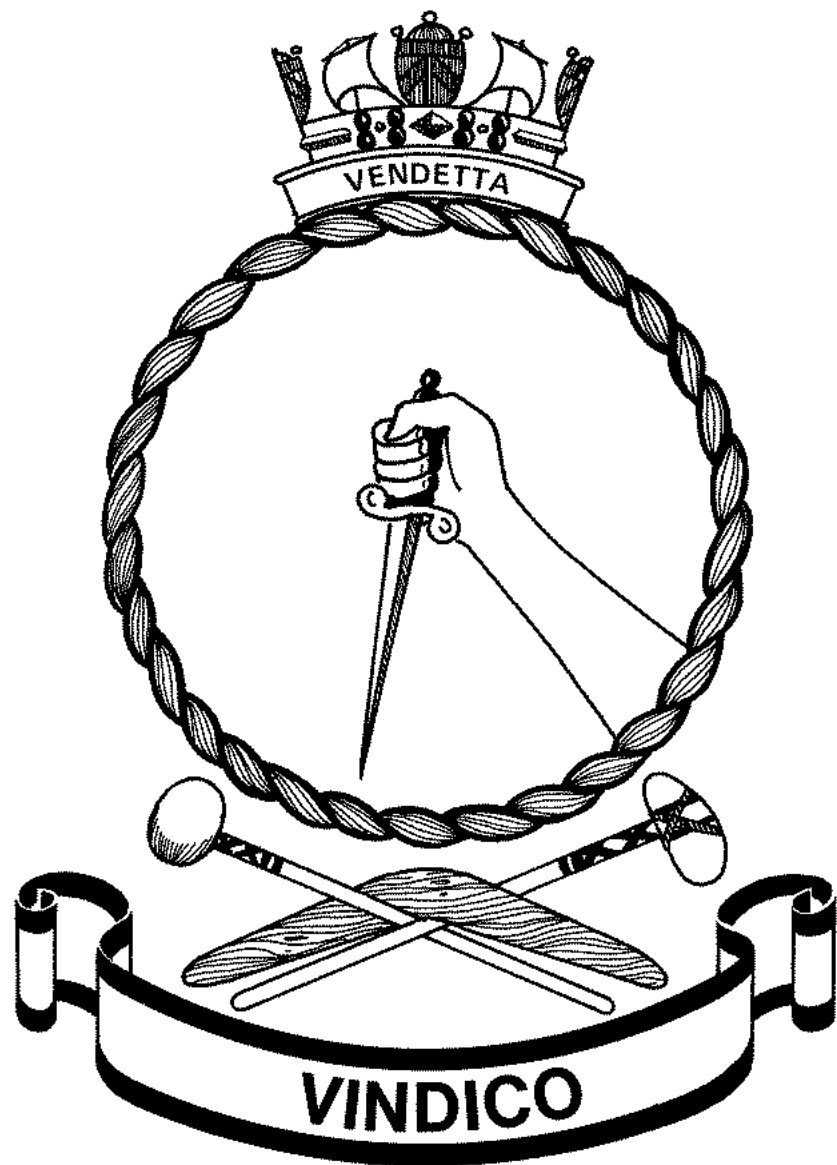


vendetta vietnam 1969-70



editorial staff

Surgeon Lt. Carter.
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PORP Ferguson.
PORP Tulip.
LSQMG Baird.
LEM Hume.
LSTD Mortlock.
LCK Breen.
LROS Whyte.
ORDUC Robinson.
Cartoons, ME Svartos.
ORD CD Zio.

Typesetting and design:
Pacific Computer-Electrographics Pty. Ltd.
Sydney.

Printer:
The Wentworth Press Pty. Ltd., Sydney.

contents

Page 3	Commander E. E. Johnson.
Page 4	Vendetta's history.
Page 6	Highlights of the cruise.
Page 10	Ports visited.
Page 13	"From the top".
Page 14	Statistics.
Page 17	Underway replenishments.
Page 18	Vertical replenishments.
Page 19	Visiting personalities.
Page 20	Sports.
Page 23	Engineering department.
Page 26	Engineering branches.
Page 27	Ships diving team.
Page 28	Vendetta's gunnery world.
Page 31	Cartoons.
Page 32	Xmas doings.
Page 34	Supply & secretariat branch.
Page 37	The healers
Page 38	Ops. room operation.
Page 40	Communications break-down.
Page 43	Cartoons.
Page 44	Social events.
Page 47	"The unrep".
Page 48	Weapons electrical.
Page 53	Cartoons.
Page 54	Goo-Goo
Page 58	List of ships company.

editorial

This book is the culmination of a lot of hard work and long hours by a great many people. Their names are too numerous to mention here. Without their help and co-operation this would not have been possible.

Past experience has shown that books of this nature are often proposed and planned, though never with as much energy and dedication as shown in the compiling of this cruise book.

It is hoped that everyone will find something interesting, informative or amusing in the result. If so the effort and time put into the job will have been worthwhile.

SEAMEN

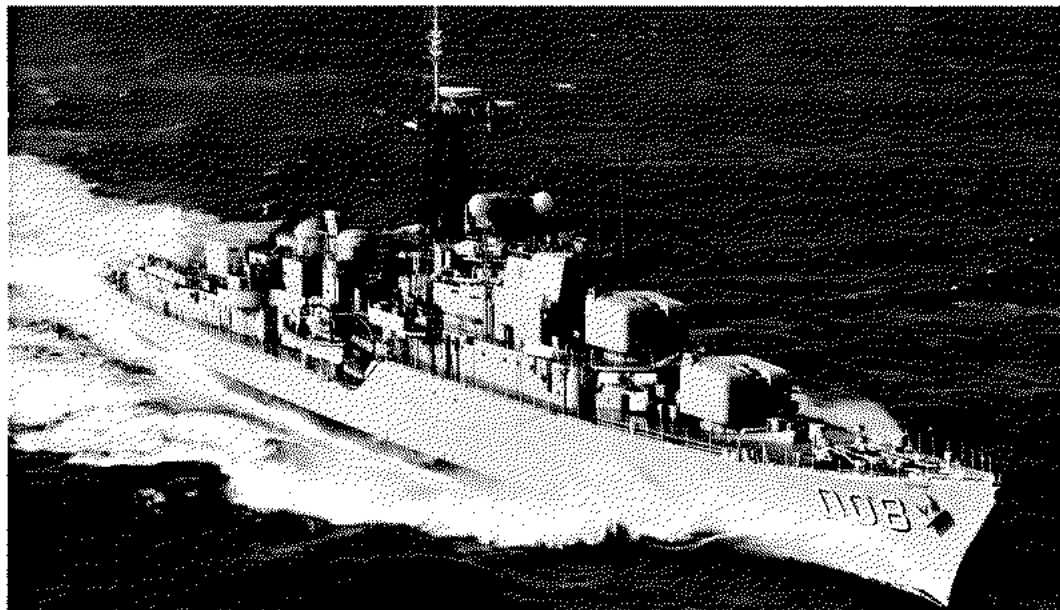
CPOCOX	Timothy	Collins
CPOWM	Ronald	Brown
CPOOMG	Gordon	Millar
CPOFC	Peter	Smith
CPORP	Robert	Smith
POUC	James	Bailey
POCD	Michael	Currie
POWM	James	Oiggerson
PORP	Robert	Ferguson
POWM	Janusz	Kaminski
PORP	Marcus	Riseley
POWM	Harold	Tallack
POQMG	Patar	Thomas
POFC	Patar	Thomsen
POFC	Mackenza	Thorpe
PORP	Reg	Tulip
POUW	Mervyn	Ward
POUC	Colin	Young
LSFC	Kevin	Angus
LSWM	Fredarick	Auty
LSOMG	William	Baird
LSOMG	Alan	Beattie
LSFC	Barry	Brown
LSWM	James	Bruce
LSRP	Robert	Cavanagh
LSOMG	Tarrence	Coleman
LSFC	Tarry	Dack
LSUC	Ian	Edwards
LSOMG	Leonard	Ellis
LSPTI	Rory	Glass
LSQMG	Ian	Gray
LSUW	Frederick	Jaffrae
LSFC	Brian	Kennewell
LSRP	Willem	Krist
LSQMG	Phillip	Longdon
LSUW	Owen	Pontin
LSRP	William	Reilly
LSUC	William	Shanks
LSUC	Oouglas	Short
LSUC	Graeme B.	Trippett
ABFC	Geoffrey	Avard
ABWM	Peter	Ashby
ABWM	Roderick	Armitaga
ABOMG	Raymond	Blackar
ABQMG	Gary	Blinkhorne
ABFC	John	Bond
ABUC	Colin	Bron
ABRP	Barry	Chenoweth
ABUC	William	Culbert
ABUC	Oennis	Dart
ABUC	David	Oenmen
ABUC	Bruca	Engert
ABRP	Vlasturs	Ezargailis

ABRP	James
AB	Edwin
ABQMG	Colin
ABUC	Glen
ABFC	Kaith
ABWM	Pieter
ABQMG	Ian
ABWM	John
ABFC	Warwick
ABRP	William
ABWM	Bjarne
ABQMG	David
ABWM	Michael
ABUC	Michael
ABWM	Robert
ABRP	Ian
ABRP	Dennis
ABWM	Terrance
ABWM	David
ABRP	Christopher
ABOMG	Stewart
ABWM	Robert
ABWM	John
ABWM	Graham
ABUC	Frederick
ABFC	Norman
ABWM	John
ABFC	Kavin
ABOMG	Jamas
ABCO	Gary
ABWM	Oouglas
ABWM	Jo
ABWM	Raymond
ABRP	Eric
ABWM	Rodney
ABRP	Malcolm
ABFC	Trevor
ABOMG	Reginald
ORDUC	Anthony
ORDCO	Ian
ORDFC	Ebarhard
OROWM	Oavid
OROOMG	Oavid
OROSR	Stephen
OROWM	Oavid
OROU	Lea
ORORP	John
ORORP	Gerhard
ORORP	Peter
ORDUC	John
ORDQMG	Kenneth
OROQMG	Hartmut
ORDQMG	Kevin

Wayne	Godenzie
James	Gresty
Edwin	Hammond
Colin	Hardie
Glen	Hasler
Kaith	Hayward
Pieter	Hoogland
Ian	Hunter
John	James
Warwick	Jose
William	Krause
Bjarne	Kristensen
David	Little
Michael	Lester
Michael	Martin
Robert	Medcalf
Ian	Mosey
Dennis	Murray
Terrance	McKeever
David	McKay
Christopher	Newton
Stewart	Northey
Robert	Ollenburg
John	O'Shaughnessy
Graham	Pardy
Frederick	Pashen
Norman	Pearson
John	Raspe
Kavin	Ridding
Jamas	Sage
Gary	Simmons
Oouglas	Stonahouse
Jo	Storrie
Raymond	Surridge
Eric	Walker
Rodney	Werner
Malcolm	Waat
Trevor	Williams
Reginald	York
Anthony	Adkins
Ian	Bush
Ebarhard	Buethke
Oavid	Couper
Oavid	Crockford
Stephen	Glover
Oavid	Haines
Lea	Hawkins
John	Hicks
Gerhard	Jonnak
Peter	Maxwall
John	Robinson
Kenneth	Rosavear
Hartmut	Ryschka
Kevin	Waltar

Godenzie	Gresty
Hammond	Hardie
Hasler	Hayward
Hoogland	Hunter
James	Jose
Krause	Kristensen
Little	Lester
Martin	Medcalf
Rodney	Mosey
Raymond	Murray
Keith	McKeever
Glen	McKay
Richard	Newton
Michael	Northey
William	Ollenburg
Lindsay	O'Shaughnessy
Travor	Pardy
Ronald	Pashen
David	Pearson
Anthony	Raspe
John	Ridding
Terrance	Sage
Patrick	Simmons
David	Stonahouse
Clyde	Storrie
Malcolm	Surridge
Peter	Walker
Robert	Werner
Raymond	Waat
Robert	Williams
Kaith	York
Donald	Adkins
Donald	Bush
William	Buethke
Joseph	Couper
Barry	Crockford
John	Glover
Brenton	Haines
Morris	Hawkins
Bernard	Hicks
Robin	Jonnak
Graham	Maxwall
Mertinus	Robinson
David	Rosavear
Kenneth	Ryschka

OROUW	Alan	Willingham
OROCO	Georgia	Zio
COMMUNICATIONS BRANCH		
CCY	Robert	Barkar
CRS	Raymond	Walls
CY	Victor	Purvey
LRO	Oavid	Oixon
LROS	Anthony	Maehan
LTO	Gregory	Palmer
LTO	Neil	Robinson
LRO	Richard	Treasura
LRO	Anthony	Miles
LROS	Mathew	Whyta
RO	Rodney	Arnold
TO	Raymond	Bennett
RO	Keith	Bullock
TO	Glen	Consadina
RO	Richard	Dorham
TO	Michael	Frauenfelder
ROS	William	Gedd
ROS	Lindsay	Giltrap
ROS	Travor	Malby
TO	Ronald	McMah
TO	David	Newham
RO	Anthony	Penney
TO	John	Scarlett
ROS	Terrance	Helion
RO	Patrick	Turner
RO	David	Watson
OROCO	Clyde	Batty
ORDCO	Malcolm	Bullivant
OROCO	Peter	Burdett
ORDCO	Robert	Johnson
ORDCO	Raymond	Newell
OROCO	Robert	Ross
SUPPLY AND SECRETARIAL		
CPOSN	Kaith	Burchall
CPOCK	Donald	Brinkley
CPOCK	Donald	Craig
POSV	William	Brown
POSTO	Joseph	Ourick
POCK	Barry	Frame
POSBA	John	Hornsby
POSTO	Brenton	Kruse
POSN	Morris	Lahmann
POWTR	Bernard	McGrade
POWTR	Robin	Raue
POCK	Graham	Trappett
POSN	Mertinus	Van Wyck
POSV	David	Worrel
LCK	Kenneth	Beu



HMAS Vendetta in 1964. Then fitted with Torpedoes.

vendetta's history

Originally the first of her name in the Royal Navy, VENDETTA commissioned in October, 1917 and joined the Thirteenth Destroyer Flotilla. She was in action in November of the same year against German minesweepers in the Kattegat, and again shortly after against a German cruiser force in Heligoland Bight. Her service in the First World War was completed by towing surrendered German destroyers from Scapa Flow to Rosyth in 1919.

VENDETTA was a Zeebrugge in November, 1920 when her Captain handed over HMS VINDICTIVE to the Belgian Navy, and she also escorted the body of the Unknown Warrior across the English Channel. The ship joined the

Fifth Destroyer Flotilla in the Mediterranean in 1924, and was employed on patrol duties in the Red Sea during the Jeddah War.

In 1933 VENDETTA, together with the destroyer STUART (Flotilla Leader), VOYAGER, VAMPIRE and WATERHEN, was loaned to the RAN to replace the old "S" class destroyers. The ships commissioned at Portsmouth in October, 1933 as the Australian Destroyer Flotilla, and sailed for Australia a week later, arriving in Sydney just before Christmas. After a brief period in reserve in 1934, VENDETTA served with the Australian Squadron until June 1938.

The Munich Crisis caused a partial mobilisation of the RAN, and VENDETTA was again commissioned in September, 1938. She took part in trade defence exercises, and upon the outbreak of World War II was employed on anti-submarine patrol off Sydney. In October, 1939 the Admiralty requested that five destroyers be sent to Singapore and the Australian Flotilla sailed with the cruiser HOBART the same month. From Singapore they were sent to the Mediterranean, where they arrived in December after carrying out patrol duties in the Indian Ocean. They were kept busy on patrol and escort during early 1940, and in May joined the British "D" class destroyers to form the Tenth Destroyer Flotilla.

VENDETTA was refitting at Malta in June 1940 when Italy entered the war, and her diary records that 'from June 11th, to July 8th, Malta was bombed on nearly eighty occasions'. Her ship's company took part in the defence of the dockyard.

Further escort duties all over the Mediterranean followed, as well as operations off Castellorizo and the bombardment of Fort Capuzzo and Bardia in August. VENDETTA continued escorting until October, when she commenced refitting at Malta. November was spent on convoy work between Crete and Malta, and at the end of 1940 the Tenth Flotilla operated in support of General Wavell's successful campaign in the Western Desert in North Africa, mainly by carrying out bombardments and by the protection of supplies.

1941 began with the assault of Bardia by the 6th Australian Division, and VENDETTA took part in the Fleet bombardment. Shortly afterwards the Luftwaffe arrived in the Mediterranean in strength to boost the failing Italian arms, and enemy air attacks increased in intensity and effect. VENDETTA played her part in conveying British troops to Greece in



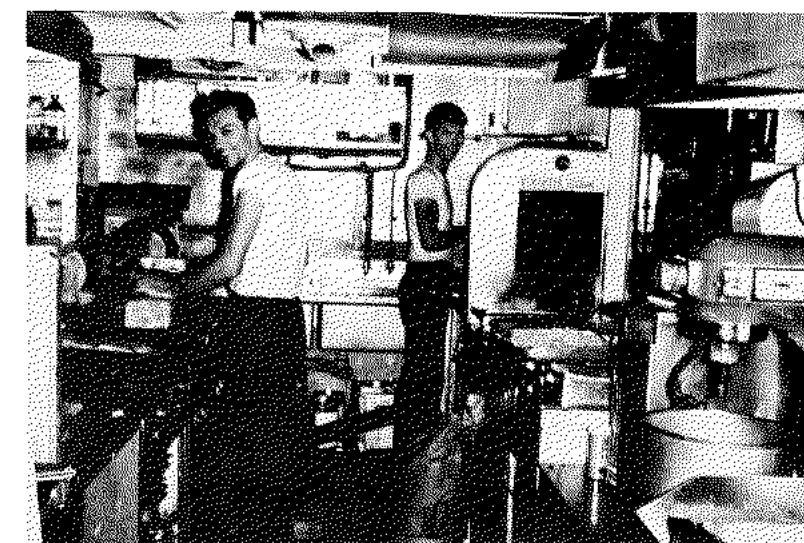
Is she more frightened of the beard or the needle?



Cabin and Sound Lounge.



"Gun target line 271°, range 12,000 yards", LCDR Furlong Fixes.



Main galley slaves at work.

highlights of the trip

The Crossing of the Line ceremony for the uninitiated. Mostly the younger members, though a few not so young, were noticed. Finished with an all-in in the makeshift pool, with most of King Neptune's court getting a ducking.

The look of joy on the faces of the crew of Brisbane as we steamed alongside in Subic Bay to relieve them. The same look was evident amongst crew members of VENDETTA when Hobart pulled alongside seven months later.

The amazement at the uncomplicated ease of our first vertical replenishment beats the jackstay by a mile.

The look on the faces of some of the crew after their first run ashore in the mystic East, even though it was only Singapore.

The jubilation, or was it amazement shown by the tireless but not very lucky Rugby team after their long awaited first victory for the trip.

A great deal of embarrassment was experienced by our XO, acting as liaison officer for our visit to Taiwan, trying to explain our delay in arriving. Apparently the locals couldn't understand why steaming into the tail end of a hurricane could possibly slow us down.

It was noticed the vast improvement in organisation and results when we took part in a combined operation with Australian forces ashore in the vicinity of Nui Dat. Most were sorry we couldn't have spent more time in this type of deployment.

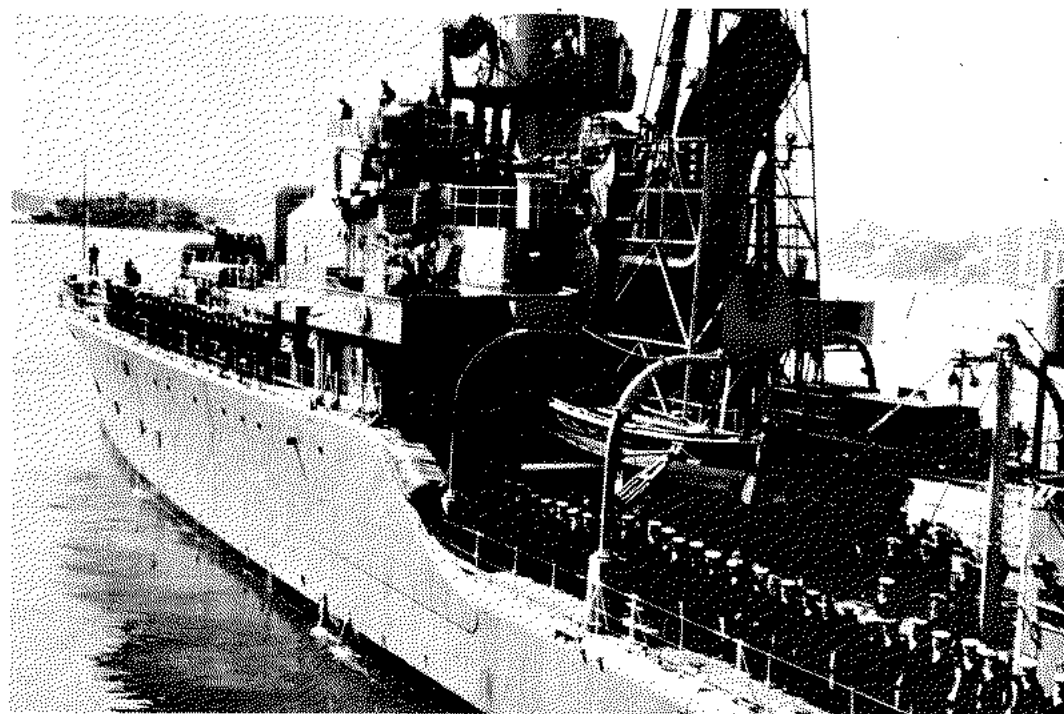
In the early part of the trip, for inexplicable reasons we seemed to have an excessive amount of trouble with our fuelling rigs. At one stage there was more fuel above decks than below decks.

Finally it was noted with pleasure and appreciation the way everyone knuckled down

to jobs that were at times dirty, very tiring, boring, but always necessary, with a minimum of fuss and bother and a high standard of efficiency.

CAFE PARTY

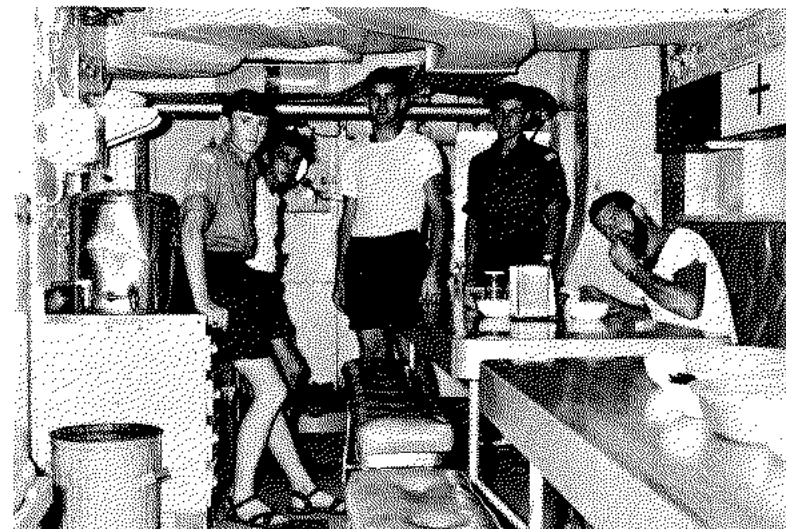
After our brief, hair-raising workup, broken by a swift run to the "Noongah" search, our



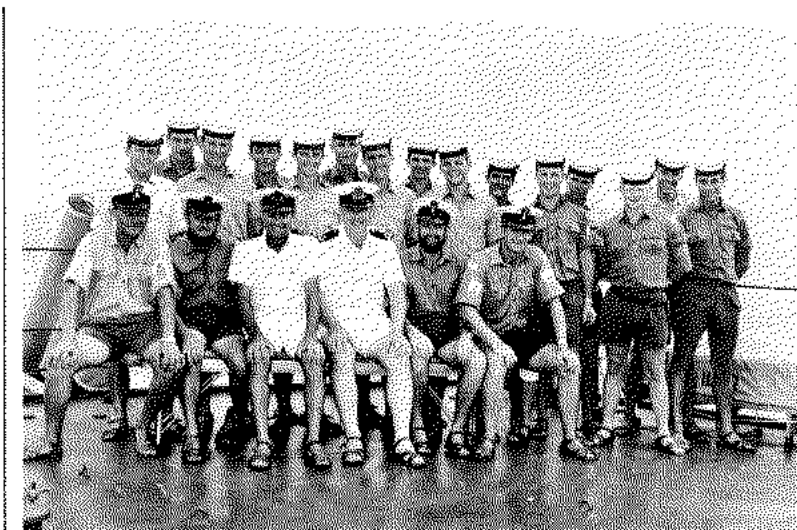
Vendetta leaving from alongside HMAS Stalwart, Garden Island.



Subbie Murray and the "Frightful Four".



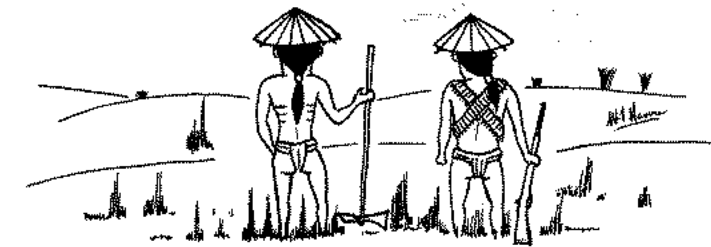
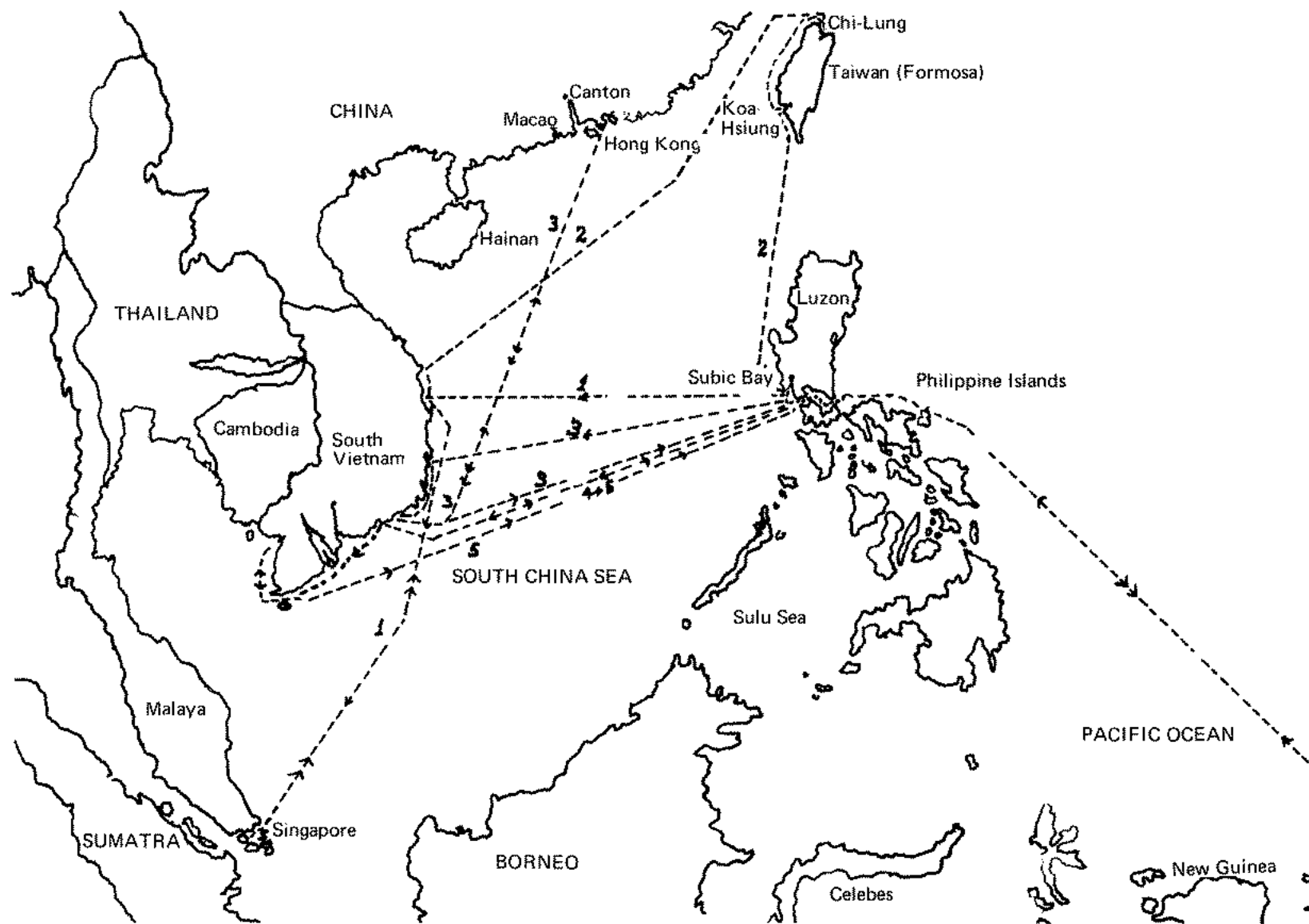
Cafe party appreciated P.O. Ward's hearty appetite.



"TAS" -- The forgotten branch



Cafe party



I wish those Aussies would leave us Daymen alone!



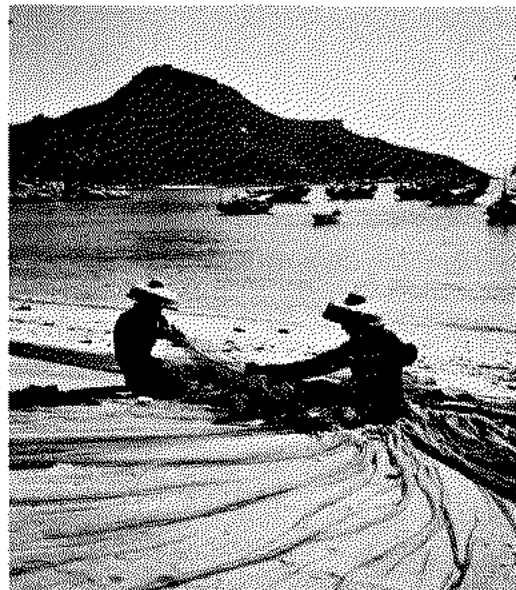
"Big E" he shred our rice in such a nasty way!



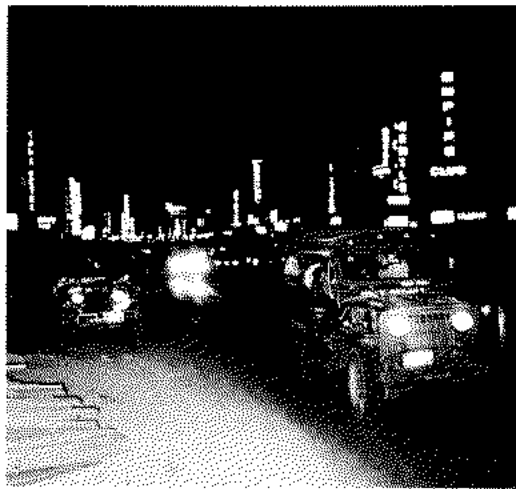
Catch any Crayfish mate?!!



Come and get it boys!!



Mending fishing nets, Stanley, Hong Kong.



Olongapo city by night.

ports we have visited

For those who didn't realise it the purpose of the last 7 months was to see how many ports we could visit and make a report on the sporting fields and bars at each place.

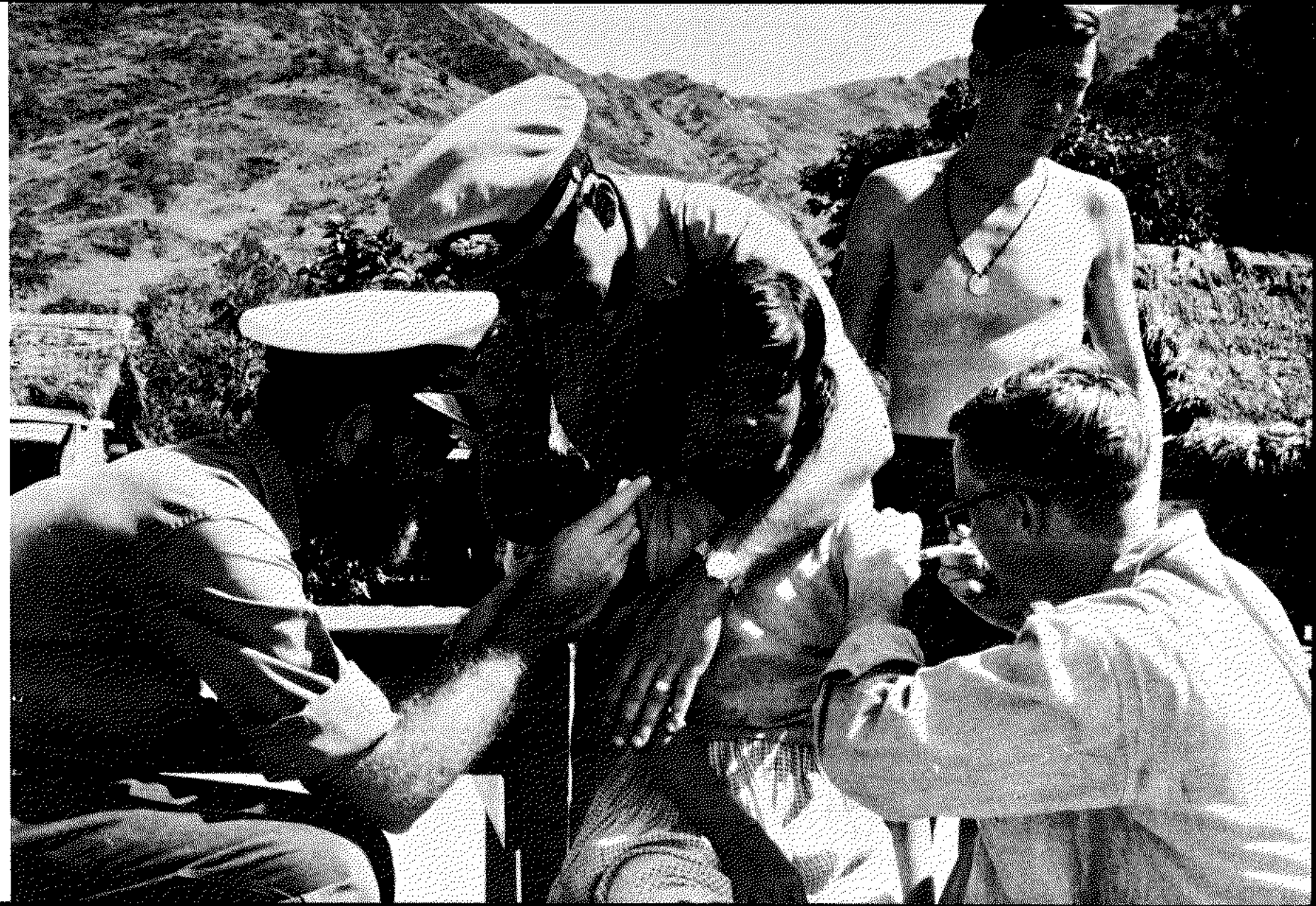
Our first visit was an overnight stop at Manus — that lost tropical island somewhere in the Pacific. The water on Paradise Beach was 82° F, the beer was a cool 35°, the locals thrashed our No 1 Rugby team on a coral field, (but the seconds beat a Patrol boat team by at least 1 point), and one EM got clobbered with a coconut. An ex VENDETTA officer, Frank Gunst, had a tremendous barbecue organised and the Engineer Officer showed us how to cook steak in a tropical downpour. This ship's company wrote themselves off in the wets and we heard later that the billiard table had a rough time also.

A few days later we were in Subic Bay to relieve BRISBANE. The service facilities there are very impressive. There are luxurious enlisted men's clubs, excellent sporting fields, skeet range, golf course, go cart track, boats for game fishing and water skiing, and a beach set aside for barbecues. The various Navy Exchange have a wide variety of keenly priced goods. Most shoppers saved their money and waited to compare prices elsewhere. This proved to be disastrous for some as some popular stocks became exhausted over the Xmas period. The Toyland store disappeared completely.

Outside the Naval Base there is the infamous City of Olongapo which exists only to entertain servicemen. Over 2 million sailors visit the 400 or so bars each year and over 8,000 bar girls eagerly await them. Providing you have anything resembling money you can get almost anything you want in Olongapo — you can also get a few things you don't want as well. Nearly 1,000 highly decorated Jeeps try to fit into the main street and they will "take" you anywhere. Drivers don't seem to carry change either. Drugs are plentiful but the quality is doubtful. The local police investigate one murder or stabbing in the district each night and several local gangs carve up their rivals regularly.

The exchange rate of the peso varies daily and we saw a 100% increase in the exchange rate over a 6 month period. "Official" money exchanges and dozens of blackmarket operators are very keen to relieve you of your dollars and the money exchange business is very competitive.

Most bars have excellent bands and the natives can be very friendly. Places with a good floor show tend to do the best business. You can always get a steaming watch from the New Jolo Bar. Crocodile feeding outside Paulines is a current popular pastime but that is a story in itself. The baby ducks don't find it very amusing however.



almost disappeared. The luxury hotels seem to cater mainly for American visitors and prices are adjusted accordingly.

The Wanchai area was very popular for mess deck parties and the China Fleet Club still has cheap accommodation and a tremendous product display area with contract prices to match.

Popular purchases were electrical goods, tailored clothing, suede leather goods, jewellery, watches (not many have bamboo springs these days), car coats and shoes. The ship's company spent about \$100,000 during our extended stay and a few still had to telegram home for more funds.

A highlight of the visit was the painting of white kangaroos on the tail fins of two visiting submarines. The visitors were very impressed and kept them for almost a week even though one looked more like a rat.

Jenny's side party had plenty of time to paint



"Jenny's side party" at Hong Kong.



Crucifixion rites San Miguel, Philippines Good Friday, 1970.

the ships side and arranged for a few fittings to be chromed. The ship looked very smart as it departed Hong Kong with fresh paint everywhere.

We didn't go anywhere else although a return trip to Singapore was hoped for. A third visit to Subic Bay was gained early in March and the final visit was made there at the end of March when the "Weight" was passed to HOBART. The transfer also included the handing over of favourite bars in Olongapo and a wild combined barbecue for the stokers. An exhibition rugby match followed by the 7th Fleet Rugby Championship match against HOBART attracted large crowds and the locals are still wondering how many players get killed each year at this rugged sport.

The sporting aspects and the bar inspections were very successful, the shopping was good and most people realised that the only way of

getting back from the far east with a small fortune was to start out with a large one.

In all we visited Manus twice, Subic Bay four times, Singapore, Keelung, Koah Siung and Hong Kong once. On all occasions we needed the spells on the gunline to recover and build up a bank balance before reaching the next port.

Your Shopping Guide for the Future

The best buys are as follows:
 Subic Bay — monkey pod ware, recording tape.
 San Miguel — beer, ducklings, pesos.
 Singapore — Noritake china, shoes, Tiger beer.
 Taiwan — LP records, books, Taiwan beer and gorgeous girls.
 Hong Kong — Electrical gear, cameras, clothes, suede leather, watches, opium.
 Manus — Expensive low quality native carvings, coconuts and hangovers.

Just back from the front, on the left side of the ship, in a space of 10 cubits by 12 cubits, dwelt the working part of the greenies. Unfortunately, owing to an unforeseen lack of cubits, a number of the workers were banished unto the farthest extremities, wherein also dwelt a large part of the purple empire. Much to the regret of the working greenies, room was also found for some senior workers, supervisors and other layouts.

The months of sweat and toil at CODOCK finally began to bear fruit during the workup and ORE and by the beginning of September we were confident that everyone knew his job. If not how to do it. In addition to bearing fruit, it also bore beer, dry provisions, naval stores, potatoes, spare gear, beer, canteen stores and beer, all of which had to be humped by hand. For most of the greenies and Weapons maintenance party, the early part of September was one long store ship, broken up by the odd barrel change.



After a days R & R from the rigours of passage at Manus, where we had a spot of trouble with coconuts (the Boss and Sos being the victims) we crossed the line. King Neptune and his court visited, and the usually summary justice was dealt out to the novices, among whom were Pom Colman, Breno Whitam, Sandy Thompson and Grahame Kerr.

The handover in Subic proved to be a tiring affair particularly the Olongapo section. A quick Gallup Poll on September 30th showed 100% in favour of going to sea. As most of the department were daymen and thus did not have the advantage of 12 hours sleep a day, our first taste of the gunline proved to be exhausting and the same 100% did not seem too upset to arrive at Singapore.

It was on leaving Singapore that an unexplained increase in the electrical load was discovered and only after investigations by Taffy Frank and Pincher Ltd (in charge of



Barrel change in Subic Bay

statistics

Continued from page 9.

MARCH 1970	
1—4	II CTZ NGSF Vic Phan Thiet
5—6	Enroute Subic
7—12	Inport Subic
13—14	Enroute II CTZ
15—16	II CTZ NGSF Vic Phan Thiet
17—23	IV CTZ NGSF
24—25	Enroute Subic
26—29	Inport Subic
30—31	Enroute Manus
APRIL 1970	
1—3	Enroute Manus
4	Inport Manus
5—10	Enroute Sydney
11	Arrive Sydney

VITAL STATISTICS

DIVING	
Diving Time	6,542 mins
	2,382 mins operationally
Area of approx.	1,000,000 sq. ft. searched
21 missions completed	
9.756 cubic ft. of dry breathing air used.	

DISTANCE STEAMED SYDNEY

TO SYDNEY:- 39,558.5 Nautical Miles	
Number of Fuel Replenishments:	26.
Number of Ammunition Replenishments:	17.
Number of Vertical Replenishments:	4.

ELECTRICAL POWER: During the cruise we generated about 2½ million domestic units of electricity — this is enough to light a small torch bulb for about two hundred thousand years.

ELECTRIC SHOCKS: The Electrical Department estimates that it received a total of 75,000 volts in zaps during the cruise — individual record to power Sercombe (8,200 V all at once) and second place to the CSAP (only 115 V but from two separate generators at the same time).

MOVIES: 188 movies were shown on board — each one about six times. This represents 2000 hours of movies. (A movie this long could stretch from Melbourne to Sydney via the Coast Road).

ENGINEERING

Fuel consumed	7,540 tons
Feed water consumed	5,143 tons
Fresh water consumed	6,519 tons
	4,800 galls. per man.
Boiler flash up	33 times
Engine Room flash up	23 times
Boiler hours	6,240
Revolutions of both shaft	— approx. 20,000,000

COMMUNICATIONS

Messages received	117,447
Messages sent	1,900
450 mls. of teleprinter paper used	
1000 mls. of teleprinter tape	
Telegrams sent approx.	250

FOOD CONSUMED

Bread	30,000 lbs.
Potatoes	60,000 lbs.
Meat	60,000 lbs.
Tomato Sauce	2,000 bottles
Baked Beans	1,500 tins
Eggs	6,000 doz.
Butter	8,000 lbs.
Fresh Fruit	400 cases
Ice Cream	800 galls.
Sugar	1,400 lbs.
Tea	900 lbs.
Flour	22,000 lbs.
Coffee	400 lbs.
Quick Frozen Vegetables	10,000 lbs.

STATISTICS OF SHIP

Displacement	3,600 Tons
Length	390 Feet
Beam	43 Feet
Speed	Over 30 Knots
Armament	6 x 4.5" Guns
	6 x 40 mm Guns
	Anti-Submarine Mortar
Complement	320

All welded construction

Engines:	Two steam turbines developing over 50,000 horsepower driving twin screws.
Steering:	Twin rudders.

the unrep

by Henry Gibson

*I love to see an UNREP,
It gives me such a thrill.
To stand among the DAYMEN,
Just waiting for a kill.*

*Those bustling little sailors,
"Look!" there's one upon the deck,
A bight of rope came flying by,
And broke his little neck.*

*See that "timid" sailor,
He's grabbed that flaying pin.
See that timid sailor cry,
As it tears off half his skin.*

*See the First Lieutenant,
He's jumping up and down,
He's yelling "Hurry Hurry!"
Look another one's gone down.*

*They're acting rather urgent now,
The record they will knock,
Hear that PO Seaman scream,
As they reeve him through the block!*

*"See those jackets bobbing?"
The daymen, they all roared.
A lashing fuel hose caught them,
And threw them overboard.*

*See that silly sailor,
Bleeding from the head,
A screaming voice distracted him,
"My isn't his blood red?"*

*Here comes our NOBLE DOCTOR!!,
With bandages and cream,
You'd better hurry "Georgie",
I think I heard a scream!*

*The fuel oil's coming in now,
This should be a joke.
'Cause I just saw a DAYMEN,
Lighting up a smoke!!*

*Here comes a yellow trolley,
"For lifting stuff", I think.
It doesn't really matter though,
They dropped it in the drink!!*

*Here comes a rack of ammo,
It's coming with a roar.
Listen to that sailor yell,
"Oh!! it's pinned him to the door!"*

*Now check our yankee brother,
With whiskers like barbed wire.
"Don't look now, you idiot!,
But your winch has caught afire.*

*Just check that "gutty sailor",
To prove he's not afraid.
He's hooked onto the jackstay,
And now he's CABLE LAYED.*

*Watch the oil fuel gushing,
Across the deck so black.
Four sailors just came floating past,
With Stokers on their backs.*

*Here comes the ship's Green Grocer,
Just look at that guy FUME!!
He went and found his "veggies",
Struck down in B Shell Room.*

*And now an irate Gunner,
With oily blackened legs,
How do I kill "Charlie",
With a dozen flaming eggs!!*

*Oh look!! here is some action,
The "Jimmy" is above,
A yelling berzerk sailor!!
"Geez" what a mighty shove.*

*I think the UNREP'S over,
The wire has gone back.
And as I am a DAYMEN!! true,
I'm heading for my rack!!*

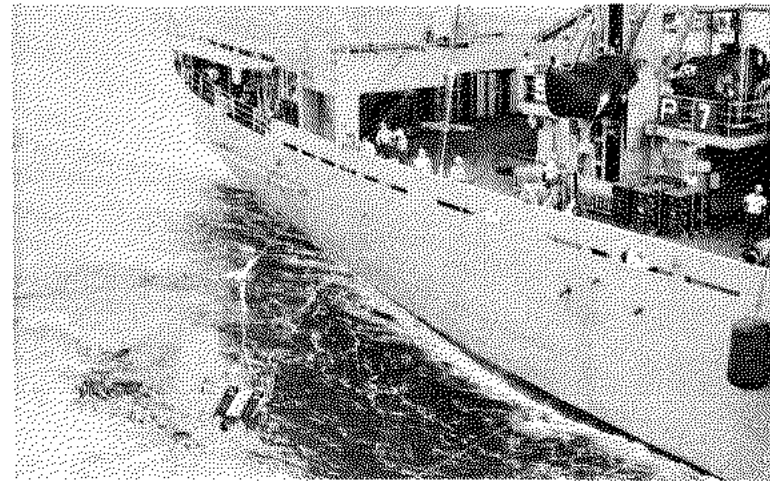
EPILOG

*"Keep it safe"! The message read,
With PURPOSE they will win.
So before you do an UNREP boys,
Fill out a NEXT-OF-KIN!!*

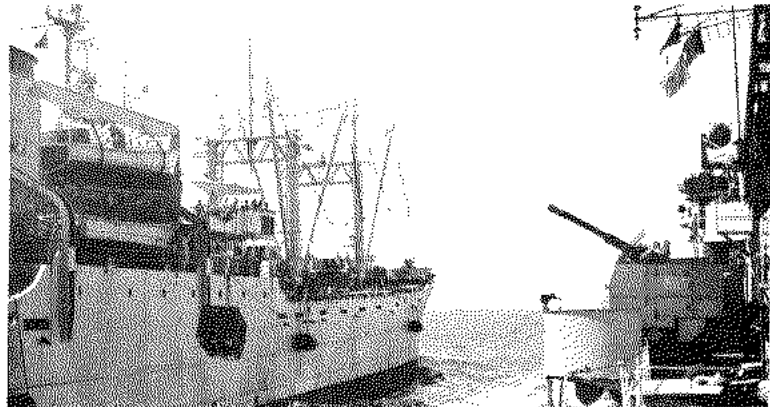
underway replenishment



The critical approach to an underway replenishment. The Captain eases her in while the Exec. checks that the gear is ready



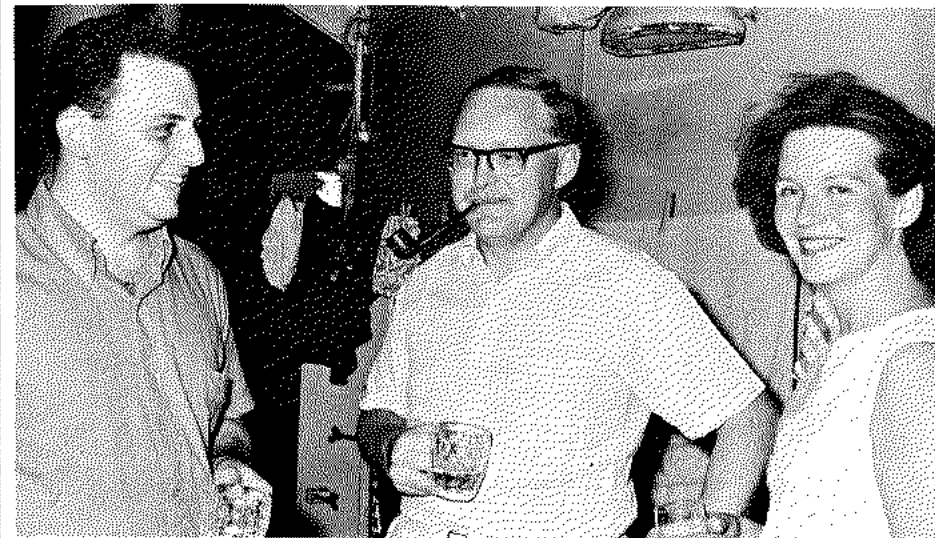
The ammunition trolley coming across from the munitions ship



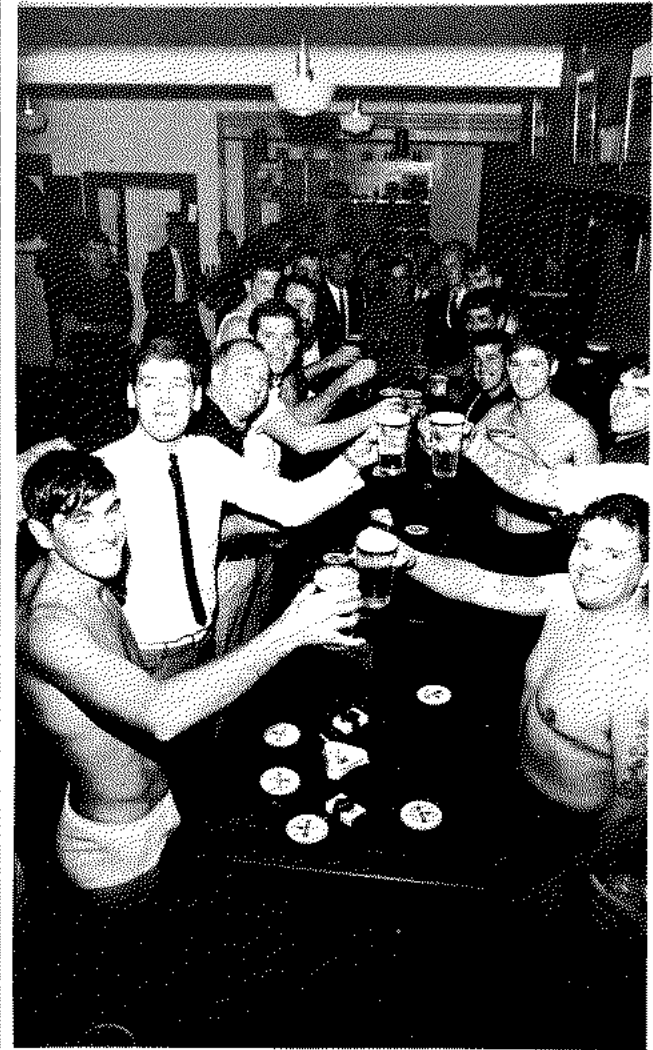
Ammunitioning underway replenishment is a manoeuvre calling for great skill and seamanship



The Captain practices his Manderin on an unsuspecting Admiral while the navigator officer gets the cocktails in Taiwan.

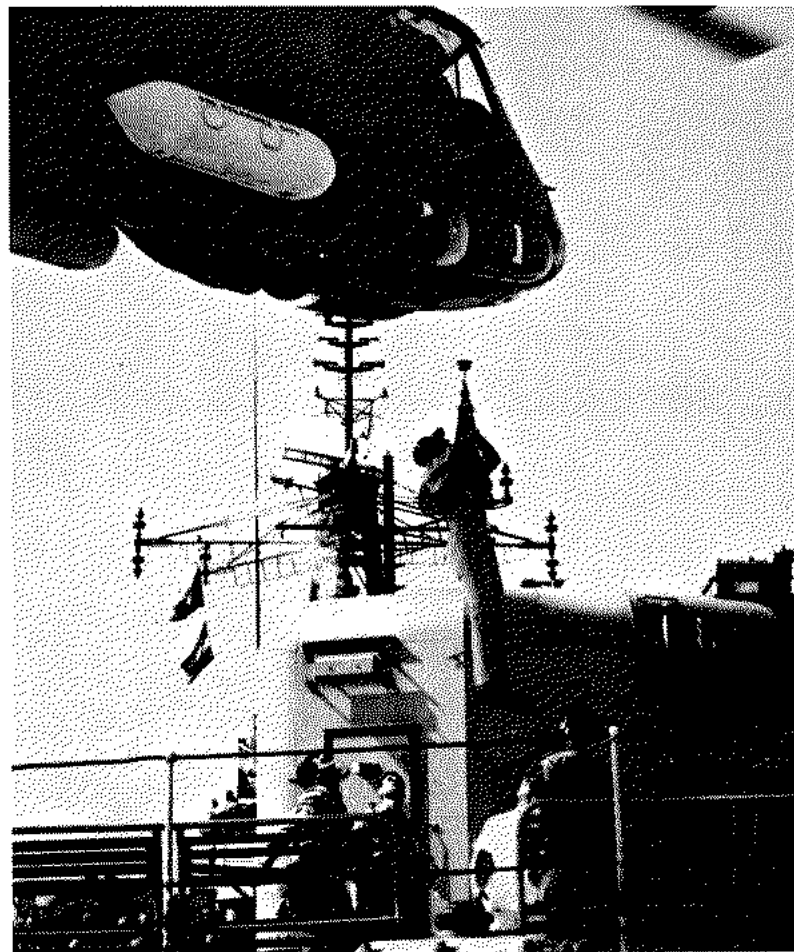


Medical Congress at Manus Island.



One game the rugby team is able to win! On the left from front to rear, Mal Wheat, Reg Tulip, Jedda Dean, Dennis Murray, Bill Reilly, Barry Whalley, Blue Ferguson, Tex Toohey, Ray Berg.

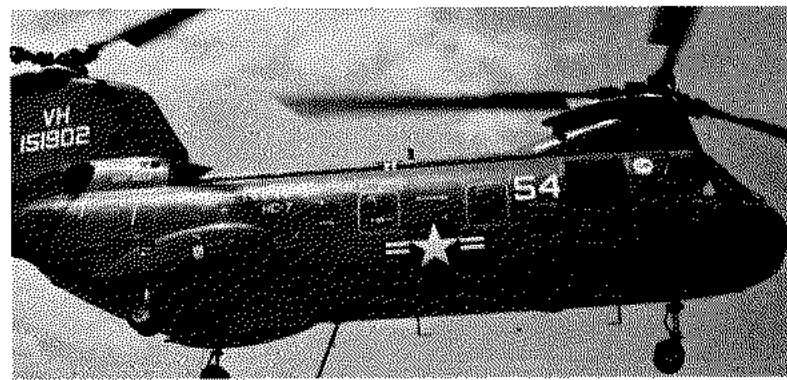
vertical replenishment



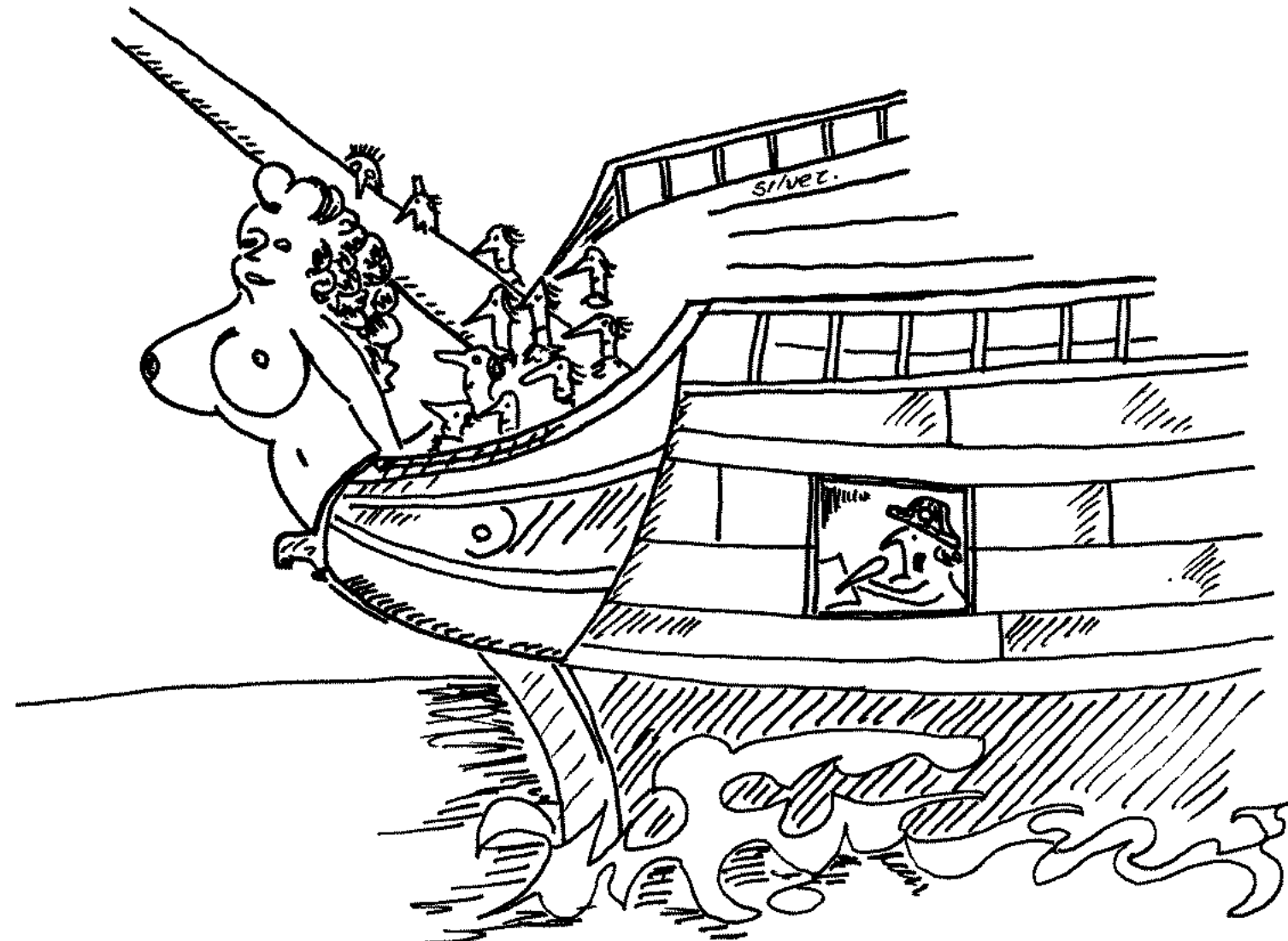
VADM Bringle "drops" in



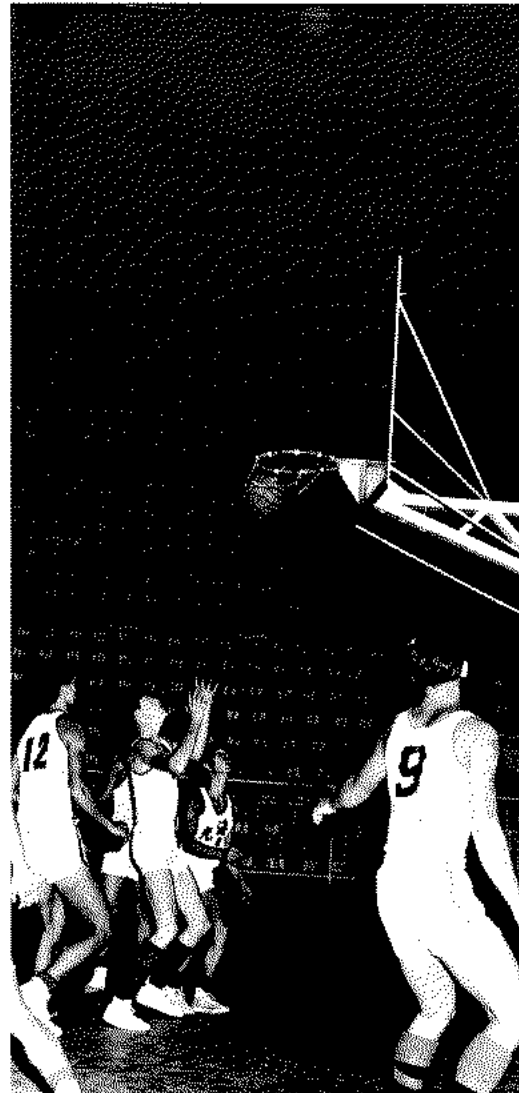
"Personnel transfer"



"Storing Ship". A Sea Knight version of the Chinook helicopter dropping stores on X gun-deck



"January 1st 1970 – Thirtieth day at sea, the crew is begging to go ashore. . ."



"Stretch" Northey sinks one against the C.N.N. while, Pincher Martin and Chuck Glass look on.

sports parade

In the seven months VENDETTA was absent from Australia, the ship took part in over fifty games of competitive sport. We returned to Australia with the unenviable record of having lost all but six of these games. Fortunately most players had the attitude "if at first you don't succeed — Cheat!". Unfortunately, that did not work either.

Our basketball team met teams who varied in class from the highly skilled and fit Chinese Navy in Taiwan (the VENDETTA Globetrotters lost this game 96-14), to the not so hot HMS NUBIAN team who gave VENDETTA a 28-3 win. The mainstays of the team were Ian Trappett, Pincher Martin, Dave Haines, Bob Medcalf and Stretch Northey, what they lacked in skill they certainly made up for in enthusiasm.

Our rifle team were wonderful. They had a magnificent 100% record. One match, one win! They shot very well to defeat HMS BERRY HEAD 309 to 304.

Naturally enough Rugby was our main sport and though we only won two and drew one, the ship's team was never shamed in their performances. They met and held their own with some of the best teams in the Far East. Our best performances were against HMS

TRIUMPH whom we defeated twice. The first time 11-8 and the second 14-6. The best players without doubt were "Joe" Mosey (never had a bad one), Chris Baker, Bruno Whitham and Tex Toohey. All players had their day but these were the consistent ones.



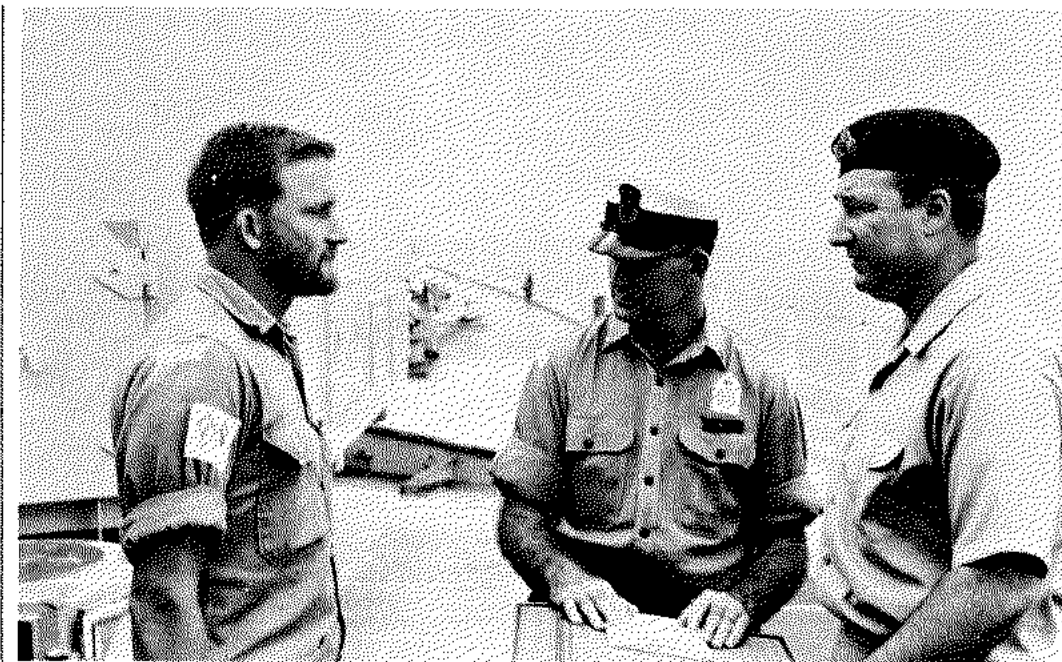
Both Bill Reilly and Barry Whalley seemed to have encountered trouble against the Royal Welsh Fusiliers.

The communications department of this ship came away from Australia rather under an obligation to do well. With a mixture of RN and USN equipment, made compatible by jury wiring they were set an almost impossible task. The DDG's being fully US fitted had a comparatively easy job up here as far as communications and equipment is concerned but I think the crew of VENDETTA will agree that our Comms staff have done well. What with the running on a shoe string, getting equipment fixed, praying for a Vertrep of stores and spares they can afford to give themselves a pat on the back.

Messages received by the Department have meant more money for some, more family for others, Valentines, Birthday and Anniversary greetings, not to mention Christmas and New Year greetings. Unrep/Vertrep signals have only brought us more work. Signals have also meant going home for some. With all this on his shoulders, a Communicator must be a truly responsible person and our crew have shown they have the necessary requirements.

Headed by Lieut (Tex)Toohey (promoted on passage) formerly a CRS, seconded by CRS Ray Wells and CCY Bob Barker, the branch was held under a tight rein with some exceptions (the less said the better). Both Ray and Bob leave the confines of the RAN shortly after return to Australia. Ray after 22 years and Bob after 34 years of service life. We can only wish them luck in their civilian pursuits.

Another to payoff is LRO Tony (Tackers) Miles. Congratulations to Tony on the birth of his daughter, his fourth child. LRO Dick Treasure is another expectant father and has said some private prayers about the arrival date of the baby. Congratulations also to Dick Dorham. His wife had a daughter while we were away, Katherine Lee.



"Beard inspection" is undergone by LTO Palmer.

A few communicators have achieved a certain amount of notoriety. Two are on first name basis with the Captain. By that I mean it is the first time the Captain has used those names. A TO has obtained a nickname that he won't be telling his mother about. ROS Trevor Malby is awarded the Golden Counterpane for the trip. The vote was unanimous.

The (S) category have not had the chance to really show up in their job. This is not because of lack of interest but because of lack of opportunity. In the log there is a total of 12 minutes work and even then it was to no great tactical advantage. Watchkeeping is hard enough but watchkeeping in the hope that something will happen is even harder.

We must also give a special vote of thanks to the Electrical Branch who have worked very and long hours to keep our over-worked equipment serviceable. The Tactical Operators also have had very little to do as far as their job is concerned. The only time we were in company was in harbour or during an Unrep. Stepping on to the flagdeck during an unrep. was like stepping into a school for the deaf and dumb. Using the media of semaphore, the TO's were busy arranging a Zippo, a run ashore or just plain shootin' the breeze with their American counterparts. Their part of the ship was always kept up, well UP, and they have the lash marks on their backs to prove it.

It would be impossible for anyone to lodge a



Back Row L to R: PO EW DEAN (selector), LT Toohey (Capt), LS RP Reilly, POCK Trappett, S/LT McKinnon, AB RP Murray, SAP Whitham, SAP Thompson, ERA Whalley, LS QMG Baird, PO RP Tulip, ME Parrish, PO RP Ferguson (selector). Front Row L to R: EM Kerr, LS RP Cavanagh, LT Gaul, LSWM Jefferey, LS PTI Glass, LSWM Bruce, LCK Breen. Absent: CPO EL Denning (selector), ORD Haines, SAP Moon, AB RP Mosey.

'IT 'EM 'ARD THIS HALF
LADS, THEY'RE THE ENEMY!
THEY'VE BURNED YER 'OUSE,
PINCHED YER GRASS, RAPED
YER MISSUS AN' STOLE
YER BEER!

WHICH ONE
STOLE ME BEER?



Tex Toohey presents the Royal Welsh Fusiliers with a "Vendetta" crest after the rugby match between the two teams.

failing eyesight. After being sent back to Aussie, he was noticed on the wharf when we returned home. Glad to "see" all's well there.

Singapore was our next port and a welcome rest was enjoyed by all. The deployments were quite long and boring, but this was soon forgotten when leave time came around.

The usual smokey in Hong Kong was next on the RP's social calender. It was a little unusual from the norm, as it started out very cultured. A six course meal was had first at the Country Steak House, one of a number of restaurants that have sprung up to cater for the American R & R trade.

A great deal of wine etc. was consumed with this, which brought out the best in some of our "galloping gourmets". Well to the fore being Bob "Marine Killer" Smith.



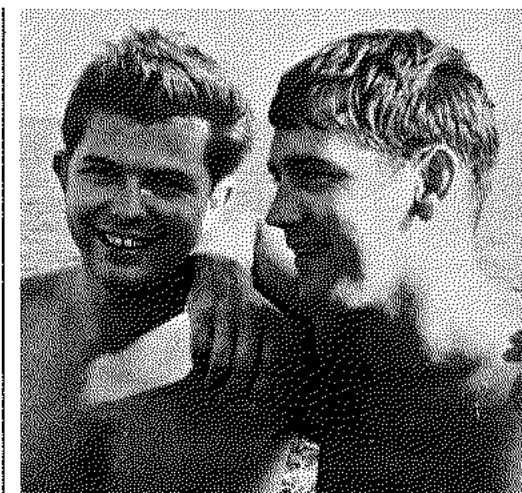
ABRP Murray, PORP Risely, CPORP Smith show counterparts from the US Army, and US Marines over ship.

Owing to maintenance on "B" boiler our stay in Honkers was extended to just on one month. Most found it hard to keep up a good attendance ashore, but a few never missed many boats. Reg "Legs" Tulip and Denis "for a small fee" Murray were very consistent.

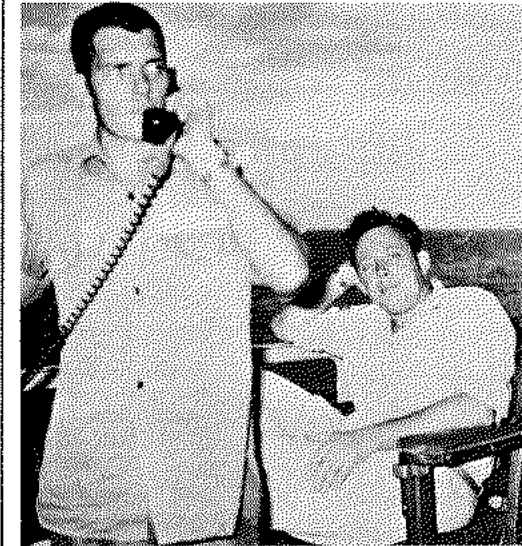
Promotions came thick and fast in the branch during the course of the trip. Congrats. to now CPO Bob Smith, PO "Black Cat" Reisley, PO Reg Tulip and LS Bill "Skull" Reilly.

The NGS team was capably "assisted" by our very British navigator LCDR "By Halfa" Furlong and very whiskered Gunnery Officer LCDR "Horse" Wilson.

On the whole it was an interesting, and whilst in port, an enjoyable trip. In all, an efficient job was done by all in the Ops toward a very successful deployment in Vietnam.



AB Murray & PORP Tulip soaking up some UVI



ABRP Newton finds out where we are, while NAV officer relaxes.



Blackhole gang.

Robbie spent many hours cooling off under the ship helping the divers, besides doing their normal tasks which included watchkeeping, daywork maintenance on domestic machinery and writing poetry. Tug Wilson is the slickest diesel repairman we have seen and sometimes he completes the job before we thought he started. Barry and Mick don't say much and just get on with the job. Phil McDowall is the best bilge diver we have.

Losing 6 POMEs with boiler tickets will also be hard on the ship as these men are in very short supply. Peter Ormsby was an unexpected loss and had to be sent back to Australia 1 month early because of an ulcer. Col Johnson and Speed Graffin are due to pay off and Speed is expected to return to Hong Kong to take over as manager of Jenny's Side Party and sell costume jewellery in his spare time. Ken, George and Coon are going ashore. Coon is still counting the seconds and tells us there are only

35 million to go before he pays off. Ken was ship's librarian for around 12 months.

The junior rates have had a pretty thankless task and if they weren't humping stores or ammo in between watches they would be required for boiler and bilge cleans. They made steam at sea and let it off in harbour. The Apollo II bar was the scene of the 3Q mess run and festivities commenced at 1800. By 1900 the first "casualties" were under the table and we suspect the bar was "in the red" by 1930. Some of the natives proved very friendly (if you bought them enough drinks) and even Senior "won" a heart there.

The POMEs had amassed a small fortune in their mess fund and tried to spend it all on a party at the China Fleet Club. Although the party was a huge success they only put a dent in the kitty and came back a week later for another try.

George Ballard Warbled (in tune too) all night on both occasions and is recommended to have an audition for New Faces. I don't know what his voice is like when he is sober but it sounds good when he is half stoned.

The Department has more than its share of personalities but we have been unable to give any away. Porky has been around for 4 years and is best known for his "warm" welcome to the present C.O. who arrived as the First Lieut 3 jobs back in the same boat as libertymen were in. Eddie Jarvie, (the oldest sailor on board?), completed his third visit to the ship and distinguished himself by surviving the tour without being disrated. His haircutting firm is attempting to finance a new car in the future but so far he is only certain to get one retreated tyre, because the bank gets "raided" at each port of call.

"No Legs" Lentell, (the one who looks like a mobile oil spill) will be missed greatly as he

has been worth a small army. Most of those "spills" the Jimmy gets upset over have only been "No Legs" bending over a sounding tube just taking his dips.

Squizzy Taylor purchased a suede and fur motor cycle outfit recently and we are not sure whether he is going to join Hells Angels or Father Xmas when he pays off.

Quite a few will be seeing recently born sons for the first time when they get home and we would like to send best wishes to all the wives. They include Mrs. Hubner, Mrs. Vandervelden, Mrs. White, Mrs. Alexander and Mrs. Oudenryn.

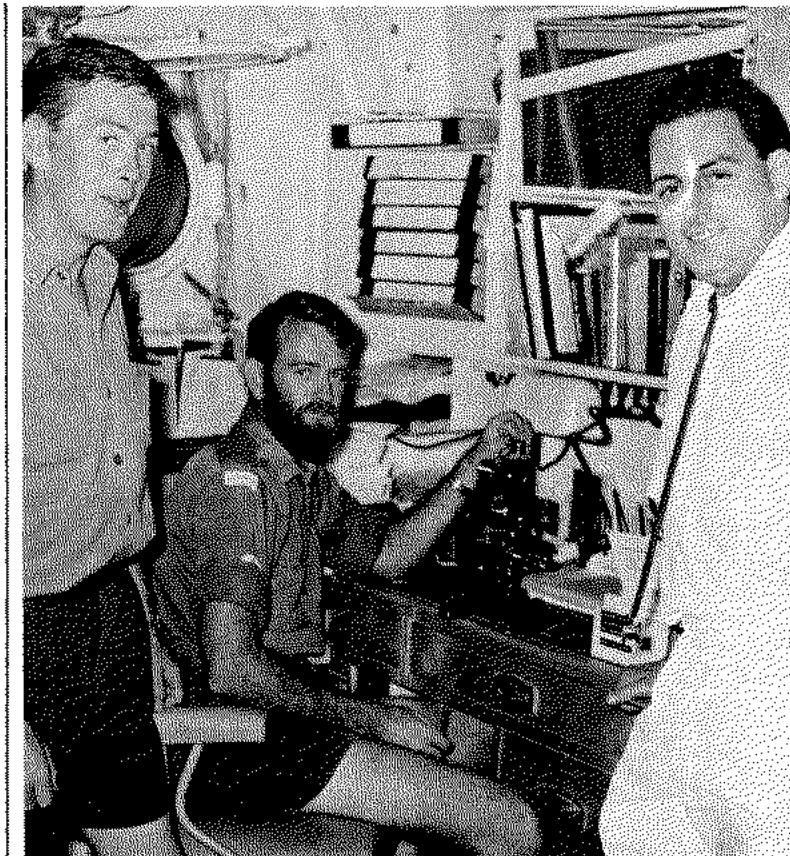


Brew time on the upper deck.

the healers



POSBA Hornsby treats a negrito child in the Philippines while an american corpsman holds the area steady.



From right to left: Doc Carter; "Little Doc" Hornsby; "Mini Doc" Hannon.



ME White — watchkeeping "B" boiler.

celebration. Blue managed to muster himself each morning for the Captain's shake and apparently survived our R & R period as the Captian was always spic and span, did not appear to have lost weight and his dinner parties were reported to be a great success.

The Pay Office staff eased comfortably into the use of US currency so much so that POWTR Rob 'Pay' Raue obtained the position of bank teller in the employ of VENDETTA Commonwealth Savings Bank Manager LCDR Gordon Heys, on each occasion of the ship's inport periods. Payment was made each second Thursday with a minimum of fuss and the morale of the sailors was again increased by the solid jingle in their pockets.

We could not really finish up without mentioning POSBA Doc Hornsby who, on his first trip north of the equator in 12 years service, will now revert back to a barrack

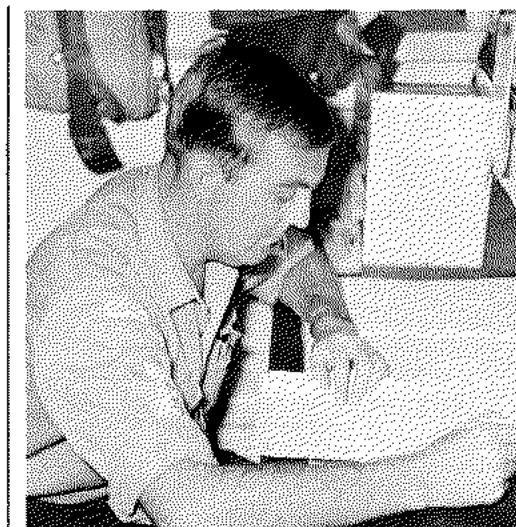
staunchion but in doing so he will take with him a wealth of experience gained during this deployment. Although many theories were put to Doc by lower deck 'quacks' in reference to certain ailments, he pursued his job methodically and efficiently and looked after the sailors many ailments.

In February 'Bomber' Brown was promoted to POSV and although he was in the chair after Dave Worrail's departure, he now has the rank status to go with it.

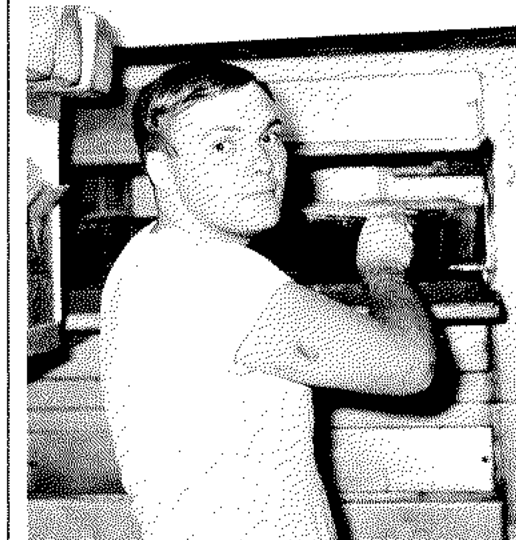
All in all the S & S Branch made a considerable contribution to the success of VENDETTA's deployment in Vietnam which was primarily due to the leadership of our Head of Department, Lieutenant Commander Gordon Heys, who administered his department in such a manner that the desired result was always obtained. It was therefore not surprising when in December last, the good



Stewards lined up behind their wares at an official cocktail party in Kaohsiung (Taiwan).



POWTR Raue checks a claim



LCK Jeffery bakes us fresh loaves.

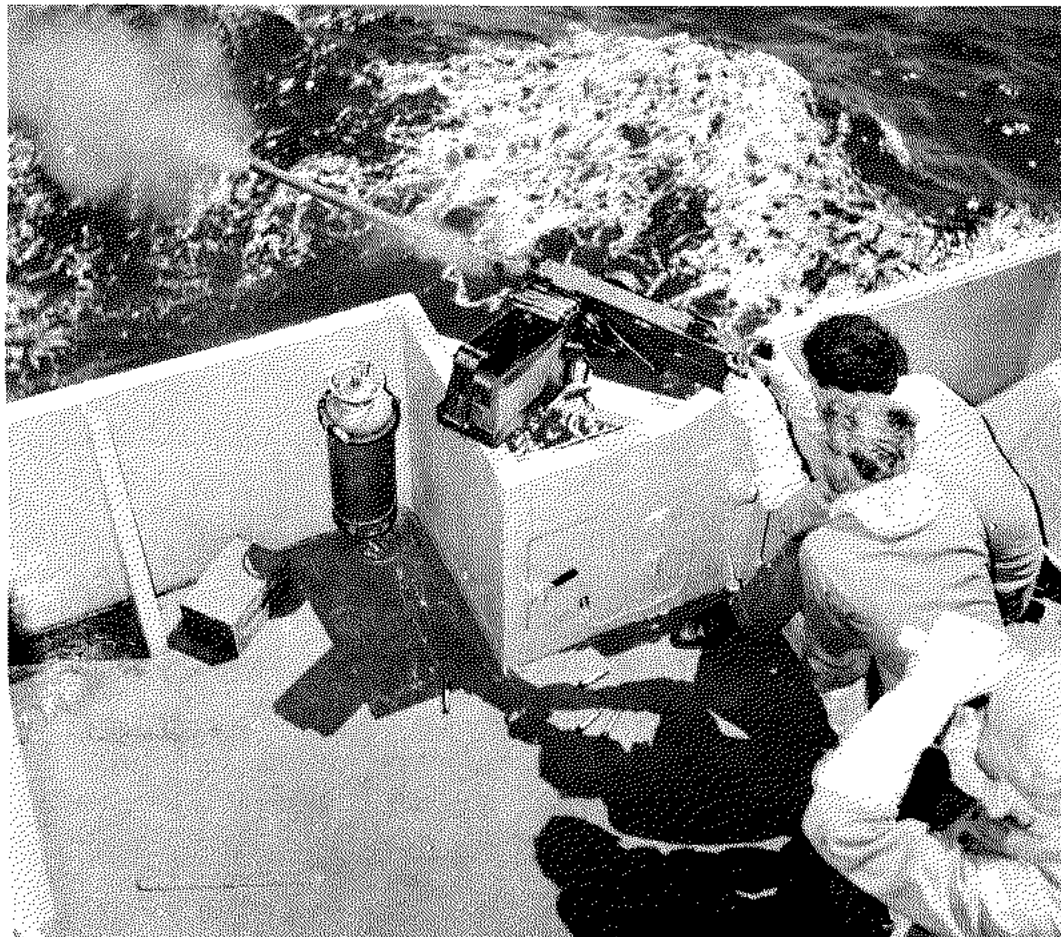
vendetta's gunnery world

As Gunnery employs about one third of all sailors in VENDETTA in some capacity or other, and since that's what the '69-'70 "Cruise" was all about anyway (Gunnery I mean). I guess this little book wouldn't be complete without a few words on "Wilson's Wingers". The author would like to name all those who were concerned with Gunnery in this short article but, as they know who they were anyway — what's the point.

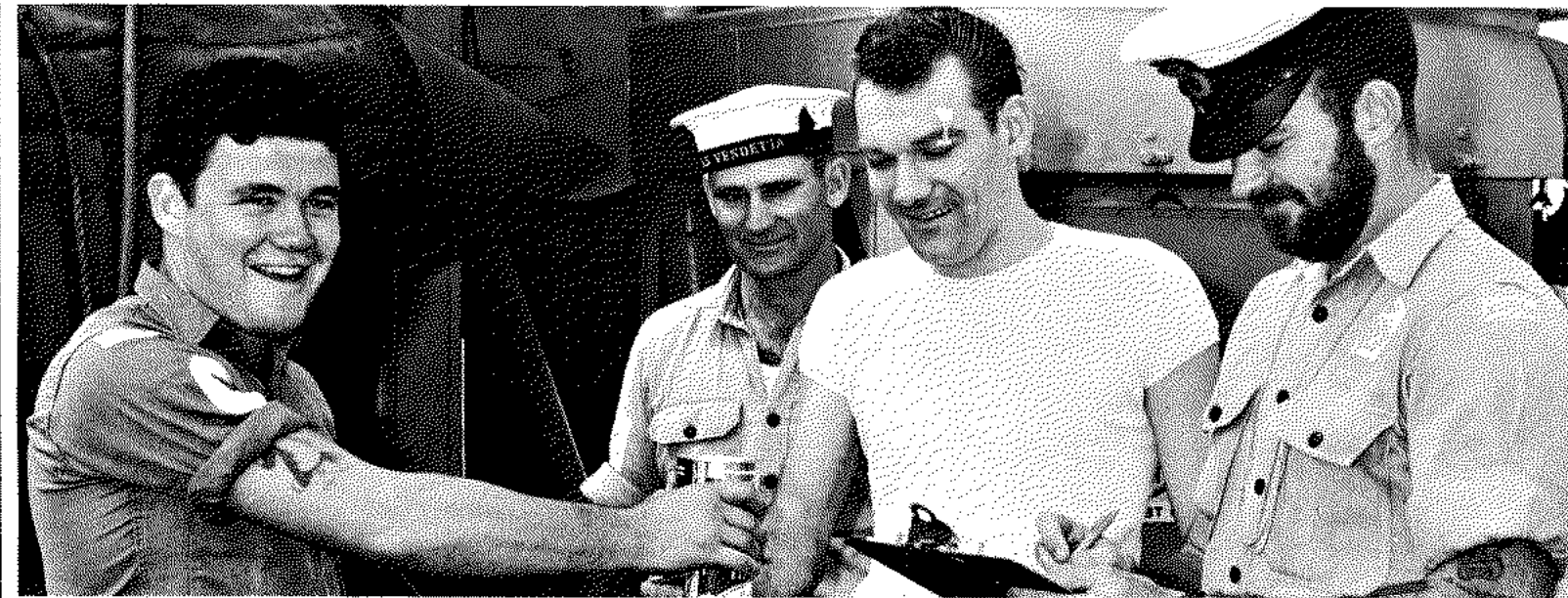
While the ship was on the job in Vietnam, the Gun armament was manned in Two Watches, Port and Starboard, (fancy that) throughout with the exception of the Boss and his chubby, pommie offside (called "Flong" I think it was) who, as far as anyone could work out, weren't in any watches or anything else for that matter.

Each watch consisted of a complete control team, a complete turret's crew and a standby crew in a second turret. In Port watch the crews were driven (?) by Harry Tallack and Jim Diggerson and in Starboard watch by Ron Brown and that slim lad from Poland *@+*@ Kaminski (he's as slim as he is quiet). There's no truth in the rumour that Ron Brown wouldn't man his turret on Saturday, Wednesday or Public Holiday afternoons — he just used to take bets between salvos.

Though these turret crews were largely made up of Gunnery specialists they were most ably



AB Little fires the 50 calibre Browning. LS Ellis looks on



"Ord Cox" Tim Collins (with rueful smile) looks anxiously on



Commander (Ord CD) Bush accepts a peace offering

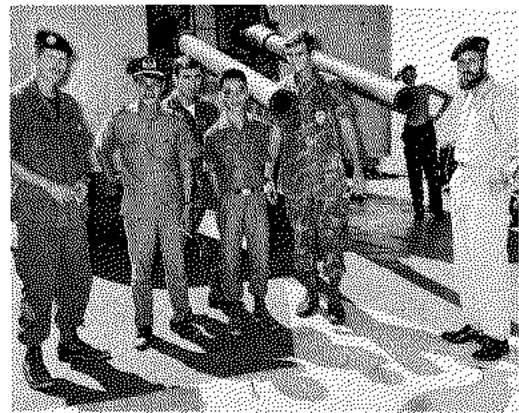


"Xmas Fare and Cheers" in main cafeteria

respectively by the Buffer, CPO Miller and Pete Thomas, who sat up there in the Gods for the whole trip, looking after safety and all sorts of things that Director crews look after in NGFS, and the two 40/60 crews who sat in their mounting day in and day out hoping, I'm sure, that some boat or other would give their itchy trigger fingers a chance of having a go at us. Thank you also — it was good to know that you were there.

In concluding I would like to say that nowhere in the RAN past or present, has a Gunnery team acquitted itself better for so long under, what at times were very trying conditions and to all who were members of this team I am very privileged to have been one of you and I leave you with the fractured words of Sir Winston Churchill:

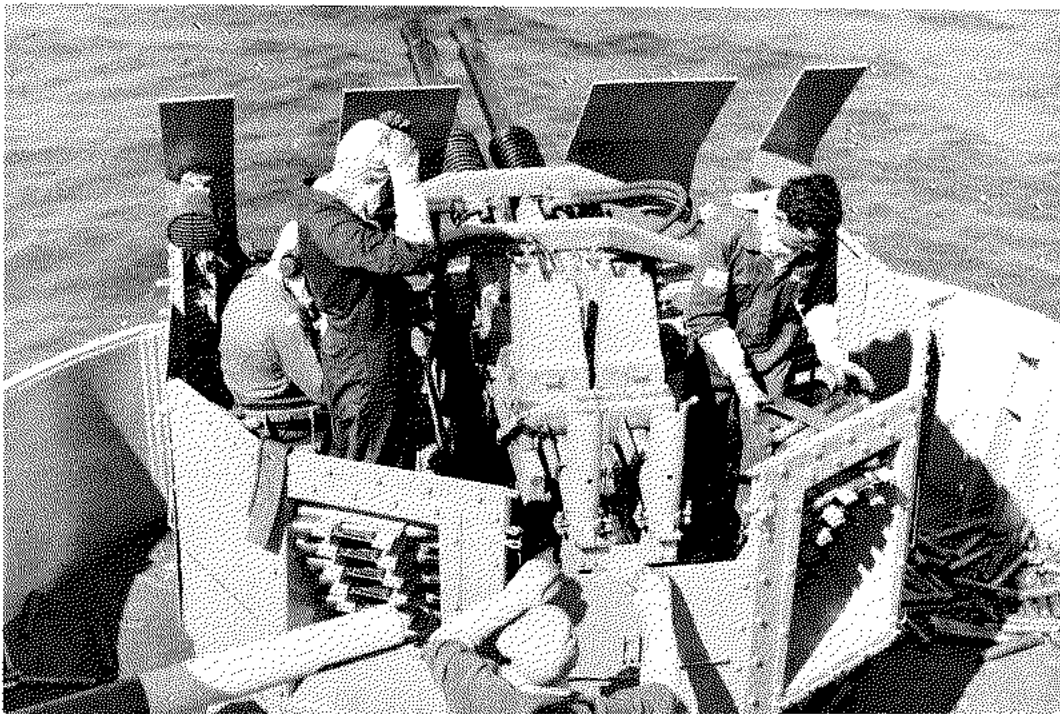
"Never have so many, been fired or unrepped by so few, at so many targets, so many times, for so much GDA, with so little confusion or apparent effort."



Gunnery Officer demonstrates "The Teeth" to a group of Vietnamese and United States air and ground spotters.



The iron deck team and gunnery hands take a break.



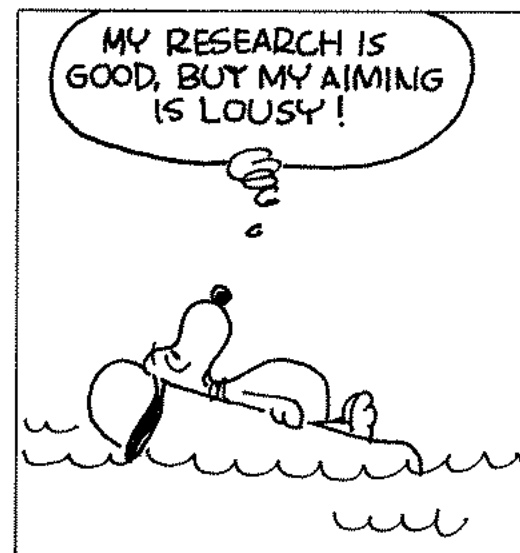
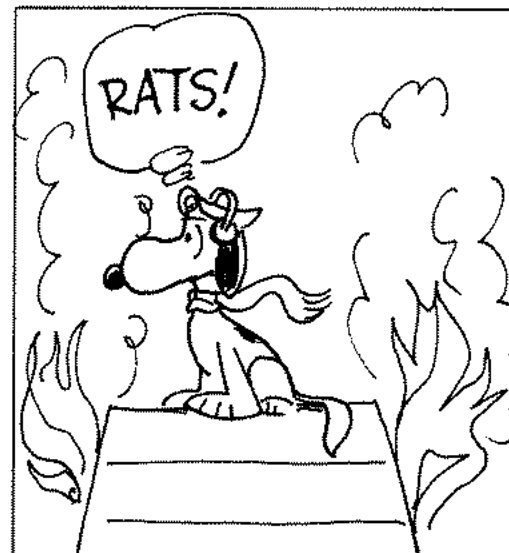
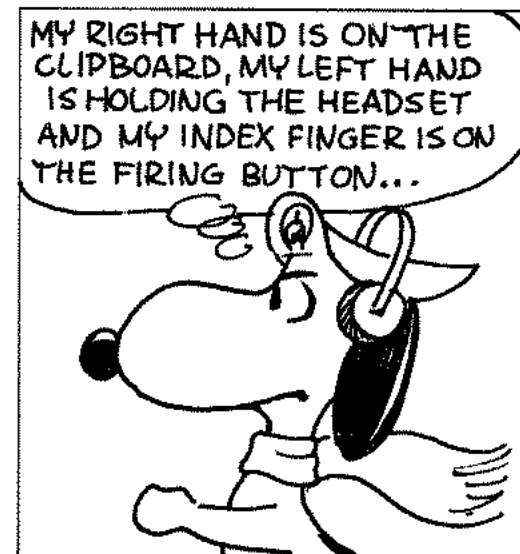
Secondary armament opens up.

NEWS FLASHES FROM THE WAR ZONE

DA NANG — 10th October 1069 — HMAS VENDETTA today relieved the US 7th Fleet Newly appointed COMSEVENFLT V. ADM. E.E. JOHNSTON USN said modestly "It was only a matter of time".

SUBIC BAY — 30th March, 1970 — HMAS VENDETTA was relieved by the Australian fleet today including 1 Carrier, 3 DDG's, 2 Destroyers and 4 type 12's. The officer in charge remarked "I only hope we are able to keep up the reputation established by VENDETTA".

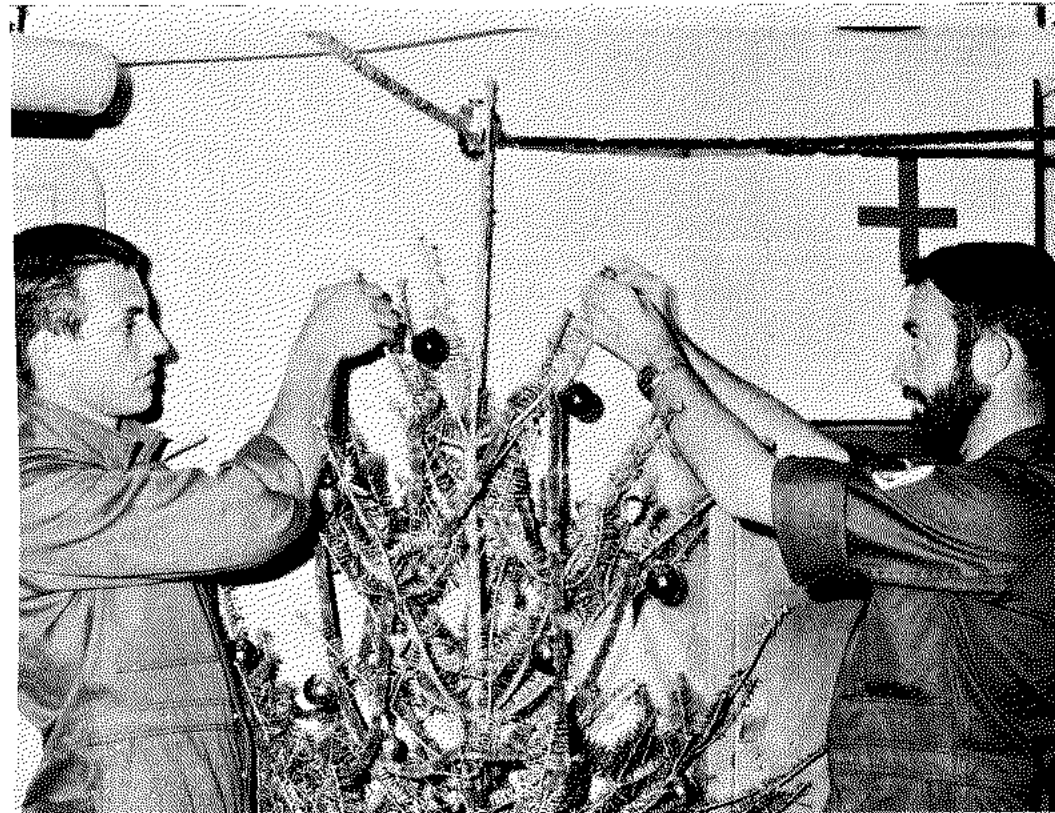
PEANUTS



xmas doings



"Saint" Nick Tatarinoff shows what he is made of.

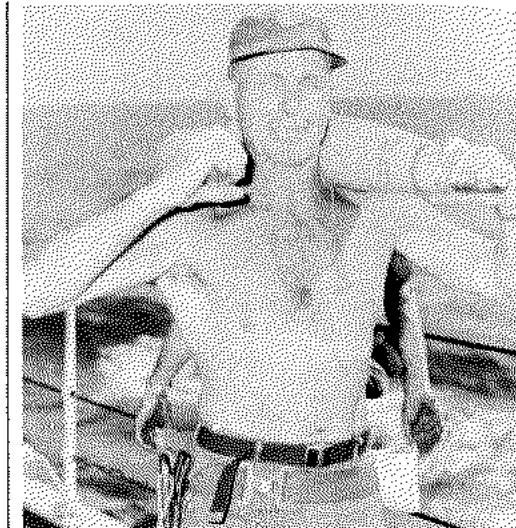


Xmas Tree gets decorated for the coming Christmas.

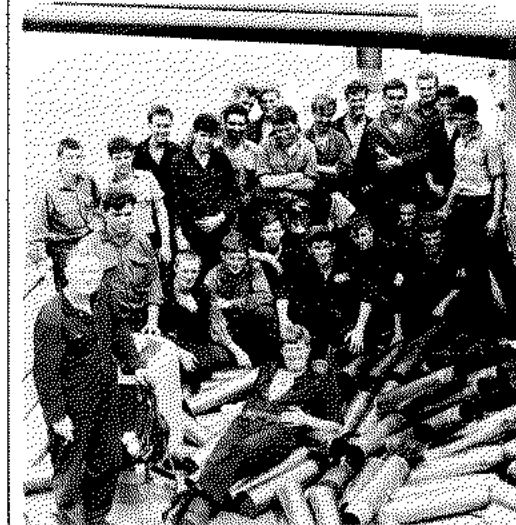
backed up and assisted by all sorts of odds and bods — from the TAS, Electrical and S & S Departments and by a great band of Ordinary Seamen (Various) and I would like to thank them for all their efforts in which, to them, must at times have been most mystifying and terrifying circumstances.

As everyone who is anyone knows; to be successful in a turret one must have about 50% brawn and 50% brain whereas the control teams (except during unreps) only need about 15% brawn, which leaves something like 60% for brain with the other 25% being optional (in more ways than one). So it was with our control teams who sat in their air-conditioned hell, pacifying the turrets at one end, the Boss at the other end, and the Bridge, GDP and GDR in the middle, all at once. There was always a keen sense of friendly rivalry between these two teams which, once in a while, really came to blows, especially at 0155 after 20 days on the line, but common sense always prevailed when the TSO told everyone to "Shut Up! I'm trying to think!" The control teams were controlled (?) by Lieutenant Phil (The Body) Chapman, in the Starboard watch and PO (now CPO) Pete Smith in the Port watch with the crucial make-or-break jobs in each watch going to Max Thorpe and Pete Thomsen. All credit to the control teams when it is considered that, out of 13,000 plus rounds fired, to the best of this authors knowledge, no injuries or accidents were caused to any friendly folk ashore. No ditty on the control teams would be complete without a few words of thanks to our three recorders, Bomber Brown, the fastest pen in WESTPAC, Gus Angus, the noisiest, and Terry Dack the roundest. Thanks fellas you did a great job and I can only say thank God that all your good work was never needed.

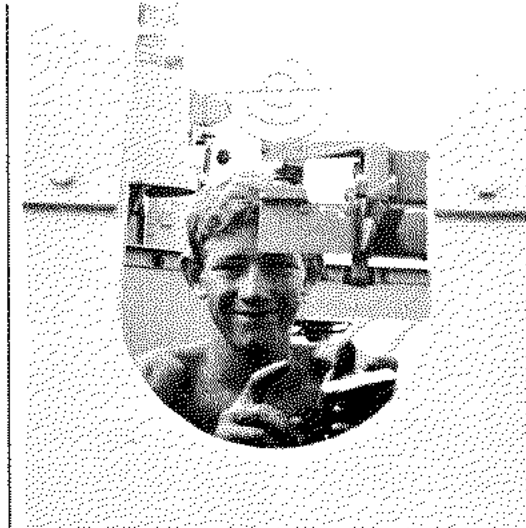
The ten loneliest men in the Branch must surely have been the two director crews, led



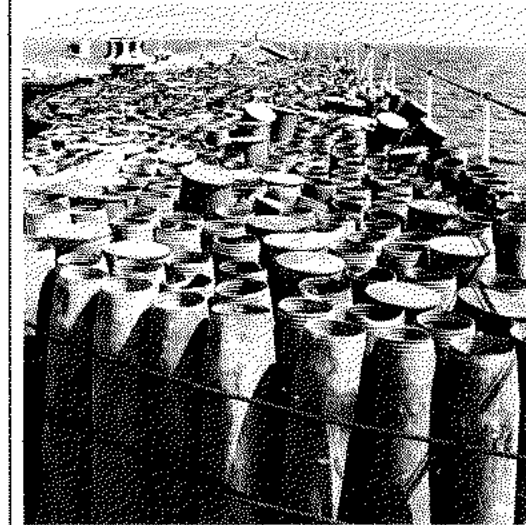
"Seldom seen event"



Action turret and standby turret teams relaxing after a shoot



"This is the Go Button"



Empty casings at end of day's shoot

supply and secretariat branch

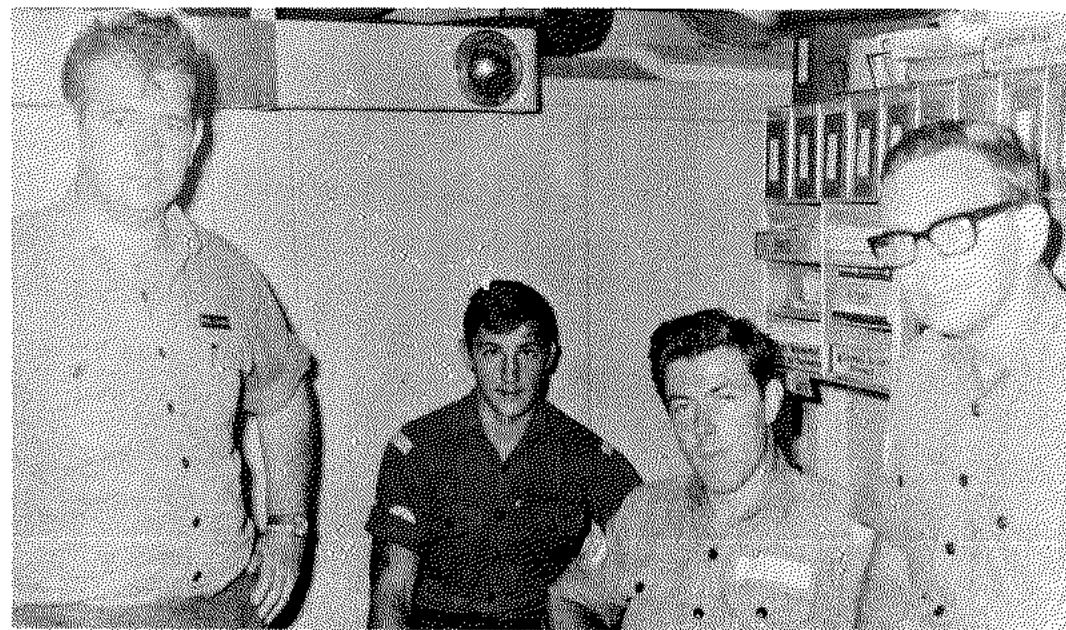
On the 15th September, 1969, as VENDETTA sailed through the Heads of Sydney harbour to commence her tour of duty with the United States 7th Fleet off Vietnam, the Supply and Secretariat Department prepared for their first encounter with the United States Navy Supply and Administration System which we were to become accustomed to over the next six months.

With the added knowledge derived from our hand-over from BRISBANE in Subic Bay, we sailed for our first deployment on the gunline quite confident that we could deal with any emergency.

Owing to our restricted fridge space for this type of deployment, the Victualling Department was presented with the problem of meeting the supply and demand for a crew in excess of 300 especially with a maximum supply of 21 days limit to the fridges.

VERTREPS proved to be a unique and time-saving method of transfer of stores which was efficiently supervised and carried out by those personnel involved. The skill of the Helo pilots left quite a number of us in awe during these transfers. The only unsatisfactory aspect was the unavailability of some foodstuffs which were common to our diet and this of course brought its own problems to our POSV.

Throughout our tour of duty the Victuallers led by POSV Dave Worrall and our Chefs led by CPOCK 'Lofty' Craig, CPOCK Don Brinkley, POCK Barry Frame and POCK Graham Trappett, produced an excellent variety of menus which were presented by the Cookery Department in a first rate manner. This was not



The tight-fisted stores department. From left to right: PO Lehmann, SAN Martin, SAN Haysom, PO Van Wyck.

an easy task due to limited supplies and the additional meal each day whilst in 2 Watch Defense. At one stage the cooks had a competition to see how many variations they could prepare with mince meat.eat.

During November both Don Brinkley and Graham Trappett received promotions to CPOCK and POCK respectively. Unfortunately, due to an ulcer, Dave Worrall was MEDEVACED back to Australia from Hong Kong in February which was a loss to the Department. We wish him a quick recovery.

Our Naval Stores crew ably led by POSN Tim Van Wyck, handled their part-of-ship with

confidence and efficiency and kept the Buffer and technical department satisfied which is a credit to them. 'Speed' Lehmann was promoted to the senior ranks in December which was another of the many promotions that occurred during our deployment.

POSTD Brent Kruse our leader of the 'Beagles' and Canteen Manager, kept the ORDs and many others supplied with Hershey Bars and Coke. The canteen gave quite a boost to a sadly depleted Ship's Fund during this period. POSTD 'Blue' Durick the Captain's Steward, joined the S & S senior ranks in January and on arrival in Hong Kong proceeded on an extended

ships diving team



The diverse divers.

LT. GAUL

Dave or Boss, a fair weather diver and second only to the POCD for skidding out of diving. Loves scrambling nets!!

PICD CURRIE

"Tequila Currie" "When I was here in 67" — known for his see through beard and for diving even less than the SDO.

ABCD SIMMONS

Garry or "let me loose, Simmons" full of tricks like wrapping air hose around turning screws. Once served in CDT 1, so he tells us. Quiet except when mixed with tequila and Currie and stirred well.

CPOQMG MILLER

Gordon or "Death or Glory Miller", Diving is his only vice and we suspect it is only so he can find more chipping hammers, scrapers and the like. Our only dud salt.

ERA ROBINSON

Robby or "Mini Beard". A VENDETTA old salt, uses wrenches and wheelies for weights,

delights in shaking the cooks after a night dive.

MECH MILLER

Ray or Dusty. The smallest body with the biggest paddle of all. Loves air, scrap metal and yank coffee cups. When he is given extra weights he is a great asset to a half necklace.

LSUC SHANKS

Bill — Dislikes cold water, dislikes hot water, dislikes salt water and even dislikes fresh water. Likes the money though.

LSRP REILLY

Baldy — Is the playboy of the team, expert on love, women and sex. Also the teams dandy, it is said a Man from Sirs will be awaiting him on the dockside on our return to Australia.

ABRP MOSEY

Joe or Houdini — Likes to attempt diving without a demand valve. Definitely the most disciplined of all divers. Known for his disappearing acts when gear is being returned.

LSUW PONTIN

"What, me worry" Pontin — Has his own supply

of sea snake venom, adores sharks and can leave the water faster than a polaris missile. Possesses an extremely vivid imagination concerning ambushing VC divers.

ABWM MEDCALF

Bob or "Suntan Medcalf" easily recognised by his rolled up cuffs and micro brief swimmers. The teams swashbuckler would make a good stand in for Errol Flynn.

ABOMG LITTLE

Dave or "Bloomin 'night divin' Little" — Probably the only Bloomin diver in Pussers to have a waterproof bible. Has sworn not to take the Bloomin SDO's name in vain.

ME OUDENRYN

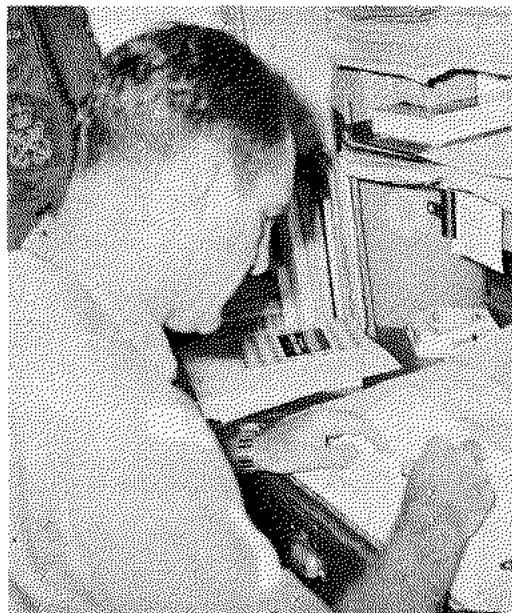
"Slugs" — The only bloke who can be shaken to do a bottom search at 0200, do it and not remember a thing about it the next day. Has a complete collection of unfit to dive chits.

ORDS BUSH & ZIO

"Bushy" and "Zed 10" — Probably the keenest of all the divers on the ship but we will wait until they pick up their rates.



AB Jose "Storing Ship".



POWTR. The Captain's watchdog.

news arrived onboard that the 'Pay Bob' was to be promoted to the rank of Commander. Our congratulations are with him and without hesitation — it has been our pleasure.

We have had our ups and downs within the Branch throughout the ship's deployment but we will all have gained that much more experience and as some of us leave for other ships and establishments, we will take with us the knowledge that we helped in the success of VENDETTA's tour of duty in the Vientam Campaign which now will become an integral part of the history and tradition of the Royal Australian Navy.

PERSONALITIES AND ACTIVITIES OF THE S & S JUNIOR SAILORS

Sport

Sport in the Department was always a keen pastime. Our rugby union representatives were POCK Graham Trappett, LCK Ken Beu, LCK Murray Breen and CK Chris Baker.

The squash courts in Hong Kong were used frequently by CK Terry Smart and LCK Murray Breen.

Cricket was represented by WTR Bernie McKay, who was always ready to 'pad up',

On the turfing side were WTR Bernie McKay and CK Kev O'Brien who could be found on Saturdays clustered around the SRE waiting for the 'hot tip' to come in.

Our basketball representative SAN Don Martin, turned in many a good game for the ship's team.

Life with the 'Beagles'

This little section belongs to the Stewards of 2 Echo Mess. Being a small branch of eight we did not want to be left out.

On reaching the gunline we were split into two

working sections one half working in shellrooms and magazines and the other in the Wardroom, which kept us all busy.

Our most popular sport is referred to as 'boozing', which we managed to play at all ports visited. However, some of us indulged in other notable pastimes namely Ten Pin Bowling, Go-Carting and Rugby Union.

We all managed to have our share of troubles caused mainly by a too avid participation in our favourite 'sport' at places such as Keelung, Kaohshuing and Olongapo City.

We enjoyed ourselves both on and off the 'line, but we are all glad to be home again.

Promotions

Congratulations to Murray Breen, Sel Miles and Dennis Jeffrey on their promotion to the Leading Rank also, to those amongst us who had the privilege of meeting King Neptune for the first time.



The "Cookery Nook".

Mrs. Jahnsen decided to be different and was the only one producing a daughter.

The marriage stakes have 3 starters to date. ME Svatos is rushing off the gangway on arrival to be at the church on April 18th. ME McKay is showing more restraint and is due to walk up the aisle in June. ME Cassidy plans to take the plunge in May.

The list of those expected to leave is a long one and is as follows: Lt Cdr McCorriston, CMech Carey, CME McNamara, ERAI Kernaghan, ERAI Robinson, ERAI Wilson, Mechl Jahnsen, Mechl McDowall, Mechl Miller, POME Ballard, POME Gibson, POME Graffin, POME Hubner, POME Ormsby, POME Johnson, LME Aitken, LME Doessel, LME Dedman, LME Hocking, LME Fittock, LME Lentell, LME Jarvie, ME Alexander, Campbell, Clark A T, Norris, . Molross, Oudenryn, Peisley, Taylor and Van Eyck.

Paying off in 1970 are CMech Carey, CME McNamara, POME Graffin, POME Johnson, LME Jarvie, ME Taylor.

And finally the Stoker's recipe for "Write Yourself Off Punch": "Take one bus, fill with bodies, 120 gallons of beer, steak, sausages and bread. Deliver to Dungaree Beach, Subic Bay, and mix ingredients with sand and salt water for 6 hours. Leave to dry in sun and don't expect it to produce any results for at least 3 days." Why not try it.



Easygoing Senior Engineer.



Blackhole gang.

ops. room operation



The OPS crew.

VENDETTA left Sydney on September 15, 1969 after an all so brief workup with a complement of 2 PORP's, 4 leaders and 4 ORDs ably led by Lt. "British" Isles.

After a quiet trip up the coast to Manus, and an overnight stay where Bill "Skull" Reilly had a head-on clash with the local sides front row, we proceeded to Subic Bay to relieve Brisbane.

There was some conjecture at the outset of the trip that a lowly Daring would be hard pressed to emulate the performances of her American built sisters. However, in most aspects VENDETTA equalled, and in some cases excelled those of her predecessors.

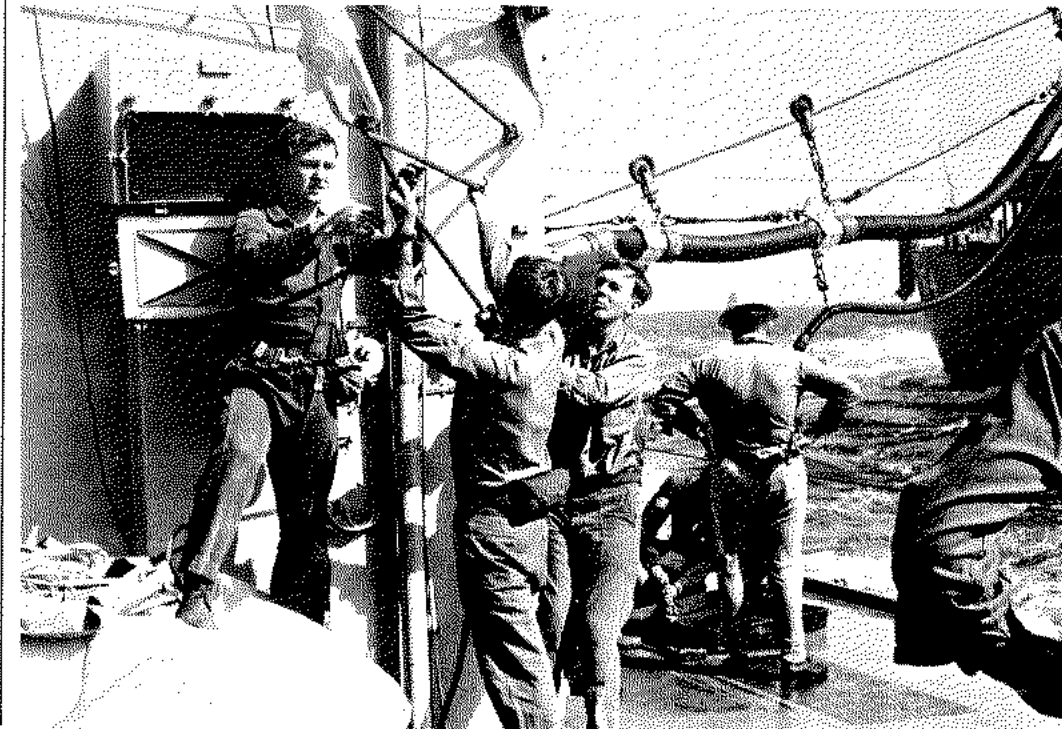
In Subic a quantity of American equipment was installed, with doubtful results. Reminded us somewhat of the First Lieutenant: always there, but never worked. Ops-room wise there were no problems that weren't overcome. However, some of us finished up with some strange type accents affected through necessity by most so as to be understood by our American "Allies". Foremost in this department was Bill "E3" Godenzie.

Olangopo was enjoyed by all, including some of the eating places discovered, and frequented by our better known gourmets, led by "Wacka" Walker and "Changas" Chenoweth.

We departed Subic for our first deployment after a handover from opposite numbers on Brisbane and words of foreboding about our chances.

The only casualty was "Peepers" Pownell struck down by the dreaded diseases of all RP's:

engineering department



"Sham bangin' home again
Thirty thousand miles 'o rack and strain
and the gib head cotter's loose again."
Apologies to Kipling.

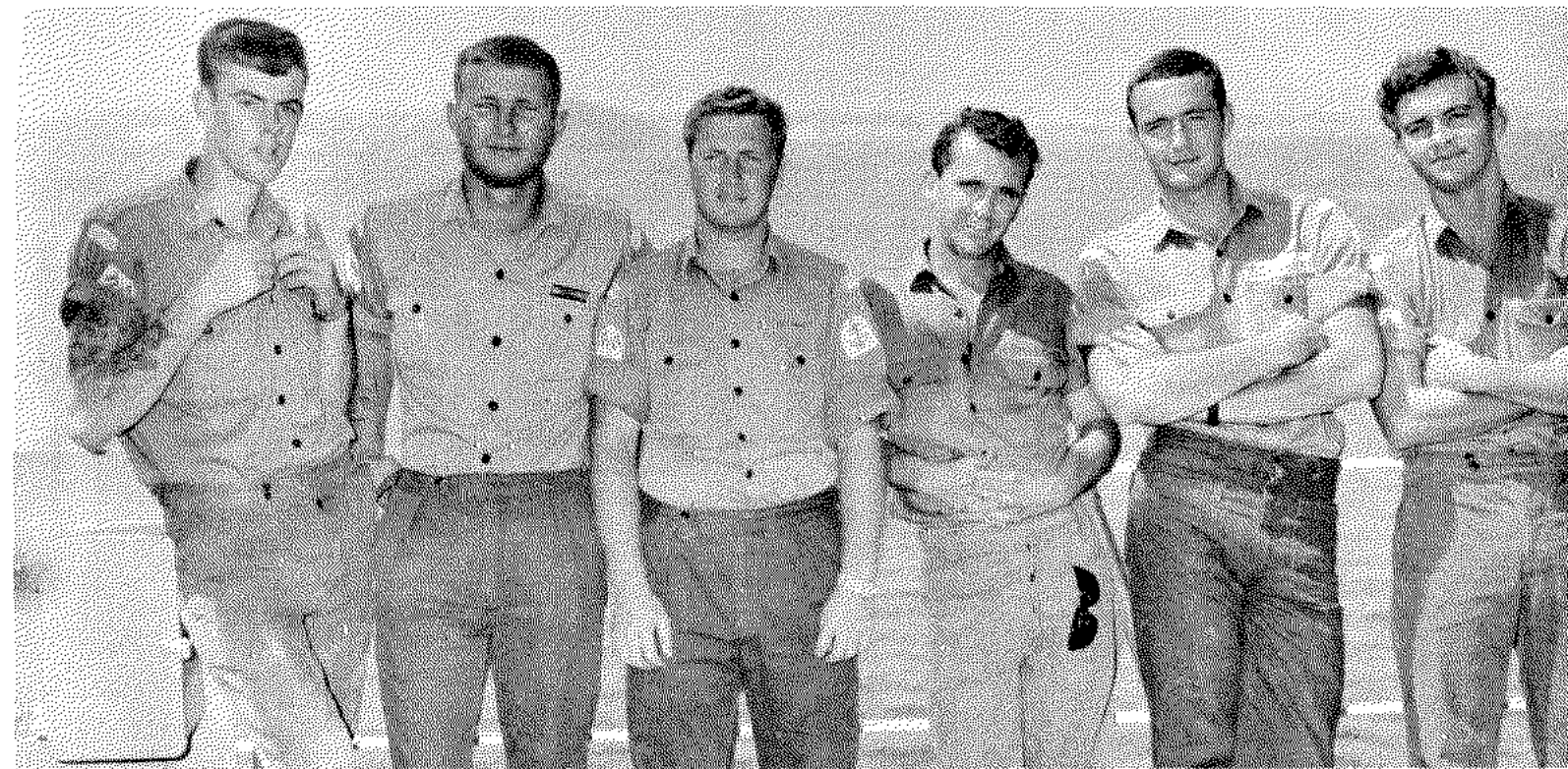
The Troglodites or underground savages have survived another trip up top and the machinery has clocked up a few more thousand hours. Many members have completed up to 4 years in the ship and are due for drafts on return to Sydney. The ship will lose the E.O, Chief Mechanician, Chief M.E., all the senior Tiffies, all the POMEs, half the LMEs and half the MEs. All will be leaving for shore appointments and a few will be paying off. They should all have the satisfaction of leaving the ship in a better state mechanically, despite the abnormal operating procedure necessary on this deployment.

Lt Cdr McCorriston completes his second tour in this ship and is sneaking off to Navy Office — about as far away from boilers as possible. If the water goes off in Canberra you can bet the Chief of the Watch, Canberra Council will be called.

Our two department Chiefs, Bob McNamara and Don Carey complete 23 and 22 years service and are departing the navy for better things. Both leave behind excellent service records and have been great assets to the ship. Although Bob comes from Toowoomba he may stick around Sydney for a while and be available for the occasional drink (in the nearest pub that sells beer he says). Don will probably fix you up with a soft drink if you are in the Bardwell Park area as he still hasn't recovered from Freddy Mann's cocktail party in Hong Kong.

So far we don't know who is going to take the place of our 6 senior Tiffies and Mechs — they are going to be hard to replace. Dusty and

communications breakdown



Some "men of letters".



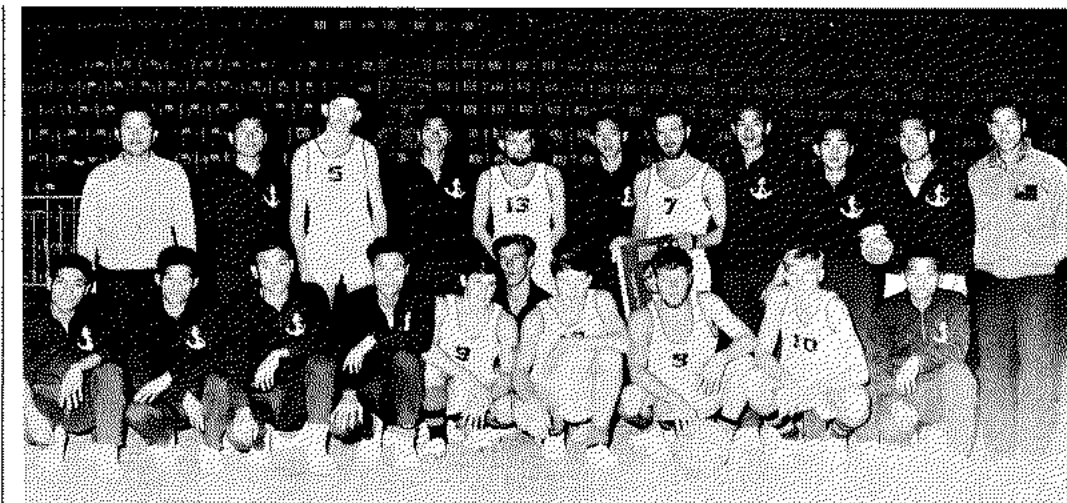
ERA Russ makes a break backed by Bill Baird in the game against "Triumph" in Singapore. Vendetta 11 - Triumph 8.

With only fifteen or sixteen players to choose from VENDETTA always managed to field a team and was never disgraced. Young and old Mac McKinnons, Gary Akers, Nick Tatarinoff, Pommy Colman, Terry McKeever and John Scarlett were always there and were a credit to the ship.

In soccer VENDETTA proved a surprise to many of their opposing teams. They drew and lost by the odd goal to teams of the high calibre of the China Fleet Club, HMS NUBIAN and HMS TERROR.

I would like to thank all players of all sports who turned out at short notice and backed up day after day. A special thanks to Dennis Murray the sports yeoman who in Hong Kong had at least two teams a day to get gear ready for, and never failed.

Chuck Glass
VENDETTA'S PTI



Vendetta's Basketball Team with the Chinese Nationalist Navy Team. Vendetta in white. Back row from left to right: AB QMG Northey, SAP Weidenhoffer, LS PTI Glass. Front row: SAN Martin, AB QMG Hoogland, ORD Trappett, AB Medcalf, ORD Haines.



LS RP Reilly lands the extra two points with a good kick, against HMO Berry Head.



Communications officer hiding from his department on a rainswept bridge.



Semaphore is still good for passing yarns from ship to ship, especially at night.

legitimate complaint against our steady competent MSO'ists, considering the amount of traffic that is handled daily by them. Admittedly mistakes were made but no one is perfect.

They had their problems at the beginning but soon ironed them out. The younger TO's Bruce Newham, Ray Bennet, Mick Frauenfelder, John Scarlett and Bob McMaha previously having had very little to do with semaphore, but being a necessity to know it they mastered very easily under the expert tutorage of LTO's Robinson, Palmer and Cy Purvey.

We have had our laughs as well. ROS 'Frog' Helion taking cover when "B" turret fired at

maximum depression was a sight to be remembered. Robbie has vowed to be very careful of what he drinks in future. He claims to have been poisoned four times this trip. One for Ripleys I think. Dick Dorham now understands why he didn't get a R.A.S. badge for his 23 months on Supply. No Dick, it doesn't stand for Replenishment at Sea.

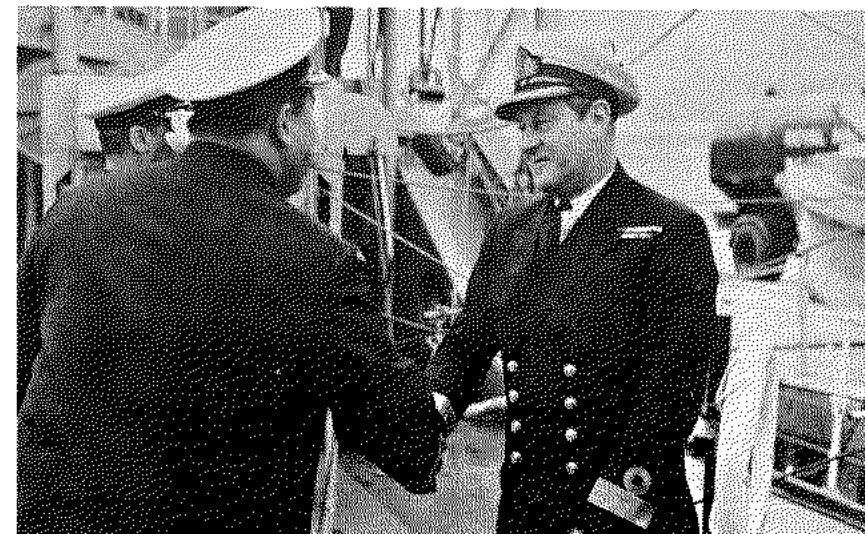
Congratulations must go to all the comms for being the most consistent beer drinkers at sea. Howls of rage? Check with the Coxswain. He keeps the beer lists and we win hands down.

We are losing a few of our communicators on our return. Notably LROS Blue Whyte, RO Glynn Penney and TO McMaha to Harman, RO

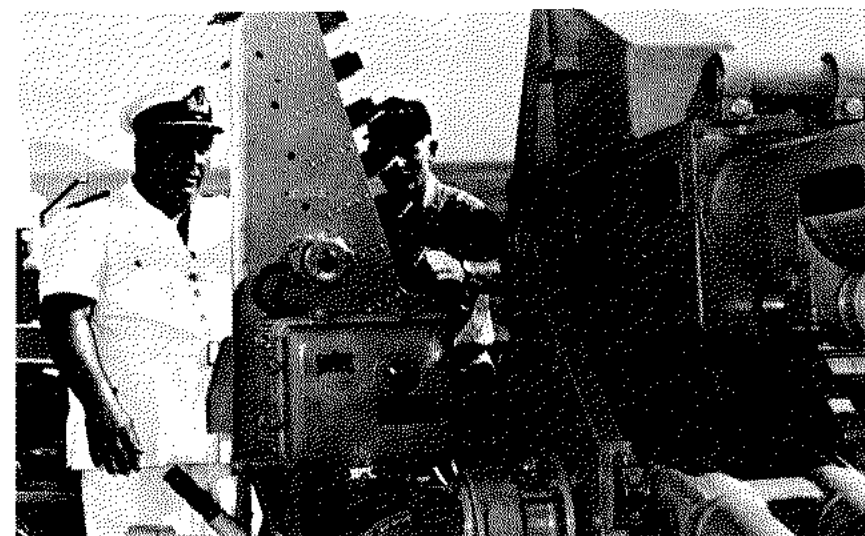
Rod Arnold to Albatross, ROS Bill Gadd to Coonawarra, LTO Niell Robinson to the Yarra and last but not least TO C.C. Gus Consadine to Watson. All the best in your new postings and to the others that are hoping for postings, never mind just think of all those lovely ladies in Hong Kong.

When all is said and done it has been an interesting and enjoyable trip for communicators generally and we would like to take this final opportunity of thanking the ships company for their assistance in making it so.

May fortune smile on you wherever you go from HMAS VENDETTA DD08.



The Commodore of Hong Kong comes aboard VENDETTA in Hong Kong



"VADM Bringle inspects the secondary armament"

visiting personalities



Leut Vagg with Taiwan's Senior Admiral and relatives at Kaohsiung

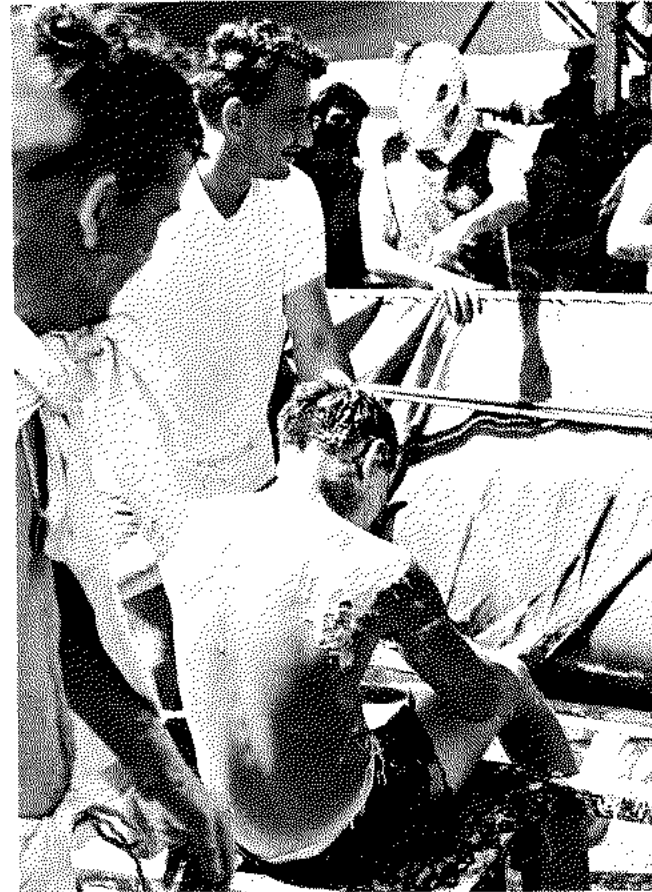


Capt. Willis paying courtesy call

social events

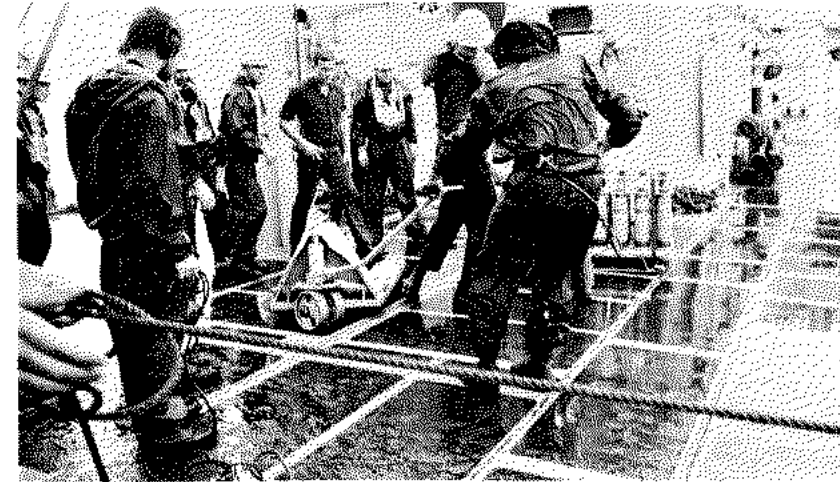


LCDR Wilson entertaining American staff in Taiwan.

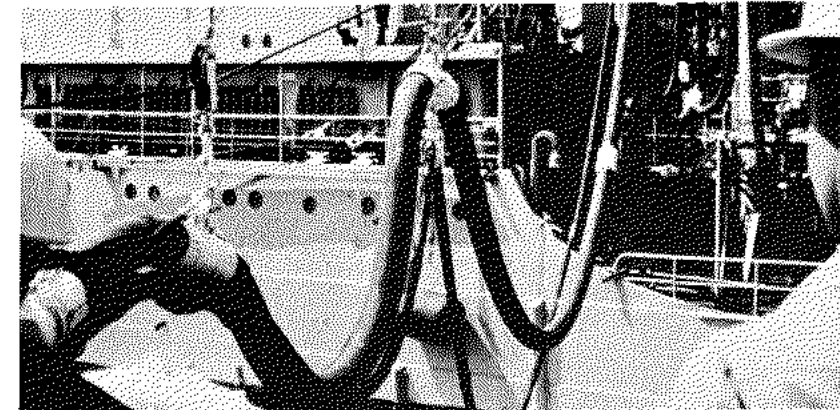


Crossing the line!

and refuelling at sea



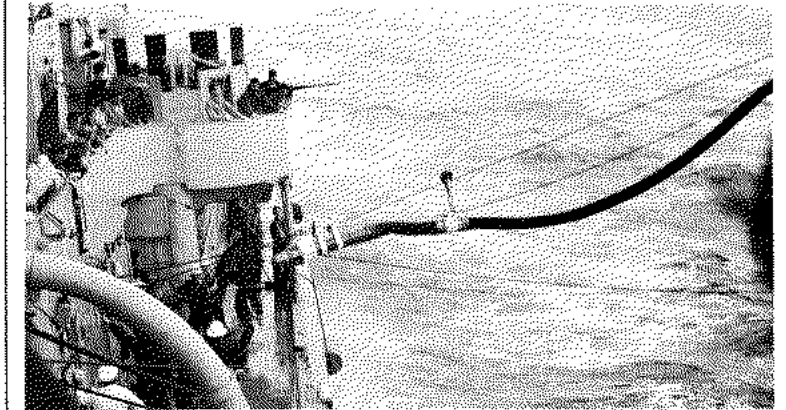
Unloading party under less than ideal conditions. Trolleys now in action.



Refuelling at sea.



The iron deck team hauls in a line.



Underway Rep.



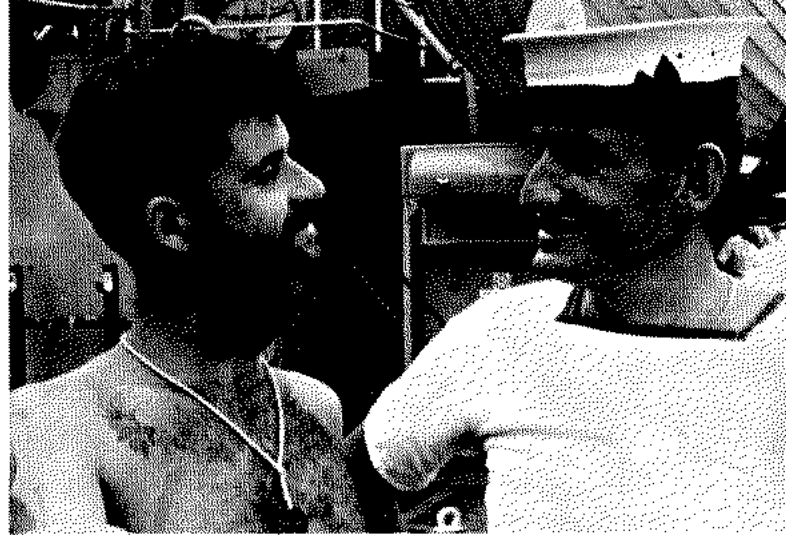
The cameraman cracks an international "funny".



Lt. Iles & guests at Manus Island.

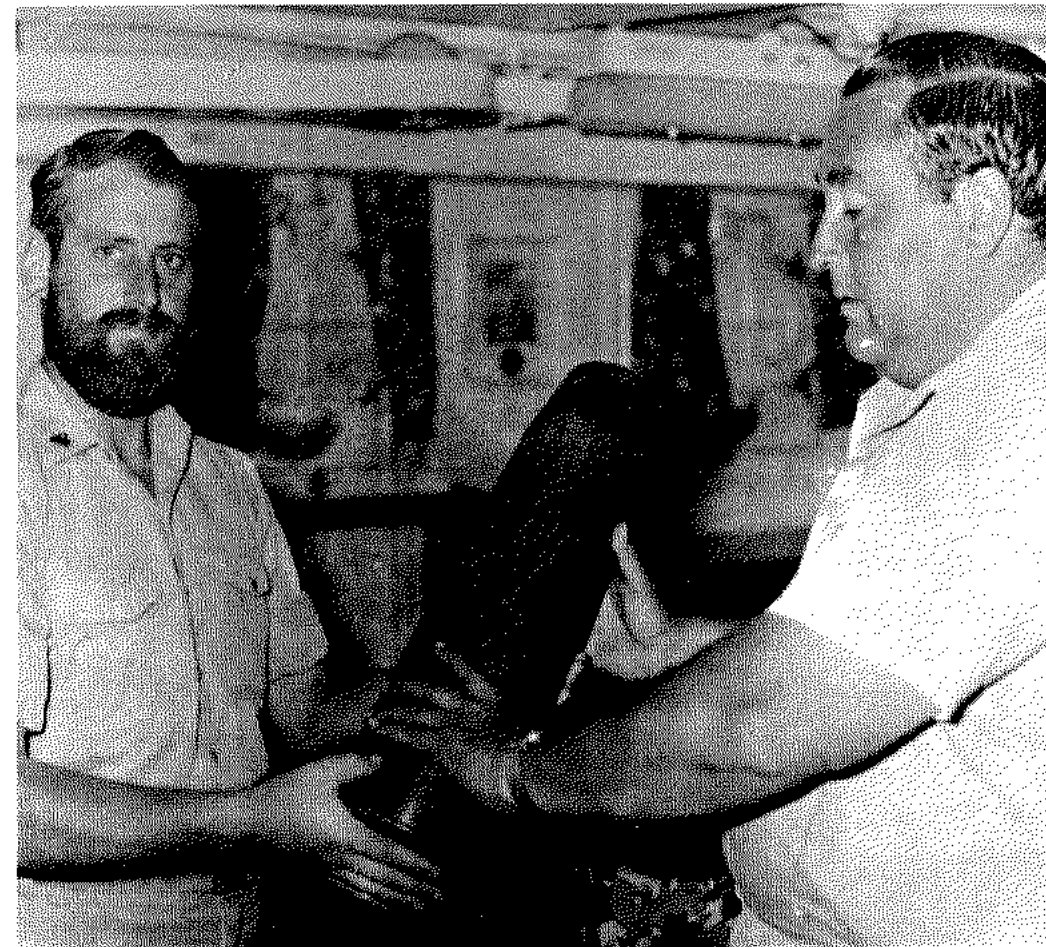


LCDR Jones & guests.



Before and after.

gun damage assessment



The first 4.5 inch shell fired in anger being presented to the Captain by the Gunnery Officer.

Rounds Fired:	13,295	4.5 inch
	414	40 mm
Number of targets		1837
Missions Fired		192
Days spent on Gunline		93
Vietcong Killed in Action		72

Property Damage:	Destroyed	Damaged
Masonry Structures	22	26
Other structures	108	102
Caves	44	50
Bunkers	239	223
Trenches	18	58
Base Camps	1	—
Bridges	1	—
Animals Killed	39	
Mortars	2	
Secondary Explosions	34	
Secondary Fires	107	

Items recovered by friendly forces as direct result of Vendetta's NGFS

- 28 Rocket Propelled Grenades
- 39 Automatic Weapons
- 25 Field Radios

Several caches of ammunition, medical supplies, enemy combat equipment and food.

Before this deployment Vendetta had fired during its life 15,289 rounds. Rounds fired at Vietnam totalled 13,651.



weapons electrical

from the top

*'Twas on the good ship 'detta,
You couldn't wish for better,
In port at home
Or on the foam
You'd know it if you met her.*

*'Twas in the month of nine,
She departed on the brine,
For Asian waters
And Asian daughters
A spectacle most fine.*

*The Sirs, a lively bunch,
(But only after lunch),
They work and play
Through night and day
Displaying lots of punch.*

*The Jimmy's name is Dunn,
A menace on a run,
Performed such feats
in Olongopo streets
They call him now 'Hot Gun'.*

*The Purser's name is Heys,
Prefers the nights to days,
He trips along
Through street and klong,
Ensuring bounteous pays.*

*The Chief, his name is Mac,
A steam man front and back,
With blue suede foot
And balls of soot,
He looks a proper jack.*

*For volts and amps there's Vic,
And his offsider Nick,
Their ventilation
Caused sensation,
And cries of 'You great nit'!!*

*The banging of a gun,
Brings Wilson on the run,
Great balls of fire,
He's caught a wire,
We've heard enough now son.*

*The 'D' is Iles, Dicky,
With tongue so quick and tricky,
With rounded gut
and rotund butt,
He'll never be a quicky.*

*Mel is the man of mail,
So far a complete fail,
If there's not one,
Before next sun,
Lets kick him in the tail.*

*We have our own Du Gama,
An erstwhile P & O charmer,
With fix and sight,
guides through the night,
(One boob and he's a farmer).*

*We've George the apothecary,
Treats sailors smooth and hairy,
With needle pricks
and other tricks
Ensures they don't stay merry.*

*There's Phil our nimble Gunner,
Built like a starved road runner,
With acid quips
and negative hips,
He really is a stunner.*

*There's Graham the deputy steam,
Of Manadon he's the cream
He hourly seeks
Out random leaks,
Through length and depth and beam.*

*For Comms we have our Tex,
With wireless he's a hex,
Since leaving Sydney,
An ailing kidney,
Has curtailed all his sex.*

*Beneath the waves is Gaul,
Neither large or small,
Yet 'neath the bubbles,
He clears our troubles,
Like a man who's ten feet tall.*

*Now there's our young Sub Grey,
Stands forrard night and day,
Guns bellows loud
Like thunder cloud,
Slip you ape not weigh.*

*There's also Ensign Len,
He's in the poo again,
Now listen Bub,
To be a sub,
You must keep a smile on Ben.*

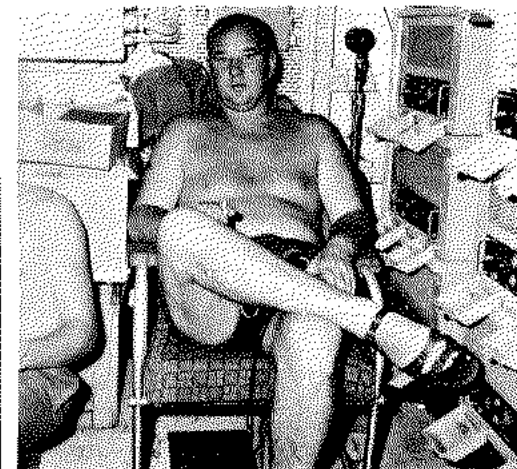
*And last not least there's Andy,
A solidly built young dandy,
The bridge at night
is his delight,
'Cause the starlight makes him randy.*

*The Captain is 'Big E',
You won't read here of he,
Because why not?
Because you clot,
This ode was writ by me.*

electrical failures and the Captains Hot Water Heater) was the answer discovered. Warrens of electrical rabbits being set up into various 'sound lounges' in odd corners of the ship. Short Commercial — please can we have our plugs back now.

Shortly after leaving Taiwan, we said goodbye to Sunshine Clifford who was going on to better things at Waterhen. His relief Ned Moon, joined just in time for our extended stay in Hong Kong, and the long awaited department run. This was judged to be a roaring success — high points of the evening being the floor show by Pete Gallon and the world record time for becoming unconscious by Gach.

Congratulations to Bull Lever, Taffy Thomas, Owen Pontin, Mortymouse, Len Ellis, and Fred Auty on their promotions and also to Fred Auty, Hank Winkeler and anyone else who has had the sense to keep their forthcoming marriages quiet. Good luck to those who are leaving (far too many to mention). We will no doubt have several San Migs for you next October.



KARATE CLUB NEWS: There will be no more exercise periods on C deck as someone put his fist through X turret yesterday.

"I used to be terribly vain", the First Lieut. was saying.
 "Then I had psychiatric treatment — now I'm one of the nicest persons you could hope to meet."

SAP to ORD EM "Grab that wire over there, will you".
 ORD EM "O.K. I've got it".
 SAP "Can you feel anything unusual, any tingling sensations?"
 ORD EM "No".
 SAP "That's good then, but don't touch that other wire because it must be the one with 30,000 volts on it."

SCENE: Iron deck at 1600
 COXWAIN "What are we doing here gents!"
 REPLY "Waiting for the 0900 Unrep swain".

SEAMENS MOTTO: "Blessed are they who go round in small circles, for they shall be known as the big wheels".

a word from the W.E.E.O.

The ship has received words of praise from very senior officers of three navies and it is possibly presumptuous of me to follow suit, however this book affords me the opportunity and I write my few words with pride.

Because our ship is a gunnery ship and our recent deployment a gunnery task it is readily apparent to most that it is the gunnery sailors and the weapon maintainers who get the kudos when such a task is successful. As we all know our tour of duty in Vietnam was successful, but just as our department is only part of the ships team so the weapon section is one part of the W.E.E. team. All sections had their part to play and all played well, interchanging positions as necessary to put their knowledge and experience to the best use. The twelfth man did not need to be called — he was already there as a volunteer.

For the majority of you, when you look back on this deployment in later years, there will only be the memory of a job well done, but this in itself should always be a source of pride and satisfaction. I count myself extremely fortunate to have had the backing of such a team and my deputy Lieutenant Hammond echoes my sentiments.

To those who are being posted I wish every success in their next ship. To those who remain goes the task of creating a nucleus for a new team. It is my gain that you are still on board and my pleasure to serve with you again.

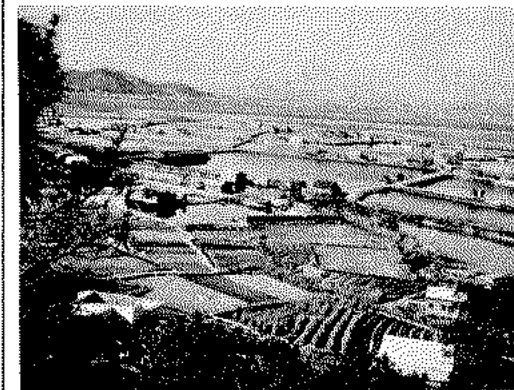
V. W. JONES.
 LT. COR. R.A.N.
 W.E.E.O.

After our first gunline tour of duty the ship ended up in Singapore. Here we had 10 days and the big spenders soon started to collect radio gear and clothing. Some traders visited the ship daily and the Magnolia Milk truck owner made a fortune each morning. The hire of ski boats proved popular and some had time to cross the Causeway to see some of Malaysia. The Sembawang area seemed much quieter and the traders were not looking forward to the British troop withdrawal.

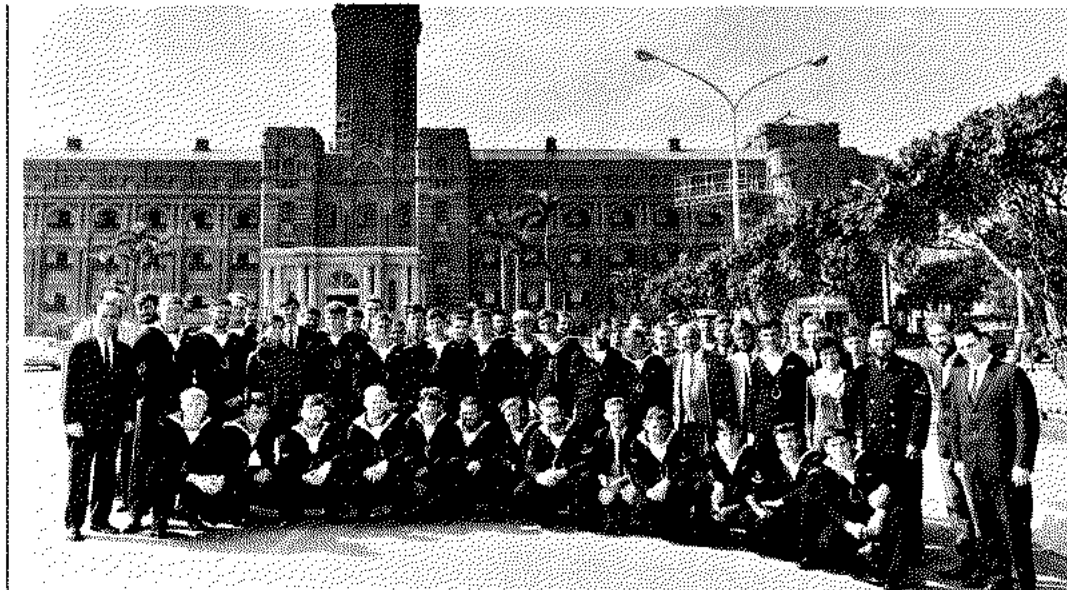
Most of the RN ships were visiting Australia so the Naval Base was almost deserted. The sports fields were in good condition and several rugby and soccer matches were played.

Many will remember the long taxi rides back from the city of Singapore for quite a while, especially if they asked the driver to hurry.

Much rough weather was experienced on the second deployment and as a result we arrived at Keelung, Taiwan, two days late. Keelung is the port closest to Taipei and with the time in the area cut to 24 hours the visit was very rushed. Many went on an extensive bus tour and the



Duck farms and cultivation "no mans land" new territories Hong Kong. Communist territory is on the right.



Day tour Taipei outside the Presidential Palace.

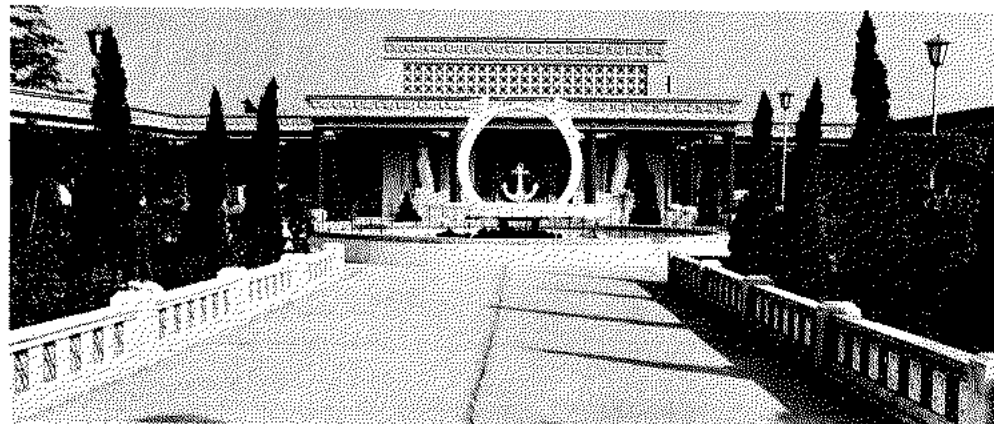
rest headed for the book and record shops. It didn't take long to find that the latest L.Ps were available at 25 cents and that pirate editions of many quality books were available at cut rate prices. The drinkers found some of the bars expensive but Taiwan beer was a good brew. Many found the local girls irresistible even when they were sober. The Taiwanese people are very handsome and seem to be much taller than other Asians. We also found them, polite, respectful and friendly.

After the brief visit to Keelung we steamed down to Koah Siung which is the main port of Taiwan. This area was not as picturesque as the north but most prices tended to be lower. The water in both harbours was heavily polluted and even shore supplies had to be chlorinated for safety.

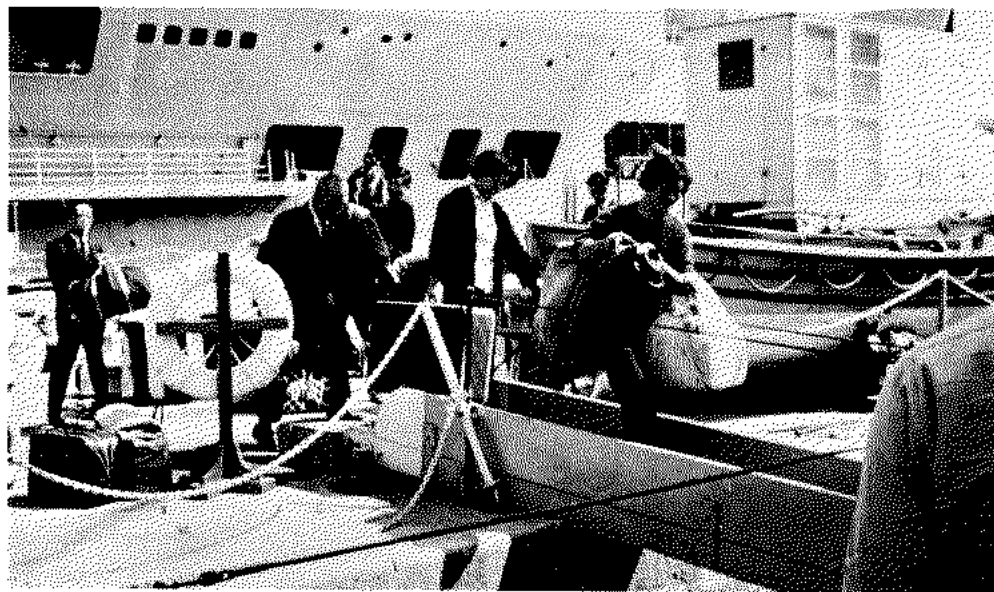
Most of us would like to return to Taiwan and get a better look at the Taipei, Keelung area. Taipei is a very modern city with very wide streets, large stores and good hotels. The city is well scattered and a cross town trip ends up being quite a long cab ride.

Before the next deployment the ship returned to Subic Bay for 7 days. The Americans had cleaned out most of the Navy Exchanges on their pre-Xmas shopping spree but Olongopo was open for business as usual.

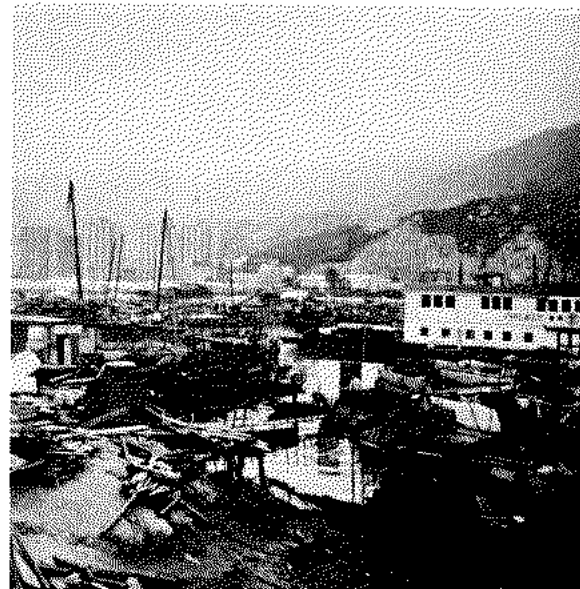
One month later we were in Hong Kong which is still the most popular market place despite the continuing price increases. Hong Kong looks different every time you go there. A vast resettlement program is well under way and a series of flyovers is under construction to relieve the traffic problem. Rickshaws have



An orphanage in Taiwan which received help from Vendetta. A leprosy hospital in Kaohsiung and a children's home in Sydney also received Vendetta's help and an orphanage in Hong Kong received a new coat of paint.



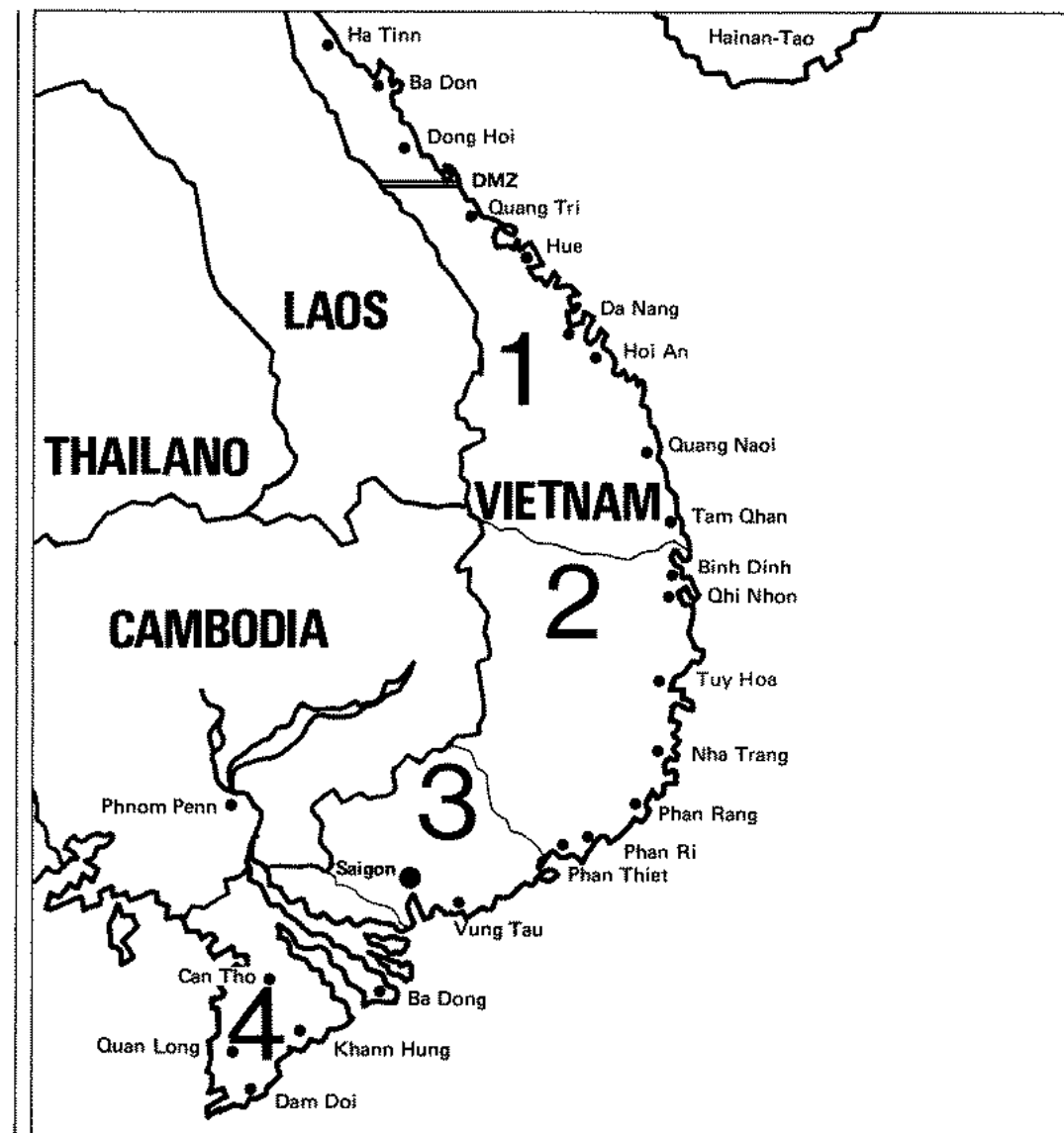
Traders charge aboard at Hong Kong.



The filthy junk section of Kowloon Bay. The floating clinic run by project concern (right) is winning the battle against disease.



Giving blood — Hong Kong.



MOVEMENTS:-

SEPTEMBER 1969

15—20 Enroute Manus
21—26 Enroute Subic
26—30 Inport Subic
30 Enroute I CTZ Vic Da Nang

OCTOBER 1969

1—2 Enroute I CTZ Vic Da Nang
2—19 I CTZ Vic Da Nang
20—25 II CTZ
26—27 Enroute Singapore
28—31 Inport Singapore

NOVEMBER 1969

1—6 Inport Singapore
7—8 Enroute III CTZ
9—10 III CTZ NGSF Vic Vung Tau
11 Enroute I CTZ
12—15 I CTZ NGSF Vic Quang Ngai
16—29 II CTZ NGSF Vic Tuy Hoa
30 Enroute Keelung

DECEMBER 1969

1—3 Enroute Keelung
4 Inport Keelung
5 Enroute Kaohsiung
6—9 Inport Kaohsiung
10—11 Enroute Subic
12—18 Inport Subic
19—20 Enroute II CTZ
21—31 II CTZ NGSF Vic Phan Thiet

JANUARY 1970

1—14 II CTZ NGSF Vic Phan Thiet
15—16 Enroute Hong Kong
17—31 Inport Hong Kong

FEBRUARY 1970

1—15 Inport Hong Kong
16—17 Enroute III CTZ
18—20 III CTZ NGSF Vic Vung Tau
21—28 II CTZ NGSF Vic Phan Thiet

CONTINUED ON PAGE 14

goo-goo

There is a buzz going around Sydney town that the VENDETTA does not have any albatrosses or sea gulls flying in her wake but a 'STORK'. Congratulations to the following members of the ships company and their wives on the additions to their families.

From *Ruski*

- Ken and Sandra *Hubner*
Dale, born 18th September,
weight 8 lbs. 6 ozs.
- John and Sue *McKinnon*
Campbell, born 9th October.
- Hec and Helen *Campbell*
Charles, born 11th October,
weight 8 lbs. 12 ozs.
- John and Carole *Hewitt*
Michael John, born 15th October.
- Mai and Kay *Wheat*
Taryna Kellie, born 25th October,
weight 5 lbs. 2 ozs.
- Barry and Lynnette *Alexander*
Dwayne Barry, born 26th October,
weight 10 lbs. 2 ozs.
- Glen and Christine *Hasler*
Jodie Lea, born 4th November,
weight 7 lbs. 7 ozs.
- Peter and Mary *Thomas*
Mary Louise, born 16th November,
weight 9 lbs. 2 ozs.
- Chuck and Clytee *Glass*
Christopher, born 9th December,
weight 8 lbs. 7 ozs.

- Colin and Christine *Hardie*
Nichole Maree, born 26th December
weight 7 lbs. 6 ozs.
- Peter and Lynette *Ashby*
Mark James, born 28th January.
- Nicholas and Svetlana *Taterinoff*
Andrew Nicolas, born 31st January,
weight 10 lbs.
- Tony and Hilda *White*
Andrew, born 7th February,
weight 8 lbs. 14 ozs.
- Richard and Loraina *Dorham*
Katherine Maree, born 9th February,
weight 7 lbs. 9 ozs.
- Leonard and Gail *Odenryne*
Lee Anthony, born 10th February
weight 7 lbs. 8 ozs.
- Barry and Maureen *Jahnsen*
Amanda Michelle, born 10th March,
weight 5 lbs. 12 ozs.
- Richard and Alison *Treasure*
Luanne, born 12th March,
weight 6 lbs. 2 ozs.
- Colin and Pearl *Bron*
Heather Ann, born 13th March,
weight 8 lbs. 15 ozs.
- Frederick and Joan *Jeffree*
Todd, born 18th March,
weight 7 lbs. 9 ozs.
- Kevin and Margaret *O'Brien*
Kellie Maree, born 21st March
- Tackers and Rita *Miles*
Rachael

spirits were somewhat dampened when we were handed tea-towels instead of machine guns. However, taking the loss of face in our stride we proceeded to "dryup".

Our only loss in numbers came when one of us went for a stroll across Hong Kong Harbour — which was a set thing to do — looking for a lawn mower. Now there may not be much grass on a destroyer, but there's plenty where he is now.

The sailors ably provided the backbone in many instances from guncrews to cafe party, the latter being at all times led by one of our erstwhile PO's under the direct supervision to Time "the hat" Collins. A well done to all concerned for handling a round the clock job with smiling efficiency.

When asked by his family "What did you do in the war, daddy?" Fred Jeffree can say with just pride "I washed and dried 35,000 knives, forks and spoons" and our TASQM's — "I lost 4 stone in the wheelhouse".

TAS. DEPT.

Although rarely in the thick of things, the TAS world was far from inactive on the gunlines and



Vendetta alongside "Brisbane" during the handover Subic Bay.

off, as will be confirmed by the unmentionable sailor, who almost succeeded in blowing our steam off in Da Nang. However, all in all, ours was the truly "Silent Service", for the full fury of the 'main' armament was never unleashed, for fear of escalating the war.

The remainder lasted through the savage actions by scrubbing the decks around sleeping gunners, which was no mean feat, for there were many who fell exhausted after six rounds fired on H + 1's.

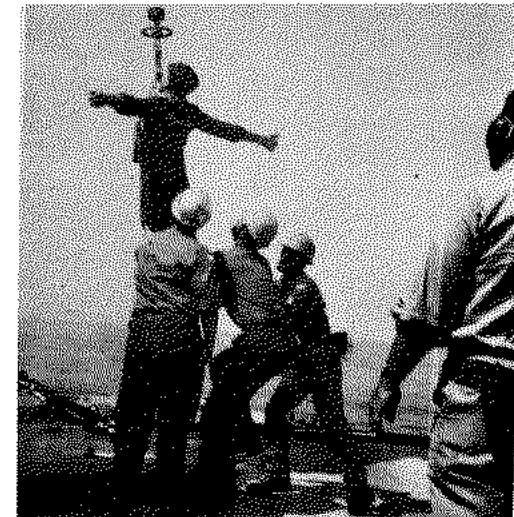
Several US ships offered large sums for our three barrelled Gun Direction Unit but, unfortunately corrosion prevented removal.

Hong Kong found us talking left handed at our Branch Smokey, which was highlighted by the POCD's floor show, the punch line being 'patrols can't arrest Petty Officers' — ha!

Mel 'Hotline' Matthew, our roving reporter and gallant leader managed to outcoop the Sunday Mirror on several occasions with action filled items interspersed with naval wit, of which many found their way to the nation's leading newspapers, others of course, were filed carefully in the Captain's waste paper basket.

We sailed on Monday 15th September, 1969, for exercises in the Jervis Bay area, and finished up in Vietnam. The navigator mumbled something about the wrong chart, but it was too late.

Merv "The Shark" Ward distinguished himself admirably by sleeping through most of the trip, a feat unrivalled in the annals of Naval history. There were unconfirmed reports that he was seen awake and fleaing his beard on two occasions, but investigations proved worthless. As a token of good-will, he was allowed to take his mattress with him when he left us — it was wornout anyway.



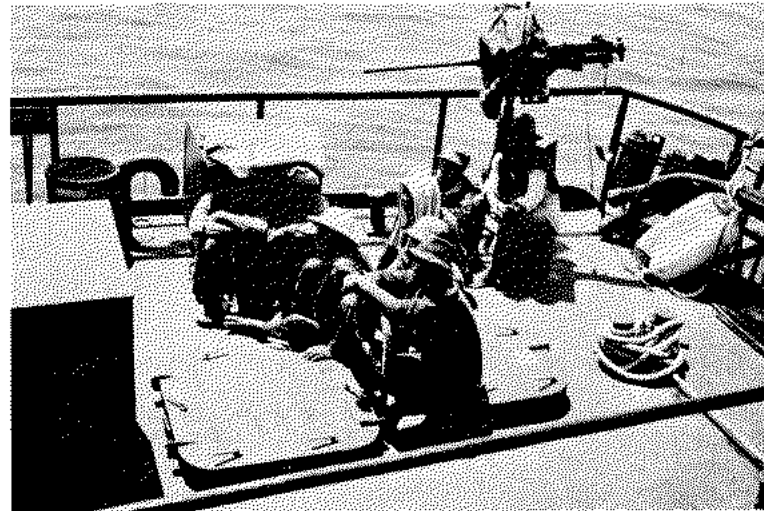
Medical evacuation — patient being winched from X Gundeck into helo.



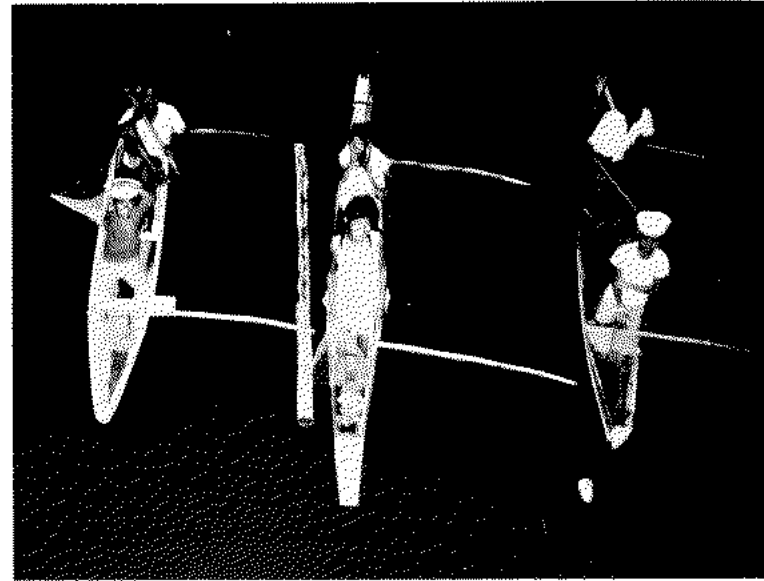
Vendetta making ready for sea, 15th September, 1969.



Spotter plane flies over ship after the final shoot on the gunline before leaving for home.



Suspected VC on USCG Patrol Boat.



"Throw me coin sailor."

March and in their evacuation the next month under heavy air attack. The evacuation of Crete followed in May, and again the ship took an active part. At the end of this month attention turned back to the North African campaign, and VENDETTA made a record number of 39 passages altogether into or out of Tobruk carrying troops, stores and ammunition. It was during this period that the Australian destroyers became famous as the "Scrap Iron Flotilla", a title originally bestowed on them by German propagandists because of their age.

When HMAS STUART left the Mediterranean in August, VENDETTA transferred to the Seventh Destroyer Flotilla, and after refitting at Alexandria and Haifa she spent the next two months on convoy escort duties. She was the last of the Australian destroyers to leave the Mediterranean, in October 1941, and she arrived at Singapore for a major refit in November. War broke out with Japan in the Pacific the following month and VENDETTA's guns were mounted on the dockside and her ship's company took part in the defence of the island against heavy Japanese air attack and shot down an enemy bomber. As the battle for Singapore approached its climax it was decided to attempt to tow her back to Australia and in February 1942 VENDETTA left the dockyard in tow on the first leg of a nightmare voyage that was to last ten weeks.

She was towed by HMS STRONGHOLD and HMAS YARRA as far as Batavia under frequent and heavy air attack. There the tow was taken over by the PING WO for the long haul to Fremantle which was finally reached early in March. Another tow by the ISLANDER across the Bight to Melbourne in a gale, during which the tow parted four times. 72 days after leaving Singapore, of which 40 were spent at sea under tow. There was no power in the ship, no sanitary arrangements,

no refrigeration and only tinned food. For his part in VENDETTA's safe return to Australia LIEUT WHITTING was awarded the DSC.

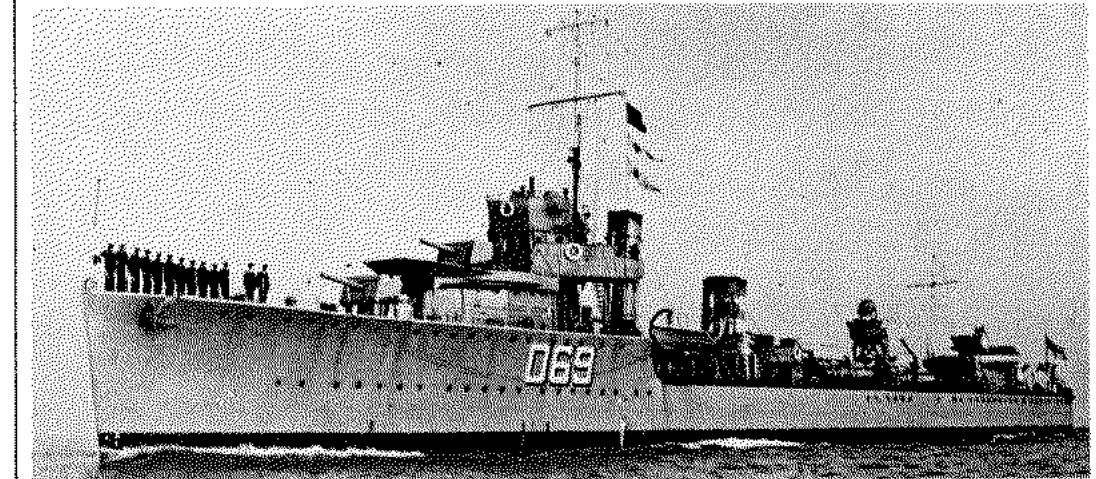
VENDETTA refitted until the end of 1942, recommissioning in October of that year. The early part of 1943 was spent escorting convoys to New Guinea, and the rest of the year in anti-submarine patrol and escort work off the Queensland coast. After a refit in Sydney, the transporting of troops and stores in New Guinea waters kept her busy throughout the first half of 1944.

VENDETTA was in the New Guinea and New Britain area again briefly in September. During this time the details of the surrender of the Japanese forces in the south-east area were arranged on board at Rabaul. She finally returned to Sydney to pay off in October, 1945, after steaming over 120,000 miles on Pacific war service. Her hull was scuttled off Sydney Heads in July 1948, and so ended the distinguished career of a gallant ship.

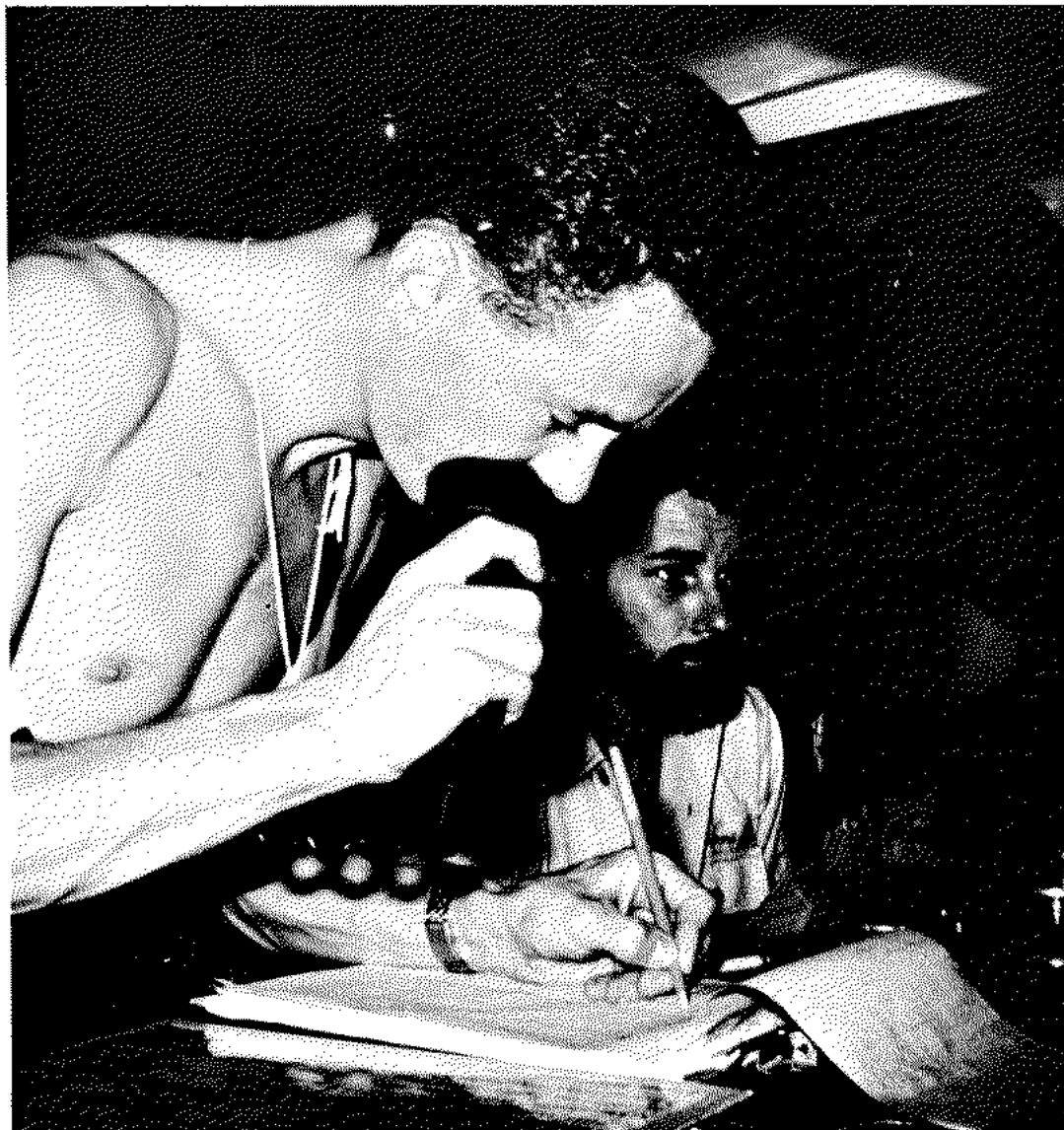
The keel of the present VENDETTA was laid at HMA Dockyard Williamstown Melbourne on 4th July, 1949. From 1954 the dockyard was kept busy completing the superstructure, fitting her armament, complex electronic and engineering machinery and extensive trials. VENDETTA was commissioned and joined HMA Fleet on 26th November, 1958.

She has since served many times as an element of the Commonwealth Strategic Reserve in the Far East. During confrontation she carried out anti-infiltration patrols in the Malaysian area. In May 1966 VENDETTA, exercising off Jervis Bay NSW, went to the aid of the sinking dredge WD ATLAS. In November of the same year she played a major part in the re-floating of the US Submarine TIRU which had gone aground on a reef off the Queensland coast.

On 26th September, 1969, VENDETTA arrived in Subic Bay, Republic of the Philippines, to replace HMAS Brisbane serving with the US 7th Fleet.



H.M.A.S. Vendetta (5th D.F.) Atlantic fleet returning to Portsmouth from the Irish patrol 11th November, 1922.



list of ships company

OFFICERS

CMDR Eric E Johnston J.P. Captain
 CMDR Benjamin G J Dunn Executive Officer
 LCDR Michael P C Furlong Navigation Officer
 LCDR Bryan Wilson Gunnery Officer
 LCDR Gordon Hays J.P. Supply Officer
 LCDR John L McCorrison Engineer
 LCDR Victor W Jones
 LT Melville T Mathew
 LT Phillip L Chapman
 LT David J Gaul
 LT Nicholas D H Hammond
 LT David H Iles
 LT Terrence E Toohey
 LT Graeme J Vagg
 LT John W Hewitt
 SURG LT George M F Carter
 SBLT Andrew B Mackinnon
 ASBLT Leonard L Cupitt
 ASBLT Graham F Murray



commander E.E. Johnson

Commander Johnston was born in Shanghai, China, on the 29th July, 1933. He joined the Naval College in January 1947 graduating in 1950 as a Cadet Captain and was awarded the English prize.

After two training cruises in HMS DEVONSHIRE he joined HMAS AUSTRALIA as a Midshipman in 1951 and then spent 3 months in HMAS CULGOA before proceeding to the United Kingdom for Sub Lieutenant courses and a subsequent posting to HMS MAIDSTONE.

On return to Australia he joined HMAS TOBRUK before returning to the United Kingdom for a long N.B.C.D. course and two years exchange service with the Royal Navy.

This was followed by a 3 year period as Executive Officer of the Cadet Training Ship HMAS SWAN. 1962 to 1964 were spent on the staff of the Britannia Royal Naval College Dartmouth before returning to Australia as First Lieutenant of HMAS MELBOURNE.

Commander Johnston was posted to HMAS VENDETTA as Executive Officer in July 1966 and was promoted to Commander in December 1967. After 5 months with the RAN Trials Team he served for a year as Executive Officer of the Junior Recruit Training Establishment, HMAS LEEUWIN before taking command of HMAS VENDETTA on the 5th May 1969.

a word from the commanding officer

On Monday, 15th September, HMAS VENDETTA departed from Sydney for a 7 month deployment to Vietnam waters, the first Australian built ship to do so, the first Australian Daring to go to war. This book records some of the activities of a ship and a Ship's Company that I have been very proud to command. I wish to sincerely thank those members of the Ship's Company who are reading this introduction for their excellent work during the commission, I hope we all serve together again in the not too distant future.

LCK	Murray	Breen
LWTR	Ross	Hardy
LCK	Dennis	Jeffery
LCK	Selwyn	Miles
LSTD	George	Mortlock
LSTD	Eric	Tilt
CK	Christopher	Baker
STD	Terrence	Bartrim
CK	Peter	Hancock
STD	William	Harvie
WTR	Lindsay	Klem
SAN	Donald	Martin
SAN	Allan	Haysom
WTR	Bernard	McKay
STD	Steven	Naisby
CK	Kevin	O'Brien
STD	Edward	O'Sullivan
CK	Terrence	Smart
STD	Brian	Southam
STD	Michael	Stangret
CK	Bruce	Stringfellow
SAV	Thomas	Walmsley
ORDSAV	Charles	Buchanan
DRDSBA	Patrick	Hannon
DRDCK	Ian	Trappett
ORDWTR	Peter	Vincent
ORDWTR	David	Whelan

ELECTRICAL DEPARTMENT

CSAP	Ronald	Ashton
CEC	Adrian	Bryant
SAW1	Colin	Burns
CEWE	Milton	Denning
CSAW	Neville	Gough
PDEWE	Hector	Campbell
SAP2	Brian	Clough
SAP2	Terry	Clifford
POEP	Gerard	Dean
SAC2	Ian	D'Emden
A/SAC2	David	Mortimer
A/SAP2	Alan	Moon
POEWR	William	Neill
A/SAP2	Bryan	Newton
POEWR	Peter	Sercombe
SAP2	Nicholas	Tatarinoff
PDEP	Vincent	Thomas
A/SAP2	Paul	Weidenhofer
SAW2	Hendrik	Winkler
A/SAP2	Hans	Woelke
LEMWR	Neil	Bird
SAP3	William	Colman
LEMWR	Peter	Gallon
LEMP	Dennis	Hayward
LEMC	Terry	Hume

LEMWR	Leslie
SAP3	Alexander
SAP3	Brendon
EMWE	Gregory
EMWR	Robert
EMP	Francis
EMP	Colin
EMP	Dragoljub
EMP	Ross
EMC	Grahame
EMP	Victor
EMP	Alan
EMWR	Zenon
DRDEM	Andrew
ORDEM	Desmond
DRDEM	John
DRDEM	Gerard

ENGINEERING DEPARTMENT

CMECH	Donald	Carey
CNS	Neville	Hoskins
CME	Robert	McNamara
NS1	Kenneth	Ferguson
MECH 1	Barry	Jahnsen
ERA 1	Michael	Kernaghan
MECH 1	Raymond	Miller
MECH 1	Phillip	McDowall
ERA 1	Anthony	Robinson
ERA 1	Brian	Wilson
POME	George	Ballard
ERA 2	Malcolm	Clasper
PDME	Donald	Gibson
PDME	Dennis	Graffin
NS2	Graham	Henstock
POME	Kenneth	Hubner
POME	Colin	Johnson
ERA2	Paul	Mulquiney
POME	Peter	Ormsby
ERA2	Robert	Russ
ERA2	Ronald	Vandervelden
ERA2	Brian	Wood
LME	Robert	Aitken
ERA3	Phillip	Armstrong
LME	James	Cameron
LME	Brian	Dedman
LME	Theodore	Doesselr
LME	Brian	Fittock
LME	James	Gibson
LME	Louie	Hocking
LME	Edgar	Jarvie
LME	Kenneth	Lentell
ERA3	Kevin	Lewis
LME	Jeffrey	Parker
LME	Robert	Teale

LME	Brian	Turner
ERA3	Barry	Whalley
LME	Anthony	White
ME	Alexander	
ME	Rudolf	Armbruster
ME	Kenneth	Atkins
ME	Michael	Bedford
ME	William	Briscoe
ME	Graham	Campbell
ME	Robert	Cannon
ME	Michael	Cassidy
ME	Alwyn	Clarke
ME	Alan	Davis
ME	Anthony	Davis
ME	William	Dicker-Lee
ME	Neil	Hage
ME	Francis	Hopper
ME	John	Kean
ME	Ian	Linning
ME	Alan	McGowan
ME	John	McKay
ME	Robert	McRae
ME	Gregory	Mollross
ME	Edward	Norris
ME	Ronald	Oberman
ME	Leonard	Dudenryn
ME	Geoffery	Parish
ME	Terry	Peisley
ME	David	Rossi
ME	Robert	Stewart
ME	Dieter	Svatos
ME	John	Taylor
ME	Ernest	Trevaskis
ME	Murray	Turner
ME	Johannes	Van Eyck
ME	Richard	White
DRDME	Garry	Akers
ORDMED	John	Batrachenko
DRDME	Ian	Bendall
DRDME	Malcolm	Bond
ORDMED	Colin	Chard
DRDME	Richard	Cox
DRDME	Roger	Halls
ORDMED	Karl	Henkel
ORDMED	Mark	Pascoe
ORDME	Paul	Ross
ORDME	Jeffery	Stein
ORDME	Christopher	Warn
DRDME	Rolf	Spaeth

FLEET AIR ARM

NAPHDT	John	Aldridge
NAMET	Alan	McDonald
NASE	Colin	McAlister

libya 1940
crete 1941
mediterranean 1941
greece 1941
matapan 1941
vietnam 1969-70

vendetta

From Latin, Italian, French "Vindicta" to "VINDICATE"

vindico

(Latin) — Clear of imputations, to establish the impugned existence of truth or merit or justice by an act of revenge or punishment.
(Oxford)

Missile ship to leave Vietnam

CANBERRA, Thurs- day.—Navy headquarters announced tonight that the Daring class destroyer H.M.A.S. Vendetta will replace H.M.A.S. Brisbane in service with the U.S. Seventh Fleet off the coast of Vietnam.

For the first time since March, 1967, Australia will not have one of its three guided-missile destroyers with the Seventh Fleet.

When the Brisbane returns, the R.A.N. will for the first time have all its three guided-missile destroyers at home.

destroyers in Australian waters together.

The Vendetta returned to Sydney today after working up exercises off the east coast.

After a short self-maintenance period, the ship will sail for Subic Bay in the Philippines to relieve the Brisbane.

A Navy spokesman said tonight that the Vendetta would serve the usual six-months term with the Seventh Fleet.

The change was being made to facilitate maintenance of the three guided-missile destroyers.