDEF 22/88 After sullage pump

INDEF 23/83 40/60 Scooter Control

These will be rectified during the current AMP.

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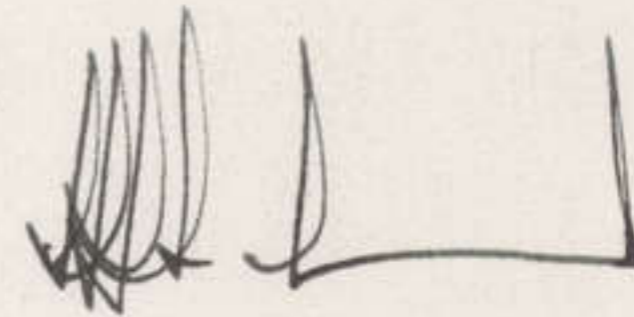
General

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

I have the honour to be,

Sir,

Your obedient servant,



(S.V. TOWNSEND)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Return
B. Exercise Return

RESTRICTED

RESTRICTED

RESTRICTED
RESTRICTED

ANNEX A TO
HMAS ACUTE letter 1/16/1
dated 2 September, 1982.

STEAMING RETURN

1. Distance steamed during August 2,646 nm
2. Hours underway during August 186 hours
3. Total distance steamed since first commissioning. 57,466 nm
4. Total hours underway since first commissioning. 4,647 hours
5. Occasions for exceeding fast routing speed.

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
16	22	2 hours	Full Power Trial.

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ANNEX B to
HMAS ACUTE letter 1/16/1
dated 2 September, 1982.

EXERCISES

	<u>Number of</u>	<u>Total Time</u>	<u>Date</u>
<u>GUNNERY</u>			
SUFEX 40/60; 50 cal. m.g. rocket flare	3	3 hours	2, 21, 10
Boardings	20	25 hours	4, 5, 9, 14
<u>NBCD</u>			
Harbour fire/flood drills	5	2½ hours	-
Major DC EX	2	2 hours	16, 22
<u>Navigation and OOW</u>			
OOW Manoeuvres	1	1 hour	19
Formation Departure	1	½ hour	19
SCREENEX	1	12 hours	19, 20
NSIC	1	13 hours	19, 20
MOBEX	1	½ hour	22
Blind Pilotage	7	5 hours	2, 6, 11, 14, 15, 16, 20
OOW Pilotage	1	½ hour	15
OOW Anchorage	2	1 hour	4, 6

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SMV

ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

OFFICE OF THE

FLAG OFFICER COMMANDING

HM AUSTRALIAN FLEET

GARDEN ISLAND NSW 2000

AF 1/16/2

02 NOV 1982

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

HMAS ACUTE - REPORT OF PROCEEDINGS - SEPTEMBER
1982

Forwarded.



(R. RICHARDS)
Commander RAN
for Fleet Commander

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

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DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270337

HMAS ACUTE,
At Garden Island, W.A.

File: 1/16/1

1 October, 1982.

The Flag Officer Commanding,
Her Majesty's 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
SEPTEMBER 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of September, 1982. All times are in zone H(-8).

2. At the beginning of the period ACUTE was at HMAS STIRLING completing an Assisted Maintenance Period. The ship sailed and proceeded to Bunbury at 1000 Monday 6 to join CDT4. ACUTE arrived at Bunbury at 1630 and berthed at the Service Wharf. That evening the members of CDT4 arrived and the next day's Mine Burial Survey was briefed.

3. ACUTE sailed from Bunbury at 1000 Tuesday 7 and proceeded to the first survey point. This operation was completed by 1130 and the ship proceeded back into the harbour for the second survey. This was soon completed and the ship returned alongside at 1330. The following morning the ship proceeded from Bunbury at 0900 and arrived back at STIRLING at 1500.

4. After unloading the inert bombs and diving equipment, ACUTE sailed for patrol at 1600 Thursday 9 and proceeded North to Geraldton in a choppy, following sea. The ship arrived at Geraldton 1000 Friday 10 to enjoy a short break and to carry out maintenance and ship's husbandry. ACUTE departed Geraldton at 1000 Sunday 12 and continued to patrol towards North West Cape.

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- 2 -

5. The following day at 1600 ACUTE entered Norwegian Bay to briefly investigate the anchorage as a possible shelter from bad weather. A party was put ashore to investigate a disused and rapidly decaying whaling station. This fascinating but isolated area was departed at 1800 but it was interesting to note that many large whales were seen along the coast feeding and sunning themselves and appear to be returning to the area in numbers.

6. ACUTE arrived at the Monte Bello Islands at 1000 Tuesday 14 and anchored off Main Beach on Trimouille Island. The next two days were spent checking the Prohibited Area with foot patrols over the outer islands and by ship's boat. At 0900 Wednesday 15 the Australian fishing vessel LADY NARELLE (LFBF 75) was boarded by boat and instructed to proceed from the area. The master was aware of the limitations but due to infrequent visits by patrolling agencies in the area and that harmful radiation is invisible it is doubtless that this type of vessel will return. The ship departed the area at 1600 Thursday 16 and while within the prohibited area boarded another Australian fishing vessel SHIRELEE (LFB 01) and instructed the master to leave the area.

7. After the boarding ACUTE proceeded to Port Hedland, arriving at 0900 Friday 17. Due to the shortage of berths at this port ACUTE was required to move from number one berth to number three berth the next morning at 1045. Berthing limitations are always a concern at Port Hedland due to the large volume of traffic, the rapid tidal flow and narrow channel. ACUTE departed this port after a short rest for fuel and water at 1730 Sunday 19 and proceeded overnight to Rowley Shoals arriving at 0930 Monday 20 at Clerk Reef. The low, sandy island was circumnavigated on foot and the lagoon checked by boat and radar. The shoals were deserted and nothing extraordinary was discovered. However, this area is becoming increasingly popular to fishermen and divers who make the hazardous journey in small boats from Broome. ACUTE departed the area at 1900 and continued the patrol to the East.

8. It was intended to loiter overnight on Tuesday 21 in the vicinity of Cape Leveque and the Lacepede Channel however, after notification of the grounding of HMAS BUCCANEER during the forenoon of that day. ACUTE proceeded into King Sound in case assistance was required. At the initial call ACUTE was only 90 miles from BUCCANEER and handily placed to arrive on a high tide. As assistance was not required ACUTE proceeded to Broome as planned and arrived at 1000 Wednesday 22 to embark fuel and water. This city, now quiet and peaceful after the pearling festival, was departed at 0900 Friday 24.

9. ACUTE proceeded to Dampier arriving at the services wharf at 1230 Saturday 25. Unfortunately, the port main engine pyrometer which was replaced in Broome was defective and therefore it was decided to extend the visit to enable another new part to be despatched from Sydney. The ship sailed, fully serviceable, at 1200 Monday 27 after losing only one day from the patrol. The ship arrived at Geraldton at 1400 Wednesday 29 after a very uncomfortable three days proceeding into a fresh southerly wind and moderate swell. This 600 miles of exposed coastline with its unpredictable weather patterns has only Shark Bay as an anchorage for shelter and even this is exposed and only provides a lee shore. At 1600 on the last day of September the ship proceeded from Geraldton to continue the passage South to Garden Island.

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Engineering and Electrical

10. All machinery and electrical equipment has performed very well. Minor electrical problems caused by salt water ingestion and condensation continue to be a nuisance. There are no outstanding defects at the end of the period.

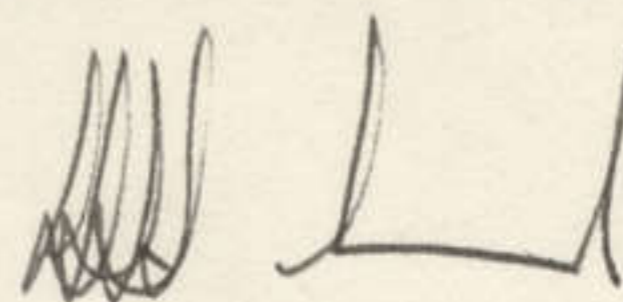
General

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

I have the honour to be

Sir,

Your Obedient Servant,



(S.V. TOWNSEND)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Return
B. Exercise Return

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RESTRICTED

ANNEX A to
HMAS ACUTE letter 1/16/1
dated 1 October, 1982.

STEAMING RETURN

1.	Distance steamed during September	3,063 nm
2.	Hours under-way during September	228 hrs
3.	Total distance steamed since first commissioning.	60,529 nm
4.	Total distance underway since first commissioning	4,885 hrs
5.	Occasions for exceeding fast routing speed.	NIL

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RESTRICTED

ANNEX B to
HMAS ACUTE letter 1/16/1
dated 1 October, 1982.

EXERCISES.

	<u>Number of</u>	<u>Total time</u>	<u>Date.</u>
<u>GUNNERY</u>			
Boardings	2	1 hr.	15, 16
40/60 Drills	1	½ hr.	6
<u>NBCD</u>			
Harbour fine/flood drills	3	1½ hrs	-
<u>NAVIGATION AND OOW</u>			
OOW Anchorage	3	1½ hrs	7, 17, 22
OOW Blind Pilotage	5	4 hrs.	7, 9, 17, 21, 27

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OFFICE OF THE
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HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

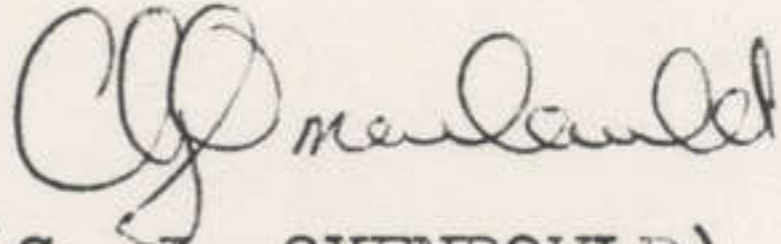
AF 1/16/2

17 NOV 1982

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

HMAS ACUTE - REPORT OF PROCEEDINGS - OCTOBER 1982

Forwarded.


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

J Enclosure: 1. HMAS ACUTE Report of Proceedings for
October 1982

UNCLASSIFIED COVERING ~~RESTRICTED~~



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ROYAL AUSTRALIAN NAVY

TELEPHONE: (095) 270470

IN REPLY QUOTE 1/16/1

HMAS ACUTE
at DARWIN N.T.

3 November 1982

The Flag Officer Commanding
HM AUSTRALIAN FLEET

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 - OCTOBER 1982

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the month of October 1982. All times are in zone H (-8).
2. At the beginning of the period ACUTE was on passage from Geraldton to HMAS STIRLING, completing a four week patrol, and arrived at 1000 Friday 1. A two week Assisted Maintenance Period (AMP) was commenced on Monday 4 to rectify many small defects and carry out basic servicing on main machinery.
3. The AMP was completed without incident and the ship departed STIRLING at 1200 Monday 18 and proceeded to Dampier to take part in Exercise Island Adventurer with the Special Air Services Regiment, Swanbourne. A surface firing was carried out in area R133D in passing but other exercises planned for the passage were cancelled due to a very uncomfortable following swell and moderate winds.
4. The ship arrived in Dampier at 0800 Thursday 21 and, after fuelling, commenced loading 27 members of SASR and equipment for their base camp and diving operations. ACUTE departed Dampier at 0830 Friday 22 after a busy period loading and securing the army equipment. Fortunately, Dampier port is not open to the public and so the heaps of tarpaulined gear were not seen or commented on. A small arms competition was carried out in good spirit at sea and at 1330 on the same day ACUTE anchored in the inner lagoon of the Monte Bello Islands and immediately began unloading the SASR equipment.

/5. The two

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5. The two following days were of great value, with sailors patrolling with soldiers and soldiers operating boats and handling lines. In spite of the heavy work, morale was very high. ACUTE departed the Monte Bello Islands prohibited area at 1600 Sunday 24 and proceeded to Port Hedland to refuel and restock fresh supplies, having under estimated the army's appetite. The ship arrived at Port Hedland at 0900 Monday 25 and continued preparations for the annual inspection until departure at 1700 Wednesday 27. The positions of several Taiwanese pair trawlers had been supplied on request by the Fisheries Department in Broome and at 2130 the MENG JEN Nos. 301 and 302 were boarded for routine fisheries inspection. This pair had been prosecuted in Broome only three weeks before for using undersized mesh but all was in order and the master particularly civil.

6. Although another pair was visible on radar, these were not boarded due to a ruptured hose on the starboard main engine cooling system. ACUTE proceeded to an anchorage in Dampier roadstead at 0600 Thursday 28 to carry out repairs, and proceeded again at 0710 to the Monte Bello Islands to recover the SASR members, arriving at 1330. That afternoon was spent re-loading the equipment and during the evening the army entertained us at their shore camp.

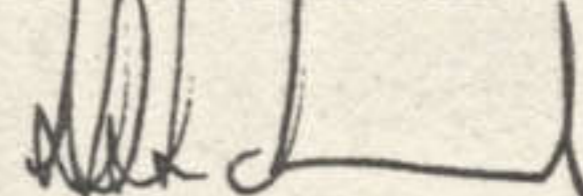
7. ACUTE departed the Monte Bello Islands with the SASR members and their stores piled high on deck and at 0840 Friday 29 proceeded to Dampier to return them to their waiting vehicles. The opportunity was taken to demonstrate the 50 calibre machine gun to the Army while at sea. The ship arrived at Dampier at 1330 the same day to replenish fuel and water, and farewelled many new army friends. The ship departed Dampier at 0930 Saturday 30 and proceeded to a fuelling stop at Koolan Island on the passage to Darwin for the annual inspection and a Task Element Exercise.

8. Unfortunately, after arriving at Koolan Island at 1700 Sunday 31, it was discovered that the fuelling installation was dismantled for repairs. After discussing many alternatives it was finally arranged locally to fuel at Cockatoo Island, only 10 miles away. This was most fortunate as our fuel state was 52% and the cyclone season 50% limitation was due to commence the next day. As fuel was not available until 0700 the following day, ACUTE remained at anchor overnight.

9. The health, welfare and conduct of the ship's company has been very good. Morale has also been high although the weather has often been unkind on passage.

I have the honour to be,
Sir,

Your obedient Servant,



(S.V. TOWNSEND)
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 3 NOVEMBER 1982

STEAMING RETURN

- | | |
|---|-----------|
| 1. Distance steamed during October | 2,072 nm |
| 2. Hours underway during October | 151 hrs |
| 3. Total distance steamed since first commissioning | 62,601 nm |
| 4. Total hours underway since first commissioning | 5,036 hrs |
| 5. Occasions for exceeding fast routeing speed | Nil |

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ANNEX B TO
HMAS ACUTE LETTER 1/16/1
DATED 3 NOVEMBER 1982

EXERCISE RETURN

	<u>Number of</u>	<u>Total Time</u>	<u>Date</u>
<u>Gunnery</u>			
SUFEX (40/60 and 50 cal)	2	2 hours	18, 23
Boarding	2	2 hours	27
SUFEX (small arms)	1	1 hour	22
<u>NBCD</u>			
Harbour fire/flood drills	4	2 hours	5, 8, 13, 29
Major DC Exercise	1	1 hour	31
<u>Navigation and OOW</u>			
OOW Anchorage	2	1 hour	21, 25
OOW Blind Pilotage	4	2 hours	18, 21, 22, 31
Steering Breakdowns	2	1 hour	18
<u>OTHER</u>			
SASR Landing and Recovery	2	10 hrs	22, 29

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ROYAL AUSTRALIAN NAVY

Telephone 359 9111

Extension 3113

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21/5/82

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N 428 3 3118
OFFICE OF THE
FLAG OFFICER COMMANDING
HM AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

AF 1/16/2

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21/5/82

17 DEC 1982

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

HMAS ACUTE - REPORT OF PROCEEDINGS - NOVEMBER 1982

Forwarded.

M. p. c. T. L. L.
fr (R. RICHARDS)
Commander RAN
for Fleet Commander

Enclosure: 1. HMAS ACUTE Report of Proceedings for
November 1982

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DEPARTMENT OF DEFENCE (NAVY)

TEL : (095) 270470

HMAS ACUTE
at Garden Island, W.A.

FILE: 1/16/1

2 December, 1982

The Flag Officer Commanding
Her Majesty's 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

NOVEMBER 1982

Sir,

I have the honour to report the proceedings of
HMAS ACUTE under my command for the month of November,
1982.

2. At the beginning of the period ACUTE was anchored adjacent to the wharf at Koolan Island and proceeded at 0630 (-8) to the wharf at Cockatoo Island for fuel, arriving at 0710 (-8). Fuel was provided through a jury rigged connection as the main fuel installation at Koolan Island was dismantled for maintenance. This opportunity was taken to exercise the ship's company in NBCD, First Aid and Seamanship. Fuelling was finally completed at 1200 (-8) and the ship proceeded from Yampi Sound at 1212 (-8) for Darwin.

3. After passing through Troughton Passage at 0230 (-9½) Tuesday 2, a fault with the Starboard Engine Room Supply Fan developed and the ship was restricted to a speed of sixteen knots. The ship's officers practiced

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2.

Celestial navigation while on passage. ACUTE arrived in Darwin harbour and came to anchor adjacent to Emery Point at 2200 (-9½) Tuesday 2. The following morning the ship weighed and proceeded across the harbour to Darwin Naval Base arriving at 0730 (-9½) Wednesday 3 and immediately commenced the annual departmental inspections by COMAUSMINPAB and his staff on your behalf. The inspections continued through the next day and the guidance by the inspecting officers was most helpful in standardising procedures and updating information.

4. Friday 5 was spent very usefully carrying out a communications exercise to test operators and equipment. The officers were also given plenty of opportunity to demonstrate their skills in morse, voice and flaghoist procedures. ACUTE sailed in company with ADROIT and BUCCANEER at 0800 (-9½) Monday 8 for NORTEX 82 and completed the day's serials, which included a Minefield transit, officer of the watch manoeuvres, replenishment at sea approaches, surface firing at a splash target, competitive kite flying and a small arms firing by 1600 (-9½). Unfortunately, throughout the day the starboard main engine exhaust had been very sooty and at 1400 (-8) oil had leaked onto the hot exhaust bellows and a potential fire hazard developed. The engine was shut down and when the afternoon serials were completed the ship detached from the exercise to return to Darwin Naval Base arriving at 2100 (-8) Monday 8. It was most disappointing to leave the exercise after travelling so far and settling into the exercises so well.

5. Repairs were completed by 2000 (-9½) the following evening Tuesday 9, and ACUTE proceeded to rejoin NORTEX 82 in the vicinity of Melville Island at 0130 (-9½) Wednesday 10. The exercises continued with a night steam in company, senior sailors pilotage through Clarence Straight, officer of the watch manoeuvres and a ceremonial entry into Darwin Naval Base. ACUTE was in charge of the last two serials and all the exercises were conducted in high spirits and some satisfaction that the ship had returned and was performing so well. ACUTE berthed at Darwin Naval Base at 0900 (-9½).

6. ACUTE departed Darwin with BUCCANEER at 0830 (-9½) Thursday 11 and proceeded to Broome to fuel arriving at 0900 (-8) Saturday 13. Both ships cast off and proceeded from Broome at 0900 (-8) Sunday 14 for the passage to Geraldton. Unfortunately at 1430 a defect on the starboard main engine forced ACUTE to leave her consort and return to anchor at Broome, arriving at 2030 (-8) on the same day. A berth was available the following day and the ship weighed anchor and proceeded alongside at 1430 (-8) Monday 15.

7. The defect was finally isolated by a process of elimination. An inexpensive oil seal in the fuel booster pump allowed lubricating oil to be injected into the engine

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3.

with the fuel. This fouled injectors, pyrometer, turbocharger and funnel and was responsible for the "black snow" which was a headache for the Chief Bosun's Mate on the upperdeck. Patience was also tested by several problems with despatch of stores by road instead of air transport and sending incorrect test equipment which considerably delayed our departure from Broome. This engine defect was related to the breakdown in Darwin.

8. The ship departed Broome at 1400 (-8) Tuesday 23, unfortunately much too late to participate in Sandgroper 82 and it was most disappointing not to join the fleet and test some planned tactics and deceptive lighting measures. ACUTE arrived in Dampier at 1230 (-8) Wednesday 24 and after a brief stop for fuel and water, proceeded again at 1430 (-8) for Garden Island.


9. With both engines running very efficiently and experiencing unusually good weather along the west coast the ship arrived at STIRLING at 2100 (-8) Friday 26 after making excellent passage speed. A two-week assisted maintenance period commenced on Monday 29 and continued until the end of the period.

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

I have the honour to be,

Sir,

Your obedient Servant



(S. V. TOWNSEND)
Lieutenant, RAN
Commanding Officer

Annexes: A. Steaming Return

AL

B. Exercise Return

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ANNEX A to
HMAS ACUTE letter 1/16/1
dated 2 December, 1982

STEAMING RETURN

1.	Distance steamed during November	2,925 nm
2.	Hours underway during November	202 hrs
3.	Total distance steamed since first commissioning	65,526 nm
4.	Total hours underway since first commissioning	5,238 hrs
5.	Occasions for exceeding fast routing speed	NIL

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RESTRICTED

ANNEX B to
HMAS ACUTE letter 1/16/1
dated 2 December, 1982

EXERCISES

	<u>NUMBER OF</u>	<u>TOTAL TIME</u>	<u>DATE</u>
<u>GUNNERY</u>			
SUFEX	1	1½ hrs	8
Small Arms Firing	3	3 hrs	8, 24, 25
<u>NBCD</u>			
Major NBCD Ex	2	3 hrs	1, 2
Harbour fire/flood drills	5	2½ hrs	-
FAIDEX	1	1 hr	2
<u>NAVIGATION AND OOW</u>			
OOW Blind Pilotage	3	2 hrs	2, 12, 26
OOW Manoeuvres	3	4 hrs	8, 9, 11
RASAPS	1	1 hr	8
MINTRANS	1	1 hr	8
NSIC	3	18 hrs	9, 11, 12
Senior Sailors Pilotage	1	2 hrs	9
Ceremonial Entry	1	1 hr	10
Celestial Nav.	1	1 hr	2
OOW Pilotage	2	2 hrs	17, 24
OOW Anchorage	1	½ hr	14
<u>SEAMANSHIP</u>			
Rig para-anchor	2	1 hr	1, 2
Rig tow f.w.d.	2	1 hr	1, 2
Rig for RASAPS	2	1 hr	1, 2
Rig for tow aft.	1	½ hr	1

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* * *

ABOVE: The operation got underway this week when the rafts were first loaded aboard HMAS Acute by crane.

* * *

RIGHT: Chef Harry Feinaver helps move the 600kg weights which anchor the special rafts.

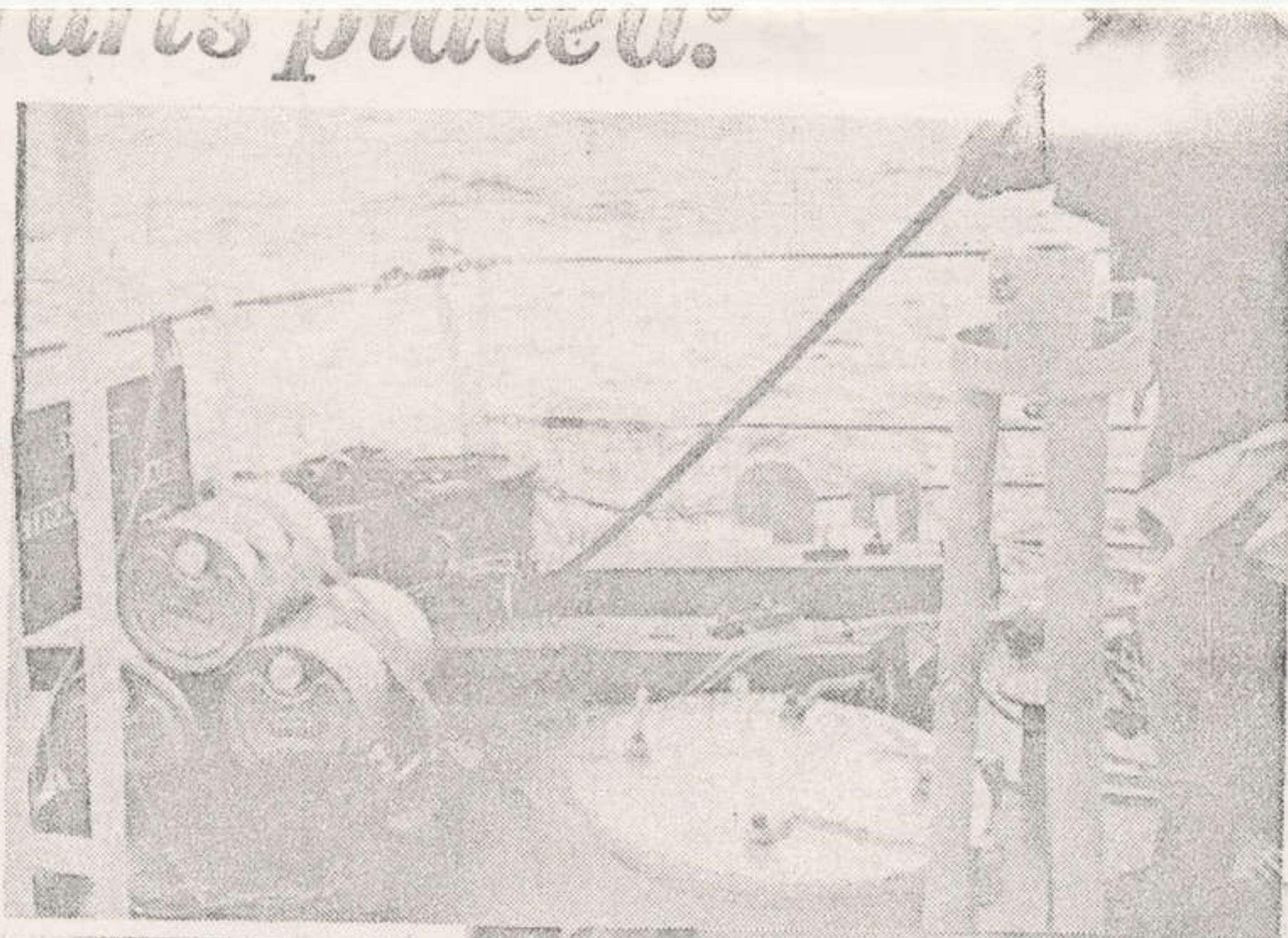
* * *

BELOW RIGHT: Arthur Boyd and Colin Lesay check the echo sounder to ensure the rafts are dropped in the right spot.

* * *

BOTTOM RIGHT: Arthur Hartshorn positions the ship ready to drop the first raft.

fully dropped in
alian Navy. Here
mooring supports.



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ROYAL AUSTRALIAN NAVY

N 428 3 3118 ✓

Telephone 359 9111
Extension 3170

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

AF 1/16/2

20 JAN 1983

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

HMAS ACUTE - REPORT OF PROCEEDINGS
DECEMBER 1982

1. Forwarded.
2. The Commanding Officer has been reminded of the need for careful proof reading.

RH Old
(R.H. OLD)
Commander, RAN
for Fleet Commander

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

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DEPARTMENT OF DEFENCE (NAVY)

Tel: (095) 270470

HMAS ACUTE,
At Garden Island, W.A.

File: 1/16/1

2 January, 1983.

The Flag Officer Commanding,
Her Majesty's 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 1982

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the month of December, 1982. All times are in zone H(-8).

2. At the beginning of the month ACUTE was alongside HMAS STIRLING progressing an Assisted Maintenance Period which continued until Sunday 12. During this period the WA Department of Fisheries and Wildlife, with the ship's assistance, installed two wooden bouy launching ramps in the Quarterdeck. Our task was to lay tuna aggregation buoys on the edge of the Continental Shelf, south of Esperance and Albany. The large buoys festooned with artificial seaweed and weighted with old railway wheels, are to act as a focal point for the migrating bluefin tuna. STIRLING provided two metal frames, to be deployed over the side, to house the transducers for two additional echo-sounders which would allow very accurate placement of the buoys in 80 fathoms of water.

3. ACUTE moved from the patrol boat berth at 0815 Monday 13 to the destroyer wharf to embark the heavy buoys and weights and proceeded on patrol at 1100 the same day, with two WA fisheries personnel embarked. After a particularly uncomfortable passage to the Esperance area, caused by the long swells from the south-west which are typical at this time of year, the first two buoys were layed during the night of Wednesday 15. The wind fortunately having suddenly abated from Force 4 earlier in the evening to Force 1 and, under portable lights, conditions were ideal.

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4. The ship then continued into Esperance arriving at 0930 Wednesday 15 for the loading of the second pair of buoys. ACUTE then proceeded at 0900 Thursday 16 to the east of Esperance and layed the buoys during the afternoon in a rapidly freshening wind. The passage to Albany was made past other buoys to check their positions as they had been layed by fishing boats with navigational aids which were not as efficient as ACUTE's. A total of ten buoys have now been layed and significant increases have been detected in tuna catches.
5. The ship arrived at Albany at 1400 Friday 17 under a darkening sky and before a freshening southerly wind. The sheltered harbour provided adequate protection at the old whaling wharf near the city centre from a strong southerly wind. Sailing was delayed on Sunday 19 due to the poor sea conditions but at 0830 Monday 20, the wind had much abated and the ship proceeded on the return passage to Garden Island by way of the remaining buoys to check their positions.
6. The rapidly changing weather patterns and ever present long southerly swell certainly make operations to the south of the continent very challenging. ACUTE arrived at STIRLING at 1000 Tuesday 21 and unfortunately, a sea day arranged for NOCWA was cancelled due to the delay in Albany.
7. ACUTE again proceeded to sea within Cockburn Sound on Christmas Eve for a family day, sailing at 0900 and returning to the patrol boat wharf at 1330 after a glorious day and a magnificent lunch at anchor off Garden Island. The ship's company, anxious to demonstrate their skills, were smartly turned out and thoroughly enjoyed the day.
8. After fuelling by road tanker ACUTE remained alongside as duty patrol boat at four hours notice for sea until the end of the period.
9. The Ship's company have been briefed on security and the foolhardiness of using drugs of addiction and the misuse of alcohol, especially over the Christmas period. The health, welfare and conduct of the ship's company has been very good. Morale has also been high.

I have the honour to be,

Sir,

Your obedient servant

P. Labrecq LEUT
(S.V. TOWNSEND)
Lieutenant RAN
Commanding Officer

- Annexes:
- A. Steaming Return
 - B. Exercise Return
 - C. 3 x photographs (Fleet Commander only)
 - D. Newspaper Clipping.

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ANNEX A to
HMAS ACUTE letter 1/16/1
dated 2 January, 1983.

STEAMING RETURN

1.	Distance steamed during December	1,367 nm
2.	Hours underway during December	104 hrs
3.	Total distance steamed since first commissioning	66,893 nm
4.	Total hours underway since first commissioning	5,342 hrs
5.	Occasions for exceeding fast routing speed	NIL

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ANNEX B to
HMAS ACUTE letter 1/16/1
dated 2 January, 1983

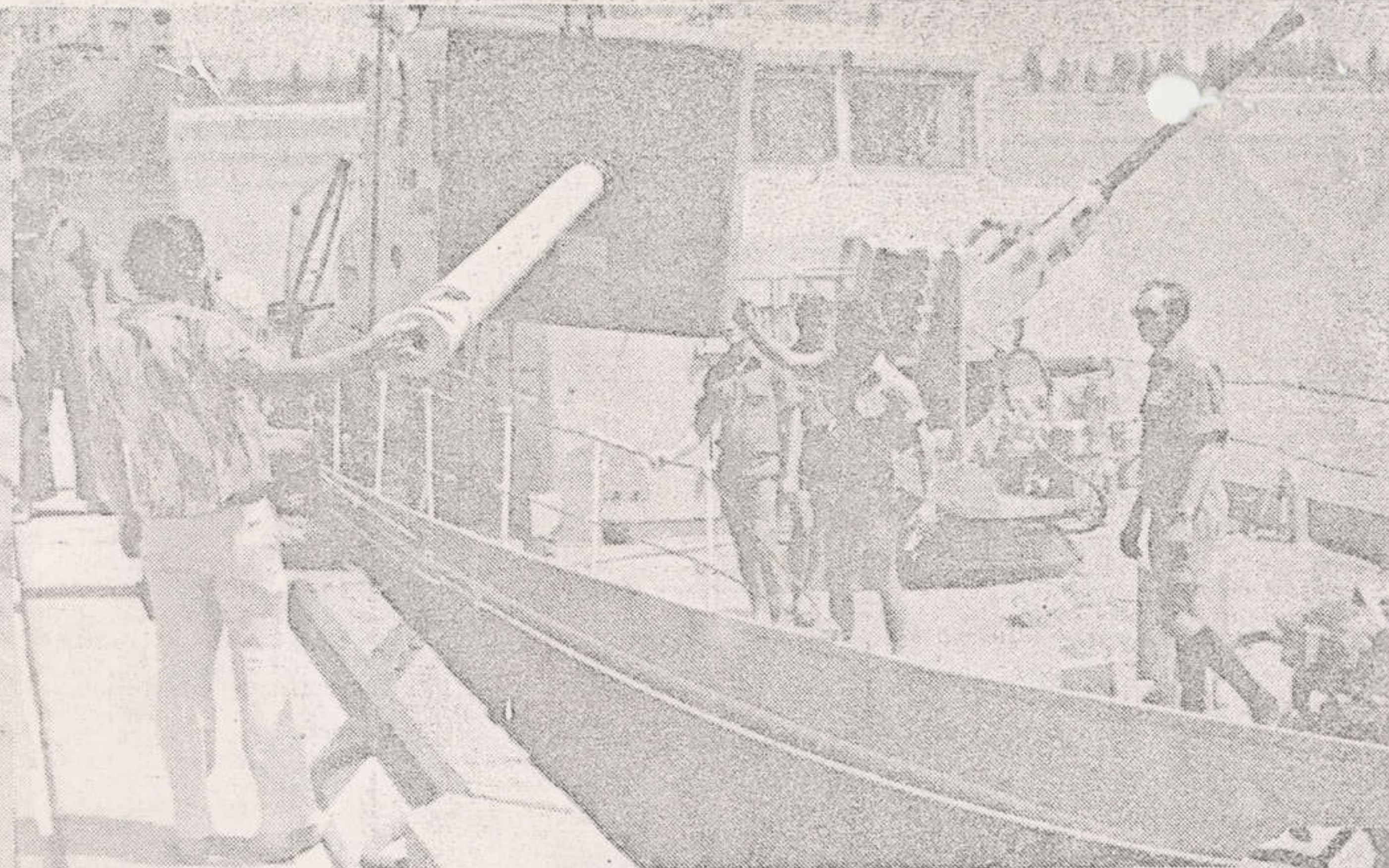
EXERCISES

	<u>Number of</u>	<u>Total time</u>	<u>Date</u>
<u>NBCD</u>			
Harbour fire/flood drills	6	3 hrs	-
<u>NAVIGATION AND OOW</u>			
MOBEX	1	$\frac{1}{2}$ hr	13
OOW Pilotage	3	2 hrs	13,21,24
Blind Pilotage	4	3 hrs	15,16,17,21
OOW anchorage	24	$\frac{1}{2}$ hrs	24
<u>SEAMANSHIP</u>			
Buoy laying.	4	8 hrs	15,16

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THE Fisheries Department's new tuna aggregation rafts were successfully dropped in Esperance waters this week thanks to some help from the Royal Australian Navy. Here senior sailor Bob Underhill makes some final adjustments to the raft mooring supports.



Tuna rafts placed:

* * *

ABOVE: The operation got underway this week when the rafts were first loaded aboard HMAS Acute by crane.

* * *

RIGHT: Chef Harry Feinaver helps move the 600kg weights which anchor the special rafts.

* * *

BELOW RIGHT: Arthur Boyd and Colin Lesay check the echo sounder to ensure the rafts are dropped in the right spot.

* * *

BOTTOM RIGHT: Arthur Hartshorn positions the ship ready to drop the first raft.

