

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

HMAS ACUTE

Item number: 1/9

Title: January-December 1980



AWM78-1/9

UNCLASSIFIED
COVERING

SMV

ROYAL AUSTRALIAN NAVY

RESTRICTED

Telephone: 359-9111
Extension 3139

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

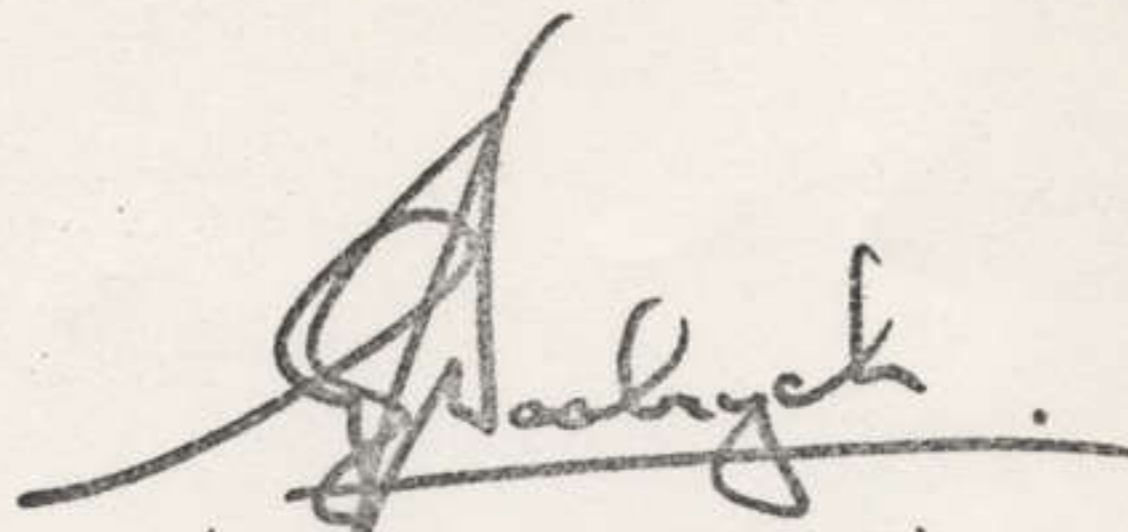
AF 1/16/2

25 FEB 1980

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

HMAS ACUTE - REPORT OF PROCEEDINGS
JANUARY, 1980

Forwarded.


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

Enclosure: HMAS ACUTE Report of Proceedings
for January, 1980 dated 4 February, 1980

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ADMIN-N
A-4-05

R E S T R I C T E D

1-16-2 (1)

File: 1.16.1

HMAS ACUTE,
at PORT HEDLAND, W.A.

04 February, 1980

The Flag Officer Commanding,
HM AUSTRALIAN FLEET,
GARDEN ISLAND. N.S.W. 2000.

For Information:

The Naval Officer Commanding,
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD
01 JANUARY TO 31 JANUARY 1980.

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 January to 31 January 1980. All times are H(-8).

2. At the commencement of the month ACUTE was alongside the Patrol Boat Wharf, HMAS STIRLING undertaking an AMP and leave period. The ship remained alongside for the first nine days with all tasks progressing satisfactorily. Principally - 250 hour planned maintenance routine on both main engines, overhaul on the ships boat, repair of the boat davit and completion of the majority of the planned maintenance schedules.

3. The ship cast off and proceeded on patrol at 1000 Thursday 10th for areas MNP and Q. A surface firing was conducted in area R133D during the passage north.

4. The ship berthed at Geraldton at 0800 Friday 11th for fuel and water and remained alongside until 1600 Saturday 12th.

...2/

R E S T R I C T E D



R E S T R I C T E D

2/...

5. The next areas covered on patrol were M and N, with no contact being made with any vessels except a number of large merchant ships on transit. ACUTE arrived at the Service Wharf, Dampier at 0800 Tuesday 15th and remained alongside for two days.
6. The ship cast off and proceeded on patrol at 0900 Thursday 17th. The 916A Radar developed a fault during the afternoon of the 18th, and the ship returned to Dampier to investigate and repair the defect. (URDEF 49/80 refers). Base staff from HMAS STIRLING and ships staff were unable to repair the defect so approval was given for ACUTE to proceed to Port Hedland to effect repairs with the aid of the local Radar agent, Mr. C. Travis, from AWA.
7. During the period alongside in Dampier, the lower sea suction valve failed to operate causing URDEF 50/80 to be raised. This was rectified early on the 25th and the ship cast off and proceeded at 0940 Friday 25th.
8. ACUTE berthed at No. 1 berth Port Hedland at 0810 Saturday 26th. Mr. Travis commenced work on the radar during the forenoon and found a number of separate components unservicable. These items were ordered through STIRLING and arrived on the 29th. It was found that two of the units ordered were incorrectly supplied and had to be re-ordered again. This caused a further delay until the correct units arriving in Port Hedland on the 31st.
9. Mr. Travis made some progress during the 31st, but work was suspended due to the Port Hedland area being placed on alert for Cyclone Dean.
10. The Port Hedland Harbour Master, Captain P. Gardener allocated No. 3 berth or the south end of No. 1 berth as the most practical for ACUTE during a cyclone. Number 1 berth was selected because of the limited berthing space at No. 3.
11. The move to the new berth could not be undertaken until the early hours of the 1st due to other movements in the harbour. In the meantime cyclone and safety precautions were underway onboard.

Engineering and Electrical.

12. During the period URDEF 50/80 (Low sea suction valve) was raised and rectified. URDEF 49/80 (Decca 916A radar) and URDEF 51/80 (Bofor MK7) remain outstanding. Approval has been given for the Bofor defect to be rectified on return to STIRLING.

R E S T R I C T E D

R E S T R I C T E D

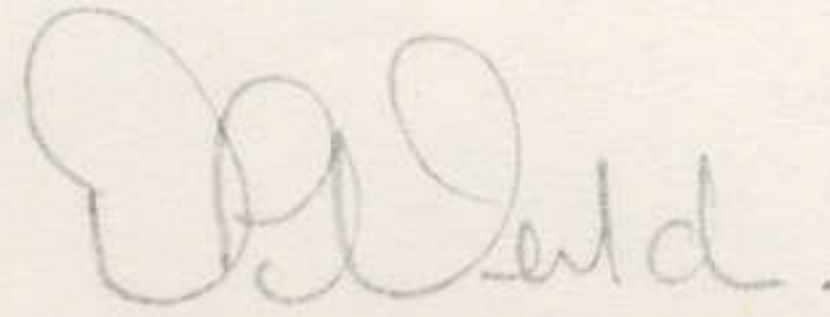
Health, Welfare, Conduct and Morale.

The health, welfare and conduct of the ship's company is very good and the morale high. Their conduct ashore has been exceptionally good. The material state of the ship is assessed as sound.

I have the honour to be,

Sir,

Your Obedient Servant



(D.L. NEILD)
LIEUTENANT R.A.N.
COMMANDING OFFICER

R E S T R I C T E D

R E S T R I C T E D

ANNEX A TO HMAS ACUTE
LETTER 1/16/1 of 04
FEBRUARY 1980.

STEAMING RETURN

Distance steamed during the period	1145
Hours underway during the period	95
Total distance steamed since first Commissioning	20960
Total hours underway since first Commissioning	1723
Occassions for exceeding fast routing speed.	Nil.

R E S T R I C T E D

R E S T R I C T E D

ANNEX B TO HMAS ACUTE
LETTER 1/16/1 DATED 04
FEBRUARY 1980.

EXERCISE RETURN

Seamanship and Navigation

Manoverboard exercise	20 min	10 Jan
Steering gear breakdown	15 min	10 Jan
Emergency stations	15 min	10 Jan
Leaving ship stations	15 min	10 Jan
Gyro failure exercise	15 min	10 Jan
	20 min	21 Jan
	10 min	23 Jan
Sea boat exercise	30 min	22 Jan

NBCD AND FIRST AID

Daily emergency exercise	2hrs 30 min	-
Major NBCD exercise	30 min	10 Jan

ENGINEERING AND ELECTRICAL

Power failure exercises	30 min	20 Jan
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GUNNERY

40/60 Action drills	35 min	10 Jan
50 cal SUCRF	45 min	10 Jan

R E S T R I C T E D

R E S T R I C T E D

ANNEX C TO HMAS ACUTE
LETTER 1/16/1 DATED 04
FEBRUARY 1980

OFFICERS MOVEMENTS

LOSSES

Lieut GLEX	A.J.R. KOPS RAN	TO HMAS LEEUWIN
		7TH JANUARY 1980
ASLT SLEX	M.R. NICOL RAN	TO HMAS SUPPLY
		2ND JANUARY 1980

GAINS

SBLT SLEX	C.J. BLACKNEY RAN	From HMAS DIAMANTINA
		2nd JANUARY 1980

R E S T R I C T E D

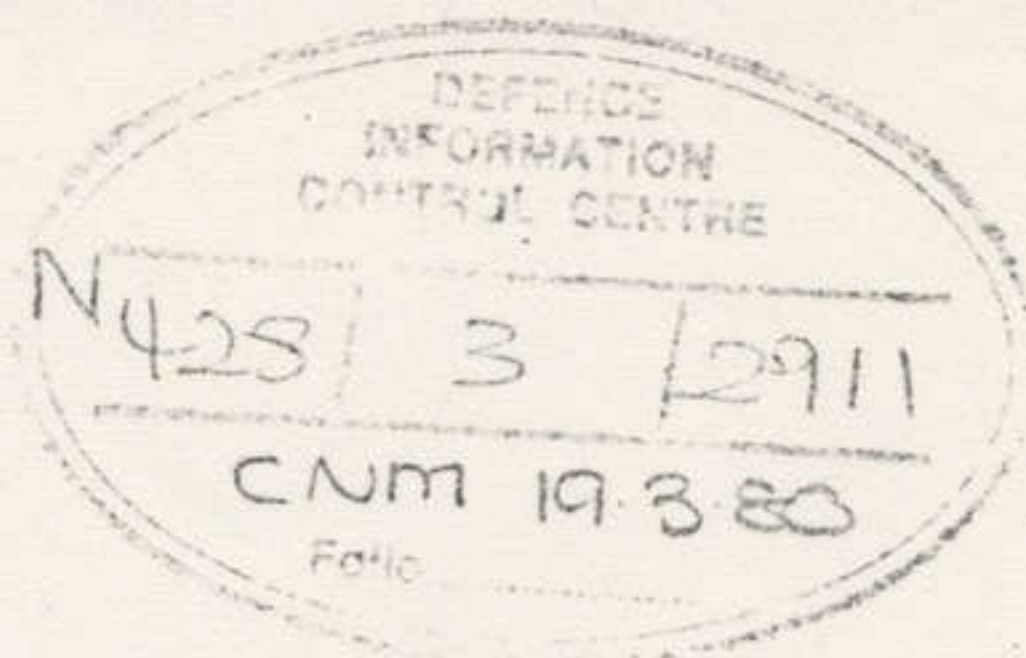
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OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

18 MAR 1980

AF 1/16/2

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

HMAS ACUTE - REPORT OF PROCEEDINGS
FEBRUARY, 1980

Forwarded.

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

Enclosure:

HMAS ACUTE Report of Proceedings
for February, 1980 dated 4 March, 1980

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R E S T R I C T E D

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1/16/1

HMAS ACUTE
At GARDEN ISLAND. W.A.

4 March, 1980.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET,
GARDEN ISLAND. N.S.W. 2000.

For Information:

The Naval Officer Commanding,
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD
01 FEBRUARY TO 29 FEBRUARY 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 February to 29 February 1980. All times are H (-8).
2. ACUTE was alongside No. 1 berth, Port Hedland at the commencement of the month and cast off and proceeded to the southern end of the same berth at 0010 Friday 1st. The ship berthed port side to, astern of the M.V. LADY ANNE (oil rig tender) and gained good shelter from the strong southerly winds. During the night, cyclone precautions were undertaken with extra fendering being provided on the port side by vehicle tyres on loan from the Port Authority.
3. The main force of Cyclone Dean hit the Port Hedland area between 1000 and 1200. Some superficial damage was sustained by ACUTE and this was limited to the ships side near the forward accommodation area and the midships guardrails. The Ship's Company conducted themselves in an excellent manner especially when required to tend lines and fenders during the height of the cyclone. A maximum wind force of 108 knots was registered by the Harbour Control tower adjacent to ACUTE at 1107, with strong winds and heavy seas continuing for the remainder of the day.
4. With the conditions returning to normal on Saturday 2nd a full systems check was conducted onboard. It was found

...../2.

R E S T R I C T E D

that the Port Main Engine supply fan had failed due to water ingress and URDEF 52/80 was raised. Mr. Travis, from AWA returned on Sunday 3rd to continue on the repair of 916A radar (URDEF 49/80 refers).

5. No progress had been made in the rectification of the above defects by local contractors on the 6th, so approval was obtained for ACUTE to return to HMAS STIRLING for repair. The ship cast off and proceeded at 0530 Thursday 7th from Port Hedland and berthed at the Service Wharf, Dampier at 1530 the same day, for fuel and water.

6. ACUTE cast off and proceeded at 0545 Friday 8th from Dampier and proceeded direct to STIRLING. The passage south was made difficult by rough weather and poor visibility with thunder storms and rain being experienced for the majority of the passage. The ship berthed at STIRLING at 0800 Monday 11th.

7. A replacement 40/60 Bofor was installed on Tuesday 12th, and the ship cast off and proceeded at 1330 Wednesday 13th for area R 138B to complete gun functioning trials. ACUTE returned alongside STIRLING at 1700 on completion of a successful 40/60 Bofor firing.

8. The Member of Parliament for Fremantle, Mr. K. Dawkin and his assistant Mr. M. Beazley, Jr., embarked at 0900 Friday 15th. The ship cast off and proceeded at 0910 for area R 138B to demonstrate the capabilities and operation of the 40/60 Bofor to Mr. Dawkin. During the second engagement at a 2" rocket flare the system failed bringing the demonstration to a halt (URDEF 55/80 refers). ACUTE returned alongside STIRLING at 1235 and Mr. Dawkin and Mr. Beazley departed after expressing their thanks for an interesting demonstration and appreciation of hospitality shown during their visit.

9. Sixteen RANR personnel under the direction of LCDR P. R. HILL, RANR joined at 0830 Saturday 16th for the weekend to undertake a workup for the 1980 Anchorman exercise. The ship cast off and proceeded at 1435 Saturday 16th for the Geographe Bay area. A number of exercises were completed with a good result of expertise being achieved. ACUTE returned alongside STIRLING at 1400 Sunday 17th.

10. A patrol to the south was commenced at 1400 Monday 18th when ACUTE cast off and proceeded on passage to Albany. During the night the port diesel generator failed (URDEF 56/80) and ACUTE gained shelter in Geographe Bay to investigate the defect. ACUTE was recalled to STIRLING for repair and a short visit to Bunbury was approved during the return passage. The ship berthed at No. 1 berth, Bunbury at 1600 Tuesday 19th and remained alongside until 0900 Wednesday 20th.

...../3.

R E S T R I C T E D

- 3 -

11. ACUTE berthed at STIRLING at 1530 Wednesday 20th and remained alongside until the completion of the month in preparation for the start of her refit commencing on Tuesday 4th March.

ENGINEERING AND ELECTRICAL

12. During the period URDEF 49/80 (Decca 916A Radar) and URDEF 51/80 (40/60 Bofor) were rectified. The following URDEF's were raised and rectified 52/80 (Port Engine Fan), 53/80 (No. 1 Air Conditioning Unit), 54/80 (Stbd main engine), 55/80 (40/60 Bofor) and 56/80 (Port Diesel Generator). In general the main machinery and technical equipment has operated satisfactorily and the long awaited refit will rectify the problems in the electrical equipment.

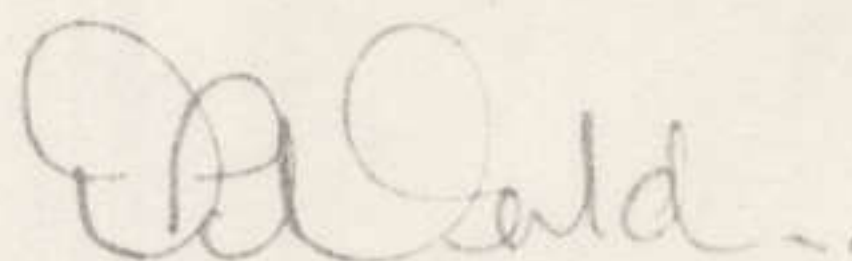
HEALTH, WELFARE, CONDUCT AND MORALE

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

I have the honour to be,

Sir,

Your Obedient Servant,



(D. L. NEILD)
LIEUTENANT R.A.N.
COMMANDING OFFICER

R E S T R I C T E D

R E S T R I C T E D

ANNEX A TO HMAS ACUTE
LETTER 1/16/1 OF
04 MARCH 1980.

STEAMING RETURN

Distance steamed during the period	1552
Hours underway during the period	135
Total distance steamed since first commissioning	22512
Total hours underway since first commissioning	1863
Occasions for exceeding fast routing speed	Nil

R E S T R I C T E D

R E S T R I C T E D

ANNEX B TO HMAS ACUTE
LETTER 1/16/1 DATED
04 MARCH 1980.

EXERCISE RETURN

SEAMANSHIP AND NAVIGATIONS

Manoverboard exercise	15 min	11 FEB
	20 min	15 FEB
	15 min	17 FEB
	25 min	20 FEB
Steering gear breakdown exercise	20 min	16 FEB
	15 min	17 FEB
Emergency Stations	10 min	16 FEB
Leaving ship stations	10 min	16 FEB
Gyro Failure exercise	20 min	16 FEB
	15 min	17 FEB
Blind pilotage exercise	30 min	17 FEB
Boarding party exercise	10 min	16 FEB
	30 min	17 FEB
OOW berthing exercise	40 min	17 FEB
	10 min	18 FEB
	15 min	20 FEB

GUNNERY

40/60 AAROFX	20 min	13 FEB
	10 min	15 FEB
50 cal AAROFX	20 min	13 FEB
	15 min	15 FEB
50 cal SUCRF	15 min	15 FEB
	20 min	17 FEB
2" Rocket Flare Firing	3	13 FEB
	3	15 FEB
Small arms	30 min	08 FEB
	40 min	17 FEB

COMMUNICATIONS

Emergency radio exercise	15 min	08 FEB
Emergency aerial exercise	10 min	08 FEB

R E S T R I C T E D

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

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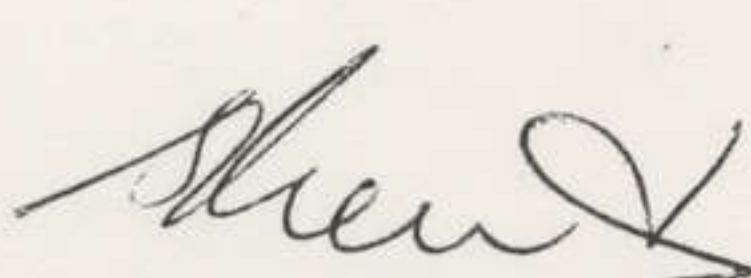
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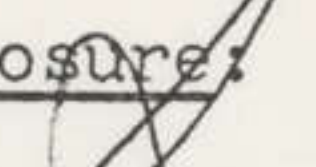
18 APR 1980

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

HMAS ACUTE - REPORT OF PROCEEDINGS **LOGGED**
MARCH, 1980

Forwarded.


(E. MENTZ)
Commander RAN
for Fleet Commander

Enclosure:  HMAS ACUTE Report of Proceedings for March,
1980 dated 3 April, 1980.

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1 ADMIN - 2



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

1/16/1

HMAS ACUTE

AT GARDEN ISLAND. W.A.

3 April, 1980.

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

For Information:

The Naval Officer Commanding,
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD
01 MARCH TO 31 MARCH 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 March to 31 March 1980. All times are H(-8).
2. At the commencement of the month ACUTE was alongside HMAS STIRLING in preparation for the start of her main refit.
3. The refit commenced on Tuesday 4th with preparation being made for the removal of the port main engine and the port diesel generator, later in the week. The 40/60 Bofor was also removed during this period to commence repair work and preservation by base staff.
4. The ship completed a cold move and was hauled clear of the water on HMAS STIRLING's slipway at 0730 Friday 7th.
5. The FMP detachment arrived at STIRLING on Friday 7th for the commencement of work on ACUTE's underwater mechanical and hull work package. Prior to their departure on Friday 28th all tasks had been satisfactorily completed. It was evident that the obvious success of this exercise was the excellent rapport that existed between the FMP, Base Staff and the crew of ACUTE. This was exhibited in the professionalism displayed by the team during this period. (NOCWA message RAB/MBF 280830Z MAR 80 refers).
6. All departmental surveys were completed early in the month and the work lists were forwarded to the Project Officer for inclusion in the work package.

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R E S T R I C T E D

R E S T R I C T E D

- 2 -

7. The ship's weapon fit with the except of the 40/60 Bofor was landed to the Armament and Weapon Depot Byford for overhaul by their staff.

8. The majority of the ship's company were involved in the lengthy process of stripping internal compartments and the superstructure for painting and maintenance.

Electrical

9. As called for in the main defect list, the majority of ship's electrical equipment was removed and landed to STIRLING for survey and repair.

Health, Welfare, Conduct and Morale.

10. The health, welfare and conduct of the ship's company is very pleasing and the morale is high. During this reporting period the ship's company have been briefed on the subjects of security, refit safety procedures and the dangers involved in the excessive use of alcohol.

I have the honour to be,

Sir,

Your Obedient Servant

D. L. Neild

(D. L. NEILD)
LIEUTENANT RAN
COMMANDING OFFICER

R E S T R I C T E D

R E S T R I C T E D

ANNEX A TO HMAS ACUTE
LETTER 1/16/1 OF
3 APRIL 1980.

STEAMING RETURN

Distance steamed during the period	Nil
Hours underway during the period	Nil
Total distance steamed since first commissioning	225.2
Total hours underway since first commissioning	1863
Occasions for exceeding fast routing speed	Nil

R E S T R I C T E D

R E S T R I C T E D

ANNEX B TO HMAS ACUTE
LETTER 1/16/1 DATED
3 APRIL 1980

EXERCISE RETURN

Seamanship and Navigation

Slipping - HMAS STIRLING

07 MAR

Exercises

Major NBCOX

35 min

04 MAR

Safety lecture

10 min

05 MAR

NBCD Equipment Drills

15 min

06 MAR

Evacuation exercise

10 min

08 MAR

Daily Emergency exercise 2 hrs 30 min

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R E S T R I C T E D

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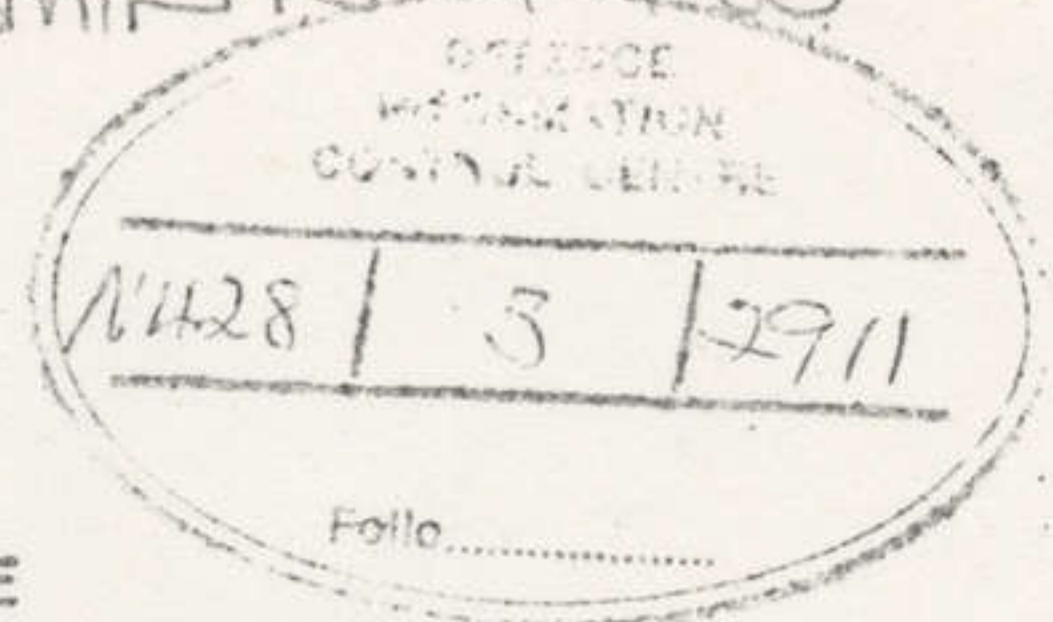
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Telephone: 359-9111
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ADMIN 14-4-80



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

AF 1/16/ 2

22 MAY 1980

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

HMAS ACUTE

- REPORT OF PROCEEDINGS

APRIL, 1980

Forwarded.

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

Enclosure:

HMAS ACUTE Report of Proceedings
for April, 1980 dated 5 May, 1980

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T ADMIN-N

A-12-05

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DEPARTMENT OF DEFENCE

1-16-1

HMAS ACUTE
At Garden Island, W.A.

5 May, 1980

The Flag Officer Commanding
HM Australian Fleet
GARDEN ISLAND NSW 2000

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA

The Commanding Officer
HMAS STIRLING

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD
01 APRIL TO 30 APRIL 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 April to 30 April 1980. All times are H(-8).
2. At the commencement of the month ACUTE was on the slipway at HMAS STIRLING undergoing the docking period of the main refit.
3. The new port diesel generator was installed on Monday 14th and the new port main engine on Tuesday 15th. The unslipping date had been delayed until Friday 18th due to extra work being required to complete the hull metal plate work package.
4. The ship was unslipped at 0755 Friday 18th. On entering the water it was found that leaks had developed in the starboard rudder gland and a number of discharge valves. The ship was slipped clear of the water again at 0840. Repair work commenced immediately and was completed on Saturday 19th. ACUTE unslipped at 0726 Monday 21st with no further problems and berthed at the Submarine Wharf at 0750, with the aid of harbour tug YANCHEP.

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5. The Ships Staff work package has progressed satisfactorily with the majority of work reaching the seventy five percent completed stage. A number of growth items have caused delays with the Base Staff work package which is causing concern and a large requirement for overtime hours. These delays include the alignment of the port main engine, replacement of damaged insulation from contract work and the repair of internal wood-work and panelling.

6. Following preservation work of internal compartments carried out by a contract firm, it was found an excess amount of metal blasting material and dust was left onboard. This resulted in the loss of at least two full days in cleaning up operations. During this time it was discovered that the metal over spray had caused damage to a large number of electrical items.

7. The sixty percent refit progress report was forwarded on Thursday 24th (HMAS STIRLING RDH 240110Z APRIL 80 refers) and reflects satisfactory progress in all areas with problems being experienced in the Ships husbandry areas due to inclement weather. The Ship's Staff seamen have worked one hundred extra man-hours during the month to make up this time. ACUTE's engineering department have completed some seventy hours overtime to assist to keep the refit to schedule.

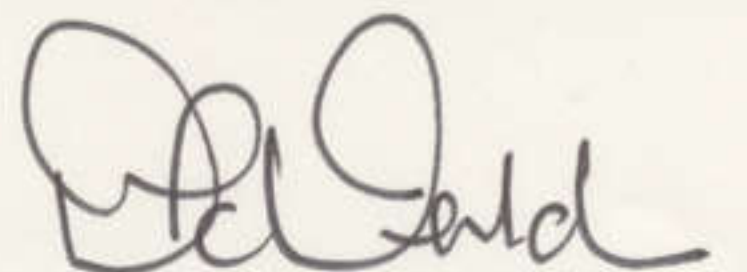
HEALTH, WELFARE, CONDUCT AND MORALE

8. The health, welfare and conduct of the ship's company is very good and the morale high. During this report period the Ship's Company have been briefed on the importance of safety. Special note has been made of the dangers of alcohol when driving a motor vehicle.

I have the honour to be,

Sir,

Your Obedient Servant



(D. L. NEILD)

Lieutenant RAN

Commanding Officer

Annexes: A. Steaming Return
B. Exercise Return
C. 7th Refit Meeting
D. 8th Refit Meeting

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ANNEX A TO HMAS ACUTE
LETTER 1/16/1 OF
5 MAY 1980

STEAMING RETURN

Distance steamed during the period	Nil
Hours underway during the period	Nil
Total distance steamed since first commissioning	22512
Total hours underway since first commissioning	1863
Occasions for exceeding fast routing speed	Nil

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ANNEX B TO HMAS ACUTE
LETTER 1/16/1 DATED
5 MAY 1980

EXERCISE RETURN

Seamanship and Navigation

Unslipping - HMAS STIRLING

21 APR

Exercises

Safety Lecture 10 min

18 APR

Evacuation exercise 10 min

23 APR

Daily Emergency exercise 1 hr 30 min

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ANNEX C TO HMAS ACUTE
LETTER 1/16/1 DATED
5 MAY 1980

HMAS ACUTE - 1980 MAIN REFIT
7TH PROGRESS MEETING

ATTENDANCE:

LEUT HENDRY
LCDR OSBORNE
LEUT LePAVOUX
LEUT NEILD
CPOMTP COOKE
CPOMTP BURFORD
CPOMTH MOFFITT
POSN WATSON

APOLOGIES:

WOETC KELLETT
CPOMTP HAMPSON

INTRODUCTION:

1. The HMAS ACUTE 7th Refit Progress Meeting was held in the Conference Room, Building 15, HMAS STIRLING at 1100 on Friday, 18 April, 1980.

BUSINESS ARISING FROM 6TH PROGRESS MEETING:

2. Dates for the Starboard Main Engine Alignment have been moved back as a result of the unslipping being rescheduled until Monday, 21 April, 1980.

3. The BQAO will attend all future progress meetings starting with the 8th Progress Meeting.

ACTION : PGC/BQAO

4. PNO(WA) to reply with findings on failure of the mains switchboard breakers under test.

ACTION : CSMO/PNO(WA)

PROGRESS:

5. Generally progress has been satisfactory with the exception of the ship's husbandry where a full re-assessment will be tabled at the next meeting after the 60% completion has been reached.

ACTION : Project Superintendent/
SLO/PGC

6. Specific Progress.

- a. Hull Plate - satisfactory.
- b. Hull Wood - satisfactory.

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RESTRICTED

- c. Propulsion - satisfactory.
- d. Electrical - satisfactory.
- e. Base Staff
Husbandry - satisfactory.
- f. Ships Staff - (1) generally satisfactory although
doubt exists with some areas.
(2) full re-assessment of outstanding
work is to be tabled at next
meeting.

STORES:

- 7. Very satisfactory.

FINANCE:

- 8. To date the total estimated expenditure is \$29,000.

OTHER BUSINESS:

- 9. The BQAO will be asked to inspect completed work, the Project Superintendent will co-ordinate this request remembering, of course, that final acceptance responsibility rests with the ship.

ACTION : Project Superintendent/
SLO/PGC/BQAO

- 10. Due to the unavailability of matching laminate panelling consideration for the fitting of suitable fire-retardent wall papers will be made.

ACTION : PGC/

- 11. Delamination of GRP coverings to stern tubes in the dieso tanks requires investigation.

ACTION : PGC/CPO MOFFITT

- 12. Proposed refitting of S/Sailors mess drawings will be completed by 1600 Friday, 18 April, 1980 and submitted to PGC for consideration.

ACTION : PGC/CPO MOFFITT

- 13. The main switchboard will be required for use by 28 April, 1980.

ACTION: Project Superintendent/
PGC/WEEO

- 14. The Project Superintendent is to prepare a list of all work which has been below standard and required additional manpower to achieve required standard.

ACTION : Project Superintendent

- 15. The WEEO has asked the contractor to validate the mod state of the 916 Radar (several mods are known to be outstanding). Approval to carry out outstanding mods will be sought 21 April, 80.

ACTION : WEEO/CSMO

.../3

RESTRICTED

-3-

NEXT MEETING:

16. The next Progress Meeting will be held at 0900 Thursday, 24 April, 1980, in the Conference Room, HMAS STIRLING.

(J. M. HENDRY)
LEUT RAN
Project Officer

RESTRICTED

RESTRICTED

ANNEX D TO HMAS ACUTE
LETTER 1/15/1 DATED
5 MAY 1980

HMAS ACUTE - 1980 MAIN REFIT
8TH PROGRESS MEETING

ATTENDANCE:

LEUT HENDRY
LCDR OSBORNE
LEUT NEILD
SBLT BLACKNEY
WOETS DENNING
CPOMTP COOKE
CPOMTP HAMPSON
POSN WATSON

APOLOGIES:

WOETC KELLETT
CPOMTP BURFORD

INTRODUCTION:

1. The HMAS ACUTE 8th Refit Progress Meeting was held in Classroom 2, Building 15, HMAS STIRLING at 0900 on Thursday, 24th April 1980.

BUSINESS ARISING FROM 7TH PROGRESS MEETING

2. The Starboard Main Engine alignment has been commenced.
3. PNO(WA) has investigated the problem with the Main Switchboard Breakers and forward relevant information to BQAO for necessary action.

ACTION : BQAO

PROGRESS:

4. With the adoption of a positive attitude towards meeting our objective (Refit completion date) progress is satisfactory.

5. SPECIFIC PROGRESS

- | | |
|---------------------------------|-----------------|
| a. <u>Hull Plate</u> | - Satisfactory. |
| b. <u>Hull Wood</u> | - Satisfactory. |
| c. <u>Propulsion</u> | - Satisfactory. |
| d. <u>Electrical</u> | - Satisfactory. |
| e. <u>Base Staff Husbandry</u> | - Satisfactory. |
| f. <u>Ships Staff Husbandry</u> | - Satisfactory. |

STORES:

6. Very satisfactory - only minor items outstanding.

RESTRICTED

.../2

RESTRICTED

-2-

FINANCE:

7. Expenditure to date is \$16,000 committed, outstanding \$29,000.

OTHER BUSINESS:

8. Fire retardent wall paper will not be used in the Junior Sailors messdeck.

9. The WEE0 had asked the contractor to validate the mod state of the 916 Radar (several mods are known to be outstanding).

ACTION : WEE0/CSMO

10. HMAS ACUTE has been requested to provide their ABETP to assist Base Staff in watchkeeping duties while charging NICAD batteries.

ACTION : SLO/WEE0

11. Suitable safety showers and alarms are not fitted in the NICAD battery charging area.

ACTION : HMAS STIRLING SAFETY OFF/
BMO/BARRACKMASTER

12. A hastener signal requesting information on installation of the "Willis Seaphone" has been sent.

ACTION : PGC/WEE0

13. To enable two Ships Staff personnel to be released for ship husbandry tasks, HMAS STIRLING will provide two additional seamen to undertake training and operation of the vacu-blasting unit. This will in effect be the start of the STIRLING Training Schedule for this machine.

ACTION : PGC/PROJECT SUPERINTENDENT

NEXT MEETING:

14. The next Progress Meeting will be held on FRIDAY 2nd MAY 1980. Venue will be advised.

(J. M. HENDRY)
Lieutenant RAN
Project Officer

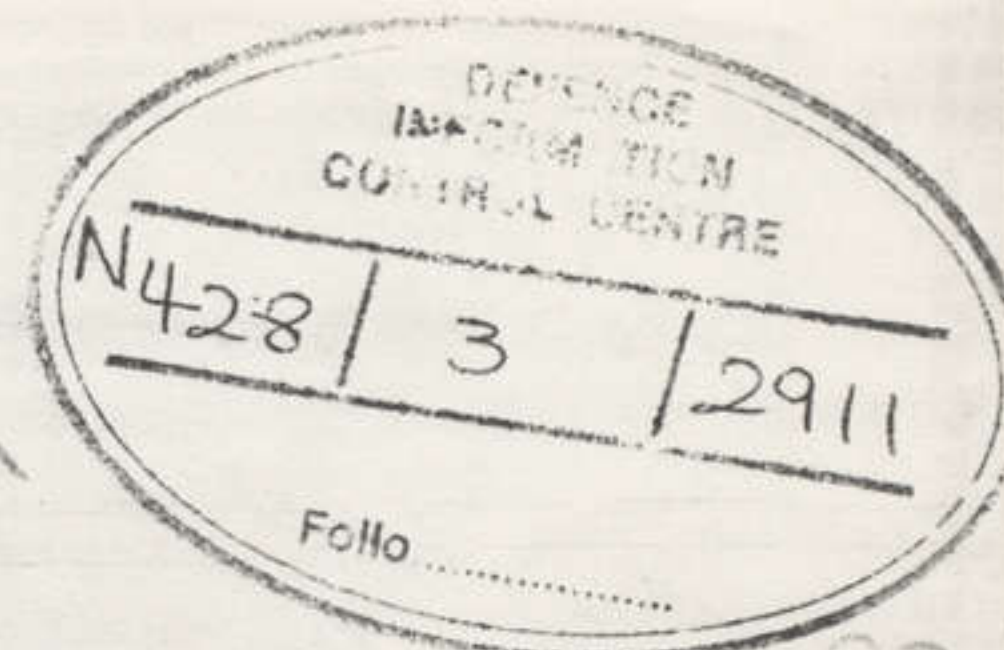
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RESTRICTED

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111
Extension 3139



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

AF 1/16/2

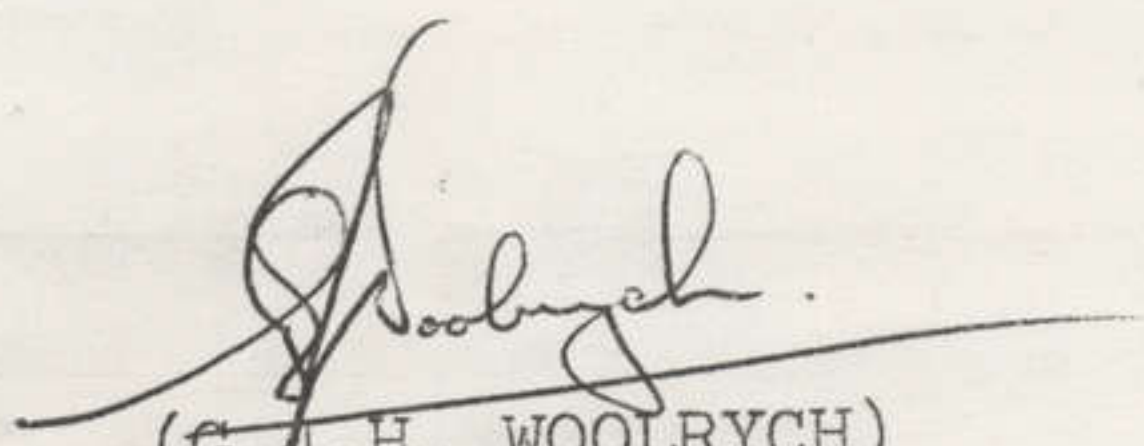
23 JUN 1980

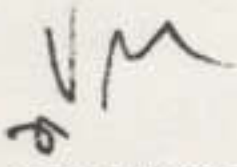
The Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA ACT 2600

HMAS ACUTE - REPORT OF PROCEEDINGS - MAY 1980

1.. Forwarded.

2. The refit of HMAS ACUTE was undertaken by uniformed personnel. This is the first occasion for a PTF, and undoubtedly many valuable lessons have been learnt. To some extent the shortfalls in skill were offset by personnel provided by the Fleet Maintenance Party and Fleet Maintenance Unit.


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


Enclosure:

HMAS ACUTE Report of Proceedings for
May, 1980 dated 6 June, 1980

RESTRICTED

(Admin. N)

R E S T R I C T E D

File: 1.16.1

HMAS ACUTE
At GARDEN ISLAND. W.A.

06 June 1980.

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

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE
PERIOD 01 MAY TO 31 MAY 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 May to 31 May 1980. All times are H(-8).
2. At the commencement of the month ACUTE was alongside the submarine wharf of HMAS STIRLING undergoing the final phase of her main refit.
3. It became apparent during the first week of May that the refit completion date planned for the 23 May could not be achieved by the staff at HMAS STIRLING. A submission for extra time was raised. An approval to extend the period of the refit by two weeks was granted. The completion date being amended to the 6 June.
4. There were a number of reasons for the extension of the refit period. The main ones being: the shortage of senior skilled personnel available at STIRLING; a large number of growth items in the Hull and Engineering refit package; delays caused from contract work not being completed in the allocated time span. It became very apparent that STIRLING requires more personnel whom are experienced in refit control and associated skills.
5. ACUTE's Ship Staff work package has progressed at a satisfactory pace with some delays being experienced in the engineering and electrical systems. These delays have been contributed to the fact that other essential services were not available to set the equipment to work.

...../2.

R E S T R I C T E D



R E S T R I C T E D

- 2 -

6. The upper deck grit blasting and spraying was completed early in the month, with preservation and testing of all deck fittings being completed on Friday 23rd. The only exception was the Boat Davit which failed under the test load and was returned to the contract agent for rectification. It is expected that this item will be returned to ACUTE in early June.

7. It is refreshing to see the ship returning to its normal appearance. It is quite evident that the ship's company are taking pride in their work now that they are seeing results for their efforts made in earlier stages of the refit.

Engineering and Electrical

8. The port main engine alignment has continued during the month with a number of set backs being experienced. It is planned to commence main engine trials on Tuesday 3 June. All generators, fridge units and general service pumps have been installed and satisfactorily tested. A new windless motor was installed and tested on Thursday 29th.

9. All communications equipment, the radar and new gyro compass have been installed and set to work. The weapons electrical systems are in their final installation stages and will be available for testing early in June.

Health, Welfare, Conduct and Morale

10. The standard of the health, welfare and conduct of the ship's company is very good and the morale high. All personnel have completed medical and dental inspections during the period. The crews inoculations have also been brought up to date during this period.

I have the honour to be,

Sir,

Your Obedient Servant



(D. L. NEILD)

LIEUTENANT R.A.N.
COMMANDING OFFICER

Annexes: A. Steaming Return
B. Exercise Return
C. 11th Refit Meeting
D. 12th Refit Meeting
E. 13th Refit Meeting

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'A' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 JUNE 1980.

STEAMING RETURN

Distance steamed during the period	Nil
Hours underway during the period	Nil
Total distance steamed since first commissioning	22512
Total hours underway since first commissioning	1863
Occasions for exceeding fast routing speed	Nil

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'B' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 JUNE 1980.

EXERCISE RETURN

NBCDX	20 min	07 May
Safety Lecture	10 min	09 May
Security Lecture	10 min	22 May
Flood Exercise	15 min	23 May
Daily Emergency Exercise	1 hr. 50 min	-

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'C' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 JUNE 1980.

HMAS ACUTE - 1980 MAIN REFIT

11TH PROGRESS MEETING

ATTENDANCE: LEUT HENDRY
LCDR OSBORNE
LEUT NEILD
LEUT BLACKNEY
CPOMTP COOKE
CPOMTP HAMPSON
CPOMTP FRASER
WOETS DENNING
POSN WATSON
CPOMTH MOFFITT

APOLOGIES: CPOMTP BURFORD

Introduction;

1. The HMAS ACUTE 11th Refit Progress Meeting was held in Classroom 2, Building 15, HMAS STIRLING at 1400 on Thursday 15th May 1980.

Business arising from previous Minutes:

2. Main switchboard breakers have been fitted onboard.
3. Starboard engine alignment is proceeding.

ACTION: CPO HAMPSON

4. Generator load trials are now planned for 23rd May, 1980.

5. The 2nd Fumigation is to be reprogrammed.

ACTION: CPO COOKE/MED
STAFF

6. The galley deck drain requires a build up in the after port area.

ACTION: CPO MOFFITT

7. Ships Staff will rig flying bridge awning to enable Base Staff to position and replace awning lugs.

ACTION: SLO/CPO COOKE

...../2.

R E S T R I C T E D

R E S T R I C T E D

- 2 -

Progress:

- | | | | |
|----|-----------------|---|--------------|
| 8. | Hull Wood | } | Satisfactory |
| | Hull Plate | | |
| | Electrical | | |
| | Ships Husbandry | | |
| | Propulsion | | |

Finance:

- | | | |
|----|-----------|-------------|
| 9. | Allocated | \$27,064.31 |
| | Remains | \$ 7,935.69 |

Stores:

10. Supply of LAYRUB coupling bolts may delay successful engine completion.

ACTION: CPO HAMPSON/
POSN WATSON

Other Business:

11. General discussion revealed the need for all refit control personnel to become closely involved with such matters as:

- a. job completion notification;
- b. close liaison Ship - Base Staff;
- c. secure times;
- d. defects arising from carelessness;
- e. safety; and
- f. skylarking.

In view of the above, all supervisors are instructed to be in attendance on HMAS ACUTE daily between 0805-0810 to clarify daily work packages.

ACTION: ALL SUPERVISORS

Next Meeting:

12. The next progress meeting will be held on Friday 23rd May 1980. Venue will be advised.

(J. M. HENDRY)
LIEUTENANT R.A.N.
PROJECT OFFICER

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'D' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 JUNE 1980

HMAS ACUTE 1980 MAIN REFIT

12TH PROGRESS MEETING

ATTENDANCE: LEUT HENDRY
LCDR OSBORNE
LEUT NEILD
WOETC KELLETT
WOETS DENNING
CPOMTP COOKE
CPOMTP BURFORD
CPOMTH MOFFITT
POSN WATSON

APOLOGIES: CPOMTP HAMPSON
SBLT GILMORE

Introduction:

1. The HMAS ACUTE 12th Refit Progress Meeting was held in the Training Section, HMAS STIRLING at 0900 on Friday, 23 May, 1980.

Business arising from previous Minutes:

2. (11th meeting) item 3 - Starboard main engine boxed up and awaiting trials and new deflection readings.

ACTION: CPO HAMPSON

3. (11th meeting) item 4 - as per plan, generator trials proceeding 23 May, 1980.

ACTION: CPO HAMPSON

4. (11th meeting) item 5 - the 2nd fumigation is to be programmed and arranged by Project Superintendent.

ACTION: CPO COOKE

Progress:

5. a. Hull Wood - unsatisfactory - additional labour will be provided from 23 May, 1980. Reassessment of situation will be Monday 26 May, 1980 at 1000.
- b. Hull Plate - satisfactory.
- c. Electrical - satisfactory (awaiting completion of hull wood work).
- d. Ships Husbandry - satisfactory.
- e. Propulsion - satisfactory pending trials.

R E S T R I C T E D

...../2.

R E S T R I C T E D

- 2 -

Finance:

6. No alteration to that stated at 15 May, 1980.

Stores:

7. a. Hastener for replacement boat sent.
b. New anchor windlass arrives 23 May, 1980.

Other Business:

8. Contrary to stated report that all welding was completed on 22 May, 1980, several items still remain incomplete, these will be done by LSMTH OGILVIE under the direct control and supervision of CPO COOKE who will be responsible for total safety including notifying CPO BAIRD-ORR in sufficient time to allow all batteries to be disconnected.

ACTION: CPO COOKE/LSMTH
OGILVIE/CPO BAIRD-
ORR

9. HMAS ACUTE Battery Logs - to be supplied to CO for inclusion in ships records.

ACTION: CPO BAIRD-ORR

10. Completion of main engine's gearboxes maintenance is to be confirmed.

ACTION: CPO HAMPSON

(J. M. HENDRY)
LIEUTENANT R.A.N.
PROJECT OFFICER

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'E' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 JUNE 1980.

HMAS ACUTE 1980 MAIN REFIT

13TH PROGRESS MEETING

ATTENDANCE: LEUT HENDRY
SBLT GILMORE
WOETS DENNING
CPO HAMPSON
CPO MOFFITT
CPO FRASER
PO WATSON

APOLOGIES: LCDR OSBORNE
LEUT NEILD
CPO BURFORD
CPO COOKE

Introduction:

1. The HMAS ACUTE 13th Refit Progress Meeting was held in the Training Section, HMAS STIRLING at 0910 on Friday 30 May, 1980.

Business arising from previous Minutes:

2. Battery logs have still to be handed to the CO of the ship.

ACTION: CPO BAIRD-ORR

3. Confirmation that main engines gearboxes maintenance has been completed is yet to be received.

ACTION: CPO HAMPSON/
CPO BURFORD

Progress:

4. a. Base Staff - satisfactory
b. Ships Staff - satisfactory

Finance:

5. As previously stated \$27,064.31 allocated
\$ 7,935.69 remains

Stores:

6. Delivery date for SIGMUND pump is requested.

ACTION: POSN WATSON

...../2.

R E S T R I C T E D

R E S T R I C T E D

- 2 -

Other Business:

7. The HMAS STIRLING hull supervisor has been notified that minor outstanding items will require Base Staff assistance during the period 3-6 June. Personnel may be sent to the vessel as required, but are only to remain onboard to carry out the task allocated by their supervisor.

ACTION: CPO MOFFITT/
CPO WRIGHT/
CPO BURFORD/
CPO COOKE

8. The Lombardini Pump will be tested to-day, anticipated return to ship will be 03 June 1980.

ACTION: CSMO

9. Replacement guardrails should be delivered to the ship on 03 June 1980.

ACTION: CSMO

10. The ship's Davit will be returned PM on 04 June 1980. Testing of Davit is to be scheduled for AM 05 June 1980.

ACTION: CSMO

11. Base Staff electrical personnel will work onboard 31 May and 02 June.

ACTION: CPO BAIRD-ORR

12. The following personnel will be in attendance onboard during GEC warranty trials at 0800 on 02 June 1980:

SBLT GILMORE
CPO HAMPSON
CPO BAIRD-ORR
CPO COOKE
PO RAYNER

(J. M. HENDRY)
LIEUTENANT R.A.N.
PROJECT OFFICER

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ROYAL AUSTRALIAN NAVY

Telephone: 359-9111
Extension 3139



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

AF 1/16/2(80)

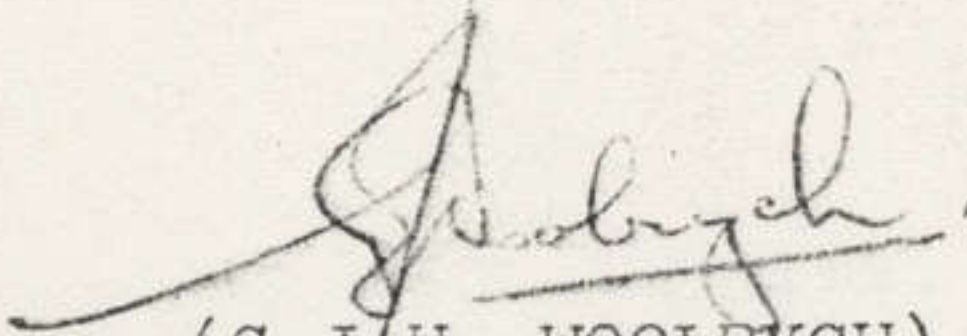
23 JUL 1980

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

LOGGED

HMAS ACUTE - REPORT OF PROCEEDINGS
JUNE, 1980

Forwarded.


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

Enclosure: HMAS ACUTE Report of Proceedings
for June, 1980 dated 3 July, 1980

UNCLASSIFIED COVERING RESTRICTED

R E S T R I C T E D

FILE: 1/16/1

HMAS ACUTE
At GARDEN ISLAND
W.A. 6168.

3 July, 1980.

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

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD
01 JUNE TO 14 JUNE 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 June to 14 June 1980. All times are H(-8).

2. At the commencement of the month ACUTE was alongside the patrol boat wharf at HMAS STIRLING in the final weeks of her major refit. The Ship's Company continued to work enthusiastically in preparation for the harbour acceptance trials and post refit inspections programmed for the first week in July.

3. The RANTAU trials team, with WOMTP P. J. FERRIS in charge, commenced harbour acceptance trials on Tuesday 3rd and continued through until Friday 6th. A satisfactory report was rendered to me by WOMTP FERRIS and his staff on all departments with the exception of the Engineering section. This departmental inspection was deferred until the alignment of the Port Main Engine was completed. A number of minor defects were reported and rectification action is being undertaken (RANTAU RDH/RDG 102310Z JUN 80 refers).

4. On Friday 6th, it was found that a complete re-alignment was required on the port main engine. This task was undertaken by Base Staff from HMAS STIRLING. Some seven working days was estimated as the time required. (HMAS STIRLING RDH/DMT/RDV 060952Z JUN 80 refers).

5. For the remainder of the reporting period the Ship's Company were employed in a program of maintenance, exercises and preparing to handover the ship to the RANR crew on Saturday 14th.

...../2.

R E S T R I C T E D

R E S T R I C T E D

- 2 -

6. The starboard main engine was overhauled during the period and all auxiliary machinery, where possible, has been successfully trialled and set to work.

7. On Saturday 14th the handover from PNF to RANR was undertaken and on completion Lieutenant Commander D. I. TRACE, RANR, assumed command.

Health, Welfare, Conduct and Morale

8. The health, welfare and conduct of the Ship's Company is very good and the morale high. During the reporting period the Ship's Company have been briefed on the importance of Security and Safety.

I have the honour to be,

Sir,

Your Obedient Servant,



(D. L. NEILD)

LIEUTENANT R.A.N.
COMMANDING OFFICER

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

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'A' TO HMAS ACUTE
LETTER 1/16/1 DATED
3RD JULY 1980.

STEAMING RETURN

Distance Steamed during the period	Nil
Hours underway during the period	Nil
Total distance steamed since First commissioning	22512
Total hours underway since first commissioning	1863
Occasions for exceeding fast routing speed	Nil

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'B' TO HMAS ACUTE
LETTER 1/16/1 DATED
3RD JULY 1980.

EXERCISE RETURN

NBCOX	15 min	4 June
Safety Lecture	10 min	6 June
Emergency Radio Exercise	20 min	7 June
Emergency Aerial Exercise	10 min	11 June
Daily Emergency Exercise	2 hrs 20 min	-

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'C' TO HMAS ACUTE
LETTER 1/16/1 DATED
3RD JULY 1980.

SIGNALS

1. P R 060950Z JUN 80
FM NOCWA
TO DEFNAV CANBERRA
INFO COMAUSFLT
RANTAU
HMAS ACUTE
BT
RESTRICTED
SIG RDH/IAQ
HMAS ACUTE 1980 MAIN REFIT
A. HMAS STIRLING RDH/OMT/IAQ 070800Z MAY 80
1. PROGRAMMED REFIT COMPLETION DATE OF 06 JUN NOT
ACHIEVED DUE TO MISALIGNMENT DEFECT ON PORT MAIN ENGINE
2. COMPLETION NOW NOT EXPECTED TO BE BEFORE 16 JUN AT
EARLIEST
BT
2. P R 060952Z JUN 80
FM HMAS STIRLING
TO NOCWA
INFO COMAUSNAVSUP
HMAS ACUTE
RANTAU
BT
RESTRICTED
SIG RDH/OMT/RDV
COMCEN CORRECTION
HMAS ACUTE PORT MAIN ENGINE
A. HMAS STIRLING RDG/OMH 050130Z JUN 80 NOTAL
B. TELECON WO FERRIS (RANTAU)/LT DOUGLAS WATERHEN 06JUN80
1. FURTHER EXAMINATION OF PORT MAIN ENGINE DEFECT INDICATES
COMPLETE REALIGNMENT IS REQUIRED. BEST ESTIMATE OF TIME TO
REPAIR IS SEVEN DAYS, WORKING COMING WEEKEND BUT NOT IN
SHIFTS. MANPOWER AVAILABLE FOR TASK HAS ALREADY BEEN
STRETCHED TO LIMIT OVER PAST FEW WEEKS AND SHIFT WORK NOT
CONSIDERED A VIABLE PROPOSITION.
2. HATS AND SATS PROGRAMME HAS BEEN DEFERRED AND
RESCHEDULED PROGRAMME WILL BE ADVISED
3. FOR COMAUSNAVSUP.
SERVICES OF G.E.C. REP FOR ENGINE TRIALS HAVE BEEN
TERMINATED TEMPORARILY AND NEW TRIAL DATES WILL BE ADVISED.
BT
3. R 102310Z JUN 80
FM RANTAU
TO HMAS STIRLING
INFO NOCWA
COMAUSFLT
COMAUSNAVSUP
COMAUSMINPAB
BT

...../2.

R E S T R I C T E D

- 2 -

RESTRICTED

SIG RDH/RDG

HMAS ACUTE POST REFIT TRIALS

A. HMAS STIRLING RDH/OMI/RDV 050952Z JUN 80

B. NOCWA RDR/IAQ 050950Z JUN 80

1. A. ENGINEERING HATS PORT MAIN ENGINE ABORTED
REFERENCE A REFERS.

B. STBD MAIN ENGINE FAILED BASIN TRIALS DUE TO
EXCESSIVE EXHAUST TEMPERATURE AND HIGH FUEL RACK
LOADING.

C. NO. 1, 2 AND 3 AIR CONDITIONING UNITS NOT YET SET TO
WORK BY CONTRACTOR.

D. 1/2 TON FAVCO CRANE NOT YET LOAD TESTED

2. ELECTRICAL:

A. MAIN ENGINE START PANELS NOT YET TRIALLED.

B. GENERATOR AND MAIN SWITCHBOARD TRIAL NOT COMPLETED.

3. RADAR, GYRO, ECHO SOUNDER HATS SATISFACTORY

4. COMMUNICATIONS. MARCONI LIFE GUARD UNSERVICEABLE

5. GUNNERY:

A. SAFETY FIRING ARCS SAFE AND SATISFACTORY ON ALL
MOUNTINGS WITH ONE RESTRICTION, HATCH KEEP STANCHION ON
FORECASTLE MUST BE STRUCK PRIOR TO FIRING 40/60

B. 40/60 MOUNTING JOYSTICK WILL NOT RECENTRE.

C. NO CHECK FIRE BELL PUSH ON FLYING BRIDGE.

D. SPRING MECHANISM ON BOTH .50 CAL GUN SUPPORT BLOCKS
DEFECTIVE

BT

4. R111000Z JUNE 80
FM HMAS STIRLING
TO NOCWA
INFO COMAUSNAVSUP
HMAS ACUTE
RANTAU
BT

RESTRICTED

SIG RDH/OMT/RDV

HMAS ACUTE REFIT-HAT AND SAT PROGRAMME

A. HMAS STIRLING RDH/OMT/RDV 060952Z JUN 80

B. HMAS STIRLING OMT/RDH 070320Z JUN 80

1. MAIN ENGINE MOUNTINGS REQUIRED TO COMMENCE REALIGNMENT
OF PORT MAIN ENGINE REQUESTED AT REF B ARE NOT EXPECTED
ON-SITE EX ROAD TRANSPORT UNTIL PM 12 JUN

2. BEST ESTIMATE OF TIME TO RECTIFY ENGINE DEFECT REMAINS
AS PREVIOUSLY REPORTED AT REF A AS SEVEN DAYS INCLUDING
FOURTY EIGHT HOURS FOR MOUNTINGS TO SETTLE. ANTICIPATE
HATS AND SATS PROGRAMME WILL NOT RECOMMENCE BEFORE 20 JUN

3. SITREP WILL BE ADVISED 16 JUN

BT

R E S T R I C T E D

R E S T R I C T E D

X1

FILE: 1/16/1

HMAS ACUTE,
At GARDEN ISLAND. W.A.

27 June, 1980.

The Flag Officer Commanding
H.M. AUSTRALIAN FLEET,
GARDEN ISLAND. N.S.W. 2000.

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

The Commanding Officer (Reserves),
Fremantle Port Division,
HMAS LEEUWIN.

The Commanding Officer (Reserves),
Adelaide Port Division,
HMAS ENCOUNTER.

The Commanding Officer (Reserves),
Sydney Port Division,
HMAS WATERHEN.

The Commanding Officer (Reserves),
Melbourne Port Division,
HMAS LONSDALE.

HMAS ACUTE - REPORT OF PROCEEDINGS

PERIOD 14-27 JUNE 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 14-27 June 1980. All times unless otherwise stated are in Zone Hotel (-8).

2. At the commencement of the period HMAS ACUTE was alongside the patrol boat wharf at HMAS STIRLING in the final phase of her major refit.

3. On Saturday 14th the ship was involved in the handover from PNF to RANR crew, and upon completion at 1700, I assumed command.

4. As the ship would not have been ready for sea until the following week, a balanced program of maintenance, training and exercises was conducted. This included the use of SDB 1325 and GPV 958 within Cockburn Sound.

...../2.

R E S T R I C T E D

R E S T R I C T E D

- 2 -

5. During the forenoon of Monday 16th the Naval Officer Commanding West Australia, Commodore Robert H. PERCY, R.A.N. made an informal visit to HMAS ACUTE to meet the ships company.

6. At 0830 on Wednesday 18th, the ship conducted a major emergency exercise, which employed the assistance of base staff from HMAS STIRLING. A similar exercise was conducted on Thursday 26th and each proved to be beneficial to both the ship and base staff.

7. During the forenoon on Thursday 19th the Executive Officer and I attended a conference with Commander P. J. HUGONNET, R.A.N. to review the outstanding defects and the post refit progress of the ship. This was followed on Friday 20th by the Base Staff Preliminary Post Refit Inspection. The inspection was satisfactorily completed with the exception of the Port Main Engine, which was not aligning satisfactorily. By late Friday afternoon it had become apparent that the engine could not be lined up and that the problem was within the engine itself rather than alignment. During the weekend the decision to remove the engine was made by base staff, and the proposed Harbour and Sea Acceptance Trials programmed for the following week were postponed.

8. During the weekend further maintenance, training and exercises were carried out. On Sunday afternoon a "Banyan" was held for the ships company at Camp Markham on Garden Island.

9. On Monday 23rd, HMAS ACUTE was cold-moved to the destroyer wharf for the removal of the Port Main Engine. This was executed on the morning of the 24th. After compensating weights were installed, HMAS ACUTE was cold-moved back to the patrol boat wharf.

10. For the remainder of the second week the ships company was again actively involved in a program of maintenance, exercises and training.

11. On Thursday 26th, the opportunity to visit HMAS BRISBANE was taken to acquaint the ships company with an operational DDG.

12. On Friday 27th the ship was involved in the handover from RANR to PNF crew and upon completion at 1600, I was superceded by LEUT D. L. NEILD, R.A.N.

13. Engineering and Electrical:

During the period most of the minor defects in the electrical and engineering areas were rectified. The Port Main Engine was removed and replaced by 8 tons of counterweight.

...../3.

R E S T R I C T E D

R E S T R I C T E D

- 3 -

14. Health, Welfare, Conduct and Morale:

The standard of the health, welfare and conduct of the ships company is very good, and despite the change in the ships program, morale remained high. Minor injuries were sustained by two sailors when berthing SDB 1325. These sailors were taken to the Sick Bay at HMAS STIRLING and then referred to the Rockingham Hospital.

I have the honour to be,

Sir,

Your Obedient Servant,



(D. I. TRACE)

LIEUTENANT COMMANDER RANR
COMMANDING OFFICER

Annexes: A. Steaming Return
B. Exercises Return

R E S T R I C T E D

R E S T R I C T E D

Annex 'A' to HMAS ACUTE
letter 1/16/1 dated
27 June 1980.

STEAMING RETURN

Distance steamed during the period	Nil
Hours underway during the period	Nil
Total distance steamed since first commissioning	22512
Total hours underway since first commissioning	1863
Occasions for exceeding fast routing speed	Nil

R E S T R I C T E D

R E S T R I C T E D

Annex 'B' to HMAS ACUTE
letter 1/16/1 dated
27 June 1980.

EXERCISE RETURN

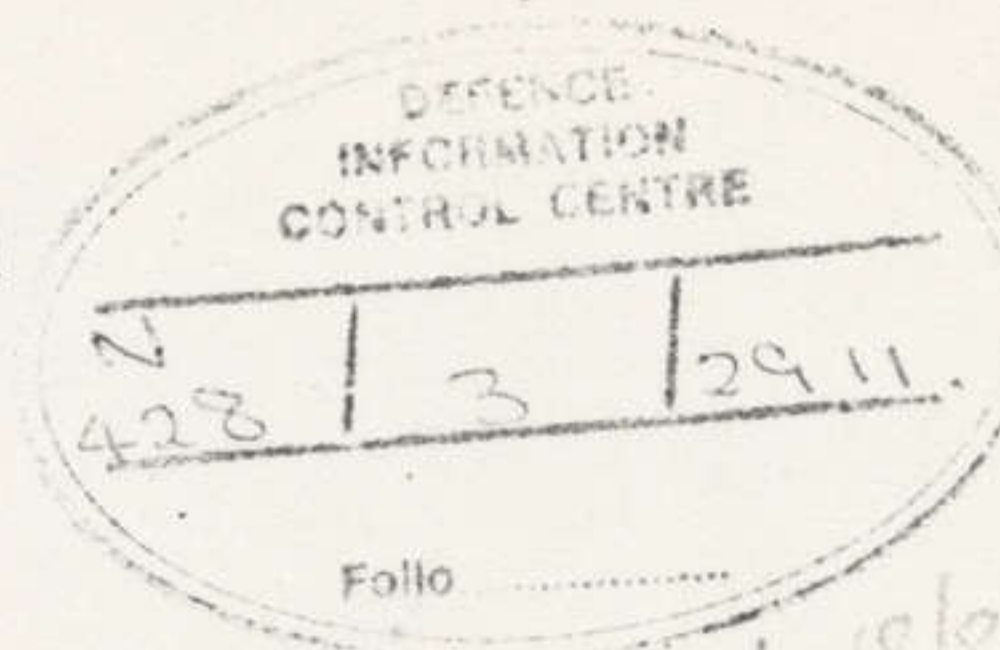
Major NBCDX	2
Minor NBCDX	2
Fire Ground Exercise	1
Flood Exercise	2
Leaving Ship Exercise	2
Action Stations Exercise	2
Emergency Stations Exercise	2
Safety Lecture	1
Security Lecture	1
Boarding/Landing Party Lecture	1
40/60 Guns Crew Exercise	3
.50 Cal. Exercise	2
RFL Exercise	2
Man Overboard Exercise (SDB1325 & GPV 958)	2
Emergency Steering Exercise (SDB 1325 & GPV 958)	2
Daily Emergency Exercises	14
Rig Emergency Aerial Exercise	1
Rig Scrambling Net Exercise	2

R E S T R I C T E D

SMV

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OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000
19 AUG 1980

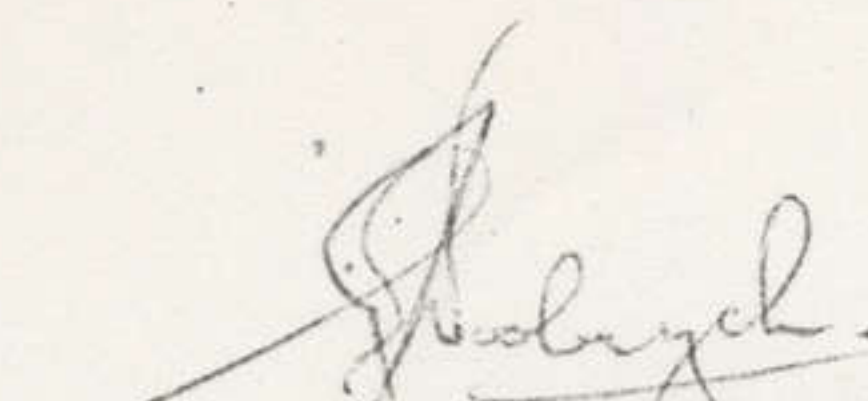
AF 1/16/2

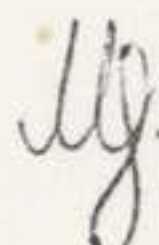
Chief of Naval Staff
Department of Defence (Navy Office)
CANBERRA ACT 2600

65507

HMAS ACUTE - REPORT OF PROCEEDINGS
JULY, 1980

Forwarded.


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

 Enclosure: HMAS ACUTE Report of Proceedings
for July, 1980 dated 6 August, 1980

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ADMIN-N
A-4-10

R E S T R I C T E D

File: 1/16/1

HMAS ACUTE
At GARDEN ISLAND
W.A. 6168.

06 August 1980.

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

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD
27 JUNE TO 31 JULY 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 27 June to 31 July 1980. All times are H(-8).
2. At the commencement of the period ACUTE was alongside the patrol boat wharf at HMAS STIRLING in the sixth week of the extension of the refit. During the day of the 27th, the handover from RANR to PNF crew was undertaken, and on completion I assumed command from Lieutenant Commander E. I. TRACE, RANR.
3. Although ACUTE was not operational for the Reserve training period, the exercise appeared to be highly beneficial to ACUTE as well as the Reserve personnel. Their enthusiastic approach enabled much valuable work to be carried out and an effective liaison was soon established with STIRLING.
4. On Wednesday 2nd the Executive Officer and Radio Operator from ACUTE assisted in the manning of the harbour tug, Yanchep. This small unit provided the target tow for HMAS BRISBANE SUI gunnery exercise conducted in area R133D.
5. Captain M. S. UNWIN, RAN, as Deputy NOCWA, made an informal visit to ACUTE on Thursday 3rd and conducted a brief walk round to survey the state of the ship in her final refit phase. I conducted an official call on the Commanding Officer HMAS MORESBY on the same day.
6. On Tuesday 15th I officially called on the Commanding Officer HMAS DERWENT in Fremantle. Following the call, I assisted Mr. C. OSCLE, from the Department of Fisheries and Wildlife in briefing the DERWENT officers in the Foreign Fishing Vessel situation on the North West Shelf.

...../2.

R E S T R I C T E D

R E S T R I C T E D

- 2 -

7. Over forty members from the Rockingham R.S.L. Club visited STIRLING and ACUTE on Sunday 20th. The visit was hosted by the crew of ACUTE and a most enjoyable day was had by all.

8. On Tuesday 29th, a cold move was undertaken to the Destroyer Wharf STIRLING. On completion of the move the ship was prepared for the installation of the new Port Main Engine which arrived on Wednesday 30th.

9. During the forenoon of Thursday 31st, the new engine was installed and on completion ACUTE moved back to the Patrol Boat Wharf to commence the alignment phase.

Engineering and Electrical:

10. Although the work in the engineroom has been severely hampered by the absence of the Port Main Engine, an extensive effort was undertaken to complete all outstanding planned maintenance. All minor defects arising from the first Post Refit Inspection have been rectified during the period.

11. The 2 inch Rocket Flare Launcher has been completely stripped and overhauled by Ships staff and all electrical systems proven to be fully operational.

Health, Welfare, Conduct and Morale:

12. The health, welfare and conduct of the Ship's Company is excellent. Some minor morale problems have developed during the extended time alongside. This has been rectified by an extensive sport and social programme being undertaken. The Ship's Company have been briefed on Safety and Security during the month.

I have the honour to be,

Sir,

Your Obedient Servant



(D. L. NEILD)
LIEUTENANT R.A.N.
COMMANDING OFFICER

Annexes: A. Steaming Return
B. Exercise Return

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'A' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 AUGUST 1980

STEAMING RETURN

Distance steamed during the period	Nil
Hours underway during the period	Nil
Total distance steamed since First Commissioning	22512
Total hours underway since First commissioning	1863
Occasions for exceeding fast routing speed	Nil

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'B' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 AUGUST 1980.

EXERCISE RETURN

NBCDX (3)	45 mins	-
Daily Emergency Exercise	2 hrs 30 mins	-
Emergency Aerial Exercise	15 mins	15th
First Aid Lecture	30 mins	15th
First Aid Film	25 mins	15th
Resuscitation Drill	20 mins	15th
Dangerous Drug Lecture	35 mins	16th
Emergency Stations Exercise	15 mins	18th
Leaving Ship Exercise	10 mins	18th

R E S T R I C T E D

SMV

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

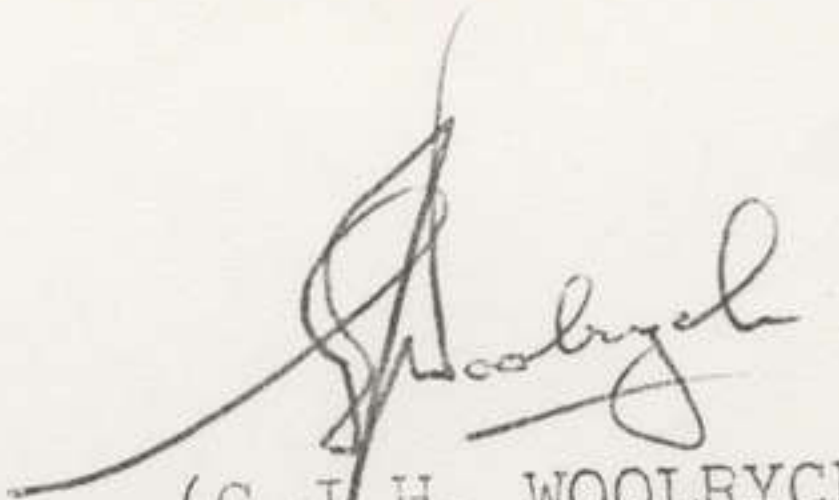
AF 1/16/2 (80)

17 SEP 1980

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

HMAS ACUTE - REPORT OF PROCEEDINGS

Forwarded.


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

Enclosure: HMAS ACUTE Report of Proceedings
for August 1980 dated 5 September, 1980.

FILE: 1-16-1

HMAS ACUTE
At Garden Island W.A. 6168

05 September, 1980.

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

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD
01 AUGUST TO 31 AUGUST 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 August to 31 August 1980. All times are H(-8).
2. At the commencement of the period ACUTE was alongside the patrol boat wharf at HMAS STIRLING in the tenth extension week of the refit.
3. On Monday 4th, I made an official call on the Commanding Officer of HMAS BRISBANE. It was a pleasure to be once again onboard BRISBANE, reminiscence of days spent as a Officer Under-training in her.
4. The alignment of the port main engine commenced immediately on completion of the engine settling period. Repeated attempts to align the engine failed to meet the required specifications and on Tuesday 12th an investigation into the likely cause was undertaken. The results indicated that the problems might have been caused by a defective lay rub coupling. (HMAS STIRLING RDV/RDD 140514Z AUG 80 refers). The lay rub coupling was refurbished and further misalignment occurred when coupling was connected. (HMAS STIRLING RDH/RDP 170218Z AUG 80 refers). Thus our investigations continued through this period till the end of the month.
5. In the early hours of Wednesday 13th ABRO BROUGH and ABMTP OLIVER from ACUTE were involved in a motor vehicle accident. Both sailors have subsequently posted medical to HMAS LEEUWIN with ABMTP OLIVER still in a critical condition at the end of the month. Two replacements have been posted to fill the above billets.

...../2.

6. Due to the deterioration of the anti-fouling paint on the ships hull reported on inspection by CDT4, ACUTE was slipped on Friday 15th. After close inspection of the hull it was found that extensive deterioration had taken place and that the entire bottom would require sand blasting and complete paint preservation (HMAS STIRLING RDM/RDD 040805Z AUG 80 refers).

7. Inclement weather caused repeated delays in the blasting and painting process and resulted in ACUTE being delayed on the slip until Monday 1st September (HMAS STIRLING RDM/RDD 290224Z AUG 80 refers).

8. The material state of the ship is excellent in all departments with extensive effort being undertaken in planned maintenance and internal improvements.

Health, Welfare, Conduct and Morale.

9. The health, welfare and conduct of the Ship's Company is very high. The morale was effected to some degree with the loss of two of the crew, and is reported to be satisfactory. Briefings on Safety and Security have been given to the Ship's Company during the period.

I have the honour to be,

Sir,

Your Obedient Servant



(D. L. NEILD)

LIEUTENANT R.A.N.
COMMANDING OFFICER

Annexes: A. Steaming Report
B. Exercise Report
C. Officers movements
D. Signals

R E S T R I C T E D

ANNEX 'A' TO HMAS ACUTE
LETTER 1/16/1 DATED
05 SEPTEMBER 1980

STEAMING RETURN

Distance steamed during the period	Nil
Hours underway during the period	Nil
Total distance steamed since First Commissioning	22512
Total hours underway since First Commissioning	1863
Occasions for exceeding Fast routing speed	Nil

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'B' TO HMAS ACUTE
LETTER 1/16/1 DATED
05 SEPTEMBER 1980

EXERCISE RETURN

Daily Emergency Exercise	1 hr 30 min	-
Emergency Station Exercise	10 min	6th
	10 min	11th
Leaving Ship Station Exercise	10 min	6th
Defence Stations Exercise	10 min	11th
Action Station Exercise	15 min	6th
	15 min	11th
Medical Party Exercise	10 min	6th
Emergency Party Exercise	15 min	6th
Damage Control Party Exercise	15 min	6th
Major NBCDX	15 min	6th
	20 min	11th
Vert Rep Party Exercise	15 min	6th

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'C' TO HMAS ACUTE
LETTER 1/16/1 DATED
05 SEPTEMBER 1980

OFFICERS MOVEMENTS

Loan ASLT GLEX C. T. COOPER, R.A.N.
To USS MARVIN SHIELDS for Exercise Sandgroper 80

R E S T R I C T E D

SIGNALS

1. R 140514Z AUG 80
FM HMAS STIRLING
TO ZEN/NOCWA
INFO RAYWNN/DEFNAV CANBERRA
RAYRMT/COMAUSFLT
RAYWKE/COMAUSNAVSUP
RAYLSM/RANTAU
ZEN/HMAS ACUTE
BT
R E S T R I C T E D
SIG RDH/RDD
HMAS ACUTE REFIT 1980
 - A. HMAS STIRLING RDH/OMT/RDV 070814Z AUG 80
 - B. HMAS ACUTE RDH/OOX 110206Z AUG 80 NOTAL
 - C. HMAS STIRLING RDH/OMT/RDV 120916Z AUG 80
 1. INVESTIGATION OF MISALIGNMENT ON PORT ENGINE INDICATES EXCESSIVE CRANKSHAFT DEFLECTION BEING CAUSED BY DEFECTIVE LAY RUB COUPLING AND POSSIBLE TENSION ON PIPEWORK
 2. COUPLING WILL BE REFURBISHED WITH SPARES HELD LOCALLY
 3. IN ORDER TO REDUCE TIME SCALE IT IS INTENDED THAT SHIP SLIP FRI 15AUG80 TO EFFECT HULL PRESERVATION WHILST LAYRUB COUPLING IS UNDER REPAIR AND PIPEWORK BEING CHECKED
 4. FURTHER ADVICE WILL BE FORWARDED AS AVAILABLE
2. R 170218Z AUG 80
FM HMAS STIRLING
TO ZEN/NOCWA
INFO RAYWNN/DEFNAV CANBERRA
RAYRMT/COMAUSFLT
RAYWKE/COMAUSNAVSUP
RAYLSM/RANTAU
RAYRQB/COMAUSMINPAB
ZEN/HMAS ACUTE
BT
R E S T R I C T E D
SIG RDH/RDP
HMAS ACUTE REFIT 1980
 - A. HMAS STIRLING RDH/RDD 140514Z AUG 80 NOTAL
 1. PORT MAIN ENGINE. LAYRUB COUPLING REFURNISHED BUT MISALIGNMENT STILL OCCURING WHEN COUPLING CONNECTED

NOW ON SLIP FOR INVESTIGATION OF DETERIORATION OF PRESERVATION BELOW WL. INSPECTION OF HULL REVEALS UNDERWATER PAINT BLISTERING AND FLAKING THROUGHOUT AND WILL REQUIRE GRIT BLASTING AND COMPLETE RE-PRESERVATION. CAUSE OF DEFECT IS

R E S T R I C T E D

...../2.

CONSIDERED A RESULT OF INFERIOR PAINT. SAMPLES WILL BE FORWARDED FOR ANALYSIS

3. ESDUR FOR HULL PRESERVATION DEPENDENT UPON SUPPLY OF MATERIALS BEING ORDERED AND WILL BE REPORTED WHEN KNOWN

4. INVESTIGATION INTO CAUSES OF MISALIGNMENT OF PME WITHIN THE CONSTRAINTS EFFECTED BY SHIP BEING ON SLIP WILL CONTINUE

3. R 040805Z AUG 80

RM NOCWA

TO RAYWNN/DEFNAV CANBERRA

INFO RAYRMT/COMAUSFLT

RAYWKE/COMAUSMINPAB

RAYRMT/GMGID

ZEN/HMAS STIRLING

ZEN/HMAS ACUTE

BT

R E S T R I C T E D

SIG RDH/RIH

HMAS ACUTE REFIT 1980 - UNDERWATER HULL AREA

A. AUSCDT4 IGA/RGH 010558Z AUG 80 (NOTAL)

1. REF A ADVISES THAT SURVEY OF HULL REVEALS BUBBLING OF UNDERWATER PAINTWORK APPROX 3FT DIA 5FT BELOW WL PORT SIDE AFT

2. ON SUCCESSFUL COMPLETION OF PORT ENGINE INSTALLATION AND TRIALS INTEND SLIPPING SHIP TO RECTIFY DAMAGE TO PAINTWORK

3. DATE OF SLIPPING AND ESDUR FOR REPAIRS WILL BE ADVISED

4. R 010940Z SEP 80

FM HMAS STIRLING

INFO COMAUSFLT

R 290224Z AUG 80

FM HMAS STIRLING

TO NOCWA

INFO DEFNAV CANBERRA

COMAUSNAVSUP

RANTAU

COMAUSMINPAB

HMAS ACUTE

BY

R E S T R I C T E D

SIG RDH/RDD

HMAS ACUTE REFIT 1980

A. HMAS STIRLING RDH/RDD 170218Z AUG 80

1. INCLEMENT WEATHER HAS CAUSED DELAYS WITH PRESERVATION OF UNDERWATER HULL AREA. INTEND SHIP UNSLIP AM MON 01SEP80

2. ENGINE ALIGNMENT CHECKS WILL PROCEED ON COMPLETION OF UNSLIPPING AND FURTHER REPORT WILL BE FORWARDED ASAP

BT

R E S T R I C T E D

SMV

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


22 OCT 1980

AF 1/16/ 2

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

HMAS ACUTE - REPORT OF PROCEEDINGS
SEPTEMBER, 1980

Forwarded.


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

Enclosure: HMAS ACUTE Report of Proceedings
for September, 1980 dated 6 October, 1980

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R E S T R I C T E D

FILE: 1/16/1

HMAS ACUTE,
At GARDEN ISLAND. W.A. 6168

6 October, 1980.

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

For Information:

The Naval Officer Commanding,
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD
01 SEPTEMBER TO 30 SEPTEMBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 September to 30 September 1980. All times are H(-8).
2. At the commencement of the period ACUTE was slipped on the HMAS STIRLING roller slip completing the final phase of painting the ships hull. The ship unslipped at 1400 Monday 1st and returned to the Patrol boat wharf STIRLING at 1445.
3. The repeated attempts by FMU and STIRLING personnel failed to align the Port Main Engine and all indications pointed to a defective engine. (HMAS STALWART RIH/RAG 040233Z SEP 80, HMAS STIRLING RDH/RDD 050701Z SEP80 refers).
4. MR. P. BARRELL from GEC Diesel Australia Ltd., arrived in STIRLING on Tuesday 9th, and commenced to investigate the findings of the previous alignments. Efforts to align the engine continued with the assistance of MR. BARRELL without any overall improvement being achieved. This resulted in a decision being made to remove the engine for internal inspection. This was completed on Friday 12th, with the engine being transferred to a workshop at GEC Belmont W.A. (COMAUSFLT ICH/RDD/RDH 080717Z SEP 80, HMAS STIRLING ICH/RDD/RDH 110615Z SEP 80, refers).
5. The inspection by Base Staff and GEC personnel found the engine to be defective. (HMAS STIRLING ICH/RDD/RDH 231022Z SEP 80 refers). Repair work was undertaken by GEC with the engine returning to STIRLING on Tuesday 30th.

...../2.

R E S T R I C T E D

R E S T R I C T E D

- 2 -

6. Due to some differences of opinion on the serviceability of the engine, GEC have offered their assistance to align the engine. This will be undertaken as soon as the engine has settled in ACUTE after the installation planned for Wednesday 1st October. (DEFNAV CANBERRA RDH/ICH/OMT 260310Z SEP 80, HMAS STIRLING RDH/ICH/OMT 262335Z SEP 80, refers).

7. The Ship's Company have performed exceptionally well during this uncertain period, with a notable tolerance to an uncertain programme.

8. The material state of the ship is excellent in all departments, with an extensive effort towards training and planned maintenance being undertaken.

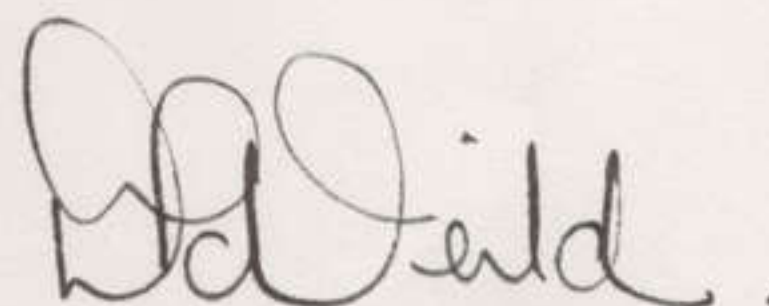
HEALTH, WELFARE, CONDUCT AND MORALE

9. The health, welfare and conduct of the Ship's Company is excellent and the morale high. The Ship's Company have been briefed on the importance of safety, security and training.

I have the honour to be,

Sir,

Your Obedient Servant,



(D. L. NEILD)
LIEUTENANT, RAN
COMMANDING OFFICER

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

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'A' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 OCTOBER 1980

STEAMING RETURN

Distance steamed during the period	Nil
Hours underway during the period	Nil
Total distance steamed since First Commissioning	22512
Total hours underway since First Commissioning	1863
Occasions for exceeding Fast routing speed	Nil

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'B' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 OCTOBER 1980.

EXERCISE RETURN

Daily Emergency Exercise	4 hr	-
Minor NBCOX	30 mins	17 SEPT
Major NBCOX	45 mins	24 SEPT
Safety Lecture	15 mins	24 SEPT
40/60 Gun Crew Exercise	1 hr	19 SEPT
	1 hr 15 mins	25 SEPT
.50 Cal. Exercise	1 hr	23 SEPT
	1 hr	30 SEPT
RFL Exercise	1 hr	30 SEPT
ARC	2 J/S	30 SEPT
Emergency radio exercise	50 mins	25 SEPT
Emergency aerial exercise	20 mins	25 SEPT

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'C' TO HMAS ACUTE
LETTER 1/16/1 DATED
06 OCTOBER 1980.

SIGNALS

FM HMAS STALWART
TO COMAUSFLT
INFO DEFNAV CANBERRA
NOCWA
HMAS STIRLING
COMAUSMINPAB
HMAS WATERHEN
GOSIEAA
HMAS ACUTE
GMGID
BT

R E S T R I C T E D
SIG RIH/RAG

PORT MAIN ENGINE HMAS ACUTE ALIGNMENT BY FMU

1. DEFLECTION READINGS OBTAINED BY HMAS STIRLING AND CHARGE MTP HMAS ACUTE VERIFIED (MAX DEFLECTION NO 8 MINUS .0023/5 INCHES UNCORRECTED).
2. SEQUENCE OF EVENTS AND RECORDINGS AS FOLLOWS:
 - A. DEFLECTION CHECKED NO 8 CYLINDER WITH DUMMY COUPLING FITTED MAX DEF UNCORRECTED MINUS .0043/7
 - B. DEFLECTION CHECKED NO 8 ONLY WITH LAYRUB COUPLING FITTED - MAX DEF UNCORRECTED MINUS .0049/3
 - C. DUMMY COUPLING REPLACED
 - D. ALL HOLDING DOWN BOLTS RELEASED (GAP APPEARED BETWEEN MOUNTING PLATE AND PADS AT DRIVE END OF ENGINE OF .025/7 REDUCING TO .018/9 NOT CONSISTENT WITH CHECKS PRIOR TO INITIAL TIGHTENING OF HOLDING DOWN BOLTS)
 - E. DEFLECTION NO 8 CYLINDER CHECKED MINUS .0043/7 UNCORRECTED
 - F. DRIVED END RAISED NO CHANGE
 - G. FREE END RAISED NO CHANGE
 - H. CENTRE RAISED NO CHANGE
 - I. DRIVE END AND CENTRE RAISED NO CHANGE
 - J. FREE END AND CENTRE RAISED NO CHANGE
 - K. CENTRE RAISED ENDS BOLTED DOWN NO CHANGE
 - L. CENTRE RAISED DRIVE END BOLTED DOWN NO CHANGE
 - M. DRIVE END SHIMMED .010/1 (.018/9 + .010/1 PARA D) ENGINE BOLTED DOWN NO CHANGE (GEARING END OF DUMMY COUPLING LIFTED .030/3)
 - N. COUPLING SUPPORTED AM LIFTED AT FLYWHEEL .0045/9 DEF DECREASED TO MINUS .0016/7
3. ON COMPLETION OF FMU AVAILABILITY MOUNTING PADS WERE IN PROCESS OF BEING REMOVED (CORRESPONDING PAD BOTH BANKS) AND DEF CHECKED WITH ENGINE BOLTED FIRMLY

P R 050701Z SEP 80
FM HMAS STIRLING
TO RAYWNN/DEFNAV CANBERRA
INFO ZEN / NOCWA
RAYRMT/COMAUSFLT
RAYRQB/COMAUSMINPAB
RAYWKE/COMAUSNAVSUP

...../2.

R E S T R I C T E D

R E S T R I C T E D

- 2 -

RAYLSM/RANTAU
RAYRMT/GMGID
ZEN/HMAS ACUTE
RAYWCFE/HMAS STALWART
BT

R E S T R I C T E D

SIG RDH/RDD

HMAS ACUTE PORT MAIN ENGINE

- A. HMAS STIRLING RDH/RDD 140514Z AUG 80 NOTAL
- B. HMAS STIRLING RDH/RDP 170218Z AUG 80 NOTAL
- C. HMAS STALWART RIH/RAG 040233Z SEP 80 (PASEP 050359Z SEP 80)
- D. TELECON MR FERRIER DFM/SBLT GILMORE STIRLING 04SEP80
1. ALL EFFORTS BY BASE STAFF AND FMU TO ALIGN PORT MAIN ENGINE IN HMAS ACUTE HAVE FAILED AND INDICATIONS AGAIN POINT TO A DEFECTIVE ENGINE
2. IT IS CONSIDERED THAT THE CRANKSHAFT IS NOT BEING SUPPORTED BY THE DRIVE END BEARING BECAUSE WHENEVER THE DUMMY COUPLING OR LAYRUB COUPLING IS ATTACHED TO THE FLYWHEEL THERE IS AN EXCESSIVE CRANKSHAFT DEFLECTION. (MAX UNCORRECTED 0.003).
3. THE FOLLOWING UNCORRECTED CRANKSHAFT DEFLECTION READINGS HAVE BEEN ACHIEVED DURING THE ALIGNMENT TO DATE. ALL READINGS ARE MINUS ON DIAL INDICATOR
 - A. 0.0023 - ENGINE BOLTED DOWN TO BED PLATE AND DOWELED. NO PIPEWORK OR COUPLING ATTACHED
 - B. 0.0043 - ENGINE AS AT PARA 3A BUT WITH DUMMY COUPLING CONNECTED
 - C. 0.0049 - ENGINE AS AT PARA 3A BUT WITH LAYRUB COUPLING FITTED, BUT NOT SECURED TO GEARBOX
 - D. 0.00425 - ENGINE AS AT PARA 3A BUT WITH COUPLING CONNECTED TO G/B
4. VERTICAL BUMP OF CRANKSHAFT AT DRIVE END CARRIED OUT FURTHER TO REF D GAVE FOLLOWING RESULTS
 - A. UPWARD MOVEMENT OF 0.010 AT THE FLYWHEEL GEC CLOSING REPORT GIVES OIL CLEARANCE AS 0.008. ABR 5162 VOL1 GIVES AS NEW WORKING CLEARANCE 0.006 TO 0.0095
 - B. CRANKSHAFT DEFLECTION MOVED FROM MINUS 0.0043 TO PLUS 0.00075
5. AS ENGINE IS STILL UNDER WARRANTY IT IS CONSIDERED THAT GEC REPRESENTATIVES SHOULD BE MADE AVAILABLE FOR CONSULTATION AND ADVISE ONSITE AT HMAS STIRLING BEFORE ANY FURTHER ACTION IS TAKEN
6. CONCURRENCE WITH THE ABOVE PROPOSAL AND ANY FURTHER ADVISE ON THE COURSE OF ACTION WHICH SHOULD FOLLOW IS REQUESTED.

RO80717Z SEP 80
FM COMAUSFLT
TO RAYWKE/COMAUSNAVSUP
RAYGIA/HMAS STIRLING
RAYGIA/NOCWA
RAYRQB/COMAUSMINPAB
RAYGIA/HMAS ACUTE
RAYWCFE/COMAUSFLT AFLOAT
BT

R E S T R I C T E D

SIG ICH/RDD/RDH

HMAS ACUTE PORT MAIN ENGINE

- A. HMAS STIRLING RDH/RDD 050701Z SEP 80 (NOTAL)
1. PARA 1 OF REF A GIVES RISE FOR CONCERN. HMAS ACUTE HAS NOW BEEN UNAVAILABLE FOR TASKING FOR 15 WEEKS SINCE THE PLANNED

R E S T R I C T E D

...../3.

R E S T R I C T E D

- 3 -

COMPLETION DATE OF HER REFIT 23MAY80

2. THIS DELAY HAS IN THE MAIN BEEN CAUSED BY TWO FACTORS

A. THE SUPPLY OF AN UNSERVICEABLE REPLACEMENT PORT MAIN ENGINE DURING REFIT, AND

B. THE UNAVAILABILITY OF A CORRECTLY HANDED ENGINE IN STOCK TO REPLACE THE INITIAL REPLACEMENT ENGINE

3. THERE ARE NOW PROBLEMS IN ALIGNING THE REPLACEMENT ENGINE, REQUIRING THE SERVICES OF THE GEC REPRESENTATIVE AS THE ENGINE IS UNDER WARRANTY, CAUSING FURTHER DELAYS

4. REQUEST THAT EVERY ATTEMPT BE MADE TO EXPEDITE THE RETURN OF HMAS ACUTE TO OPERATIONAL STATUS

P R 110615Z SEP 80
FM HMAS STIRLING
TO RAYWNN/DEFNAV CANBERRA
RAYRMT/COMAUSFLT
INFO RAYWCFE/COMAUSFLT AFLOAT
RAYWKE/COMAUSNAVSUP
ZEN/NOCWA
RAYRQB/COMAUSMINPAB
ZEN/HMAS ACUTE
BT

R E S T R I C T E D

SIG ICH/RDD/RDH

HMAS ACUTE PORT MAIN ENGINE - SITREP

A. HMAS STIRLING RDH/RDD 050701Z SEP 80 NOTAL

B. COMAUSFLT ICH/RDD/RDH 080717Z SEP 80

C. HMAS STIRLING ICH/RDD/RDH 090520Z SEP 80

D. TELCON LCDR SWAN (COMAUSFLT)/SBLT GILMORE (STIRLING)

1. GEC REP (MR PHIL BARRELL) ARRIVED PM TUE 09SEP80

2. COURSE OF ACTION TAKEN WED 10SEP80 - ENGINE LOWERED UNTIL CRANKSHAFT DEFLECTION ON NO8 WAS WITHIN ACCEPTABLE LIMIT (0.0025 UNCORRECTED). LAYRUB COUPLING REMOVED AND DUMMY COUPLING FITTED ENGINE ALIGNMENT CHECKED AND FOUND THAT CENTRE LINE OF ENGINE WAS 0.054 BELOW THE CENTRE LINE OF GEARBOX

3. INTEND REMOVING ENGINE FROM ACUTE AM FRI 12SEP (AS PER REF D) SO THAT GEC CAN INSPECT LAST TWO MAIN BEARINGS OF ENGINE

R 231022Z SEP 80
FM HMAS STIRLING
TO RAYWKE/COMAUSNAVSUP
INFO RAYRMT/COMAUSFLT
RAYWNN/DEFNAV CANBERRA
ZEN/NOCWA
RAYRQB/COMAUSMINPAB
ZEN/HMAS ACUTE
BT

R E S T R I C T E D

SIG ICH/RDD/RDH

COMMERCIAL IN CONFIDENCE

HMAS ACUTE PORT MAIN ENGINE SITREP NO. 4.

...../4.

R E S T R I C T E D

R E S T R I C T E D

- 4 -

- A. HMAS STIRLING ICH/RDD/RDH 110615Z SEP 80
- B. HMAS STIRLING ICH/RDD/RDH 150455Z SEP 80
- C. HMAS STIRLING ICH/RDD/RDH 170756Z SEP 80
- D. PNOWA RAI 230709Z SEP80

1. AS REPORTED REF C IT WAS UNDERSTOOD THAT DUE TO LACK OF FACILITIES GEC WOULD NOT COMMENCE WORK ON PME UNTIL 22 SEP 80 AND AS A CONSEQUENCE BASE AND PNO(WA) STAFF DID NOT ATTEND AT GEC PREMISES UNTIL THAT DATE

2. ON ARRIVAL AT GEC IT WAS FOUND THAT THE ENGINE SUMP AND THE BOTTOM HALVES OF NO.S 9 AND 10 BEARINGS HAD BEEN REMOVED. APPARENTLY STRIPPING HAD COMMENCED ON 18 SEP 80 DESPITE REPEATED VERBAL INSTRUCTIONS THAT NO SUCH WORK WAS TO TAKE PLACE WITHOUT NAVY IN ATTENDANCE

3. SUBSEQUENT INVESTIGATIONS 22 SEP 80 REVEALED THE FOLLOWING BEARING CLEARANCES USING FLEXIGUAGE.

A. CRANKSHAFT LIFTED TO TOP OF BEARING

- (1) NO 9 MAIN 0.006
- (2) NO.10 MAIN 0.007

B. FRANKSHAFT LOWERED TO REST ON BEARINGS (ALL READINGS LOOKING FROM DRIVE END. READ IN 4 COLUMNS)

BEARING NO.	8 O'CLOCK	6 O'CLOCK	4 O'CLOCK
NO. 9	0.003	0.0035	0.004
NO.10	0.002	0.004	0.006

C. CRANKSHAFT LOWWRED TO REST ON BEARINGS AS AT PARA 3B BUT FRANKSHAFT ROTATED 180 DEGREES -

NO. 9	0.0025	0.004	0.0035
NO. 10	0.0035	0.006	0.006

4. TOP HALF OF NO. 10 BEARING APPEARS TO HAVE BEEN RUBBED WITH EMERY PAPER OR SIMILAR MATERIAL AS MARKING IS INCONSISTANT WITH OTHER BEARING SURFACES OF NO. 9 AND 10 BEARING

5. SEDIMENT FOUND IN THE SUMP INCLUDE PIECES OF WHITEMETAL, GASKET MATERIAL, WIRE BRUSH, PAINT CHIPPINGS AND OTHER MAGNETIC MATERIAL

6. LOCAL GEC REPRESENTATIVES HAVE AGREED VERBALLY WITH NAVY THAT ENGINE IS DEFECTIVE IN SO MUCH AS CRANKSHAFT IS NOT BEING PROPERLY SUPPORTED BY NO. S 9 AND 10 BEARINGS. HOWEVER SUCH AN OPINION IS NOT SHARED BY THEIR PRINCIPALS IN SYDNEY WHO FOR THE RECORD HAVE BEEN SOMEWHAT DIFFICULT TO LOCATE

7. IT IS CONSIDERED THAT THE ENGINE IS DEFECTIVE, AND THIS OPINION IS SUPPORTED BY PNO(WA) AT REF D. IT IS THEREFORE RECOMMENDED THAT THE REPAIR PROVISIONS OF THE WARRANTY SHOULD BE INVOKED AND IF NECESSARY TO ENFORCE SAME AND THAT THE SERVICES OF AN INDEPENDENT ENGINEERING CONSULTANT BE SOUGHT

8. GEC DO NOT HAVE THE FACILITIES TO REPAIR THE ENGINE IN W.A. AND THEREFORE IT WILL BE NECESSARY TO SUPPLY A THIRD REPLACEMENT ENGINE FOR HMAS ACUTE WHICH IT SHOULD BE NOTED HAS REACHED A 17 WEEK OVERRUN ON THE ORIGINAL REFIT COMPLETION DATE PURELY AS A RESULT OF THIS PARTICULAR DEFECT.

P 260310Z SEP 80
FM DEFNAV CANBERRA
TO RAYWKE/COMAUSNAVSUP
RAYGIA/HMAS STIRLING
INFO RAYRMT/COMAUSFLT

...../5.

R E S T R I C T E D

R E S T R I C T E D

- 5 -

RAYGIA/NOCWA

RAYRQB/COMAUSMINPAB

RAYGIA/HMAS ACUTE

RAYWKE/GOSIEAA

BT

R E S T R I C T E D

SIG RDH/ICH/OMT

HMAS ACUTE PORT MAIN ENGINE

A. HMAS STIRLING ICH/RDD/RDH 231022Z SEP 80 (PASEP 260312Z SEP 80)

B. PNO WA RAI 230709Z SEP 80

C. COMAUSNAVSUP RDH/OMT/ROD 250547Z SEP 80

1. THE ENGINEERING MANAGER, GEC DIESELS AUST (MR. CLARKE) HAS CONFIRMED TO NAVY OFFICE THAT IN THE OPINION OF THE COMPANY THE 16YJCM ENGINE NO 650030/3 IS SATISFACTORY FOR SERVICE HAVING BEEN REBUILT AT ARTARMON, INSPECTED AND CHECKED BY GOSIEAA PRIOR TO AND AFTER THE 50 HOUR TEST RUN.

2. THE COMPANY CONSIDERS THAT SATISFACTORY ALIGNMENT CAN BE ACHIEVED AND HAS OFFERED TO

A. REASSEMBLE THE ENGINE AT PRESENT IN THEIR WORKSHOP

B. SUPERVISE THE RE-INSTALLATION AND LINING UP OF THE ENGINE IN HMAS ACUTE IN A TIME SCALE OF APPROX TWO DAYS FROM THE TIME THE ENGINE IS AVAILABLE.

C. SUCH WORK WILL ONLY BE SUBJECT TO AN ORDER FROM THE RAN (STIRLING) UPON THE ENGINE BEING LINED UP WITHIN THE TOLERANCES LAID DOWN.

D. SHOULD THE WORK PROVE UNSATISFACTORY AND LINE UP IS NOT ACHIEVED WITHIN TOLERANCE ALL COSTS WILL BE TO GEC ACCOUNT.

3. IN REACHING A DECISION ON THIS OFFER FULL ACCOUNT HAS BEEN TAKEN OF REFS A AND B AND THE MATTER HAS BEEN DISCUSSED WITH CSO(T) TO COMAUSFLT FOR THE FOLLOWING REASONS IT IS INTENDED THAT THE OFFER OF THE COMPANY BE TAKEN UP.

A. THE CRITICAL AVAILABILITY OF 16YJCM ENGINES TO MEET THE ENGINE CHANGE PROGRAMME.

B. THE SATISFACTORY OVERHAUL AND TEST RUN ACCEPTED AT ARTARMON.

C. THE CLEARANCES REPORTED IN REFS A AND B WERE TAKEN WITHOUT THE FLYWHEEL IN POSITION AND BY FLEXIGAUGE THEREFORE SOME DOUBT AS TO THEIR ACCURACY EXISTS.

4. STIRLING IS TO MAKE THE NECESSARY ARRANGEMENTS TO IMPLEMENT THE ABOVE RE-INSTALLATION AND LINE UP. THE POINT OF CONTACT AT GEC PERTH IS MR G ANDERSON (SERVICE MANAGER).

5. REF C. AT THIS STAGE NEITHER ENGINE IS TO BE BACKLOADED TO SYDNEY. RETURN TO SYDNEY OF ONE ENGINE WILL BE DECIDED WHEN ACUTE ENGINES HAVE BEEN TRIALLED SATISFACTORILY.

6. REF A. THE MATTERS RAISED IN PARAS 2, 4 AND 5 WILL BE TAKEN UP WITH THE COMPANY BY NAVY OFFICE PNOWA AS TO RENDER A REPORT ON PARA 2 GOSIEAA ON PARAS 4 AND 5.

7. STIRLING IS REQUESTED TO RENDER PROGRESS SITREPS

R 262335Z SEP 80

FM HMAS STIRLING

TO ZEN/GEC BELMONT (92363)

INFO RAYWNN/DEFNAV CANBERRA

RAYWKE/COMAUSNAVSUP

RAYRMT/COMAUSFLT

ZEN/NOCWA

...../6.

R E S T R I C T E D

R E S T R I C T E D

- 6 -

RAYRQB/COMAUSMINPAB
ZEN/HMAS ACUTE
RAYWKE/GOSIEAA
ZEN/PNOWA
BT

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

HMAS ACUTE PORT MAIN ENGINE

A. TELECOM SBLT GILMORE HMAS STIRLING/MR. ANDERSON (GEC)
B. DEFNAV CANBERRA RDH/ICH/OMT 260310Z SEP 80 NOTAL
FOR MR G ANDERSON

1. THIS COMMAND HAS BEEN ADVISED THAT DEPT OF DEFENCE (NAVY OFFICE) HAS ACCEPTED YOUR PROPOSAL TO SUPERVISE THE RE-INSTALLATION AND LINING UP OF THE ENGINE CURRENTLY LOCATED IN YOUR BELMONT WORKSHOP, IN HMAS ACUTE
2. TO ASSIST IN ROSTERING SERVICE PERSONNEL FOR THE OPERATION ADVICE IS REQUESTED TO THE FOLLOWING
 - A. WILL THE ENGINE BE AVAILABLE FOR COLLECTION FROM YOUR PREMISES 0900 TUES 30 SEP 80 AS DISCUSSED REF A
 - B. ARE NEW ENGINE MOUNTINGS REQUIRED TO BE FITTED PRIOR TO ENGINE BEING INSTALLED IN HMAS ACUTE
 - C. DO YOU REQUIRE THE ENGINE TO SETTLE IN HMAS ACUTE FOR 48 HOURS BEFORE LINING UP PROCEDURE COMMENCES
 - D. NAMES OF PERSONNEL WHO WILL UNDERTAKE SUPERVISION OF TASK AND INTENDED WORKING HOURS SO AS ACCESS TO BASE CAN BE ARRANGED
3. IT IS UNDERSTOOD THAT YOU HAVE ALREADY REPLACED NO 10 MAIN BEARING. REQUEST CONFIRMATION OF THIS ACTION AND ADVISE OF ANY OTHER REMEDIAL ACTION UNDERTAKEN WHILST ENGINE HAS BEEN IN YOUR WORKSHOP PARTICULARLY IF ALL TRACES OF DEBRIS PREVIOUSLY FOUND IN ENGINE HAVE BEEN REMOVED
4. ORDER NUMBER FOR YOUR SERVICES WILL BE ADVISED ON COMPLETION OF ENGINE BEING LINED UP TO WITHIN TOLERANCES SPECIFIED BY NAVY AS AGREED BY OUR PRINCIPALS

R E S T R I C T E D

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ROYAL AUSTRALIAN NAVY

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Extension 3139

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

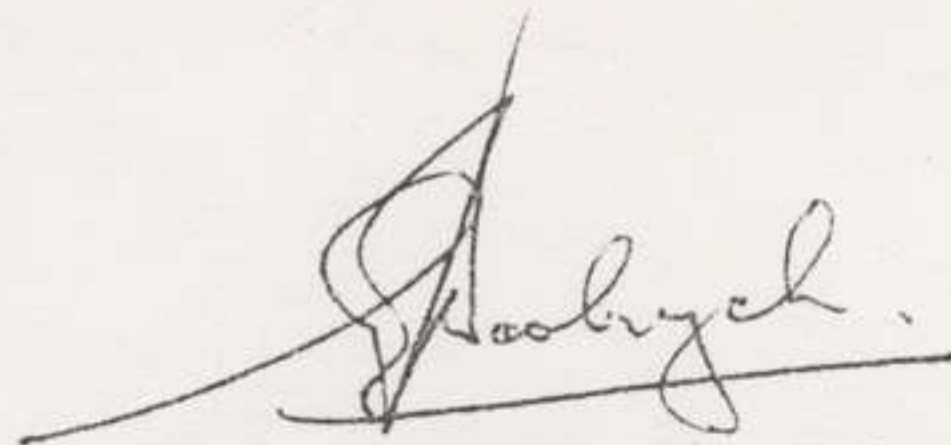
29 NOV 1980

AF 1/16/2

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

HMAS ACUTE - REPORT OF PROCEEDINGS -
OCTOBER, 1980

Forwarded.



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

Enclosure: HMAS ACUTE Report of Proceedings for
October, 1980 dated 6 November, 1980

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R E S T R I C T E D



DEPARTMENT OF DEFENCE (NAVY)

(095) 270 470

1/16/1

HMAS ACUTE
at GARDEN ISLAND WA 6168

06 November 1980

The Flag Officer Commanding
HER MAJESTY'S AUSTRALIAN FLEET
GARDEN ISLAND NSW 2000

For Information:

The Naval Officer Commanding
WEST AUSTRALIA AREA

The Commanding Officer
HMAS STIRLING

HMAS ACUTE : REPORT OF PROCEEDINGS FOR THE PERIOD
01 OCTOBER TO 31 OCTOBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 October to 31 October 1980. All times are H(-8).
2. At the commencement of the period ACUTE was alongside the patrol boat wharf at HMAS STIRLING in the nineteenth week of the refit extension. The repaired PME was installed in ACUTE on Wednesday 1st and left to settle for forty eight hours prior to commencing the engine alignment.
3. The alignment commenced in earnest on Saturday 4th and continued until Thursday 9th when a positive alignment was achieved by STIRLING and G.E.C. Australia staff. The next three days were dedicated to equipment installation in the engine-room and all equipment was set to work on Tuesday 14th with a few minor problems being experienced. The main engine overspeed trials were conducted on Wednesday 15th with satisfactory results being achieved on both engines.

R E S T R I C T E D

.../2

R E S T R I C T E D

4. Post Refit Safety Inspections and Harbour Acceptance Trials were completed on Thursday 16th and the ship commenced Sea Acceptance on Friday 17th. A number of minor defects delayed full power being achieved and ACUTE remained alongside STIRLING until Monday 20th repairing these defects. Trials commenced again on Monday 20th and were completed during the forenoon Tuesday 21st with full power being achieved and all equipment operational.

5. On Wednesday 22nd the ship commenced a dedicated work-up and operated in areas L and M for the remainder of the period. A large number of exercises were undertaken with good progress being made in preparation for the ORE planned for Wednesday 5th November.

6. Ship's Company Divisions were conducted at STIRLING on Friday 24th, with a very high standard being achieved by all present. The Post Refit Walkround was also conducted by the Naval Officer Commanding West Australia Area (NOCWA) and his Staff during the forenoon and he indicated he was most pleased with the state of ACUTE.

7. The ship arrived in Geraldton at 0900 Saturday 25th for the weekend, and sailed at 1000 Monday 27th. This visit played an important part to boosting the morale onboard and the crew enjoyed the hospitality of the local people after such a long absence.

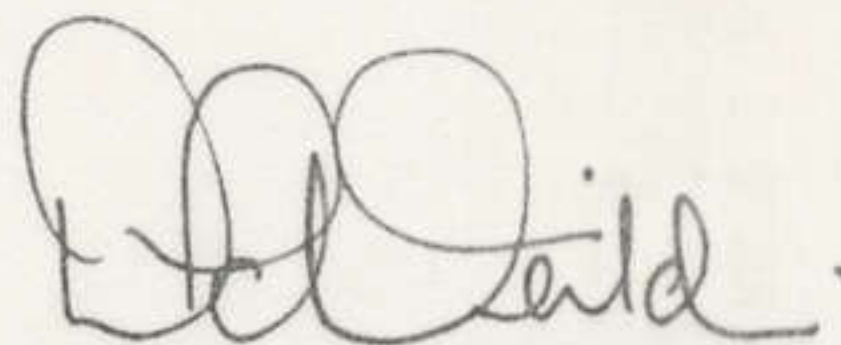
Health, Welfare, Conduct and Morale

8. The health, welfare and conduct of the Ship's Company is excellent and the morale very high. The Ship's Company have been briefed on the importance of Safety and Security.

I have the honour to be,

Sir,

Your obedient Servant.



(D. L. NEILD)
Lieutenant RAN
Commanding Officer

ANNEXES: A. STEAMING RETURN.
B. EXERCISE RETURN.

R E S T R I C T E D

R E S T R I C T E D

STEAMING RETURN

Distance steamed during the period 1111 NM
Hours underway during the period 87 HRS
Total distance steamed since first commissioning 23623 NM
Total hours underway since first commissioning 1950 HRS

Occasions for exceeding fast routing speed:

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
20th	20.7	.5 Hrs	Sea Acceptance Trials
21st	21.9	1 Hr	Sea Acceptance Trials

R E S T R I C T E D

R E S T R I C T E D

EXERCISE RETURN

<u>TITLE</u>	<u>No. CONDUCTED</u>	<u>TOTAL TIME</u>	<u>DATE</u>
<u>SEAMANSHIP AND GENERAL EVOLUTIONS</u>			
BOARDER	1	1 hr	23rd
	1	1 hr	31st
EMERGENCY PARTY EXERCISE	1	1 hr	31st
HELO TRANSFER (Party only)	1	$\frac{1}{4}$ hr	06th
(PEARCE SAR)	2 (PAX)	$\frac{1}{2}$ hr	30th
LEAVING SHIP AND EMERGENCY STATIONS	1	$\frac{1}{4}$ hr	06th
OOW/ENG BREAKDOWN DRILLS	1	$\frac{1}{4}$ hr	17th
	6	$1\frac{1}{2}$ hrs	20th
	7	2 hrs	21st
	3	$\frac{1}{2}$ hr	22nd
	4	1 hr	28th
OOW MANOEUVRES (GPV)	1	$\frac{1}{2}$ hr	23rd
MAN OVERBOARD DRILLS	6	2 hrs	21st
RAS APPROACHES (DAY) (GPV)	3	$\frac{1}{2}$ hr	23rd
HEAVING LINE JACKSTAY (DAY) (GPV)	1	$\frac{1}{2}$ hr	23rd
TOWEX (providing) (GPV)	1	1 hr	23rd
<u>GUNNERY</u>			
AATX (machi)	12 runs	$\frac{3}{4}$ hr	22nd
	5 runs	$\frac{1}{2}$ hr	28th
AAROF (2 inch RF)	3	1 hr	17th
	3	1 hr	22nd
	2	$\frac{1}{2}$ hr	28th
AAROF SUTF	1	$\frac{1}{2}$ hr	22nd
	1	$\frac{1}{2}$ hr	28th
<u>NAVIGATION AND AIO</u>			
BLIND PILOTAGE	1	$\frac{1}{2}$ hr	21st
	2	1 hr	22nd
	1	$\frac{1}{2}$ hr	23rd
	1	$\frac{1}{2}$ hr	25th
	1	$\frac{1}{2}$ hr	28th

R E S T R I C T E D

R E S T R I C T E D

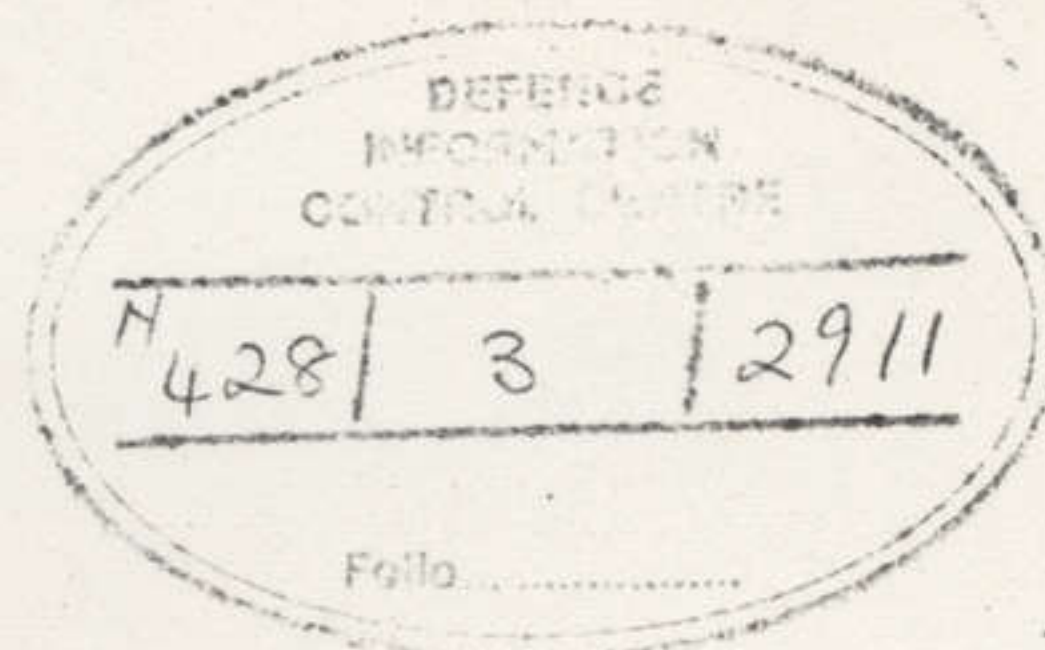
<u>TITLE</u>	<u>No. CONDUCTED</u>	<u>TOTAL TIME</u>	<u>DATE</u>
<u>NAVIGATION AND AIO cont'd</u>			
FORMATION ANCHORAGE	1	$\frac{1}{2}$ hr	23rd
XO CON ENTERING	1	$\frac{1}{2}$ hr	20th
	1	$\frac{1}{2}$ hr	25th
DEPARTURE	1	$\frac{1}{2}$ hr	20th
<u>NBCD</u>			
MAJOR DCX	1	1 hr	20th
	1	1 hr	21st
	1	$\frac{1}{2}$ hr	22nd
	1	1 hr	29th
	1	1 hr	31st
DAILY EMERGENCY EX	16	3 hrs	-
<u>OTHER</u>			
PARA-ANCHOR DRILL	1	$\frac{1}{2}$ hr	20th
CASUALTY EVALUATION	1 (Boat)	$\frac{1}{2}$ hr	20th
WEIGH ANCHOR BY DECK TACKLE	1	$\frac{1}{2}$ hr	20th
EMERGENCY DESTRUCTION DRILL	1	$\frac{1}{2}$ hr	23rd
	1	$\frac{1}{2}$ hr	31st
CHALLENGE/REPLY EX	1	$\frac{1}{2}$ hr	23rd
OPAWKWARD	1	$\frac{1}{2}$ hr	20th
DELTEXT	2	1 hr	31st
ACTION STATIONS AND ACTION MESSING	1	4 hrs	27th
RELVEL EX	1	2 hrs	27th
HELO WINCH DEM (FROM THE SEA)	2 (PAX)	$\frac{1}{2}$ hr	30th
EMERG COMEX AND EMERG AERIALS	-	1 hr	31st

R E S T R I C T E D

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

AF

1/16/2

12 DEC 1980

R.F. ADMIN-N
6/1/80

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

HMAS ACUTE - REPORT OF PROCEEDINGS - NOVEMBER,
1980.

Forwarded.

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

sil Enclosure: HMAS ACUTE Report of Proceedings for
November, 1980 dated 2 December, 1980

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R E S T R I C T E D

TEL: (095) 27-0470

FILE: 1/16/1



HMAS ACUTE
At Sea

02 December 1980.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET,
GARDEN ISLAND. N.S.W. 2000.

For Information:

The Naval Officer Commanding,
WEST AUSTRALIA AREA.

The Commanding Officer,
HMAS STIRLING.

The Commander,
AUSTRALIAN MINE WARFARE AND
PATROL BOAT FORCES.



HMAS ACUTE - REPORT OF PROCEEDINGS FOR THE PERIOD
01 NOVEMBER TO 30 NOVEMBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 November to 30 November 1980. All times are H(-8).

2. At the commencement of the period ACUTE was in Geographe Bay continuing to work-up in preparation for the ORE planned for Wednesday 5th. ACUTE berthed at Bunbury on Wednesday 1st, and remained alongside until 0600 Tuesday 2nd. A direct passage was taken to HMAS STIRLING arriving at 1400 Tuesday 2nd.

3. The SNO, SGO and CTO from COMAUSMINPAB Staff joined on Monday 3rd and ACUTE proceeded to sea at 0900. A full day of exercises was conducted with the Staff Officers acting as adviser on the operating procedures in ACUTE. The ship returned alongside STIRLING at 1620.

4. Tuesday 4th, was dedicated to a Mini-War exercise as a Pre-ORE warm-up, sailing at 1000 and returning alongside at 1600. On return the ship commenced preparing for the ORE to be conducted on the following day.

5. ACUTE sailed at 0700 Wednesday 5th in the first Degree of Readiness for the ORE and conducted numerous

...../2.

R E S T R I C T E D

1 ADMIN-N

1900-26 ACUTE

DEC 16 10 23 '80

R E S T R I C T E D

- 2 -

exercises in Areas L and M. COMAUSMINPAB was unable to attend, resulting in the Staff Navigation Officer, LCDR J. R. LORD, RAN, assuming the duties of COMAUSMINPAB. A successful day was completed with a very favourable report being received from the Staff Officers embarked. (COMAUSMINPAB IAB 0700400 NOV 80 refers). The ship returned to STIRLING at 1630 the same day.

6. The next day was dedicated to preparing ACUTE for the RANR weekend training period with the hand-over being completed at 1700 Friday 7th, when LCDR D. STONE, RANR assumed command. A successful training period was completed and is reported in Annex C. I resumed Command at 1600 Sunday 9th on completion of a well organized hand-over from the RANR.

7. The ship remained alongside STIRLING from Monday 10th until Friday 28th in a AMP period. All work was completed on Monday 24th in preparation for the Annual Inspection commencing at 0800 Tuesday 25th. All Departmental Inspections were completed by 1200 Wednesday 26th. The Naval Officer Commanding West Australia Area (NOCWA) inspected Divisions and the ship during the afternoon of Wednesday 26th and forwarded a very satisfactory report. (NOCWA ADA 260800Z NOV 80 refers).

8. ACUTE sailed at 1500 Friday 28th and proceeded north on Patrol to Areas L.M.N.P.Q. The ship berthed at Geraldton at 0900 Saturday 29th and remained alongside until the end of the reporting period.

Engineering and Electrical

9. During the month the Engineering and Electrical Departments have run very well with exceptions of two defects. INDEF 1/83 (Port Gearbox Manual Control) was raised on the 6th and rectified on the 7th, and INDEF 2/83 (No. 2 A/C Fan Supply Motor) was raised on the 29th and is yet to be rectified.

Health, Welfare, Conduct and Morale

10. The health, welfare and conduct of the Ship's Company is excellent and the morale very high. The Ship's Company have been briefed on Safety, Security and Conduct ashore during the period.

I have the honour to be,

Sir,

Your Obedient Servant,



(D. L. NEILD)
LIEUTENANT R.A.N.
COMMANDING OFFICER

Annexes: See Over R E S T R I C T E D

R E S T R I C T E D

- 3 -

Annexes: A. Steaming Return
B. Exercise Return
C. RANR ROP
D. Signals

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'A' TO HMAS ACUTE
LETTER 1/16/1 DATED
02 DECEMBER 1980.

STEAMING RETURN - NOVEMBER 1980

Distance steamed during the period	851	NM
Hours underway during the period	63	HRS
Total distance steamed since First Commissioning	24474	NM
Total hours underway since First Commissioning	2013	HRS
Occasions for exceeding Fast Routing Speed	NIL	

R E S T R I C T E D

R E S T R I C T E D

ANNEX 'B' TO HMAS ACUTE
LETTER 1/16/1 DATED
02 DECEMBER 1980.

EXERCISE RETURN - NOVEMBER 1980

<u>TITLE</u>	<u>NO CONDUCTED</u>	<u>TOTAL TIME</u>	<u>DATE</u>
<u>SEAMANSHIP AND GENERAL EVOLUTIONS</u>			
OOW/ENG Breakdown Drills	4	1 hr	1st
	4	1 hr	2nd
	6	1½ hr	3rd
	6	1 hr	5th
Sarex	1	3 hrs	2nd
Boardex	1	½ hr	4th
	1	½ hr	5th
Towex	1	½ hr	3rd
	1	½ hr	5th
	1	½ hr	5th
Aidex	1	½ hr	3rd
	1	½ hr	4th
Blipex	1	½ hr	3rd
Man Overboard Drills	2	½ hr	4th
	1	¼ hr	5th
<u>GUNNERY</u>			
AATI (Machi)	7 runs	½ hr	5th
AAROF (2 inch RF)	3	½ hr	4th
	3	½ hr	5th
SUTF	1	½ hr	4th
	1	½ hr	5th
<u>NAVIGATION</u>			
Blind Pilotage	1	½ hr	3rd
	1	½ hr	4th
Formation Anchorage	1	¼ hr	5th
XO CON ENT	1	½ hr	3rd
DEP	1	½ hr	4th

R E S T R I C T E D

R E S T R I C T E D

- B2 -

<u>TITLE</u>	<u>NO CONDUCTED</u>	<u>TOTAL TIME</u>	<u>DATE</u>
<u>NBCD</u>			
Major DCX	1	1 hr	3rd
	1	1 hr	4th
	2	1½ hrs	5th
Daily Emergency EX	18	3½ hrs	-
<u>OTHER</u>			
Casualty Evacuation	1	¼ hr	5th
Emergency Dest Drill	1	½ hr	4th
Challenge/Reply EX	1	¼ hr	5th
Deltex	1	¼ hr	5th
ACT Stations/ACT Messing	1	3 hrs	5th
Relvel Ex	1	½ hr	4th
Emerg Commex/Emerg AE	1	½ hr	3rd

R E S T R I C T E D

RESERVE OFFICE
HMAS LEEUWIN
P.O. BOX 58
FREMANTLE WA 6160

18 NOV 1980

Naval Officer Commanding
WEST AUSTRALIA AREA

For information :

Commanding Officer
HMAS ACUTE

Commanding Officer
HMAS LEEUWIN

Commanding Officer (Reserves)
FREMANTLE PORT DIVISION

Sir,

I have the honour to report on the proceedings of HMAS ACUTE whilst under my command from 1600 Friday 7 November to 1600 Sunday 9 November 1980; HMAS ACUTE having been allocated to the Fremantle Port Division RANR to assist in that Division's work-up training for Exercise Anchorman '81. All times are H(-8).

After assuming command from Lieutenant D.L. NEILD, RAN the RANR crew joined ship during the evening of Friday 7 November at HMAS STIRLING.

HMAS ACUTE sailed from HMAS STIRLING at 1000 Saturday 8 November. Internal exercises were conducted during the morning in Cockburn Sound and Gage Roads. On completion the ship proceeded to Firing Area R133C where a gunnery shoot was conducted between 1400 and 1600.

Returning to Gage Roads a blind pilotage was made of the entry to Gage Roads and Cockburn Sound. At 1930 HMAS ACUTE anchored in Sulphur Bay where she remained overnight.

At 0545 Sunday 9 November anchor was weighed and the ship proceeded to Gage Roads where a major damage control and fire exercise was conducted. Returning to Cockburn Sound, seamanship exercises were completed and a boarding exercise was made on OFL 1207 in Careening Cove. On completion HMAS ACUTE berthed alongside HMAS STIRLING at 1145 Sunday 9 November 1980.

Lieutenant D.L. NIELD, RAN re-assumed command
at 1600 the same day.

I have the honour to be,

Sir,

Your obedient Servant,

A handwritten signature in dark ink, appearing to be 'D. Stone', written in a cursive style.

(D. STONE)
A/LCDR RANR

ANNEX A

EXERCISES CONDUCTED

<u>EXERCISE</u>	<u>DATE</u>	<u>DURATION</u>
INDEX - Emergency Stations	8.11.80	30 min
- Leaving Ship Stations	8.11.80	15 min
DCX (Fire)	8.11.80	30 min
OOWMAN - Steering Gear Breakdown	8.11.80	30 min
- Gyro Breakdown		
MANORD	8.11.80	30 min
SUTF (40/60 -.50 Cal)	8.11.80	1 hour
AAROFX (Illuminants)	8.11.80	1 hour
Blind Pilotage	8.11.80	1 hour
NCX (Crypto)	8.11.80	30 min
SEA-BOAT	9.11.80	30 min
BLIND PILOTAGE	9.11.80	30 min
DCX (Fire)	9.11.80	30 min
INDEX - Prep Towex	9.11.80	1 hour
Stream Para Anchor		
Rig Leak Stopping Mat		
OOWMANS - BERTHEX	9.11.80	30 min
BOARDEX	9.11.80	30 min

R E S T R I C T E D

ANNEX 'D' TO HMAS ACUTE
LETTER 1/16/1 DATED
02 DECEMBER 1980.

SIGNALS

RO70040Z NOV 80
FM COMAUSMINPAB
TO RAYRMT/COMAUSFLT
INFO RAYGIA/NOCWA
RAYGIA/HMAS ACUTE
BT

UNCLAS

SIG IAB

HMAS ACUTE ORE

1. ACUTE ORE CONDUCTED WED 05NOV80 AND A VERY GOOD
STANDARD WAS ACHIEVED. ALL EVOLUTIONS WERE EXECUTED
COMPETENTLY.

BT

P 260800Z NOV 80
FM NOCWA
TO HMAS ACUTE
BT

UNCLAS

SIG ADA

HMAS ACUTE - NOCWA INSPECTION

1. IT WAS A PLEASURE TO CARRY OUT THE ANNUAL INSPECTION
THIS AFTERNOON. THE KEENNESS AND CHEERFUL ATTITUDE OF YOUR
SHIP'S COMPANY WAS REFLECTED IN BOTH THEIR APPEARANCE AT
DIVISIONS AND IN THE PRESENTATION OF THE BOAT

2. BRAVO ZULU

BT

R E S T R I C T E D

UNCLASSIFIED covering

RESTRICTED

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111
Extension 3139

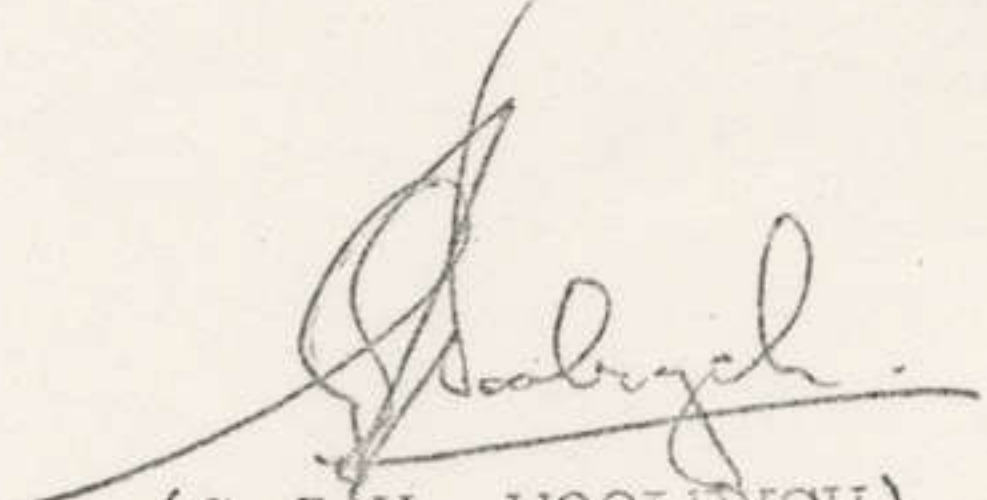
OFFICE OF THE
FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET,
FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2080
16 JAN 1981

AF 1/16/2(80)

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

HMAS ACUTE - REPORT OF PROCEEDINGS
DECEMBER 1980

Forwarded.


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

Enclosure: HMAS ACUTE
December 1980

Report of Proceedings for

R E S T R I C T E D



DEPARTMENT OF DEFENCE (NAVY)

(095) 270 470

1/16/1

HMAS ACUTE
at Garden Island W.A.

02 January 1981

The Flag Officer Commanding
Her Majesty's Australian Fleet
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 ACUTE REPORT OF PROCEEDINGS FOR THE PERIOD

01 DECEMBER to 31 DECEMBER 1980

Sir,

1. I have the honour to report the proceedings of HMAS ACUTE under my command for the period 01 December to 31 December 1980. All times are H(-8).
2. At the commencement of the period ACUTE was alongside, at Geraldton. Prior to sailing Mr P. Mosel, a Fisheries and Wildlife Officer embarked for the patrol. The ship cast off and proceeded at 1030 Monday 1st, bound for Dampier. The passage was without incident, and the major event being the passing of HMAS MELBOURNE and her Escorts in the early hours of Tuesday 2nd.
3. ACUTE berthed at 0900 Wednesday 3rd, on the fuel jetty, Dampier. On completion of fuelling the ship moved to the Service Wharf and during the evolution a defect on the PME was discovered, resulting in an URDEF 1/83 being raised. Due to strong winds and an open berth, the ship proceeded to safe anchorage in Mermaid Sound and remained there until the defect was rectified on Friday 5th. At 0800 Friday 5th, ACUTE berthed at the Service Wharf, Dampier, and remained alongside until Sunday 7th.

R E S T R I C T E D

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R E S T R I C T E D

4. At 1000 Sunday 7th, the ship proceeded to sea and commenced boarding operations of LFFV's in area P north of Dampier. During the next forty eight hours twelve Taiwanese LFFV's were boarded by ACUTE's investigative boarding party. The captains and crew of all vessels were very co-operative and they all appeared to be aware of the regulations controlling their licences.

5. The ship berthed at Port Hedland at 0800 Tuesday 9th, and remained alongside until 1000 Wednesday 10th. On departing Port Hedland the ship returned to the Dampier area to locate the LFFV's previously reported in the area. No additional vessels could be located, so ACUTE proceeded to Dampier for fuel, arriving at 0800 Friday 12th.

6. The Fisheries and Wildlife Officer returned to Perth while the ship was in Dampier. ACUTE cast off and proceeded at 1300 Saturday 13th, on passage to Geraldton, calling at H.E. HOLT for fuel on Sunday 14th.

7. Strong winds in the Geraldton area caused the port to be closed until 1030 Tuesday 16th, causing a delay in our arrival until 1115. The ship remained overnight and cast off and proceeded to HMAS STIRLING arriving at 0600 Wednesday 17th.

9. The ship remained alongside STIRLING for the remainder of the period at 8 hours notice for sea as Duty Ship, conducting an AMP and leave period. Overall the month was most effective with all tasks being completed and very few defects being experienced.

Engineering and Electrical

10. During the month the Engineering and Electrical Departments have run very well with the exceptions of three defects. INDEF 2/83 (No.2 A/C Fan Supply Fan) was rectified on the 3rd. URDEF 1/83 (PME Start System) was raised on the 3rd and rectified on the 5th. INDEF 3/83 (Galley Freezer System) was raised on the 9th and rectified by local contractors on the 13th.

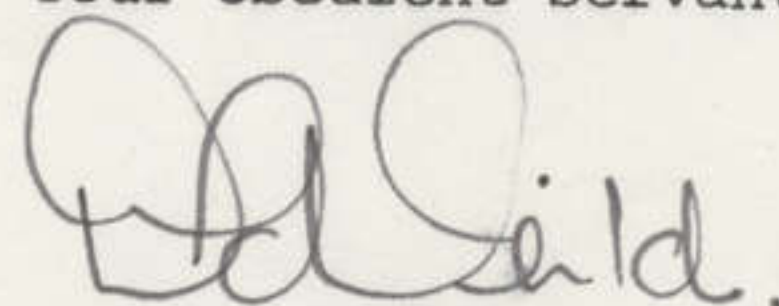
Health, Welfare, Conduct and Morale

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

I have the honour to be

Sir,

Your obedient Servant.



(D. L. NEILD)
Lieutenant RAN
Commanding Officer

Annexes: A. Streaming Return.
B. Exercise Return.
C. Boarding Report.

R E S T R I C T E D

R E S T R I C T E D

STEAMING RETURN

Distance steamed during the period	2418	NM
Hours underway during the period	198	HRS
Total distance steamed since first commissioning	26892	NM
Total hours underway since first commissioning	2211	HRS
Occasions for exceeding fast routing speed	NIL	

R E S T R I C T E D

R E S T R I C T E D

EXERCISE RETURN - DECEMBER 1980

<u>TITLE</u>	<u>No. CONDUCTED</u>	<u>TOTAL TIME</u>	<u>DATE</u>
<u>SEAMANSHIP AND GENERAL EVOLUTIONS</u>			
OOW/ENG Breakdown Drills	2	1 hr	2nd
BLIPEX	1	1 hr	3rd
Man Overboard Drills	1	¼ hr	4th
	1	¼ hr	13th
	4	1 hr	17th
<u>GUNNERY</u>			
Small Arms	12 crew	1 hr	16th
<u>NAVIGATION</u>			
XO CON ENT	1	½ hr	5th
DEP	1	½ hr	5th
<u>NBCD</u>			
Major DCX	1	½ hr	
	1	½ hr	30th
Daily Emergency EX	11	2.3/4 hr	-
<u>OTHER EXERCISES</u>			
Deltex	1	½ hr	8th
Emerg AE	1	½ hr	8th
Emerg Commex	1	½ hr	9th

R E S T R I C T E D

R E S T R I C T E D

BOARDING REPORT - DECEMBER 1980

<u>LFFV</u>	<u>AREA</u>	<u>DATE</u>
LI CHYUN No 1 No 2 (BYAL) TAIWANESE	P	07 DEC 80
TU MAU No 1 No 2 (BUVJ) TAIWANESE	P	07 DEC 80
HORN G DER No 1 No 2 (BYJL) TAIWANESE	P	07 DEC 80
HWA YNG No 11 No 12 (BYFQ) TAIWANESE	P	07 DEC 80
YUNG SHIN No 31 No 32 (BYJE) TAIWANESE	P	08 DEC 80
YU TAI No 1 No 2 (BVTD) TAIWANESE	P	08 DEC 80

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