

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

HMAS VENDETTA

Item number: 352/2

Title: October 1939 - October 1945. Duplicate



AWM78-352/2

[352/2]
DUPLICATE

REPORT OF PROCEEDINGS
+ WAR DIARY
H.M.A.S. VENDETTA

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AUSTRALIAN ARCHIVES
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Reviewer: LCDR R. L. Smith (RANEM)
Signature: *R. L. Smith* Date: 14 MAR 91

(LETTER FROM COMMANDING OFFICER, H.M.A.S. "VENDETTA",
Dated 5th November, 1945).

LETTER OF PROCEEDINGS FOR OCTOBER, 1945 -
H.M.A.S. "VENDETTA"

II.

B.S. 3008/250/230
The Secretary,
NAVAL BOARD.

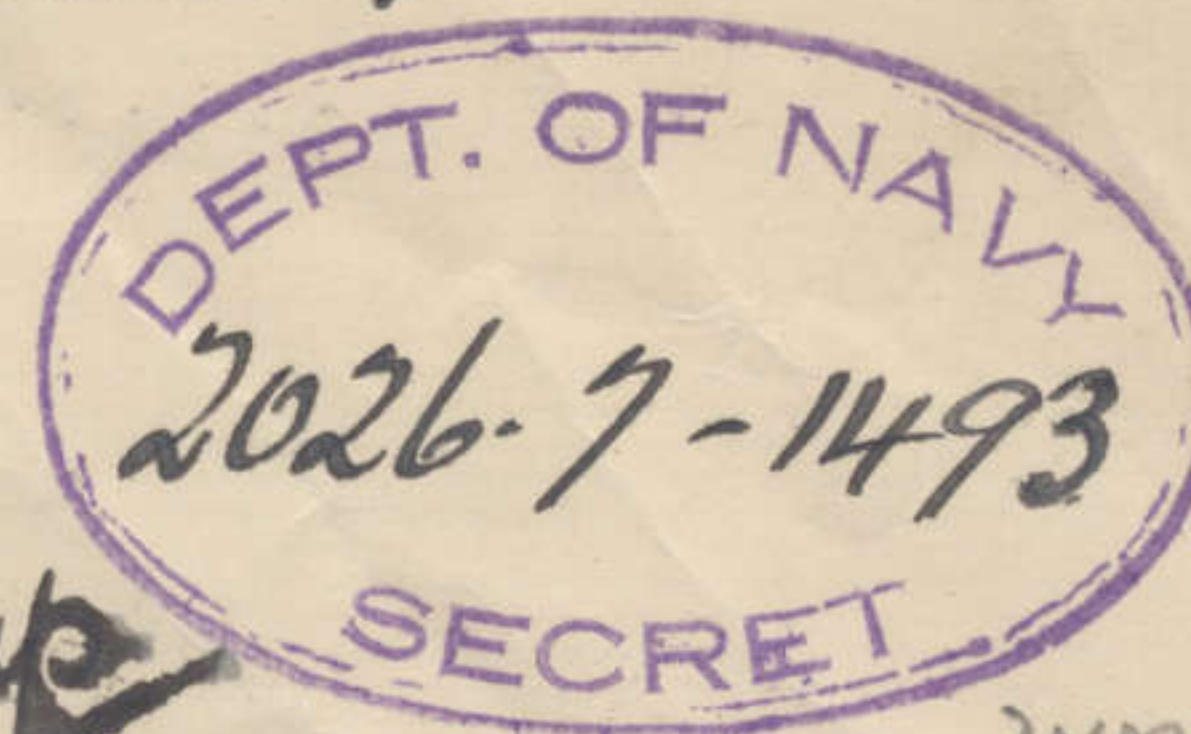
A.H.
Forwarded for the information of the Naval Board
in accordance with Navy Office letter 589/201/941 (053065)
dated 23rd October, 1944.

2. The present position of H.M.A.S. "VENDETTA's"
paying-off programme was reported by the ship in signal
D.T.G. 120022Z/November addressed to Flag Officer-in-Charge,
Sydney and repeated to Naval Board.

Cummins
A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

2/11/45
17 NOV 1945



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U.S. FLAG

cross Ref:
432/269

The Commanding Officer, H.M.A.S. "Vendetta".

5th November 1945.

The Secretary, Naval Board, Navy Office, Melbourne.
(Copy to :- The Flag Officer-in-charge, Sydney).

LETTER OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1945.
H.M.A.S. "VENDETTA"

Submitted,

"Vendetta" slipped from Newstead Wharf, Brisbane, at 0630/1st October, and proceeded - speed of advance 19½ knots, to arrive at Sydney at 1100K the 2nd.

In Moreton Bay, H.M.A.S. "Reserve" with a small Japanese ship from Rabaul in tow was passed.

As weather reports indicated that a storm in the South of Australia might have affected the Tasman Sea speed was increased to 22 knots on passing Caloundra with a N.E.W. wind and swell.

H.M.A.S. "Stuart" was passed at 1310K proceeding Northwards.

At 1700K the wind backed to S.S.W. and the swell changed to S.S.E. and gradually increased and speed was reduced because of pounding. By 2300K with the wind force 6-7 and sea 4-4 speed had been decreased to 7 knots and a signal sent to Flag Officer-in-charge, Sydney, and other authorities indicating a probable delay of 20 hours unless the weather improved.

At 0930K/2nd a weather report was asked for as speed of advance was still 7 knots. By 1900K the wind had eased to force 3 but the swell still necessitated 7 knots. The U.S.S. "Fort Wrangell" was in the vicinity during this period and was making good about the same speed.

The weather improved during the night but it was decided to arrive at 0815K/3rd to show the paying off Pendant.

"Vendetta" entered Sydney Harbour at 0815K Wednesday and secured to Bob buoy at 0847K. Personnel on passage were discharged during forenoon and the Commanding Officer reported to Flag Officer-in-charge and Staff to finalise arrangements for paying off, original proposals having been forwarded prior to leaving Madang.

The Ship was de-ammunitioned on the afternoon of the 3rd and the forenoon of the 4th and the major part of the Victualling stores were returned PM the 4th and AM the 5th.

At 1100K the 5th "Vendetta" slipped from Bob buoy and secured to Cruiser Wharf, Garden Island at 1120K, this was



Probably the last occasion that she would move under her own power before being sunk.

H.M.A.S. "Arrarat" secured alongside at 1145K the 5th and slipped at 0915K the 6th. H.M.A.S. "Reserve" and salvaged Jap Ship secured alongside PM the 6th and slipped AM the 8th when H.M.A.S. "Kybra" secured alongside.

During the afternoon of the 5th and forenoon of the 6th arrangements were made for destroying Naval Stores which commenced on Monday the 8th and a signal giving approximate date for destoring and paying off into Dockyard hands was sent to the necessary authorities. The Complement was reduced on Tuesday the 9th and unnecessary personnel were discharged to Penguin. Surgeon Lieutenant, P.D. Blaxland, R.A.N.R. was discharged to "Rushcutter", and Lieutenant, A.I. Parker, R.A.N. was discharged to H.M.A.S. "Hobart" on the 10th.

The Commanding Officer proceeded to Melbourne on duty from AM the 9th to AM the 11th.

During the week all guns and armament and Medical stores were landed and returned to the store. Pistol calibre .45" registered No 217547 being lost overboard on the 11th, a report of the circumstances being forwarded. Landing Naval Stores was proceeded with and it is expected that the Ship will pay off into Dockyard hands about Nov. 2nd.

On Friday the 12th October another group of the Ships Company no longer required were discharged to "Penguin".

Defuelling was commenced PM 11th October but not completed until AM the following day.

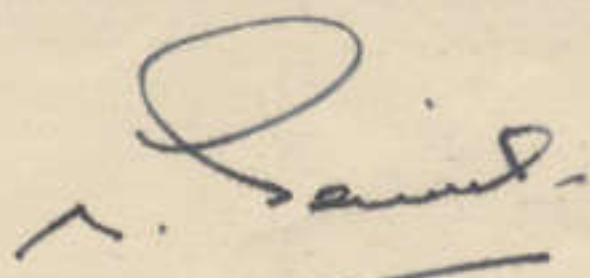
A small paying off party was given by the Commanding Officer and Wardroom Officer's in the forenoon of the 13th.

Lieutenant, M. Germaine, R.A.N.V.R. assumed command of H.M.A.S. "Vendetta", at 1130K/15th, Lieutenant, W.K. Tapp, R.A.N. being discharged to H.M.A.S. "Swan".

Destoring proceeded steadily alongside Garden Island throughout the remainder of the month, and should be completed by November the 8th.

Distance steamed	553.1 Miles.
Hours under way	50 hours 20 Mins.
Average distance/ton fuel.	3.4 Miles

Total distance steamed since commissioning on 29th September 1942, 120,639 . 7 miles at an average speed of 11.6 knots.


Lieutenant, R.A.N.V.R.
IN COMMAND.

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19.OCT.PM45
NAVY REGISTRY

DEPT OF NAVY
SECRET

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The Commanding Officer, H.M.A.S. "Vendetta"

14th October.1945

15/L/2.

The Flag Officer-in-Charge, Naval Establishments, SYDNEY.
(Copy to :- The Secretary, Naval Board, MELBOURNE.)

LETTER OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER 1945.
H.M.A.S. "VENDETTA"

Submitted;

Final preparations were made on September the 1st for the passage to Jacquinot Bay. Warrant No.21 read.

At 0645K September 2nd weighed, having embarked various personnel for passage, and at 0655K, N.O.I.C. New Guinea and Staff embarked. "Vendetta" then proceeded to Langamuk, speed of advance 21 knots, and secured alongside U.S. Tanker "Idaho Falls" at 1620K on the 2nd. Fuelling was completed by 1830K, 220 tons of fuel embarked, and, as Brigadier G.L. Sheehan, B.G.S. 1st Australian Army and staff were unable to fly from Lae to Finschafen due to poor weather conditions "Vendetta" proceeded at 1830K to Lae, speed of advance 20 knots. On arriving off Lae at 2210K Brigadier Sheehan and Staff embarked and "Vendetta" proceeded at 2230K for Jacquinot Bay, speed of advance 21 knots.

2. "Vendetta" berthed alongside Liberty wharf, Jacquinot Bay at 1600K on the 3rd of September.

During the evening War Correspondents, Photographers and an R.N.S.A.F. Liaison Officer joined the ship and at 0130K 4th Sept with N.O.I.C. New Guinea, Brigadier Sheehan and staff on board "Vendetta" slipped and proceeded to rendezvous with the Japanese envoys of Crater Peninsular, New Britain, speed of advance 16 knots.

On nearing the Rabaul area at 1115K on 4th Sept, New Zealand Air Force provided Air cover of fighters and bombers, the ship was closed up at action stations and remained closed up until clear of Crater Peninsular on the return journey.

At 1150K slight engine trouble necessitated reducing to 12 knots for a few minutes but the rendezvous was made at 1210K 4th and the ship was stopped a half a mile from Crater Peninsula, approximately one mile south of Tawui Point making a lee for the Japanese boats. Two boats flying Japanese ensign and the white surrender flag were waiting our arrival in a choppy sea and wind force 5, one remained as a guard boat the other with the envoys onboard attempted to come alongside but, making an error of judgement rammed the starboard ladder and amidst much shouting in Japanese the platform disintegrated. The boat then came alongside and the Japanese made an undignified scramble aboard.

The envoys consisted of a Colonel, one Major, a Naval Captain, a Lieutenant-Commander, and Lieutenant, an interpreter and two signalmen. The Naval Captain apologised profusely for breaking the ladder.

Various sentries had been placed with Tommy Guns and Revolvers and the envoys were relieved of their swords. Brigadier Sheehan and Captain Morris then conducted the conference on the upper deck forward of the after superstructure. Despite the slight Japanese odour the Ship's Cat slept peacefully under the conference table.

General observations of the Japanese were that the Army appeared of the sneering and truculent type while the Navy were more tactful but needed more watching. The Conference detailed the orders for the final surrender in H.M.S. "Glory" of the Japanese in the whole of their South Eastern Area and the Japanese gave information of troop areas Mine fields and details of the prisoners of war etc.

The Japanese envoys left at 1315K and "Vendetta" proceeded to Jacquinot Bay, speed of advance 22 knots. Securing alongside Liberty wharf at 2120K/4th, when Brigadier Sheehan and Staff left the ship. Every endeavour was made to pass by W/T as much as possible of the Press reports.

3. During the forenoon of the 5th sept, H.M.S. "Glory" anchored of the Liberty Wharf, H.M. Ships "Hart" and "Amethyst" remained patrolling outside the bay and A.M.S.'s "Kiama", "Dubbo", "Lithgow", and "Townsville" arrived from Torokina to fuel. "Vendetta" slipped and fuelled from Dutch tanker "Cleodora" embarking 195 tons of fuel and resecured alongside Liberty Wharf.

Captain Morris attended a conference onboard H.M.S. "Glory" for the final preparations for receiving the Japanese General for the surrender. The original arrangement for the signing to take place of Rabaul Harbour was changed and H.M.S. "Glory's" position was to be well clear of land to the South East of the South of New Ireland and "Vendetta" was to escort H.M.S. "Hart" to Kabanga Bay to embark General Imamura and staff.

The Corvettes, M.L.'s and H.M.A. Tug "Reserve" departed about 1800K 5th Sept to rendezvous with "Vendetta" of Crater Peninsular at 1000K/6th. H.M.S. "Glory" and her two attendant Sloops departed at 1730K/5th with General V.A.H. Sturdee, G.O.C. 1st Aust Army and staff aboard.

"Vendetta" slipped at 2400K/5th and proceeded to rendezvous with H.M.S. "Glory" at 0600K/6th - speed of advance 16 knots.

H.M.S. "Hart" was detached and formed astern of "Vendetta" at 0615 and course was set for Kabanga Bay. Just before entering this small bay while in 80 fathoms of water a violent shudder was felt in the ship but after stopping the main engines the engine room reported no trouble or defects and as the ship was in deep water with no apparent damage speed was increased and "Vendetta" stood by "Hart" while she embarked General Imamura and staff at 0800K. H.M.S. "Hart" then left the bay but had to return as the Jap staff had left some documents in their barges. "Vendetta" parted company and proceeded at 22 knots to rendezvous with the Mine Sweepers.

4. At 1000K/6th the rendezvous was made with "Kiama", "Dubbo", "Lithgow" "Townsville", "Reserve" and M.L.'s 808 and 811 north of the Duke of York Islands and final orders passed for mine sweeping arrangements. Fighter cover was provided by the N.Z.A.F. and a massed flight took place over Rabaul at 1200K. The mine sweepers steamed their sweeps and at 1100K when it was estimated that the surrender would have been signed in H.M.S. "Glory", sweeping was commenced with "Dubbo", "Lithgow" and "Townsville" using double Oropesa Sweeps and the M.L.'s acting as mine destruction ships.

A clearance sweep was carried out from Tawui Point to Southward and then Northward, approximately one mile East of Crater Peninsular to open up the entrance to Blanche Bay. The sweeps were recovered and all ships proceeded via this swept channel to the Eastward of Praed Point and the three sweepers then streamed single Oropesa sweeps to Port. "Townsville" sweeps fouled and the clearance sweep to the South of Praed Point and Matapi Island was carried out by "Dubbo" and "Lithgow", "Kiama" and "Reserve" acting as Dan layers, the M.L.'s were again mine destruction ships.

No mines were located and at 1700K, "Vendetta" led the remainder of the ships into Simpson Harbour and anchored to the West of the Bee-hives. at 1710K. ~~Two Japanese Officers and an interpreter came onboard shortly after anchoring to report to Captain Morris and a Japanese captain~~

6.10K. Shortly after anchoring two Japanese Officers and an interpreter came onboard to report to Captain Morris and a Japanese Seaplane landed in the Harbour. Arrangements had been previously made to embark the 28 known white prisoners of war but it was learnt that they were still on their way from Wotam Island and could not be brought onboard until the forenoon of the 7th so "Vendetta" remained at anchor in Simpson Harbour over night, necessary precautions being taken to ensure the safety of the ships from swimmers or small boats etc.

During the night a signal was received by N.O.I.C. New Guinea from the Japanese General stating that the P.O.W's according to the surrender terms were not to be handed over until the sixteenth. Captain Morris replied that he intended that the previous arrangements should stand and that he would take full responsibility for this. The Japanese agreed and General Sturdee later confirmed Captain Morris's action.

At 0500K the 7th "Vendetta" weighed and proceeded with all ships to check the positions of the main Dan buoys and complete the widening of the swept channels south of Praed Point. Leaving the remainder of the ships to complete this task, "Vendetta" with M.L.808 proceeded to Simpson Harbour and Captain Morris and Lieutenant (S) Hancock embarked in M.L.808 to proceed inshore to inspect Rabaul and make final arrangements for embarkation of the P.O.W's.

4. The 28 Prisoner's of war comprising 18 British, 1 Australian, 1 New Zealander, 1 Dutchman, and 7 Americans were brought onboard by M.L.808 at 1055K and were signed for by the Commanding Officer, H.M.A.S. "Vendetta". They were over joyed at coming onboard and only two needed any assistance. A light snack with beer was given to them as well as necessary toilet gear and comforts. A complete Medical examination was also carried out and at 1211K "Vendetta" weighed and proceed to Jacquinot Bay - Speed of advance 23 knots anchoring off Palmal Plantation at 2036K.

The Prisoners of war were officially received by the Army in Air Force barges at 2107K giving three cheers as they left the Ship. During their short stay onboard many stories were told to both Officers and ships company regarding Japanese treatment, atrocities etc.

5. At 0925K/8th "Vendetta" weighed and proceeded alongside Dutch tanker "Cleodora" and having embarked 126 tons of fuel returned to anchorage at 1250K. Because of the very small swinging room steam for slow speeds was kept on main engines which had to be turned twice to give the ship a clear berth.

Fresh provisions and slops were obtained from H.M.A.S. "Manoora" who was embarking together with S.S. "Katoomba" Army personell for the occupation of Rabaul.

On the 9th of September small craft departed from Jacquinot Bay to rendezvous of Praed Point at 0700/10th. "Vendetta" weighed and proceeded at 1745K and took station one mile ahead of S.S. "Katoomba" as escort to Rabaul - speed of advance 12 knots. H.M.A.S. "Manoora" joined convoy shortly afterwards. H.D.M.L.1327 remained in company with the convoy until approximately 2300K but, as she could not maintain the speed of the convoy, she was detached to proceed independently to the rendezvous at 0700K/10th off Praed Point.

The A.M.S.'s rendezvoused with the convoy to the East of Tawui Point and formed additional escorts into Simpson Harbour and the M.L.'s pointed the entrance Dan Buoys which might have been difficult to pick from Shepparton's surveying buoys.

"Manoora" and "Katoomba" anchored to the West of the Beehive in Simpson Harbour about 0800 and "Vendetta" anchored to the South of them about 0814.

About 0900 the 29th/46th and 4th Brigade under the command of Major General Fathe landed on the western shores of Simpson Harbour as occupation forces for the Rabaul area.

During the afternoon Captain Morris and the Commanding Officer, "Vendetta" embarked in M.L.808 and inspected shipping in Simpson Harbour and Blanche Bay with a view to salvage. By approximately 1600 "Reserve" had salvaged a small tug which was named "Reserve the Second"

The only serviceable ship appeared to be a large ocean going tug in Blanche Bay which was being used for accommodation by the Japanese, but arrangements were made through the Army for "Reserve" to salvage it as soon as possible. The inspection of both bays allowed a good view of the

of the tunnels used by the Japanese for accommodation, large hideouts and a) storage space and also showed the large number of ships and barges around the foreshore either sunk or damaged. Apparently the town of Rabaul no longer exists and has given way to the ever increasing jungle.

Recreational leave was given to the officers and ships company.

Captain Morris turned over minesweeping operations to Shepparton and "Vendetta" extra communication ratings on P.D.Rabaul's staff who had assisted greatly with the large amount of signal traffic were discharged to "Manoora". "Vendetta" weighed and proceeded with N.O.I.C. New Guinea onboard at 1750K/16th for Jacquinot Bay - speed of advance 14 knots, securing alongside tanker "Cleodora" at 0717/11th.

At 0540 exchanged identities with "Swan" off Jacquinot Bay who secured alongside "Cleodora" at 0830K.

W/T guard duties for the area were turned over to the "Swan" prior to proceeding to Rabaul. On completing with 94 tons of fuel slipped from Cleodora and anchored inside the harbour.

Fresh provisions were embarked for the "Kanimbla" as well as Officers and Ratings for passage to Madang and "Vendetta" weighed and proceeded at speed of advance at 21 knots with N.O.I.C. New Guinea onboard.

N.O.I.C. New Guinea and Staff disembarked from "Vendetta" at Madang 0920K/12th and "Vendetta" anchored in Binnen anchorage at 0946/12th.

On 16th September "Vendetta" was ordered to proceed to Oro Bay to supervise the closing of the Port Directorate. After embarking Naval supply personnel, "Vendetta" weighed and proceeded at 0920K/17th - speed of advance 15 knots and secured to the Southern wharf, Oro Bay at 0715K/18th. A survey of all stores was made on 18th and arrangements made for all serviceable stores to be crated and transported in "Vendetta" and other small ships were being made available.

The Port Directorate was closed at 1400K/20th, Lieutenant Robbin remained as N.C.S.O. with a small party to assist in loading the stores.

"Vendetta" having embarked the majority of the small and medium sized stores and personnel, slipped at 1700K/20th and proceeded at 12 knots, securing alongside tanker "Y.O.147" at Langemak at 0615K. After embarking 260 tons of fuel, "Vendetta" slipped and proceeded by usual route to Madang ~~arriving~~ at 1000K. - speed of advance 20 knots and anchored in Binnen Harbour at 1830K/21st and discharged Oro Bay personnel to Madang. During the forenoon of Sept 22nd all Oro Bay stores were landed at Madang by Barge.

On 14th September, N.O.I.C. New Guinea reported to the Naval Board that the "Vendetta" would be released shortly from the area and on the 17th September the reply was received ordering "Vendetta" to pay off in Sydney when released.

On arrival at Madang from Oro Bay arrangements were made for additional personnel for passage south and ratings with low demobilisation priority were exchanged with the ratings from Madang, the exchange took place on 25th Sept.

A small paying off party was given by the Commanding Officer and Officers, P.M. the 25th and that evening Officers and personnel joined for passage.

Chief Sto. J.N. Preston O/N 11708, the oldest inhabitant of the ship was placed on the seriously ill list on being discharged to No2 MRS, Madang, PM the 21st having suffered a heart attack that day.

"Vendetta" weighed and proceeded from Madang at 0630K/26th, flying the paying off pendant. A speed of advance of 20 knots was maintained until arrival at Langemak at 1500K/26th, where 115 tons of fuel were embarked from tanker "Y.O.147". "Vendetta" slipped and proceeded ~~from Madang~~ at 1630K/26th - speed of advance 18 knots to Jomard Passage.

At 1045K/27th ten depth charges were dropped for exercise in position 9 degrees 23 mins South and 151 degrees 34 mins East, all exploded. At 1545K/27th a full pattern of Hedgehog was fired for exercise close inshore to Bunona Island to enable charges to explode on the shelving shore, all charges exploded.

H.M.A.S. "King George V" with H.M.S. "Termagent" in company overtook and passed "Vendetta" at 1100K the same day.

On leaving Jomard passage at 1830K/27th speed was reduced to 15 knots and after an uneventful passage proceeded up Brisbane River flying the paying off Pendant and secured alongside Newstead Wharf at 1515K/30th.

In Moreton Bay S.S. "San Jose" was aground on Elbow Shoal Bank and in reply to a signal her condition was reported to N.O.I.C. Brisbane.
On the evening of the 30th 207 tons of fuel and fresh provisions were embarked for journey to Sydney.

Distance steamed 4,317.1 Miles

Hours under way 274 Hours 42 Mins.

Average distance per ton
oil fuel 4.2 miles

Total distance steamed since commissioning on the 29th
September 1942, 119,551 miles at an average speed of 14.5 knots.

Total hours under way since commissioning on the 29th
September, 1942, 8373-43/60 Hours



Lieutenant. R.A.N.
IN COMMAND.

RESTRICTED

ACK. ST. S. 1330Y

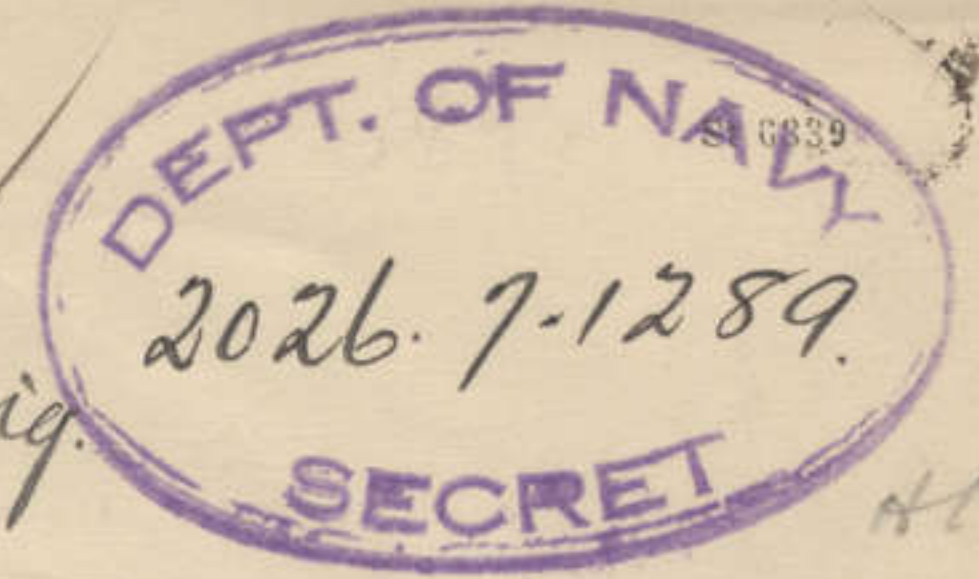
Commonwealth of Australia.

Department of The Navy.

13 AUG 1945

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Royal Australian Navy.



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SECRET

From The Commanding Officer, H.M.A.S. "VENDETTA"

Date 7th. August, 1945 Reference No. 13/L/2

To The Naval Officer in Charge, New Guinea.

(Copy to: The Secretary, Naval Board, Melbourne).

Subject LETTER OF PROCEEDINGS FOR THE MONTH OF JULY, 1945.
H.M.A.S. "VENDETTA".

ANN.

Submitted:

During the month of July, "Vendetta" remained in dockyard hands undergoing repairs.

2. At 1455K/11th. commenced flooding dock; two hours later ship was water borne. In the forenoon of the 12th. ship undocked, and with the aid of tugs "Forceful" and "Carlock", moved across river to Cruiser Wharf "F". Half an hour later H.M.S. "Woodcock" secured alongside. During the period in dock the shafts and propellers had been replaced.

3. In the afternoon of the 12th. ship shifted berth up river to alongside H.M.S. "Woodcock" at Newstead No.5 to top up with oil fuel; tugs "Forceful" and "Beaver" provided power for the move. Next afternoon, employing tugs "Forceful" and "Beaver", ship moved up river to berth alongside H.M.S. "Avon" at South Brisbane Ship Repair Wharf; move was completed by 1630K.

4. On the night of Saturday the 28th. ship was fumigated throughout with cyanide gas; the resulting absence of cockroaches is very pleasing.

5. During the refit period every opportunity has been taken for both officers and ratings to do technical courses.

6. Surgeon Lieutenant G.A. Robson R.A.N.R., left ship to take up appointment in H.M.A.S. "Rushcutt" on July 2nd. Sub Lieutenant J. MacKinnon R.A.N.R., departed by service aircraft on June 28th. to take up appointment in H.M.A.S. "Bundaberg".

7. As usual every opportunity was taken to play sport and "Vendetta" has shown that she has a very creditable Rugby team and Australian Rules team. The health and conduct of the Ship's Company has been very good.

8.	Distance steamed	nil
	Hours under way	4hrs. 35mins.
	Average distance/ton fuel	nil

Total distance steamed since commissioning on 29th. September, 1942, 115,769.6 miles at an average speed of 14.5 knots.

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Total hours under way since commissioning on 29th.
September, 1942, 7941 8/60 hours.

M. Lapp

LIEUTENANT R.A.N.
IN COMMAND.

ACK. BY. A.S. 1230Y

26 JUL 1945

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~~SECRET~~

RESTRICTED

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy

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H.N. 5/45

From Commanding Officer, H.M.A.S. "Vendetta".

Date 20th July, 1945. Reference No. 12/L/2.

To The Naval Officer-in-Charge, New Guinea, Madang.

(Copies to: The Secretary, Naval Board, Melbourne.

Commander "D", H.M.A.S. "Platypus").

Subject LETTER OF PROCEEDINGS FOR THE MONTH OF JUNE, 1945.
H.M.A.S. "Vendetta".

Submitted:

On May 31st, 1945, Lieutenant W.K. Tapp, R.A.N. superceded Lieutenant G.S. Gordon, R.A.N. as Commanding Officer.

2. During the month of June, "Vendetta" remained in dockyard hands, undergoing repairs.

3. In the forenoon of the 22nd, tugs "Fearless" and "Foreeful" towed "Vendetta" down river to Bretts wharf, Hamilton, where ship secured alongside Liberty ship "O.B. Martin".

4. At 0800K/23rd, ship slipped, and with the aid of tugs "Fearless" and "Carlock", moved into Cairncross Dock, astern of H.M.S. "Woodcock". The movement was completed by 0900K. Ship had settled on the chocks by 1445K, and at 1620K dock was dry.

5. Long leave was completed by June 22nd, and as time in dockyard hands was extended, one long week-end leave was given to each watch during the month. As much sport as possible was played, including Australian Rules, Rugby, Cricket, and Soccer. The health and conduct of the Ship's Company has been very good.

6.	Distance steamed	Nil
	Hours under way	3 hrs 10 minutes.
	Average distance/ton fuel	Nil.

Total distance steamed since commissioning on 29th Sept. 1942, 115,769.6 miles at an average speed of 14.5 knots.

Total hours under way since commissioning on 29th September, 1942, 7936 33/60 hours.

W.K. Tapp

Lieutenant R.A.N.
IN COMMAND.

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Commonwealth of Australia.

Department of The Navy.

ACK. BY. A.S. 25 JUN 1945 INIT.

Royal Australian Navy.

Orig. DEPT. OF NAVY 2016. 7. 1289 SECRET

From The Commanding Officer, H.M.A.S. "Vendetta".

Date 14th June, 1945. Reference No. 11/L/2.

To The Naval Officer-in-Charge, New Guinea, Madang. (Copies to: The Secretary, Naval Board, Melbourne. Commander "D", H.M.A.S. "Platypus".)

Subject LETTER OF PROCEEDINGS FOR THE MONTH OF MAY, 1945. H.M.A.S. "VENDETTA".

Submitted:

During the Month of May, 1945, H.M.A.S. "Vendetta" remained in dockyard hands, undergoing repairs.

2. The health and conduct of the ship's company during the month of May has been very good.

3. Distance steamed Nil. Hours under way Nil. Average distance/ton fuel Nil.

Total distance steamed since commissioning on 29th September, 1942, 115,769.6 miles at an average speed of 14.5 knots.

Total hours under way since commissioning on 29th September, 1942, 7933 23/60 hours.

[Handwritten signature]

Lieutenant, R.A.N.V.R. for Commanding Officer, A.O.L.

HN

27/6 A

SECRET

ACK BY A.S. 1330Y
7 MAY 1945
INIT. *J.*

RESTRICTED

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Original

DEPT OF NAVY
1066. 7. 1289
SECRET

The Commanding Officer, H.M.A.S. "VENDETTA".

3rd May, 1945.

10/L/2.

The Naval Officer in Charge, New Guinea, Madang.

Copies to: The Secretary, Naval Board, Melbourne.

Commander "D", H.M.A.S. "PLATYPUS".

LETTER OF PROCEEDINGS FOR THE MONTH OF APRIL, 1945.

H.M.A.S. "VENDETTA".

Submitted:

During the period from 1st April to 30th April, 1945, H.M.A.S. "VENDETTA" remained in dockyard hands, undergoing repairs.

2. On 14th and 16th April, the remainder of the ship's company, who had not had their leave, proceeded on 28 days leave.

3. The health and conduct of the ship's company during the month of April, has been very good.

4.	Distance steamed	Nil
	Hours under way	Nil
	Average distance/ton fuel	Nil

Total distance steamed since commissioning on 29th September, 1942, 115,769.6 miles at an average speed of 14.5 knots.

Total hours under way since commissioning on 29th September, 1942, 7933 23/60 hours.

HN

G. J. Mac
LIEUTENANT R.A.N.
IN COMMAND.

HN

COMMANDER (D)
18 MAY 1945

RESTRICTED

Commander "D"
File No.
D34 124/412

The Commanding Officer, H.M.A.S. "VENDETTA".

1st May, 1945. 9/L/43z 2
The Naval Officer in Charge, New Guinea, Madang.
Copies to: The Secretary, Naval Board, Melbourne.
Commander D, H.M.A.S. "FLATYRU".
LETTER OF PROCEEDINGS FOR THE MONTH OF MARCH, 1945.
H.M.A.S. "VENDETTA".

~~SECRET~~

Submitted:

Duplicate

At 1115I/1st March, H.M.A.S. "VENDETTA", having topped up with water from "MOMBAH", slipped and proceeded for Hollandia.

2. On arrival at destination, ship fuelled from U.S. Tanker "VILLA LOBOS" before proceeding to anchorage inshore. At 1306I/2nd Commander D's. 011132z was decyphered and "VENDETTA" accordingly weighed and proceeded for Mios Woendi, but returned to Hollandia when this signal was cancelled by Commander D's. 020930z, and relieved H.M.A.S. "KATOONBA" as outer A/S patrol at 0715I/3rd. At 0700I/6th "VENDETTA" was relieved by H.M.A.S. "COLAC" and after fuelling and watering ship, anchored in Challenger Cove.

3. Harbour routine continued until ship weighed and proceeded to relieve "COLAC" at 1145I/10th on anti-submarine patrol. At 1730I/12th ship ceased A/S patrol and proceeded to render medical assistance to liberty ship "EDWIN MEREDITH" in accordance with signal received from Port War Signal Station. Speed was increased to 18 knots, but ship's Doctor, Surgeon Lieutenant G. A. Robson, R.A.N.R., who was transferred to "EDWIN MEREDITH" by seaboot at 1825I, was only able to make out a Death Certificate as patient had died. At 1900I A/S patrol was resumed.

*Another
victory for
the medical profession!
AR.*

4. At 1100I/13th H.M.A.S. "VENDETTA" was relieved by H.M.A.S. "WAGGA", and after having fuelled and watered ship, proceeded for Madang at 1600I. On arrival at Madang at 1630I the next day ship secured alongside H.M.A.S. "SWAN" in inner harbour. Having first embarked personnel for the mainland "VENDETTA" slipped, weighed and proceeded at 1700I/15th.

5. On clearing harbour Officer of Watch manœuvres were carried out with H.M.A.S. "SWAN". These were completed

at 1808I when "SWAN" parted company. "VENDETTA" then proceeded to Dreger Harbour, securing alongside Tanker "BRAJARA" at 0720K/16th.

6. One passenger, Mr. Pacini, War Correspondent, joined whilst "VENDETTA" was oiling. This was completed at 0915 and "VENDETTA" slipped at 0920K and proceeded for Brisbane through Jomard Passage. This route was considered navigationally easier than through China Strait and allowed the ship to pass astern of the cyclone in the Coral Sea.

7. Rough weather was experienced during the passage to Brisbane, the wind was logged as force 8 on the 19th March but at times gusts exceeded this force. Overcast skies made celestial navigation difficult and the ship was set to the westward, so that relief was felt when Frederick and Samarez Reefs were passed.

8. At 1635K/18th, Acting Petty Officer R. Harper Official Number 23529 sustained a fractured skull whilst replacing loose caps on the hedgehog bombs. Position 18° 22' S. 153° 23' E. As a result all possible speed, compatible with endurance and the state of the sea, was made to arrive at Brisbane at the earliest possible moment.

9. At 0143K/20th "VENDETTA" entered North West Channel and at 0604K grounded in Lytton Cutting. My letter of 2nd April, 1945, to Naval Officer in Charge, Brisbane, refers. Petty Officer Harper was transferred to hospital by motor launch.

10. "VENDETTA" was refloated at 1418K and was towed upstream by tugs, securing alongside "KURUMBA" at S.B.S.R. Wharf at 1712K. Whilst aground, the ship's company worked exceptionally well shifting all possible weight forward. "VENDETTA" was docked for examination on underwater damage at 1555K/20th.

11. Long leave was granted to half the ship's company on 21st March, 1945. The health and conduct of the ship's company has been very good. All three ships in which the Medical Officer has served have run aground. Two have since been lost. It is hoped his appointment in "VENDETTA" is permanent.

12.	Distance steamed	3,959.9 miles
	Hours under way	304 30/60 hours.
	Average distance per ton of fuel	4.2 miles.

Total distance steamed since commissioning on 29th
September, 1942, 115,769.6 miles at an average speed of 14.5 knot

Total hours under way since commissioning on 29th
September, 1942, 7,933.23/60 hours.

J. J. J. J.
LIEUTENANT R.A.N.
IN COMMAND.

NAVAL OFFICER-IN-CHARGE,

20 MAR 1945

SECRET

NEW GUINEA

Commonwealth of Australia.

Department of The Navy.

NG 269/31 St 6339

4985

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "VENDETTA".

Date 7th March, 1945. Reference No. 8/E/2

To The Naval Officer in Charge, New Guinea, Madang.

Copies to: The Secretary, Naval Board, Melbourne.
Commander (D), H.M.A.S. "PLATYPUS".

Subject LETTER OF PROCEEDINGS FOR THE MONTH OF FEBRUARY, 1945.
H.M.A.S. "VENDETTA".

Submitted:

Thursday, 1st February, was spent watering and storing ship. At 1400I/2nd "VENDETTA" weighed and proceeded for Madang via Hollandia, speed of advance 18 knots. On arrival at Humboldt Bay, ship oiled from U.S. Tanker "VILLA LOBOS". At 1430I/3rd ship slipped and proceeded to Madang, arriving there, after an uneventful passage, at 1315K/4th.

2. On the morning of the 5th, ³¹ Army personnel and equipment were embarked for passage to Hansa Bay. Accordingly at 1000K/5th "VENDETTA" slipped and proceeded. Arriving at Hansa Bay at 1600K, a number of Army personnel were disembarked the remainder were to be landed at the mouth of the Ramu River. Two hours later "VENDETTA" anchored in 6 fathoms, two miles off the Ramu River mouth. An army ketch put off from shore, and in two trips, landed the remaining Army personnel and their equipment. At 2130K/5th "VENDETTA" weighed and proceeded at 18 knots to rendezvous with H.M.A.S. "PLATYPUS" and H.D.M.L. "AIR WATCH". Rendezvous was effected at 2350K/5th. "AIR WATCH" developed engine trouble shortly after midnight which necessitated a reduction in speed. At 1800I/6th "PLATYPUS" stopped to take "AIR WATCH" in tow. By 2000I "AIR WATCH" had affected repairs to her main engines; accordingly tow was slipped and "AIR WATCH" proceeded under her own power.

3. On arrival at Humboldt Bay at 0700I/7th, "VENDETTA" proceeded independently to alongside U.S. Tanker "VILLA LOBOS" to top up with oil fuel. At 1600I/7th "VENDETTA" slipped and proceeded to escort "PLATYPUS"-towing H.M.A.S. "JON JIM"—to Mios Woendi, speed of advance 9 knots. On arrival off the boom gate at 0700I/9th "VENDETTA" proceeded independently into harbour and secured alongside U.S. Tanker "VICTORIA". On completion of fuelling, ship proceeded to anchorage. During Tuesday forenoon "VENDETTA" secured alongside "PLATYPUS" to embark ammunition, and on completion, returned to anchorage.

4. At 1000I/14th "VENDETTA" weighed and proceeded to Biak, coming to starboard anchor off Sorido Lagoon at 1200I. As the Commanding Officer was recalled to Mios Woendi to sit on a Seamanship Board, the First Lieutenant, Lieutenant M. Germaine, R.A.N.V.R., assumed temporary command. At 2000I/15th "VENDETTA" weighed and proceeded to escort a convoy to position 00° 50'S, 136° 30' E. By 2200I three of the four ships in convoy had formed up and course was set for the rendezvous. At 0230, "VENDETTA" having been relieved by U.S.S. "CHARLOTTEVILLE", course was altered to return to Sorido where ship anchored at 0600I/16th. At 1630I the same day, "VENDETTA" returned to Mios Woendi, anchoring there at 1800I. An R.P.C. was sent to the Captain.

5. At 0700I/17th berth was shifted to alongside "PLATYPUS" for boiler clean. Ship was painted in accordance with F.M. 20 during the boiler clean. H.M.A.S. "PLATYPUS" was of great assistance and many large and small maintenance repairs were carried out in her workshops. Boiler clean having been completed, "VENDETTA" shifted berth to alongside "VICTORIA" at 1600I/24th. On completion of fuelling, ship returned to anchorage. At 0900I/25th ship weighed and proceeded to anchorage off Sorido Lagoon.

6. Weighing at 1500I/26th, ship returned to Mios Woendi; en route, hedge hog was tested by firing a full pattern on a shoal, estimated to be less than 50 fathoms. Trials were considered most satisfactory, and mounting was reloaded in 1 minute 56 secs. At 1800 ship anchored in harbour. Next evening berth was shifted to alongside "WILCANNIA" for the purposes of storing ship. "VENDETTA" returned to anchorage at 0700I next morning.

7. As usual swimming and fishing was indulged in to the fullest extent during the month. The acquisition of a projector and screen on temporary loan, has had a most satisfactory effect on the ship's company, as harbour time will not now be so lacking in entertainment.

8. The health of the ship's company has been good with the exception of heat rashes and fungus infection. It is considered that this is caused by the extremely poor washing facilities in the ship (e.g. 5 basins for 140 men to wash, bath and shave, another 5 basins for 40 odd Chiefs and P.O's.), combined with the fact that only 7 days fresh provisions can be carried in the ship, with the consequent result that the ship's company receives (because of operational requirements) less fresh food than other ships serving in this area. Also this period - 6 months - is the longest that "VENDETTA" has been away from the main land and dockyard ports since 1942 and the heat and living conditions begin to tell on the ship's company, especially engine room personnel where cases of heat exhaustion have begun to appear.

9;	Distance steamed	1,857.8 miles
	Hours under way	147 41/60 hours.
	Average distance per ton of fuel	3.8 3.8 miles.

Total distance steamed since commissioning on 29th September, 1942, 111,809.7 miles at an average speed of 14.65 knots

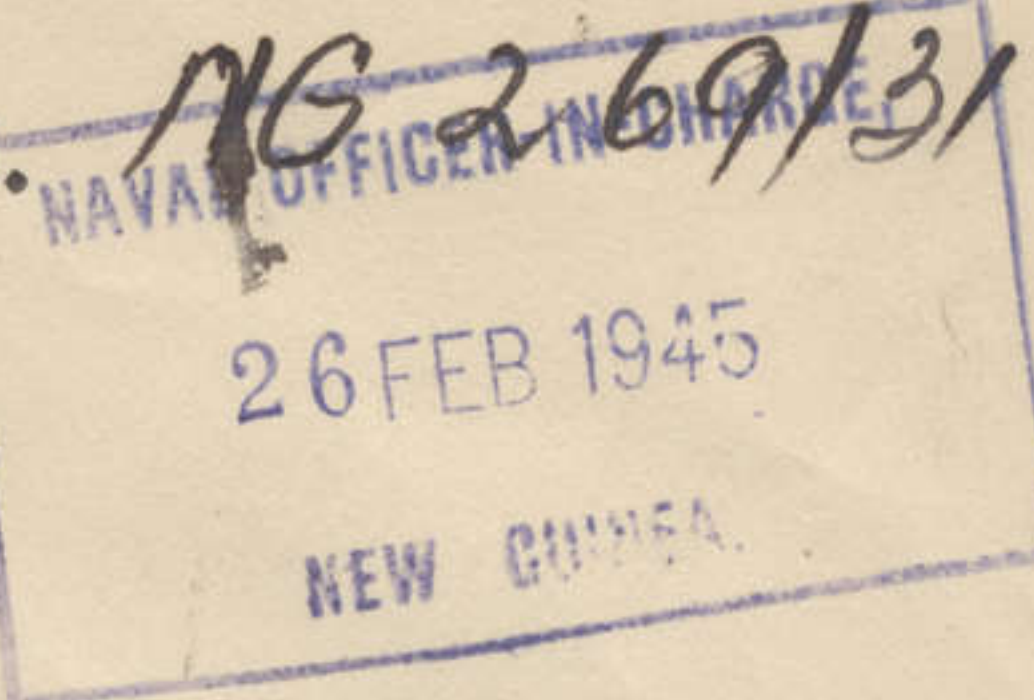
Total hours under way since commissioning on 29th September, 1942, 7,628 53/60 hours.

G. J. Gordon
LIEUTENANT R.A.N.
IN COMMAND.

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.



From The Commanding Officer, H.M.A.S. "VENDETTA".

Date 17th February, 1945. Reference No. 7/L/2.

To The Naval Officer in Charge, New Guinea, Madang.
Copies to: The Secretary, Naval Board, Melbourne.
Commander (D), H.M.A.S. "PLATYPUS".

Subject LETTER OF PROCEEDINGS FOR THE MONTH OF JANUARY, 1945 -
H.M.A.S. "VENDETTA".

Submitted:

Boiler cleaning progressed satisfactorily during the next eight days, useful assistance being rendered by a stokers working party from "MADANG". Opportunity was taken to use the facilities for Dental treatment and the Dental Officer in "WHANG PU" was most helpful in this matter.

2. Three Naval Officers, 2 Army Officers, 21 ratings and 10 R.A.A.F. personnel joined ship for passage, before ship slipped and proceeded at 1100I/8th, in accordance with N.O.I.C., N.G. signal 070325Z/Jan., speed of advance 19.5 knots. At 0459I/9th, ship anchored in Aitape Roads to embark bombardment Liaison Staff. At 0530I/9th, ship weighed and proceeded to the bombardment area off the Danmap River (see accompanying copy of chart). On completion of bombardment, ship returned to Aitape to disembark all personnel for that port. Three targets were engaged and a total of 206 rounds were fired from the following ranges; 11,000 yards, 8,000 yards and 4,000 yards. A reported 75 mm. gun ashore remained quiet throughout the bombardment.

3. It is considered that the following factors contributed largely to the success of the bombardment:

- (i) Aircraft using smoke bombs to indicate target,
- (ii) Bombardment liaison personnel conducting communications with spotting aircraft, using their own sets,
- (iii) The efficiency with which the spotting aircraft performed its duties.

4. At 1100I/9th "VENDETTA" departed from Aitape for Hollandia. On arrival at Humboldt Bay, ship secured alongside tanker "VILLA LOBOS" and topped up with oil fuel. In the last dog watch a fire broke out in No. 2 boiler room, but due to the efficient drill and initiative of the engine room personnel it was rapidly dealt with. "VENDETTA's" letter 27/J/45 of 12th January, 1945, not to A.C.N.B. or N.O.I.C., N.G., refers. At 2030I/9th, ship slipped and proceeded for Mios Woendi, speed of advance 18 knots. On arrival ship

topped up with fuel, water and stores, and disembarked, personnel on passage, stores and mail.

5. At 1300I/11th "VENDETTA" proceeded to escort U.S.S. "STINGRAY" to position "JACK", speed of advance 13 knots. On termination of this duty ship returned to base, arriving there at 0600I/13th. At 1400I/14th "VENDETTA" weighed and proceeded to Sorido, to form part of group 51 which was to escort a slow convoy to Morotai. By 1900I/19th the convoy, consisting of U.S. Tanker "EL MORO" - Commodore - and liberty ships "LUDINGTON" and "EDWIN MARKHAM", had formed up, and course was set for Morotai, speed of advance 9 knots. Escort considered of Fleet Nos. 1 "LITHGOW" (Senior Officer Escort) 2 "GLADSTONE", 3 "VENDETTA". Slow convoys play havoc with the Engine Room personnel in this climate. With the lack of speed, the Engine and Boiler Rooms, always warm, becomes extremely hot, the wind sails being of little value under 12 knots.

6. After delivering the convoy safely, "VENDETTA" anchored off Navy Dock, Morotai Harbour, at 0800I/17th. At 0800I/18th "VENDETTA" anchored in position BAKER to carry out A/S sweep covering northern entrances to Morotai Harbour. At 0830I/20th ship was relieved of A/S duties and proceeded to Navy Docks to top up with water, and on completion, anchored off-shore. At 1600I/20th, Group 51 proceeded to sea to escort convoy to Sorido Lagoon, Biak. On the way out of harbour a R.A.A.F. Beaufighter aircraft gave an impressive display of rocket firing, using in all, 8 rockets in three runs. By 1900I, the convoy, consisting of U.S. Tanker "EL MORO", and liberty ships "EDWIN MARKHAM" and "STANFORD NEWEL", had formed up and set course for Biak, speed of advance 10 knots.

7. At 2148I/22nd, in accordance with signal from S.O.(E), "VENDETTA" left convoy and proceeded ahead to search for aircraft believed down about 10 miles ahead. At 2248I/22nd search was abandoned, and ship proceeded to harbour, entering Mios Woendi by moonlight, at 0037I/23rd. "VENDETTA" anchored till 0700I when berth was shifted to alongside tanker "VICTORIA", for fuel. As "VICTORIA" had only approximately 130 tons of oil fuel left, "VENDETTA" took 70 tons and proceeded to anchorage. On 25th ship topped up with fuel from "VICTORIA's" replenished tanks.

8. At 0630I/28th, "VENDETTA" weighed and proceeded to Noemfoor, in accordance with Commander (D)'s 260015Z, arriving at 1230I/28th and by 1615I, 6 Officers, 30 other ranks and six tons of R.A.A.F. stores were embarked and course was set for MOROTAI, Speed of advance 18 knots. After an uneventful voyage "VENDETTA" anchored off Navy Dock, Morotai, at 1815I/29th. All R.A.A.F. personnel were disembarked next forenoon, so at 1100I/30th "VENDETTA" weighed and proceeded for Mios Woendi, speed of advance 18 knots.

9. In order to reach harbour by daylight, as the boom gate is closed at sunset, course was set to pass south of Asia Island and thereby cut the standard route short by 20 miles. At 2236I/30th Ajoe Island was sighted seven miles ahead. Fixes showed that either Ajoe Island was not in its correct position on the chart, or that a set of 240°, 5 knots, had been experienced between 1800I and 2230I; from further evidence from other ships it is thought that the latter conclusion is correct. No further difficulties were experienced during the voyage, and at 1817I/31st, "VENDETTA" anchored in Mios Woendi.

10. The following signal was received on 24th January,
TO: N.O.I.C.N.G. (R) 1st AUSTRALIAN ARMY FROM: 6th Australian
Division: Begins, "088 restricted. Comd. 6th Aust. Div. desired
express appreciation Naval Assistance 9th Jan. Target area well
covered. Comm. worked perfectly. Please convoy thanks C.O.
H.M.A.S. "VENDETTA" ". Ends 101500I.

11. The health of the ship's company during the month has been good. More fresh vegetables were available than on previous months and this was much appreciated. The conduct of the ship's

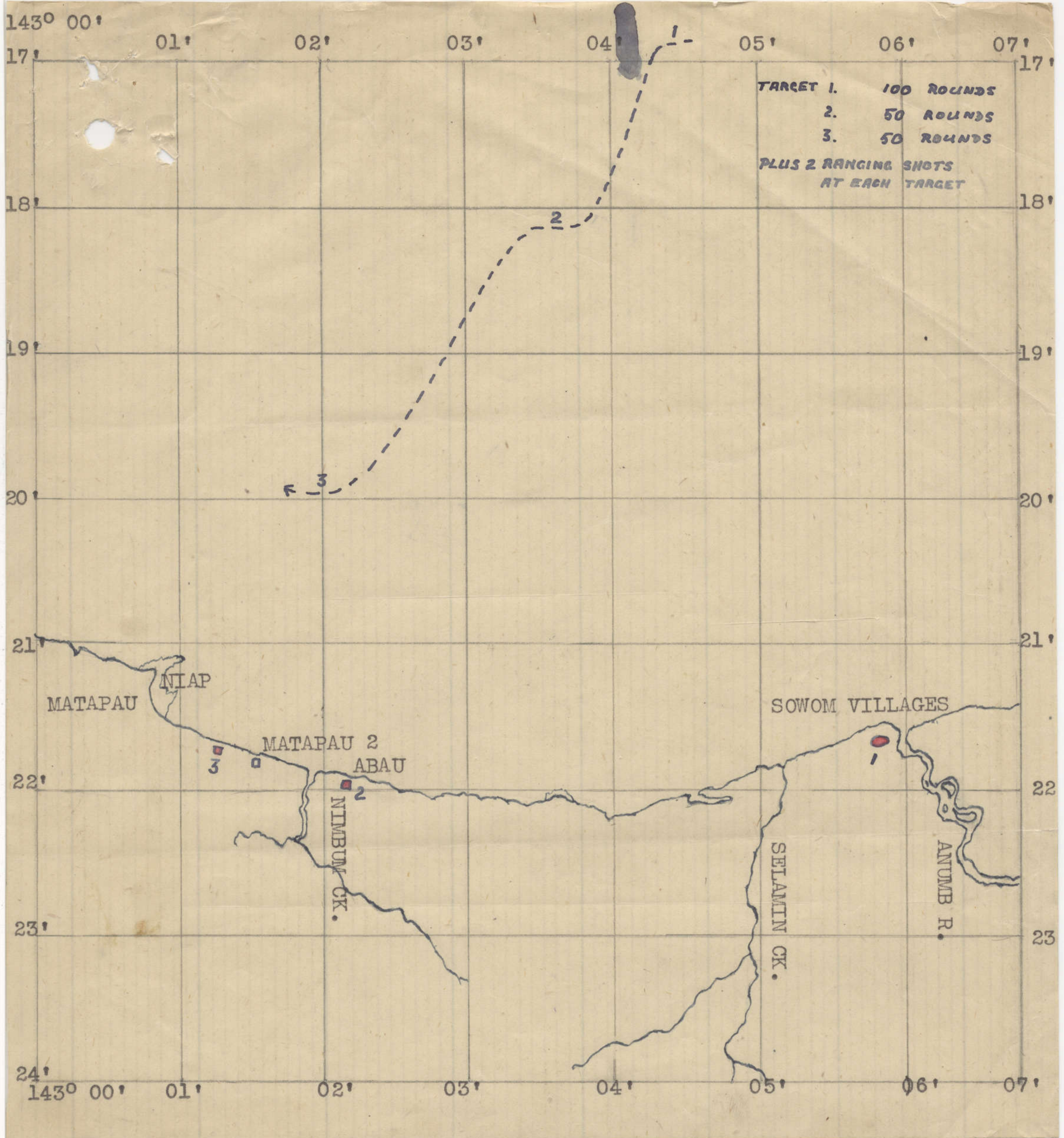
company has been Very Good.

12.	Distance steamed	3,946.6 miles
	Hours under way	C 283 33/60 hours
	Average distance per ton of fuel	4.7 miles

Total distance steamed since commissioning on 29th September, 1942, 109,951.9 miles at an average speed of 14.7 knots.

13. Total hours under way since commissioning on 29th September, 1942, 7,481 12/60 hours.

R. A. N.
LIEUTENANT R.A.N.
V IN COMMAND.



Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "VENDETTA".

Date 6th January, 1945. Reference No. 6/L/2.

To Naval Officer in Charge, New Guinea, Madang.
Copies to: The Secretary, Naval Board, Melbourne.
Commander (D), H.M.A.S. "SWAN".

Subject H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS FOR THE MONTH
OF DECEMBER, 1944.

RESTRICTED
SECRET

At 0600I/3rd December, "VENDETTA" weighed and proceeded in accordance with Commander (D)'s 021134Z, to rendezvous with U.S.S. "GRIFFEN" off Scharnhorst Point at 0900I/5th. Rendezvous was effected at 1100I/5th. During the convoy back to Mios Woendi, U.S.S. "GRIFFEN" carried out a continuous helm zig zag and R.A.A.F. Beauforts carried out A/S patrol in the vicinity. On arrival at Mios Woendi at 0700I/8th ship topped up with fuel and water and provisioned ship from H.M.A.S. "YANDRA".

2. At 0900I/10th "VENDETTA" weighed and proceeded to Sorido for sailing orders. At 1300I rendezvous was effected with U.S.S. "GENERAL HARRY TAYLOR" which was en route for Morotai: Ship sailed with 271 out of action. At 0025I/11th enemy I.F.F. was detected five miles ahead. Starshell showed the target to be H.M.A. Ships "WAGGA" and "LITHGOW".

3/ Convoy anchored in Morotai Harbour at 0740I/12th and commenced disembarking troops and stores. On completion of disembarkation "GENERAL HARRY TAYLOR" weighed and proceeded out of harbour for Hollandia at 1700, "VENDETTA" escorting her as far as Mios Woendi. On parting company the following signal to "VENDETTA" was received from "GENERAL HARRY TAYLOR" "Duty completed. Thank you for a good job well done". On arrival in harbour at 0600I/14th "VENDETTA" fuelled and watered ship before proceeding to anchorage.

4. At 1300I/18th, ship weighed and proceeded in accordance with Commander (D)'s 160007Z, to escort U.S. Submarine "STINGRAY" to position 1° 15' N. 134° 40' E. On successful termination of this duty at 1030I/19th "VENDETTA" set course to intercept U.S.S. "ACONTIAS" and 17 P.T. boats. At 1300I/19th 16 P.T. boats were contacted 37' west of the route. They reported not having sighted "ACONTIAS" since leaving Mios Woendi. Course was then set to intercept "ACONTIAS" on the previously agreed route. As "VENDETTA" had left "STINGRAY" later than expected, it was decided to meet the route to the south of the rendezvous and steer along it on a

northerly direction. However, at 1440/19th "ACONTIAS" and the 17th P.T. boat were sighted twelve miles to the southward and 24' east of the route, and "VENDETTA" was ordered to take station ahead. Though it was suggested to "ACONTIAS" that she would pass ahead of the other P.T. boats, course was not altered and as a result they entered Kossol Passage at Palau, at 1700I/21st, some 5 hours after ourselves. "VENDETTA" had been met at the entrance to the harbour by the pilot launch which gave us the latest chart of the harbour and the port orders. Ships in harbour included U.S. Ships "CALIFORNIA", "PENNSYLVANIA", "NEW MEXICO", and "MISSISSIPPI". On completion of topping up with fuel, "VENDETTA" slipped and proceeded out of harbour back to Mios Woendi. En route, a convoy of 30 ships escorted by 6 D.E's., on reciprocal course, was passed.

5. Ship arrived at Mios Woendi at 0600I/23rd. Daylight hours were employed fuelling, watering and provisioning ship. At 2145I/23rd "VENDETTA" weighed and proceeded to rendezvous with U.S.S. "STINGRAY" in position 1° 15' N. 134° 40' E. Submarine was sighted at 0959I/24th and having exchanged identities, "VENDETTA" escorted her back to Mios Woendi, arriving there at 0840I Christmas Day. Normal Christmas Day celebrations were carried out despite the fact that it was a dry and hot day for the ship's company.

6. At 1300I/27th "VENDETTA" weighed and proceeded to escort U.S.S. "STINGRAY" to position 1° 15' N. 134° 40' E. On completion of this duty at 0940I/28th "VENDETTA" returned to harbour arriving there at 2130I the same day.

7. As boiler hours were high and as a new 4" gun was awaiting collection at Madang, ship was sent thence to boiler clean, refuelling at Hollandia en route. At 1000I/31st "VENDETTA" secured alongside H.M.A.S. "PING WO" and commenced boiler clean.

8. There was a very big improvement in the victualling situation during the month. Fresh vegetables (cabbage, carrots, onions and potatoes) were available and fourteen eggs a head were very gratefully consumed. As a result, the health of the ship's company was very good. The only sport available was water polo and "VENDETTA's" six teams proved that the New Guinea area will need to import some experts if we are to be defeated. The remaining two kittens mentioned in November's letter of proceedings were regrettably committed to the deep during the month.

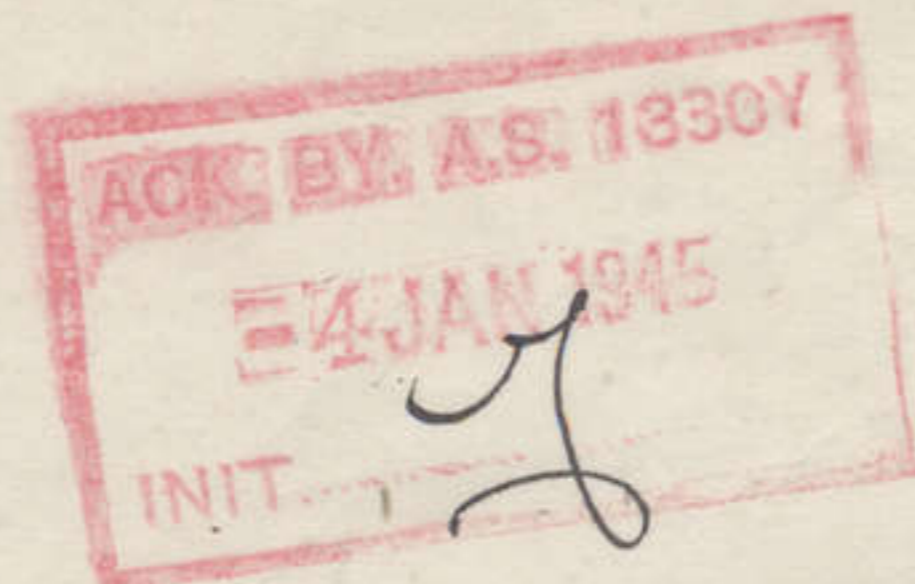
9.	Distance steamed	6,169.4 miles
	Hours under way	424 18/60 hours.
	Average distance per ton of fuel	5.13 miles.

6 Total distance steamed since commissioning on 29th September, 1942, 106,005.3 miles at an average speed of 14.5 miles.

-- 3 --

Total hours under way since commissioning on
29th September, 1942, 7,197 39/60 hours.

G. J. Dawson
LIEUTENANT R.A.N.
IN COMMAND.



HP 21/10/48

~~RESTRICTED~~
~~SECRET~~

The Commanding Officer, H.M.A.S. "VENDETTA".

15th December, 1944.

5/L/2.

The Naval Officer in Charge, New Guinea, Madang.

The Secretary, Naval Board, Melbourne.

Commander (D), H.M.A.S. "SWAN".

LETTER OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1944 -
H.M.A.S. "VENDETTA".

Submitted:

H.N.

During the forenoon of 31st October, 1944, Commander (D), hoisted Senior Officer's Pennant in "VENDETTA" and at 1400K/31st, Squadron consisting of "VENDETTA", "BARCOO" and "SWAN", weighed and proceeded in accordance with Commander (D)'s 300938Z/October. At 0700K/1st November, "VENDETTA" secured alongside Tanker "AASE HARRER" at Dreger Harbour. On completion of fuelling, ship proceeded to Langemak Bay and secured alongside "JACOB A. WESTERBILT" at No. 9 dock. Ship was topped up with water from water barge before H.M.A.S. "SWAN" secured alongside at 1330K. During the afternoon fresh and dry provisions were embarked.

2. At 0530K/2nd, "VENDETTA" slipped and proceeded in company with "SWAN" and "BARCOO" to Lae Anchorage, in accordance with Commander (D)'s 010810Z, Officer of the Watch manœuvres being carried out en route. A number of Intelligence personnel were embarked in H.M.A. Ships during the afternoon, "VENDETTA" receiving Group Captain L. Lachelle, R.A.A.F., Lieutenant Commander MacKenzie R.A.N., and two A.I.F. ratings. At 1900K/2nd "VENDETTA", "SWAN" and "BARCOO" weighed and proceeded in accordance with Commander (D)'s 020753Z, as escort for U.S. Victory Ship "CAPE ALEXANDER" who had previously embarked 1100 A.I.F. Personnel. It was now disclosed to the Ship's Company that this was the first in a series of operations that would eventuate in the capturing of Rabaul.

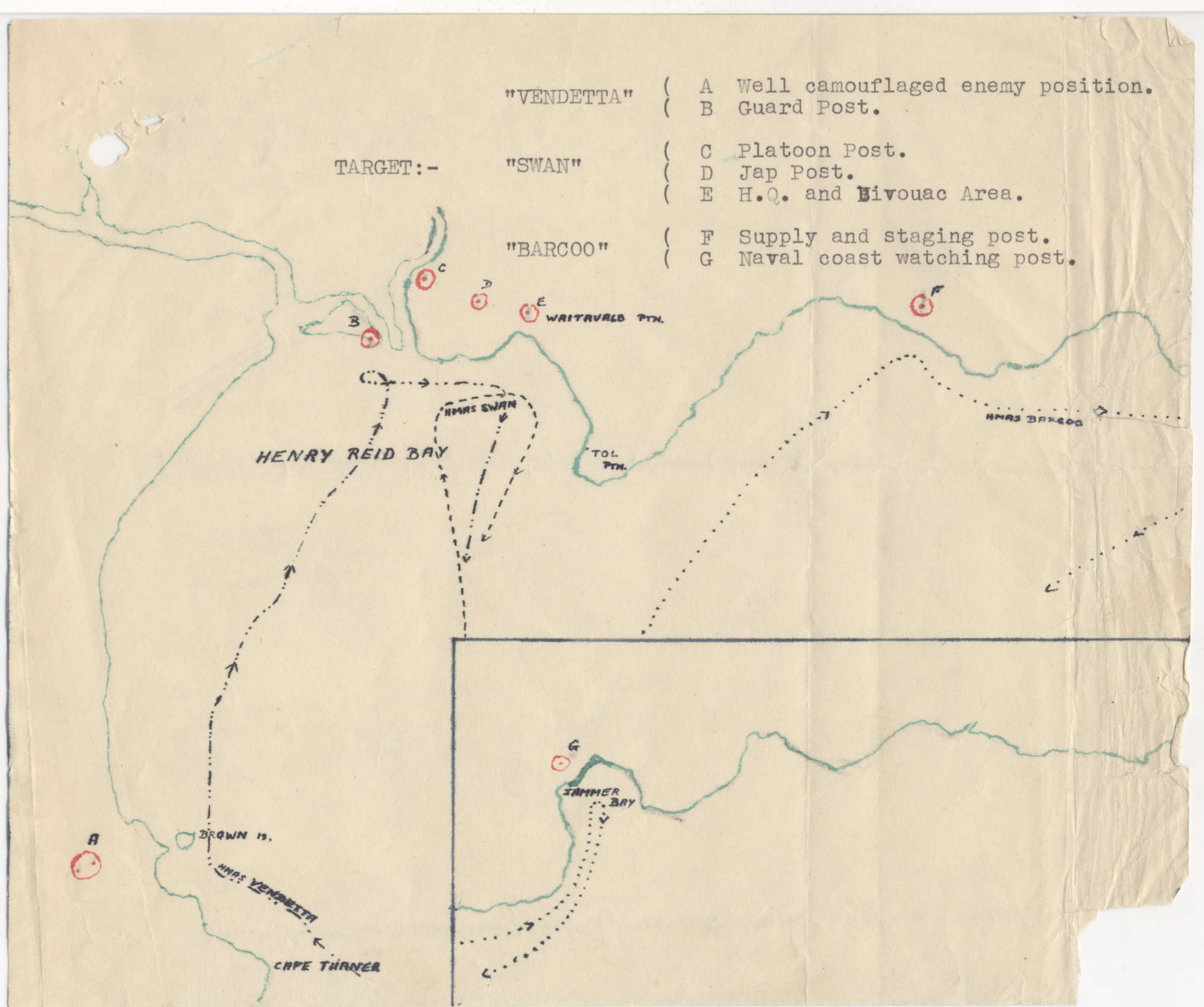
3. Owing to slightly rough weather, the U.S. barges, which were to disembark the troops in "CAPE ALEXANDER", took shelter in Gasmata Harbour. Never-the-less it was decided to continue with the operation and, if necessary, use ships' boats in lieu.

4. "VENDETTA" relieved "CAPE ALEXANDER" of navigational responsibilities at nightfall on 3rd, though charts

8/A

TARGET:-

- "VENDETTA" (A Well camouflaged enemy position.
- (B Guard Post.
- "SWAN" (C Platoon Post.
- (D Jap Post.
- (E H.Q. and Bivouac Area.
- "BARCOO" (F Supply and staging post.
- (G Naval coast watching post.



were found to be inaccurate and though strong tidal sets were experienced, diligent use of the 271 Radar Set prevented any navigational worries, and after a preliminary sweep of Jacquinot Bay by "SWAN" and "BARCOO", convoy anchored close inshore at 0600K/4th.

5. At 0640K/4th, a force of one U.S. "J" Boat and three L.C.I's. was sighted, and having been informed by V/S that they had found Jacquinot Bay, proceeded alongside "CAPE ALEXANDER" and commenced landing troops; the remaining 12 L.C.I's. arrived at 0720K and assisted with this operation. The landing was unopposed. "VENDETTA" anchored in close proximity to "CAPE ALEXANDER" whilst "SWAN" and "BARCOO" carried out a patrol to the east and north of Jacquinot Bay. At 2000K/4th M.L. 827 and H.M.A.S. "FRANCIS PEAT" arrived.

6. At 1003K/5th ship's cat gave birth to four kittens, two of which have since been buried at sea.

7. At 0001K/6th, "VENDETTA" weighed and proceeded in company with "SWAN" and "BARCOO" in accordance with Commander (D)'s 042310Z, to carry out a bombardment of enemy positions in Reid Bay at the North Western end of Wide Bay. At 0550K, 20 R.A.A.F. Beauforts carried out a bombing attack on the targets, and on completion, two of the Beauforts remained over the target area to give aerial spotting for the ensuing bombardment.

8. At 0615K/6th, "VENDETTA", "SWAN" and "BARCOO" proceeded to their positions and carried out a bombardment of pre-allocated targets. Though results were hard to observe, due to the density of the jungle and coco-nut groves, it is believed that some damage was caused by the combined Naval and Aerial onslaught. On completion of the attack the unit reformed and steamed back to Jacquinot Bay, arriving there at 1415K/6th.

9. On 7th November, Group Captain Lachelle, R.A.A.F., Commander J.C. Morrow, R.A.N. and Lieutenant Commander MacKenzie, R.A.N., transferred to a Catalina and returned to the mainland. "BARCOO" assumed Senior Officer and at 1200K/7th, "BARCOO", "SWAN" and "VENDETTA" weighed and proceeded for Langemak, in accordance with Commander (D)'s 060330Z. At 0715K/8th, "VENDETTA" secured alongside water jetty in Langemak Bay. On completion of topping up with water, ship slipped and proceeded to Dreger Harbour and secured alongside tanker "AASE MAERSK".

10. At 1740K/8th "VENDETTA" weighed and proceeded in company with "BARCOO" (Senior Officer) and "SWAN", and at 0640K next day ship anchored in Madang Harbour. Four hours later berth was shifted to alongside "SWAN" who provided power during the next five days, whilst "VENDETTA" carried out boiler clean. During the boiler clean every opportunity was taken to indulge in sport; Cricket, water polo, football and boat pulling occupying most of the make and mend periods. On 16th November, 60 rounds of 4" H.E. H.A. and 35 depth charges were embarked. On 17th beer issue and Naval Stores were embarked.

11. At 0915K/18th "VENDETTA" slipped and proceeded

to sea to carry out a firing at sleeve target towed by a Walrus Amphibian. This firing showed that unless tracer fitted shells were supplied for the Mark II**C Pom Poms, these guns were not worth their top weight. On completion of the firing, ship returned to harbour and after topping up with water from "PING-WO", anchored in Belioa Anchorage.

12. Four officers and eight ratings having been embarked for passage, "VENDETTA" weighed and proceeded for Aitape at 1500K/19th. At 1650K signal was received ordering "VENDETTA" to proceed with utmost despatch to search for aircraft reported down in position $03^{\circ} 42' S$, $145^{\circ} 00' E$. By 1715K "VENDETTA" was proceeding at 25 knots in execution of this order. Naval Officer in Charge, New Guinea's signal 190659Z refers. "VENDETTA" reached area at 1945K/19th and commenced search with the aid of starshell, visibility at the time being three miles. At 2240K/19th search was abandoned.

13. At 0840K/20th "VENDETTA" anchored off P.T. Jetty in Aitape Harbour for the purpose of disembarking two officers on passage. Ship proceeded half an hour later en route to Hollandia. On arrival at Humboldt Bay, ship oiled from Tanker "VILLA LOBOS" before proceeding to anchorage at 1815K/20th. Next day the remainder of the personnel taking passage were disembarked.

14. At 1800K/21st "VENDETTA" weighed and proceeded to Sorido at Biak, stopping en route at Mios Woendi for fuel and water and to disembark mail and stores. During the afternoon of 23rd, "VENDETTA" anchored in Sorido Lagoon, but due to the close proximity of reefs and shipping, ship shifted berth to the roads outside the lagoon. In accordance with Port Director, Sorido's signal 250013Z, "VENDETTA" weighed and proceeded at 1800I/25th, as escort for U.S.S. "ELKHORN", for Morotai, speed of advance, 14 knots.

15. A very evasive Radar and A/S contact was obtained during the middle watch of 26th. A star shell search of the area revealed nothing, and as the convoy was now some distance on, course and speed were set to rejoin before dawn.

16. At 0900I/27th "VENDETTA" anchored off Navy Dock in Morotai Harbour. At 1630I, air raid warning was broadcast, small raids continued off and on till 2230I, during which period the ship's company was entertained by occasional firing from ashore. The heavy A.A. fire, which went into action when a plane was caught in searchlight beams, appeared to be accurate, but the light A.A. fire swept an amazing area from which it was concluded that at least one of the guns must have been firing in the general direction of the enemy aircraft.

17. At 0045I/28th, "ELKHORN" had completed unloading and quarter of an hour later "VENDETTA" took station ahead to escort her back to Biak. At 0400I one low flying twin engine enemy aircraft was heard passing close astern of the convoy on a northerly course. Five minutes later A.A. fire was observed at Morotai. At 1700I/29th, "VENDETTA" secured alongside tanker "VICTORIA" in Mios Woendi, having left "ELKHORN" off Sorido, two hours previously. Having completed with fuel, ship proceeded to

anchorage at 0800I/30th. The remainder of the day was occupied victualling, storing and watering ship.

18. On 9th November, Lieutenant G. S. Gordon, R.A.N. joined ship, and superceded Lieutenant W. F. Cook, R.A.N. as Commanding Officer on 11th. Lieutenant Cook left ship A.M. 12th. On 16th Sub Lieutenant S. St.L. Bullock, R.A.N.R. left ship, and a temporary relief in the person of Lieutenant J. J. Dolan, R.A.N.R. joined the ship from "ORARA".

19. At the invitation of the Entertainment Committee, a nineteen piece Negro swing band came aboard after supper on 1st November, and set up their instruments on the forecastle, where, for the next three hours, they executed a collection of "Swing Hits" to the entertainment of "SWAN'S" and "VENDETTA'S" Ships' Companies and to the jibes of "JACOB A. WESTERBILT'S" crew.

20. The health of the ship's company has been very good when the lack of fresh vegetables, fruit, etc. is taken into consideration. Sport has been limited to water polo and pulling regatta, with football and cricket matches being played during the boiler clean. Victualling is a problem in this area. Breakfast being the hardest meal for which to cater, and the sight of one egg per man per month would be most gratifying. Ships would be very hard pressed for food if it was not for the rich American cousin who has provided the majority of our stores during the month. American ships escorted have also helped out the issue with presents.

21.	Distance steamed	3044.2 miles
	Hours under way	253:29/60 hours
	Average distance per ton of fuel	4.205 miles.

Total distance steamed since commissioning on the 29th September, 1942, 99,835.9 miles at an average speed of 14.73 knots.

Total hours under way since commissioning on 29th September, 1942, 6,773: 21/60 hours.


LIEUTENANT R.A.N.
IN COMMAND.

The Commanding Officer, H.M.A.S. "VENDETTA"

9th. November, 1944

4/L/2

The Secretary, Navy Board, Melbourne

The Naval Officer in Charge, New Guinea

The Commander (D), Madang.

H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS -

OCTOBER, 1944.

On 3rd. October, H.M.A.S. "VENDETTA" completed refit and at 1400K, slipped and proceeded from Cockatoo to Kurraba Wharf to complete with fuel. On completion of fuelling at 1800K, ship secured to number 5 buoy.

2. Ship was ammunitioned on 4th. October, and at 0900K/5th. proceeded to sea for Gunnery Calibration Firings. At 1400K, on completion of Gunnery Trials, which were satisfactory, "VENDETTA" returned to harbour, carrying out tests on Boiler Room Fans en route. Fan tests were found to be satisfactory and ship secured to number 5 buoy at 1440K.

3. Ship was swung for adjustment of Compasses on 6th. October. During the forenoon of the 8th. ship topped up with diesoline oil fuel, and in the afternoon five officers and fifteen ratings joined for passage.

4. In accordance with Naval Officer in Charge, Sydney's signal 082321z, "VENDETTA" slipped and proceeded to Brisbane via inshore route, speed of advance 18 knots. On arrival at Newstead wharf, Brisbane, at 1600K/10th. ship completed with oil fuel, fresh provisions, water, and lubrication oil. At 1100K/11th. "VENDETTA" slipped and proceeded in accordance with the Naval Officer in Charge, Brisbane's signal 100717z, speed of advance 16 knots.

4. After an uneventful passage ship arrived at Milne Bay and secured alongside U.S. Tanker "ARRYAT" at 1030K/14th. On completion of fuelling at 1330K ship proceeded to anchorage off Ladava. All stores and personnel on passage to "LADAVA" were disembarked. Four officers, 17 ratings, 50 bags of second class mail, and 296 of 4" ammunition having been embarked, "VENDETTA" weighed and proceeded at 1100K/15th., in accordance with Port Director Milne Bay's signal 150107z, speed of advance 15 knots.

5. At 0835K/16th "VENDETTA" anchored in western anchorage, Langemak, where ship topped up with water from water barge. Owing to strong sets and close proximity of other vessels in harbour "VENDETTA" moved at 1200K to a more sheltered anchorage.
6. At 0600K/17th, "VENDETTA" weighed and proceeded and arrived at Madang at 1500K/17th and secured alongside Liberty Wharf, where ship was topped up with water and passengers disembarked. At 2300K/17th "VENDETTA" slipped and proceeded in accordance with Naval Officer in Charge, New Guinea's signal 170547Z. Previous sailing Lieutenant Commander Rose, R.A.N.R.(S), Lieutenant Hinchliffe, R.A.N. and Chief T.G.M. Adams had joined ship to supervise gunnery and A/S exercises which were to be carried out off Manus. At 1130K/18th "VENDETTA" anchored in Seeadler Harbour.
7. At 0700K/19th "VENDETTA" weighed and proceeded in company with U.S. Submarine S.47, to exercise area ZED where A/S exercises were carried out. Between 0900K and 1300K only one attack was carried out; the reason for failure to make more attacks was put down to poor A/S operating conditions since contacts which were gained at ranges up to 3000 yards were not held for sufficient length of time to enable an attack to be made. On completion of exercise submarine surfaced 1000 yards on starboard beam. The A/S set could not contact the submarine until the oscillator was trained on the port beam when very good echoes were obtained. This led to the discovery that as the control training unit was trained to port the oscillator trained through a corresponding number of degrees to starboard. On ahead and astern bearings the oscillator was quite satisfactory and hence the fault was not discovered until we exercised with a submarine.
8. At 1415K, H.A. firings were carried out with 4", Pom Pom and Cerlikons at towed sleeve target. This exercise was completed at 1500K, the aircraft having made six runs over "VENDETTA" and four over the submarine. Ship anchored in Seeadler Harbour at 1800K. During the forenoon next day, "VENDETTA" topped up with fuel from the British Tanker "PELLI-CULI", and returned to anchorage at 1230K.
9. The courtesy and efficiency of the American Naval Staff at Manus was greatly appreciated, and I was most impressed on this, my first contact with the U.S. Navy.
10. At 1630K/20th, "VENDETTA" weighed and proceeded to Area ABLE where further H.A. firings were carried out at sleeve target. On completion of exercises at 1710K ~~we~~ course was set for Madang, speed of advance, 17 knots. Poor visibility was experienced during the greater part of the passage. At 0700K/21st, "VENDETTA" rendezvoused with H.M.A.S. "GOULBURN" towing Pattern VI Target, off Madang. After a low angle firing had been carried out, both ships returned to Madang Harbour where "VENDETTA" secured alongside H.M.A.S. "PING WO", and completed with water. At 1100K "VENDETTA" slipped and proceeded to

anchorage up harbour securing two manillas to palm trees ashore astern. On Sunday 22nd, two officers and 7 ratings from "VENDETTA" participated in an inter-service swimming carnival alongside H.M.A.S. "ORARA". The final scores were Navy 96 points, Army 93 points, Air Force also swam. During the forenoon of 23rd, "VENDETTA" embarked 100 rounds 4" ammunition, 5 Mark VII Minol filled and 5 Mark VII heavy Amatol filled Depth Charges from lighter alongside. At 1300K ship weighed and proceeded in company with H.M.A.S. "BARCOO" to carry out bombardment firings at Billi Billi Island. Two Beaufort Aircraft carried out spotting during the firing. These firings were interrupted while "BARCOO" closed the target and ordered a recreation party of A.I.F. to evacuate the island. After the bombardment exercises were completed a low angle firing was carried out at Pattern VI target towed by H.M.A.S. "GOULBURN". On completion of this exercise all ships returned to harbour. En route "VENDETTA" fired a 10 charge pattern of 5 minol filled and 5 amatol filled depth charges for practice purposes. The day's exercises were considered satisfactory, although some disappointment was felt that the depth charge pattern failed to provide a single fish. A very satisfactory reloading time of 56 seconds was recorded by the depth charge crew.

11. At 0900K/24th "VENDETTA" weighed and proceeded in company with H.M.A.S. "BARCOO" to carry out further bombardment firings at Billi Billi Island. Another A.I.F. recreation party was observed on the island and on this occasion evacuated before fire was opened. Once again two Beaufort Aircraft carried out aircraft spotting for H.M.A.S. "BARCOO". On completion of exercise both ships returned to Madang and secured in previous anchorage at 1215K.

11. Ten depth charges were embarked in the forenoon of the 25th.. During the afternoon of the 27th. ship proceeded to H.M.A.S. "PING WO" and topped up with water, returning to previous anchorage at 1500K.

12. The following changes in ships officers took place during the month: Lieutenant M. Germaine R.A.N.V.R. superceded Lieutenant W. Jackson, R.A.N.V.R. as First Lieutenant on 1st, Sub Lieutenant S. Bullock R.A.N.R. joined on 6th, Surgeon Lieutenant Cordner R.A.N.R. left ship on 8th, Lieutenant A.I. Parker R.A.N. superceded Lieutenant E.J. Blau R.A.N. as Navigating Officer on 9th, Surgeon Lieutenant G.A. Robson R.A.N.R. joined on 7th.

13. During the month every opportunity was taken to play Rugby, Cricket and Swimming. A non-swimmers training party was formed and is progressing enthusiastically.

14. The very gratifying results given by the Radar Set Type 271 Mark III are worthy of comment. In these waters where visibility is more frequently poor than good, and where charts are often inaccurate, the use of 271 for navigation is invaluable. A quick method of determining ones position when off a doubtful coast is to take a series of bearings and

distances of the nearest land every 5° or 10° over an arc of 60° or 70° - The resultant plot has been found quite accurate. Forms S.376 were found most useful for plotting purposes. Station keeping, of course, becomes "Steers without Tears"! The old malady of loss of efficiency of Radar Type 271 vibration has not reappeared at speeds up to 20 knots.

15. The health and conduct of the ship's company has been excellent, and the lower deck rumours of impending offensive operations have raised greatly the morale of officers and men.

16.	Distance steamed	3,073.7 miles
	Hours under way	201 20/60 hours
	Average distance per ton fuel	4.47 miles

Total distance steamed since commissioning on the 29th. September, 1942, 96,791.7 miles at an average speed of 14.8 knots.

Total hours under way since commissioning on 29th. September, 1942, 6.514 52/60 hours.

R. D. Cook

LIEUTENANT R.A.N.
IN COMMAND.

The Commanding Officer, H.M.A.S. "VENDETTA".

5th October, 1944.

3/L/2.

The Secretary, Naval Board, Melbourne.

Copies to: Naval Officer in Charge, New Guinea, Madang.
Commander (D), Madang.

H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS - SEPTEMBER,
1944.

~~RESTRICTED~~
~~SECRET~~

During the period from 1st September, to 30th September, 1944, H.M.A.S. "VENDETTA" remained in dockyard hands, to undergo a short refit. The following repairs were undertaken; partial retubing of Nos. 2 and 3 boilers, wear waste water pressure test of all boilers. After docking on 26th September, "A" Bracket bearings were examined and it was found that the rate of wear down has now decreased to 1/15 of that shown at the last docking. Whilst in dry dock the bottom was scraped and painted. One broken grease pipe on the Starboard "A" bracket was repaired. A new Asdic Dome was fitted and the echo sounder was repaired. Radar Type 253 was fitted and a working platform for Radar Type A.286Q was welded to the foremast. The following new W/T Sets were installed; 2 A.W.A. HF, 1 A.W.A. MF and 1 A.W.A. LF receivers. New transmitters fitted are; 1 A.W.A. AT13C main transmitter and T.B.S. receiver and transmitter. The 0.5" machine gun pedestal, mounting and platform were removed, the rangefinder and pedestal were removed and an additional Oerlikon was mounted on the quarterdeck. The old petrol stowage was replaced by a new and lighter type. An inclining experiment was carried out in dock the results of which were not calculated during the month of September.

2. Opportunity was taken to give Radar Operators a refresher course at Radar School. All Asdic Operators, A.S.C.O's. and Watchkeeping Officers, took instructions on the attack table at Asdic School. During the forenoon, 11th September, the watch of the ship's company, who had not yet had their leave proceeded on 14 days leave.

3. Supersession of Commanding Officer, First Lieutenant and Gunner (T) took place. Lieutenant W.F. Cook R.A.N. relieved Lieutenant Commander J.S. Mesley, R.A.N., Lieutenant W. Jackson, R.A.N.V.R., relieved Lieutenant A. Farquhar-Smith, R.A.N.R.(S), Sub Lieutenant J. Dinning R.A.N.R. relieved Mr. L. McLaughlin, Gunner (T), R.A.N.

4. The health and conduct of the ship's company during the month of September, has been satisfactory.

Distance Steamed	Nil.
Hours under way	Nil.
Average distance, tons fuel	Nil.

Total distance steamed since commissioning on 29th September, 1942, 93,718 miles at an average speed of 14.8 knots.

Total hours under way since commissioning on 29th September, 1942, 6,313 32/60 hours.

J. D. Cook

LIEUTENANT R.A.N.
IN COMMAND.

Spare

The Commanding Officer, H.M.A.S. "VENDETTA".

4th September, 1944.

B/L/2.

The Commanding Naval Board, Melbourne.

Copies to: The Naval Officer in Charge, New Guinea, Madang
Commander (D), Madang.

H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS - AUGUST, 1944

At 0700K/1st August, 1944, H.M.A.S. "VENDETTA" slipped from alongside S.S. "LURAY VICTORY" and proceeded from Langemak via coastal route to Lae, having embarked Naval Officer in Charge, Langemak, and one U.S. Naval Officer. On arrival at 1100K, H.M.A.S. "VENDETTA" anchored and proceeded to embark stores for Naval Officer in Charge, Langemak. On completion, H.M.A.S. "VENDETTA" weighed and returned to Finschhaven, anchoring at 1800K/1st August. Stores were embarked the following day. During the forenoon 2nd August, H.M.A.S. "VENDETTA" shifted berth three times to clear anchorages for incoming Liberty Ships. Ultimately, H.M.A.S. "VENDETTA" anchored off Cape Bredow in Finschhaven. At 1630K/3rd August, H.M.A.S. "VENDETTA" weighed and proceeded to Langemak to anchor and at 0800K/4th August proceeded to Dreger Harbour alongside "AASE MAERSK" for fuel. On completion of fuelling, H.M.A.S. "VENDETTA" slipped and proceeded to Langemak and anchored in Western Anchorage. At 1600K/4th August, the water barge came alongside and completed H.M.A.S. "VENDETTA" with water.

2. At 1230K/5th August, H.M.A.S. "VENDETTA" proceeded to Finschhaven to collect sailing orders. On receipt of these orders H.M.A.S. "VENDETTA", in company with H.M.A. Ships "GLENELG" and "COOTAMUNDRA", lay off Dreger Harbour to rendezvous with a convoy of L.C.I's. As the convoy was delayed until 1800K, H.M.A. Ships "VENDETTA", "GLENELG" and "COOTAMUNDRA" returned to Finschhaven. At 1800K, H.M.A. Ships "VENDETTA" (Senior Officer, Escorts), "GLENELG" and "COOTAMUNDRA" weighed and proceeded to rendezvous with convoy off Finschhaven and escorted it to Hollandia via route "ZEBRA", speed of advance 12 knots. H.M.A.S. "KIAMA" was originally one of the escorts detailed for the convoy but could not sail due to engine defects. The convoy consisted of 17 L.C.I's. carrying troops. H.M.A. Ships "LATROBE" and "STRAHAN" were to rendezvous with convoy at position "Hen", but were not able to do so as they were ordered to escort V.S.I.S. "MERKUR" to Hollandia. At 2030K/5th August, at the request of Senior Officer L.C.I's., "GLENELG" was detached and detailed to escort stragglers, as two L.C.I's. were unable to maintain convoy speed. At 1947K/6th August, H.M.A.S. "VENDETTA" received

an R/T message from H.M.A.S. "GLENELG", approximately 35 miles astern, reporting a submarine contact. This report was retransmitted to Naval Officer in Charge, New Guinea, by H.M.A.S. "VENDETTA". H.M.A.S. "COOTAMUNDRA" was despatched to escort stragglers to allow H.M.A.S. "GLENELG" to continue attacks on the submarine. At 2300K/6th August an A/S contact was obtained in position 2° 55' S., 143° 40' E. Hands went to Action Station. One depth charge was released to classify target. At 2309K contact was regained and an enemy report was originated. A pattern of 10 depth charges was dropped, but with negative result. A square search was carried out and contact was regained at 2348K. A hedgehog attack was then carried out, again with negative result. Contact was lost and a square search was carried out but contact was not regained. At 0040K/7th August, the search was abandoned and H.M.A.S. "VENDETTA" rejoined the convoy. A report on the attack was forwarded to Naval Officer in Charge, New Guinea, H.M.A.S. "VENDETTA"'s letter 1/C/2 of 9th August, refers. H.M.A.S. "GLENELG", with the assistance of an aircraft, was detailed by Naval Officer in Charge, New Guinea, to carry out a patrol off Wewak. At 0340K/7th August, H.M.A.S. "COOTAMUNDRA" obtained a doubtful contact and dropped one depth charge on it. The contact was then classified "non sub" and she rejoined the slow convoy. At 0450K/7th August, Hospital Ship "TASMAN" was warned of the possibility of submarines being in the area. At 1200K/7th August, H.M.A.S. "COOTAMUNDRA" was ordered to part company with the slow convoy and proceed to Hollandia with despatch to rejoin escort group. The slow convoy arrived at Aitape at 1200K/7th. At 1300K/7th August, convoy entered Humboldt Bay, whilst H.M.A.S. "VENDETTA" carried out an A/S patrol to seaward. At 1512K/7th August H.M.A.S. "VENDETTA" secured alongside Tanker "BISHOPDALE" for fuel. Victualling stores were embarked from V.S.I.S. "MERKUR" and bread from Australian escort vessels in harbour.

3. At 1735K/7th August, on completion of fuelling, H.M.A.S. "VENDETTA" slipped and proceeded to sea to wait whilst convoy consisting of Tug L.T.220 and S.S. "JOSE BARBOSA", assembled. The convoy was assembled by 1830K and proceeded via Route "BAKER" to Langemak, speed of advance 9 knots. At 0910K/8th August, a contact was gained which was classified as a definite submarine echo. It was found to be a very large tree almost entirely submerged. As the echo was identically the same as the one gained on the 6th August, and in the position in which it would be expected to locate an object drifting from the time of the previous contact, it was assumed that the contact gained on 6th August was "non sub". This information was included in H.M.A.S. "VENDETTA"'s letter 1/C/2 of 8th August. At 1700K, S.S. "JAMES GOODAVE" joined the convoy. At 1230K/9th August Commodore reported a suspicious object resembling a periscope. H.M.A.S. "VENDETTA" carried out a search without result. At 1400K H.M.A.S. "VENDETTA" parted company with convoy and proceeded independently to Madang; Naval Officer in Charge, New Guinea's signal 071435Z/8th refers. The convoy continued independently to Langemak, and at 1805K/9th H.M.A.S. "VENDETTA" secured alongside Liberty Wharf, Madang. H.M.A.S. "TERKA" came alongside during the afternoon 10th August and water was embarked. On 11th August, all demolition stores were disembarked for the use of Commander (D), Madang. A beer issue of 1 bottle per man was made to each member of the ship's company on 11th August.

4. At 0800K/12th H.M.A.S. "VENDETTA" slipped and proceeded in company with H.M.A.S. "KATOOMBA" to intercept a convoy proceeding to Hollandia. At 1300K the convoy, escorted by H.M.A.S. "GYMPIE" and S.C.737, was met and H.M.A.S. "VENDETTA" assumed duties of Senior Officer Escort. The convoy proceeded to Hollandia via Route "BAKER", speed of advance 10 knots, and consisted of the following ships: "THOMAS SYMONDS", "THOMAS NELSON", "WILLIAM CHANNING", "EXTAVIA" and "QUEEN SUMMERS". At 0730K/13th S.S. "THOMAS NELSON" parted company and proceeded independently to Aitape. At 0800K/14th August, convoy entered Hollandia after an uneventful passage. On arrival fuel was embarked from Tanker "BISHOPDALE". Bread, which had been baked

by Australian Escort Vessels in harbour, was embarked.

5. At 1800K/14th August, H.M.A.S. "VENDETTA" proceeded independently to Langemak via Route "BAKER", speed of advance 16 knots, as no merchant vessels were ready for escort. At 0600K/16th August, H.M.A.S. "VENDETTA" entered Finschhaven after an uneventful passage and anchored. At 1400K, ship secured alongside "EMILE BERLINER" and remained alongside until the forenoon of 18th August. Confidential Books were embarked during the afternoon 16th. During the stay in Finschhaven, bread, victualling stores, passengers and free freight stores, for passage south, were embarked.

6. At 0900K/18th August, H.M.A.S. "VENDETTA" slipped and having embarked Commander Cook R.N.R. at Langemak, proceeded to Oro Bay, speed of advance 23 knots. On arrival at 1630K/18th August, Commander Cook proceeded ashore to confer with Port Director, Oro Bay. On his return, H.M.A.S. "VENDETTA" proceeded to Milne Bay, speed of advance 15 knots. At 0900K/19th August, H.M.A.S. "VENDETTA" entered Milne Bay, and anchored in Gilli Anchorage. Fuel was embarked from Tanker "AYRAT" and water barge completed H.M.A.S. "VENDETTA" with water. Pay was embarked for ship's company.

7. At 1600K/19th, H.M.A.S. "VENDETTA" proceeded to Brisbane via China Straits and thence east of Saumarez Reef, speed of advance 16 knots. During the rough weather on passage several boiler tubes burst in No. 2 boiler and this boiler was closed down. At 1520K/22nd August, H.M.A.S. "VENDETTA" entered Brisbane River, after an uneventful passage and secured alongside L.S.T. 993 at Newstead Wharf. Fresh provisions were embarked. Ship was completed with fuel and water.

8. At 0730K/23rd, H.M.A.S. "VENDETTA" slipped and proceeded to Sydney via "BLUE" route, speed of advance 20 knots. Visibility was very poor and land was not sighted from 1300K/23rd until 0400K/24th. Navigational fixes were obtained by means of Radar Type A286Q. On arrival in Sydney at 1030K/24th, H.M.A.S. "VENDETTA" lay off the Boom Gate whilst Commander(E) Parker, and dock party embarked to carry out sea trials. From 1100K until 1130K, H.M.A.S. "VENDETTA" carried out sea trials at 20 knots and then returned to harbour and secured to No. 4 buoy.

9. On 25th August, ship was deammunitioned and preparations for dockyard refit were made. At 1000K/26th, H.M.A.S. "VENDETTA" was towed to Cockatoo Dock and secured alongside Store Wharf. During the period from 26th to 31st, H.M.A.S. "VENDETTA" remained in dockyard hands and repairs to No. 2 and No. 3 boilers, together with other defects, were commenced. A new 25 foot motor cutter was supplied in lieu of the old boat. The anchors and cables were taken to Garden Island to be tested. One watch of the ship's company proceeded on 14 days long leave on 26th August, 1944.

10. The health and conduct of the ship's company during the month of August has been satisfactory. The ship's inter-mess waterpolo competition was completed and the ship's representative team remained undefeated during the month.

11.	Distance steamed	4629.9 miles
	Hours under way	320 hrs. 35 mins.
	Average distance, tons fuel	4.52 tons.

Total distance steamed since commissioning on 29 September, 1942, 93,718 miles at an average speed of 14.8 knots.
Total hours under way since commissioning on 29 September, 1942, 6,313 32/60 hours.

Quisley

LIEUTENANT COMMANDER
IN COMMAND.

~~RESTRICTED SECRET~~

Duplicate



The Commanding Officer, H.M.A.S. "VENETTA"

Aug.
3rd. July, 1944

1/L/2

The Secretary, Naval Board, Melbourne.

(Copies to: The Naval officer in Charge, New Guinea,
Commander (D), Madang.)

H.M.A.S. "VENETTA" - LETTER OF PROCEEDINGS - JULY, 1944.

On the 1st. and 2nd. July, H.M.A.S. "VENETTA" (Senior Officer Escort) was escorting a convoy from Humboldt Bay to Lagenak, in company with H.M.A. Ships "STARSHILL", "GLANSTONE", and "KIAMA", via route Baker, speed of advance 9 knots. The convoy consisted of the following ships, "CHAS. H. NUGGELL", "VAN RILLAUME", "U.S.S. "PORCUPINE", "LEWIS. L. STONE", "AHOI", and "HANYANG". At 2350K/1st. July, H.M.A.S. "VENETTA" parted company and proceeded independently to Milne Bay at speed of advance 20 knots, stopping at Lagenak to embark Confidential Books and water. At 0800K/ 3rd. July, H.M.A.S. "VENETTA" entered Milne Bay, and having completed fuel from "VILLA LOBOS", anchored in the Gilli anchorage.

2. At 1500K/3rd. July, H.M.A.S. "STRAIN" secured alongside to provide power whilst H.M.A.S. "VENETTA" carried out a boiler clean. During the period from the 3rd. to the 15th. July, boilers were cleaned and leak in the reserve feed tank was repaired with cement, and a leaking tube in number 3 boiler was plugged. Divers examined "A" bracket clearances and these were found to be satisfactory. On the 5th. July, ratings for higher rates were examined by a Board in H.M.A.S. "WARREDO". On the 7th. July, "TONGA" secured alongside and completed H.M.A.S. "VENETTA" with water. At 0600K/10th. July, H.M.A.S. "STRAIN" slipped and proceeded and H.M.A.S. "COTABENDRA" came alongside to provide power. On 18th. July, "ROCKLEA" came alongside and H.M.A.S. "VENETTA" completed with diesel oil for galley furnaces. On completion of fuelling "TONGA" came alongside and H.M.A.S. "VENETTA" embarked water. During the boiler clean the whaler was sent ashore and was repaired by Base Staff. Victualling stores were embarked from H.M.A. Ships "STRAHAN", "WARREDO", and "LADVA", Casadodo, and U.S.I.S. "TONGA" during the stay in Milne Bay. Starshell, small arms ammunition and demolition charges were embarked on 8th. July. Each day a party was landed to attend instructional films ashore. Flashing exercises for Visual Signalling ratings and officer of the watches were carried out daily.

All about Adm Cook & Lt Col Nesbet

You forgot to underline in one place!

CDR (D)	
S.S.O.	
SEC.	
S.O. (A)	
O. (W/T)	
O. (AS)	
CH. (DAR)	
(3)	

*22/8
23/8*

P.A.
20
23/8

Surgeon Lieutenant E.P.Cordner R.A.N.R. was discharged to Naval Section, 2M.R.S., Milne Bay, with dysentery, and Surgeon Lieutenant Commander K.Bottomley R.A.N.R. joined temporarily.

3. At 0730K/13th. July, H.M.A.S. "VENDETTA" weighed and proceeded alongside R.A.N. Jetty to embark 5 officers and 128 other ranks of the 5th. Company of Royal Australian Engineers, and 7 Royal Australian Air Force personnel. At 0900K/13th. July, embarkation was completed and H.M.A.S. "VENDETTA" proceeded to Madang., via coastal route, speed of advance 20 knots.; Naval Officer in Charge New Guinea's signal 120037Z refers. Close range weapons functioning trials were carried out and found to be satisfactory. At 1117K/14th. July, H.M.A.S. "VENDETTA" entered Madang, and disembarked troops. 5 tubes in number 3 boiler developed leaks. In Madang victualling stores were embarked from the Australian Supply Depot. At 1800K/14th. July, H.M.A.S. "VENDETTA" weighed and proceeded to Langemak, at speed of advance 15 knots. At 0945K/15th. July, H.M.A.S. "VENDETTA" entered Langemak, having completed with fuel from "AASE MAERSK" in Dreger Harbour, and proceeded alongside water barge for water. On completion of watering H.M.A.S. "VENDETTA" proceeded to anchor in western anchorage.

4. During the period from 15th. to 17th. July, leaks in boiler tubes were repaired. One defective tube was replaced by a new one, and the other four were plugged. During the night 17th.-18th. July, the Mape river flowing into the Western end of Langemak Bay, flooded due to heavy rain the day before, and made the anchorage unsafe. At 0630K/18th. July, H.M.A.S. "VENDETTA" weighed and proceeded to Finschhafen to anchor. At 1000K/19th. July, H.M.A.S. "VENDETTA" was ordered to clear the anchorage, and had to return to Langemak to anchor. During the stay in Langemak provisions and victualling stores were embarked from United States Navy Victualling Yard, and H.M.A.S. "KANIMBLA". Surgeon Lieutenant K.Bottomley R.A.N.R. was discharged on the 19th. July,.

5. On 20th. July, Commander Storey, R.A.N. embarked for passage to Aitape to join H.M.A.S. "AUSTRALIA". It was intended to sail H.M.A.S. "VENDETTA" as a fast escort for S.S. "MATSONIA" to Aitape during the forenoon of the 20th. July. Accordingly H.M.A.S. "VENDETTA" proceeded to Dreger Harbour and secured alongside "AASE MAERSK" for fuel at 0740K/. On completion of fuelling H.M.A.S. "VENDETTA" returned to Langemak and as "Matsonia" had not arrived, anchored in Western Anchorage. Water Barge came alongside at 1150K and completed ship with water. At 0030K/21st. July, a gale warning was received, and H.M.A.S. "VENDETTA" weighed at 0100K and proceeded to sea as the anchorage to windward of the lee shore was considered unsafe. H.M.A.S. "VENDETTA" returned to harbour at 0715K/21st July, and anchored in Western Anchorage. The gale did not materialize. Confidential Books and Signal Publications were landed, Dangerous Water Set only being retained onboard.

6. At 0900K/21st. July, H.M.A.S. "VENDETTA" weighed, and having embarked Commander Cook R.N.R. and Lieutenant Commander Nisbet R.A.N.R. proceeded independently to Aitape, as "MATSONIA" had not yet arrived. H.M.A.S. "VENDETTA" proceeded via Route Baker, at speed of advance 20 knots. During the forenoon of the 21st. July, close range weapons and 4" armament carried out an exercise firing. All guns fired satisfactorily. At 1000K/22nd, July, H.M.A.S. "VENDETTA" entered Aitape Harbour and anchored off the Port Director's Office. Commander Cook and Lieutenant Commander Nisbet went ashore to confer with Port Director regarding Sea Transport Organisation. Commander Storey was discharged to H.M.A.S. "SHROPSHIRE". Bread and victualling stores were embarked from H.M.A.S. "SHROPSHIRE".

7. On the return of Commander Cook and Lieutenant Commander Nisbet at 1345K/22nd. July, H.M.A.S. "VENDETTA"

weighed and proceeded to rendezvous with convoy B.C. 102, proceeding from Langemak to Humboldt Bay. The convoy consisted of the following ships, "JOSEPH P. BRADLEY", "MORLAGO", "SACAJAWA", U.S.S. "PASQUOTANK", and L.S.T. 456, escorted by H.M.A.S. Ships "VENDETTA", "ARRAT", "GLENELG", "GUELONG" and Y.N.S. 334. At 1640K/22nd July, H.M.A.S. "VENDETTA" met the convoy and as Senior Officer Escort, proceeded to Hollandia at speed of advance, 9 knots. At 0800K/23rd July, escorts carried out Anti-Submarine patrol astern whilst convoy entered Hollandia. At 0800K escorts proceeded independently into harbour and fuelled. H.M.A.S. "VENDETTA" proceeded alongside tanker "VILLA LOBOS" and completed with fuel. Commander Cooke and Lieutenant Commander Nisbet went ashore to confer with Port Director, Hollandia. On completion of fuelling H.M.A.S. "VENDETTA" anchored in Hollandia Bay.

8. Although the area of operations for Australian Escort vessels only extended to Wakde Island, orders were received for H.M.A.S. "VENDETTA" and H.M.A.S. "GUELONG" to escort convoy to Biak, as the convoy was urgently required. At 1730K/23rd July, H.M.A.S. "VENDETTA" weighed and proceeded in company with H.M.A.S. "GLENELG" and H.M.A.S. "GUELONG" to escort convoy to Bosnik. Convoy consisted of the following ships U.S.S. "PASQUOTANK" S.S. "EDWARD LANDER" and "STEPHEN M. WHITE", speed of advance, 9 knots. At 2100K/23rd July, Radar Type 271 broke down and could not be repaired by ship's staff. At 0640K/24th July, H.M.A.S. "GUELONG" parted company and proceeded independently to Wakde. At 0950K convoy reduced speed to 8 knots as a 2 knot westerly set was experienced and it was not desirable to arrive at destination before full daylight. For the same reason, the convoy reversed course for two hours from 1800K, to 2000K. At 0830K/24th July, convoy arrived off Bosnik. H.M.A.S. "GLENELG", escorted one ship back to Mies Woendi Lagoon, refuelling off Bosnik at 1400K. H.M.A.S. "VENDETTA" lay off Port Director's office whilst Commander Cooke and Lieutenant Commander Nisbet proceeded ashore to conference with Port Director. The departure signal of the convoy, originated by Port Director Hollandia, was received by Port Director, Bosnik, one hour after convoy entered harbour. On return of Commander Cooke and Lieutenant Commander Nisbet, H.M.A.S. "VENDETTA" proceeded to Sorido Lagoon to investigate approaches, as the Naval base was to be transferred from Bosnik to Sorido on the 1st August. At 1430K, H.M.A.S. "GLENELG" parted company and escorted one ship to Hollandia. At 1600K/25th July, H.M.A.S. "VENDETTA" proceeded from Sorido Lagoon to investigate Mies Woendi Anchorage. On completion H.M.A.S. "VENDETTA" proceeded to Wakde speed of advance 15 knots.

9. At 0730K/26th July, H.M.A.S. "VENDETTA" anchored between Insoenanai and Wakde Island and Commander Cooke and Lieutenant Commander Nisbet went ashore to conference with Port Director. It was found that the Port Director had shifted his office to Maffin Bay. H.M.A.S. "VENDETTA" weighed at 1000K/26th July and proceeded to Maffin Bay to anchor. Commander Cooke and Lieutenant Commander Nisbet proceeded ashore to confer with Port Director, Maffin Bay. At 2000K, H.M.A.S. "VENDETTA" weighed and proceeded to Hollandia via coastal route, speed of advance 13 knots. At 0730K/27th July, H.M.A.S. "VENDETTA" entered Hollandia Bay and proceeded alongside U.S. Tanker "VICTORIA" for fuel. On completion, H.M.A.S. "VENDETTA" anchored in Hollandia Bay. Bread was embarked from Escort Vessels in harbour. A gunnery lecture was given to all seamen by the Gunnery Control Officer.

10.5 At 1700K/27th July, H.M.A.S. "VENDETTA" weighed and proceeded independently to Madang via Route Baker, speed of advance 20 knots. Passing Yako Village, position 2° 38'S. 141° 15' E. S.B.A. Chart 3250, a barge and a small boat with two occupants were sighted. As Yako lay in enemy occupied territory, H.M.A.S. "VENDETTA" closed and opened fire with 4" guns at range of 5000 yards. The two occupants were seen to run towards the shore and shortly afterwards the boat was sunk. The barge was ultimately identified as a derelict and fire was ceased after 43 rounds had been fired. H.M.A.S.

"VENDETTA's" report No. 18/D/44 dated 28th July, 1944, to Naval Officer in Charge, New Guinea, refers. At 1435K/28th July, H.M.A.S. "VENDETTA" entered Madang Harbour and anchored off Bode Point. Commander Cook and Lieutenant Commander Nisbet were discharged ashore. Stores were embarked from H.M.A.S. "WHANG PU".

11. At 1900K/28th July, H.M.A.S. "VENDETTA" weighed and proceeded to Langemak via coastal route, speed of advance, 15 knots. At 0710K/29th July, H.M.A.S. "VENDETTA" secured alongside Tanker "AASE MAERSK" in Dreger Harbour to complete with fuel. At 0900K H.M.A.S. "VENDETTA" slipped and proceeded to Langemak and anchored in western anchorages. Victualling Stores were embarked from U.S. Navy Victualling Yard. The meat embarked was considered unfit for consumption and was condemned. Surgeon Lieutenant Cordner, R.A.N.R., rejoined ship from hospital. Waterbarge came alongside during the afternoon of 30th July, and water was embarked. At 1800K/31st July, H.M.A.S. "VENDETTA" weighed and proceeded alongside Victory Ship "LUROY VICTORY", as anchorage did not provide sufficient swinging room.

12. The health and conduct of the ship's company during the month of July has been satisfactory. A keen waterpolo competition was held between the messes of the ship, 10 teams taking part. A ship's concert was held on board and provided much amusement for both audience and artists.

13.	Distance Steamed	3,875.8 miles
	Hours under way	252 hrs. 53 mins.
	Average distance, ton fuel	4.73 miles.

Total distance steamed since commissioning on 29th September, 1942, 89,028.1 miles at an average speed of 15.05 knots.

Total hours under way since commissioning on 29th September, 1942, 5,992 57/60 hours.



LIEUTENANT COMMANDER
IN COMMAND.

The Commanding Officer, H.M.A.S. "VENDETTA".

5th July, 1944.

C48/7

The Secretary, Naval Board, Melbourne.

(Copies to: The Naval Officer in Charge, New Guinea,
Commander (D), Milne Bay.

H.M.A.S. "VENDETTA" - WAR DIARY - JUNE, 1944.

H.M.A.S. "VENDETTA" was on passage from Brisbane to Milne Bay from 1st June to 0900K/2nd June, when Ship arrived at Milne Bay and secured alongside "VILLA LOBOS" for fuel, after an uneventful passage. On completion of fuelling H.M.A.S. "VENDETTA" anchored off H.M.A.S. "LADAVA" Jetty. Water was embarked from "TOLGA" during the afternoon.

2. On 3rd June, demolition parties were exercised in laying underwater charges. Radar Base Staff was employed onboard converting Radar Type A286P to A286Q, and to instal the wiring for Radar Type 253. On passage from Brisbane to Milne Bay a forced lubrication pipe to the port H.P. Turbine burst and was temporarily repaired. This defect was made good by Base Engineer Staff. A broken ball thrust race was found in No. 2 Dynamo Governor Gear. H.M.A.S. "VENDETTA's" 050850Z/June to Naval Store Officer Sydney, refers. Ship's staff measured "A" Bracket wear down using "Salvus" diving gear. The clearances were found to be satisfactory. At 1340K 3rd June, ammunition lighter came alongside and practice hedgehog, 4" H.E., Small arms ammunition, and depth charges were embarked.

3. At 0800K/6th June, H.M.A.S. "VENDETTA" proceeded in company with H.M.A.S. "BROOME" for a Radar Gunnery Exercises in accordance with Commander (D)'s Exercise Orders 27, Serials 3 and 4 were cancelled as aircraft was not available and H.A. firing at H.E. bursts was carried out. It was found that cylinder cases were ejected overboard although net guards had been constructed in Brisbane to prevent this. The net guards were later raised a further 6". On completion of gunnery exercises a pattern of 10 depth charges was dropped set to 140 feet. The result was satisfactory as all charges exploded and ^{no} apparent damage was done to the ship. The time taken to reload depth charge rails and throwers was 2 minutes 33 seconds. On completion hedgehog crews were exercised and four projectiles were fired and found to be satisfactory. On the way back to the anchorage boarding party was exercised at pistol, rifle, and tommy gun firing. H.M.A.S. "VENDETTA" returned to harbour and anchored at 1700K.

A report on the gunnery and radar exercises was forwarded to Commander (D), Milne Bay.

4. During the forenoon of 7th. June, a damage control exercise was carried out under the supervision of Commander (D)'s staff. The exercise was hampered by the fact that the engine room department was flashing up to get under way. An unexpected exercise in the after boiler room where hands were connecting up the boiler, caused considerable confusion, both in the exercise and in the lighting up routine; apart from this the exercise was satisfactory.

5. At 1130K/7th. June, H.M.A.S. "VENDETTA" weighed and proceeded to Camadodo for stores, having embarked 5 officers and 14 ratings for passage as well as G.B. mail for transport to Langemak. On completion of embarking victualling stores H.M.A.S. "VENDETTA" proceeded to Morobe via the coastal route at speed of advance 17 knots. Naval Officer in Charge, New Guinea's signal 070819Z refers. On arrival at Morobe at 0850K/8th. June, two officers were discharged to H.M.A.S. "LAURABADA". At 0944K/8th. June, H.M.A.S. "VENDETTA" proceeded to Langemak at speed of advance 19 knots. Prior to entering Langemak ship fuelled from tanker "AASE MAERSK" in Dreger Harbour. On entering Langemak at 1830K/8th. June, H.M.A.S. "VENDETTA" proceeded alongside fuel wharf and embarked water; G.B. Mail and passengers were landed. On completion of embarking water H.M.A.S. "VENDETTA" anchored in western anchorage.

6. During the forenoon of the 10th. June, a convoy conference was held at Dreger Harbour. H.M.A.S. "VENDETTA" weighed and proceeded in company with U.S.S. "WITTER" (Senior Officer Escort), "BOWERS", "FOREMAN", H.M.A.S. "STRAHAN", and P.C. 1123, to escort a convoy to Hollandia. The convoy consisted of the following ships, "TARAKAN", "JEAN CHATEAUX", "JAMES CLEMENTS", "CHARLES RUSSELL", "EDWARD MANDER", "DAVID HANKS", "SEA PIKE", (Commodore), "IN VAN NUYS", "U.S.S. C. PITTSBURGH", "HANYANS", "JAMES LANE", "LEWIS BYCHE", L.C.I. 444, L.C.I. 446, and ten P.T. boats. Convoy proceeded via route "baker" to Hollandia at speed of advance 9 knots. Until convoy formed up, H.M.A.S. "VENDETTA" manoeuvred between convoy and Langemak to act as visual signalling link between S.O.E., Commodore and Naval Officer in Charge, Langemak. At 1500K/10th. June, the convoy was formed up and escorts were in station. At 0700K/12th. June, "SAMUEL CLEMENTS" and P.C. 1123 were detached to Aitape. At 1000K/12th. June, a message was received from an aircraft that four survivors were on a raft in approximate position 3° 30' South, 142° 01' East. Subsequently a message was received that a Catalina aircraft had picked up survivors. At 0130K/13th. June, an emergency turn to port was carried out by the convoy. At 0200K the mean course was resumed. At 0930K/13th. June, escorts patrolled to seaward while convoy entered Hollandia Bay. At 1146K/13th. June, H.M.A.S. "VENDETTA" entered harbour and anchored off TG. "TOLADJA". L.C.C.O. Hollandia was informed by H.M.A.S. "VENDETTA" of convoys arrival.

7. Fuel, water, and fresh provisions were not obtainable from ships in harbour. 50 lbs. of bread and 150 lbs. of meat were embarked from H.M.A.S. "STRAHAN". During the afternoon demolition parties exercised in the whaler. At 1420K/14th. June, H.M.A.S. "VENDETTA" weighed and proceeded alongside tanker "BISHOPDALE" for fuel. "BISHOPDALE" had replenished stocks during the forenoon.

8. On completion of fuelling H.M.A.S. "VENDETTA" slipped,

and proceeded to lie off U.S.S. "EICHENBERGER" (Senior Officer Escort) for convoy instructions. The convoy consisted of the following ships: "EMPIRE HAMBLE", "FRANK A. WARDENCE", "WEST CACTUS" L.S.T.191, "MATHEW THORNTON", "JOHN EVANS", "JOHN BURROUGHS" and was escorted by U.S.S. "EICHENBERGER" (S.O.E.), "CRAIG", "LOVELACE", H.M.A.S. "VENDETTA" and H.M.A.S. "STRAHAN". The convoy proceeded out of harbour at 1800K/14th June via Route "Baker", speed of advance 7 knots. Some difficulty was experienced as American Ships used Shackle Code for R/T Communication. This code is not held by H.M.A. Ships. Screening diagrams were taken from F.T.P. 215 which also is not held in H.M.A. Ships. At 2150K/15th June a contact was obtained by Radar Type 271, bearing 095 degrees, 3,400 yards. Starshells were fired by H.M.A.S. "VENDETTA" and U.S.S. "EICHENBERGER" to illuminate the target although U.S.S. "EICHENBERGER" did not confirm the echo. The search was negative. From the plot it was found to be spurious echo and H.M.A.S. "VENDETTA" and U.S.S. "EICHENBERGER" returned to screening stations on the convoy. At 0325K/16th June, a convoy on opposite course was met. Due to the fact that a Commodore had not been appointed for the convoy, confusion resulted amongst the two convoys and a tanker of the northbound convoy joined the southbound convoy. U.S.S. "CRAIG" was despatched to escort tanker back to her convoy. U.S.S. "CRAIG" rejoined at 0705K. At 2015K/16th U.S.S. "EICHENBERGER" and L.S.T. 191 parted company and proceeded to Madang, U.S.S. "LOVELACE" becoming S.O.E. At 2330K/17th June convoy arrived off Langemak and H.M.A.S. "VENDETTA" and H.M.A.S. "STRAHAN" carried out A/S patrol until dawn. U.S.S. "LOVELACE" proceeded to Cape Cretin.

9. At 0700K/18th June H.M.A.S. "VENDETTA" proceeded to Dreger Harbour and secured alongside "AASE MAERSK" for fuel and on completion of fuelling proceeded to Finschhaven for water. At 1006K, H.M.A.S. "VENDETTA" secured alongside "DAVID E. HUGHES" for water but it was found that water was not available. Ship slipped at 1135K and proceeded to Langemak, anchoring in the western anchorage. During the forenoon fresh provisions and victualling stores were embarked. At 1711K, H.M.A.S. "VENDETTA" weighed and proceeded alongside S.S. "JOHN CONSTANTINE" at No. 9 wharf for water. At 0700K/19th slipped and anchored in western anchorage.

10. Due to the fact that no water was available in Hollandia severe rationing had to be enforced on the return journey, consumption was halved by stopping all laundry. 7 tons of water were evaporated to keep up the ship's supply. Ship arrived at Langemak with 1 ton remaining.

11. During the period from 19th to 23rd June, H.M.A.S. "VENDETTA" remained at Langemak. The armed boats' crews were given a lecture and a stokers training class commenced a short gunnery course. During the forenoon of the 20th, Ship's Company were taken to general drill. On 21st June, salt cloud was detected in the reserve feed tank and was attributed to a leak in the tank started by depth charges dropped during exercises in Milne Bay. This defect could not be remedied. At 1400K/22nd June, water barge came alongside to complete H.M.A.S. "VENDETTA" with water. During the afternoon bread from A.I.F. Bakery, Finschhaven, fresh provisions, and victualling stores were embarked. C.B's. and S.P's. were landed, retaining onboard a "dangerous water" set of C.B's. and S.P's. At 0845K/23rd

H.M.A.S. "VENDETTA" embarked one A.I.B. Lieutenant and one sergeant and one coder and proceeded for Waterfall Bay, in accordance with N.O.I.C. Langemak's signal 190152Z. During the forenoon stoker's gunnery training class carried out an Oerlikon exercise shoot at practice rockets. A squadron of fighters remained on the alert at Fuschhaven until H.M.A.S. "VENDETTA'S" return to harbour on the 24th June. During the forenoon part of the cylinder head of the port forward forced draught fan engine, in number one boiler room, cracked and blew off due to a stud in the piston breaking. This was apparently caused by fatigue. Temporary repairs were carried out by ship's staff. At daylight 24th June, H.M.A.S. "VENDETTA" arrived off Waterfall Bay and at 0610K a canoe with one A.I.B. Officer and two natives was sighted. This was the prearranged recognition signal and H.M.A.S. "VENDETTA" proceeded between Kitwauwu Island and the outlying reef and anchored off Cuttarp Plantation. Using the motor boat towing the whaler, the A.I.B. Officer and sergeant on passage were disembarked, and three A.I.B. Officers and 53 natives were embarked. As soon as the embarkation was completed H.M.A.S. "VENDETTA" proceeded at 24 knots for Langemak. The air cover from Kiriwina was much in evidence and the Boston and four R.A.A.F. Kittyhawks were seen from 0655K till 0955K, when two Kittyhawks relieved the four. The appearance of this air cover was most comforting as Waterfall Bay is within 80 miles of Raubahl where 60 enemy aircraft have been reported. Speed was reduced to 20 knots at 1100K. At 2021K/24th June, H.M.A.S. "VENDETTA" arrived at Langemak and anchored in the western anchorage. A.I.B. Officers, Naval coder and natives were disembarked by landing barge.

12. During the 25th and 26th June, boiler water density rose to 0.1 due to reserve feed tank leak. All boilers were blown down, and refilled. Approximately 10 tons of feed water were obtained from H.M.A.S. "GLADSTONE" and H.M.A.S. "BUNBURY" to refill reserve feed tank.

13. On 26th June, fresh provisions and bread were embarked. The water barge came alongside H.M.A.S. "VENDETTA" topped up with water. During the forenoon a 'convoy conference was held onboard H.M.A.S. "VENDETTA", the Convoy's Commodore and Captains of H.M.A. Ships "STAWELL", "BUNBURY", "BROOME", "KIAMA", "GLADSTONE", S.C.749, and P.C.1121 attended. Captain, H.M.A.S. "VENDETTA" as Senior Officer Escort presided.

14. At 1249K/26th June, H.M.A.S. "VENDETTA" weighed and proceeded to Dreger Harbour, securing alongside "AASE MAERSK" for fuel. At 1550K, on completion of fuelling, H.M.A.S. "VENDETTA" proceeded to lie off Langemak while the convoy assembled. Convoy consisted of S.S. "DON MARQUIS", "VANDERLIJN", "WATSONS SQUIRES", "ADAREAHAN", "OTTIS SKINNER", "WALTER WILLIAMS", "WILFRED GRENFELL", "GEORGE EASTMAN", "HENRY WHITE", "ABIGAIL DUNNIWAY", "SIMON BAMBURGER", "AMBROSE PIERCE", "ROBERT S. BEAM", "FRANKLIN K. LANE", "MORMACHAWK", "JULIEN DUBUQUE", "STEPHEN M. WHITE" and "GEORGE POPE". At 1710K/26th June, convoy proceeded to Humboldt Bay via Route "Baker", speed of advance 9 knots, escorted by H.M.A. Ships "VENDETTA" (S.O.E.), "STAWELL", "BUNBURY", "BROOME", "KIAMA", "GLADSTONE", S.C.749 and P.C.1131. P.C.1121 escorting "JOSEPH P. BRADLEY" and "FRANCIS WARDELL" joined the convoy at 0040K/27th June, having proceeded from Saidor. During the forenoon 27th June H.M.A.S. "KIAMA" reported that I.F.F. Code 5 and 6 had been intercepted. This was reported to Commander 7th Fleet, in accordance with A.I.G. 105 556I. At 1000K/28th June, P.C.1121 and P.C.1131 and S.C. 749 parted company and escorted

"JOSEPH P. BRADLEY", "FRANCIS WARDELL" and "JULIAN DUBUQUE" ^{to AITAPE}
At 1605K/28th "ABIGAIL S. DUNNIWAY" intercepted the following
distress message "S.O.S. 7 fliers Maron Island. Send launch".
H.M.A.S. "BUNBURY" was instructed to pass message to Aitape
Fighter Sector, but after calling for 10 minutes with no reply
ceased transmitting. At 0700K/29th June, convoy formed into
two columns to enter harbour. At 0900K escort was ordered to
act independently and H.M.A.S. "VENDETTA" proceeded to Hollandia
securing alongside Tanker "BISHOPDALE" for fuel. Arrival of
convoy was reported to L.C.C.O. Hollandia. During the afternoon
29th June, fresh provisions, victualling stores and beer were
embarked from V.S.I.S. "MERKUR". Bread which had been baked
by Australian Escort Vessels was also embarked. At 1700K/29th
H.M.A.S. "VENDETTA" (Senior Officer Escort) and H.M.A. Ships
"STAWELL", "GLADSTONE" and "KIAMA" proceeded to sea and escorted
an convoy consisting of ships "CHAS. M. RUSSELL", "SPILBERGEN"
"PORCUPINE", "LEWIS L. DYCHE", "ANNUI" and "HAN YANG" to Langemak.
Y.21 Tanker was attached to convoy as far as Aitape where Y.21
parted company and proceeded into Aitape independently. The
leak in the reserve feed tank has persisted during the month
and it will be necessary to repair this at the first available
opportunity.

15. The health and conduct of the ship's company has been
satisfactory. Swimming, water polo and Seine net fishing
contributed towards the entertainment of the ship's company.

16. Distance steamed 3,631.3 miles
Hours under way 364 hrs. 32 mins.
Average distance, ton of fuel 4.2 miles per ton.

Total distance steamed since commissioning on
29th September, 1942, 85,212.3 miles at an average speed of
14.86 knots.

Total hours under way since commissioning on
29th September, 1942, 5740 hours 4/60.

Speslay.

LIEUTENANT COMMANDER
IN COMMAND.

The Commanding Officer, H.M.A.S. "VENDETTA"

End. ^{JUNE} 1944

C 45/1

The Secretary, Naval Board, Melbourne.

Copies to: The Naval Officer in Charge, New Guinea,
Commander (D), Milne Bay.

WAR DIARY OF H.M.A.S. "VENDETTA" FOR THE MONTH OF
MAY, 1944.

At 0600 K, on the 1st. May, 351 Australian troops and 17 tons of stores were embarked from landing barges and at 0805 H.M.A.S. "VENDETTA" slipped and proceeded to Madang, stopping to embark the Port Director, Langemak, off Port Director's Office. The speed of advance was 23.5 knots. At 1541 ship secured alongside Government Wharf, Madang, and disembarked troops and stores. M.L.s 816, 806, 424, and 413 secured alongside to embark stores and water. On completion of disembarkation H.M.A.S. "VENDETTA" slipped and proceeded to DREMER HARBOUR arriving alongside Tanker "ALCIBIADES" at 0630 K on the 2nd. May. Speed of advance was 16 knots. At 0800K fuelling having been completed, H.M.A.S. "VENDETTA" slipped and proceeded to Oil Wharf, Langemak, for water, and thence alongside Tanker "AASE NARSK" off the southern shore of Langemak Harbour. Bread and victualling stores were embarked from the Australian Field Bakery, Pinschaffen and United States Naval Victualling Yard, respectively.

2. At 0545K on the 3rd. May, 150 Australian troops and 36 tons of stores were embarked from landing barges. On completion of embarkation H.M.A.S. "VENDETTA" slipped and proceeded to Madang, speed of advance 19 knots. Having secured alongside Government Wharf, Madang, 1616K. Troops and stores were disembarked. M.L.s 816, 806, 424, and 413 came alongside for stores and water. On completion of disembarkation and having embarked 10 wounded, one prisoner of war, and one provost, H.M.A.S. "VENDETTA" proceeded to DREMER HARBOUR, securing alongside Tanker "ALCIBIADES" for fuel at 0620K/4th May. At 0743K on completion of fuelling, ship proceeded to Langemak and secured alongside Tanker "AASE NARSK".

3. With boiler hours totalling 436, at 0945K/5th May, H.M.A.S. "VENDETTA" slipped and proceeded to Milne Bay at speed of advance, 16.3 knots via Meschen Strait and Raven Channel. At 0939K/6th May, H.M.A.S. "VENDETTA"

entered Milne Bay and proceeded alongside U.S. Tanker "CORINDLOT" for fuel. U.S. Tanker "CORINDLOT" had only diesel oil and consequently ship slipped and proceeded alongside U.S. Tanker "SAINT MARY" for fuel. On completion H.M.A.S. "VENDETTA" proceeded to anchor in B.18 Berth, at 1400K. Port Radar Officer inspected defective Radar Type 271 Set, but insufficient time was available to effect repairs.

4. At 1615K/6th May, H.M.A.S. "VENDETTA" proceeded to Cairns, speed of advance 14 knots, via Crafton Passage, Naval Officer in Charge, New Guinea's 050631z refers. Passage was uneventful. At 1000K/8th May, H.M.A.S. "VENDETTA" secured alongside Liberty Ship "JOHN NOLAN" anchored in Cairns Harbour, and embarked oil fuel, shifting berth to alongside H.M.A.S. "PLATYPUS" at 1315K, when boiler clean and minor repair and refitting work was commenced.

5. At 0900K/9th May diving boat came alongside and diver inspected "A" Brackets and Stern Glands. The top clearances were found to be 156/1000 on the port shaft and 209/1000 on the starboard side. H.M.A.S. "VENDETTA's" 090410z to Squadron Engineer Officer, Sydney, refers.

6. The following repairs were carried out alongside H.M.A.S. "PLATYPUS" during the period 8th - 16th May, Radar Type 271 and 242 Sets were repaired; boilers were cleaned. Shore power was not available from H.M.A.S. "PLATYPUS" so power was obtained from the LL sweep installation on H.M.A.S. "BOWEN" on coming alongside. Both Pom Poms were stripped and cleaned and drain holes drilled in the base plates of the mountings. Asdic dome was hoisted and an eye bolt for securing inhaul wire was fitted. This bolt had been carried away in Madang. During the boiler clean 48 hours leave was granted to each watch.

7. During the afternoon 15th May, ammunition was embarked. In view of the excessive top clearances on both shafts H.M.A.S. "VENDETTA" had to be docked forthwith, Navy Board's 110711z refers. Docking facilities were not available in Cairns and H.M.A.S. "VENDETTA" sailed for Brisbane at 1100K/16th May, via coastal route inside the Barrier Reef and south of Lady Elliot Island at a speed of advance, 17 knots. At 1130K/17th May, three depth charges were fired in the vicinity of Hannah Rocks. The exercise was satisfactory. At 1637K/18th May H.M.A.S. "VENDETTA" secured alongside Railway Wharf, Brisbane River.

8. At 0700K/19th May H.M.A.S. "VENDETTA" was warped into dry dock. On examination it was found that the starboard rope guard on the shaft had carried away and that the greasing system for the "A" Bracket and stern glands was broken off. It was also found that the starboard forward depth charge thrower was deeply pitted. It was consequently condemned.

9. During the period of 19th - 27th May H.M.A.S. "VENDETTA" completed a short refit in dry dock. The following defects were made good; all "A" Bracket bearings and stern tube bearings were remetalled. Stern tube and rudder head glands were repacked. Underwater fittings were refitted. Six main steam joints were remade on port turbine. New rope guards were fitted on the propellers. New grease pipes and gate valves were fitted to "A" Bracket bushes. Anchors and cables were inspected and the

cables coated with Sealtex. The ship's bottom was scraped and painted. Whilst in dock the ship was completely painted, net guards were fitted on "B" and "X" guns to prevent empty cylinder gases from being ejected overboard, and the opportunity was taken to give a short refresher course in Field Training to Red, White, and Blue Watches. Radar type 242 was repaired.

10. On the 27th. May, 1944, H.M.A.S. "VENDETTA" undocked and secured alongside L.S.T. 473 at Milling Wharf, Brisbane River. Basin Trials were carried out alongside and engines were run at slow speed for 14 hours before the stern tube bearings were considered cool enough. At 1330K on May 29th, 1944, H.M.A.S. "VENDETTA" proceeded down river to No.3 Newstead Wharf for fuel, and, on completion of fuelling, proceeded out of Moreton Bay for Power Trials. During the trial a speed of 24 knots was reached without undue vibration. On completion, H.M.A.S. "VENDETTA" returned to Pile Light and anchored there at 2245K. At 0630k/30th. H.M.A.S. "VENDETTA" proceeded up Brisbane River and secured alongside Newstead Wharf. Divers examined "A" Bracket clearances and found no appreciable wear since undocking.

11. Stores to convert Radar Type A 286 P to A 286 Q and to enstall Radar Type 253 were embarked during forenoon. Four Officers and twenty ratings for passage, joined at 1000K. At 1100K/30th. H.M.A.S. "VENDETTA" ^{PROCEEDING} to Milne Bay, East of Saumarez Reef, and thence through China Straits at speed of advance 16 knots, in accordance with Naval Officer in Charge, Brisbane's 300011z. During the forenoon of the 31st. short range anti-aircraft weapons were exercised, firing at parachute rockets on each side.

12. The health and conduct of the Ship's Company has been satisfactory during the month of May. Every opportunity was taken to organise Rugby, Soccer, and Waterpolo games. During the Boiler Clean in Cairns H.M.A.S. "VENDETTA" played H.M.A.S. "PLATYPUS" Rugby League and was defeated by 8 points to 6. Whilst in Brisbane H.M.A.S. "MORETON" was defeated by H.M.A.S. "VENDETTA" by 7 points to 6 and H.M.A.S. "ECHUCA" was defeated by 32 points to 6. One game of soccer was played against H.M.A.S. "ECHUCA" the result being a draw. H.M.A.S. "KIAMA" was defeated at Waterpolo 8 goals to nil.

13. During the month Midshipman G.T. Bethell R.A.N.R. joined the ship.

14. Distance steamed 3253.8 miles
Hours under way 224 hrs. 12 mins.
Average distance, ton of fuel 4.26 miles.

Total distance steamed since commissioning on 29th. September, 1942, 81,581.0 miles at an average speed of 15.2 knots.

Total hours under way since commissioning on 29th. September, 1942, 5,375 32/60 hours.

LIEUTENANT COMMANDER
IN COMMAND.

~~RESTRICTED~~
~~SECRET~~

P.A.
1/1/44

COMMANDER
31 APR 1944
226/19
15/11/44
SSO
SO (Kadas)
SO (W)
Sec
SO (W/T)

The Commandin^g officer, H.M.A.S. "VENDETTA"
7th April, 1944. C.41/1.
The Naval officer in Charge, New Guinea.
(Copies to: The Secretary, Naval Board.
Commander (D), Milne Bay.
H.M.A.S. "VENDETTA" - LETTER OF PROCEEDIN^gS, MARCH, 1944.

During 1st March and until 1400L 2nd March, H.M.A.S. "VENDETTA" was anchored in B.11 berth, Milne Bay, carryin^g out repairs to leakin^g condenser tubes. Owin^g to the frequency of this recurrin^g condenser trouble, it had been decided that the ship would return to Sydney to have both condensers completely retubed. Stores were obtained from V.S.I.S. "HENKUR" and at 1400L, 2nd March, H.M.A.S. "VENDETTA" weighed and proceeded alongside Repulse Wharf for water and then alongside U.S.S. Tanker X.145 for fuel.

2. At 1630L, 2nd March, H.M.A.S. "VENDETTA" proceeded for Townsville escortin^g S.S. "CAPE PERPETUA" to Craftern Passag^e, en route. Passag^e was uneventful and at 0800L, 4th March, H.M.A.S. "VENDETTA" parted company with S.S. "CAPE PERPETUA" off Fitzroy Island and proceeded to Townsville securin^g alongside Concrete Wharf at 1730L for fuel and water.

3. At 0700L, 5th March, H.M.A.S. "VENDETTA" proceeded for Sydney at 15 knots securin^g alongside Cruiser Wharf, Garden Island, at 0830L, 8th March, after an uneventful passag^e durin^g which H.M.A. Ships "PIRIE", "BUNBURY", "WYALLA" and "YANDRA" and U.S.S. "PYRO" were passed and identified.

4. Durin^g the period 8th - 31st March, H.M.A.S. "VENDETTA" remained alongside Garden Island refittin^g. Each watch of rating^s and all officers were granted 10 days len^gth leave durin^g this period. The First Lieutenant, Lieutenant J. Maxwell, R.A.N., was relieved by Lieutenant A. Farquhar-Smith, R.A.N.R.(S) on 10th March, and the En^gineer Officer, En^gineer Lieutenant J. F. Kialoch, R.A.N.R.(S) by Lieutenant (E) J. Ahern, R.A.N., on 16th March.

5. The followin^g repairs and alterations were carried out durin^g the refittin^g period which was not completed durin^g March.

- (a) All boilers cleaned.

- (b) The three 4" L.A. guns were removed from the ship, "A" gun being replaced by Hedgehog Mark II and "B" and "X" guns by 4" H.A./L.A. guns Mark V on a Mark IV Mounting.
- (c) The 12 Pdr. was removed and replaced by a Mark IV Oerliken.
- (d) The searchlight was removed and a Radar Type 271 Mark II and interwater Radar Type 242 mounted on the Searchlight Platform.
- (e) The remaining triple torpedo mounting was removed.
- (f) The emergency R/T Set type AT 5/ AR 8 was fitted in the Wardroom.
- (g) Both condensers were completely retubed and numerous other small defects to main and auxiliary machinery were repaired.
- (h) A cool water tank was fitted for the use of the Ship's Company.
- (i) Magazine and Shell Rooms were modified to stow Hedgehog and fixed 4" ammunition.

6. The health and conduct of the ship's company during the month have both been very satisfactory. Little opportunity for sporting activity has occurred during the leave period. One game of rugby was played against H.M.A.S. "RUSHCUTTER", H.M.A.S. "VENDETTA" winning by 13 points to 3.

7. Hours under weigh 122 hrs. 55 mins.
 Distance steamed 1892.9 miles
 Average distance, ton fuel 4.88 miles.

 Total distance steamed since commissioning on
29th September, 1942, 71,505.6 miles, at an average speed of
15.02 knots.

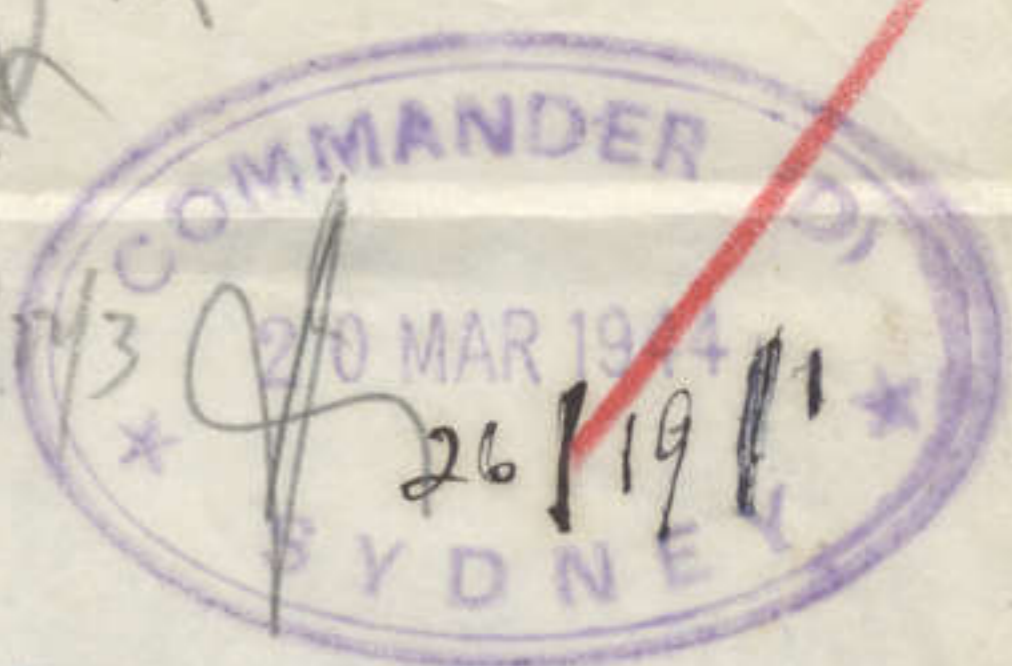
 Total hours under way since commissioning on
29th September, 1942, 4,772 51/60 hours.



LIEUTENANT COMMANDER
IN COMMAND.



Handwritten signature: Bhadas



The Commanding Officer, H.M.A.S. "VENDETTA".

1st March, 1944.

C.38/3

The Secretary, Naval Board.

(Copies to: Naval Officer in Charge, New Guinea.
Commander (D) Milne Bay.

H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS -
MONTH OF FEBRUARY, 1944.

Handwritten: Duplicate

During the period 1st February to 7th February, 1944, the four new boiler room impellers were fitted and attempts made to balance them. At 1300L/8th February, 1944, H.M.A.S. "VENDETTA" proceeded to sea for trials of the newly fitted impellers. These trials having proved satisfactory up to a speed of 24 knots, H.M.A.S. "VENDETTA" fuelled at Kuraba Oil Wharf, on completion securing at No. 3 buoy.

2. At 1550L/9th February, 1944, H.M.A.S. "VENDETTA" proceeded for D.G. Ransing. As these trials proved unsatisfactory it was decided to depart H.M.A.S. "VENDETTA" at No. 3 buoy on 10th February, 1944. It was found that during the D.G. ransing serious condenseritis had developed and to rectify this fault H.M.A.S. "VENDETTA" was towed to Cruiser Wharf, Garden Island at 0730L/10th February, and the six tubes in the starboard condenser plugged. H.M.A.S. "VENDETTA" slipped at 1830L and carried out D.G. Ransing securing at No. 3 buoy on completion.

3. Commencing at 2000L compasses were adjusted by Captain Carter.

4. At 0600L/11th February, H.M.A.S. "VENDETTA" slipped and proceeded in accordance with Naval Officer in Charge, Sydney's 076908Z, H.M.A.S. "VENDETTA's" 100646Z refers. The passage to Brisbane was without incident. H.M.A.S. "VENDETTA" secured alongside Newstead Wharf at 1015L/12th February. On completion of fuelling H.M.A.S. "VENDETTA" slipped and proceeded to Milne Bay.

5. Milne Bay was reached at 0940L/15th February H.M.A.S. "VENDETTA" secured alongside R.F.A. "BISHOPDALE" and fuelled, on completion H.M.A.S. "VENDETTA" anchored in B.11 Berth. At 1600L/16th February, H.M.A.S. "VENDETTA" in company with H.M.A.S. "STUART" (Senior Officer) and

H.M.A.S. "GASCOYNE" weighed and proceeded for Officer of the Watch manœuvres. H.M.A.S. "VENDETTA" was released at 1850L and in accordance with sailing orders received from Naval Officer in Charge, New Guinea, proceeded to rendezvous with Special Ship Class 1 "SEA SCAMP". At 0440L/18th February Naval Officer in Charge, New Guinea's signal, T.O.C. 171651Z was received stating that "SEA SCAMP" was 24 hours late, and course and speed adjusted accordingly. S.S.C.I. "SEA SCAMP" was met at 1505L/18th February and escorted to Milne Bay. H.M.A. Ships "BALLARAT", "MILDURA" and "BROOME" escorting a convey were met at 0900L/19th February.

5. H.M.A.S. "VENDETTA" after fuelling from R.F.A. "BISHOPDALE" proceeded to the Oil Wharf for water. On completion at this, H.M.A.S. "VENDETTA" slipped and proceeded to Camadebe for stores. A very good liaison was struck with the U.S. Naval Stores, arrangements being made for H.M.A.S. "VENDETTA" to store P.M. Sunday. H.M.A.S. "VENDETTA" weighed at 1830L and anchored in B.11 billet at 1900L. At 1300L on Sunday 21st February, H.M.A.S. "VENDETTA" proceeded to Camadebe to store ship. On completion H.M.A.S. "VENDETTA" weighed, proceeding to anchor in B.11 Berth.

6. At 0500L/23rd February, H.M.A.S. "VENDETTA" in accordance with sailing orders received from N.O.I.C. New Guinea, weighed and proceeded to rendezvous with S.C.C.I. "EVANGELINE". Naval Officer in Charge, New Guinea's signal 230135Z was received at 1345L/24th February. Course and speed was adjusted so as to rendezvous at 1800L/24th. S.S.C.I. "EVANGELINE" was met at 1300L/24th and escorted to Milne Bay, without incident. Task Force 74 was passed in China Straits.

7. H.M.A.S. "VENDETTA" after fuelling from R.F.A. "BISHOPDALE" proceeded to Oil Wharf for water. On completion of watering H.M.A.S. "VENDETTA", in accordance with sailing orders proceeded to rendezvous with U.S.S. "ORIZABA". The rendezvous was effected at 0540L/26th. U.S.S. "ORIZABA" being well ahead of expected position and was detected by reception of her I.F.F. at a range of 9 miles. The escort duty to Milne Bay was carried out without incident. H.M.A.S. "VENDETTA" having fuelled from R.F.A. "BISHOPDALE" anchored in B.11 berth.

8. The route ordered for Merchant Vessels approaching Milne Bay from the South East is considered to be too close to Suckling Reef and it is recommended that it be moved at least ten miles further west.

9. At 0700L/28th February, H.M.A.S. "VENDETTA" proceeded to practice area, Milne Bay, in accordance with Commander (D's) 271088Z to carry out A/S exercises with Submarine "SCAMP". Ships in company were S.C. 732 and S.C. 747. Results of exercise were reported in Confidential letter C.38/1 dated 1st March, 1944. On completion of the exercise U.S. Submarine "SCAMP" reported attacks as excellent.

10. At 2328L, H.M.A.S. "VENDETTA" anchored in B.11 berth, Milne Bay. At 2400L H.M.A.S. "VENDETTA" reverted to 24 hours diminishing notice for steam to repair condenser in accordance with N.O.I.C. New Guinea's 281332Z. At 2100L/29th

February, H.M.A.S. "VENDETTA" reverted to half hours notice for steam, and at 2315L reverted to 24 hours diminishing notice for steam due to recurrence of condenser trouble.

11. The health and conduct of the Ship's Company during the month has been very satisfactory. Since the arrival of the ship at Milne Bay considerable interest has been shown in the organised entertainments. Whalers' crews have practiced at every available opportunity for an inter part of ship race over a one mile course. Water polo and bathing have been freely indulged in and large entries are always available for cribbage competitions. The occasional issue of one bottle of beer per head was very much appreciated by the Ship's Company.

12. Distance steamed 4533.3 miles
Hours under way 265 hrs. 16 mins.
Average distance, ton fuel 4.4 miles.

Total distance steamed since commissioning on 29th September, 1942, 69,312.7 miles, at an average speed of 15 knots.

Total hours under way since commissioning on 29th September, 1942, 4,649 56/60 hours.

Jusley.

LIEUTENANT COMMANDER
IN COMMAND.

~~SECRET~~
RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

2nd February, 1944.

C. 36/1.

The Naval Officer in Charge, Brisbane.

H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS -
JANUARY, 1944.

At 1230L, 1st January, H.M.A.S. "VENDETTA" secured alongside Newstead Wharf, Brisbane River, shifting berth to New Farm after fuelling. The complete facilities at the U.S.N. Submarine Repair Unit were offered to the ship and the courtesies shown to H.M.A.S. "VENDETTA" were highly appreciated by all members of the Ship's Company.

2. At 1300L, 3rd January, H.M.A.S. "VENDETTA" acting in accordance with Naval Officer in Charge, Brisbane's 020258Z slipped and proceeded as escort to U.S.S. "COPAHEE". These duties were assumed on clearing North West Channel. At 1200L on Tuesday 4th January company was parted and H.M.A.S. "VENDETTA" proceeded to Sydney. Just prior to parting company a signal requesting H.M.A.S. "VENDETTA" to report that a periscope and feather had been sighted from U.S.S. "COPAHEE" at 1930L/3rd, was received. My 040340Z was originated and passed to Shere at 1500L.

3. H.M.A.S. "VENDETTA" secured at No. 2 Buoy at 1500L on Wednesday 5th January. At 1630L after inspection of the damaged fan by Commander (E) Parker, berth was shifted to alongside H.M.A.S. "STUART" who was berthed on H.M.A.S. "MANOORA" at Cruiser Wharf, Garden Island.

4. On Friday 7th January, the first leave parties left the ship, this being the first time that Tasmanian and South Australian Ratings have been granted home leave since re-commissioning.

5. During the remainder of the month, four in number, boiler room impellers were fitted and general maintenance work carried out in the engine room. The motor boat was surveyed and condemned, but as no boat of a suitable type was available for H.M.A.S. "VENDETTA", hull repairs and an engine overhaul were carried out. A new type BAP/M aerial array was fitted at the foremasthead in place of the Yaqi array.

6. At 1200L/29th January, H.M.A.S. "VENDETTA" slipped and proceeded to sea for trials of the four new impellers. After a two hours trial, during which the speed was increased up to 26 knots, H.M.A.S. "VENDETTA" returned to harbour, securing at Kurraba Oiling Wharf at 1430L. Berth was shifted to alongside H.M.A.S. "MANOORA" at 1645L. The trial of the new impellers was unsatisfactory vide Naval Officer in Charge, Sydney's 290539 January and the Dockyard removed two for further tests.

7. During the month of January the health and conduct of the Ship's Company has been highly satisfactory. The opportunity to take home leave was particularly welcome.

8. Distance Steamed 1136.8 miles
 Hours under way 65 5/60 hours.
 Average distance, tons fuel 4.4 miles

 Total distance steamed since commissioning on
29th September, 1942, 65,479.4 miles, at an average speed of
14.9 knots.

 Total hours under way since commissioning on
29th September, 1942, 4,386 40/60 hours.

Wesley

LIEUTENANT COMMANDER
IN COMMAND.

~~RESTRICTED~~
~~SECRET~~

The Commanding Officer, H.M.A.S. "VENDETTA".

7th January, 1944.

~~C.34/1~~

The Naval Officer in Charge, Brisbane.

LETTER OF PROCEEDINGS FOR THE MONTH OF DECEMBER, 1943.

At 0800L on 1st December, 1943, H.M.A.S. "VENDETTA" shifted berth from Newstead to Commonwealth Lighthouse Wharf.

2. At 1700L, 3rd December, H.M.A.S. "VENDETTA", in accordance with Naval Officer in Charge, Brisbane's signals 010131Z and 010133Z slipped and proceeded to a rendezvous in position 27° 01' S, 155° 01' E. with Special Ship Class I "CAPE MENDEGGINO". The rendezvous was effected as ordered and course set for Brisbane. At 0230L/4th December, H.M.A.S. "VENDETTA" was brought to anchor off Bribie Island.

3. At 0735L/5th December, H.M.A.S. "VENDETTA" took station ahead of U.S.S. "ALTAMAHA" and assumed duty as A/S Escort. Company was parted at 2100L/5th December and H.M.A.S. "VENDETTA" returned to Brisbane securing at Newstead Wharf at 1200L/6th December. At 1900L/6th December, in accordance with Naval Officer in Charge, Brisbane's signal 060012Z, H.M.A.S. "VENDETTA" proceeded to sea to rendezvous in position 26° 18' S, 157° 58' E with S.S. "CAPE FLATTERY" at 1300L/7th December and escorted this vessel to Brisbane, securing at Newstead Wharf at 1600L/8th December, for fuel. At 1900L/8th December, H.M.A.S. "VENDETTA" shifted berth to the Commonwealth Lighthouse Wharf.

4. On the 8th December, Lieutenant Commander J. S. Mesley, R.A.N. joined to relieve Lieutenant Commander J. Plunkett-Cole, R.A.N. as Commanding Officer, and assumed command of H.M.A.S. "VENDETTA" P.M. 9th December.

5. At 0600L/10th December, H.M.A.S. "VENDETTA" proceeded to sea in accordance with Naval Officer in Charge, Brisbane's messages 090107Z and 090114Z to escort S.S. "CAPE MENDEGGINO" to position 28° 01' S, 155° 30' E, and then proceeded to rendezvous with H.M.A.S. "MANGORA" off Lady Elliot Island at 1200L/11th December and escorted this vessel

to Sydney in accordance with Naval Officer in Charge, Brisbane's signal 082016Z and Naval Officer in Charge, Cairns, signal 080939Z Secured at No. 1 buoy, Sydney Harbour, at 1140L, 13th December. One watch of N.S.W. ratings proceeded on 72 hours home leave.

6. At 0830L, 14th December, H.M.A.S. "VENDETTA" shifted berth to Shell Company's No. 1 wharf, Gore Bay, where the mixed oil fuel and sea water were removed from the forward fuel tanks. All Victorian ratings proceeded on 7 days (including travelling time) home leave, P.M. 14th December. At 0830L, 15th December, H.M.A.S. "VENDETTA" shifted berth and docked in Mort's Dock, Balmain, and P.M. 17th December the second watch of N.S.W. ratings proceeded on 72 hours home leave. At 0600L, 23rd December Ship undocked and secured alongside H.M.A.S. "HAWKESBURY" at Mort's (Balmain) Yard.

7. During this period in deck the following defect items were successfully completed:

- (a) Boiler clean in all three boilers.
- (b) Portable air compressor to be made available for testing of Port Main Condenser and defective tubes removed for analysis.
- (c) Ship to be docked for repair of No. 1 Fuel Tank - leaking sea water at the rate of half a ton per hour. Drums to be made available for stowage of contaminated fuel to prevent fouling of dry deck.
- (d) Port and Starboard "A" Bracket bushes to be examined for wear down.
- (e) Vegetable Locker buckled by heavy seas - to be repaired.
- (f) Galley Funnel (Wardroom) badly corroded - to be repaired or section renewed.
- (g) Voice pipe - Compass Platform to Wheel House fouling Binnacle - to be shortened 3'.
- (h) Seamen's Bathroom - trough and pipe rusted away - to be renewed.
- (i) Seamen's Bathroom - tiles broken - to be replaced.
- (j) New First Aid Boxes - brackets for same to be fitted as directed by Medical Officer.
- (k) Escape hatches in Watchkeeper's and Seamen's Mess Decks badly corroded and leaking - to be repaired and re-rubbered.
- (l) After Pom Pom training bracket broken - to be welded.
- (m) Main Auxiliary exhaust line - section cracked at flange - to be brazed.
- (n) Fan Engines - Valve Spindles (3 in No.) to be fabricated to replace spares.

8. At 0800L, 24th December, H.M.A.S. "VENDETTA" slipped and proceeded to Karraba Wharf to complete with fuel. At 1220L proceeded to No. 2 Buoy where magnetic compasses were adjusted by Captain Carter. All leave expired at 1600L and at 1900L slipped and proceeded to sea in accordance with C.S.W.P.S.F's 200736Z, Naval Officer in Charge, Brisbane's signal 210308Z and Naval Officer in Charge, Sydney's signal 220007Z. At 1230L, 27th December, rendezvous was effected with S.S. "F.C. AINSWORTH" and course shaped for Lady Elliot Island. At 1650L identified S.C.741, escorting S.S. "EDWARD CHAMBERS" towing 2 barges towards Lady Elliot Island. At 2115L parted company with "F.C. AINSWORTH" off Lady Elliot Island and shaped course for Brisbane.

9. At 0800L the crank shaft of the port forward forced draught fan in No. 1 boiler room fractured but fortunately no serious damage was done to any other machinery and no one was hurt. At report on this fracture was rendered in my message timed 272022Z December, 1943. At 1100L, 28th December, secured alongside Newstead Wharf. N.O.I.C. Brisbane's message timed 232314Z reduced H.M.A.S. "VENDETTA's" maximum operational speed to 20 knots as a result of the state of the forced draught fans. At 1330L on 29th December, ship proceeded as in accordance with N.O.I.C. Brisbane's 250147Z and 280014Z to rendezvous off Caloundra with H.M.A.S. "TOWNSVILLE" and U.S. Submarine "ALBACORE". The vessels did not make rendezvous until 2030L or 2½ hours later than expected.

The Operations Officer, Sub. Squadron Eight, was transferred by H.M.A.S. "VENDETTA's" whaler from "ALBACORE" to H.M.A.S. "TOWNSVILLE" in a heavy sea and wind force 8. This operation was successfully completed by 2110 in spite of the fact that a departing convey complicated and restricted H.M.A.S. "VENDETTA's" movements. The boat's crew pulled very satisfactorily in unpleasant conditions.

10. With "ALBACORE" in company H.M.A.S. "VENDETTA" proceeded to sea but the cyclonic conditions and torrential rainfall made it impossible to carry out any exercises during the night. At 0700L, 30th December, "ALBACORE" submerged and H.M.A.S. "VENDETTA" carried out simulated depth charge attacks for three hours. The A/S conditions were extremely bad, contact being made at a maximum of 1400 yards. However, valuable experience was obtained by all officers and A/S personnel and four very satisfactory dummy attacks were achieved. During the remainder of the period in company, "ALBACORE" carried out dummy attacks on H.M.A.S. "VENDETTA" and on each of the four day (Submerged) and two night (partially submerged) attacks, the submarine was not detected until after the attack had been carried out.

11. The weather was poor until late in the afternoon visibility in the numerous rain squalls being reduced to less than 4 cables with sea and swell 43, wind E.S.E. force 6. At 1700L the weather started to improve and by 2200L the wind had moderated to force 3 and the sea and swell to 32, with very infrequent rain squalls. At 0200L, 31st December, parted company with "ALBACORE" and shaped course to rendezvous with U.S.S. "COPANEE" in position 26° 53' S and 156° 09' E at 1700L in accordance with Naval Office in Charge, Brisbane's 280014Z. At 1600L "COPANEE" was sighted and station assumed 3000 yards ahead shaping course for Brisbane.

12. During the month of December the health and conduct of the Ship's Company has been very satisfactory. The opportunity to take some home leave was much appreciated by those fortunate enough to live in N.S.W. and Victoria, especially as a large percentage of the Ship's Company managed to eat Christmas Dinner with their families.

13.	Distance steamed	4729.4 miles
	Hours under way	305 26/60 hrs.
	Average distance, ton fuel	4.9 miles

Total distance steamed since commissioning on 29th September, 1942, 64,342.6 miles at an average speed of 14.8 knots.

Total hours under way since commissioning on 29th September, 1942, 4321. 35/60 hours.

(SIGNED) J.S. GIBNEY

LIEUTENANT COMMANDER
IN COMMAND.

~~SECRET~~
RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

6th December, 1943.

The Naval Officer in Charge, Brisbane.

H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS - NOVEMBER, 43.

The following Report of Proceedings of H.M.A.S. "VENDETTA" during the month of November, 1943, is submitted:

2. H.M.A.S. "VENDETTA" was in drydock at the beginning of the month undergoing re-metalling of the "A" Bracket bushes. The ship was undocked at 1230L/3rd November, proceeded down the Brisbane River and into Moreton Bay and anchored off Cowan Cowan Light, where the Asdic Dome was replaced. At 2130L the anchor was weighed and the ship proceeded to comply with Naval Officer in Charge, Brisbane's messages timed 022231Z and 030227Z. Special Ship Class I "F.C. AINSWORTH" was met at 0500L/4th November and escorted to Caloundra without incident. H.M.A.S. "VENDETTA" secured at Newstead at 1400L, fuelled and shifted berth to the Commonwealth Lighthouse Wharf at 0900L/5th November, 1943.
3. At 0730L/8th November, H.M.A.S. "VENDETTA" slipped and proceeded to Moreton Bay for Gunnery Practices. At 1000L, firings were carried out with all close range weapons at a sleeve target towed by an amphibian aircraft of the U.S. Navy. This practice was of good value. H.M.A.S. "VENDETTA" came to anchor near the Pile Light at 1100L.
4. The ship weighed at 1600L and carried out Day and Night Full-Calibre firings at a Pattern VI Target towed by H.M.A.S. "KIANGA". The firings were successful and went off without a hitch. It is considered that the target was towed in a very seamanlike manner in the prevailing weather conditions - wind S.S.E., force 6, and a short choppy sea. At 2100L the ship was brought to anchor off Redcliff.
5. Anchor was weighed at 1400L/9th November and the ship proceeded to sea to comply with Naval Officer in Charge, Brisbane's messages timed 070141Z and 070144Z. Special Ship Class I "CAPE MEARES" was met at 1245L/10th November, and course was set for the Curtis Channel. U.S.S. "HILO" was identified at 0835L/11th November and at 0950L, with Lady

Elliott Island abeam, company was parted with Special Ship Class I "CAPE MEARES" and course was set for Caloundra. S.S. "ALAMO" was identified at 1040L and S.S. "GEORGE" von L. MEYER" at 1106L. The ship was brought to anchor off the Pile Light at 0110L/12th November. At 0600L, the ship proceeded up the Brisbane River and secured at Newstead Wharf at 0745L.

6. H.M.A.S. "VENDETTA" proceeded at 1400L/14th November to comply with Naval Officer in Charge, Brisbane's messages timed 120136Z and 120136Z and escort convoy Q.L.29 to the Curtis Channel, in company with H.M.A.S. "GEELONG", H.M.A.S. "LITHGOW", and S.C. 741. The voyage was without incident, company was parted off Lady Elliott Island at 2000L/16th November, and H.M.A.S. "VENDETTA" returned to Brisbane, securing at Newstead at 1220L/17th November. Berth was shifted to the Commonwealth Lighthouse Wharf at 1100L/18th November.

7. The ship proceeded to sea at 0700L/19th November to comply with Naval Officer in Charge, Brisbane's 172219Z and 172221Z and rendezvous with Special Ship Class I "MOUNT VERNON" in position 32° 58' S, 158° 14' E., at 1600L/20th November. C.S.W.P.S.F.'s. 200351Z was received at 1524L, with the information that S.S.C.I. "MOUNT VERNON" had passed through the rendezvous position at 1200L. Course was set to intercept her at daylight/21st November and speed increased to 23 knots. The wind was S.S.W., force 4 and the ship began to bump heavily so at 1840L, speed was reduced to 18 knots and thought of interception abandoned. Sydney was reached at 1000L/21st November, the ship was fuelled at Kurraba Wharf and secured to No. 6 Buoy on completion.

8. At 1000L/22nd November, H.M.A.S. "VENDETTA" slipped and on clearing Sydney Heads, set course for Caloundra via the Red Route, in accordance with C.S.W.P.S.F.'s. message timed 201116Z and Naval Officer in Charge, Sydney's message timed 202320Z. S.S.C.I. "CEFALU" was met at Caloundra at 1500L/23rd November and escorted to Gladstone, in compliance with Naval Officer in Charge, Brisbane's message timed 220051Z at 230601Z. At 1225L/24th November, S.S.C.I. "TAROONA" was met off Gladstone. She expressed her intention to proceed into Gladstone for fresh water and did not expect to be ready to continue her journey until A.M. 25th November. H.M.A.S. "VENDETTA" was therefore brought to anchor off the Jenny Lind Buoy to await S.S.C.I. "TAROONA" and this action was reported to Naval Officer in Charge, Brisbane, in my message timed 240214Z.

9. At 0820L/25th November, S.S.C.I. "TAROONA" was seen to be leaving harbour so anchor was weighed and H.M.A.S. "VENDETTA" proceeded as escort. On receipt of C.S.W.P.S.F.'s. 250024Z, the route was passed to "TAROONA" by Visual Signalling and course was set for Sydney, which was reached without incident at 1300L/27th November. H.M.A.S. "VENDETTA" fuelled at Kurraba and then secured to No. 1 Buoy.

10. H.M.A.S. "VENDETTA" proceeded at 1000L/28th November, and course was set to rendezvous with U.S.S. "ALTAMAHA" in compliance with Naval Officer in Charge, Sydney's message timed 262319Z. U.S.S. "ALTAMAHA" was met at 1700L/29th November and escorted to Caloundra without incident, arriving at 1000L/30th November. H.M.A.S. "VENDETTA" secured alongside H.M.A.S. "STUART" at Newstead at 1400L, fuelled and shifted berth to the Commonwealth Lighthouse Wharf at 0830L/1st December.

11. The health and welfare of the Ship's Company has remained satisfactory throughout the month of November, but there has been a regrettable increase in the number of offences, committed and Punished. No specific reason can be put forward to account for this increase but it is noteworthy that it has occurred in a month during which H.M.A.S. "VENDETTA" has spent less time at sea and has had longer and more frequent periods in harbour than in any other month since May, 1943.

As a result of the extermination of rats carried out on 23rd October, 1943, nine corpses in all have been found. There has been no sign of rats in the ship since.

Advantage has been taken on four occasions in the last six months of the facility described in Brisbane Naval Temporary Memorandum No. 5 dated 26th February, 1943. This convenience is much appreciated.

* Standing reservation
at local Theatre
on Saturday
nights

12. Distance steamed 5434.2 miles
Hours under way 342 14/60 hours
Average distance, ton fuel . 4.9 miles.

Total distance steamed since commissioning on 29th September, 1942, 59,613.2 miles at an average speed of 14.84 knots.

Total hours under way since commissioning on 29th September, 1942, 4016 9/60 hours.

J. PLUNKETT GBL

LIEUTENANT COMMANDER
IN COMMAND.

(Enclosure to BNO440 dated 16/11/43)

~~SECRET~~ RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

5th November, 1943.

C. 28/2

The Naval Officer in Charge, Brisbane.

H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS - OCTOBER,
1943.

The following Letter of Proceedings for the month of October, 1943, is submitted:

2. At 2122K/30th September, H.M.A.S. "VENDETTA" weighed and proceeded from the anchorage in the North West Channel to comply with Naval Officer in Charge, Brisbane's message timed 272337Z and rendezvous with Special Ship Class I "PRESIDENT JOHNSON". It was expected that the ship would be met at 0800K but at 0920K/1st October, Naval Officer in Charge, Brisbane's message timed 302234Z, with the information that the Special Ship Class I "PRESIDENT JOHNSON" was 5½ hours late, was received. "PRESIDENT JOHNSON" was met at 1050K in position 27° 22' S, 154° 12' E and course was set for Brisbane. At 1715K/1st October, 1943, when in position 27° 28' S, 154° 51' E, an aircraft carrier was sighted. This caused some excitement, particularly in "PRESIDENT JOHNSON" as no information had been received that such a ship was in the vicinity. The Aircraft Carrier was identified as U.S.S. "COPAHEE". The voyage to Brisbane was completed without other incident and H.M.A.S. "VENDETTA" secured at Newstead Wharf at 0630K/2nd October, 1943.

3. Clocks were advanced one hour at 0200K/3rd October. At 0855L, H.M.A.S. "VENDETTA" slipped and proceeded to comply with Naval Officer in Charge, Brisbane's messages timed 020151Z and 020159Z, H.M.A.S. "STUART" and H.M.A.S. "ARUNTA" being passed in the river. At 1245K, the ship was brought to anchor off Bribie Island to await Special Ship Class I "BOSCHFONTEIN". Special Ship Class I "BOSCHFONTEIN" was delayed so H.M.A.S. "VENDETTA" weighed and proceeded to meet Special Ship Class I "WILLARD A. HOLBROOK" and the rendezvous was effected at 1345L/4th October, smoke having been sighted at a distance of 20 miles. Course was set for Brisbane which was reached without incident and H.M.A.S. "VENDETTA" secured at Newstead at 1140L/5th October, 1943.

4. At 0900L/7th October, H.M.A.S. "VENDETTA" slipped and proceeded to comply with Naval Officer in Charge, Brisbane's messages timed 060316Z and 060318Z and rendezvous with Special Ship Class I "WEST POINT". While proceeding through the North West Channel a message was received from the Naval Officer in Charge, Brisbane, via the Port War Signal Station stating that the ship was 14 hours late and H.M.A.S. "VENDETTA" was therefore brought to anchor. Anchor was weighed at 2330L and the ship proceeded, course being set, on clearing the searched channel, to pass through a position south of Elizabeth Reef. At 0800L/8th October, the liberty ship "AMBROSE PEARCE" was passed and identified.
5. Special Ship Class I "WEST POINT", the largest merchant vessel so far built in the United States, was met at 0620L/9th October, and course was set for Sydney, which was reached without incident at 1100L/10th October.
6. Whilst approaching the Kuraba Oiling Wharf a cloud developed in the starboard condenser. This was reported to Naval Officer in Charge, Sydney, and dockyard assistance requested. On completion of fuelling at 1445L berth was shifted to alongside H.M.A.S. "SHROPSHIRE" at the Cruiser Wharf, Garden Island. The condenser defect was remedied and opportunity was taken to have the propellers and underwater fittings aft inspected by diver. These were reported satisfactory.
7. At 2225L/11th October H.M.A.S. "VENDETTA" slipped from H.M.A.S. "SHROPSHIRE" and preceded H.M.A.S. "KANIMBLA" out of harbour in compliance with Naval Officer in Charge, Sydney's messages timed 100231Z at 110339Z. At 0700L/12th October, off Port Stephens, company was joined with the remainder of Task Unit 76. 9. 7 consisting of U.S.S. "ALGORAB", H.M.A.S. "MANOORA" and H.M.A.S. "WESTRALIA". Hand messages were taken from U.S.S. "ALGORAB" and passed to H.M.A.S. "KANIMBLA" after which H.M.A.S. "VENDETTA" took station ahead of the Task Unit and course was set for Brisbane. At 2100L/13th October, H.M.A. Ships "GEE LONG" and "STAWELL" joined company and were stationed as additional escorts. Moreton Bay was reached without incident and H.M.A.S. "VENDETTA" came to anchor off Bribie Island at 0900L/14th October. The Task Unit and the remainder of the escort proceeded in to Moreton Bay.
8. Anchor was weighed at 2315L/14th October, and H.M.A.S. "VENDETTA" proceeded to comply with Naval Officer in Charge, Brisbane's message timed 130344Z. Special Ship Class I "METEOR" was met in position 27° 14' S, 155° 14' E at 0900L/15th October, and escorted to Brisbane without incident.
9. H.M.A.S. "VENDETTA" secured at the Commonwealth Lighthouse Wharf at 2030L/15th October, reverted to 24 hours notice for steam and began boiler cleaning. The notice for steam was extended to 48 Hours on 16th October to allow condenser defects to be remedied.
10. Boiler cleaning was completed on 23rd October and at 0800L/25th October, the ship slipped and proceeded alongside U.S.S. "BAGLEY" at Newstead to complete with fuel. At 1300L H.M.A.S. "VENDETTA" proceeded from Newstead to comply with Naval Officer in Charge, Brisbane's 240051Z and 240117Z. It was intended that D.G. Ranging should be carried out but whilst the ship was being turned at rest prior to beginning the second run, the Engineer Officer reported that he suspected a defect in the gearing which would necessitate the ship returning to harbour. H.M.A.S. "VENDETTA" therefore returned to Newstead, securing at 1530L, having signalled the intention to do so through the D.G. Range Hut. This matter is reported under cover of my submission No. C.28/3 dated 5th November, 1943.
11. H.M.A.S. "VENDETTA" was towed upstream and docked in the drydock at 0930L/29th October, 1943.

12. The health, welfare and conduct of the Ship's Company have been satisfactory throughout the month of October. The discomforts of living forward are still as they were though an improvement has been effected by having the Ship treated for the extermination of the rat menace described in paragraph 14 of my Letter of Proceedings for the month of September, 1943. (My letter No. C.62/8 dated 4th October, 1943,). Some disappointment was felt when only four rat corpses were found after the cyanide treatment. Two additional corpses have since been discovered, however, and there are strong indications of the presence of several more defunct rats in inaccessible parts of the ship. It is hoped that the final tally will reach well into double figures. No live rats have been seen since the treatment.

While the ship was at 48 hours notice for steam each watch was granted 72 hours leave and natives of New South Wales were allowed to travel as far south as Sydney.

13. Distance Steamed 3316.8 miles.
Hours under way 220 50/60 hours.
Average distance per ton of fuel 4.8 miles per ton.

Total figures:

Total distance steamed since commissioning on 29th September, 1942, at an average speed of 15.04 knots - 54,179.00 miles.

Total hours under way since 29th September, 1942, to 31st October, 1943 - 3,673. 55/60 hours.

Sgd. J. PLUNKETT COLE

LIEUTENANT COMMANDER
IN COMMAND.

The Commanding Officer, H.M.A.S. "VENDETTA".

4th October, 1943.

C 26/8

The Naval Officer in Charge, Brisbane.

H.M.A.S. "VENDETTA" - REPORT OF PROCEEDINGS - SEPTEMBER, 1943.

The following report of proceedings for the month of September, 1943, is submitted:

2. On 1st September, 1943, H.M.A.S. "VENDETTA" was searching for Special Ship Class I "ROCHAMBEAU", with whom a rendezvous should have been effected at 1400K on 31st August. No indication of "ROCHAMBEAU"'s whereabouts or of the length of time she was delayed had been received and it was calculated that, if she was not met by 0600K/1st September insufficient fuel remained to escort her to Caloundra and then proceed to Sydney to arrive there by P.M. 2nd September as ordered in Naval Officer in Charge, Brisbane's 310204Z. It was therefore decided to abandon the search for "ROCHAMBEAU" and at 0600K the ship was turned for Sydney. Message 312020 was passed to Naval Officer in Charge, Brisbane, indicating this intention. Naval Officer in Charge, Brisbane's message timed 310219 was received at 0745K and course was altered to continue the search until 1000K as ordered. This was without result and H.M.A.S. "VENDETTA" turned for Sydney again at 1000K.

3. The ship secured at Kuraba Fuelling Wharf at 1440K/2nd September and proceeded to sea again at 0730K/3rd September to comply with Naval Officer in Charge, Sydney's message timed 020203 and escort Special Ship Class I "TAROONA" to Lady Elliot Island. This was accomplished without incident, company was parted at 1700K/5th September and course was set for Caloundra.

4. Naval Officer in Charge, Brisbane's message timed 050517 was received at 1945K, ordering a rendezvous with Special Ship Class I "BOSCHFONTEIN" in the latitude of Lady Elliot Island, so it was decided to anchor for the night in Hervey Bay. The weather was deteriorating and it was blowing strongly from the direction East by South. The ship was brought to anchor in Paatypus Bay at 0050K/6th September and a message timed 051500 was passed to Naval Officer in Charge, Brisbane, reporting this. Naval Officer in Charge, Brisbane's message timed 052311 was received at 1030K/6th September, advancing the time of rendezvous with "BOSCHFONTEIN". To comply with this altered time, required

a speed of 40 knots. The best that could be done was to intercept during the night of 6/7th September but in the prevailing weather and with the moon in the first quarter, it was considered that this would call for more luck than skill and it was decided to intercept "BOSCHFONTEIN" at daylight 7th September. The anchor was weighed at 2330K/6th September and the convoy was met at 0530K/7 September and escorted to Lady Elliot Island where company was parted at 0830K and course was set for Brisbane. "BOSCHFONTEIN" had been making for the Capricorn Channel in accordance with her routing instructions but was persuaded to alter course for Curtis Channel as air cover had been arranged for her on that route.

5. H.M.A.S. "Vendetta" was brought to anchor off the Pile Light at 2300K and proceeded up the Brisbane River at 0620K/8 September to secure at the Commonwealth Lighthouse Services wharf at 0840K and begin boiler cleaning. The ship reverted to 24 hours notice for steam.

6. On 10th September, H.M.A.S. "Vendetta" was ordered to curtail boiler cleaning and to be ready for sea at 0600K/12th September. At 0100K/12th September the ship was moved by tug to Newstead Wharf for fuel and at 0600K slipped and proceeded to comply with Naval Officer in Charge Brisbane's message timed 110029Z. Flooding of No's 1 and 2 Naval Store Rooms occurred while proceeding from the Pile Light to Caloundra. This was the Subject of report in my letter C25/5 dated 23rd September 1943. Identities were exchanged with U.S. Submarine "BALAO" at 1655K. At 2220K, Special ship Class 1 "MORMACSEA" was sighted and P.C. 476 who was at that time escorting her, was relieved to proceed in execution of previous orders. "MORMACSEA" was escorted to Lady Elliot Island without incident and company was parted and course set for Caloundra at 1100K/13th September. At 1736K identities were exchanged with Army Transport Vessel "GEORGE PEAT". At 2146K the ship was brought to anchor in the North West Channel.

7. At 1020K/14th September anchor was weighed and the ship proceeded in company with U.S.S. MIZAR to escort her to Lady Elliott Island in accordance with Naval Officer in Charge Brisbane's message timed 130655Z. H.M.A.S. "GOULBURN" and P.C. 476 were met and identified at 1735K. Lady Elliot Island was reached without other incident at 0100K/15th September, company was parted and course set for Brisbane. H.M.A.S. "VENDETTA" secured alongside the British tanker "LUXOR" at Newstead at 1410K.

8. At 1300K/16th September H.M.A.S. "VENDETTA" slipped and proceeded as escort to Special ship Class 1 "F.C. AINSWORTH" in accordance with Naval Officer in Charge Brisbane's message timed 156653. At 1345K/17th September company was parted with "F.C. AINSWORTH" and rendezvous was effected with Special ship Class 1 "MORMACLARE". This ship was escorted to Caloundra without incident except that the Liberty ship "JOHN JACOB ASTOR" was identified at 0600K/18th September. At 1850K H.M.A.S. "VENDETTA" secured alongside U.S.S. "NICHOLAS" at Newstead

9. On 19th September berth was shifted up river to the Clan Line Wharf. At 0900K/21 September, H.M.A.S. "VENDETTA" slipped and proceeded to sea to comply with Naval Officer in Charge Brisbane's message timed 200140 and 200624. Rendezvous was effected at 0845K/22 September with Special ship Class 1 "PRESIDENT GRANT" and "KOTA AGOENG" escorted by U.S.S. "GRAYSON". U.S.S. "GRAYSON" parted company on H.M.A.S. "VENDETTA" joining and the convoy set course for Caloundra which was reached at 1630K/23 September without incident. The weather was bad. H.M.A.S. "VENDETTA" secured alongside U.S.S. O'BANNON at 1940K.

10. At 1600K/24 September, the ship proceeded to comply with Naval Officer in Charge Brisbane's messages timed 240018 and 240021 and escort Special ship Class 1 "PRESIDENT GRANT" and Special ship Class 11 "CAPE GREIG" from Caloundra to Lady Elliott Island. On being identified at Caloundra the "PRESIDENT GRANT" reported that she had compass trouble and could not proceed until it was put right. H.M.A.S. "VENDETTA" was brought to anchor in the North West Channel and the compass defect delayed the convoy until

0600K/25th September. The delay was reported in my message timed 241215.

11. The Convoy finally proceeded after "PRESIDENT GRANT" has swung compasses. H.M.A.S. "GEELONG", escorting convoy L.Q.14 was passed at 1325K and Lady Elliot Island was reached at 0315K/25th September. "PRESIDENT GRANT", bound for Townsville, ordered a reduction of convoy speed to 10.2 knots at 1900K/25th September. She gave the reason that she wished to negotiate certain parts of the Barrier Reef in daylight. It was felt that any reduction of speed contemplated should not be made before the convoy reached Lady Elliot Island. A recommendation to this effect was put forward, and, after considerable argument, was accepted. Escorting Special Ship Class I "PRESIDENT GRANT" afforded little pleasure.

12. Course was set for Caloundra on parting company, but on receipt of C.S.W.P.S.F.'s. message timed 251800, course was altered to intercept Special Ship Class I "DAYSTAR" and the message acknowledged. At 111'K, S.S. "CAPE SANDY" was identified and at 1200K Special Ship Class I "DAYSTAR" was met in position 25° 58' S 155° 15' E. She was escorted to Lady Elliot Island from which she appeared to misjudge her distance so that it was felt necessary to pass a succession of "U's" by 10 inch signal projector. Special Ship Class I "DAYSTAR" turned sharply to starboard and avoided disaster by an estimated distance of one cable. Company was parted with an exchange of courteous signals at 0355K/27th September, course was set for Brisbane and the ship secured alongside U.S.S. "MIZAR" at Newstead at 1630K.

13. At 0730K/28th September, H.M.A.S. "VENDETTA" slipped to allow U.S.S. "MIZAR" to proceed and then secured alongside Newstead. At 1130K, the ship proceeded to comply with Naval Officer in Charge, Brisbane's message timed 260256 to escort convoy Q.L. 16 as Senior Officer, Escort. H.M.A.S. "ARARAT", S.C.650, P.C.1122, P.C.1123, and the convoy consisting of 12 ships and including Special Ship Class I "DUNTROON" was met at Caloundra and escorted to Lady Elliot Island without incident. Company was parted at 0300K/30th September, and the ship proceeded to Caloundra where she was brought to anchor at 1500K.

14. The health, welfare and conduct of the Ship's Company has been satisfactory throughout the month of September. It has not been possible to effect any improvement in living conditions. The living spaces forward have become plagued with rats which have attacked sleeping ratings on several occasions and have damaged food and clothing. Measures employed on board to combat these pests have been inadequate. Arrangements were made for the spaces concerned to be treated for the extermination of the rats during the boiler-cleaning period begun on 8th September but had to be cancelled when the period was curtailed. It is most urgent that an opportunity should be given for the ship to be derated on the next occasion of being taken in hand for boiler-cleaning. The colony of rats was founded when the ship boiler cleaned at the Milling Wharf in July, 1943. This wharf is infested and rat guards placed in scuttles and on berthing wires are of no value as the height of the wharf is such that the vermin can jump on board the ship with ease. Several were seen to do so. It is suggested that the provision of catamarans at this berth would do much to prevent a recurrence of this danger.

15. Distance Steamed (September, 1943) 6585.6 miles
Hours under way (September, 1943) 427 9/60 hours.
Average distance per ton of fuel 5.22 miles
TOTAL FIGURES:
Total distance steamed since commissioning on 29/9/42
50,862.2 miles at an average speed of 14.73 knots.
Total hours under way from 29th September, 1942, to
30th September, 1943 - 3,453 5/60 hours.

Sgd. J. PLUNKETT COLE

LIEUTENANT COMMANDER

~~SECRET~~
RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

9th September, 1943. c 24/3

The Naval Officer in Charge, Brisbane.

H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS - AUGUST, 1943.

The following Letter of Proceedings of H.M.A.S. "VENDETTA" from 1st to 31st August, 1943, is submitted:

2. The ship was undocked at 2100K/1st August and towed to Newstead Wharf, having completed boiler cleaning, and remained in harbour until Friday, 6th August.

3. H.M.A.S. "VENDETTA" slipped and proceeded at 1200K/6th August to comply with Naval Officer in Charge, Brisbane's message timed 050912Z. Two R.A.A.F. Officers were embarked for experience at sea. Rendezvous was effected with U.S.S. "WARRINGTON" and Special Ship Class I "LURLINE" at 1440K/7th August and the voyage to Caloundra was without incident. No pilot was available in the Examination Vessel for U.S.S. "WARRINGTON" so she was led to the Pile Light where Lieutenant Stevens, R.A.N., was transferred to assist her to negotiate the Brisbane River and berth at Newstead Wharf. H.M.A.S. "VENDETTA" secured alongside U.S.S. "WARRINGTON" at 1200K/8th August, and fuelled.

4. H.M.A.S. "VENDETTA" slipped and proceeded at 1500K/8th August having embarked Commander Lewis, U.S.N., as liaison officer for the exercises to be carried out with U.S. Submarine "BILLFISH". "BILLFISH" was met at Caloundra at 1700K and escorted to sea. Exercises were carried out during the night of 8th August and on 9th August with "BILLFISH" and aircraft of the R.A.A.F. These exercises were the subject of a report in my letter C.23/3 dated 18th August, 1943.

5. H.M.A.S. "VENDETTA" returned to Caloundra and disembarked Commander Lewis U.S.N., to the Examination Vessel at 1150K/10th August and proceeded to sea, escorting Special Ship Class I "LURLINE", with whom company was parted at 1800K, when course was set to rendezvous with Special Ship Class I "WILLARD A. HOLBROOK" in position 24° 53' S, 161° 57' E at 1500K/11th August, in accordance with Naval Officer in Charge, Brisbane's message timed 060427Z.

6. The rendezvous was not effected and at 1500K/11th August a search was begun along the reciprocal of Special

Ship Class 1 "WILLARD A HOLBROOK's" Mean line of advance and continued until dark when the ship was turned sixteen points. W/T silence was broken and the convoy's failure to appear reported to Naval Officer In Charge Brisbane, in my message timed 110900. On receipt of messages timed 111309 from SHA 113 and 111451 from Naval Officer in Charge Brisbane, it was calculated that Oil Fuel remaining was insufficient to rendezvous as ordered, escort the convoy to Lady Elliot Island and return to Brisbane. It was decided therefore to meet Special Ship Class 1 "WILLARD A HOLBROOK" in position 24° 15' S, 156° 08' E at daylight on 13th August and course and speed were adjusted to effect this. The convoy was met as expected and course was set to escort Special Ship Class 1 "WILLARD A HOLBROOK" in the direction of Curtis Channel. On receipt of message timed 130105Z from Radio Townsville, reporting a submarine on the surface in Curtis Channel, the Master of Special Ship Class 1 "WILLARD A HOLBROOK" decided to make for Capricorn Channel and he altered course at 1315K. H.M.A.S. "VENDETTA" had insufficient oil fuel remaining to escort the convoy so far northwards so company was parted at this time. It was considered most unlikely that an enemy submarine would be on the surface within sight of Lady Elliot Island in daylight but it was felt, nevertheless, that the report should be investigated so it was decided to carry out a search to the limit of endurance and refuel at Gladstone. This intention was reported to the Naval Officer in Charge Brisbane, in message timed 130315Z. On receipt of Naval Officer in Charge Brisbane's message timed 130558Z, course was set to return to Brisbane, oil fuel remaining at this time being 37 tons. H.M.A.S. "VENDETTA" berthed at Newstead Wharf at 1630K/14th August, with 13 tons of oil fuel remaining - of this, 12 tons were ullage.

7. H.M.A.S. "VENDETTA" slipped and proceeded at 0200K/15 August to escort Special Ship Class 1 "TORRENS" from Caloundra to Lady Elliot Island, and then meet Special Ship Class 1 "DAVID C SHANKS" in position 27° 07' S, 159° 24' E, and escort her to Caloundra. This was accomplished without incident and Caloundra was reached at 0800K/18th August. As there was dense fog in the North East Channel the ship was brought to anchor until it should clear. At 1255K the anchor was weighed as the visibility had improved and the ship proceeded into harbour. Naval Officer in Charge Brisbane's message timed 180014Z was received at 1400K so the ship was turned to comply and message timed 180430Z was passed.

8. H.M.A.S. "AUSTRALIA'S" aircraft was detected by RADAR at 0500K/19th August and sighted a few minutes later. The aircraft indicated the flagship's position by V/S and she was sighted at 0530K as daylight waxed. H.M.A.S. "VENDETTA" was in station by 0545K and maintained the ordered speed of 27 knots without difficulty. The flagship was preceded up the searched channel and a search was carried out off the entrance to the North West Channel to cover her entry. The ship secured to the Shell Oil Wharf at 1745K and fuelled.

9. H.M.A.S. "VENDETTA" slipped from the Shell Oil wharf at 1130K/20th August and secured alongside H.M.A.S. "AUSTRALIA" at Hamilton Cold Stores.

10. H.M.A.S. "VENDETTA" slipped at 0830K/21st August and preceded H.M.A.S. "AUSTRALIA" to sea. After a search in the swept channel, station ahead was assumed at 1400K and course was set for Sydney. H.M.A.S. "LITHGOW" with a convoy in company was sighted at 2230K at a range of about half a mile without having been detected by RADAR.

11. H.M.A.S. "VENDETTA" berthed at Kuraba Wharf at 1100K/22nd August, fuelled and slipped at 1430K to return to Caloundra.

12. Special Ship Class 1 "DAVID C SHANKS" was met at the entrance to North West channel at 1655K/23rd August, and

escorted to Lady Elliot Island without incident. Company was parted at 0645K/24th August and course set for Caloundra which was reached at 1845K when the ship was brought to anchor off Bribie Island.

13. Special Ship Class I "MAUI" was escorted to sea at 0700K/25th August, in accordance with Naval Officer in Charge, Brisbane's 230758 and company was parted at 1800K. Naval Officer in Charge, Brisbane's message timed 251354Z was received while making for Caloundra and course was altered to join H.M.A.S. "GLADSTONE" off Great Sandy Island and speed increased to 25 knots. H.M.A.S. "GLADSTONE" was sighted at daylight on 26th August, closed and an A/S search of the area was begun. After an exchange of signals in which H.M.A.S. "GLADSTONE" was asked for and gave her reasons for suspecting the presence of a submarine it was concluded that the likelihood of a submarine being in the vicinity was remote. The area close to Great Sandy Island was not considered very suitable for submarine operations and several ships had passed through this area during the night and by day without being attacked. H.M.A.S. "VENDETTA" was running short of fuel so company was parted at 1400K and course shaped for Brisbane, this intention being reported to Naval Officer in Charge, Brisbane, in message timed 260145Z. The Ship secured at Newstead Wharf at 2200K.

14. At 1330K/29th August, H.M.A.S. "VENDETTA" slipped and proceeded to sea, having embarked Commander Lewis, U.S. Navy, and two flight Sergeants of the R.A.A.F. U.S. Submarine "SCAMP" was met at Caloundra at 1700K and proceeded to sea in company for exercises. The exercises carried out are the subject of a separate report under cover of my letter C.24/1 dated 9th September, 1943.

15. Company was parted with U. S. Submarine "SCAMP" off the entrance to the swept channel at 1815K/30th August, and course was set to rendezvous with Special Ship Class I "ROCHAMBEAU" in accordance with Naval Officer in Charge Brisbane's 280437Z. The rendezvous position was reached at 1400K/31st August but the convoy was not sighted. Course was altered to the reciprocal of Special Ship Class I "ROCHAMBEAU's" Mean Line of Advance and unsuccessful search carried out until dark. Failure to meet the convoy was reported in message timed 310730 to Naval Officer in Charge, Brisbane. H.M.A.S. "VENDETTA" was turned 16 points at dark and the course and the speed of the convoy maintained until daylight when course was altered to the reciprocal and the search continued. Naval Officer in Charge, Brisbane's 310204 had been received during the afternoon of 31st August and it was calculated that if Special Ship Class I "ROCHAMBEAU" was not met before 0800K/1st September, H.M.A.S. "VENDETTA" could not escort her to Caloundra and then proceed to Sydney to arrive there by late P.M. 2nd September as required by this message. It was decided therefore to discontinue the search at 0800K and proceed to Sydney and this intention was reported to Naval Officer in Charge, Brisbane, in message timed 312020. Course was shaped for Sydney at 0800K 1st September but, on receipt of Naval Officer in Charge, Brisbane's 312019Z, H.M.A.S. "VENDETTA" returned to continue the search until 1000K. It was without result and course was again shaped for Sydney at 1000K.

16. During the month two officers and two other ranks of the R.A.A.F. were taken to sea to witness the exercises with submarines and to gain some idea of the problem of co-operation with reconnaissance aircraft from the Naval viewpoint. It is considered that their experiences should be of value to the officers and men concerned and should assist towards an improvement in the liaison between the two services and it is intended to continue the practice of taking R.A.A.F. personnel to sea whenever the opportunity offers.

17. The health welfare and conduct of the Ship's Company remained satisfactory throughout the month of August. It has not been possible to improve the living conditions of the

Ship's Company. A large number of rats are making their presence in the messdecks and it is hoped that steps may be taken to eradicate these during the next boiler cleaning period.

18.	Distance steamed	7378.6 miles
	Hours under way	473.38 hours
	Average distance/ton of fuel	5.17 miles per ton.
	Total distance steamed since Commissioning.	44,276 miles
	Average speed	15.6 knots
	total hours under way	3025.15 hours.

Sgd. I. PLUNKETT COLE

LIEUTENANT COMMANDER
IN COMMAND.

~~SECRET~~

RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

9th September, 1943. c 24/2 ✓

The Naval Officer in Charge, Brisbane.

H.M.A.S. "VENDETTA" - WAR DIARY - AUGUST, 1943.

The following War Diary of H.M.A.S. "VENDETTA" from 1st to 31st August, 1943, is submitted:

- 6th August, A.M. Embarked Sqd. Ldr. Arnott, and Pilot Officer McClelland.
P.M. Slipped and proceeded. Anchored off Caloundra. Weighed and proceeded. Set course for rendezvous with Special Ship Class I "LURLINE" escorted by U.S.S. "WARRINGTON" in position 27° 00' S, 156° 20' E.
- 7th August P.M. Rendezvous effected. Set course for Brisbane.
- 8th August A.M. Secured at Nowstead alongside U.S.S. "WARRINGTON".
P.M. Slipped and proceeded after embarking Commander S. Lewis, U.S.N. "BILLFISH"
Rendezvoused with U.S. Submarine ~~"BILLFISH"~~ at Caloundra. Set course for Submarine Exercise Area.
- 9th August A.M.)
P.M.) Carried out exercises with submarine and R.A.A.F. Aircraft.
- 10th August A.M. Rendezvoused with U.S.S. "COUGAL". Detached from submarine, set course for Caloundra. Disembarked Commander S. Lewis U.S.N.
Rendezvoused with Special Ship Class I "LURLINE".
P.M. Parted company with "LURLINE". Set course for rendezvous with Special Ship Class I "WILLARD A. HOLBROCK" in position 24° 53' S 161° 57' E.
- 13th August A.M. Rendezvous effected with Special Ship Class I "WILLARD A. HOLBROCK" in position 24° 15' S 156° 03' E.
P.M. Parted company with "WILLARD A. HOLBROCK" in position 23° 56' S, 153° 49' E. Set course for Brisbane.

14th August P.M. Secured at Newstead Wharf.

15th August A.M. Slipped and proceeded. Rendezvoused with Special Ship Class I "TORPENS" off Caloundra Light. Set course for Lady Elliot Island.
P.M. 2100. Parted company with Special Ship Class I "TORPENS" off Lady Elliot Island. Set course for rendezvous with Special Ship Class I "DAVID C. SHANKS" in position 27° 07' S, 159° 24' E.

17th August A.M. 1000. Rendezvoused with Special Ship Class I "DAVID C. SHANKS" in position 27° 07' S, 159° 24' E.

18th August A.M. Arrived Moreton Bay.
P.M. 1400. Set course for rendezvous with H.M.A.S. "AUSTRALIA" in position 25° 32' S, 156° 13' E. Spoke H.M.A.S. "STUART" off Caloundra.

19th August P.M. Secured at Shell Oil Wharf.

20th August P.M. Shifted berth to alongside H.M.A.S. "AUSTRALIA" at Hamilton Wharf.

21st August A.M. Slipped and proceeded as escort to H.M.A.S. "AUSTRALIA". Set course for Sydney.

22nd August A.M. Secured at Kurjaba Oil Wharf.
P.M. Slipped and proceeded. Set course for Brisbane.

23rd August P.M. Passed H.M.A. Ships "BUNDABERG", "NORSHAM" and "BORSEY" escorting a southbound convey, in Brisbane Swept Channel. Rendezvoused with Special Ship Class I "DAVID C. SHANKS" off Caloundra. Set course for Lady Elliot Island.

24th August A.M. Parted company with Special Ship Class I "DAVID C. SHANKS" with Lady Elliot Island beam. Set course for Brisbane.
P.M. Anchored off Caloundra.

25th August A.M. Weighed and proceeded as escort to Special Ship Class I "MAUI".
P.M. Parted company with Special Ship Class I "MAUI". Set course for Brisbane.

26th August A.M. Proceeded with all despatch to position 25° 18' S, 153° 23' E to join H.M.A.S. "GLADSTONE" in search for suspected submarine.
P.M. Discontinued search - parted company with "GLADSTONE". Set course for Brisbane. Secured at Newstead Wharf.

29th August P.M. Slipped and proceeded for exercises with U.S. Submarine "SCAMP".

30th August P.M. Discontinued exercises with U.S. Submarine "SCAMP". Set course for Rendezvous with Special Ship Class I "BOCHANBEAU" in position 25° 57' S 160° 10' E.

31st August P.M. Rendezvous not effected. Search carried out along Special Ship Class I "BOCHANBEAU"'s route.

Sgd. J. PLUNKETT COLE

LIEUTENANT COMMANDER
IN COMMAND.

RESTRICTED

~~SECRET~~

The Commanding Officer, H.M.A.S. "VENDETTA".

6th August, 1943.

C. 21/4

The Naval Officer in Charge, Brisbane.

H.M.A.S. "VENDETTA" - WAR DIARY - JULY, 1943.

The following War Diary for the month of July, 1943, of H.M.A.S. "VENDETTA" is submitted:

- 1st July A.M. Weighed and proceeded. Set course for rendezvous with S.S.C. I. "PENNANT" in position 27° 15' S. 160° 55' E.
- 2nd July A.M. Rendezvous effected. Set course for Brisbane.
P.M. Investigated and identified barge adrift in position 27° 15' S. 160° 00' E. Barge numbered U.S.A. S.S.S. (143).
- 3rd July P.M. Secured at Newstead Wharf.
- 5th July P.M. Slipped and proceeded as escort to U.S. Tanker "NORTHFIELD".
- 6th July P.M. Parted company with "NORTHFIELD". Set course for Brisbane.
- 7th July A.M. Secured at Newstead Wharf.
- 8th July P.M. Slipped and proceeded. Set course for rendezvous with S.S.C. I. "MONTEREY" in position 27° 10' S. 162° 18' E.
- 10th July A.M. Rendezvous effected. Set course for Brisbane.
- 11th July P.M. Secured at Newstead Wharf.
- 13th July P.M. Slipped and proceeded to Patricks Wharf. Collision occurred while berthing. My signal 130125Z and letter S/E/43 refers. Form S.232 forwarded to Naval Officer in Charge, Brisbane.
- 15th July A.M. Slipped and proceeded as escort to S.S.C. I. "MONTEREY".
P.M. Parted company with S.S.C. I. "MONTEREY". Set course for Brisbane.

16th July P.M. Anchored off Pile Light.
17th July A.M. Weighed and proceeded to Newstead Wharf.
P.M. Slipped and proceeded to rendezvous with
S.S.C. I. "TORRENS" in position 24° 38' S.
158° 48' E.
18th July P.M. Rendezvous effected. Set course for Lady
Elliot Island.
19th July P.M. Parted company with S.S.C. I. "TORRENS".
Set course for Brisbane.
20th July A.M. Secured alongside at Musgrave Wharf.
20th July) Boiler cleaning at Brisbane.
to) Decking carried out.
31st July)
31st July P.M. Undocked. Proceeded to Newstead Wharf.

Sgd. J. PLUNKETT COLE

LIEUTENANT COMMANDER
IN COMMAND.

(Enclosure to BNO440/1/2 dated 27/8/43.)

~~SECRET~~

1 SEP 1943

RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

18th August, 1943.

The Naval Officer in Charge, Brisbane.

Report of Proceedings - 1st - 31st July, 1943.

The following Report of Proceedings for the month of July, 1943, is submitted:

2. H.M.A.S. "VENDETTA" weighed at 0520K/1st July and proceeded from the anchorage near the Pile Light to rendezvous with Special Ship Class I "PENNANT" in position 27° 15' S, 160° 55' E. Special Ship Class I "PENNANT" was ^{not} in this position at 1000K/2nd July. At 1315K, course was altered to investigate a pontoon, sighted in position 27° 13' S, 160° 00' E. It was marked "U.S.A. SSS(143)" and constituted a danger to navigation but time did not permit of sinking it or weather of taking it in tow. This sighting was reported to Intelligence on return to Brisbane.
3. At 1330K/3rd July, when off the entrance to the searched channel an A/S contact was obtained but proved to be non-submarine. During the investigation, H.M.A.S. "STUART" who was proceeding outwards along the searched channel escorting U.S.S. "NASSAU" closed to join in the hunt, and Special Ship Class I "PENNANT" and U.S.S. "NASSAU" both took appropriate avoiding action.
4. Cape Moreton was passed at 1500K and the ship secured to Newstead Wharf at 1950K/3rd July.
5. H.M.A.S. "VENDETTA" remained in harbour until 1510K 5th July when she slipped and proceeded to sea as escort to U.S. Tanker "NORTHFIELD" who was escorted to the vicinity of Lady Elliot Island without any happening of note. Company was parted at 1330K/6th July and the ship returned to Brisbane, berthing at Newstead at 0825K/7th July.
6. At 1400K/8th July, H.M.A.S. "VENDETTA" slipped and proceeded to sea to rendezvous with Special Ship Class I "MONTEREY" in position 27° 10' S, 162° 18' E. The rendezvous was effected at 0900K/10th July and Special Ship Class I "MONTEREY" was escorted to Moreton Bay without incident. At 1115K/11th July, the ship

Duplicate attached L of P file -

was stopped in the North West Channel to embark a case of acute appendicitis ex H.M.A.S. "MORESBY" from an N.A.P. Boat. H.M.A.S. "VENDETTA" secured at Newstead at 1520K and the sick man was landed.

7. At 1000K/13th July, berth was shifted to Patrick's Wharf where an error of judgement was made and slight damage was sustained by H.M.A.S. "VENDETTA", U.S. Army Transport Service Ship "NORAB" and the wharf. This was reported in my message timed 130125Z and Form S.232 was forwarded under cover of my letter 8/E/43. *dated 14th July 1943*

8. H.M.A.S. "VENDETTA" slipped and proceeded at 0100K/15th July, to escort Special Ship Class I "MONTEREY" from Caloundra to sea. Company was parted at 2300K, no incident having occurred, and the ship returned to the anchorage off the Pile Light, coming to at 1930K/16th July. The ship got under weigh at 0830K/17th July and secured at Newstead at 1040K.

9. H.M.A.S. "VENDETTA" slipped and proceeded at 1400K/17th to rendezvous with Special Ship Class I "TORRENS" in position 24° 38' S. 158° 48' E. and escort her to Lady Elliot Island. Special Ship Class I "TORRENS" was met at 1530K and at 1610K she reported by flashing, "Submarine Astern. One half mile". The ship proceeded to this position where a search was carried out for 50 minutes during which time the rapidly receding "TORRENS" was asked for details of the sighting. This was described as "an oil patch with something in the centre" and as no contact had been gained at the end of 50 minutes, course and speed were shaped to rejoin "TORRENS". Company was parted when Lady Elliot Island was abeam at 1300K/19th July and course was shaped for Brisbane. The ship secured at Musgrave Wharf at 0815K/20th July.

10. H.M.A.S. "VENDETTA" was placed at 48 hours notice for steam on 20th July and underwent boiler cleaning and half-yearly docking. While in dry dock repairs were carried out to Nos. 1 and 2 Oil Fuel Tanks and stern shaft clearances were checked. These were found to be excessive and new bearings were fitted in "A" Brackets and Stern Glands. Four days leave were granted to each watch and travel was permitted to New South Wales. At 2100K/31st July, H.M.A.S. "VENDETTA" was undocked and towed to Newstead Wharf.

11. The health, welfare and conduct of the Ship's Company remained satisfactory throughout the month. It has not been possible to effect any change in the living conditions as reported on in my letter of Proceedings for May, 1943.

A strong liaison has been formed by the Ship's Company with the Queensland Government Railways Institute. Several sporting events have been arranged and many of the Ship's Company have attended several very well conducted and organised social functions at the Railways Institute's Rooms.

12.

Distance steamed (1 - 31 July)	-	4412.6 miles.
Hours under way.	-	287 Hours.
Average distance/ton of fuel.	-	5.179 Miles/Tons.
× Total distance steamed since commissioning.	-	36,898.0 Miles.
Average speed.	-	13.86 Knots.
Total hours under way.	-	2,651 hrs. 37 mins.

Sgd. J. PLUNKETT COLE

LIEUTENANT COMMANDER
IN COMMAND.

~~SECRET~~

RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

16th August, 1943.

C 23/1

The Naval Officer in Charge, Brisbane.

REPORT OF PROCEEDINGS - 1st June - 30th June, 1943.

The following Report of Proceedings for the month of June, 1943, is submitted:

2. H.M.A.S. "VENDETTA" as Senior Officer of Escort including S.C. 646 and S.C.748 proceeded northwards with convoy B.T. 63. Company was parted with the convoy at 1715K/1st June in the vicinity of the Percy Islands, the voyage having been without incident.

3. Course and speed were set to rendezvous with Special Ship Class I "MORMACSEA" in position 26° 37' S, 159° 42' E. At 0715K/2nd June identities were exchanged with YMS.29. At 0816K/3rd June, when approaching the rendezvous position, "MORMACSEA" was sighted and H.M.A.S. "VENDETTA" took station ahead at 0900K. The voyage to Caloundra was uneventful and the ship entered harbour and secured alongside Newstead Wharf at 1000K/4th June.

4. In accordance with Naval Officer in Charge, Brisbane's message timed 040218Z, H.M.A.S. "VENDETTA" was brought to immediate notice and slipped at 1208K/4th June, and proceeded down stream. While proceeding down river the Ship's Company were informed of the reason for the hurried departure. The reaction to the possibility of an engagement with the enemy indicated a high state of morale.

5. H.M.A.S. "VENDETTA" commenced to work up to full power on passing the Pile Light, and revolutions were finally maintained at 272, this being calculated as 9/10 full power. The ship made good 26.5 knots at 272 revolutions.

6. Rendezvous was effected at 1700K with H.M.A.S. "WARRAMUNGA" and "VENDETTA" took up station 4 miles on her starboard beam and assumed the Second Degree of L.A. readiness. An A/S search was commenced at the order of H.M.A.S. "WARRAMUNGA". A Radar contact was made at 2143K at a range of 1.5 miles and the area was illuminated with 5 rounds of starshells. The starshell revealed nothing and the "blip" on the Radar screen was found to remain at a constant range while the position was being closed

at maximum A/S sweeping speed (18 knots), so it was concluded that the "blip" was a defect in the set. Station on H.M.A.S. "WARRAMUNGA" was resumed at 2210K and the A/S search continued.

7. Aircraft were heard overhead and in the vicinity at intervals throughout the night and at 2313K, H.M.A.S. "WARRAMUNGA" was illuminated by two illuminating cartridges fired by aircraft. One illuminating cartridge was fired over H.M.A.S. "VENDETTA" at 0100K/5th June. The reason for the firing of these cartridges was assumed to be due to the difficulty of distinguishing between the "blip" made by a small surface ship and that made by a submarine on the surface on the aircraft radar screen by inexperienced personnel. This view has been supported in discussion with R.A.A.F. personnel. No submarine contacts were obtained during the night and H.M.A.S. "VENDETTA" parted company with H.M.A.S. "WARRAMUNGA" at 0505K/5th June and proceeded to rendezvous with S.S. "MIZAR" in position 26° 37' S, 159° 42' E. at 0600K.

8. S.S. "MIZAR" did not appear in this position but as S.S. "CAPE NEWHAM" was in the vicinity she was escorted to Caloundra instead. S.S. "MIZAR" was found and escorted by H.M.A.S. "WARRAMUNGA". No incidents occurred and H.M.A.S. "VENDETTA" secured at Newstead wharf at 1350K.

9. At 1700K/5th June, H.M.A.S. "VENDETTA" slipped and proceeded for Sydney, in accordance with Naval Officer In Charge, Brisbane's message timed 050256Z. At 0300K/6th June an illuminating cartridge was fired by an aircraft one mile distant on the port beam. Course was altered and the area investigated and the reason for the firing of the cartridge was finally assumed to be that described in paragraph 7 above. Sydney was reached without further incident and the ship secured at No. 7, Woolloomooloo at 2319K. Leave to bona fide natives was granted until 0700K/7th June.

10. At 0800K/7th June, H.M.A.S. "VENDETTA" slipped and proceeded to rendezvous with S.S. "CREMER" off Sydney Heads. A contact was investigated at 1713K/8th June in position 29° 03' S, 155° 30' E, and S.S. "CREMER" took avoiding action but the contact was classified non-submarine. U.S.S. "PERKINS" with another ship in company was identified at 2015K/9th June, after she had been challenged with the private signal. Company was parted with S.S. "CREMER" at 0130K/10th June in the vicinity of Lady Elliot Island and course was shaped for Brisbane.

11. During the return to Brisbane a cloud developed in the feed water system, the cause of which was diagnosed as a tube leaking in the port condenser. This was reported by the Engineer Officer under cover of my submission C.20/2 dated 14th July, 1943. On arrival at Newstead Wharf at 1910K/10th June it was decided that the ship should undergo the boiler clean for which she was at this time almost due by virtue of boiler hours expended. Berth was therefore shifted to Milling Wharf at 1000K/11th June and the boiler clean began with the ship placed at 24 hours' notice for steam.

12. Valuable assistance was provided by H.M.A.S. "MORETON" during the boiler cleaning period. Each watch was granted 48 hours leave, to be spent in the vicinity of the port and this opportunity for relaxation was of great benefit to the Ship's Company.

13. Boiler cleaning was completed at 0800K/18th June and H.M.A.S. "VENDETTA" proceeded to Newstead Wharf to fuel. The ship was brought to immediate notice at 1200K and at 1220K, slipped and proceeded in accordance with Naval Officer in Charge, Brisbane's message timed 180556Z, to carry out a search for a damaged submarine in an area off Cape Byron. Nine-tenths full power was worked up on passing the Pile Light and a speed of 26.5 knots maintained until Cape Moreton was cleared, when weather conditions forced a reduction of speed to 24 knots and at midnight, to 20 knots. The position 31° S, 154° E, in the area of search was reached at 0520K and the search begun, speed being 13 knots.

14. The search was continued throughout 19th June, in company with H.M.A.S. "KALGOORLIE" and H.M.A.S. "DELORAINÉ", without any indication of the presence of a submarine. At 1856K/19th June a flare was seen to be fired from an aircraft about 10 miles distant and the position was approached and searched without result.
15. The search was discontinued at 0600K/20th June and course was shaped to rendezvous with Special Ship Class I "WILLARD A. HOLBROOK" in position 27° 26' S, 160° 00' E, at 1200K/21st June. At 1400K, on receipt of Naval Officer in Charge, Sydney's message timed 200155Z course was altered for Elizabeth Reef and speed adjusted to arrive there at daylight on 21st June.
16. Elizabeth Reef was located at 0452K/21st June and course was altered to hold off until daylight. The reef was approached to within half a mile. To go any closer than half a mile was not thought prudent in the weather prevailing. (Wind W. by N., Force 8. Sea - very rough). No sign of any submarine was seen.
17. At 0700K, the search was abandoned and course shaped again for the rendezvous with "WILLARD A. HOLBROOK". The course of 354° would have taken the ship close to Middleton Reef which it was intended to search also but it soon became apparent that the speed of 16 knots, at which it was necessary to proceed in order to keep the rendezvous, could not be maintained in such bad weather. Neither could S.S. "WILLARD A. BOLBROOK" be intercepted on her approach to Moreton Bay.
18. W/T silence was therefore broken and message timed 202230Z was passed with considerable difficulty. At 0815K, course was altered to return to Brisbane and speed had to be reduced until at 0900K the ship was proceeding at 9 knots.
19. At 1900K, on receipt of Naval Officer in Charge, Brisbane's message timed 210708Z, the ship was turned for Sydney. The weather improved slightly during the morning of 22nd June and at 0543K speed was increased to 10 knots and at 0815K to 12 knots. At 1130K it was found a speed of 13 knots could be maintained. At 2330K, however, the ship passed through a line squall which was in front of a South Westerly wind that was logged as force 10. Speed was reduced to 8 knots.
20. At 0800K/23rd June only 72 tons of oil fuel remained, so course was shaped to approach the coast with a view to gaining the benefit of what lee there was and so as to be sure of being near an anchorage should the weather deteriorate any further and it be found that enough fuel to reach Sydney did not remain.
21. Sydney was reached without mishap and H.M.A.S. "VENDETTA" secured alongside Kuraba Fuelling Wharf at 2330K with 8 tons of fuel in hand. Leave was granted to bona fide natives until 0700K/24th June and from 1600K to 0700K/25th June. Berth was shifted to No. 1 Buoy at 0800K.
22. At 0800K/25th June, H.M.A.S. "VENDETTA" proceeded in company with H.M.A.S. "STUART" and carried out a search in the swept channel off Sydney Heads ^{S.S. John Macleod heads} at 0920K and the two destroyers proceeded to escort her northwards. Moreton Bay was reached without incident and H.M.A. Ships "VENDETTA" and "STUART" anchored off Bribie Island at 0440K/27th June to await the arrival of Special Ship Class I "HENRY T. ALLEN".
23. At 0700K, weighed and proceeded with H.M.A.S. "STUART" in company as escort to Special Ship Class I "HENRY T. ALLEN" northwards. No incident occurred during the passage to Lady Elliot Island, where the escort parted company with Special Ship Class I "HENRY T. ALLEN" at 0125K/28th June. Course was shaped for

Brisbane at 18 knots. H.M.A.S. "STUART" was granted permission to go on ahead as her future commitments necessitated return to Brisbane as soon as possible. H.M.A.S. "VENDETTA" secured at Newstead Wharf alongside H.M.A.S. "STUART" at 1730K.

24. H.M.A.S. "STUART" proceeded to sea at 0700K/29th June and H.M.A.S. "VENDETTA" slipped to let her out and secured again to Newstead Wharf when she was clear.

25. At 1000K/30th June H.M.A.S. "VENDETTA" slipped and proceeded to Moreton Bay to carry out High and Low Angle Firing practices. A target-towing aircraft for the High Angle practices was provided by the U.S. Naval Authorities but unfortunately the tow parted when the first sleeve target was streamed owing to some technical fault. The target was recovered and returned later to the U.S. Naval Authorities. Full Calibre low angle firings were carried out by day and by night at a Pattern VI target towed by "HEROS". Results were satisfactory.

26. The health, welfare and conduct of the Ship's Company remained satisfactory throughout the month of June. Conditions of living forward remained as described in my Report of Proceedings for the month of May, 1943.

27.	Distance steamed	- 6116.5 miles.
	Hours under way	- 445 Hrs. 50 Mins.
	Average distance/ton of fuel	- 4.745 Miles/Tons.
	Total distance steamed since Commissioning	- 32,485.4 Miles.
	Average speed	- 13.74 Knots.
	Total hours under way	- 2364 Hrs. 37 Mins.

sgd. J. PLUNKETT COLE

LIEUTENANT COMMANDER
IN COMMAND.

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: Amas. - VENDETTA - WAR DIARY - JUNE, 1943

~~SUB. from 2/8~~
~~2NM 2/8~~
~~3NM 4/8~~
~~000 10/8~~
~~00P 10/8~~
~~009 12/8~~
~~000 13/8~~
~~000(N) 10/8/43~~
~~000 16/8~~
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~~000 1/8~~
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~~000~~ (alien)
 P.C.D.O. ←



N. Historical Records



SO(M)

Staff
9/8/43

~~SECRET~~

RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA"

16th July, 1943. *c 21/4*

The Naval Officer in Charge, Brisbane.

H.M.A.S. "VENDETTA" - WAR DIARY - JUNE, 1943.

The following War Diary for the month of June, 1943, of H.M.A.S. "VENDETTA" is submitted.

- 1st June P.M. Parted company with convoy off Percy Island. Set course to clear Curtis Channel for rendezvous with Special Ship Class I "MORMACSEA" in position $26^{\circ} 37' S.$, $159^{\circ} 42' E.$
- 3rd June A.M. Rendezvous effected. Course set for BRISBANE.
- 4th June A.M. Secured at Newstead Wharf.
P.M. Slipped and proceeded on A/S Search in position $27^{\circ} 17' S.$, $153^{\circ} 55' E.$
Joined company with H.M.A.S. "WARRAMUNGA" and commenced A/S Search. Ship in second degree of L.A. readiness.
- 5th June A.M. Parted company with H.M.A.S. "WARRAMUNGA". Proceeded to position approximately $27^{\circ} 06' S.$, $154^{\circ} 10' E.$, to rendezvous with U.S.S. "MIZAR". Rendezvous effected with "CAPE NEWHAM". Course set for BRISBANE.
"MIZAR" escorted by H.M.A.S. "WARRAMUNGA" sighted 14 miles bearing 290° .
P.M. Secured alongside Newstead Wharf.
Slipped and proceeded. Set course for SYDNEY.
- 6th June P.M. Secured alongside No. 7 Woolloomooloo Wharf.
- 7th June A.M. Slipped and proceeded as escort to "CREMER".
- 10th June A.M. Parted company with "CREMER" off Lady Elliot Island. Set course for BRISBANE.
P.M. Secured alongside Newstead Wharf.
- 11th June A. M. Slipped and proceeded up river.
Secured alongside Brisbane Milling Co. Wharf.

24/7

DP S. Law

sent 23/7

14. 1/2 for 31/7

N4

11th June)
to)
17th June) Boiler Cleaning at BRISBANE.

18th June A.M. Slipped and proceeded to Newstead Wharf for oiling.
P.M. Slipped and proceeded. Set course for position
31° S., 154° E., to search for suspected submarine.

19th June A.M. Commenced to search in accordance with instructions
received from Naval Officer in Charge, Sydney.

20th June A.M. Ceased search. Set course for rendezvous in
position 27° 26' S., 160° 00' E., with Special
Ship Class I "WILLARD A. HOLBROOK".
P.M. Set course to search Elizabeth Reef for suspected
submarine.

21st June A.M. Elizabeth Reef sighted and search carried out. On
completion set course for rendezvous in 27° 36' S.,
158° 42' E.
Weather: Wind Force 8 increasing, sea 54, barometer
999 falling.
Maximum speed capable of being maintained 9 knots.
P.M. Set course for SYDNEY, in accordance with Naval
Officer in Charge, Sydney, signal 210708Z.

22nd June P.M. Secured alongside Kuraba Oiling Wharf.

23rd June A.M. Slipped and secured to No. 1 Buoy.

24th June A.M. Slipped and proceeded in company with H.M.A.S.
"STUART" as escort to U.S.S. "DOBBIN". Set course
for BRISBANE.

27th June A.M. Anchored off Bribie Island with H.M.A.S. "STUART".
Weighed and proceeded as Senior Officer, Escort to
Special Ship Class I "HENRY T. ALLEN". H.M.A.S.
"STUART" in company.

28th June A.M. Parted company with "HENRY T. ALLEN" and H.M.A.S.
"STUART".
H.M.A.S. "STUART" proceeded to BRISBANE, speed 24
knots.
Set course for BRISBANE, Speed 18 knots.
P.M. Secured alongside H.M.A.S. "STUART" at Newstead
Wharf.

29th June A.M. Slipped from H.M.A.S. "STUART". H.M.A.S. "STUART"
proceeded.
Secured to Newstead Wharf.

30th June A.M. Slipped and proceeded for 4" Full Calibre Day and
Night ~~Practice~~ ^{PRACTICE} Shoot, and close range A.A. sleeve
target shoot in Moreton Bay.
P.M. Came to ~~night~~ anchor in Moreton Bay.

SOB. J. PLUNKETT COLE

LIEUTENANT COMMANDER
IN COMMAND.

The Commanding Officer, H.M.A.S. "VENDETTA".

18th August, 1943.

C23/1

The Naval Officer in Charge, Brisbane.

REPORT OF PROCEEDINGS - 18TH MAY - 31ST MAY, 1943.

The following Report of Proceedings for the period 18th - 31st May, 1943, is submitted:

2. At 0850K on 18th May, 1943, Lieutenant D. Logan, R.A.N. was disembarked to the Examination Vessel at Caloundra and Lieutenant Commander J. Plunkett-Cole, R.A.N., assumed command of H.M.A.S. "VENDETTA".

3. At 0915K, H.M.A.S. "VENDETTA" proceeded in company with H.M.A.S. "GEELONG", H.M.A. M.L. 425, and S.C. 748, as escort to convoy B.T.60. The voyage was without incident and company was parted with the remainder of the escort and the convoy at 2359K/19th May, in the vicinity of Bustard Head. H.M.A.S. "GEELONG" was instructed to assume the duties of Senior Officer, Escort. H.M.A.S. "VENDETTA" returned to Brisbane, arriving at 1600K/20th May.

4. H.M.A.S. "VENDETTA" slipped at 1000K/21st May, to rendezvous with convoy B.T. 61 at Caloundra and escort it northwards in company with H.M.A.S. "GOULBURN" and S.C.648. Whilst waiting for the convoy to clear the searched channel and form up, a square A/S search was carried out off the end of the searched channel, without result. At 1200K/22nd May, a southbound convoy was passed and identities were exchanged. Identities were also exchanged with H.M.A.S. "ECHUCA" and another southbound convoy at 0750K/23rd May. At 0800K/23rd May, S.C.648, patrolling on the port beam of the convoy, proceeded to investigate a contact without signal. S.C.648 was seen to carry out a depth charge attack so course was altered and speed increased to join in the hunt. A non-submarine contact was obtained but no attacks were carried out and as S.C.648 had obtained no contacts after her attack she was ordered to rejoin the convoy at 1030K. On her way to do so, S.C.648 carried out further attacks on another contact, as a result of which one of her mouse trap charges exploded. This was the subject of comment in my letter C.19/2 dated 12th June, 1943. It is not considered that there was a submarine in the vicinity. H.M.A.S. "VENDETTA" did not rejoin the convoy but set course and speed to rendezvous with S.S. "PRESIDENT JOHNSON" and P.F.S. "CAP DES PALMES".

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5. At 1730K/23rd May, in rapidly fading light, a floating mine was sighted half a cable on the port beam. The ship was turned in order to attempt to sink it by small arms fire but the mine was not again sighted in the gathering darkness. The description and position of this mine was reported to the Intelligence Officer on return to Brisbane.

6. The rendezvous position was reached at 1500K/21st May, without sighting S.S. "PRESIDENT JOHNSON" or her escort. A search was carried out to the eastwards along the reciprocal of her mean line of advance until darkness without result. At 1800, course was altered to the mean line of advance of the convoy. W/T silence was broken in order to pass this information in my message timed 240730Z.

7. In accordance with Naval Officer in Charge, Brisbane's message in reply timed 241148Z, course was altered again to the reciprocal of the convoy's course at daybreak, and S.S. "PRESIDENT JOHNSON" and F.F.S. "CAP DES PALMES" were sighted in moderate visibility at 0900K/25th May. F.F.S. "CAP DES PALMES" asked if H.M.A.S. "VENDETTA" would assume the duties of Senior Officer, Escort, so H.M.A.S. "VENDETTA" did. The arrangement worked satisfactorily, though it was learned subsequently that F.F.S. "CAP DES PALMES" was commanded by an officer of the equivalent rank of Captain. The voyage to Caloundra was without incident.

8. H.M.A.S. "VENDETTA" anchored off the Pile Light at 2245K/25th May, and proceeded up river at 0600K/26th May, securing alongside U.S.S. "GILMER" at Newstead Wharf at 0800K. The ship was dressed with masthead flags to honour the anniversary of the birth of H.M. "Queen Mary". The ensign at the foremast head was hoisted at the starboard upper yard-arm as the way in which the Radar aerial is fitted precludes the use of the masthead sheave. U.S.S. "GILMER" also dressed ship, hoisting the U.S. ~~Flag~~ Ensign at her foremast head. During the forenoon, U.S.S. "GILMER" was visited by a senior U.S. Naval Officer who noticed that her ensign was hoisted in a manner which differed from that of H.M.A.S. "VENDETTA" and called for an explanation as "it was a British Anniversary and a British ship must be right". U.S.S. "GILMER" then followed the motions of H.M.A.S. "VENDETTA" in this respect. The matter was explained to the Commanding Officer, U.S.S. "GILMER" at 1130K, satisfactorily, it is hoped.

9. Berth was shifted to Howard Smith's wharf during the afternoon of 26th May and the ship remained in harbour until 30th May, during which period maintenance routines were carried out and short leave was granted.

10. At 0800K/30th May, berth was shifted to Newstead Wharf in order to top up with fuel and H.M.A.S. "VENDETTA" proceeded down river at 1000K, to anchor at 1200K off the Pile Light. At 2030K H.M.A.S. "VENDETTA" weighed and proceeded to sea in company with S.C.648 and S.C.748 as Senior Officer, Escort, to convoy B.T.63.

11. The health, welfare and conduct of the Ship's Company have been uniformly good. Living conditions forward are very cramped and 14 ratings have no lockers in which to stow their gear and perforce have to live "in their kitbags". 11 in No. wash basins (without running water) and 4 in No. heads are not considered adequate for 188 ratings.

12.	Distance steamed (1 - 31 May)	-	5023.4 Miles
	Hours under way (1 - 31 May)	-	368:27 Hrs./Mins.
	Average distance/ton of fuel	-	4.7 Mls./Ton.
	Total distance steamed since commissioning	-	26,368.9 Miles.
	Average speed.	-	13.68 Mls./Hour
	Total hours under way	-	1,918:47 Hrs./Min.

Sgd. J. PLUNKETT COLE

LIEUTENANT COMMANDER
IN COMMAND.

~~SECRET~~
RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

17th June, 1943.

The Naval Officer-in-Charge, Brisbane.

C19/8

H.M.A.S. "VENDETTA" - WAR DIARY - MAY, 1943.

The following ~~is~~ the War Diary of H.M.A.S. "VENDETTA" for the month of May, 1943:- *is submitted.*

- 1st May. At Townsville.
- 3rd May. A.M. Slipped and proceeded.
P.M. Rendezvoused with Convoy T.S.27.
- 5th May. A.M. "STEPHEN BALKIN" joined convoy.
P.M. H.M.A.S. "GOULBURN" joined convoy.
- 6th May. A.M. Arrived at Brisbane. Berthed alongside U.S.S. "SELFRIDGE" at Newstead. Oiled. Slipped and proceeded as escort for "WILLARD S. HOLBROOK".
- 7th May. A.M. Parted company with "WILLARD S. HOLBROOK". Set course for Brisbane.
- 8th May. A.M. Arrived Brisbane. Berthed port side to Patricks Wharf.
P.M. Slipped and proceeded to Brisbane Milling Company's Wharf.
- 9th May)
to)
15th May) Boiler cleaning at Brisbane.
- 16th May. A.M. Slipped and proceeded to Newstead Wharf. Berthed on U.S.S. "GILMER".
P.M. Lieutenant Commander J. Plunkett-Cole R.A.N. joined. Slipped and proceeded as escort to "BLUEJACKET".
- 17th May. P.M. Parted company with "BLUEJACKET". Proceeded to convoy assembly point off Caloundra Light.
- 18th May. A.M. Lieutenant D. Logan R.A.N. discharged to examination vessel for onward passage to H.M.A.S. "PLATYPUS" for duties as Staff Officer (A.M.S.)
Lieutenant Commander J. Plunkett-Cole R.A.N., assumed command.
Took up duties as Senior Officer, escort of convoy B.T. 60, H.M.A.S. "GEELONG", M.L. 425, S.C. 678 in company.
- 20th May. A.M. Parted company with B.T. 60. Proceeded to Brisbane. Secured at Newstead Wharf.
- 21st May. A.M. Slipped and proceeded as Senior Officer, Escort to Convoy B.T.61, in company with H.M.A.S. "GOULBURN" and S.C.648.
- 23rd May. A.M. Parted company with convoy B.T.61. H.M.A.S. "GOULBURN" assumed duties as Senior Officer, Escort. Proceeded to position 26° 31' South, 157° 42' East, to rendezvous with "PRESIDENT JOHNSON".

-- 2 --

24th May. P.M. Convoy not located. Set course for Brisbane.

25th May. A.M. Course set to search for "PRESIDENT JOHNSON".
Convoy located, assumed escort duties. F.F.S.
"CAP DES PALMES" in company.
P.M. Anchored off Pile Light.

26th May. A.M. Proceeded up Brisbane River. Secured alongside
U.S.S. "GILMER".
P.M. Slipped and proceeded to Howard Smith's Wharf.

30th May. A.M. Slipped and proceeded. Anchored off Pile Light.

31st May. P.M. Weighed and proceeded. Assumed duties as Senior
Officer, Escort of Convoy B.T. 63, in company with
SC.748 and SC.648.

Sgd. J. PLUNKETT COLE

LIEUTENANT COMMANDER
IN COMMAND.

The Commanding Officer, H.M.A.S. "VENDETTA".

29th September, 1943.

The Naval Officer in Charge, Brisbane.

LETTER OF PROCEEDINGS FOR THE PERIOD 1st - 18th May, 1943.

The following report of proceedings from 1st - 18th May, 1943, is submitted:

H.M.A.S. "VENDETTA" secured alongside Concrete Pier, Townsville, at 0730K on 1st May. During the forenoon H.M.A.S. "GYMPIE" secured alongside, slipping and proceedings at 1700. At 1000K, 5th May, H.M.A.S. "VENDETTA" complying with Commander South West Pacific Sea Frontier's signal timed 020129Z and Naval Officer in Charge, Townsville's signal timed 020812Z sailed as escort to Convoy T.S.27 consisting of "DAVID BUSHWELL", "CREMER" and "BONTEKOE".

2. The passage was without incident and H.M.A.S. "VENDETTA" secured alongside U.S.S. "SELFRIE" at Newstead at 0849 on 6th May, 1943. In accordance with Naval Officer in Charge, Brisbane's signals timed 050505Z and 050622Z, H.M.A.S. "VENDETTA" slipped and proceeded at 1043 as escort to Special Ship Class I "WILLARD A. HOLBROOK" to Longitude 159° East. Company was joined with "WILLARD A. HOLBROOK" at Pile Light.

3. At 1030K/7th May, H.M.A.S. "VENDETTA" parted company with "WILLARD A. HOLBROOK" and set course for Brisbane securing alongside Patricks Wharf at 0900K/8th. At 1645 berth was shifted to Brisbane Milling Company's Wharf and from 9th to 15th May was spent Boiler Cleaning. During this time 48 hours leave in three watches was given to the Ship's Company.

4. At 1000K/16th May, H.M.A.S. "VENDETTA" slipped and proceeded down stream and berthed on U.S.S. "GILMER" at Newstead Wharf. Lieutenant Commander J. Plunkett-Cole R.A.N. was embarked at 1500 and H.M.A.S. "VENDETTA", in accordance with Naval Officer in Charge, Brisbane's signal timed 150336Z slipped and assumed duties as escort to Special Ship Class I "BLUEJACKET". Company was parted at 1600K/17th May and H.M.A.S. "VENDETTA" set course for Brisbane.

5. On arrival at Caloundra Lieutenant D. Logan R.A.N. was transferred to the Examination Vessel and Lieutenant Commander J. Plunkett-Cole assumed command.

The Commanding Officer, H.M.A.S. "VENDETTA".

30th September, 1943.

The Naval Officer in Charge, Brisbane.

PERFORMANCE FIGURES - JANUARY, FEBRUARY, MARCH, APRIL,
1st - 18th MAY, 1943.

The following performance figures covering the period
1st January to 18th May, 1943, are submitted:

JANUARY, 1943:

Distance Steamed	5602.7 miles
Hours under way	397 hrs. 15 mins.
Average Distance per ton fuel	4.51 miles.

Total distance steamed since commissioning on 29th September,
1942, 7,499.9 miles at an average speed of 14.8 kts.
Total hours under way from 29th September, 1942, until 31st
January, 1943: 503 hours 30 mins.

FEBRUARY, 1943:

Distance Steamed	3462.6 miles
2 Hours under way	317 hrs. 10 mins.
Average distance per ton fuel	4.78 miles.

Total distance steamed since commissioning on 29th September,
1942: 10,962.5 miles at an average speed of 13.3 kts.
Total hours under way from 29th September, 1942, until 28th
February, 1943: 820 hrs. 40 mins.

MARCH, 1943:

Distance steamed	4970.1 miles
Hours under way	307 hrs. 40 mins.
Average distance per ton fuel	4.41 miles.

Total distance steamed since commissioning on 29th September,
1942: 15,932.6 miles at an average speed of 14.1 kts.
Total hours under way from 29th September, 1942, until 31st
March, 1943: 1,128 hrs. 00 mins.

APRIL, 1943:

Distance steamed	5,412.9 miles
Hours under way	422 hrs. 20 mins.
Average distance per ton fuel	4.83 miles

Total distance steamed since commissioning on 29th September, 1942: 21,845.5 miles at an average speed of 13.1 kts.
Total hours under way from 29th September, 1942, until 30th April, 1943: 1,550 hrs. 20 mins.

1st - 18th MAY, 1943.

Distance steamed	2,490.9 miles
Hours under way	185 hrs. 34 mins.
Average distance per ton fuel	4.7 miles

Total distance steamed since commissioning on 29th September, 1942: 23,836.4 miles at an average speed of 13.7 kts.
Total hours under way from 29th September, 1942, until 18th May, 1943: 1,735 hrs. 54 mins.

~~SECRET~~

RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

22nd September, 1943.

The Naval Officer in Charge, Brisbane.

LETTER OF PROCEEDINGS FOR THE MONTH OF APRIL, 1943.

The following report of proceedings for the month of April, 1943, is submitted:

Lieutenant D. Logan, R.A.N., having assumed command on 31st March, H.M.A.S. "VENDETTA" slipped at 1400K/1st April, proceeded to anchorage off Fitzroy Island. At 1800K H.M.A.S. "VENDETTA" rendezvoused with "DUNTROON" and "WANAKA" and complied with Naval Officer in Charge, Townsville's signal timed 0206Z/28th. H.M.A.S. "VENDETTA" anchored at Port Moresby at 1000K/3rd April. At 1730K H.M.A.S. "VENDETTA" slipped and proceeded in company with H.M.A.S. "WARRAMUNGA" as escort to "DUNTROON" and "PRESIDENT GRANT". Course was set for Townsville. H.M.A.S. "VENDETTA" berthed alongside Concrete Pier, Townsville, at 1700L, 5th April.

2. At 1700K/6th April, H.M.A.S. "VENDETTA" slipped in compliance with Naval Officer in Charge, Townsville's signal timed 050602Z and assumed duties as escort to TN.67. At 2000K/9th April, convoy TN.67 and H.M.A.S. "VENDETTA" anchored off Rogeia Island. This was done to enable the passage of China Straits to be undertaken by day. At 0555K/10th H.M.A.S. "VENDETTA" weighed and proceeded through China Straits to anchorage off Lau Lau Island, Milne Bay.

3. H.M.A.S. "VENDETTA" as escort to "MAETSUYCKER" weighed and proceeded at 0345K/11th April. On clearing China Straits course was set for Grafton Passage and Townsville. H.M.A.S. "VENDETTA" berthed at the Concrete Pier, Townsville, at 0930K/13th April. Lieutenant (E) B.W. Mussared, R.A.N., and Midshipman I. MacInnes R.A.N.R.(S) joined the ship. H.M.A.S. "ARUNTA" berthed alongside on 15th April. Engineer Lieutenant A.V. Burke, R.A.N.R.(S), was discharged for passage to H.M.A.S. "STUART".

4. At 1600K/17th April, H.M.A.S. "VENDETTA" slipped and proceeded as escort to "KATOOMBA" bound for Port Moresby. The passage was uneventful and H.M.A.S. "VENDETTA" anchored off Paga Point at 1800K/19th April.

5. At 1400K/20th April, H.M.A.S. "VENDETTA" weighed and proceeded as escort to Townsville for "KATOOMBA" and "JOSEPH HOLT". Instructions contained in Naval Officer in Charge, Port Moresby's signal timed 192331Z were complied with. Townsville was reached at 1630K on 22nd April, and H.M.A.S. "VENDETTA" berthed at the Concret Pier. H.M.A.S. "SWAN" secured alongside at 0330K on 24th April and slipped at 2359K the same day.

6. At 1700K H.M.A.S. "VENDETTA" in compliance with Naval Officer in Charge, Townsville's signal timed 241446Z slipped and proceeded as escort to "TAROONA" for Fall River. The passage through China Straits was made on 28th and H.M.A.S. "VENDETTA" anchored off Lau Lau Island at 1600K on that day. At 0400K, 29th H.M.A.S. "VENDETTA" proceeded as escort to "TAROONA" for Townsville via Grafton Passage. Townsville was reached at 0730K on 1st May, H.M.A.S. "VENDETTA" berthing at Concret Pier.

7. The health and conduct of the ship's company has been highly satisfactory.

RESTRICTED

~~SECRET~~

The Commanding Officer, H.M.A.S. "VENDETTA".

25th September, 1943.

C.26/1. ✓

The Naval Officer in Charge, Brisbane.

LETTER OF PROCEEDINGS FOR THE MONTH OF MARCH, 1943.

The following report of proceedings for the month of March, 1943, is submitted:

H.M.A.S. "VENDETTA" slipped and proceeded to anchor in Cleveland Bay at 1700L/3rd, weighing and proceeding at 2100L as escort for convoy T.N.45 consisting of "TARCONA" and "MARTYSUCKER" bound for Port Moresby. H.M.A.S. "VENDETTA" anchored at Port Moresby at 1400L/7th March, the passage having been without incident. At 0830L/8th March, H.M.A.S. "VENDETTA" proceeded alongside the "WILLIS VAN DEVANTER" for fuel and water, returning to anchor at 1400L.

2. In accordance with Naval Officer in Charge, Port Moresby's signal timed 0314Z/8, H.M.A.S. "VENDETTA" weighed and proceeded as escort to "TARCONA" and "MARTYSUCKER" bound for Cairns and Townsville respectively. H.M.A.S. "VENDETTA" proceeded independently from Fitzroy Island anchoring in Cleveland Bay at 2300L/10th March. At 0730L/11th March, H.M.A.S. "VENDETTA" weighed and proceeded, securing alongside H.M.A.S. "WARFICO" at the Concrete Pier, Townsville. At 1130L/11th H.M.A.S. "VENDETTA" slipped and shifted berth alongside H.M.A.S. "ARUNTA" at Adelaide Steamship Wharf.

3. At 1900L/12th H.M.A.S. "VENDETTA" in accordance with Naval Officer in Charge, Townsville's signal timed 0612Z/12th slipped and proceeded to the anchorage in Cleveland Bay. At 2315L H.M.A.S. "VENDETTA" weighed and proceeded as escort to "TARCONA" for Fall River. At 1849L/12th H.M.A.S. "VENDETTA" came to anchor in Milne Bay off Lau Lau Island. The passage having been without incident. At 0700L H.M.A.S. "VENDETTA" proceeded with "TARCONA" for Townsville. The destination was reached at 0040L/17th March, H.M.A.S. "VENDETTA" anchoring in Cleveland Bay. H.M.A.S. "VENDETTA" weighed and secured alongside Concrete Pier at 0900L. H.M.A.S. "TIRIE" secured alongside at 1100L.

4. At 0730L/18th March, H.M.A.S. "ARUNTA" secured alongside. During the forenoon she was visited by Admiral L. A. Leahy, U.S.N. The visit was purely informal and the only

ceremonial carried out was piping the side.

At 1900L/19th March, H.M.A.S. "VENDETTA" complied with Naval Officer in Charge, Townsville's signals timed 0816Z/17th and 0604Z/18th and assumed duties as escort to "TARCOONA" bound for Fall River. The passage through the China Straits was made at 1400L/21st, Lieutenant G. Dykes R.A.N.R.(S) was transferred to H.M.A.S. "BALLARAT" at the entrance to Milne Bay. H.M.A.S. "VENDETTA" came to anchor off Lau Lau Island at 1630L. H.M.A.S. "VENDETTA" weighed and proceeded escorting "TARCOONA" to Townsville at 0630L/22nd securing alongside H.M.A.S. "WARPIGO" at the Concrete Pier, Townsville, at 2359L/24th. At 1200L/25th H.M.A.S. "VENDETTA" slipped and proceeded to Cairns.

6. In accordance with Naval Officer in Charge, Townsville, signal timed 2302Z/23rd H.M.A.S. "VENDETTA" called at Challenger Bay with mail and personnel for Task Force 74. H.M.A.S. "VENDETTA" secured alongside H.M.A.S. "PLATYPUS" at Cairns at 2030L/24th March. The remainder of March was spent boiler cleaning. On Sunday 28th March, an Air Raid Warning "Red" was sounded at 1535L, however no hostile action took place and the "All Clear" was given at 1647L. Anti Aircraft guns crews had closed up during this period.

7. During the passages to and from Milne Bay every opportunity has been taken by the R.A.A.F. Beaufort Squadrons based there to carry out dummy torpedo attacks on H.M.A.S. "VENDETTA".

8. The health and conduct of the Ship's Company have been exceptional during the month of March, 1943.

~~SECRET~~

RESTRICTED

The Commanding Officer, H.M.A.S. "VENDETTA".

22nd September, 1943.

The Naval Officer in Charge, BRISBANE.

LETTER OF PROCEEDINGS - FEBRUARY, 1943.

The following report of proceedings for the month of February, 1943, is submitted:

The first eight days of February, were spent boiler cleaning alongside H.M.A.S. "PLATYPUS". A considerable difficulty was experienced in obtaining power and lighting, however, this was soon overcome.

2. At 1400L on 9th February, H.M.A.S. "VENDETTA" slipped and proceeded to an anchorage off Low Islets. R.F.A. "BISHOPDALE" was intercepted A.M. 10th and instructions in Naval Officer in Charge, Townsville's message timed 0418Z/7th were complied with. On 12th February, H.M.A.S. "CASTLEMAINE" joined off Good Island and course was set for Darwin. Darwin was reached without further incident and H.M.A.S. "VENDETTA" secured on G.3 berth at 2200L on 16th February.

3. On 17th February, H.M.A.S. "VENDETTA" slipped and proceeded to Boom Jetty. After oiling secured at G.2 buoy.

4. At 1420KL/18th H.M.A.S. "VENDETTA", on receipt of Naval Officer in Charge, Darwin's message timed 0259Z, proceeded with despatch to position $10^{\circ} 09'S, 127^{\circ} 08' E$, which is 60 miles from the coast of Timor, to the assistance of the crew of a B.25 bomber of No. 18 N.E.I. Squadron which had been forced down after a dawn attack on Dilli. At 0140KL/19th a flare was sighted 600 yards on the starboard bow. Four survivors of the aircraft were picked up. The Captain of the aircraft having been killed over Dilli and the front gunner having been killed when the aircraft crash landed. Course was set for Darwin which was reached at 1435KL/19th.

5. At 0100KL/20th, H.M.A.S. "VENDETTA" slipped and proceeded in company with H.M.A.S. "CASTLEMAINE" as escort to R.F.A. "BISHOPDALE" for Townsville, in accordance with Naval Officer in Charge, Darwin's, signal timed 0720Z/19th. H.M.A.S. "CASTLEMAINE" was detached off Good Island on 23rd February.

6. On the night of 24th February, both ships anchored off Archer Point Light due to the visibility being reduced to zero by heavy rain. H.M.A.S. "VENDETTA" and R.F.A. "BISHOPDALE" weighed at dawn on 25th and proceeded. Townsville was reached without further incident and H.M.A.S. "VENDETTA" secured alongside Concrete Pier at 0730L, 25th February. H.M.A.S. "ARUNTA" berthed alongside during the forenoon slipping the following day, 26th February. On 28th February, U.S.S. "SELFRIDGE" berthed alongside.

7. Attached are copies of correspondence between Commanding Officer, H.M.A.S. "VENDETTA", Lieutenant Colonel N.L.W. Van Straten and Commanding Officer, No. 18, N.E.I. Squadron, also letter of proceedings referring to successful rescue of survivors of crashed aircraft.

H.M.A.S. "VENDETTA".

C/o. G.P.O.

3rd April, 1943.

Lieut.-Colonel B.J.FIEDELDIJ
No. 18 N.E.I. SQUADRON
GROUP 607, DARWIN N.T.

Dear Lieutenant Colonel,

The officers and ship's company of H.M.A.S. "VENDETTA" wish me to thank you for your kind letter dated 21st February, 1943, which is much appreciated.

It has given us great pleasure to feel that our mission was successful in that we were able to locate Lieut. Fisscher and the remainder of the crew, our only regret being that the Captain and one of his gunners were killed.

I am, Yours sincerely,

(SGD.) C. J. STEPHENSON.

LIEUTENANT COMMANDER R.A.N.
COMMANDING OFFICER.

H.M.A.S. "VENDETTA"

C/o. G.P.O.

3rd April, 1943.

RESCUE OF THE CREW OF ONE AIRCRAFT OF NO. 18 SQUADRON,
N.E.I.

The officers and ship's company of H.M.A.S. "VENDETTA" wish me to thank you for your communication, received through Commodore in Charge, Darwin, which is much appreciated.

It has given us great pleasure to feel that our mission was successful in that we were able to locate Lieut. Fisscher and the remainder of the crew, our only regret being that the captain and one of his gunners were killed.

I am, your sincerely,

(SGD.) C. J. STEPHENSON

LIEUTENANT COMMANDER R.A.N.
IN COMMAND.

To; Lieut. Colonel N.L.W. Van Straten,
ROYAL NETHERLAND INDIES ARMY
445 St. Kilda Rd.,
MELBOURNE.

C O P Y.

NO. 18 N.E.I. SQUADRON
GROUP 607 DARWIN N.T.
21st February, 1943.

Lieut. Commander C. J. Stephenson,
H.M.A.S. "VENDETTA"
Royal Australian Navy.

Dear Lieut. Commander,

On behalf of myself and the Officers and men of No. 18 (N.E.I.) Squadron, I wish to offer you that the Members of the Crew of H.M.A.S. "VENDETTA" my heartfelt thanks for your fine achievement in locating the surviving Members of the crew of the aircraft of No. 18 Squadron which force landed in the sea off the Timor coast recently.

Your skill, and devotion to duty, undoubtedly saved the lives of the survivors. The Second Pilot, Vaandrig C. Fisscher, wishes me to convey to you on behalf of himself and the three other Members of the crew who were rescued, their gratitude, and express the desire that if at any time they have the opportunity to repay the kindness they received by you and your Ship's Company they will gladly do so.

I am, Yours sincerely,

(SGD.) B.J. FIEDELDIJ

Lt. Col.

Commanding No. 18 (N.E.I.)
Squadron.

COPY OF SIGNAL.

TO: "VENDETTA"

FROM: N.O.I.C. D.

AIR COMMODORE NORTH WESTERN AREA DESIRES ME TO CONVEY HIS APPRECIATION TO YOURSELF, OFFICERS AND SHIP'S COMPANY ON YOUR EFFICIENT AND SUCCESSFUL MISSION.

0640 Z/19.

TO: N.O.I.C. D.

FROM: N.W.A.

THANK YOU FOR PROMPT RESCUE WORK. WOULD BE PLEASED YOU CONVEY MY APPRECIATION TO CAPTAIN, OFFICERS AND SHIP'S COMPANY H.M.A.S. "VENDETTA" FOR EFFICIENT AND SUCCESSFUL MISSION.

0425Z/19.

The Commanding Officer, H.M.A.S. "VENDETTA".

20th September, 1943.

C.25/3.

The Naval Officer in Charge, Brisbane.

H.M.A.S. "VENDETTA" - LETTER OF PROCEEDINGS - JANUARY, 1943.

The following report of proceedings for the month of January, 1943, is submitted:

At 1700L on 3rd January, 1943, H.M.A.S. "VENDETTA" in company with H.M.A.S. "WARRAMUNGA" slipped and proceeded from Newstead Wharf anchoring at Pile Light. During the forenoon of 4th January, harbour drills were exercised as follows. Abandon Ship Stations, Fire Stations, Collision Stations, Tow Forward and Tow aft, Rig Jury Aerials. All drills were carried out in slow time as a majority of the Ship's Company were inexperienced. Two 4" Sub Calibre Practice Runs using one Pattern VI Target were carried out during the afternoon, two 4" Sub Calibre Night Shoots were carried out after which H.M.A.S. "VENDETTA" anchored at Pile Light. H.M.A.S. "VENDETTA" weighed and proceeded A.M. 5th January and carried out dummy torpedo attacks on H.M.A.S. "WARRAMUNGA" in Moreton Bay. During the afternoon 42 Sub Calibre Firings were carried out. Two 4" Sub Calibre Night Shoots were carried out after sunset. H.M.A.S. "VENDETTA" then anchored off Pile Light.

2. On 6th January, H.M.A.S. "VENDETTA" in company with H.M.A.S. "WARRAMUNGA" weighed and proceeded. During the forenoon both Tow Forward and Tow Aft were exercised. H.M.A.S. "VENDETTA" and H.M.A.S. "WARRAMUNGA" being towed and taking in tow alternately. The full value of the Harbour Drills were apparent during these manœuvres as the Ship's Company carried out the drills in a smart and efficient manner. On completion of these exercises, H.M.A.S. "VENDETTA" in company with H.M.A.S. "WARRAMUNGA" and U.S. Submarine "FLYING FISH" proceeded to the submarine practice area, where during the night of 6th January and the forenoon of 7th January, exercises were carried out. The exercises consisted of night approaches and daylight dummy attacks in accordance with U.S. Submarine Training Instructions. At 1200L 7th January, H.M.A.S. "VENDETTA" was detached and proceeded in accordance with Naval Officer in Charge, Brisbane, Signal timed 0009Z/7th. Rendezvous was effected and H.M.A.S. "VENDETTA" assumed duties as Senior Officer Escort to convoy T.S.11. On completion of escort duties H.M.A.S. "VENDETTA" anchored off Pile Light.

3. During the forenoon 8th January, further Harbour Drills were exercised. H.M.A.S. "VENDETTA" slipped and proceeded to sea for 4 " Full Calibre Day and Night Shoots at Battle Practice Target. H.M.A.S. "VENDETTA" weighed and proceeded to Newstead Wharf on 9th January. On completion of fuelling, H.M.A.S. "VENDETTA" slipped and proceeded to sea in company with H.M.A.S. "WARRAMUNGA" and a U.S. Submarine for training exercises. During the forenoon of 10th January, submarine exercises were carried out in accordance with U.S. Submarine Training Instructions. On completion of these exercises H.M.A.S. "VENDETTA" and H.M.A.S. "WARRAMUNGA" carried out torpedo firings, each firing one torpedo. The performance of the torpedo was satisfactory. After the torpedoes had been recovered H.M.A.S. "VENDETTA" set course for Brisbane and secured alongside Newstead Wharf during the forenoon of 11th January.

4. H.M.A.S. "VENDETTA" slipped and proceed A.M. 13th January, for exercises with U.S. Submarine "GATO". Exercises were carried out as previously, during the daylight hours of 14th January. H.M.A.S. "VENDETTA" returned to anchor in Moreton Bay, A.M. 15th January.

5. At 1200L, 15th January, H.M.A.S. "VENDETTA" in company with H.M.A.S. "HOBART" and U.S.S. "PATERSON" proceeded to sea for close range firings. H.M.A.S. "HOBART" and U.S.S. "PATERSON" carried out H.A. L.A. Runs. On completion of these, H.M.A.S. "VENDETTA" carried out close range firings. All close range weapons functioned satisfactorily. On completion of these practices, Day and "ight 4" Full Calibre Firings at a Battle Practice Target were carried out. On completion H.M.A.S. "VENDETTA" returned to Brisbane and secured at Newstead A.M. 16th January.

6. H.M.A.S. "VENDETTA" slipped and proceeded as escort to U.S.S. "SPERRY" in accordance with C.W.S.P. Signal timed 0445Z/14th, at 1400L, 17th January. H.M.A.S. "VENDETTA" parted company with U.S.S. "SPERRY" on 18th and set course for Capricorn Channel. H.M.A.S. "VENDETTA" berthed on H.M.A.S. "STUART" at 0600L/21st at Townsville Concrete Pier.

7. In accordance with Naval Officer in Charge, Townsville's signal timed 0014Z/20th H.M.A.S. "VENDETTA" proceeded as escort to S.S. "DUNTROON" and S.S. "KATOOMBA" to Fall River, via Grafton Passage. The passage was without incident and H.M.A.S. "VENDETTA" anchored in Milne Bay on 24th January. At approximately 0030L/25th two Japanese aircraft came over and dropped two sticks of bombs in the vicinity of the air strip. These Aircraft were not picked up by searchlights, and the A.A. Defences were not successful in bringing down or damaging the aircraft. H.M.A.S. "VENDETTA" went to action stations and remained closed up for an hour until the All Clear was given from ashore. This was the first occasion on which many of the Ship's Company had heard or seen enemy action and the feeling throughout the ship was definitely aggressive.

8. On 26th January, H.M.A.S. "VENDETTA" weighed and proceeded as escort to S.S. "DUNTROON" and S.S. "KATOOMBA" to Port Moresby which was reached A.M. 27th. On 28th January H.M.A.S. "VENDETTA" weighed and proceeded. After an A/S sweep of the approaches to Basilisk Passage had been carried out H.M.A.S. "VENDETTA" proceeded as escort to S.S. "DUNTROON" and S.S. "KATOOMBA" bound for Cairns and Townsville respectively. S.S. "DUNTROON" was detached off Fitzroy Island for Cairns while H.M.A.S. "VENDETTA" and S.S. "KATOOMBA" proceeded to Townsville. H.M.A.S. "VENDETTA" berthed alongside H.M.A.S. "STUART" at Concrete Pier Townsville, P.M. 30th January.

9. H.M.A.S. "VENDETTA" slipped and proceeded to Cairns at 0700L/31st January, securing alongside H.M.A.S. "PLATYPUS" at 2200L/31st January.

10. During the month the health and conduct of the Ship's Company were highly satisfactory.

~~SON J. PLUNKETT COLE~~
LIEUTENANT-COMMANDER
IN-COMMAND.

OCT 42 - Dec 421942

- 29th September. Lieutenant Commander C.J. Stephenson, R.A.N. assumed command of H.M.A.S. "VENDETTA" on recommissioning at Number 18 Victoria Dock, with following Officers on board.
 Lieutenant J. Maxwell
 Lieutenant A.D. Black.
 Surgeon Lieutenant J.F. Rutter.
 Sub-Lieutenant D.H. Stevens.
 Sub-Lieutenant M.J. Solomon
 Mr. N.J.E. Lark, Commissioned Engineer.
 Mr. J.C. Lace, Gunner (T).
 Midshipman D.R. Mugg
 Temp. Midshipman P.J. King.
 and 131 ratings, being 29 Chief P.O.'s & P.O.'s, 102 others
- 2nd October Basin Trials alongside No. 18 Victoria Dock. Preliminary Gunnery inspection.
- 5th October Basin Trials alongside No. 18 Victoria Dock.
- 11th October Proceeded to Inner East berth, Nelson Pier, Williamstown. Fuelled and ammunitioned ship. Entered Melbourne Harbor Trust Dock for Inclining Experiment.
- 12th October From Dock to Nelson Pier.
- 13th October Compass adjustments carried out off Faulkner Beacon. Carried out preliminary Steam Trials.
- 14th October Torpedo Firings in Port Phillip bay. Full Power Trials off Sandringham.
- 15th October Gun Trials in Port Phillip bay. Depth Charge Thrower Trials off Gelibrand Light. Fumigation of ship on arrival at No. 18 Victoria Dock.
- 16th October Slipped and proceeded; in collision with No. 4 wharf Victoria Dock.
- 24th October Slipped and proceeded. Cleared Port Phillip Heads 2000/24.
- 26th October Arrived Sydney. D.G. Ranging off Shark Island. Deperming at No. 6. Buoy.
- 27th October Deperming completed.
- 28th October From No. 6. Bouy to Cruiser Wharf, Garden Island.
- November. Refitting at Garden Island, Sydney.

THE COMMANDER

30 DEC 1942

TASK FORCE 44



WAR DIARY.H.M.A.S. "VENDETTA"

- 12th December P.M. From Garden Island to Cockatoo Dock.
- 15th December P.M. From Cockatoo Dock to Cruiser Wharf, berthed on H.M.A.S. "BOWEN" and "GYMPIE".
- 19th December A.M. Oiled
- 21st December Ammunitioned ship.
- 22nd December A.M. D.G. Ranging. P.M. Compass adjustment at No. 6 Buoy.
- 23rd December A.M. Slipped and proceeded for R.D.F. and preliminary Steam Trials off Sydney.
P.M. Entered Harbour, Secured No. 1 Buoy, Farm Cove.
- 24th December A.M. Slipped and proceeded for A/S. and Full Power Trials off Sydney and between Barrenjoey light and Botany Cove.
P.M. Entered Harbour - Secured to No. 4 Buoy.
- 30th December A.M. Slipped and proceeded in company with H.M.A.S. "WARRAMUNGA" and U.S.S. "PHOENIX"
- 31st December P.M. Arrived off Cape Moreton. Carried out A/S. Patrol off entrance to N.W. Channel.
- 1st January 1943 A.M. Proceeded up Brisbane River. Secured alongside H.M.A.S. "WARRAMUNGA" at Newstead Wharf.

Stephenson
H. C.

FROM: The Commanding officer, H.M.A.S. "Vendetta".

DATE: 6th March 1941.

38/16

~~CONFIDENTIAL~~

FOR: The Secretary to Australian Commonwealth Navy Board.

SUBJECT: WAR DIARY FOR MONTH OF FEBRUARY 1941.

Submitted:

- Feb. 1st. 0740. Slipped and proceeded to sea with Battlefleet.
0840. Joined Battlefleet off nets.
- 2nd. At sea with Battlefleet.
- 3rd. 0930. Parted company with Battlefleet, to proceed to Suda Bay with H.M.A.S. "Vampire".
1625. Passed nets Suda Bay.
1651. Secured alongside H.M.A.S. "Vampire", to oil.
1845. Slipped and proceeded to sea.
2230. Rendez vous with convoy A.S.14 bound for Alexandria and Port Said.
- 4th. On passage to Port Said with convoy A.S.14.
- 5th. 1410. Sighted and sank one mine.
1750. Alexandria section of convoy parted company.
- 6th. 0200. H.M.S. "Coventry" parted company.
During afternoon watch, visibility reduced to $\frac{1}{2}$ mile owing to dust storm.
- 7th. 1155. Left convoy off Fairway ^{Bay} to proceed with all despatch to Alexandria.
1615. Off Brulos Light, Port engine out of action. Proceeded on Starboard engine, speed 15 knots.
1800. Gyro out of action.
1930. Passed nets.
2000. Secured alongside oiler "British Judge".
- 8th. Ship at Alexandria refitting, at 48 hours notice.
- 9th. Ship at Alexandria refitting, at 48 hours notice.
- 10th. Ship at Alexandria refitting, at 48 hours notice.
- 11th. Ship at Alexandria refitting, at 48 hours notice.
0425. Air raid, nothing eventuated.
- 12th. Ship at Alexandria refitting, at 48 hours notice.
1340. One watch to rest camp at Sidi Bishr.
- 13th. Ship at Alexandria refitting, at 48 hours notice.
- 14th. Ship at Alexandria refitting, at 48 hours notice.
- 15th. Ship at Alexandria refitting, at 48 hours notice.
Party at rest camp relieved by 2nd. watch.
- 16th. Ship at Alexandria refitting, at 48 hours notice.
- 17th. Ship at Alexandria refitting, at 48 hours notice.
- 18th. Ship at Alexandria, refitting, at 48 hours notice.
- 19th. Ship at Alexandria refitting, at 48 hours notice.
- 20th. Ship at Alexandria refitting, at 48 hours notice.
Party at rest camp relieved by 3rd. watch.
- 21st. Ship at Alexandria refitting, at 48 hours notice.
- 22nd. Ship at Alexandria refitting, at 48 hours notice.
- 23rd. Ship at Alexandria refitting, at 48 hours notice.
- 24th. Ship at Alexandria refitting, at 48 hours notice.
Final party returned from rest camp.
- 25th. Ship at Alexandria refitting, at 48 hours notice.
- 26th. Ship at Alexandria refitting, at 48 hours notice.
- 27th. Ship at Alexandria refitting, at 48 hours notice.
- 28th. Ship at Alexandria refitting, at 48 hours notice.

During the refitting period all night leave was granted to the ships' company in three watches.

Permission was obtained to accommodate one third of the ships' company at the Naval Rest Hostel, Sidi Bishr, for short periods. This was taken advantage of and proved very beneficial. Watches were relieved every four days.

The accommodation was excellent. Large airy dormitories with about 30 beds in each and a pleasant recreation room with reading matter, darts, ping pong etc. were available.

The Hostel was run on general mess lines and ratings were checked from the ship to H.M.S. "Eile". The food was plain but sufficient and no extra charge was made. A wet canteen was provided.

A small dance was arranged for their benefit by the

people of Alexandria.

The camp is directed by the Rev. D.J.N. Wanstall, Royal Navy who was very pleased to have the ships' company there.

Permission was also obtained from the Commander in Chief for ratings to visit Cairo for 48 hourly periods. This was treated as privilege leave and was only granted to non leave breakers who wished to go. One officer and twenty four ratings availed themselves of this privilege.

During the refit opportunity was taken to paint out as many compartments as possible and to restow and check all ammunition and stores.



LIEUTENANT - COMMANDER?
COMMANDING OFFICER.

FROM: The Commanding Officer, H.M.A.S. "Vendetta"
DATE: 8th February, 1941. Ref: 36/H
TO: The Secretary to Australian Commonwealth Naval Board.
SUBJECT: WAR DAIRY FOR MONTH OF JANUARY., 1941.

RESTRICTED

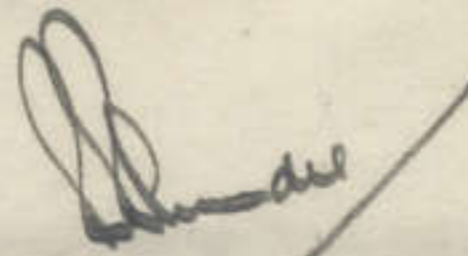
Submitted:

- Jan. 1st. Ship boiler cleaning at Alexandria.
1 Air raid warning today, no bombs dropped.
- 2nd. 1710. Slipped and proceeded to sea, for sweep with battle fleet.
1950. Took up screening diagram on battle fleet.
- 3rd. 0920. Detached from battle fleet to work off Bardia and Sollum with Inshore squadron.
1915. Opened fire on torpedo aircraft, ¹/₄ fired one torpedo - missed.
- 4th. Libyan Patrol.
1830. Ship attacked by 2 Italian Torpedo aircraft all missed.
1930. Stick of 8 bombs fell near stern off Sollum, no damage.
- 5th. Libyan Patrol.
1950. Opened fire on aircraft overhead, unidentified.
- 6th. Libyan Patrol.
0024. Took in tow S.O.2 which grounded off Ras-El-Mehl.
0720. Slipped tow off Sollum.
1530. Embarked 111 prisoners for Alexandria.
1900. Left for Alexandria.
- 7th. 0900. Passed Nets.
0915. Entered harbour.
1000. Secured alongside "War Krishna".
2350. Slipped and proceeded to sea, for Libyan patrol.
- 8th. 1136. Arrived off Sollum, commenced patrol.
2200. Opened fire on aircraft, unidentified.
2310. Opened fire on presumed hostile aircraft, unidentified.
2338. Air raid over Sollum.
- 9th. Libyan Patrol.
0020. Air raid over Sollum.
- 10th. Libyan Patrol to Alexandria.
1920. Entered harbour.
1950. Secured on oiler "Longwood".
- 11th. 0150. Slipped and proceeded to sea, for sweep with battle fleet.
2135. Attached by torpedo carrying aircraft ^{Torpedo} passed ahead.
- 12th. At sea with battle fleet.
1800. Entered Suda Bay - secured on oiler "Olma".
- 13th. 0045. Shifted to anchor.
0916. Weighed and proceeded to sea for sweep of Kaso Strait
- 14th. 0700. Entered Suda Bay.
0740 Secured on Oiler.
0900. Slipped and proceeded to sea on passage to Piraeus.
1530. Entered searched channel.
1755. Secured in Leente harbour.
- 15th. At Piraeus.
- 16th. 0300. Slipped and proceeded to sea, on passage to Suda Bay.
1135. Joined battle fleet off Suda Bay.
- 17th. On passage to Alexandria with battle fleet.
1755. Opened fire on hostile aircraft.
- 18th. 0740. Passed nets.
0825. Secured on "Wryneck" at oiler "Longwood".

From: Commanding Officer, H.M.A.S. "Vendetta".
 To: Secretary to Australian Naval Board.
 Subject: War Diary for month of January, 1941.

Continued:

- Jan. 19th. At Alexandria. Ship at 6 hrs. notice.
 20th. 1730. Slipped and proceeded to sea with Convoy AN13, consisting of three ships bound for Piraeus.
 21st. On passage to Piraeus with AN13.
 22nd. 1325. Entered searched channel Piraeus.
 1745. Berthed at Customs House Quay, Piraeus harbour.
 23rd. At Piraeus.
 24th. 0745. Shifted to oiler "Pericles" in Salamis Bay.
 1320. Slipped and proceeded to sea with H.M.S. "Coventry" and "Wryneck" as escort to A.N.13 consisting of 15 ships bound for Alexandria and Port Said.
 25th. On passage from Piraeus with convey AS13.
 26th. 1800. Left with Alexandria section of AS13.
 Sank one floating mine today.
 27th. 1500. Convey passed nets.
 1530. Entered harbour.
 1610. Secured at G1 buoy.
 28th. At Alexandria harbour at 6 hrs. notice.
 29th. At Alexandria at 6 hours notice.
 2 air raid warnings today.
 30th. At Alexandria at 6 hours notice.
 1 air raid warning today.
 31st. At Alexandria at 6 hours notice.



Lieutenant Commander,
 COMMANDING OFFICE.

FROM: The Commanding Officer, H.M.A.S. "Vendetta".

DATE: 1st January, 1941

REF:

The Secretary to Australian Commonwealth Naval Board.

SUBJECT: WAR DAIRY FOR MONTH OF DECEMBER, 1940

Submitted:

- Dec. 1st. 1746. Slipped and proceeded to sea for A/S Patrol off Port Said.
- 2nd. 0934. Passed boom.
0955. Secured in No. 4 berth Port Said.
1410. Slipped and proceeded to sea with convoy consisting of "Palermo" "Kuno" and "Petrol", on passage to Athens.
1648. Convoy formed up, speed 7 knots.
- 3rd. On passage to Athens, owing to heavy weather speed of advance $2\frac{1}{2}$ knots.
- 4th. On passage to Athens, weather increased, speed of advance 2 knots.
- 5th. On passage to Athens. Weather moderated during forenoon, speed of advance 5 knots.
1105. Sighted one aircraft, presumably friendly.
1555. Sighted hostile aircraft.
1600. Opened fire.
1605. Plane turned to eastward, probably Cant 501.
- 6th. On passage to Athens.
1500. Reduced speed to $3\frac{1}{2}$ knots.
- 7th. 1000. Off searched channel, Athens.
1255. Embarked pilot.
1325. Secured in Athens harbour.
- 8th. 1604. Proceeded to sea in company with H.M.A.S. "Voyager" on passage to Alexandria.
- 9th. 1445. Passed boom.
1525. Secured alongside oiler "Cherryleaf".
- 10th. 1523. Slipped and proceeded to sea, as part of escort to battlefleet.
1635. Joined battlefleet off nets.
- 11th. At sea with battlefleet.
- 12th. At sea with battlefleet.
1455. Picked up two survivors from Fulmar aircraft.
- 13th. 0900. Passed nets.
0945. Secured on oiler "Longwood".
- 14th. 1255. Slipped and proceeded to sea for patrol off Libyan coast.
- 15th. Screen to "Terror" bombarding Bardia.
1045. Opened fire on presumed hostile aircraft.
1232. "Vendetta" straddled by shore batteries at Bardia.
- 16th. Screen to "Terror" bombarding Bardia.
1120. "Voyager" straddled by shore batteries.
1720. Sighted two torpedo bombers.
1735. Delivered attack at 1500 yds. - both missed.
- 17th. 0000. Despatched off Bardia to refuel at Alexandria.
1033. Passed nets.
1040. Secured on oiler "Cherryleaf".
1600. Slipped and proceeded to sea for Libyan Patrol.
- 18th. 1010. On patrol off Sollum.
- 19th. On patrol off Sollum and Bardia.
- 20th. On patrol off Libyan coast.
1716. Despatched to return to Alexandria for fuel.
- 21st. 0554. Passed nets.
0755. Secured on "Vampire" alongside "Woolwich".
- 22nd. Slipped and proceeded to sea to escort H.M.S. "Terror" to Sollum.
- 23rd. 1415. "Terror" entered Sollum.
1540. Commenced patrol off Sollum.
- 24th. On patrol off Sollum.

From: Commanding officer, H.M.A.S. "Vendetta".
To: Secretary to Australian Naval Board.
Subject: War Diary for month of December, 1940.

Continued:

Dec. 24th. 1745. Left in company with H.M.S. "Terror" for Alexandria.
Orders cancelled during night ~~to~~ return to Sollum.
25th. 0545. Left "Terror" off Sollum to proceed to Alexandria.
1518. Entered Breakwater Alexandria.
1535. Secured on oiler "War Krishner".
1805. Slipped and proceeded to sea for patrol off Sollum.
26th. Patrol off Sollum.
1345. Embarked Italian prisoners from Store Ship sunk
by H.M.A.S. "Waterhen".
1400. Heavy air raid on Sollum, about 46 bombers and
fighters. Damage negligible.
1830. Despatched to proceed to Alexandria.
27th. 0815. Entered Breakwater Alexandria.
0835. Secured alongside No. 43 Quay.
1400. Ship reverted to 12 hours notice for steam to
boiler clean.
28th. Ship at Alexandria boiler cleaning.
29th. Ship at Alexandria boiler cleaning.
30th. Ship at Alexandria boiler cleaning.
31st. Ship at Alexandria boiler cleaning.



Lieutenant Commander,
COMMANDING OFFICER.

THE COMMANDING OFFICER, H.M.A.S. "VENDETTA"

18th. October, 1940

17/16

THE SECRETARY TO AUSTRALIAN COMMONWEALTH NAVAL BOARD

WAR DIARY FOR MONTH OF SEPTEMBER, 1940

- 1st. Sept. At sea with Battle Fleet on sweep to Malta.
2nd. Sept. 0207 arrived off Malta
0550 secured alongside "BOXER" to refuel
0550 completed fuelling, slipped and proceeded to sea.
0920 rejoined Battle Fleet.
During day had three high level bombing attacks and one dive bombing attack, no hits.
3rd. Sept. At sea with Battle Fleet.
4th. Sept. 2315 off Alexandria harbour
2337 entered harbour
5th. Sept. 0005 secured alongside "WRYBUCK"
During trip had three passengers belonging to Eastern Telegraph Company and some of the survivors from H.M.S. "HOSTILE"
6th. Sept. At Alexandria at 6 hours notice.
7th. Sept. At Alexandria at 6 hours notice.
8th. Sept. At Alexandria at 6 hours notice. 1 air raid today, no hits.
9th. Sept. At Alexandria at 1 hours notice.
10th. Sept. 1430 slipped and proceeded to sea in company with H.M.S. "ILLUSTRIOUS" for exercises.
1540 joined "ILLUSTRIOUS" off nets.
11th. Sept. off breakwater at 2230
2255 secured alongside oiler "OLNA"
12th. Sept. 1725 slipped and proceeded to sea, as escort to convoy consisting of "BRITISH HOPE" AND "BRITISH PRIDE" to Haifa. Carried out A/S Patrol until 1912 when joined convoy in Searched channel and set course for Haifa. Weather good, wind WNW 1 sea 11, visibility good
13th. Sept. on passage to Haifa.
14th. Sept. 0718 left convoy in Searched channel, Haifa. Set course for port Said. Convoy zig-zagged throughout. "Vendetta" maintained independent zig-zag throughout, ahead of convoy at 1200 yards.
1630 joined convoy consisting of S.S. "STAR OF CAIRO" and S.S. "WESTBURY" off Searched channel port said.
Weather good: wind W.N.W. 1, sea 21, visibility excellent.
15th. Sept. 1640 convoy passed nets to enter Alexandria Harbour. "Vendetta" proceeded on patrol. Independent zig-zag throughout, 1200 yards ahead of convey.
16th. Sept. 0745 off nets Alexandria.
0830 secured alongside oiler "OLNA"
17th. Sept. At Alexandria at 1 hours notice.
1 air raid today, no hits.
18th. Sept. 0405 slipped and proceeded to sea, to escort H.M.S. "KENT" in tow by H.M.S. "NUBIAN" from Bardia.
1153 rendezvous with H.M.S. "KENT"
1950 H.M.S. "NUBIAN" slipped tow and H.M.S. "PROTECTOR" took over.
19th. Sept. 0520 off Alexandria.
0620 secured alongside oiler "WAR KRISHNA"
20th. Sept. At Alexandria at 6 hours notice.
21st. Sept. 0440 air raid, no hits.
0610 slipped and proceeded to sea for exercises with H.M.S. "EAGLE"
1755 exercises completed, entered harbour.
1815 secured on oiler "OLNA".
22nd. Sept. At Alexandria at 6 hours notice.
23rd. Sept. At Alexandria at 6 hours notice.
24th. Sept. At Alexandria at 6 hours notice.
25th. Sept. At Alexandria at 6 hours notice.
26th. Sept. 1003. slipped.

THE COMMANDING OFFICER, H.M.A.S. "VINDICITA"

18th. October, 1940

17/16

THE SECRETARY TO AUSTRALIAN COMMONWEALTH NAVAL BOARD.

WAR DIARY FOR MONTH OF SEPTEMBER, 1940

- ...26th. Sept. 1003 slipped and proceeded to sea for exercises with
H.M. SUBMARINE "ORPHEUS".
1945 exercises completed, returned to harbour.
2040 secured alongside oiler "UNA"
- 27th. Sept. At Alexandria at 6 hours notice.
28th. Sept. At Alexandria at 6 hours notice.
29th. Sept. At Alexandria at 1 hours notice.
30th. Sept. At Alexandria at 1 hours notice.



LIEUTENANT COMMANDER
COMMANDING OFFICER.

~~RESTRICTED~~
RESTRICTED

THE COMMANDING OFFICER, H.M.A.S. "VENDETTA"

14th. September, 1940


10/3.

THE SECRETARY TO THE NAVAL BOARD

WAR DIARY - AUGUST, 1940

Submitted,

- Aug. 1st. On passage to Alexandria with Battle fleet.
1040 Entered harbour
1053 Secured alongside oiler "OLNA"
- Aug. 2nd. At Alexandria, ship at 6 hours notice.
- Aug. 3rd. 0915 Slipped and proceeded to sea for exercises off Alexandria
1215 Exercises completed, returned to harbour
1337 Entered harbour
1355 Secured alongside oiler "OLNA"
- Aug. 4th. 1700 Slipped and proceeded to sea, in company with convoy consisting of S.S. "DORYSSA" and S.S. "HARFALYOUS" on passage to Pt. Said.
1945 Slowed convoy down owing to breakdown in "DORYSSA"
2050 Resumed full speed
- Aug. 5th. 1106 Left convoy at entrance to Suez Channel Port Said, set course for Haifa.
1900 Entered Suez Channel, Haifa.
1940 Secured at West Jetty, Haifa.
- Aug. 6th. At Haifa
- Aug. 7th. 2000 Slipped and proceeded to sea on passage to Famagusta.
- Aug. 8th. 0630 Entered Famagusta.
0700 Secured alongside wharf.
- Aug. 9th. At Famagusta.
- Aug. 10th. 1735 Slipped and proceeded to sea in company with convoy consisting of S.S. "FUSADIA", "KIRKLAND", "ZEELAND", "BANTRIA" and "JUNO" on passage to Port Said.
- Aug. 11th. On passage to Port Said with convoy.
- Aug. 12th. 0750 Left convoy at entrance to Suez Channel, Port Said and carried out A/S patrol awaiting arrival of S.S. "ORION" on passage to Alexandria.
1105 Joined convoy.
- Aug. 13th. 1021 Convoy entered harbour
1035 Entered harbour
1055 Secured on oiler "OLNA"
- Aug. 14th. At Alexandria, steam for 6 hours notice.
- Aug. 15th. At Alexandria, steam for 6 hours notice
- Aug. 16th. At Alexandria, steam for 1 hours notice.
- Aug. 17th. 0955 Slipped and proceeded to sea in company with Battle Fleet, for bombardment of Bardia and Capuzzo.
- Aug. 18th. 0700 Carried out bombardment successfully, withdrew.
1050-1120 Bombed by Italian Air force, no hits.
2348 Entered Alexandria.
- Aug. 19th. Secured alongside oiler "FUSADIA", ship at 6 hours notice
- Aug. 20th. At Alexandria, ship at 6 hours notice.
- Aug. 21st. At Alexandria.
1600 Shifted to No. 46 Wharf for Boiler cleaning, ship at 6 hours notice.
- Aug. 22nd-25th. At Alexandria, boiler cleaning, ship at 12 hours notice, all night leave granted to 50% ship's company during this period.
- Aug. 26th. At Alexandria, ship at 6 hours notice for steam.
- Aug. 27th. At Alexandria, ship at 1 hours notice for steam.
- Aug. 28th. At Alexandria, ship at 6 hours notice for steam.
- Aug. 29th. At Alexandria, ship at 1 hours notice for steam.
- Aug. 30th. 0322 Slipped and proceeded to sea in company with Battle fleet.
- Aug. 31st. At sea with Battle fleet.


LIEUTENANT COMMANDER.

RESTRICTED



THE COMMANDING OFFICER, H.M.A.S. "VENDETTA"

July, 31st. 1940

13/8

THE SECRETARY TO AUSTRALIAN COMMONWEALTH NAVAL BOARD.

WAR DIARY FOR MONTH OF JULY, 1940

Submitted,

- 1st. July to 8th. July. Refitting at Malta
- 9th. July. Wiped and ammunitioned ship.
 1545 slipped to proceed to sea.
 1615 orders cancelled, secured to No. 3 Buoy.
 2042 slipped and proceeded to sea
 2130 Joined convoy consisting of S.S. "RODI", S.S. "AL NIL"
 and S.S. "KNIGHT OF MALTA" bound for Alexandria.
- 10th. July. on passage to Alexandria.
 1630 one Italian reconnaissance plane sighted.
- 11th. Jul. on passage to Alexandria
 0430 convoy joined by H.M.A.S. "STUART"
 0850 H.M.S. "GROUCESTER" joined convoy.
- July 12th. on passage to Alexandria.
- July 13th. 0710 left convoy in company with H.M.S. "DIAMOND"
 0810 passed nets
 0850 secured alongside oiler "WAR KRISHNA", Alexandria Harbour.
 1300 slipped and proceeded to sea.
 1350 formed part of escort for H.M.S. "RAMBLISS"
- July 14th. on patrol with H.M.S. "RAMBLISS"
- July 15th. 0830 passed nets
 0905 secured alongside oiler.
 1245 shifted berth to "X" buoy, ship at 6 hours notice.
- July 16th. At Alexandria
- July 17th. At Alexandria
- July 18th. At Alexandria
- July 19th. 0535 slipped and proceeded to sea to act as target ship for
 aircraft torpedo firing.
 0817 firing completed and torpedoes recovered, returned to
 harbour.
 1104 secured alongside oiler
 1220 slipped and proceeded to sea to act as part of escort to
 H.M.S. "MALAYA", "ROYAL SOVEREIGN", and "EAGLE"
 1345 joined battleships and proceeded to patrol.
- July 20th. 0459 passed nets
 0610 secured alongside oiler "ALMA", Alexandria Harbour.
 0730 shifted to K3 buoy.
- July 21st. At Alexandria at 4 hours notice for steam.
- July 22nd. At Alexandria at 1 hours notice for steam
- July 23rd. At Alexandria at 1 hours notice for steam
- July 24th. 0000 slipped and proceeded to sea in company with H.M.A.S.
 "VAMPIRE" and H.M.S. "ORION" to carry out demonstration off
 Kastelorizo.
 2105 off Kastelorizo, nothing eventuated, parted company with
 "ORION" to return to Port Said.
- July 25th. 1200 embarked pilot off Port Said.
 1240 secured in B2 berth.
 2245 P.S. Worsley, Able Seaman, U.N. 22117, lost overboard
 from tug "ALBION" whilst returning from shore leave.
- July 26th. 0945 slipped and proceeded to sea as escort to H.M.S. "CHACLA"
 and H.M.S. "FIONA" to carry out dummy landing at Kastelorizo.

July 27th.....

~~SECRET~~

THE COMMANDING OFFICER, H.M.A.S. "VENDETTA"

31st. July, 1940

13/8

THE SECRETARY TO AUSTRALIAN COMMONWEALTH NAVAL BOARD.

WAR DIARY FOR MONTH OF JULY, 1940.

- July 27th. 0700 H.M.S. "ORION" in company.
2100 8 miles from Kastelorizo, set course for Port Said.
July 28th. on passage to Port Said.
July 29th. 0715 embarked pilot off Port Said.
0752 secured in #2 berth.
1050 slipped and proceeded in company with H.M.A.S.
"VAMPIRE" on passage to Alexandria
1902 Passed nets
1928 secured alongside oiler "ULNA"
2215 Shifted to K1 buoy.
July 30th. At Alexandria at 6 hours notice for steam.
July 31st. 1352 slipped and proceeded to sea to form part of screen
on H.M.S. "MALAYA", "ROYAL SOVEREIGN" and "EAGLE" for
patrol.
1500 took up position on screen.

From June 11th. to July 9th. Malta was bombed on nearly eighty occasions. The air raids made it necessary to do only the most essential items of refitting. It was decided not to fit the ventilating system although the trunking was made and the necessary holes cut in the bulkheads. However taken by and large the refit was carried out satisfactorily and the various dockyard departments did all in their power to fit us for sea in the shortest possible time.

The following signal was received in "Vendetta" after the completion of dockyard refit, 9th. July 1940.

TO. 19th. Division FROM. Captain (D) 10.

Following received from V.A.(M). begins:- D.(10) from V.A.(M). The amount of good work of every description done by Lieutenant Rhoades and the ships company of "Vendetta" since war broke out with Italy has been beyond praise. They have turned their hands to everything in true Australian fashion and produced astonishing results. I am proud of these units of my old squadron. Please repeat this signal to C-in-C when you are next in V/S touch with him. Ends
good work "Vendetta". 1500/12/7/40.



LIEUTENANT COMMANDER.
COMMANDING OFFICER.

~~SECRET~~

RESTRICTED

THE COMMANDING OFFICER, H.M.A.S. "VENDETTA"

1st. July, 1940

13/8.

THE SECRETARY TO AUSTRALIAN COMMONWEALTH NAVAL BOARD.

WAR DIARY FOR MONTH OF JUNE, 1940.

Submitted,

- June 1st. On passage to Malta from Marseilles with H.T.T. "TELMA"
1705 Convoy entered harbour, 1710 "Vendetta" entered harbour.
1725 secured alongside H.M.S. "PERHOY" at parlaterio wharf.
- June 3rd. De-ammunitioned ship, went into dockyard hands for refit.
- June 6th. Half of Ship's Company to Micasoli Range for Guard duties.
1 petty officer and 11 ratings to Micasoli Range Wireless
Station for Guard Duties.
- June 10th. Italy enters war. 2100, 1 officer and 12 ratings to join
S.S. "EL NIL" as armed guard.
- June 11th. Remainder of Ship's Company accommodated in No. 65 Refuge,
Corradino Tunnel, to assist in policing dockyard.
- June 12th. 1 S.A.A., 2 S.P.O.'s and 2 Stokers to Italian S.S. "CALISSA"
as armed guard.
- June 13th. 1200 Guard from S.S. "EL NIL" returned to ship.
1900 Guard from S.S. "CALISSA" returned to ship.
- June 15th. 0800 1 Leading Seaman and 10 ratings to H.M.S. "ST. ANGELO"
as working party.
1600 working party returned to ship.
- June 16th. 1300 established machine gun post on Fleet Education Centre
Building.
- June 17th. 1 officer employed diving for mine sinkers on sunken barge
at Naval Armament Store wharf.
- June 27th. 1 officer and 40 ratings to Marsa Sirocco to discharge
ammunition ship S.S. "MASIRAH"
- June 30th. 1700 working party returned from S.S. "MASIRAH" to ship
having completed discharge.

During period of refit Ship's Company employed generally in
Dockyard Defence. Torpedo party employed fitting charges for demolition
of Malta Dockyard.



LIEUTENANT COMMANDER.

RESTRICTED

THE COMMANDING OFFICER, H.M.A.S. "VENDETTA"

1st. June, 1940

13/8.

THE SECRETARY TO AUSTRALIAN COMMONWEALTH NAVAL BOARD.

WAR DIARY FOR MONTH OF MAY, 1940.

Submitted,

- May 1st. on passage from Gibraltar as escort to H.M.S. "MALAYA" and "ROYAL SOVEREIGN".
2015 left "MALAYA" and "ROYAL SOVEREIGN" in company with H.M.S. "ORION", "VELOX", "WATCHMAN" and H.M.A.S. "WATERHEN" bound for Malta.
- May 2nd. 0807 entered Grand Harbour.
0845 secured alongside Boathouse wharf.
- May 3rd. 2215 slipped and proceeded to sea in company with H.M.A.S. "WATERHEN" and "VOYAGER" to form escort for H.M.S. "RESOURCE" on passage to Alexandria.
- May 4th. on passage from Malta to Alexandria.
- May 5th. 1100 relieved of escort duties by H.M.A.S. "STUART" and H.M.A.S. "VAMPIRE". Set course for Malta in company with H.M.A.S. "WATERHEN" and "VOYAGER".
- May 6th. 1305 entered Grand Harbour, Malta
1325 secured alongside oiler "BOXOL"
- May 7th. 1920 slipped and proceeded in company with H.M.A.S. "WATERHEN" and H.M.A.S. "VOYAGER" to rendezvous with H.M.S. "WARSPITE" on passage to Alexandria.
- May 8th. 0500 passed four unknown destroyers steering E.S.E.
0625 took up position on screen to H.M.S. "WARSPITE" on passage to Alexandria.
- May 9th. 0935 entered Alexandria Harbour
- May 10th. 1050 secured alongside oiler "BRAMBLELEAF"
1345 shifted berth to alongside H.M.A.S. "VOYAGER" at 15 buoy.
- May 14th. 0835 slipped and proceeded for exercises with fleet off Alex.
1604 exercises completed, entered harbour.
1630 secured alongside oiler "BRAMBLELEAF"
1815 shifted berth to alongside H.M.A.S. "VOYAGER" at 15 buoy.
- May 15th. 0550 slipped and proceeded to sea for combined exercises with British and French Fleets.
- May 16th. During night carried out torpedo attack and shadowing exercise with light cruisers.
0650 completed exercise, returned to harbour.
0715 secured alongside oiler "ATHELINERS"
1030 shifted to Gabari Dry Dock for repairs.
- May 14th-22nd. in Gabari Dry Dock.
- May 22nd. 1130 commenced flooding dry dock.
1415 dock flooded
1440 left dock.
1515 secured at H buoy.
- May 23rd. 0700 slipped and proceeded to sea in company with H.M.S. "DIAMOND" as escort to H.M.S. "ROYAL SOVEREIGN" for exercises
1305 "ROYAL SOVEREIGN" entered harbour, proceeded to rendezvous with H.T. "TALMA" on passage to Malta.
1420 rendezvous with convoy, in company with H.M.S. "CALDON"
Weather good, wind NW 2-3, sea 11, visibility good.
- May 24th. 0615 H.M.S. "CALDON" left convoy.
- May 25th. 0600 H.M.S. "CALYPSO" joined convoy to assist as escort
2100 took station astern of convoy.
- May 26th. 0530 took station ahead of convoy.
1200 convoy entered Grand Harbour, Malta.
1205 "Vendetta" entered harbour, 1225 secured alongside H.M.S. "DAINTY" at Boiler wharf.
During convoy station was kept at 1200 yards from "Talma".
Nothing of interest occurred during convoy.
1900 slipped and....

THE COMMANDING OFFICER, H.M.A.S. "VENDETTA"

1st. June, 1940

13/8.

THE SECRETARY TO AUSTRALIAN COMMONWEALTH NAVAL BOARD.

WAR DIARY FOR MONTH OF MAY, 1940.

-May 26th. 1900 slipped and proceeded to sea to escort H.T. "TALMA" to Marseilles.
1930 picked up convoy off ST. Gino Light set course for Marseilles. Zig-zagging was carried out during daylight hours. Weather good, wind NW 1, sea 10, visibility good.
- May 27th. 1900 took station astern of convoy owing to low visibility which later developed into thick fog.
- May 28th. 0445 visibility improving, took station ahead of convoy.
- May 29th. 0820 convoy passed beam. 0825 "VENDETTA" entered harbour. 0835 secured alongside Mole I, Marseilles. Station was kept at 1200 yards from convoy throughout and nothing of interest occurred.
- May 30th. 0600 slipped and proceeded to sea to escort H.T. "TALMA" to Malta.
0715 joined convoy outside beam, set course for Malta. Weather *foul*, wind S.W. 8, sea 57, visibility good. 1045 passed two French Destroyers bound north.
- May 31st. on passage to Malta.



LIEUTENANT COMMANDER.

RESTRICTED

~~SECRET~~

THE COMMANDING OFFICER, H.M.A.S. "VENDETTA"

30th. September, 1940.

13/11

THE SECRETARY TO AUSTRALIAN COMMONWEALTH NAVAL BOARD.

WAR DIARY FOR MONTH OF APRIL, 1940.

Submitted,

- April 1st. At Malta, secured alongside Boathouse wharf.
- April 2nd. 0920 slipped and proceeded to sea in company with H.M.A.S. "STUART" to carry out A/S exercises with H.M. Submarine "OSWALD" off Malta. 1615 exercises completed, returned to Malta. 1825 secured alongside H.M.A.S. "STUART" at Boathouse wharf.
- April 5th. 0715 slipped and proceeded to sea in company with H.M.A.S. "WATERHEN" for sub-calibre concentration firing and A/S exercises. Unable to carry out concentration exercise owing to poor visibility. H.M.A.S. "WATERHEN" recalled to Malta before commencement of A/S exercises. A/S exercises cancelled, returned to Malta. 1330 secured alongside H.M.A.S. "STUART" at Boathouse wharf.
- April 8th. 0850 slipped and proceeded to sea in company with H.M.A.S. "STUART" on passage to Gibraltar. During forenoon carried out range and inclination exercises. 1953 ordered to return to Malta by Commander-in-Chief, Mediterranean, position at time, off Cani Rocks.
- April 9th. 1330 entered Grand Harbour. 1350 secured alongside H.M.A.S. "STUART" at Parlatoirio wharf.
- April 10th. 1300 slipped and proceeded to sea to rendezvous with H.M.S. "ARK ROYAL" and H.M.S. "GLORIOUS" escorted by H.M.S. "WESTCOTT" and H.M.S. "BULLDOG" in position $35^{\circ}N$ $20^{\circ}E$ at 0600 April 11th.
- April 11th. In rendezvous position but did not contact other vessels as they had passed through this position two hours earlier bound for Malta. Turned westward carrying out search for Danish and Norwegian merchant vessels. 1655 received orders from Commander-in-Chief, Mediterranean to proceed to rendezvous 0600 Delimara 15 miles. 2300 in rendezvous position.
- April 12th. 0005 ordered to return to Malta. 0146 entered harbour. 0226 secured at No. 3 Buoy.
- April 13th. Slipped and proceeded to sea at 1735.
- April 14th. 0800 arrived in area CK and commenced patrolling.
- 0900 exchanged identities with H.M.S. "CALYPSO".
- 1205 Spoke U.S. SHIP "ARTIGAS" from Naples to Poti in ballast, position $37^{\circ}45'N$ $16^{\circ}10'E$
- 1345 Spoke Italian ship "MERCALIERE" from Port Vecchio to Port Said, with general cargo. Position $37^{\circ}42'N$ $16^{\circ}10'E$
- 1640 Spoke U.S. Ship "NASHABA" from Genoa to Poti in ballast. Position $37^{\circ}47'N$ $16^{\circ}11'E$
- 1715 Spoke Egyptian ship "MEMPHIS" from Marseilles to Constantinople in ballast. Position $37^{\circ}47'N$ $16^{\circ}08'E$.
- 1805 Spoke Italian ship "TEVERE" from Massaya to Naples, with passengers and general cargo, position $37^{\circ}47'N$ $16^{\circ}08'E$
- 2030 Spoke Italian Hospital ship "CALIFORNIA" position $37^{\circ}34'N$ $16^{\circ}18'E$
- Weather throughout the day was fair, wind NW 3-4, sea 43, visibility moderate.
- April 15th.
- 0500 Spoke French Tanker "C.I.F." position $37^{\circ}46'N$ $16^{\circ}05'E$.
- 0640 Boarded Bulgarian ship "VANVA" from Alexandria to Marseilles. Released. In possession of Naval contraband control clearance for Alexandria. Position $37^{\circ}41'N$ $16^{\circ}11'E$.
- 0830 Spoke Italian ship "REMO" Port Said to Naples with general cargo. Position $37^{\circ}39'N$ $16^{\circ}14'E$
- 1045 Spoke Italian ship "ULISSES" from Barletta to Sfax in ballast. Position $37^{\circ}48'N$ $16^{\circ}11'E$
- 1100 Spoke Rumanian ship "JUL" from Marseilles to Constanta in ballast. Position $37^{\circ}46'N$ $16^{\circ}11'E$
- 1145 Spoke U.S. Ship "MERCALIBUR" from Genoa to Alexandria with general cargo and passengers. Position $37^{\circ}30'N$ $16^{\circ}11'E$
- 1745 Boarded British ship "GOLLY" from Sfax to Ravenna via Malta with full cargo of bulk phosphates. Released. French Naval clearance from Sfax taken. Position $37^{\circ}43'N$ $16^{\circ}20'E$.

SECRET

THE COMMANDING OFFICER, H.M.A.S. "VENDETTA"

30th. September, 1940

13/11

THE SECRETARY TO AUSTRALIAN COMMONWEALTH NAVAL BOARD

WAR DIARY FOR MONTH OF APRIL, 1940.

April 15th.

2125 Spoke Italian Barquentine "NUSA" coastwise. Position $37^{\circ}46'N$ $15^{\circ}58'E$.
Weather throughout the day was fair, wind NW 4, sea 31, visibility poor.

April 16th.

0040 Spoke Ship "CALIFAX". Nationality not ascertained, slipped into territorial waters before stopped.

0708 Stopped and boarded "Italian ship "REMAGNA" from Tripoli to Bari, in ballast, stopped night previous in Malta channel. Released.
Position $37^{\circ}37'N$ $16^{\circ}18'E$.

0740 Stopped and boarded Italian Ship "IRIS" from Bombay and Hamagooa via Port Said to Liverpool. Cargo Manganese ore, ground nuts and linseed. Released. Naval clearance from Port Said and Master's undertaking to proceed direct to Liverpool. Position $37^{\circ}40'N$ $16^{\circ}23'E$.

1450 Recalled to Malta.

2320 Secured alongside H.M.S. "DELHI" at Hamilton Wharf, Malta. Weather throughout the day fair, wind WSW 1, sea 01, visibility fair.

April 22nd. slipped and proceeded to sea to carry out bombardment practice on Filfla, torpedo firing on target, "H.M. "STUART", and A/S exercises with H.M. Submarine "OSWALD". During exercises received orders to proceed to Gibraltar. 1602 exercise completed, set course for Gibraltar.

April 23rd. on passage to Gibraltar, during first watch wind increased to WSW force 6, sea 23.

April 24th. Wind shifted WWS and increased to force 8, and speed was gradually reduced to 14 knots. 1125 weather moderating, increased to 17 knots.

April 25th. 0535 off Europa point. 0600 entered breakwater. 0615 secured at No. 26 rockets to oil.

April 26th. 1345 slipped and proceeded to sea for patrol off Cadiz and Huelva. 1830 arrived in patrol area and commenced patrolling.

April 27th. 1245 under orders from V.A.C.N.A. proceeded for patrol in areas W and Y. 1600 arrived in patrol area and commenced patrolling.

April 28th. 0240 obtained good submarine echo and hydrophone effect. 0258 echo verified, dropped first pattern, course 060° speed 16 knots Cape Trafalgar Light bearing 320° 5.8 miles. 0320 contact regained, 0336 dropped second pattern course 100° speed 12 knots Cape Trafalgar bearing 321° 6.2 miles. Contact maintained whilst reloading depth charges, 0515 dropped 3rd. pattern, course 094° speed $15\frac{1}{2}$ knots, Cape Trafalgar, 321° 6.2 miles 0520 H.M.S. "VELOX" joined in search 0830 having obtained no further contact resumed patrol. 0900 recalled to Gibraltar. 1043 entered breakwater. 1100 secured at No. 26 rockets.

1614 slipped and proceeded to sea in company with H.M.A.S. "WATCHMAN", H.M.S. "VELOX" and H.M.S. "WATCHMAN" to act as screen for H.M.S. "MALAYA" and H.M.S. "ROYAL SOVEREIGN" on passage to Alexandria. 1750 took up position P, screening diagram No. 4.

April 29th. on passage to Alexandria, weather fine.

April 30th. on passage to Alexandria, weather fine.

LIEUTENANT COMMANDER.

RESTRICTED

~~SECRET~~

The Commanding Officer H.M.A.S. "Vendetta".

4th October 1939

84/8

The Secretary to the Naval Board.

(Copy to Commodore Commanding H.M.A. Squadron.)

LETTER OF PROCEEDINGS.

Submitted,

The following proceedings of H.M.A. Ship under my command during the Month of September 1939, are forwarded in accordance with Article 1132 K.R. & A.I.

September 2nd.

At 0100 H.M.A.S. "Vendetta" slipped from Garden Island and proceeded to carry out A/S Patrol outside Sydney, returning to berth at Garden Island at 1035.

September 3rd.

At 0900 H.M.A.S. "Vendetta" proceeded to sea to carry out A/S Patrol off Sydney. At 2050 Signal was received "War Declared on Germany" and at 0015, 4th September, ship was ordered to proceed to a position 090 Port Stephens 100 miles to intercept possible Enemy Merchant Ships or Raiders.

At 0530 S.S. "Speybank" was sighted and identified. The Trade Routes were closed at sunset and ship returned to Datum Position at 0400, 5th September. About 1330 S.S. "Somerset" was sighted and identified. The procedure of closing on the Trade Routes was exercised at Sunset.

At 1300, 6th September, H.M.A.S. "Vendetta" made a rendezvous with H.M.A.S. "Canberra" off Sydney to carry out sub-calibre firings. On completion of firings ship returned to Sydney and secured alongside Garden Island at 1600.

September 8th.

Carried out Full Calibre Firings off Sydney, returning to harbour on completion.

September 10th.

At 0041 H.M.A.S. "Vendetta" proceeded to sea from Garden Island to carry out A/S Patrol off Sydney, returning to harbour at 1135.

September 11th.

At 1330 H.M.A.S. "Vendetta" proceeded to sea to carry out exercises in company with H.M.A. Ships "Canberra", "Stuart" and "Waterhen". Ship carried out Day and Night sub-calibre firings and on completion of Night Encounter Exercise at 2115 H.M.A.S. "Vendetta" proceeded to Newcastle, securing alongside No.2 Kings Wharf at 1100 on Tuesday, 12th September. Short Leave was granted on Tuesday and Wednesday nights at Newcastle.

September 14th.

At 0800 H.M.A.S. "Vendetta" slipped from Kings Wharf and proceeded to rendezvous with H.M.A. Ships "Stuart" and "Waterhen" off Sydney, to carry out Full Calibre Firing, returning to berth alongside Garden Island on completion.

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September 19th.

At 0930 H.M.A.S. "Vendetta" proceeded to sea and carried out Range & Inclination Exercise with H.M.A.S. "Canberra" and at 1330 carried out two runs of sub-calibre firing in company with H.M.A. Ships "Stuart" and "Waterhen". At 1443 H.M.A.S. "Vendetta" anchored in Watsons Bay.

At 1700 ship weighed and proceeded, joining company with H.M.A.S. "Adelaide" outside Sydney at 1730 on passage to Melbourne. During the night, Night Lookout Exercises were carried out with H.M.A.S. "Adelaide".

September 20th.

A.M. Carried out Range & Inclination Exercises with H.M.A.S. "Adelaide".

P.M. Ran High Speed Mine Sweep.

During the afternoon and night very heavy weather was encountered.

September 21st.

At 1225 H.M.A.S. "Vendetta" secured alongside Nelson Pier, Williamstown, and fueled 121 tons. On completion ship proceeded to Princes Pier, Port Melbourne, securing alongside at 1618.

September 22nd.

At 0917 H.M.A.S. "Vendetta" proceeded to Port Phillip to carry out Day and Night firings with Gunnery School Classes from Flinders Naval Depot. Ship secured alongside Princes Pier on completion at 2015.

September 23rd.

At 0912 H.M.A.S. "Vendetta" slipped and proceeded to Port Phillip to carry out Gunnery School firings, securing alongside Princes Pier at 1328.

From Monday, 25th September, to Thursday, 28th September, H.M.A.S. "Vendetta" carried out Harbour Drills, Sub-Calibre firings, Torpedo firings, Exercised Armed Boarding Boat and landing Armed Platoon, Lectures on Anti-Gas Drill and Decontamination.

September 28th.

At 1200 H.M.A.S. "Vendetta" slipped and proceeded on passage to rendezvous with H.M.A. Ships "Stuart" and "Waterhen" off Sydney at 0900 on Saturday 30th September.

On passage one Ordinary Seaman R.A.N.R. was landed at Eden on Friday, 29th September, to undergo an operation at Pambula Hospital for Acute-appendicitis, Surgeon Lieutenant E.Hull R.A.N.R. performed a successful operation.

September 30th.

Carried out A/S Exercises off Sydney in company with H.M.A. Ships "Stuart" and "Waterhen", on completion securing at Destroyer Trot at 1310.

Remarks.-

Action Stations have been exercised frequently during the month and the efficiency of the ship's company has greatly improved. The Sub-calibre and Full Calibre firings have been very satisfactory.

A. L. Grant

Lieutenant Commander.