



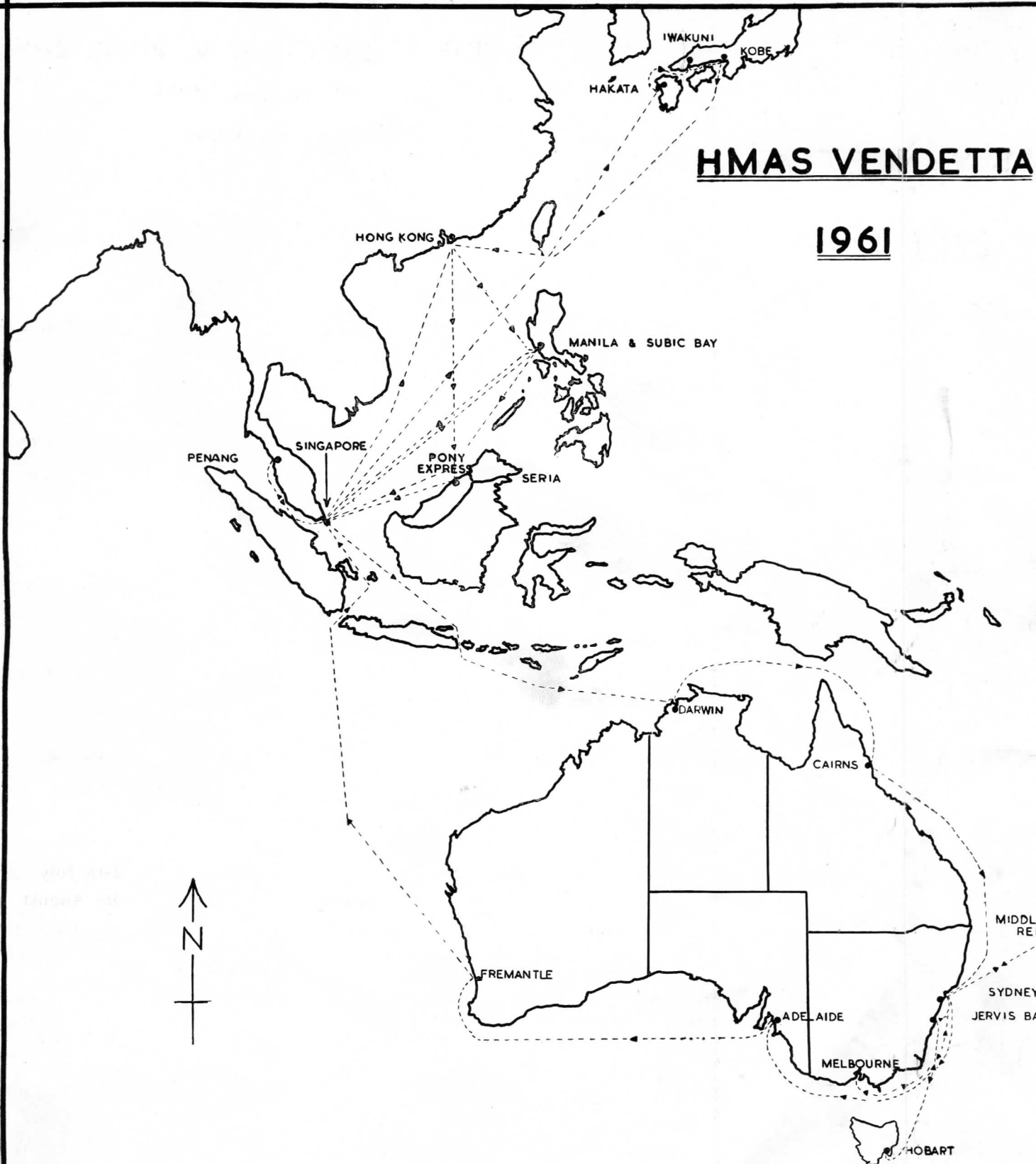
H.M.A.S. VENDETTA

SECOND

COMISSION

HMAS VENDETTA

1961

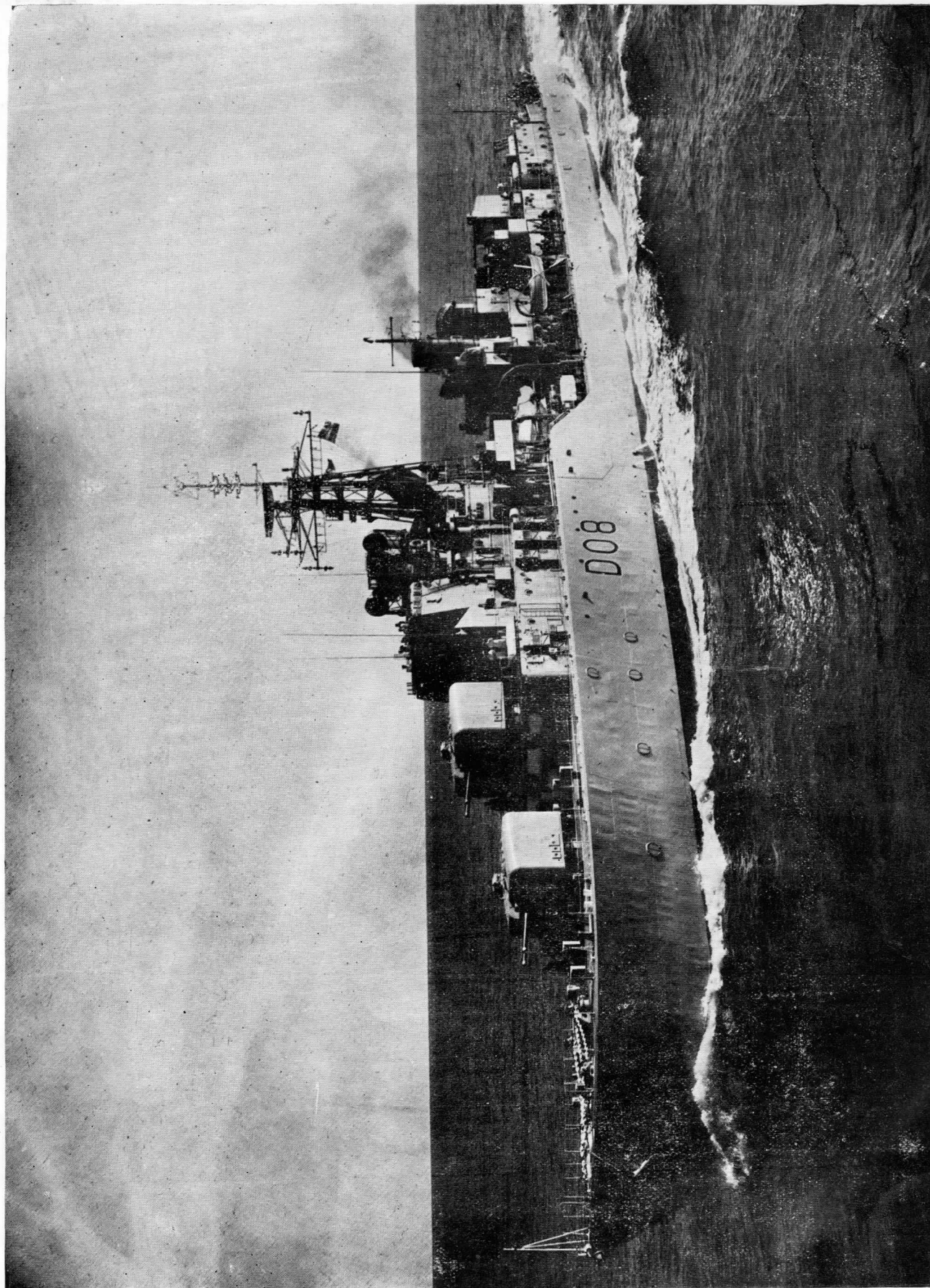


H.M.A.S. Vendetta, at Hong Kong.

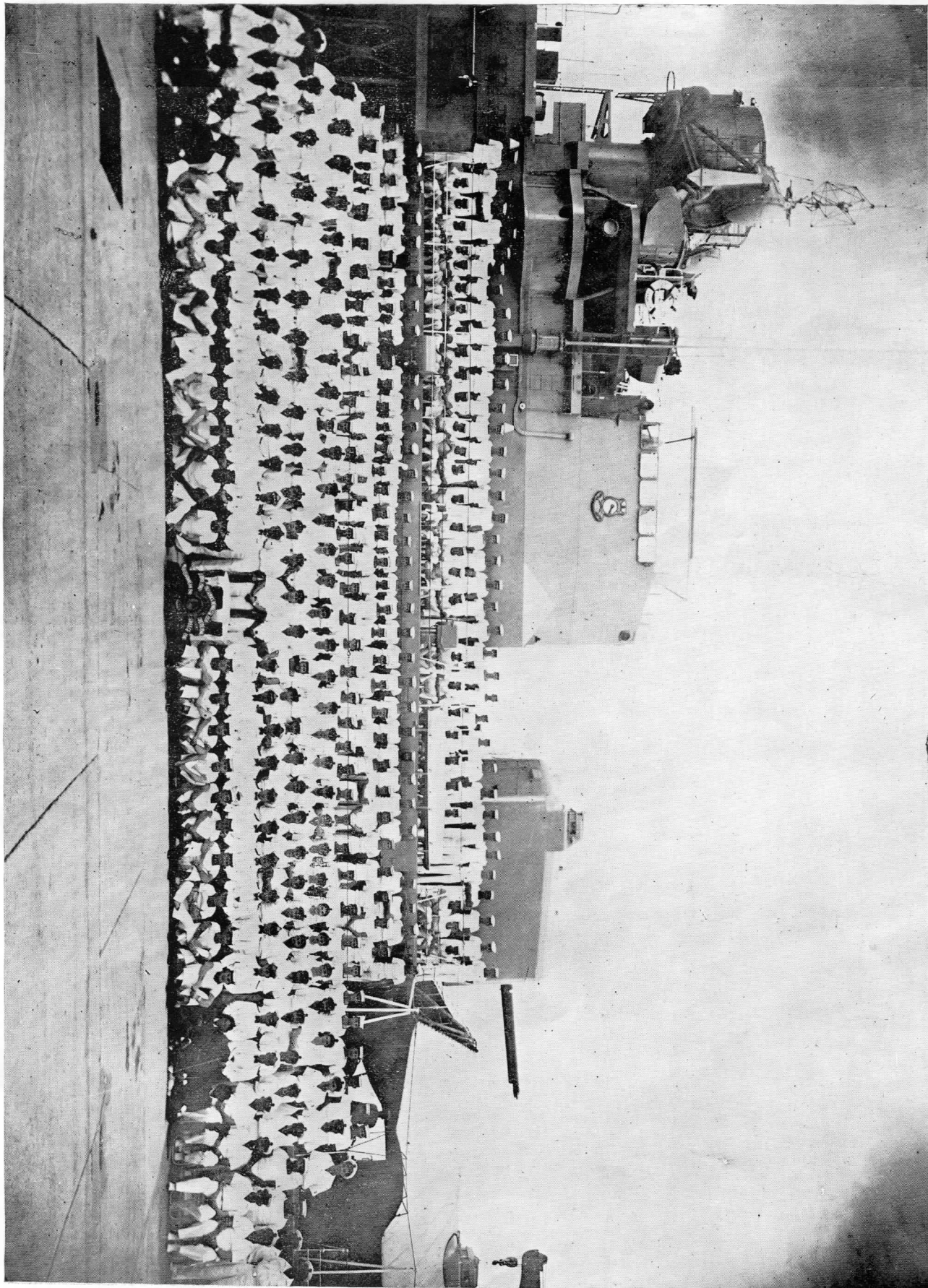
19th August, 1961.

VISITS IN 1961.

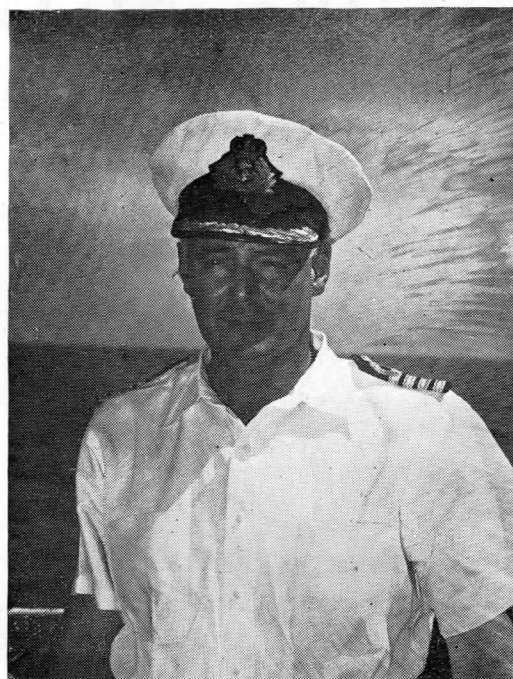
ARRIVE	PLACE	DEPART
27th January	Sydney	31st January
2nd February	Jervis Bay	3rd February
4th February	Sydney	6th February
11th February	Hobart	15th February
18th February	Jervis Bay	21st February
22nd February	Middleton Reef	24th February
25th February	Sydney	27th February
28th February	Jervis Bay	3rd March
4th March	Sydney	17th March
20th March	Adelaide	22nd March
26th March	Fremantle	28th March
4th April	Singapore	12th April
17th April	Subic Bay	18th April
20th April	Manila	22nd April
23rd April	Exercise "Pony Express"	4th May
7th May	Singapore	19th May
28th May	Hakata	2nd June
3rd June	Iwakuni	8th June
9th June	Kobe	15th June
20th June	Hong Kong	27th June
1st July	Manila	6th July
6th July	Subic Bay	7th July
11th July	Singapore	13th July
14th July	Penang	24th July
25th July	Singapore	9th August
14th August	Hong Kong	3rd September
7th September	Kudat	9th September
10th September	Seria	12th September
16th September	Penang	21st September
22nd September	Singapore	28th September
3rd October	Darwin	3rd October
7th October	Cairns	7th October
11th October	Sydney	14th October
16th October	Melbourne	



H.M.A.S. VENDETTA



SHIP'S COMPANY H.M.A.S. VENDETTA



Captain J.M. Ramsay, D.S.C., R.A.N.

Captain Ramsay joined the R.A.N. College at Jervis Bay as a cadet midshipman in 1930 from Hutchins School Hobart.

As a midshipman he served in H.M.A. Ships CANBERRA and AUSTRALIA 1934—1936 and as a Sub Lieutenant in H.M.A. Ships AUSTRALIA and ALBATROSS 1937—1938.

In 1939 he was a Lieutenant in H.M.A.S. SWAN and when World War II began he joined H.M.A.S. HOBART and spent 1940 on the East Indian Station and in the Red Sea.

He specialised in navigation in the United Kingdom in 1941 and was serving as the Assistant to the Fleet Navigating Officer in H.M.S. KING GEORGE V at the sinking of the German battleship BISMARCK.

He was Navigating Officer of H.M.S. DANAE in 1942, of H.M.A.S. BUNGAREE in 1943 and H.M.A. Destroyers WARRAMUNGA and NAPIER in 1944.

As a Lieutenant Commander he was Navigating Officer of H.M.A.S. AUSTRALIA and Fleet Navigating Officer in H.M.A.S.

SYDNEY. He was also Staff Officer Operations to the Flag Officer Commanding the Australian Fleet.

As a Commander from 1950—1956 he was Director of Training and Staff Requirements at Navy Office, Captain of H.M.A. Ships WARRAMUNGA and ARUNTA and spent 2 years exchange service with the Royal Navy at the Admiralty.

Promoted to Captain in 1956, he was 2 years Director of Plans at Navy Office and 2 years Captain of the R.A.N. College Jervis Bay.

He joined H.M.A.S. VENDETTA as Captain D 10th Destroyer Squadron in January 1961.

Captain Ramsay attended the Royal Naval Staff College at Greenwich in 1945 and the U.S. Armed Forces Staff College at Norfolk Virginia in 1955.

He is married with four children and his family resides at Gordon New South Wales.

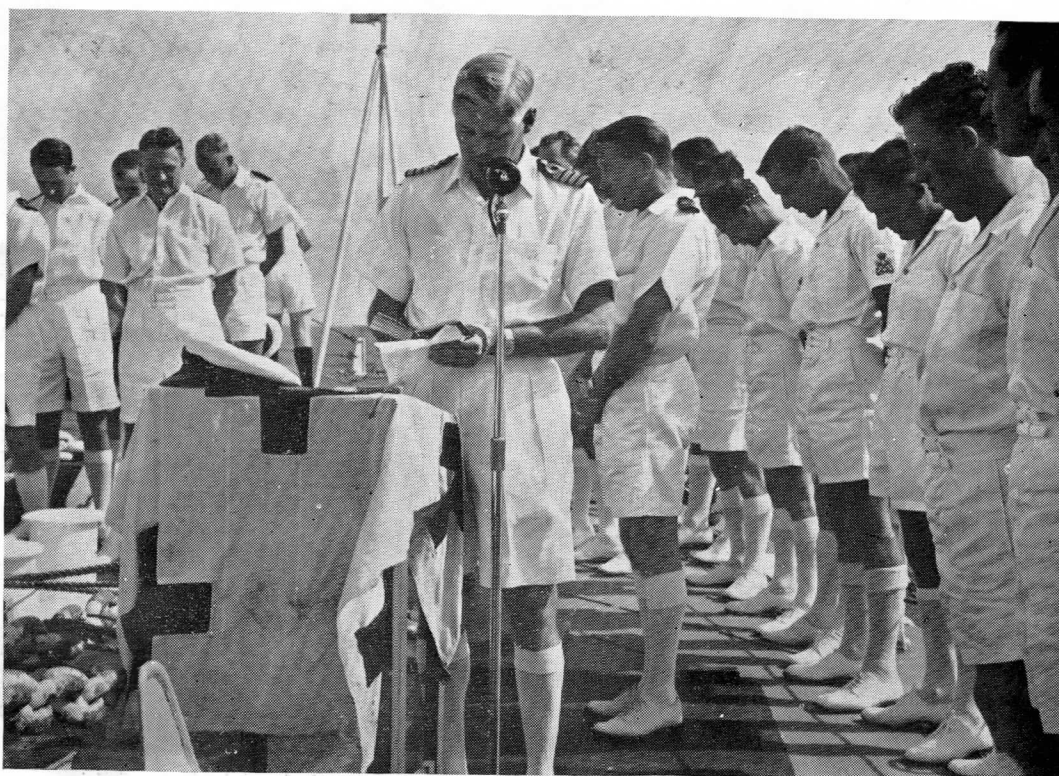
EDITORS NOTE.

Here it is, the work of art which may help you to remember just what did happen to 1961. No doubt some of the best times are not always remembered anyway, and then again, some are best forgotten. The quality of prose and picture contained herein may not be quite up to the standard of some of the publications which can be found around the ship, nor indeed, some of the subjects: however it's all good stuff which we ourselves knew or experienced, and which, in future years, when we are cleaning out the cupboards at home might cause a smile or even a slight feeling of nostalgia—as well as being

a good excuse for a rest and a burn.

One has to use some care in producing a book like this — the yarns must be printable, and any pictures which may be too embarrassing—or even downright incriminating, have to be omitted for obvious reasons. That is: the picture is sometimes misleading—well, you know what I mean.

Well this ought to be fit for anyone to read and, I hope, will not offend anyone. Thanks are due to all those who contributed to the magazine, whether with camera, pun or bright idea. Without them I would have had to do some work.



Sunday Morning Prayers at Sea.

Everybody's Guide to Ranks and Rates in the Navy.

A JUNIOR: is a person who joins the Navy when he is fifteen, he is kicked from pillar to post by everyone and loves every minute of it, he is identified by his suit. It has his own name on it.

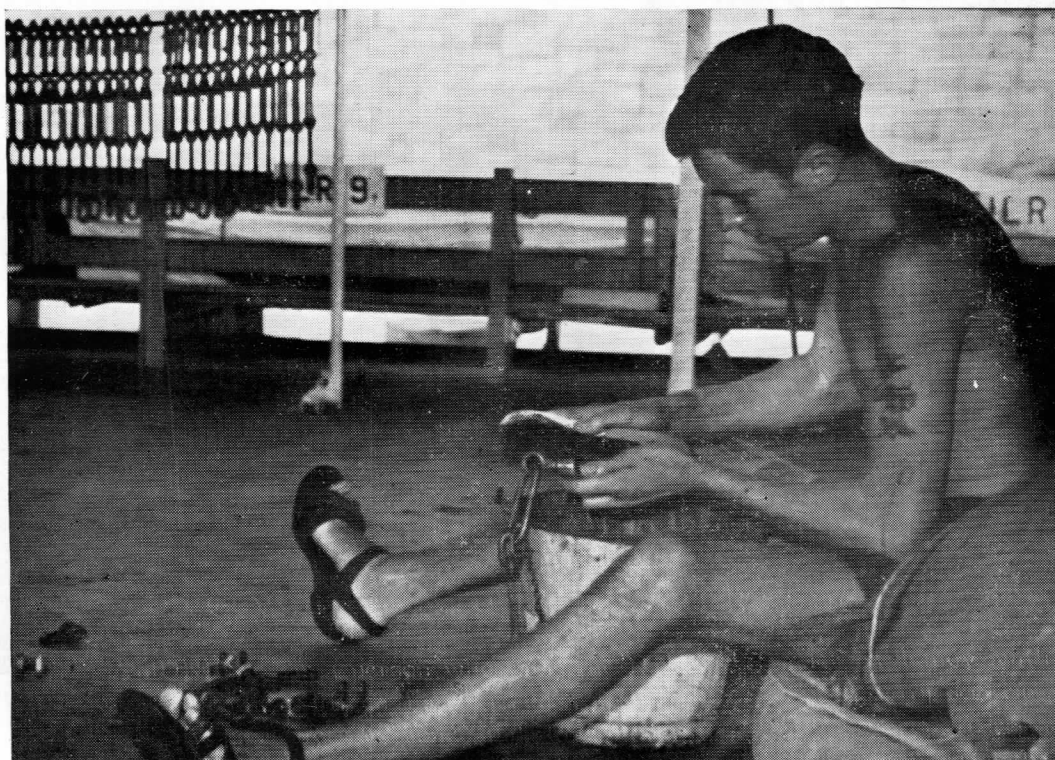
AN ABLE SEAMAN: is either a sweeper, hookrope party, or getting seen off. If he has a stripe on his left arm someone is making a payday out of every darned thing he does. Two stripes entitles him to a quite number, and if he has three stripes, he can more or less demand one.

Crossed guns on his right arm means that he didn't listen to his opp'. Crossed lightning flashes means that he won't listen to anyone. Flags denote that he can spell, and Wings that he knows all about your radio or he doesn't. If he doesn't then he

is handy with a scrubber, A small Aeroplane can mean almost anything except a sailor. If his suit is wet, it is more likely to be foamite than salt water.

A LEADING SEAMAN: wears an anchor on his left arm. He takes charge of the ratings with whom he lives. This is impossible.

There are two kinds of Petty Officer. One kind wears the same clothes as a sailor and says: "Don't cackle your fat", the other kind looks like a railway porter and does all the cackling. A crown is an R.P.O. His grandmother is invariably in the rattle. There are very few sailmakers left in the Navy. They live in a small caboose with a bottle in the cupboard.



A G.I.: is a man covered with green webbing equipment. He has two holes above his shoulders. One is his mouth and the other is where his brains used to be.

A P.T.I.: is a man on a chair, or, "From here to there GO."

Men who wear peaked caps with red badges always need a new cap. They usually sleep on them.

A MASTER AT ARMS: wears a sword. He is not an E.R.A.

A CHIEF PETTY OFFICER: is a man who could jump over your head when he was your age. He has just come back in.

A MIDSHIPMEN: doesn't matter.

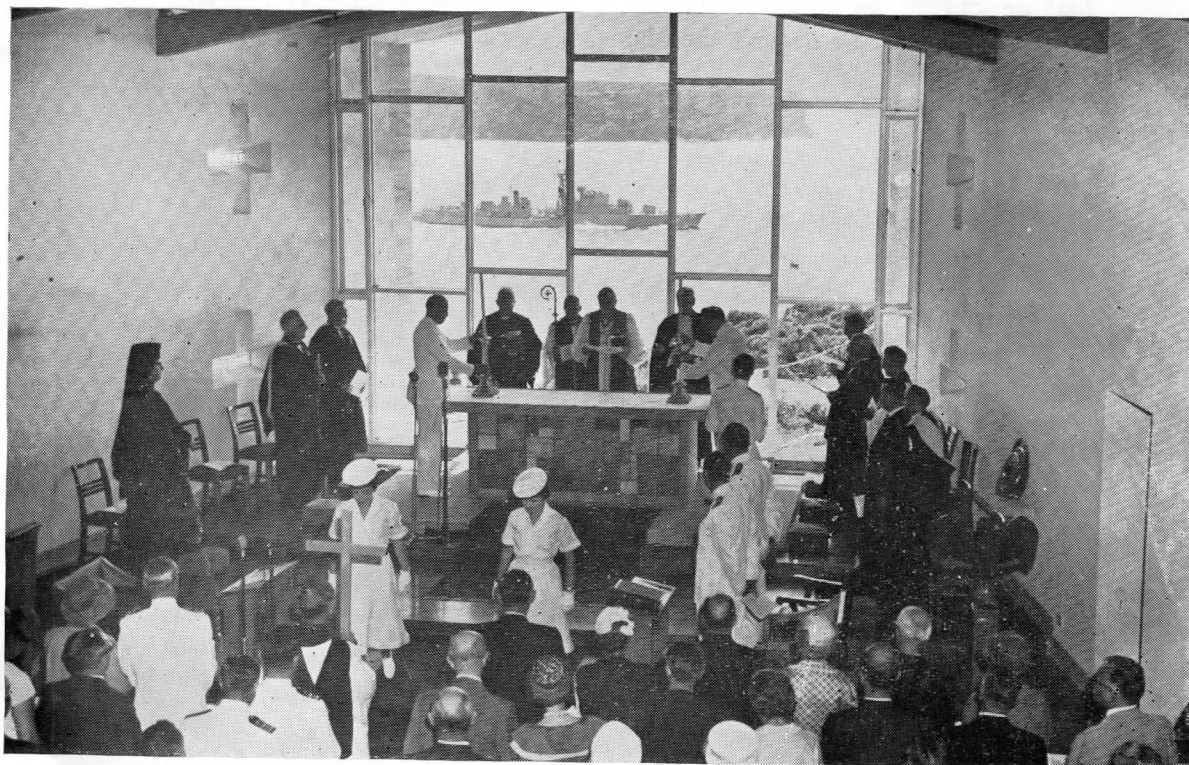
S.D. OFFICERS: are martyrs.

SUB LIEUTS: are people who get in the way when work is being done.

A SUB LIEUT (E): is a pair of feet protruding from beneath a 1922 Morris Cowley.

LIEUTENANTS: are well groomed men who are always broke. They smoke a pipe and have creases in their trousers. They are good at tennis and "Lend me your sword". There are two kinds of Lieut. Commanders. Those who are still hoping and those who didn't want to anyway. The latter are usually two cruisers ahead of their wine bill.

A FLAG LIEUT: is a man who follows the Admiral around. Nobody knows what he does.



H.M.A.S. Vendetta Steams Past the Heads During the Dedication of the New Naval Chapel at H.M.A.S. Watson. Saturday, 4th March, 1961.

EVERYBODY'S GUIDE TO RANKS AND RATES IN THE NAVY. (Cont.)

A COMMANDER: is a good looking man with lots of teeth. He spends half his time leaning over a table listening to lots of tripe, and the other half wondering why he couldn't think of that one when he was a Midshipman.

A CAPTAIN: is a man surrounded by junior

officers who served in the same ship as his brother. He listens a lot but says little. He doesn't like cats.

A REAR ADMIRAL: is going ashore in a minute.

A VICE ADMIRAL: is a fat man who plays golf.

AN ADMIRAL: has one half of his coat made of medal ribbons and the other half of gold braid. He's got a good job.

Gunnery Notes. Courtesy of B.M. Lever.

I guess you could say that the commission started off with a fair dose of ballistics junior brother, i.e. Boarding and landing parties.

Picture the scene. At sea off Hervey Bay, a fair swell running and a rather unwilling British submarine, namely H.M.S. ANDREW waiting to be captured by an equally unwilling bunch of boarders. After three rather dubious attempts amid a shower of smoke floats and guided missiles a foothold was finally secured at the base of the conning tower. Down into the murky depths they jumped, fell or were pushed, only to find themselves caddishly surrounded by the waiting enemy.

Undaunted they fought their way along the length of the undersea monster and asked for the lights to be turned on.

The enemy, realizing that their position was hopeless, immediately surrendered and the battle weary warriors settled down to a smoke and a brew and awful thoughts of the return boat trip.

All this time, the landing party was eagerly awaiting a chance to give the army a few hints on how a war should be fought, and it was not too long in coming.

Down to the southern outpost of Jervis Bay we raced, where word had been received that the area was overrun by the invading horde.

During the run south, all the preparations were made, the gunners party fitted? the troops with their gear and the Chief G.I. was observed trying to fuze the bullets for the bren guns. The day dawned fine and mild, and away they went, aided by a jeer, or cheer from those left behind to guard the ship.

Through the dense undergrowth they crept, and all went well until somebody yelled "snake". After cutting the intruder down with a burst of well aimed blanks, the defenders returned to the ship. Well Army, that's how it's done.

Returning from our refit and Tasmanian holiday, we settled down to the business of fathoming out those gadgets that are found sticking out all over the upper deck, which require special courses at the school of ballistic science to operate. It wasn't long before the blue system, much to the consternation of the red was knocking down targets all over the place. Sometimes anyway.

The A.S. mob have always been quick to point out how much, I think the word is Bull, is required to make an occasional bang, however there was a certain incident about the back door of a tube that effectively silenced them.

Our first real test was to be the gunnery efficiency trials for Admirals inspection, and the T.S.O. on hearing that the Blue Controller had been promised a beer by a rash Stores P.O. for every target shot down, insidiously sneaked aft and sabotaged their radar. Just to rub salt into the wound, they got two targets themselves, but it is rumoured that the pilot cut the wire after a small consideration had been paid. Over the last couple of months we have had one or two small disruptions, such as no radar, a wandering G.R.U. and a dicky hydraulic motor or two, but not to worry, "GUNS" has been reading up on B.R. 1834 so all is not lost.

Junior "G" . . .



DIVISION AT SEA.

ENGINE ROOM DIT.

Well, believe it or not, the Editor has permitted the Engineering Branch to submit an article in the '61 Ships Magazine; so what follows is true, only names and place names have been changed to protect the innocent and Peggy O'Neil.

It was decided that a Mess "Smoky" be held whilst in Hong Kong.

Thanks to the Mess Fund President, a nice, quiet, respectable Bin was found to entertain Thirty thirsty Stokers; The other Twenty being unable to attend owing to the "Ban The Juvenile Leave Campaign."

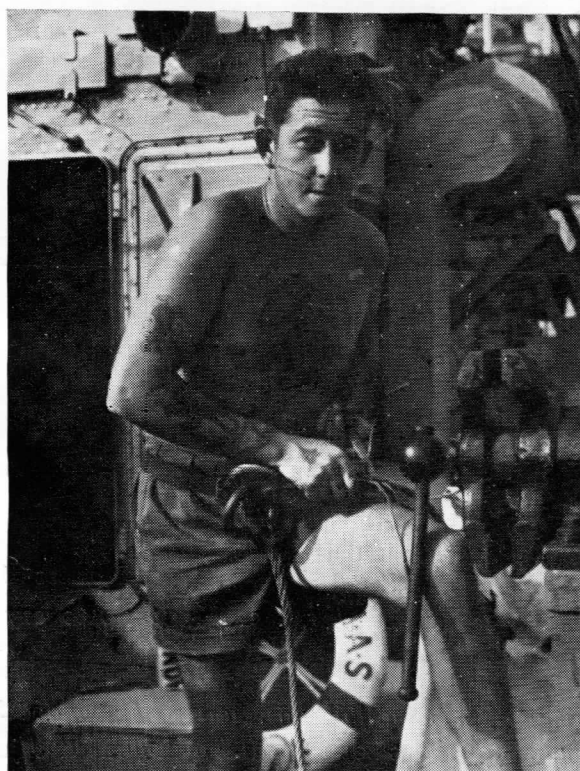
Naturally enough, everybody was looking forward to the big night, particularly a very short L/M.E., named, Nik; Who was seen polishing his size Ten heavy boots and ad-

justing his (USMC) Camouflaged Battle Helmet.

The party which was held at the "China Nights" got away to a good start and the beer flowed freely; too bad it ran out at Eleven O'Clock.

A Floor Show consisting of a Belly Dancer, etc; was put on by the management, but the boys, not to be out one put on a Floor Show of their own; especially, that Silver Haired Daddy, who, accompanied by his partners went through the motions of a dance routine called the "Daisey Chain." Much to the embarrassment of a young English couple who "Gate Crashed" the party.

So much for that "Smoky". Roll on the next one.



During our stay in "Honkers", a pipe was made to the effect that ice creams were not to be bought from the trader on the wharf, because of the possible infection of Cholera. Could it be due to the fact that sales of the Chief Stokers Canteen ice creams was decreasing?

Its good to see that "Ally Oop", the teenage Werewolf, has picked up his P.O.'s rate.

We miss his soft, crooning voice at Wakey Wakey: Ya' Right, Ya' Right. If ya not outa bed in five minutes you'll see some $\phi^*!&?!.$

I hear Wally Renfrew will be paying off at the end of the trip. It seems the P.M.G. department are being issued with a new uniform; Light Grey, drip dry, permanent crease cotton and Wally wants to be in the act.

"Good on ya Postie".



IF Music Be the Soul of Love:

Congratulations are due to Knobby Clarke on receiving his Chiefs Rate, also "Smokey" Dawson on achieving his second hook.

Well there's not much I can say about the Heads of the Department, but, I see a certain Sub Lt (E) gets the maximum smoking enjoyment from his cigarettes. Mainly, he swallows the butts.

I'm glad to hear "Knocker" white has been taking up lessons in Long Jumping. After

his episode of missing the ship in Manila, I don't blame him. At least your Cap made it "Knocker."

Well, I guess this article must close. I could go on to say more but I very much doubt if the Editor would print it.

On behalf of the Engineering Branch; we wish you an enjoyable leave on arrival in Australia and all the best in '62.

1961.

The year opened with the tail end of the leave period and, of course, the end of the refit, which brought officers flying in from near and far to attend the shortest post-refit conference in history (we think). Of course, Williamstown is conducive to short visits, especially at that time of the year.

Shortly afterwards Captain Ramsay joined us from the R.A.N. College and we started the post-refit trials which went off quite well. Families Day for the Melbourne natives was very enjoyable: the weather was kind, and a good time was had by all. The following Monday we set off for Sydney with A.F.L. 501 in tow. The passage to our base port was slow by normal standards, and there was some anxiety about the tow when the wind freshened, but it all ended well.

Next came the work-up, which started off with some fun and games with the fleet, after which we steamed down to Hobart for the Regatta. This was a stroke of luck for us, coming so early in the Commission. I'm sure it's not necessary to elaborate about the hospitality at Hobart, except to say that it was not very good training for boat pulling! We said our fond farewells on 15th February and went up to J.B. for the main part of our work-up.

This was cut a bit short when we were told to dash back to Sydney for fuel and then go off to stand by the S.S. Runic, which was aground on Middleton Reef. This we did, but after a couple of days it became obvious that we could not do much to help, so we embarked a few of the passengers and crew

and steamed off back to Sydney, leaving tugs and salvage experts to tackle the problem.

The following week completed the work-up and the ship returned to Sydney. Saturday 4th March saw the relatives of the Sydney men come on board for their families day. On passing the heads, the Dedication Service for the New Memorial Chapel in H.M.A.S. WATSON was in progress, and an enterprising photographer took a picture which shows VENDETTA framed in the Chapel window. Contrary to most reports, VENDETTA'S appearance was sheer coincidence. The trip was very enjoyable for most—I say "Most" because there was a swell running on this occasion, and some faces gave the impression that all was not quite well with their owners.

After a couple of weeks in Sydney, many sad faces watched us move away from the jetty on the first leg of our trip "Up North". The first port of call was Port Adelaide, where both the ship and her company received liquid replenishment. ANZAC joined us shortly after our arrival and, the following day soundly trounced our whaler's crews: so soundly in fact, that it was suspected that our boat was towing a bucket. This was not so—there must have been another reason!

On to Fremantle and our last look at Aussie for a while. On leaving, there were again very many people to see us leave—I will never believe that we have so many Western Australian natives on board! QUICKMATCH was also in Fremantle but, unlike us, they had done their bit and were on the way home.

On leaving Fremantle, we had a bit of a sea to shake up the acids in our stomachs, but the weather soon improved, and the passage to Singapore was pleasant, even if we were working hard. We reached Singapore on 4th April and spent the next week or so finishing preparations for our inspection. This occurred on a sweltering hot day, and although we did very well generally speaking, there were sighs of relief from a couple of chaps who got a last minute reprieve from kit musters!

With the inspection behind us, off we went to do battle with the feathery enemy in "Pony Express". Almost a month of ping-pong and middle watches, relieved by short visits to Subic Bay and Manila. The only VENDETTA casualties in this war occurred in harbour.

Back to the delights of Singapore dockyard—we were into May now—and then, after a couple of weeks of comparative relaxation, off to Japan. This was about our longest trip and we had to refuel at sea en

route. Of course, we carried out many exercises during the trip, some of them with R.N. ships, but I won't dwell on that. Our first port of call was Hakata, the port for the city of Fukuoka. This turned out to be a very popular spot, being more "Unspoiled" than most large Japanese Cities — although, of course, I haven't heard any complaints about any of them. Those advocates of showers V baths were now presented with their first opportunity to walk back on their previous opinions without losing face. Like most human activities, it depends upon the company one keeps.

After five days of Hakata, an overnight passage to Iwakuni for further punishment—here the locals were ably supported by the U.S. Marine Corps, who also are no slouches when it comes to offering hospitality. During this visit, two officers beetled off to Tokyo to exchange the superseded scrip dollars. I haven't been able to obtain any details about this trip! The trip to Hiroshima was very popular—this is now a smart modern town, but the Atomic Bomb Museum was an interesting—and sobering—experience.



3 Pretty Lasses Who Presented Flowers at Iwakuni.

After another overnight passage we arrived at Kobe, where those who still had money were presented with ample opportunity for getting rid of it. One highlight was the dance given by the local "Missions to Seaman" organisation. The Wardroom Band put in an appearance, but unfortunately, there were no talent scouts present, so they are still having to earn their pennies the hard way. Most of us imbibed a bit of culture by visiting the "Girls Revue" at Takarazuka. This was a splendid spectacle and, as far as the theatre is concerned, probably the best value for money to be had anywhere. During the Kobe visit, one member clocked up five baths in twenty six hours which is something like a record, although I'm open to correction.

We left—reluctantly—Japan on 15th June after a very pleasant three weeks: unfortunately we were denied the beautiful views of the Inland Sea throughout our stay, due to the misty weather prevailing at this time of the year.

Now Vendetta was gathered into F.O.2's fold for more exercises and "Fun and Games" on the way south. On one occasion the M.O. was to be seen conducting choir practice on 'B' gun deck, whilst pirates rushed around on 'X' gun deck, and rockets swished all over the place. We probably broke all records for heaving in an anchor by deck tackle. How it was done remains a secret!



Fun and Games for the Kids at Iwakuni

Our first visit to Hong Kong now followed: here we watched QUEENBOROUGH load up with "Rabbits" before she left us to go home. This week also provided good training for our visit to Manila, where we arrived on 1st July, having skated around the edge of typhoon "Doris". There wasn't a berth available for a couple of days and we were all kept onboard by the weather until arrival

alongside. On 4th we landed a patoon of the VENDETTA Light Infantry, which led the foreign contingent in the parade to commemorate the 15th Anniversary of Phillipine Independence. General Douglas McCarther took the salute during what will probably go down in history as one of Manila's most memorable occasions. Our lads won praise from the grandstand, and, I believe, a few hearts elsewhere.



AT. MIYAJIMA JUNE 1961

Followed a short visit to Subic, where we renewed our association with our American 'Oppos' of Pony Express days. The planned exercises were wrecked by the weather, so we had to give it away and return to Singapore.

Our stay in the Dockyard was shorter than expected. Due to the departure of some of the R.N. ships for Kuwait, we took over the task of providing some training for the R.M.N.V.R. at Penang. QUIBERON joined us, and a comprehensive exercise programme was carried out. The weekends were very pleasant, there being many old friends of VENDETTA both in Penang, and at R.A.A.F. Butterworth. There are now a few more new ones! Back to Singapore for our self maintenance—the ship also received some—and then, in company with QUIBERON, off to Hong Kong with the fond hope that we would be able to pay for all the rabbits which we ordered last time in. As we go to press, the chipping hammers are rattling, paint is being

slapped on, and all the little spaces are being rapidly filled with strange looking boxes and packages. Still to come are the Ship's Company Smoko, more exercises, visits to Kudat and Seria in Borneo, further short visits to Penang and Singapore. Thee "Home James", via Darwin and Cairns.

That's the bones of it, we can all fill in our own details as our memories permit. In case the foregoing should give the wrong impression, it must be said that most of us have put in a lot of hard work too and, because of this, we might claim that the ship itself has "Never had it so good". Who's going to argue with us anyway?

As a matter of general interest, by the time we arrive home we will have steamed something over 30,000 miles, consumed 84,000 eggs, 11 tons of beef, $1\frac{1}{4}$ tons of chicken, about 25 tons of spuds, and will have used 305 gallons of pussers grey, 8 tons of rags, 1,250 tins, of metal polish—and about 12 miles of toilet paper. Well done men!

SPORTS

Generally speaking, Vendetta has had a successful year in the sporting field, excelling in Rugby and Cricket and showing great enthusiasm even where some skill was lacking in the less played sports such as hockey, soccer, softball and so forth.

We were slow to start on our run, and during the latter part of 1960 while the ship was working with the Australian Fleet in Hervey Bay, Sydney and Jervis Bay, little sport was played simply because the occasion to get hold of an oval, pitch or pool was rare. We did manage to win the Fleet Pulling, but only because Tobruk and Anzac left the fleet after having both beaten us in a triangular regatta competition in Hervey Bay. The only other Fleet Competition in which we took part was sailing and the cup is still ours. Vendetta seems to be fairly well established as the sailing ace of the fleet and we have survived challenges from "Anzac", "Tobruk", and in mid 1961, "Melbourne". This marks the skill of Captain Robertson and Lieutenant Lawrence, and later that of Lieutenant Thomason and R.E.M. Cichero. We did get some football at Jervis Bay and in retrospect, I remember that in fact we also challenged Voyager for the Small Ship's Australian Rules Championship in Sydney. The team was out of condition and out of practice and we were beaten, but not too badly. During the refit period from September to January at Williamstown, very little

sport was played. The Golfers as always, managed to find themselves somewhere to play nearby (Koorringal Golf Club) and were happy going ashore at 1600 every evening for 9 or perhaps 18 holes and being able to get a legal beer after 6 P.M. at the completion of the game.

The leave period broke the time up to a great extent and the most regular sport apart from the well known indoor types and golf was "Dockyard Cricket" which was a lunch-time game played against the Dockies using a bitumen oval and a tennis ball. I never did hear the final scores, but they must have been astronomical since the game seemed to run continually. A little bona-fide cricket was played during the weekends against local Williamstown Social Clubs but this was towards the end of our stay.

So on to 61 which started with a visit to Hobart where a fairly wide range of sport was played. For the remainder of our time in Australia, we spent more energy in working up prior to going to the Far East than in playing games.

At Adelaide en route to Perth (and then Singapore) we lost our Fleet Pulling Cup to a very well trained team from "Anzac" who rejoined the Fleet during our stay in Williamstown. Into Fremantle for two days and some exercise against Junior Rate Training Establishment who proved that they have some good material which should be coming



H.M.A.S. VENDETTA-RUGBY UNION TEAM.

Rear Rank. L to R. M(E). F. Jameson, L.S. B. Riekie, M(E). P. Clarke, A.B. K. Horne, L.S. M. Kelly, C.K. L. Allan, A.B. K. Ryan, E.R.A. C. Fowler, M(E). W. Overton, A.B. W. Paxman, C.K. P. Ward.

Front Rank. L to R. L/BTR. D. Main, A.B. G.D. Robintson, A.B. W. Farrell, E.R.A. L. Dyball, A.B. G. Dean, L.M(E). K. O'niel, L.S. R. Jones, A.B. D. Hawkins, A.B. M. Larkin.

to sea (and I hope Vendetta) soon. Upon our arrival in Singapore our activities got started in earnest and since then things have been looking bright, specially as I said earlier, for the Rugby and Cricket teams. Since coming up here we have established a good sporting record, and it is my contention that if we could trap "Vampire" and play her for the Small Ship's Rugby Championship, we would have the Pakestani Shield won for 1961. However F.O.O. has thwarted us and unfortunately this cannot be so.

To comment on every game played and to name outstanding players in each sport

would make this already too long article even longer. I therefore content myself with a brief summary of the fortunes of each team and follow this with a games played and won/lost table.

RUGBY

A successful year. Such teams as those from "Royalist", "Pukaki", "Bulwark", "Belfast" and "R.A.A.F. Butterworth" were played and beaten. The only bad run the team has had was in Japan when it was defeated by 1st Class teams in excellent condition.

AUSTRALIAN RULES

Games have been hard to get, but the team is keen and has potential. Who knows, "Vendetta" may one day get a Winter in Australia and be able to show her prowess.

SOCCER

The ship has few players who have been reared to this game and of course the team has had to battle against R.N. teams far better than itself. When the Powlitzkis, Stavarroninskis and Czovskinizs in Australia start joining the R.A.N. our ships will undoubtedly find their standards soaring.

HOCKEY

Once again this is a game without very many supporters. They have had some good games (one of the better ones was played against the Army at Fanling which the Sports Officer mistakenly despatched 15 hairy Rugby players complete without hockey sticks). Seriously though, some of the teams played have been far too good for us.

CRICKET

A keen and talented crowd. We have at last been able to tackle (and beat) the Fleet Small Ship's Champion, Quiberon.



H.M.A.S. VENDETTA - SOCCER TEAM.

Rear Rank. L to R. A.B. R. Norman, N.S. J. McLeod, S.A. H. Bentink, A.B. B. Kennewell, Mid. D Oner, A.B. B. Litherland, Cdr. A. Townsend.

Front Rank. L to R. L.S. P. Powe, CK. W. Williams, L.S. J. Wright, A.B. D. Stevens, A.B. K. Horne.

TENNIS

The only matches played were in Japan. We have many players onboard, but opposition is difficult to find. There was a good crop of entries for the Far East Station Championships although no one managed to get in to the finals mainly because of a bad lack of practice.

SOFTBALL

The matches played were at their strongest in Japan when we were able to play local U.S. Forces teams at the various places we visited. A couple of games

have been played in Singapore, and we have some very keen softballers onboard.

WATERPOLO

The team is one which suffers very badly from lack of practice though not from lack of enthusiasm. Games have been played in Singapore, Hong Kong and Penang.

BASKETBALL

A game with a good following and a team which has met with success in most places except Japan where, like the Rugby Team, they were beaten by experts.



H-M.A.S. VENDETTA - HOCKEY TEAM.

Rear Rank. L to R. T. O. A. Muddle, L.S. M. Kelly, A.B. R. Miles, M(e). P. Marovitch, L.E.M. W. Bellamy, M(e). P. Hallam.

Front Rank. L to R. E.R.A. L. Dyball, A.C. K. Logan, M(e). E. Hughes, E.R.A. C. Fowler, A.B. W. Clarke.

GOLF

A steady core of very keen players and one which has swollen with the purchase of clubs in the Far East. Not many outside competitions have been included in the itinerary but the Ship's Club has had some very successful days, particularly in Singapore.

SAILING

The only sailing competition in which the Ship has taken part was at Manila Harbour before "Pony Express" when we successfully defended the Fleet Sailing Cup against "Melbourne" and "Voyager".

Game	Played	Won	Lost
RUGBY	16	11	5
AUST. RULES	2	1	1
SOCCER	5	1	4
HOCKEY	6	2	4
CRICKET	4	4	—
TENNIS	2	1	1
SOFTBALL	4	2	2
WATERPOLO	7	2	5
BASKETBALL	3	1	2
SAILING	1	1	—

PERIOD: 1st April — 18th August.



H.M.A.S. VENDETTA-WATER POLO TEAM.

Rear Rank. L to R. S/Lt. J. Perrett, L.R.O. W. Watts, L.S. P. Powe, A.B. A. Sampson, R.O. K. Coull, L.M(E). K. O'niel, E.R.A. G. Patman, Mid. G. Harvey, Mid. D. Oner.

Front Rank. L to R. M(E). D. Dunn, L.M(E). L. Noone, N.A. K. Fenwick, A.B. C. Taylor, M(E). A. Rutten.

VENDETTA
TO TOW
TARGET
FOR
ANZAC!



PLEASE MR RAMSEY
I DON' WANNA GO!

TOBRUK HIT BY STRAY SHELL FROM ANZAC, Unsolved Mysteries of 1961

Who bearded the photographic Lion in his Den?

Who coiled one down left-handed on the Foc'sle?

Who Pinched Queenborough's 'Roo?

Who switched on the lights in cabin 5?

Which mouse Pinched the Captain's Cheese?



SUPPLY & SECS.

It appears that the Supply & Secretariat Branch: you know, that branch that's on board just to make up the number—but just can't be done without, although some people ask why! have had a very quiet time on this cruise up to the Far East. Of course there was the inevitable Steward who while under the affluence of incohol decided to drive one of

them there rickshaws around the block in Penang. Unfortunately he didn't make it,—result \$10 for repair of same (even though it is rumoured that more damage was done to the monsoon drain than to the rickshaw).

Wonder where all the supply dits have gone? Don't tell anyone, but Sarge has them all crated.



The Buffer Pays Attention to Detail
(Painting of Course)

Of course a word of praise for the Victualling Branch who supply those tasty, succulent, mouth watering vittles to the cooks who then proceed to transform same Victuals into tasty, succulent, mouth watering meals, served up daintily onto ratings plates as they file patiently through. By the way I believe we used 12 miles of 4 x 4 in the same period.

They tell me there is an authority on bread—making on board who believe that bread should be made without yeast—tastes better—so the fish say!

What Cook on loan mistook a Chief Electrician for a Chief Cook(O) then pleaded for a chance to become an officers cook?

Well as I said before, we in the S & S have a really quiet time. Of course space does not permit the telling of everything that was done on this seven months cruise, but our stars predicted that we would have good times in Japan, Hong Kong and Singapore and for once they were right.

Lik Lik.

'Ambitious 'Arry.

by Mo.

This is the story of 'arry, the sea-faring
fellow;
Laughable, talkative but otherwise mellow.
Dependability, responsibility, he seems to lack;
Often, too often bots smokes from my pack.

Now 'arry has a yearn, the Landrover to
drive;
The passengers are shaken but usually alive;
He drives like a demon, a devil in drag;
Plays chicken for sport, to him just a gag.

During the day, a time for a break;
Cafe Party muster, brews they make.
I go to my locker, for the cup that I own;
'arry's been there, the cups out on loan.

Divisions at sea, there are no buts;
Swift do they strike, rush for hair cuts.
'arry we fear, Barber his job;
Shears the lot and charges two bob.

LITTLE .

AUSWITCH.

The Engines are turning in "B" Engine hole;
The gauge board down there, is adorned with
a doll.

Senior does rounds, he says with a sneer;
"Who owns that" 'Tis 'arry's, I hear.

When all boiled down, he is a good bloke;
Strange at times, but good for a joke.
His wife he likes, his children too;
But the Navy he loves, the RED,
WHITE AND BLUE.

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Verses sung to the tune of:

"BLIMEY WHAT A MOUTH HE'S GOT."

or

"DON'T BITE ME ICE-CREAM ON A
STICK."

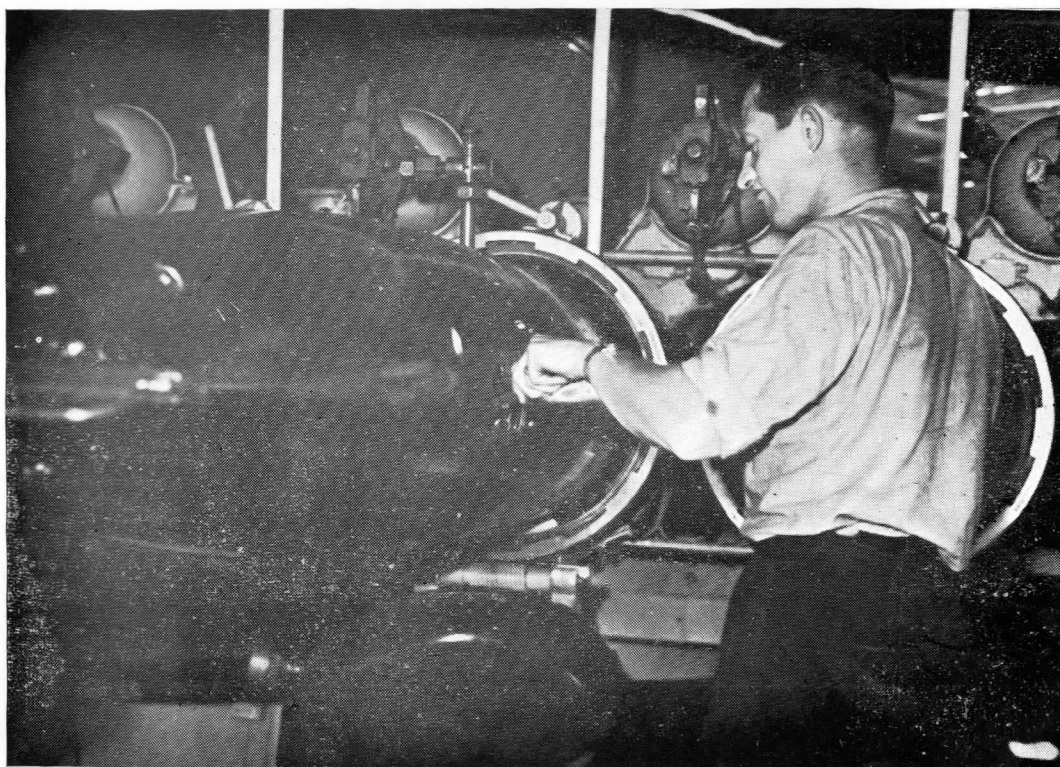


RAS MA TAS NOTES.

This has been a pretty quiet sort of commission TAS-wise. Mark you, we've had a certain amount of fun firing torpedoes at in-offensive S.A.R. Craft, Frigates etc., and once we had a go at a cruiser, and once even a carrier. There was, at one stage, a certain amount of doubt about which end of the tube the fish were supposed to come out of, but we stuck some more chewing gum on the back door and fixed that up. At the time of going to print there has been no opportunity for wits to remark about "The one that got away", but the optimists are always there waiting for a laugh. The boys have worked hard and willingly(?) The rumor about the Chief T.A.S.I. buying a whip is just not true.

There has been a certain amount of difficulty in the A.C.R., but mainly because the prey have been elsewhere—thats the story, and we're sticking to it! Look at the success we had with the TART—even managed to have a certain amount of fun with her in the water—how irrisitable can you get?

It has been said that the amount of work done by the Mortar sweeper is inversely proportional to the amount of success he achieved ashore the previous night. Judging by the handsome appearance of the weapon, and the language that frequently issues forth from beneath it, he must have had some rotten runs ashore: I don't believe it.

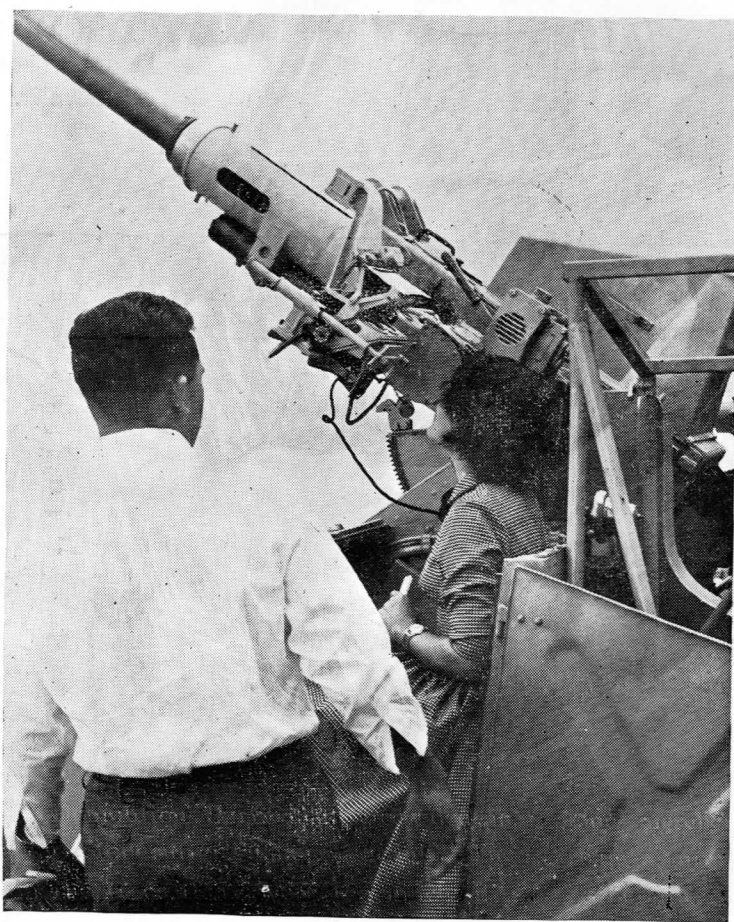


The Demolition Party has succeeded in deepening Stonecutter's quarry a bit. The vines in the trees there were too much of a temptation for our under-graduate Tarzan, who paid the price, and now agrees that, even if it may not be quicker by "Shanks", at least its safer.

The divers have had a certain amount of success too—some of it whilst diving! Clearing blocked suction has been rollicking fun—for the spectators—especially alongside in Hong Kong. Their finest moment was when

one member surfaced wearing a polythene bag, a mixture of rotten vegetables, and one other foreign trophy which shall be nameless. The divers have produced only real problem—how to keep em out of the water?

Footnote. Just because one of our torpedoes developed a bit of a bias on one occasion, there is a bit of anxiety over what will happen if we have to fire a live one. Just have faith men—and prayer mats are pretty cheap in Hong Kong.



OFFICERS

RAMSAY, J.M. Captain, (X), D.S.C.R.A.N.

BROBEN, I.W. Lieutenant Commander,
R.A.N.

TOWNSEND, A.A. Commander, (E) A.N.

KEMP, W.A. Acting Commander, (S) R.A.N.

KING, A.L. Lieutenant Commander, (Elect),
R.A.N.

MORE, J.ST.B. Lieutenant Commander (G),
R.A.N.

RICHARDS, I.H. Lieutenant Commander,
(X), R.A.N.

FEILDER, G.K. Lieutenant, (T.A.S.), R.N.

PARR, D.R. Engineer Sub Lieutenant, R.A.N.

DENTON, K.E. Lieutenant (S), R.A.N.

BANKS, R.M. Lieutenant, (X), R.A.N.

TAYLOR, M.B. Lieutenant, (X), R.A.N.

THOMASON, C.H.S. Lieutenant, (X), R.A.N.

HERBERT, J.H. Surgeon Lieutenant Com-
mander, R.A.N.



IVENS, H.P.H. Surgeon Lieutenant, R.A.N.

EVERIST, R.G. Engineer (OE) Lieutenant,
R.A.N.

PERRETT, A.J.H. Sub Lieutenant (SD)
(T.A.S.) R.N.

SPANTON, K.S.F. Electrical Sub Lieutenant,
R.A.N.

STRUGNELL, J.B. Engineer Lieutenant,
R.A.N.

BLAZEY, D.H. Engineer Sub Lieutenant,
R.A.N.

HARVEY, M.G. Midshipman.

ONER, D.E. Midshipman.

THORTON, D.J. Midshipman.

SHEIL, M.D. Midshipman.

H.M.A.S. Vendetta's Complement.

NAME	RATE	NAME	RATE
ALLEN, C.J.	P.O.M(E).	KINEAVY, D.R.	E.R.A.4.
ARMSTRONG, R.E.	C.P.O. CK(S).	KING, B.T.	P.O. STWD.
AYLWARD, R.M.	C.P.O. (T.A.S.1).	KLIEN, J.W.	E.R.A.4.
BERRELL, J.J.	COX'N.	LEDSON, P.J.	C.N.S.
BINNS, P.E.	E.R.A.3.	LOWRIE, D.E.	P.O.
BLACK, D.S.	C.P.O.	McCULLOUGH, A.	O.A.1(W).
BLACKWELL, R.C.	C.P.O. (G.I.).	McCOSKER, J.R.	P.O. WTR.
BONNETT, M.A.	O.A.(C).	McDONALD, L.G.	A/C.Y.
BOWDEN, A.S.	E.R.A.2.	McLEOD, A.B.	N.S.4.
BRANDON, J.P.	N.S.4.	MACKEY, T.H.	P.O.
BURCHALL, K.C.	S.P.O.(S).	MERCHANT, B.J.	E.R.A.4.
CANT, W.E.	P.O.M(E).	MOORE, D.D.	A/C.P.O. EL.
CARPENTER, M.F.	O.A.1.	NASH, J.B.	P.O.M(E).
CHANDLER, J.D.	A/P.O.M(E).	PATMAN, G.W.	E.R.A.4.
CIARRIDGE, J.H.	P.O.M(E).	READ, M.C.	A/P.O. EL.
CLARK, R.J.	P.O.M(E).	REITHMULLER, G.P.	C.E.A.
CRAINE, M.N.	O.A.1(W).	RENFREW, W.M.	P.O.M(E).
DAVY, A.W.	E.A.2.	RODWELL, R.H.L.	C.Y.
DAWSON, D.G.	A/P.O.M(E).	SHEPPARD, D.E.	C. E.R.A.
DENNIS, C.	S.P.O.(V).	SMITH, B.E.	P.O.
DITTMAN, B.M.	C.E.A.	SPIBY, E.W.	C. O.A.
DONNELLY, R.E.	E.R.A.2.	SPONG, G.B.	R.S.
DUTTON, L.K.	O.A.3.	STEVENSON, H.H.	E.R.A.3.
DYBALL, L.B.	E.R.A.4.	SUTTON, H.J.A.	C.M(E).
FOWLER, C.M.	E.R.A.4.	TAYLOR, L.F.	P.O. (G.I.).
GARDNER, A.	P.O.	THOMSON, I.J.	E.A.2.
GARNER, V.E.	P.O.	WERNERT, W.E.	E.R.A.3.
GIFFARD-BURGESS, R.P.O.		WEAVER, N.S.	A/P.O. CK(O).
GINN, H.R.	E.R.A.3.	WILSON, J.E.	O.A.2.
GINNANE, M.J.	O.A.3.	WILSON, F.C.	A/R.S.(S).
HAMPTON, D.T.	C.E.A.	WHITE, N.	C. E.R.A.
HARRISON, J.A.	A/P.O.	WHITTAKER, J.	P.O.
HENKEL, C.V.	E.A.4.	WOODBIDGE, H.R.	C. EL(E).
HIBBERT, J.F.	O.A.(O).		

NAME

ADAM, B.W.G.
 ADIE, J.A.
 ALLAN, D.K.
 ALCOCK, J.R.
 ALLEN, L.J.
 ARNOTT, A.
 ASHE, R.
 BAGGOT, P.J.
 BARNDEN, K.W.
 BARLOW, R.W.C.
 BELL, G.E.
 BELLAMY, W.
 BENTINK, H.W.N.
 BERRY, M.J.
 BIRCH, A.
 BOND, B.W.
 BROWN, S.K.
 BLACK, L.W.E.
 BOULTON, J.W.
 BOWDEN, A.M.
 BOWDEN, P.J.
 BOXSELL, A.O.
 BOYD, P.A.
 BRADY, I.W.
 BROWN, B.S.
 BUTLER, K.J.
 CRAPPER, P.C.
 CAMPBELL, D.J.
 CAMPBELL, D.M.
 CASHION, J.
 CHAMBERS, R.A.
 CECIL, O.J.P.
 CICHERO, A.J.
 *X CLARK, P.L.
 CLARK, R.L.
 CLARKE, W.M.
 CLIFFORD, D.C.
 COLLINS, A.R.
 COOK, R.W.
 COOMBES, R.F.
 COTTON, A.T.B.

RATE

A.B.
 M.(E).1.
 L.S.
 CK.(S).
 CK.(S).
 A.B.
 M.(E).2.
 R.O.
 A.B.
 M.(E).2.
 A.B.
 L.E.M(E).
 S.A.(S).
 R.F.M.
 O.D.
 CK.(O).
 L.S.
 A.B.
 A.B.
 M.(E).1.
 A.B.
 M.(E).1.
 M.(E).1.
 R.O.
 L/CK. (S).
 L.M(E).
 R.O.
 T.O.
 A.B.
 A.B.
 J.R.O. (S)
 A/L.M(E).
 R.E.M.
 M.(E).1.
 STWD.
 O.D.
 L.S.
 A.B.
 O.D.
 M.(E).1.
 O.D.

NAME

COULL, K.A.
 COWLAND, C.W.
 CULLEN, D.B.
 DAVEY, P.E.
 DEAN, G.R.
 DEMPSEY, G.W.
 DEVENEY, T.J.
 DOHERTY, T.
 DONNELLY, I.R.
 DOWN, R.J.
 DRABBLE, H.L.
 DUKE, R.E.
 DUNN, D.B.
 EDWARDS, W.A.
 EGAN, R.B.
 EMERY, A.C.
 EMMS, A.R.
 ENGEMAN, A.B.
 EVANS, A.F.
 FARRELL, W.J.
 FARRANT, D.G.
 FENWICK, K.P.
 FORD, J.W.
 FORREST, CMcK.
 FRANKLIN, G.J.
 FULLERTON, L.M.
 GARTSIDE, J.E.
 GAVIN, P.A.
 GEORGE, D.
 GILLING(R.E.
 GLAZIER, P.J.
 GRAHAM, M.R.
 GRAY, R.
 GREENHAM, D.A.
 GRIFFITH, A.W.
 GRUMLEY, K.
 GROVES, L.T.
 HALL, K.C.
 HALLAM, P.
 HAMMOND, N.J.
 HANCOCK, J.K.

RATE

O.R.O(S).
 L.M(E).
 L.TO.
 L.TO.
 A.B.
 O.D.
 A.B.
 L.S.
 A.B.
 T.O.
 CK.(S).
 A/L.M(E).
 M.(E).2.
 A.B.
 A.B.
 A.B.
 M.(E).1.
 R.O.
 M.(E).1.
 A.B.
 A.B.
 N.A.
 O.R.O.
 A.B.
 A.B.
 CK.(S).
 E.M.
 R.E.M.
 STWD.
 M.(E).2.
 L.S.A.(S)
 CK.(S).
 L.CK.(S).
 E.M.
 A.B.
 L/STWD.
 M.(E).2.
 A/L.S.
 M.(E).2.
 M.(E).1.
 M.(E).2.

NAME	RATE	NAME	RATE
HARRIS, P.L.	T.O.	LYNCH, B.J.	L/CK.(S).
HAWKINS, D.P.	A.B.	LYNCH, W.L.	A.B.
HEFFERNAN, M.E.	CK. (S).	McCOY, W.R.	M.(E).2.
HELLMRICH, G.	M.(E).2.	McCULLOUGH, R.C.	O.D.
HENDERSON, M.	A.B.	McDONALD, E.L.	O.D.
HIGGINS, P.J.	A.B.	McDONALD, W.J.	A/L.S.
HINE, A.R.	A.B.	McDONALD, L.J.	M.(E).2.
HORNE, K.J.	A.B.	McFARLANE, I.K.	O.D.
HOWIS, P.	A.B.	McGUIRE, I.L.	L.R.E.M.
HUCKSTEPP, K.J.	M.(E).1.	McINNES, N.A.	S.A.(S).
HUGHES, E.J.	M.(E).2.	McKAY, L.I.	L.S.
HUMPHREY, C.R.	STWD.	McKINNEY, R.	M.(E).1.
HUSTLER, J.R.	L.R.O.	McLEOD, F.K.	E.M.
JACKSON, D.M.	A.B.	McMULLEN, B.J.	L.BTCH.
JACKSON, D.J.	E.M.	McPHERSON, N.J.	M.(E).1.
JAMES, N.E.	E.M.	MAIN, A.D.	L.S.A.(V).
JAMIESON, F.C.	M.(E).1.	MAROVICH, P.	O.D.
JACQUES, B.T.	R.O.	MARSHALL, L.D.	M.(E).1.
JEFFERIES, R.	L.R.O.	MARTIN, K.L.	O.D.
JOHNSON, F.M.	STWD.	MASSIE, G.W.	M.(E).2.
JONES, R.M.	L.S.	MATTHEWS, M.J.	A.B.
JONES, J.M.	A.B.	MEWS, R.L.	M.(E).2.
JORDAN, D.C.	L/WTR.	MILES, R.A.	A.B.
KAINE, M.J.	L.M(E).	MILLER, R.G.	L.S.B.A.
KANE, L.H.	L.S.	MILROY, R.H.E.	A.B.
KELLY, M.C.	L.S.	MOELLER, T.P.	E.M.
KENNEWELL, B.C.	A.B.	MOORE, R.	M.(E).1.
KINGSTON-KERR, L.	A.B.	MORRIS, D.N.	A.B.
KNIGHT, A.C.	A.B.	MORRIS, K.A.	T.O.
KOHLER, H.C.	A.B.	MORTIMER, D.J.	M.(E).1.
KRUGER, J.L.	L.S.	MUDDLE, A.D.	E.M.
LARKIN, M.L.	A.B.	MURPHY, R.G.	L.M(E).
LEE, A.N.	M.(E).2.	NEWELL, B.J.	A.B.
LEIS, G.M.	A.B.	NOONE, L.M.	M.(E).1.
LEUTTON, T.J.	R.O.	NORMAN, R.	L.S.A.(V).
LIBBESON, L.D.	O.D.	NORMINGTON, B.F.	M.(E).2.
LITHERLAND, B.R.	A.B.	NURSE, P.	A.B.
LLOYD, L.C.	M.(E).1.	OCKERBY, J.A.	A.B.
LOGAN, K.R.	O.D.	OFFORD, G.E.	L.M(E).
LORD, K.W.	M.(E).1.	O'MEARA, J.M.	R.E.M.
LOWE, M.G.	O.D.	O'NEILL, K.F.	M.(E).2.
LOWIEN, G.	A.B.	OSBORNE, R.R.	A.B.

NAME	RATE
O'SULLIVAN, R.P.	M.(E).2.
OVERTON, W.E.	M.(E).1.
OWENS, H.	M.(E).2.
PALMER, A.E.	A.B.
PARK, D.J.	E.M.
PAXMAN, W.E.	A.B.
PETERSON, G.	L.WTR.
PHILLIPS, M.C.E.	SA.(V).
PHILLIPS, T.O.	E.M.
PHILLIPS, O.C.	O.D.
PHILLIPS, W.R.	M.(E).2.
PICCLES, J.R.	A.B.
PIERCY, R.J.	L.S.
POWE, P.A.T.	L.S.
PREECE, G.	A.B.
PRICE, J.F.	L.E.M.
PROSSER, L.D.	A.B.
PURVIS, A.	D.A.
RANSLEY, C.D.	STWD.
RICHARDSON, P.W.	R.O.
ROBINSON, J.E.	A.B.
ROBINSON, A.F.	A.B.
ROBINSON, A.K.	A.B.
ROBINSON, G.D.	A.B.
RIEKLE, B.J.	L.S.
ROY, G.	A.B.
RUTTEN, A.M.	M.(E).1.
RYAN, G.W.	L.T.O.
RYAN, K.W.	A.B.
RYAN, P.J.	M.(E).1.
SAMPSON, A.J.	A.B.
SCHINCK, R.W.	M.(E).2.
SHANNON, M.R.	O.D.
SMITH, C.A.	L.S.
SMITH, D.C.	A.B.
SMITH, I.F.	A.B.
SHAW, I.W.	A.B.
SPARROWHAWK, J.E.	A/L.S.
SPIERS, B.C.	E.M.
SPONNECK, C.W.	A.B.

NAME	RATE
STEPHENS, D.	A.B.
STEPHENS, R.J.	A.B.
STEVENSON, A.D.N.	E.M.
SALMON, C.G.	L.STWD.
STOKES, D.R.	R.E.M.
STRATTON, S.A.	A.B.
STYMAN, L.P.	M.(E).1.
SUTHERLAND, L.F.	T.O.
TAIT, A.P.	STWD.
TAYLOR, C.C.	A.B.
TODD, A.L.	L.E.M.
TOSTEVIN, J.A.	O.D.
TREAGUS, J.V.	L.WTR.
TROUT, D.R.	M.(E).1.
TYRELL, A.J.	A.B.
UNDERWOOD, B.E.	M.(E).2.
UNWIN, R.L.	E.M.
VAN ZAAANEN, W.A.D.	E.M.
WATSON, D.	CK.(O).
WAIT, H.S.	A.B.
WALKER, M.H.	T.O.
WALL, B.J.	WTR.
WALTON, G.L.	E.M.
WARD, G.R.	CK. (S).
WATTS, W.S.	L.R.O.
WEBSTER, R.D.	A.B.
WHITTEN, A.C.	
WILLIAMS, A.	L.M(E).
WILLIAMS, W.	CK. (S).
WILLS, R.G.	O.D.
WILSON, I.A.	O.D.
WILSON, R.D.	A.B.
WISSEL, H.G.	M.(E).1.
WOTZKO, L.A.	R.E.M.
WRIGHT, J.D.	L.S.
WRIGHT, R.N.	A.B.
WRIGHT, R.A.	O.D.
WEISS, R.J.	CK. (S).
YOUNG, J.C.	A.B.

