

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

HMAS ACUTE

**Item number:** 1/7

**Title:** March-December 1978



AWM78-1/7

Acute

Duplicates #115-1916 - 77-78

March, June - July, Sep - Oct, Nov - Dec 1978

AMH 98

[1/7]

AUSTRALIAN WAR MEMORIAL  
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ROYAL AUSTRALIAN NAVY

TELEPHONE: 339 1522

IN REPLY QUOTE 1/16/4

Office of the  
Naval Officer Commanding  
West Australia Area  
HMAS LEEUWIN  
P.O. BOX 58  
FREMANTLE WA 6160

7 APR 1978

Department of Defence (Navy Office)  
CANBERRA ACT 2600

Attention: Chief of Naval Staff

HMAS ACUTE - REPORT OF MOVEMENTS AND REPORT OF  
PROCEEDINGS - MARCH 1978

Reference: A. RI Appendix 12A.

1. HMAS ACUTE spent the month of March undergoing intermediate docking.

*N. A. Roase*  
(N. A. ROASE)  
COMMODORE

1-ADMIN-H  
(A)

RESTRICTED

HMAS LEEUWIN  
P.O. BOX 53  
FREMANTLE WA 6160

7th. July, 1978.

The Naval Officer Commanding  
WEST AUSTRALIA AREA

For information: Flag Officer Commanding  
HM Australian Fleet

The Commander  
Australian Mine Warfare and Patrol Boat Forces.

HMAS ACUTE - REPORT OF PROCEEDINGS 16 JUNE - 01 JULY 1978.

Sir,

I have the honour to report the proceedings of HMA Ship temporarily under my command, for the stated period. Times throughout are Zone Hotel (minus 8).

2. Having completed storing ship on Friday 16th. June, ACUTE cast off and proceeded to sea at 0500 Saturday 17th. Among the Ship's Company were two officers, one senior and one junior sailor of the RANR and Mr. C. Ostle, an Inspector for the W.A. State Department of Fisheries and Wildlife.
3. After an early breakfast, Action, Emergency and Leaving Ships stations were exercised, followed by Machinery Breakdown Drills and a Damage Control exercise. These drills and exercises were repeated during the afternoon. Boarding Party was then briefed, exercised and given small arms instruction.
4. Accompanied by an escort of dolphins, ACUTE entered Shark Bay at 0815 Sunday 18th. and at 1115 embarked as pilot the Carnarvon Harbour-master, Captain P. Eveleigh. There followed a most interesting entry through Teggs Channel into the Small Boat Harbour.
5. The dredged channel is little more than 15 metres wide, with a least depth at low water of about 3 metres. Speed limit is 5 knots, with which ACUTE attempted to comply by regularly stopping both engines. All turns were made with the assistance of main engines.
6. At 1150, ACUTE secured starboard side to the east inner arm of the Small Boat Wharf - one might say starboard bow to, as this berth is only 16 metres long. Deep water ceased some two metres from the ship's port side. ACUTE remained at the berth overnight, proceeding to sea at 0815 Monday 19th. June. A pilot was not required for the departure.

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7. Although narrow, the channel is not exceptionally difficult to negotiate, and there is an adequate swinging basin off the eastern end of the wharf. The need for local knowledge would be obviated were the Teggs Channel entrance leads and buoyage shown on a suitable inset on the Australian Chart. Some difficulty could, however, be expected with the new class of patrol boats, particularly in strong offshore breezes.

8. Various drills and exercises were conducted while on passage, including firing practices with the Bofors, 50 Calibre M and Automatic Rifle. Cabin weather prevailed until early Tuesday morning, when the ship left the lee of North West Cape. Conditions then deteriorated rapidly, and by 0400 the wind was easterly at Force 5 and rising.

9. At 0900, with the ship pounding heavily into a short, steep sea and swell, the decision was taken to seek shelter in the Monte Bello Islands, and at 1045 ACUTE came to anchor in the lee of Trimouille Island,  $3\frac{1}{2}$  cables off the western shore. The anchorage was also occupied by the survey vessel MISS RANKIN, which is conducting a survey for the proposed natural gas pipeline. This vessel also acts as tender to HI-FIX camps on Cape Legendre and Trimouille Island.

10. ACUTE proceeded to sea at 1500 Wednesday 21st. June, shaping a northerly course to investigate three reported pairs of foreign fishing vessels. Between 1800 and 2130 all three pairs were detected by radar; only one boarding was, however, made as the weather once again refused to co-operate. (HMAS ACUTE FISHREPS KBG 211155Z AND KBG 211525Z JUNE 78 refer).

11. Having berthed starboard side to Port Hedland Number One Berth at 0800 Thursday 22nd. ACUTE remained overnight and sailed at 0830 the following morning. While still in the dredged channel, ACUTE was forced to reverse course and return to harbour when the radar array ceased rotating (HMAS ACUTE URDEF 6/78).

12. While awaiting the despatch of the required spare part, it was learned that the Fisheries Inspector was to depart, on Sunday 25th. June, for Darwin. In order to make the most of this gentleman's considerable talents, approval was sought, and subsequently granted by you, Sir, to proceed to sea at 0800 Saturday 24th.

13. With the aid of up to date intelligence and eighteen lookouts, a pair of fishing vessels was sighted at 1900, and the leader boarded at 2000. To permit Mr. Ostle to view the trawl results, the boarding party remained on the boarded vessel until after the net was recovered. (HMAS ACUTE FISHREP KBG 241445Z JUNE 78 refers).

14. At 2205, having recovered the boarding party, and the disappointing knowledge that the remaining pair of Taiwanese were now off Shark Bay, the ship made its way once more toward Port Hedland, securing alongside Number One Berth at 1155.

15. Mr. Ostle was farewelled on Sunday evening and Port Hedland at 0600 Monday 26th. Exmouth, whence the radar spares had been redirected, was reached at 1500 Tuesday 27th. following an overnight anchorage off Fortescue Island.

16. At 1530, accompanied by the Executive Officer, I called on the Australian Deputy Commander, HAROLD E. HOLT, Commander P.A. KNIFE, RAN. The Officers and Ship's Company were offered full use of all base recreational facilities; this was, I was informed, the first occasion on which visiting warships had been accorded such a privilege. The Ship's Company was, however, somewhat bemused by the necessity, in an Australian port, for a money change.

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3.

17. With a serviceable radar, and Petty Officer First Class Doran L. FIGART embarked for the passage, ACUTE departed Point Murat wharf at 1200 Thursday 29th. June. A lugger proceeding eastward, south of the Muiron Islands, was visually identified at the request of the Commonwealth Police and the vessel's description passed to HOLT. ACUTE then proceeded southwards into abominable weather.

18. To the lasting discredit of the Bureau of Meteorology, the entire west coast prognosis occurred ten degrees further north, and by 1600 the ship was crashing through a combined sea and swell averaging 5 metres, in winds gusting to 35 knots.

19. Ship's course was now being kept by magnetic compass, the gyro having failed at 1540. Fortunately, a determined effort in appalling conditions by both ABETC CHERRY and Petty Officer FIGART resulted in the fault being found and rectified by 1700.

19. By dawn the wind had slackened to force 4, although sea and swell remained at about 4 metres. A large vessel was sighted some five miles abeam on a slightly converging course, and at 0900 ACUTE gratefully slipped into the relatively calm wake of the BHP ore carrier IRON SOMERSBY. An alteration of course for passage to the Abrolhos Islands required our parting some seventy five restful minutes later, but by this time the wind had backed to the south east and the ship's motion was tolerable. Shortly afterward the ship's company were treated to a rarely observed spectacle, that of a large whale perpendicular to the surface, beating its tail flukes on the water to attract a mate.

20. This spectacle continued until, when only a cable distant, the whale ceased and resumed his northward progress. As if by signal the weather abruptly worsened, and slow leaks became evident in the Wardroom and Senior Sailors' Mess. An inspection failed to reveal the cause of the leak forward.

21. The storm reached its height at midnight, and the leak in the forward mess became a slow flood. The Void Space hatch was opened to drain the water which was then pumped out. After removing the deckhead panels, the flood was traced to a fractured fresh water line, and the forward section isolated.

22. Fremantle Harbour was entered at 1545 Saturday 1st. July but, due to a recalcitrant mast which was finally broken manually, ACUTE did not arrive at LEEUWIN until 1700. At 1800 the Chief Bosun's Mate (the Executive Officer being in Sick Bay for observation after severe seasickness) reported the ship squared away, and the hands proceeded on leave.

23. Throughout the patrol the health, morale and conduct of the Ship's Company remained good. Some discomfort was caused by the failure of the after air-conditioning unit, which was subsequently (and temporarily) rectified in Port Hedland (HMAS ACUTE URDEF 5/78).

I have the honour

to be,

Sir,

Your obedient servant

Annexes: A. Steaming Figures  
B. Exercises conducted.

(M.J. TAYLOR)  
LIEUTENANT RAN

RESTRICTED

ANNEXES A and B to

HMAS ACUTE

Report of Proceedings

Dated 7th. July, 1978.

A. STEAMING FIGURES 16 JUNE - 01 JULY 1978.

1. Distance steamed during period - 2366.4 miles.
2. Hours underway during period - 173.<sup>4</sup>/60.

B. EXERCISES CONDUCTED.

1. Gunnery      SUCRF      -      1  
                 Small arms firing      -      1.
2. NBCD      Minor NBCDX      -      3.
3. General Drills.  
                 Machinery breakdown drills      -      2  
                 Action, emergency, leaving ship stations      -      4  
                 Boarding Stations      -      3  
                 OCW Exercises      -      2  
                 XO Alongside/unberthing      -      1 each  
                 NO Alongside/unberthing      -      1 each.
4. Boardings.      Unopposed      -      2.

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DEPARTMENT OF DEFENCE (NAVY)

TEL: 095-27-0470

REF: 1.16.4

Office of the  
Naval Officer Commanding  
West Australia Area  
P.O. Box 228  
ROCKINGHAM WA 6168

114 DEC 1978

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Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS ACUTE - REPORT OF PROCEEDINGS

Reference : A. RI Appendix 29A

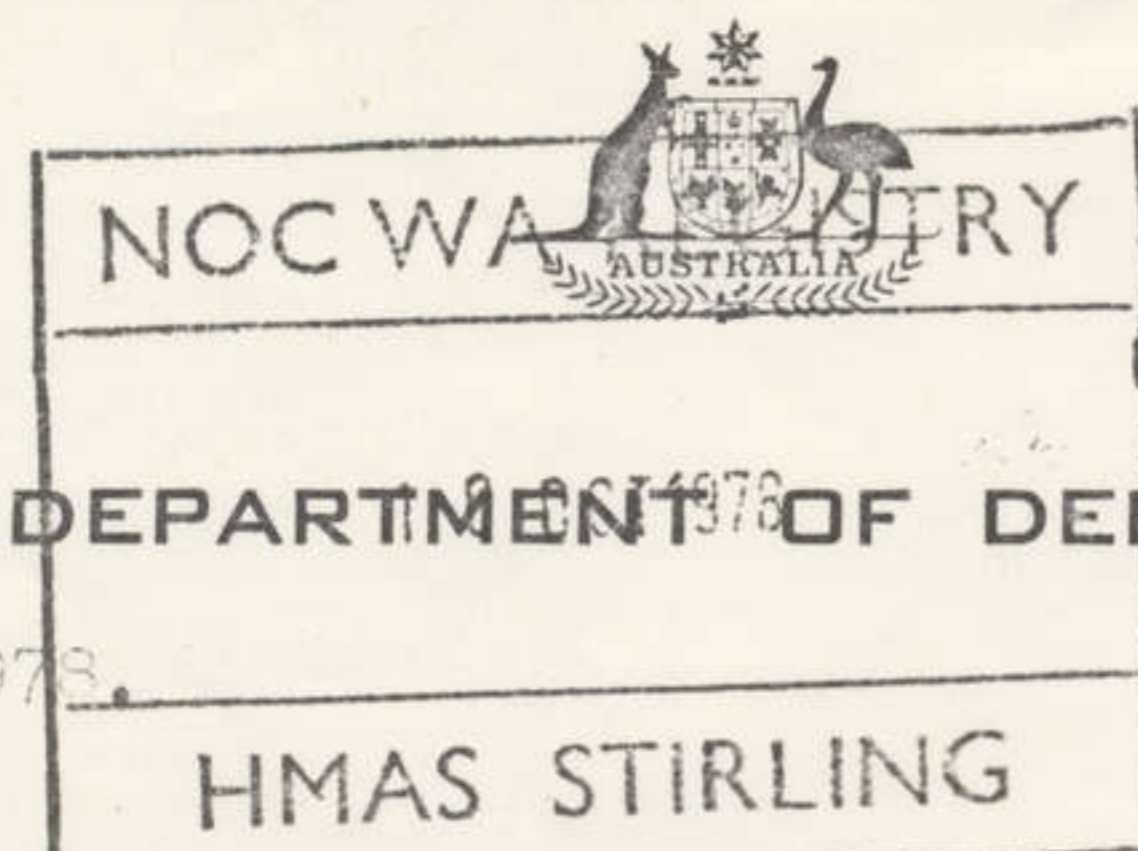
1. Forwarded.

*N. A. Boase*  
(N. A. BOASE)  
COMMODORE RAN

Enclosure : Report of Proceedings for period 24 September -  
28 October 1978.

*MD*

*1-ADMIN-N*  
*(A)*



6th October 1978.

HMAS ACUTE  
GARDEN ISLAND 6168.

Naval Officer Commanding  
West Australia Area

REPORT OF PROCEEDINGS OF HMAS ACUTE  
ACT 1/78 - 24th SEPTEMBER - 7th OCTOBER 1978.

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command during the above period.

The ship's company was made up of four RANR Officers thirteen RANR sailors, one PNF LSETB and one PNF ABWTP giving a total complement of nineteen.

The operational orders required HMAS ACUTE to proceed to Geraldton, and after refueling, to join HMAS MORESBY in Geelvink Channel for sounding surveys in the area between Kalbarri, Geraldton and the Houtman Abrolhos.

The ship's company joined on Sunday 24th September at 0900H, and on completion of cleaning ship commenced stowing. All stores were onboard by 1015H on Monday 25th September, the lines were cast off at 1026H, and the ship proceeded for Geraldton.

On passage to Geraldton the wind and swell were on the quarter giving good steaming conditions for the initial shake-down. The passage was uneventful.

During fueling operations at Geraldton, advantage was taken of an offer by the Geraldton Rubber Company to obtain some large truck tyres as fenders.

After fueling HMAS ACUTE sailed at 1000H 26th September to join HMAS MORESBY.

At the rendezvous position HMAS MORESBY was at anchor in Good Friday Bay, an anchorage sheltered from the W to SE winds by the reefs and islands of the Easter Group. HMAS ACUTE piped then secured alongside HMAS MORESBY at 1300H. 26th September.

Technical Staff from HMAS MORESBY came onboard and fitted an ATLAS DESO - 10 echo sounding recorder. A briefing was held onboard HMAS MORESBY for all Officers, Coxswain and Communicator from both ships. In an exchange of Officers, LEUT B SLATTERY RANR joined HMAS MORESBY and LEUT R MASTER RANR joined HMAS ACUTE.

At 1700H all preparations were complete. HMAS MORESBY weighed and proceeded towards the Survey area with HMAS ACUTE in company.

At 1812H HMAS MORESBY reached the start position for the first sounding line and surveying commenced in a moderate to fresh S.W. breeze.



## DEPARTMENT OF DEFENCE

-2-

During the first few hours HMAS ACUTE had difficulty maintaining formation speed because of problems with the Starboard engine. At 1825H a fuel line fractured. There was no spare onboard, and a jury line had to be improvised. At 2000H the Port engine lost cooling water suction due to the heavy roll in the beam-on sea.

Between 2000H and 2130H the suction on the Port engine was lost a total of 3 times before further attempts to use the port engine were abandoned until the weather moderated.

At 0910H Wednesday 27th HMAS ACUTE was detached while HMAS MORESBY steamed south to replenish the shore parties. HMAS ACUTE anchored in Turtle Bay on East Vallarta Island. The survey team grabbed a few hours rest while the rest of the hands cleaned ship.

At 1315H HMAS ACUTE weighed and proceeded to join HMAS MORESBY at the rendezvous position near North East Reef and recommenced sounding in company at 1425H.

Surveying continued throughout the 29th of Wednesday and through Thursday until 1325H on Friday when HMAS ACUTE was detached to refuel at Geraldton. On passage to Geraldton HMAS ASSAIL was passed steaming to join the survey.

On Friday night leave was granted to the ship's company. After an early start on Saturday morning HMAS ACUTE rejoined HMAS MORESBY and HMAS ASSAIL off the Easter Group at 0800H, and sounding continued through the day until 1515H when HMAS ACUTE and HMAS ASSAIL were detached to fuel in Geraldton.

The weather, which had been kind to the survey since the afternoon of the 27th, began to deteriorate. The wind had gone around to the NW and the wind was gusting up to Force 5.

HMAS ACUTE secured outboard of HMAS ASSAIL at number 2 Wharf Geraldton at 1822H.

During the night and the following day a complex front moved through. At 1600H on Sunday the wind was Force 7 from the West. Sailing was delayed 24 hours.

On Monday the wind slowly abated. At 1130H the Captain of HMAS MORESBY accompanied by the Captains of HMAS ACUTE and HMAS ASSAIL called on the Mayor of Geraldton Councillor L. J. Harris J.P. At 1245H the Regional Administrator, Greenock Region Mr John Symes came onboard HMAS ACUTE for lunch.

LEUT D Slatter RAN rejoined HMAS ACUTE at 1400H and LEUT R Maher RAN rejoined HMAS MORESBY.

HMAS ACUTE sailed at 1600H. While manouvering to come away from alongside HMAS ASSAIL the Starboard engine locked in at slow ahead, and the Port engine blocktube linkage came adrift. The truck tyres came in useful. No damage was done to either ship.



## DEPARTMENT OF DEFENCE

-3-

On clearing the breakwater the ship anchored while the engine controls were checked. A heavy swell remained after the two day storm. HMAS ACUTE proceeded to Fremantle under two engines. At 2130H the Starboard engine lost revolutions. The pyrometer readings indicated uneven cylinder temperature and the Starboard engine was shut down.

At 0730H on Tuesday an attempt was made to restart the Starboard engine. The gearbox was observed to be overheating although the temperature readings were normal.

At 1000H HMAS ACUTE secured alongside the Patrol Boat Pens at Garden Island.

The 2000 hour service on the main engines was commenced.

During the rest of the week HMAS ACUTE crew were employed on maintenance duties.

The overall performance of HMAS ACUTE under the ACT was satisfactory. The performance of the ship and crew was excellent. Over 930 miles of soundings in company were completed during the four survey days.

The morale and conduct of the ship's company was well above average. The temporary loan of one Hydrographic Officer, LSMT R. Maher, from HMAS MORESBY to HMAS ACUTE to train HMAS ACUTE's crew in surveying helped considerably, and a similar exchange is recommended for future surveys. The two PNF sailors onboard, LSMTs M. D. Summers and ABMTF R. D. Van Eldick performed their duties in an efficient and seamanlike manner and were an asset to the ship's company.

The ACT covered 1613 miles and 121 hours steaming.

The hours station keeping in company with HMAS MORESBY were particularly useful to a Reserve Crew.

The survey gave a sense of accomplishment to the whole ship's company, after which the week at maintenance came as a bit of an anticlimax. On the whole the ACT was a task successfully completed.

I have the honour to be,  
Sir,  
Your obedient servant.

*Patt Hill*

P. S. HILL.  
LIEUTENANT COMMANDER RLEX.  
COMMANDING OFFICER  
HMAS ACUTE.

HMAS ACUTE  
GARDEN ISLAND.

1st November, 1978.

NOCWA  
HMAS STIRLING  
GARDEN ISLAND. W.A.

Sir,

REPORT OF PROCEEDINGS HMAS ACUTE 7TH TO 28TH  
OCTOBER 1978

1. I have the honour to submit a report of the proceedings of HMAS ACUTE under my command from 7th October to 28th October 1978. All times quoted are H (+8) time.
2. I assumed command from LCDR P.R.H. HILL RANR at 1600 on Saturday 7th October 1978 at the satisfactory completion of the Handover routine, and the crew - a composite of PNF and CNF personnel-commenced settling in. ACUTE was berthed at the DESTROYER wharf HMAS STIRLING.
3. Having been advised that the ship would not be ready for sea for at least one week, engine room staff were detailed off to assist Base staff in the engine room and the remainder employed in ship husbandry on the upper deck.
4. This situation pertained for the next 13 days, the only events of note being the removal of the Starboard ME Gearbox on Monday 9th October and its replacement by a new unit on Tuesday 10th October and ACUTE being 'cold moved' by tug from the DESTROYER wharf to the Patrol Boat wharf from 0913 to 0935 on Monday 16th October. All night leave was granted to those not required for duty to help maintain morale which tended to be eroded by the monotony of being alongside for too long.
5. On Friday 20th October 1978 at 1928, repairs to gearbox and Starboard ME completed ACUTE proceeded on trials in Cockburn Sound which included running both engines at 1250 revs for a short period. Trials proving satisfactory, ACUTE returned to the Patrol Boat wharf to disembark Base Staff personnel and slipped soon after at 2147 to proceed on passage to Geraldton.
6. During the passage, which was uneventful, opportunity was taken to exercise the ships company in Fire Emergency and leaving ship stations before arriving at Geraldton at 1353 on Saturday 21st October. After taking on fuel and water ACUTE left Geraldton 5 hours later at 1856 on passage for SHARK BAY. However at 1930 the Starboard ME shut down through lack of fuel and Port ME was started while ship's personnel endeavoured to trace and repair the fault. They were not successful and at 2110 ACUTE was turned about and course set for Geraldton which was reached at 2321.
7. Ships engineers worked on the faulty fuel system and on problems with the starter systems that had revealed themselves and were able to report that the engines were ready for trials at 1000 on Monday 23rd October. After a "static" trial alongside the wharf, ACUTE left Geraldton at 1013 on passage for SHARK BAY which again had to be aborted at 1048 when the Port ME had to be stopped because of a fault and ACUTE resecured at Geraldton at 1135. The starter systems being once more suspect, Base staff were called by phone and with their advice and with assistance from the Electrical rating from ASSAIL, ships staff were able to make them serviceable as well as correct the defect in the Port ME and ACUTE left for the Houtman Abrolhos Islands at 0659 on Tuesday 24th October reaching them without further incident and coming to anchor off East Wallaby Island in Recruit Bay at 1108.

3. Weighing anchor that afternoon at 1526, ACUTE sailed for SHARK BAY arriving after a good passage despite worsening weather conditions and coming to anchor in TURTLE BAY at 0622 on Wednesday 25th October. A pistol shoot for the ships company was conducted before ACUTE weighed and proceeded on passage back to Geraldton at 1745 the same afternoon. The weather deteriorated and facing head winds and seas revolutions had to be reduced to 900 on one engine to avoid severe pounding from 2100 on 25th October to 0800 on 26th when it was found possible to increase to 1000 revs for the remainder of the passage to Geraldton. During this time the Jackstaff came adrift and had to be secured, and the 40/60 gun cover was torn off by wind and sea despite frapping lines. ACUTE berthed at Geraldton at 1505 on Thursday 26th October and remained there overnight instead of slipping at 2300 as programmed due to the wind force being 6-7 and forecast to drop by morning.

9. At 0847 on Friday 27th October ACUTE left Geraldton on passage to Garden Island and made good progress until late afternoon when the weather again worsened and speed had to be reduced to avoid structural damage to the ship. At 1945 the Starboard ME stopped and could not be restarted and at 2028 the Radar Scanner Assembly came adrift from the masthead and fell to the upper bridge deck which was not manned at the time or serious injury could have resulted. Extra lookouts were posted on the upper bridge and speed reduced to lessen the quantity of spray being flung over it. Navigating by Dead Reckoning, Rottnest Island Light was picked up on the correct bearing at 2350 and fixing resumed as soon as other lights were raised. Being some hours ahead of programme I considered coming to anchor in Cockburn Sound, but investigation found that the cable had toppled in the locker and a power failure on the windlass precluded "walking" it out - in addition there were some doubts as to whether Port ME could be restarted if stopped so I decided to proceed straight to the Patrol Boat Wharf, securing there at 0315 on Saturday 28th October.

10. The ship was de-stored and cleared through on the morning of Saturday 28th October and handed back to the RAN through LEUT P.A. HARRIS RAN certain key personnel remaining to ship keep until Sunday 29th October.

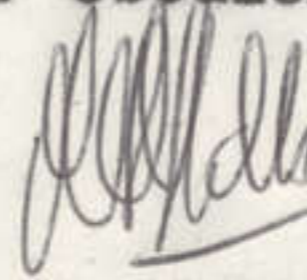
11. It should be noted that ACUTE took on several feet of water in the forepeak locker when pitching into a head sea for any length of time, despite covers being placed over the vents on the fore deck. In addition water leaked from the deckhead in the Senior Sailors Mess and the Junior Officers cabin rendering the latter untenable.

12. Despite bad weather and several setbacks, the morale of the crew remained good throughout and all performed their duties to my satisfaction. I commend in particular the Engineer room staff, both PNF and CNF who put in long hours under, at times, adverse conditions in an effort to keep the ship at sea so that we could all gain the considerable experience that we have from this sea training period.

I have the honour to be

Sir

Your Obedient Servant



M.C.H. HILLS  
LIEUTENANT COMMANDER RANR  
COMMANDING OFFICER

Copies to:

CO(R) HMAS LEEUWIN  
CO(R) HMAS LONSDALE.

ANNEX 'A'

Miles steamed 7th to 28th October

1033.2 miles.

Engine hours 7th to 28th October STBD ME 74.5 hours

Engine hours 7th to 28th October PORT ME 24.5 hours



LEDR RANK.



ROYAL AUSTRALIAN NAVY

N428 / 3 / 2802  
Folio 4.8.28

TELEPHONE: 095-27-0470

IN REPLY QUOTE 1.16.4

Office of the  
Naval Officer Commanding  
West Australia Area  
P.O. Box 228  
ROCKINGHAM WA 6168

10 JAN 1979

Department of Defence (Navy Office)  
CANBERRA ACT 2600

For information : The Flag Officer Commanding  
HM Australian Fleet

The Commanding Officer  
HMAS STIRLING

The Commander  
Australian Mine Warfare and Patrol  
Boat Forces

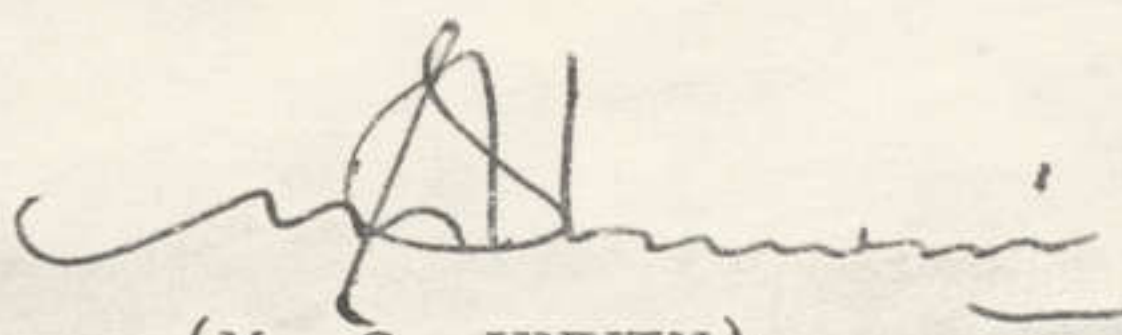
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HMAS ACUTE REPORT OF PROCEEDINGS FOR THE PERIOD  
27 NOVEMBER 1978 TO 31 DECEMBER 1978

Reference : RI Appendix 29A

1. Forwarded.
2. The material state of HMAS ACUTE despite the efforts of HMAS STIRLING still leaves a great deal to be desired. Particular concern is held with respect to the Starboard Main Engine which is scheduled to be changed in March/April.
3. Notwithstanding the above it is confidently expected that a satisfactory material state can be achieved to enable the vessel to commence working-up early in the new year.

1-ADMIN-N  
(A)

  
(M. S. UNWIN)  
CAPTAIN RAN  
NAVAL OFFICER COMMANDING  
WEST AUSTRALIA AREA

Enc.

RESTRICTED

1.16.1

HMAS ACUTE  
at Garden Island

02 JAN 79

5

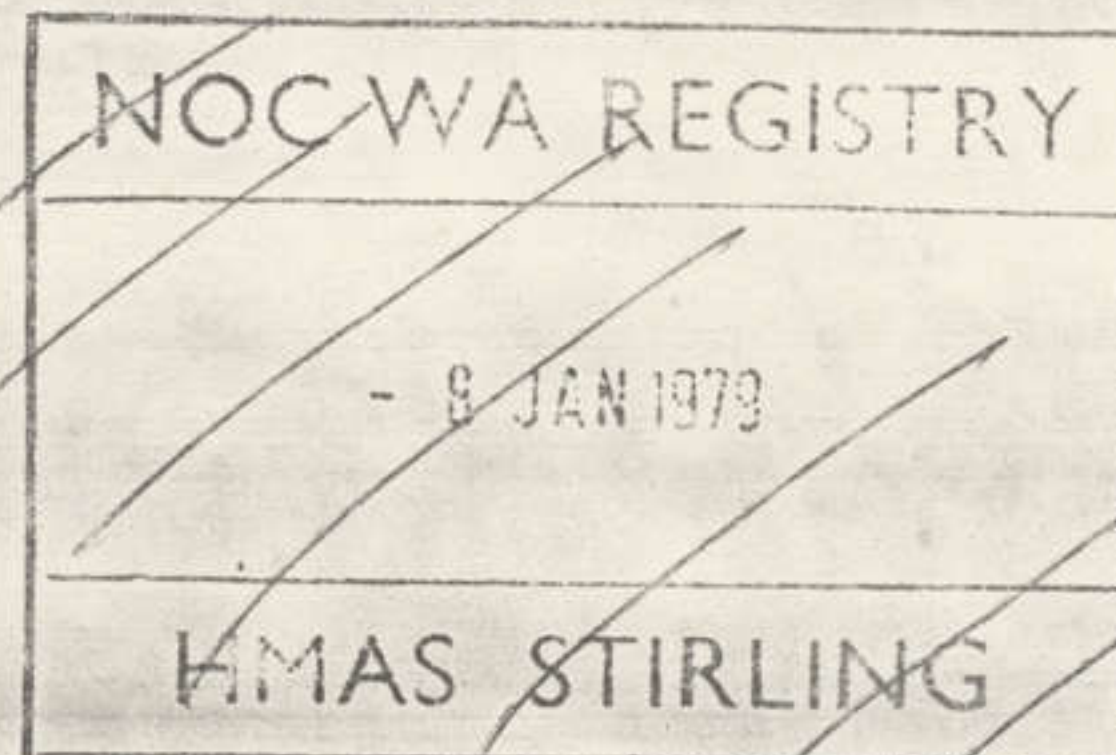
The Naval Officer Commanding  
WEST AUSTRALIA AREA

For Information:

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

The Commanding Officer  
HMAS STIRLING

The Commander  
AUSTRALIAN MINE WARFARE AND PATROL BOAT FORCES



HMAS ACUTE REPORT OF PROCEEDINGS FOR THE  
PERIOD 27 NOVEMBER 1978 TO 31 DECEMBER 1978

Sir,

I have the honour to report the proceedings of HMAS ACUTE under my command for the period 27th November, 1978 to 31st December, 1978. All times are H(-8).

2. The ship was commissioned by you, Sir, at the Patrol Boat Wharf of HMAS STIRLING at 0930, Monday 27th November.

3. For the remainder of the period ACUTE was alongside carrying out maintenance and conducting internal drills and exercises.

Engineering and Electrical

4. The following URDEFS were rectified during the period - 13/80 Starboard Main Engine Fuel System; 14/80, Main Engine Starting Systems and 15/80, Radar Masthead Unit.

5. URDEF 16/80, Port Gear Box was raised and is outstanding.

6. INDEFS 5/80, Starboard Wheelhouse window, 6/80 Senior Sailors Refrigerator, 7/80 Blocktube Control System and 9/80 Fresh Water Pump were rectified during the period.

.../2..

7. INDEFS 8/80 No 3 A/C Supply Fan and 10/80, Flying Bridge Windows are outstanding.

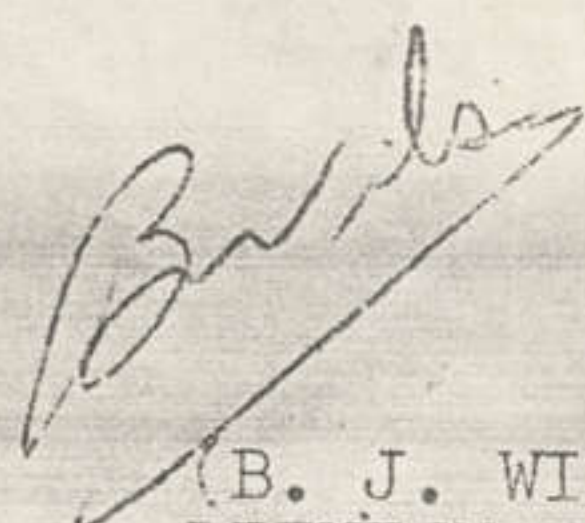
Health, Welfare, Conduct and Morale

8. The health, welfare and conduct of the Ship's Company are good and morale is high.

I have the honour to be

Sir,

Your obedient servant



(B. J. WILSON)  
LIEUTENANT RAN  
COMMANDING OFFICER

Annexes: A. Steaming Annex  
B. Exercise Annex

Annex A to HMAS ACUTE  
letter 1.16.1 dated  
02 JAN 79

STEAMING ANNEX

Distance steamed during period	-	NIL
Hours underway during period	-	NIL
Total distance steamed since first commissioning	-	NIL
Total hours underway since first commissioning	-	NIL
Occasions for exceeding fast routing speed	-	NIL

First commissioning for steaming figures has been taken as 27th November, 1978, as it has not been possible, due to the absence of adequate records to find any previous figures.

letter 1.16.1 dated  
02 JAN 79

EXERCISE ANNEX

Navigation and Seamanship

Date

SSD close up, closed down to NBCD state 1 condition X-Ray	3	27 DEC
Leaving ship stations	1	27 DEC
Emergency stations	1	27 DEC
OOW instruction for emergencies		27 DEC
Steering gear breakdown	1	27 DEC

Gunnery

40/60 drills	2 hrs	27 DEC
50 CAL drills	1 hr	20 DEC
Small Arms drill	1 hr	20 DEC

Communications

Rig emergency aerial	1	27 DEC
Test portableradar		20 DEC

Engineering

Steering gear breakdown	1	27 DEC
Instruction on emergency pumps		20-27 DEC
Instruction on main engine procedures		27 DEC

NBCD and First Aid

Equipment familiarisation		27 DEC
Daily duty watch emergency exercise	18	
Coxswain first aid kit familiarisation		28 DEC
Resuscitation procedures		28 DEC