

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

**HMAS VENDETTA**

**Item number: 352/15**

**Title: January-December 1978**



AWM78-352/15

RESTRICTED

1/16/3

HMAS VENDETTA  
At Sydney

31st January, 1978

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For Information

The Commander, SECOND AUSTRALIAN DESTROYER SQUADRON

HMAS VENDETTA -- REPORT OF PROCEEDINGS -- 6TH -- 31ST  
JANUARY 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA, under my command, for the period 6th-31st January, 1978. The time zone used for all times is Lima (-11).

GENERAL

2. At 0900 on Friday, 6th January, I assumed command of HMAS VENDETTA from Captain B.G. Dunn, RAN.

3. On Monday 9th January, at 1130, I called on the Commander of the Second Australian Destroyer Squadron, Captain N.E. Lee, RAN. On Tuesday 31st January, I called on you, Sir, at Fleet Headquarters.

4. Throughout the month HMAS VENDETTA has been undergoing an Assisted Maintenance Period, and the opportunity has been taken to allow large numbers of the ship's company to take seasonal and outstanding leave. A number of officers and sailors have been undergoing courses during the period and on 24th January, a depleted ship's command team spent a most stimulating day at the Tactical Trainer at HMAS WATSON.

5. HMAS VENDETTA stayed alongside the North East Cruiser Wharf Garden Island in order to make use of the crane facilities until Thursday 16th January, when the ship was cold moved starboard side to alongside HMAS PERTH at the Escort Maintenance Berth remaining there for the rest of the month.

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6. HMAS VENDETTA dressed ship on Australia Day, Thursday 26th January and again on Monday 30th January, 1978.

WEAPONS AND ELECTRICAL ENGINEERING

7. Maintenance has progressed very satisfactorily during the quarter although assistance had to be sought from HMAS WATSON for communications and EW equipment maintenance because leave commitments and postings severely reduced ETC manpower resources.

8. During the month the Dockyard completed the removal and re-installation of G2 turbo-generator (URDEF 65/79). The generator was ready for load trials by the end of the month, but these had to await the reassembly of the steam systems in A-Boiler Room.

9. A big effort has been made by the Dockyard to restore the serviceability of outfits UA3 and FH5 (URDEFS 45/79, 59/79 and 66/79) and, although work was not complete at the end of the month, there is a good prospect that both outfits will be partly operational at the end of the AMP or soon after.

MARINE ENGINEERING

10. A large amount of planned and defect maintenance has been completed considering the limited number of hands available.

11. The month culminated in a successful Basin Trial on all machinery with the exception of 'A' Boiler and connecting systems to G2 Turbo-Generator which were still in Dockyard hands. The inability of the Dockyard to complete the work within the required time parameters has again meant a very tight trials programme.

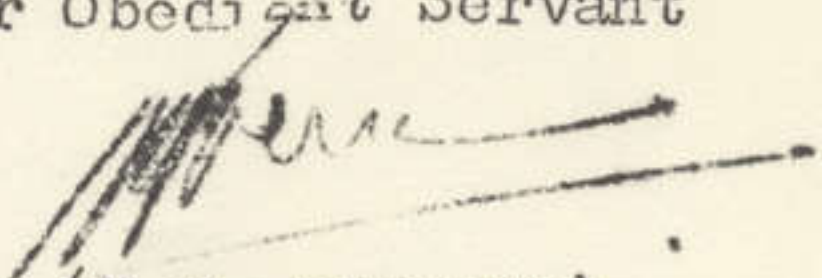
HEALTH, WELFARE, CONDUCT AND MORALE

12. The health, welfare and conduct of VENDETTA's ship's company remains good and morale is high as the leave and maintenance period draws to a close.

I have the honour to be,

Sir,

Your Obedient Servant

  
(M.R. FREEMAN)  
Commander, RAN  
Commanding Officer

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ANNEX A TO HMAS VENDETTA  
LETTER 1/16/3 DATED  
31st JANUARY, 1978

STEAMING RETURN

Distance Steamed during the month:	Nil
Hours underway during the month:	Nil
Distance steamed since first commissioning:	617,164.6
Hours underway since first commissioning:	43,091 10/60

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ANNEX B TO HMAS VENDETTA  
LETTER 1/16/3 DATED 31st  
JANUARY, 1978

EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>HOURS</u>
<u>Communications</u>		
Navcommex 301	2	2
Morse Reception Ex (MMX)	20	8
Flashing Ex (FRX)	4	2
Semaphore Ex (SRX)	4	2
<u>Diving</u>		
Directional Signalling	1	23 mins.
Recovery of Pipe	1	42 mins.
Screw Clean	1	36 mins.
Recovery of Lost Watch	1	16 mins.

One officer passed the Ship's Diving Officer's Course.

Five members of the Ship's Company completed their preliminary Diving Tests, and are currently awaiting Ship's Divers Courses.

Action Information Organization

Tactical Team Training (Carried out in the AIOTT, HMAS WATSON)	1	7½ Hrs.
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NBCD

Testing of NBC Protective Masks	2	6 Hrs.
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HMAS VENDETTA  
At Sea

5th March, 1978.

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For Information

The Commander, SECOND AUSTRALIAN DESTROYER SQUADRON

HMAS VENDETTA - REPORT OF PROCEEDINGS - FEBRUARY, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA, under my command, for the month of February, 1978. Time zones used throughout are Lima (-11).

GENERAL

2. At the start of the month VENDETTA was berthed outboard of HMA Ships PERTH (Captain H.P. Berger, MVO, RAN) and STALWART (Captain D.J. Orr, RAN) at the EMS Mooring, Garden Island. The ship's Assisted Maintenance Period, which had commenced on 13th December, 1977, was nearing completion and most of the ship's company had taken seasonal leave over the Christmas/New Year period.

3. In the early hours of Saturday, 4th February, an anonymous telephone call was received warning of an on-board bomb threat. Pre-planned responses were initiated and fortunately the call proved to be a hoax. HMAS VENDETTA letter 52/31/1 of 10th February, 1978, refers.

4. Before putting to sea for the first time in 1978 VENDETTA secured to Number 3 Buoy off Garden Island at 0830 on Monday, 6th February, and topped up with ammunition. Emergency Stations and Leaving Ship Stations were exercised before the ship proceeded to sea at 1300. Internal drills and shiphandling were exercised on passage to the Jervis Bay exercise areas.

5. VENDETTA's primary task for the period 6th - 24th February was the training of Anti Submarine Air Controllers (ASAC). Exercises were biased towards this task and were enhanced by the presence of a submarine for much of the time. Unfortunately, the planned number of aircraft control hours was significantly reduced due to aircraft unserviceabilities. The weather conditions, although most pleasant, were far from ideal for anti-submarine exercises with a sharp negative thermocline as shallow as 20 metres severely limiting sonar detection ranges. In addition to ASAC training the ship took part in CASEX's, gunnery and RAS exercises and multi-ship manoeuvres. These all proved of benefit to the ship as a shakedown after seven weeks in harbour. Manoeuvres in company proved of special value in assisting in the training of the large numbers of junior officers born.

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6. After completion of replenishment with HMAS SUPPLY (Captain J.B. Snow, RAN), the first replenishment at sea for HMAS VENDETTA since an unsuccessful attempt on 14th March, 1977, the ship entered Sydney Harbour on Friday, 10th February, in company with HMAS STUART (Commander W.E. Rothwell, RAN), berthing on HMAS YARRA (Commander W.S.G. Bateman, RAN) at 1000.

7. At 1200 on Friday, 10th February, I had the honour of being your guest to luncheon, Sir, in the Flagship HMAS MELBOURNE (Commodore R.C. Swan, CBE, RAN).

8. The ship remained at Sydney until 1030 on Monday, 13th February, when she proceeded to sea in company with HMAS STUART. The following five days were similar to those of the preceding week with VENDETTA participating in various serialized exercises (in accordance with EAXP 7/78) and with priority again being devoted to ASAC training. More aircraft controlling time eventuated and sufficient hours were accrued to fully qualify three out of the four ASAC students.

9. On Thursday, 15th February, VENDETTA participated in HMAS TORRENS (Captain N. Ralph, DSC, RAN) Final Battle Problem, together with HMA Ships PERTH, VAMPIRE (Captain N.E. Lee, RAN), STUART and SUPPLY.

10. During the forenoon of Friday, 17th February, VAMPIRE and VENDETTA fuelled from SUPPLY before entering harbour in Procedure Alpha (AFGO Articles 0403 - 0416). The requirement for SUPPLY to berth sternfirst at West Dock Wall meant a considerable delay before VENDETTA was able to proceed alongside HMAS HOBART (Captain P.G.N. Kennedy, RAN) at the South End of Cruiser Wharf. In the light wind conditions prevailing little problems were encountered remaining clear of the Sydney Harbour traffic lanes during the delay.

11. VENDETTA had been assigned to a third week of ASAC training but it was not considered cost effective to send the ship to sea to fully qualify the one remaining ASAC student, a RNZN sailor, who would in any event be given the opportunity on reversion to the RNZN. Instead, VENDETTA remained in harbour for the period Friday 17th to Monday 27th February, and the ship's Command Team attended the briefing lecture given by the Australian Joint Anti Submarine School for JUC 98 at HMAS WATSON. Opportunity was also taken to change the 170 sonar transducer (see paragraph 15) and to repair minor defects which had arisen during the previous two weeks. Satisfactory progress on ships husbandry and overall cleanliness was achieved and a considerable improvement was reflected in the state of the tween decks.

12. VENDETTA, in company with VAMPIRE, departed Sydney at 1000 on Monday, 27th February, for Phase 3 of JUC 98; a series of exercises orientated towards Anti-submarine Warfare, with RAN surface, sub-surface and air participants as well as detachments from the RAAF and RNZAF. Monday was spent in company with VAMPIRE but a defect in VENDETTA's Type 170 sonar (URDEF 75/79) necessitated a hasty withdrawal from Tuesday afternoon's series and a return to Sydney to effect repairs. The ship berthed outboard of HMAS STUART at 1720 on Tuesday, 28th February, and ship's staff and members of the Fleet Maintenance Unit (FMU) commenced work on the defect at once.

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/Repairs

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13. Repairs were completed expeditiously and the ship was ready to sail at 0805 on Wednesday, 1st March, to resume her exercise commitments.

#### WEAPONS AND ELECTRICAL ENGINEERING

14. Trials of G2 turbo-generator were successfully completed between 1st - 5th February after the complete replacement of that generator (URDEF 65/79). During these trials, while changing over from shore to ship supplies through the 'Ship Alongside' Connection, K4 generator isolating switch and one busbar interconnector switch were damaged. Repairs were effected by ship's staff with Garden Island Dockyard assistance during the following 48 hours (URDEF 70/79). A report on the circumstances leading up to this incident was forwarded in HMAS VENDETTA letter 98/49/1 of 10th February, 1978.

15. During the period 20th - 24th February, the sonar 170 transducer was replaced after investigations into poor sonar performance revealed an unsatisfactory receiver vertical beam pattern. Although the new transducer was successfully trialled it failed completely when used for the first time on 27th February. Priority 1 URDEF 75/79 was raised and the ship returned to Sydney where the transducer and its associated cable were replaced in eight hours with the assistance of FMU.

16. A further step was made in restoring the ship's EW capability when outfit UA3 was set to work in the E/F, G/H and I bands early in the month (URDEF's 45/79 and 59/79). However, repairs to outfit FH5 had still not been completed by GID at the end of the month.

#### MARINE ENGINEERING

17. The late installation of G2 generator (URDEF 65/79) called for a major effort in reassembling and setting to work 'A' boiler room. However, trials were completed by 1500 Sunday, 5th February, and the ship was ready to proceed to sea the following day.

18. All main and auxiliary machinery settled down quickly and to date only minor mechanical defects have caused any problems.

19. The availability of the correct spares and ready access to suitable transport is of continuing concern.

20. Training is progressing well with the ship now running and sailors are taking an enthusiastic interest in progressing their task books and obtaining the necessary certificates.

#### HEALTH, WELFARE, CONDUCT AND MORALE

21. The health, welfare, conduct and morale of the ship's company remains high. The Hazards, Survey and Inspection Team met on 15th February.

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I have the honour to be,

Sir,

Your Obedient Servant



(M.R. Freeman)  
Commander, RAN  
Commanding Officer

Annexes : A. Steaming Return  
B. Exercise Return

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ANNEX A TO HMAS VENDETTA  
LETTER 1/16/3 DATED  
5TH MARCH, 1978

STEAMING RETURN

Distance steamed during the month: 2,781.5 miles  
 Hours underway during the month: 230 48/60  
 Distance steamed since first commissioning: 619,946.1 miles  
 Hours underway since first commissioning: 43,312 58/60

PERIODS IN EXCESS OF  
FAST ROUTEING SPEED

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REASON</u>
06FEB78	20	2 Hrs 31 mins	To make EAXP R/V
08FEB78	24	1 Hr 12 mins	To make EAXP R/V

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EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>HOURS</u>
1 MINIWAR	1	5½
N/N HMAS TORRENS FBP	1	4
<u>SEAMANSHIP AND GENERAL</u>		
9 STEERING GEAR BREAKDOWN DRILLS	4	1
10 OOW MANOEUVRES	6	11¼
12 RASAPS (D)	3	1¼
14 RAS (L)	2	6
N/N RAS (L) TOKIN	1	1½
20 HELO TRANSFER (MEDEVAC)	1	1¼
23 STREAM UNIFOXER	1	1½
24 MAN OVERBOARD DRILLS	10	3¼
25 SCREENPLAY/SCREENEX	8	38
N/N SEABOAT DRILLS	1	¼
<u>NAVIGATION</u>		
29 BLIND PILOTAGE	6	6¾
30 MINITRANS	3	2½
31 FORMATION ANCHORAGE	1	1½
H/N NGS FIXING TEAM WORKUP	1	2
<u>AIO</u>		
32 STX	1	¾
36 RAINEX/GOPEX	3	8
H/N AIOX	1	6
N/N VCD	1	1½
<u>ASW</u>		
45 CASEX A2	1	2
46 CASEX A3	1	2
48 CASEX C1	1	1½
49 CASEX C2	8	25½
56 LIGHT MORTAR FIRING	1	1¼
H/N CASEX A6	2	6½

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GUNNERY

134 AA1	2	$2\frac{1}{4}$
136 AA3 (D)	1	$\frac{3}{4}$
150/151 SU 1/2	1	2
152 SU 3	1	$2\frac{1}{2}$
161/163 NGL/3	3	$4\frac{5}{4}$
N/N BARREX	1	$\frac{1}{4}$
N/N SALUTING GUN PRACTICE	1	$\frac{1}{4}$

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HMAS VENDETTA  
At Sea.

5th April, 1978.

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For Information

The Commander, SECOND AUSTRALIAN DESTROYER SQUADRON.

HMAS VENDETTA - REPORT OF PROCEEDINGS - MARCH, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA, under my command, for the month of March, 1978. Time zones used were Zone Lima (-11) until 0200L 5th March thence Zone Kilo (-10).

GENERAL

2. At the beginning of the month VENDETTA was berthed outboard of HMAS STALWART (Captain D.J. Orr, RAN) at the EMS Mooring, Garden Island. The ship had returned to harbour late the previous afternoon with a defective Sonar Type 170 transducer. As a result of the combined efforts of the ship's staff and Fleet Maintenance Unit the transducer was exchanged and the defect rectified during the night and VENDETTA sailed at 0800 on 1st March.

3. The ship rendezvoused with HMAS VAMPIRE (Captain N.E. Lee, RAN) at 1200 that afternoon and Phase III of JUC 98 was resumed. Phase III consisted of serialized exercises in accordance with EAXP 9/78 and at various times VENDETTA was in company with HMAS MELBOURNE (Commodore R.C. Swan, CBE, RAN), HMAS SUPPLY (Captain J.B. Snow, RAN), HMAS VAMPIRE, HMAS PERTH (Captain H.P. Berger, MVO, RAN), HMAS TORRENS (Captain N. Ralph, DSC, RAN), HMAS STUART (Commander W.E. Rothwell, RAN) and HMAS OTWAY (Lieutenant Commander R.R.H. Fayle, RAN).

4. The serialized exercises continued until 1100 on Friday, 3rd March when VENDETTA and VAMPIRE, constituting the larger surface units of Orange Force, detached and cleared to the north, marking the commencement of Phase IV of JUC 98. Phase IV consisted of an open ocean multi-threat exercise which escalated from a cold war to a hot war situation.

5. At 0630 Saturday 4th March VENDETTA, in company with VAMPIRE as Officer in Tactical Command, proceeded to harass Blue Force consisting of five RAN, three RCN and one RNZN ship. Harassment was intended to provoke a hostile act by Blue. The encounter was broken off after two hours with inconclusive results. Later that evening, VENDETTA and VAMPIRE rendezvoused with HMA Ships BOMBARD, ATTACK and ADVANCE; manned by RAN Reservists; and together conducted a simulated gun and missile attack on the 'enemy' force during the early hours of Sunday morning. On completion

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At this engagement VENDETTA, still in company with VAMPIRE, detached and returned to Sydney to fuel. VENDETTA berthed at the North End Fitting Out Wharf at 1200 and, soon after, received VAMPIRE outboard.

6. VAMPIRE put to sea on completion of fuelling at 1430 and VENDETTA followed at 1630. Entering and leaving Sydney Harbour on a fine Sunday during the boating season presented a beautiful scene but the avoidance of small craft, apparently oblivious of risk, was somewhat nerve racking. Each ship conducted independent passages down the coast and rendezvoused to the south east of Jervis Bay at 0100 on Monday, 6th March. Soon after, Blue Force was closed and engaged. Unfortunately, VAMPIRE suffered a mechanical defect which necessitated her retiring from the exercise. On completion of the action VENDETTA withdrew to the south in an attempt to lose herself from Blue. This proved only partially successful due to Blue's air surveillance activity. Some deception was achieved with the ship disguised with merchant ship lighting before a suicidal dash was made for the enemy. It was considered that an element of tactical advantage was achieved over the first group of ships before VENDETTA was overwhelmed and outranged by missiles from PERTH. The final Phase of JUC 98, during which the ship joined the Blue Forces, consisted of an opposed departure by Blue Forces from Jervis Bay, a holding operation, an Air Weapons Turn-around and Load-out Exercise (AWTALOX) by HMAS MELBOURNE, Naval Gunfire Support (NGS) and SAG operations by escorts, conducted in a multi-threat Hot War situation. During this phase opportunity was given to conduct a live surface firing at a hulk target (ex Oil Fuel Lighter). During the afternoon of Wednesday, 8th March, VENDETTA was detached to form a Surface Attack Group in company with HMCS RESTIGOUCHE and HMNZS WAIKATO and proceeded to engage the target at maximum effective range closing to 12,500 yards. Numerous hits were observed at all ranges but the target did not sink. VENDETTA closed to 4,000 yards and then to 1,000 yards to administer the coup de grace, however in spite of an increasing list the hulk remained afloat. This exercise showed how difficult it was to sink a vessel by gunfire.

7. With JUC 98 completed, participating units entered Sydney Harbour on the morning of Friday, 10th March, and VENDETTA berthed outboard of HMAS HOBART (Captain P.G.N. Kennedy, RAN) at the South End Cruiser Wharf at 0930. The ship then commenced a Self Maintenance Period which lasted until 20th March.

8. The ship sailed for Melbourne on 20th March in most unpleasant conditions caused by a strong easterly gale and intermittent rain. An uncomfortable passage was made down the New South Wales coast until the seas could be brought astern on rounding Gabo Island. Fog which closed in shortly before reaching Point Lonsdale, and a mechanical failure combined to make the ship 1 3/4 hours late berthing at Williamstown Naval Dockyard. The ship only stayed long enough to embark personnel from Navy Office and the Dockyard, and ratings from HMAS CERBERUS, before proceeding for a days ship familiarization on Port Phillip Bay. The night was spent alongside at Williamstown Dockyard and then on Thursday another party of observers were embarked for a Shopwindow day at sea. During the two days a total of 211 visitors were shown over the ship and were witnesses to small arms and 40/60 Bofor firings, and seamanship evolutions. On completion, VENDETTA berthed at Station Pier, Hobsons Bay at 1500 on Thursday, 23rd March. Soon after

What dates?

/arrival

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Arrival I called on the Naval Officer in Charge, VICTORIA, Commodore J.H.D. Smythe, ADC, RAN.

9. HMCS PROVIDER arrived in Melbourne on Thursday, 23rd March, and it was with pleasure that a number of my officers and I attended a Cocktail Party onboard that evening. A close liaison was maintained with PROVIDER throughout the weekend. On Saturday evening my Chief Petty Officers hosted a Cocktail Party onboard to which they invited representatives of, the various clubs that had offered honorary membership to the ship's company, Canadian Warrant and Chief Petty Officers, friends and relatives. I hosted a dinner party onboard at which Commander F.G. Evans, RAN(Retd), Federal President of the Navy League, and Lady, Lieutenant Commander O.V. Dimmitt, RANVR(Retd), Secretary of the Victorian Branch of the Navy League, and Mrs. Dimmitt, Commander D.P. Mears, RN, Executive Officer HMAS CERBERUS and Mrs. Mears and Lieutenant Commander J.H. Speed, DSC, RAN, Personnel Services Officer and Mrs. Speed were my guests.

10. The ship remained in Melbourne until Tuesday, 28th March, and this provided a good opportunity for long weekend leave to be granted to members of the ship's company with families in the area. For the remainder of the ship's company the stay proved a quiet one with little activity in Melbourne over the Easter weekend. The ship was open to visitors on Saturday and Sunday afternoons and a total of 3545 people looked over the ship (HMAS VENDETTA's RTT 260212Z and 260728Z MAR78).

11. The ship sailed at 0830 on Tuesday, 28th March, with thirty six members of the Victorian Industrial Mobilization Course (IMC) embarked including their Director of Studies, Colonel W.D. Petrass, and Chairman, Air Vice Marshall L.J.K. Holter (Retd). For the benefit of our distinguished visitors SHOPWINDOW type exercises were carried out in Port Phillip Bay and on clearing Point Lonsdale the ship was joined by HMAS ATTACK (Lieutenant R.F. Vanbodegraven, RAN) when Officer of the Watch and heaving line transfer manoeuvres were exercised. At 1500 VENDETTA entered Western Port and at 1600 transferred the IMC members to HMAS CERBERUS boats off Sandy Point.

12. The weather had improved since the previous week and the return passage to the Jervis Bay Exercise Areas proved uneventful. VENDETTA rendezvoused with HMA Ships SWAN (Commander A.M. Carwardine, RAN) and YARRA (Commander W.S.G. Bateman, RAN) at midnight on Wednesday, 29th March, and during the next two days exercised in accordance with EAXP 13/78 prior to berthing at West Dock Wall, Garden Island, at 1000 on 31st March.

#### WEAPONS AND ELECTRICAL ENGINEERING

13. The maintenance and the serviceability of equipments and systems has demanded a considerable effort during this month. Nevertheless, the only exercise commitments missed were mortar firings during the second half of the month. This was as a result of a burnt out 54-pin Cannon connector in the mortar control circuits (URDEF 81/79).

/14. Safety

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14. Safety Firing Arcs of all three turrets were re-aligned once again during the month and then successfully checked by RANTAU. This became necessary after the safety firing equipment in all turrets had been restored to drawing specifications with the completion of INDEFS 98/79 and 99/79 for the manufacture of standard components.

15. Very little progress has been evident on the repairs by Garden Island Dockyard of H.F.D/F outfit FH5 during the month (URDEF 66/79). Regular assurances have been given that work is progressing, but little expertise is apparently available for the repairs of this equipment. It is now 10 months since this equipment was first reported as INDEF 34/79 and three months since it was upgraded to an URDEF.

#### MARINE ENGINEERING

16. The main engines stood up well to the high speeds required during exercises at the beginning of the month and the opportunity was taken at the end of the month to carry out a successful Full Power Work-up.

17. A large amount of essential maintenance has to be carried out each weekend to enable the ship to run satisfactorily during the week and this puts a strain on personnel. This maintenance is attributed to the continual flashing up and closing down of the steam systems engendered by weekly running. The problems with spare parts as stated last month continue to cause concern. A meeting of all interested parties was held on 13th March to try and resolve the difficulties but little progress was made.

#### TRAINING

18. A Promotion Board for Section One, Parts One and Two, was held during the month with twelve candidates for higher rank. Of these, six candidates gained passes in both parts. A further seven Junior Sailors successfully undertook Part 3 Category Tests.

19. Marine Engineering training is progressing steadily but, with an influx of 12 young Seaman Ranks during the latter part of the month from HMA Establishments NIRIMBA and CERBERUS, a period of consolidation is necessary before they can start their Task Books in earnest. A similar situation exists in the Weapons and Electrical Engineering Department where 5 Seaman Rank trainees are as yet ineligible to commence progression of their Task Books.

20. Officers training has involved a continuing heavy workload during the month, with six Stage IV officers progressing completion of their Task Book requirements, and a further five Stage II officers undergoing seamanship and departmental training. Three officers completed the Junior Officers Tactical Course (901434) at HMAS WATSON, gaining a particularly valuable tactical grounding in the nine days involved. One officer undertook the Public Relations Course (901518) during the month.

/HEALTH

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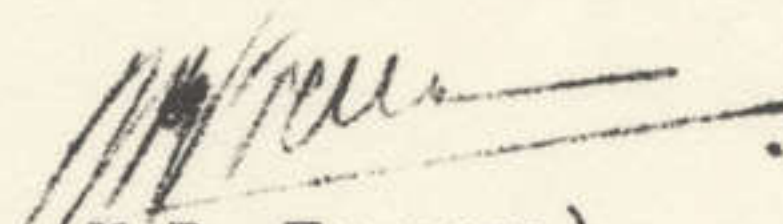
HEALTH, WELFARE, CONDUCT AND MORALE

21. The health, welfare and conduct of the ship's company are good. However, the increase in incidents caused through over indulgence in alcohol gives rise to some concern. The already high morale received a lift on the 13th March when it was learnt that the ship had won the Pakistan Shield for sporting prowess during 1977. The ship's Welfare Committee met once during the month and the Hazards, Survey and Inspection Team met twice.

I have the honour to be,

Sir,

Your Obedient Servant

  
(M.R. Freeman)  
Commander, RAN  
Commanding Officer

Annexes : A. Steaming Return  
B. Exercise Return

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STEAMING RETURN

Distance steamed during the month	4923.7 miles
Hours underway during the month	374.51/60 hours
Distance steamed since first commissioning	624,869.8 miles
Hours underway since first commissioning	43,687 49/60 hours

PERIODS IN EXCESS OF FAST FOUTEING SPEED

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
5MAR78	20-28 knots	2 hours 15 minutes	JUC 98 transit
6MAR78	20 knots	1 hour 5 minutes	JUC 98 NEX
7MAR78	22-28 knots	9 hours 35 minutes	JUC 98 NEX
7-8MAR78	22-28 knots	4 hours 9 minutes	JUC 98 NEX

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Annex B to HMAS VENDETTA letter  
1.16.3 dated 5th April, 1978.

EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>HOURS</u>
<u>Seamanship and General</u>		
N/N Shopwindow	3	16 31/60
N/N JUC 98	1	149 58/60
N/N Seaboat Drills	1	6/60
9 Steering Gear Breakdown	1	3 37/60
10 OOW Manoeuvres	3	4 59/60
11 Danbuoy Lay/Recover	1	1 26/60
12 RASAPS	2	30/60
13 Jackstay (P)	2	17/60
14 RAS(L)	3	2 52/60
19 TOWEX	1	2 45/60
20 Helo Transfer	4	35/60
24 Man Overboard Drills	6	1 9/60
25 SCREENPLAY/NSIC	4	28 36/60
N/N Anchor Work Training	1	4 17/60
N/N Heaving Line Transfer	1	16/60
<u>Navigation</u>		
N/N Log Calibration	1	1 28/60
N/N Pilotage Training	1	4 17/60
29 Blind Pilotage	15	17 21/60
<u>AIO</u>		
36 GOPEX/RAINEX	1	2
37 ARRX	1	3
39 ADEX	1	4
<u>ASW</u>		
49 CASEX	7	23
56 Light Mortar Firing	1	20/60
<u>Gunnery</u>		
134 AA1	1	1
136 AA3	1	1 30/60
158 SU9	2	6
159 AACRF(BUS)	1	30/60
160 SUCRF(BUS)	2	1
161 NGL	1	2
168 NGS	1	30/60
5 NEX	3	10
N/N Small Arms Firing	4	2
N/N Starshell Firing	1	30/60
N/N Chaff C Firing	2	30/60

/Diving

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Page 2 to Annex B to HMAS VENDETTA  
letter 1.16.3 dated 5th April, 1978.

Diving

N/N Hull Maintenance  
N/N Bottom Search

2  
1

4 30/60  
1

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1/16/3

HMAS VENDETTA,  
At Sydney.

5th May, 1978.

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

For Information:

The Commander, SECOND AUSTRALIAN DESTROYER SQUADRON.

HMAS VENDETTA - REPORT OF PROCEEDINGS - APRIL, 1978.

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA, under my command, for the month of April, 1978. Time zone used throughout is Zone Kilo (-10).

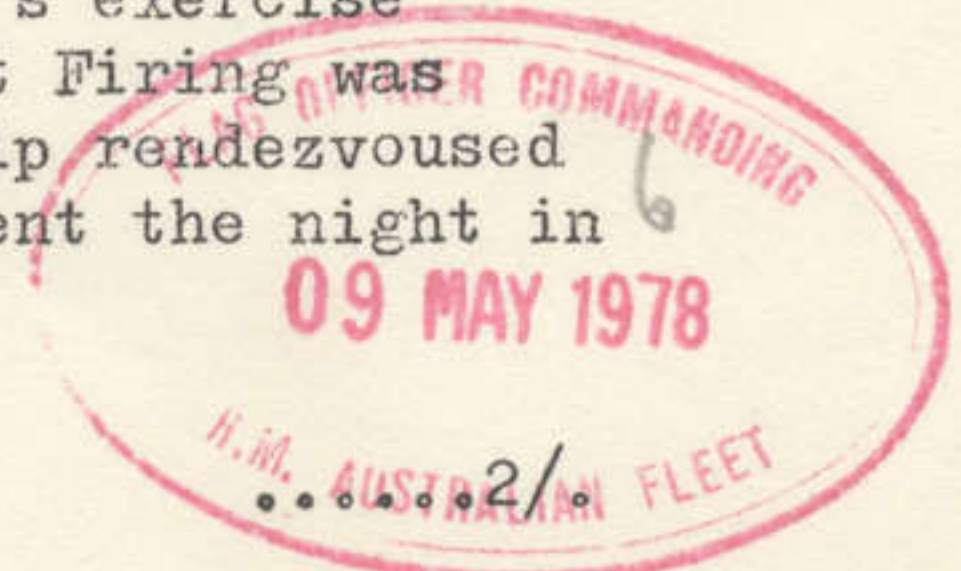
GENERAL

2. HMAS VENDETTA had returned from Melbourne on the morning of Friday 31st March and the first two days of April were spent berthed at the West Dock Wall, Garden Island.

3. The ship sailed at 1000 on Monday 3rd April for the Jervis Bay Exercise Areas with the primary commitment being the training of four Anti-Submarine Aircraft Controllers (ASAC). A number of internal exercises were conducted on route and at 1500 rendezvous was made with HMAS YARRA (CMDR W.S.G. BATEMAN, RAN) and HMAS SWAN (CMDR A.M. CARWARDINE, RAN) and a series of Jackstay Transfers, RAS Approaches and OOW Manoeuvres were carried out.

4. The following day was also spent in the company of HMAS YARRA and HMAS SWAN and exercises were conducted in accordance with EAXP 14/78. Variation to this programme occurred late Tuesday evening when rough seas made planned exercises impracticable and all three ships anchored in Jervis Bay for the night. HMAS YARRA and HMAS SWAN sailed at 0630 the following morning but HMAS VENDETTA remained in order to witness an Inflatable Liferaft and Helo Winching Demonstration. After an informative briefing and display by personnel from HMAS ALBATROSS the ship weighed anchor at 0930 and departed Jervis Bay to rendezvous once again with HMAS YARRA and HMAS SWAN. ASAC Training continued throughout the forenoon and in the afternoon the ship conducted a close range surface firing. HMAS VENDETTA subsequently cleared to the north and adopted a merchant ship guise prior to participating in a Night Encounter Exercise against HMAS YARRA and HMAS SWAN in the waters east of Woolloongong. ASAC Training dominated Thursday's exercise programme but, in addition, a Naval Gunfire Support Firing was conducted late in the afternoon. At 2300 the ship rendezvoused with HMAS HOBART (CAPT P.G.N. KENNEDY, RAN) and spent the night in company.

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5. Both ships entered harbour at 0730 on Friday 7th April and HMAS VENDETTA berthed at the West Dock Wall at 0815. On arrival, the ship's boarding party was despatched by ship's boat and Gemini to HMAS WATERHEN to carry out an exercise boarding (BOARDEX); the scenario for which was signalled in COMAUSFLT KEB 060759Z APR 78. This was a most useful exercise and many valuable lessons were learnt.

6. HMAS VENDETTA had been programmed for further ASAC Training for the period 10th - 13th April but the number of aircraft and time on task as provided by NAS NOWRA the previous week had enabled the course officer to complete his assessment of the students with two qualifying and two failures. In consequence HMAS VENDETTA remained at Garden Island until 1430 on Tuesday 11th April when she sailed to exercise with HMA Ships HOBART, YARRA and SWAN in accordance with EAXP 15/78. Variation to the usual Exercise Programme occurred on Wednesday 12th April, when at 0845 HMAS VENDETTA entered Jervis Bay and commenced a series of anchorages and seamanship evolutions orientated towards the training of Junior Officers.

7. At 1515 the ship left Jervis Bay and proceeded seawards to rendezvous with HMAS YARRA and HMAS SWAN. On dusk a series of RAS approaches were conducted and later that evening HMAS VENDETTA carried out Jackstay Transfers with both consorts. Down-sea RAS approaches and Jackstay Transfers proved practicable but the night's Screenplay Exercise had to be terminated a little after midnight because of the heavy southerly swell and rough sea.

8. At 0730 next morning HMAS VENDETTA detached and commenced passage to Brisbane. The weather conditions remained unchanged throughout the northerly passage with southerly winds force 6 to 7 producing a high following sea and swell. On the afternoon of 14th April ship motion trials were conducted with the aim of collecting data on the roll, pitch and yaw of the ship at speed in such conditions. The results verged on the hazardous and my recommendations are contained in my letter 16/4/3 of 19th April, 1978. HMAS VENDETTA entered Moreton Bay at 2130 on Friday 14th April and anchored at midnight off the entrance to the Brisbane River. Weighing at 0700 the following morning the ship had an uneventful passage upriver berthing starboard side too Old Dalgety's Wharf Number 1 berth at 0930.

9. That evening, Saturday 15th April, the ships officers' and I hosted an official cocktail party onboard for local dignitaries. Sunday proved a busy one for the ship's company; both onboard and ashore. The major event of the day was a concerted attempt by about half the crew to wrest the Wells Cup from 6 Royal Australian Regiment. Of the sports played, Rugby (the most important for some people) was the only one at which HMAS VENDETTA was victorious, consequently, the ship failed in her challenge but a good time was had by all and the day was rounded off with an excellent barbeque put on by 6RAR.

10. A disappointing total of only 437 people visited the ship on Sunday. Subsequently, at 2100 an anonymous telephone caller stated that whilst onboard he had planted a bomb in the forward part of the ship and that it was timed to explode in twenty minutes. Action was taken in accordance with Standing Orders but searches and the passage of time proved the threat to be a hoax (HMAS VENDETTA LSD/DFH 161156Z APR78 refers).

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11. The following Monday morning, I called on His Excellency the Governor of Queensland, Commodore Sir James Ramsay, KCMG, CBE, DSC; the Right Honorable the Lord Mayor of Brisbane, Alderman Frank Sleeman; and the Honorable C.A. Wharton, Minister for Works and Housing. Thirty schoolchildren from the Windsor Opportunity School and a group of officers from RAAF Base Amberley were shown over the ship during the forenoon and that evening I hosted a dinner party, at which my guests were : Air Commodore and Mrs R.F. Drury, Brigadier and Mrs M.B. Simpkin, Honorable Mr Justice and Mrs N.S. Stable, and Captain and Mrs P.H. James.

12. The visit to Brisbane was most enjoyed by the ship's company and it was with a certain amount of regret in some quarters that the ship cast off at 1000 on Tuesday 18th April. The weather had moderated during the three days in Brisbane and the passage to Sydney proved to be uneventful. Opportunity was taken to hold Divisions during the forenoon of Wednesday 19th April and on completion I spoke to the ship's company on security and the dangers of alcohol and drug abuse.

13. On entering Sydney Harbour at 0700 on Thursday 20th April HMAS VENDETTA proceeded to the Degaussing Range and carried out a Check Ranging in response to a DG Challenge received the previous evening. Two runs were completed and the ship moved up harbour to berth at the North End Cruiser Wharf at 0830.

14. Efforts in preparation for the imminent Annual Inspection intensified and on Monday 24th April the first of the Departmental Inspections was commenced by officers attached to the Commander, Second Australian Destroyer Squadron (CAPT N.E. LEE, RAN) and the staffs of the Flag Officer Commanding, H.M. Australian Fleet and the Flag Officer Commanding, East Australia Area. Further Departmental Inspections were conducted on Wednesday and then on Thursday 27th April the Commander, Second Australian Destroyer Squadron inspected the ship's company at Divisions and carried out formal rounds of the ship. The remaining three days of April were spent alongside at Garden Island.

WEAPONS AND ELECTRICAL ENGINEERING

15. Equipments and systems have operated satisfactorily during the month. Considerable effort has been directed towards establishing the reasons for the poor performance of UHF communications equipment, and is now thought to be due in part to the corrosion found in the casings of two UHF antenna feeder cables (URDEF 87/79).

16. The Mortar Mark 10 has demanded considerable attention for the investigation and repair of a number of defects. These have occurred as a direct result of the failure and subsequent temporary repair of the 5' way Cannon connector in the control circuits reported as URDEF 8i/79. (INDEF 117/79 is now currently extant for the permanent repair of this connector).

17. Further delays have occurred in the repair by Garden Island Dockyard of HF D/F outfit FH5 (URDEF 66/79) (HMAS VENDETTA DLO/CWG 140216Z APR78 and GMGID DLL/CWG 170709Z APR78 refer) and date of re-installation and set-to-work remain undetermined.

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18. Very considerable effort has been devoted to preparations for the Departmental Inspection by the Fleet WEEO and his staff on 24th April and the ship's inspection by the Commander, Second Australian Destroyer Squadron on 27th April, 1978.

MARINE ENGINEERING

19. All Main and Auxiliary machinery has performed in a satisfactory manner. The extra time in harbour on Monday 10th and Tuesday 11th April allowed ship's staff to rectify many minor defects which were causing high feed water consumption and habitability problems.

20. The main effort for the month was directed towards bringing the Machinery Compartments up to inspection standard and at the same time carrying out essential maintenance.

TRAINING

21. Sailors' training progressed normally throughout the month with three sailors completing Part 3 of the Command Test and four sailors of the Marine Engineering department being awarded Throttle (2), Boiler (1) and Auxiliary Machinery (1) Watchkeeping Certificates.

22. Introduction of the Paraguard medical stretcher warranted particular attention during the month and practical demonstrations were conducted for all personnel together with refresher training on resuscitation equipment and the use of Morphia for Senior Sailors.

23. An active programme of officer's training was maintained, with particular emphasis on Navigation for Stage 2 officers and practical seamanship for the now well-advanced Stage 4 officers. This latter programme allowed the award of Full Bridge Watchkeeping Certificates to two officers in the closing stages of the month.


HEALTH, WELFARE, CONDUCT AND MORALE

24. The health, welfare and conduct of the ship's company continues to be of a high standard and morale is good. The large number of exchange postings that have and are being approved are appreciated and reflect the individuals wishes regarding a deployment for five and a half months. With the Annual Inspection period behind them the men of HMAS VENDETTA are looking forward to the forthcoming leave period.

I have the honour to be,

Sir,

Your obedient Servant,

  
(M.R. Freeman)  
Commander, RAN  
Commanding Officer.

Annexes : A. Steaming Return  
          B. Exercise Return

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ANNEX A TO

1/16/3

DATED 5 MAY 78

STEAMING RETURN

Distance steamed during the month	2474.0 miles
Hours underway during the month	205 53/60 hours
Distance steamed since first commissioning	627,343.8 miles
Hours underway since first commissioning	43,893 42/60 hours

PERIODS IN EXCESS OF FAST ROUTEING SPEED

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
11 APR 78	22 - 28 knots	1 hour	EAXP (NEX)
14 APR 78	20 - 22.5 knots	59 mins	Ship Motion Data Trials

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ANNEX B TO  
1/16/3  
DATED 5 MAY 78

EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>HOURS</u>
<u>Seamanship and General</u>		
5 NEX	1	3 54/60
8 BOARDEX	1	2 20/60
9 STEERING GEAR BREAKDOWN	2	48/60
10 OOW MANOEUVRES	3	6 38/60
12 RASAPS	2	3
13 JACKSTAY	3	1 53/60
14 RAS(L)	1	54/60
20 HELO TRANSFER	1	49/60
20 HELO/ILR DEMONSTRATION	1	14/60
25 SCREENPLAY/STATIONMASTER/NSIC	5	35 25/60
N/N JUNIOR OFFICERS TCM/EVASIVE STEERING	2	2 32/60
N/N BERTHING BY OTHER THAN C.O.	1	15/60
N/N SHIP MOTION DATA TRIAL	1	1
 <u>Navigation</u>		
29 BLIND PILOTAGE	10	18 28/60
30 MINTRANS	1	19/60
31 FORMATION ANCHORAGE	1	40/60
N/N PILOTAGE TRAINING	2	1 35/60
N/N D.G. CHALLENGE	1	18/60
 <u>AIO</u>		
36 RAINEX/GOPEX	3	7
37 ARRX	2	7
41 IFF CHECK ALFA	2	2
N/N RFX	1	1 21/60
N/N ASAC TRAINING	7	18 30/60
 <u>ASW</u>		
49 CASEX	2	3 29/60
56 LIGHT MOTAR FIRING	2	3
 <u>Gunnery</u>		
160 SUCRF	1	30/60
161/163 NGI/3	2	4 26/60
N/N SMALL ARMS FIRING	1	35/60
N/N STARSHELL FIRING	1	30/60

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PAGE 2 TO  
ANNEX B TO  
1/16/3  
DATED 5 MAY 78

Diving

N/N HULL SEARCH TRV803  
N/N HULL MAINTENANCE

1                    2  
3                    6 30/60

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HMAS VENDETTA  
At Sydney

1st June, 1978.

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For Information:

The Commander, SECOND AUSTRALIAN DESTROYER SQUADRON

HMAS VENDETTA - REPORT OF PROCEEDINGS - MAY, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA, under my command, for the month of MAY, 1978. Time zone used throughout is Zone Kilo, (-10).
2. At the beginning of the month HMAS VENDETTA was berthed alongside the North end of the Cruiser Wharf, Garden Island, having completed her Annual Inspection on 27th April. On Tuesday, 2nd May, I paid my final call on Rear-Admiral N.E. McDonald, AO, who was shortly to relinquish command of HMA Fleet.
3. At 0750 on Wednesday 3rd May, 34 Officers from the RAAF Staff College, FAIRBURN, were embarked for a sea familiarisation day as part of their studies. At 0835 HMAS VENDETTA sailed from Garden Island in company with HMAS SWAN. On route to Jervis Bay in perfect weather, exercises were carried out, including Officer of the Watch manoeuvres, AA firings and a light jackstay transfer during which a number of College members were exchanged with HMAS SWAN. In the afternoon a competitive live mortar firing was attempted, but due to a minor defect, subsequently repaired, HMAS VENDETTA did not participate. On completion both ships set course for Jervis Bay.
4. On entering Jervis Bay a formation anchorage was conducted off HMAS CRESWELL at 1500. Before disembarking, the Staff College students expressed their appreciation for an interesting and informative day at sea. HMAS VENDETTA weighed at 1530 and proceeded to her start position for a Night Encounter Exercise against USS OKLAHOMA CITY (Captain T.R. Colligan, USN). A live mortar firing was successfully conducted on route to prove the system.

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5. At 1735 HMAS SWAN was withdrawn from the exercise and directed to proceed to MIDDLETON REEF to search for a missing yachtsman. (COMAUSFLT 030735Z refers). HMAS VENDETTA was thus left on her own to find and attack the USS OKLAHOMA CITY. Finding proved difficult in the large area allocated and it was not until 0030 on 4th May that a likely target was found. A flashing red light indicating gun and missile fire soon confirmed the identity of the target and shortly thereafter HMAS VENDETTA took station on USS OKLAHOMA CITY, remaining in company throughout the night.

6. Before entering Sydney Harbour on 4th May, HMAS VENDETTA was detached and proceeded independently to the De Gaussing Range to correct her signature. Five runs over the range were carried out before satisfactory DG coil settings were obtained. The ship subsequently berthed at the North end of the Cruiser Wharf, Garden Island at 1344 after topping up with ammunition at No. 3 buoy.

7. HMAS VENDETTA sailed at 1000 the next day, Friday 5th May, with 211 relatives of the ships company embarked and proceeded to the exercise areas east of Sydney. Fortunately the weather was ideal and only a couple of our guests suffered from "mal de mer". A number of Gunnery, Mortar firings and seamanship exercises were conducted, and after a very successful and enjoyable day the ship returned to Sydney, berthing at the North end of the Cruiser Wharf at 1505. VENDETTA then commenced an Assisted Maintenance and leave period.

8. On Monday, 8th May, 1978 I attended the ceremony held onboard HMAS STALWART at which you Sir, relieved Rear-Admiral N.E. McDonald AO, as Flag Officer Commanding Her Majesty's Australian Fleet. At 1000 on 10th May I called on you Sir, at Fleet Headquarters.

9. I had the honour of receiving on board at 1135 on the 22nd May the Ambassador for Pakistan, His Excellency Mr Riaz Piracha accompanied by his Defence Attache - Group Captain Ahmed of the Pakistan Air Force, to present the PAKISTAN SHIELD for sport in 1977, which HMAS VENDETTA had won by a record margin. I was pleased that you Sir, were also able to attend this small ceremony. The remaining 9 days of May were spent alongside Garden Island, progressing work in preparation for the ships forthcoming deployment to South East Asian waters.

#### Marine Engineering

10. Ships staff have been employed in preparations for deployment. Planned maintenance has been progressed and the hard and dirty work of water washing, funnels, uptakes and boilers has been completed. Boilers have been inspected by Fleet Staff and Dockyard personnel and have been found to be in a very satisfactory condition. All machinery space bilges and some Furnace Fuel Oil tanks have been cleansed using TCV COLAC. It is unfortunate that the number of hours that COLAC is usefully available is restricted by the ability of the Dockyard to man her.

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Weapons and Electrical Engineering

11. Apart from minor defects, all systems and equipment operated satisfactorily during the first week of the month. Since then ships staff have been mainly employed on planned maintenance tasks. Fleet Maintenance Unit has been installing Secure Voice Equipment whilst the Dockyard are running EW and UHF aerial runs.

12. Installation of the 54 Way Cannon Plug in the Mortar Mk10 (AN) control circuit (URDEF 81/89) has been completed by Dockyard, also the re-installation and set to work of the MF D/F Outfit FH5 with good results.

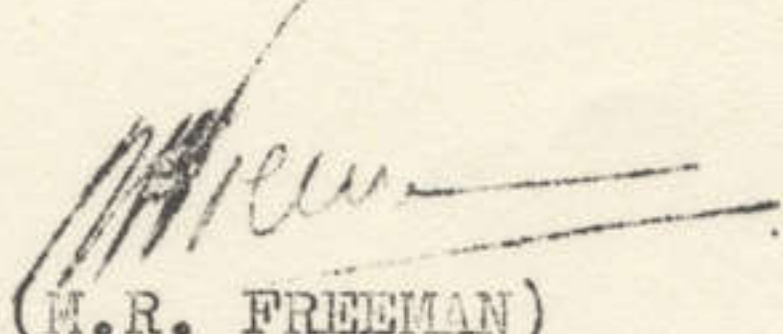
Health, Welfare, Conduct and Morale

13. The health, welfare, and conduct of the ships company continues to be of a high standard and morale is good.

I have the honour to be,

Sir,

Your obedient Servant,

  
(M.R. FREEMAN)  
Commander, RAN  
Commanding Officer

Annexes: A. Steaming Return  
B. Exercise Return

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ANNEXE A TO HMAS VENDETTA  
LETTER 1/16/3 DATED  
1ST JUNE, 1978

STEAMING RETURN

Distance steamed During the Month:	415.2 miles
Hours Underway during the Month:	30 46/60 hours
Distance Steamed since first commissioning:	627,759.0 miles
Hours underway since first commissioning:	43,924 28/60 hours

PERIODS IN EXCESS OF FAST ROUTING SPEED

3 May 21 - 26	2 Hours	Exercises on passage to Jervis Bay with RAAF Staff College embarked.
3 - 4 May 18 - 20	1 Hour 23 Mins.	NEX
5 May 18 - 28	1 Hour 4 Mins.	Families Day

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ANNEXE B TO HMAS VENDETTA  
LETTER 1/16/3 DATED  
1ST JUNE, 1978

EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>HOURS</u>
<u>TACTICAL</u>		
5 NEX	1	4 Hours
<u>SEAMANSHIP AND GENERAL</u>		
10 OOW Manoeuvres	1	$\frac{1}{2}$ Hour
12 RASAPS (D)	1	$\frac{1}{2}$ Hour
13 Jackstay (D)	1	$\frac{3}{4}$ Hour
24 Man Overboard Drills	1	$\frac{1}{4}$ Hour
25 Screenplay/Stationmaster/NSIC	-	$3\frac{1}{2}$ Hours
<u>NAVIGATION</u>		
- Degaussing Calibration	1	$1\frac{1}{2}$ Hours
29 Blind Pilotage	5	2 Hours
- Formation Anchorage	1	$\frac{1}{2}$ Hour
<u>ABM</u>		
56 Light Mortar Firing	2	2 Hours
<u>CUNTRY</u>		
136 AA3	1	2 Hours
- Ammunition Top Up	1	2 Hours
- Barrage Fire exercise	1	1 Hour
159 AACROEX	1	$\frac{1}{2}$ Hour
<u>DIVING</u>		
- Hull Maintenance	1	3 Hours
- Training	2	9 Hours
<u>HARBOUR EXERCISES</u>		
Fire	17	
Flooding	1	
Casualty - First Aid	5	

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HMAS VENDETTA  
At Sea

5th July, 1978

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander, SECOND AUSTRALIAN DESTROYER SQUADRON

HMAS VENDETTA - REPORT OF PROCEEDINGS - JUNE 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA under my command, for the month of June 1978. Time zone used throughout is Zone Kilo (-10).
2. At the beginning of the month HMAS VENDETTA was berthed alongside the North end of the Cruiser Wharf, Garden Island, undergoing an Assisted Maintenance Period (AMP) in preparation for the forthcoming South East Asian deployment. The main work involved the setting to work of EW equipment and new cable runs for UHF equipment undertaken by the Dockyard, the fitting of Secure Voice Equipment and assistance with planned maintenance items by the Fleet Maintenance Unit/Party and ships staff work on minor defect items and planned maintenance.
3. On Tuesday, 13th June I had the honour of calling on the Governor of New South Wales, Sir Roden Cutler, VC, KCMG, KCVO, CBE.
4. Although not originally programmed it was felt prudent to spend a day at sea before deploying to function all systems (My KWA 310555Z MAY78 refers). In consequence VENDETTA sailed at 0830 on Tuesday 20th June for the exercise areas South East of Sydney. We were pleased that you Sir, took the opportunity to spend the day with us. A number of unserviceabilities were revealed including "B" Gun and "M2" Bofors and the Mortar. All these defects were quickly found and subsequently rectified. The moderate sea soon reminded the ships company that ships can move. The ship returned to North end Cruiser Wharf at 1533 the same afternoon. It was considered that the day at sea had been a thoroughly worthwhile exercise.
5. Processing of stores and onboard preparations for the deployment continued inevitably until the last moment. Some 70 relatives and friends were on the wharf at Tuesday 27th June to farewell VENDETTA when lines were cast off at 1900. On clearing Sydney Heads course was shaped for Area R479 where a most satisfactory AA tracking and firing exercise and light Mortar firing were conducted. At 1615, on completion of the exercises, course was set for a coastal passage to Townshend Island. En route F111 aircraft

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of Number One Squadron based at Amberley carried out four strikes on the ship two of which involved attacks on a towed target. During these attacks the opportunity was taken to exercise ship systems in aircraft detection and acquisition. Aircraft were detected at height at long range but were lost when they approached the ship at low level until in to about 12 - 15 Miles. Acquisition was achieved in three of the four attacks. With the cooperation of the RAAF checks were carried out on UA3 J band which had been set to work by the Dockyard. (HMAS VENDETTA KNH/KNA/PWC 300744Z JUN78 refers).

6. HMAS VENDETTA arrived off Townshend Is. in fine weather at 0600 on Friday 30th June and immediately established communications with a detached unit of 3 Task Force on the Naval Gunfire Support Range. Gunfire support was carried out in accordance with my KNA 060520Z JUN78 and as required by the Army. NGS Gunnery crews and Navigation teams gained valuable experience from these exercises. At the end of the month HMAS VENDETTA remained engaged in Naval Gunfire Support exercises off Townshend Island.

#### Training

7. Stage II Officers Task books continued to be progressed during the month until 20th June when the Fleet Board was held. Prior to this a "dummy" Fleet Board was held on 6th and 7th June. All six stage II Midshipmen/Sub-Lieutenants passed the Fleet Board and were posted to leave and Stage III training prior to the ship's deployment on 27th June, 1978.

8. Due to leave, postings and pre-deployment activities no special sailors training was conducted during the month.

#### Marine Engineering

9. The departmental effort was directed towards planned maintenance, rectifying defects and to obtaining spare gear and normal usage items to last for the deployment. The majority of stores demands were satisfied by the time the ship sailed. It is to be hoped that these remaining extant do not become critical. All known defects were made good during the AMP and the ship sailed with only one outstanding engineering defect Indef 89/79 (No3 Fresh Water Tank).

#### Weapons and Electrical Engineering

10. The ships electrical staff in conjunction with personnel from the Fleet Maintenance Party/Unit and the Dockyard have been employed on planned maintenance items and rectifying defects. Their efforts resulted in the ship sailing with all major systems operational and only minor defects effecting some non-essential services outstanding. During the period the Department has seen the change of the Weapons Electrical Engineering Officer and a number of Senior Sailors.

11. AA firings against a sleeve target and NGS operations in support of 3 Task Force at Townshend Island have been successfully achieved. Although the mortar firing was satisfactorily conducted the reliability of the (M100) system remains a cause for concern due to the number of defects observed since sailing.

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Health, Welfare, Effort and Morale

11. The Health, Welfare, and conduct of the Ship's Company continues to be of a high standard, and with the ships company looking forward to the deployment, morale is high.

I have the Honour to be,

Sir,

Your Obedient Servant



(M.R. FREEMAN)  
Commander, RAN  
Commanding Officer

1. Steaming Return  
2. Narrative Return

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ANNEKE A TO HMAS VENDETTA  
LETTER 1/16/3 DATED  
5TH JULY, 1978.

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STEAMING RETURN

Distance steamed During the Month: 1114.5 miles  
Hours underway during the Month: 92 59/60  
Distance Steamed since First Commissioning: 628,873.5 miles  
Hours underway since First Commissioning: 44,017 27/60

PERIODS IN EXCESS OF FAST ROUTING SPEED

20TH JUNE

20-26

18 minutes

Testing Main Machinery  
After A.M.P.

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EXERCISE RETURN

SEAMANSHIP AND GENERAL

24	Man Overboard Drills	3	1 $\frac{1}{4}$
9	Steering Gear Breakdown	2	$\frac{1}{4}$
	Action Stations	1	$\frac{1}{4}$
	Stream/Recover Splash Target	2	6 $\frac{1}{2}$
	Emergency/Leaving Ship Stations	1	$\frac{1}{3}$
	Seaboat Drills	1	1

NAVIGATION

29	Blind Pilotage	3	2 $\frac{1}{4}$
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ASW

56	Light Mortar Firing	1	$\frac{1}{2}$
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GUNNERY

134	AA1	2	2
136	AA3	1	1 $\frac{1}{2}$
159	AACRF	1	$\frac{1}{2}$
-	ATF	1	1
151	NG1	5	24 Hours
160	NG3	6	" "
165	NG5	2	" "
168	NG3	1	" "

ENG

39	ADEK	3	5
-	ITF CHECKS	2	$\frac{3}{4}$

COMMUNICATIONS

-	EW TRIALS (UA3)	3	5
123	NGX 453	3	6

HARBOUR EXERCISES

	Fire	9	3
	Flood	2	$\frac{1}{2}$
	Casualty	3	6 $\frac{3}{4}$

ENGINE

	ENGINE MAINTENANCE	1	4
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HMAS VENDETTA,  
At Hong Kong.

4th August, 1978

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

For Information: The Commander, SECOND AUSTRALIAN DESTROYER SQUADRON.

HMAS VENDETTA - REPORT OF PROCEEDINGS - JULY, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA under my command for the month of July, 1978. Time zone used is Zone Kilo (-10) unless otherwise stated.
2. At the beginning of the month HMAS VENDETTA was still engaged in Naval Gunfire Support exercises off Townshend Island. The final firing run of the exercise was successfully carried out at 0255 Saturday 1st and at 0340 the exercise was completed and HMAS VENDETTA continued her voyage north through the Great Barrier Reef.
3. The passage to Cairns was conducted in fine weather and proved uneventful. At 0900 on Sunday 2nd HMAS VENDETTA berthed starboard side to Number 10 Wharf, Cairns to fuel. On completion of fuelling at 1115, berth was shifted to Number 2 Town Wharf. The Commanding Officer HMAS CAIRNS called on me informally on the ships arrival. The visit proved a quiet one occurring as it did on a Sunday with most of Cairns closed. A few sporting fixtures were arranged with HMAS CAIRNS and these proved that the team with local knowledge had the advantage. My officers and I hosted a Buffet Dinner in the Wardroom at 1830 in lieu of a Cocktail Party.
4. At 1000 Monday 3rd lines were cast off and after passing through the Great Barrier Reef via the Grafton Passage course was shaped for Honiara on Guadalcanal Island. The passage was made in fine weather with calm seas. En route 4.5", 40/60mm and live mortar firings were conducted as well as OOW man overboard and steering gear breakdown exercises. At 1627 Tuesday 4th whilst manoeuvring to recover the lifebuoy during one of these exercises the ship suffered a main steam failure in 'A' Boiler, which was caused by a faulty feed water regulator. The defect was quickly remedied and the ship continued on passage at 1635.
5. At 1130 on Wednesday 5th while passing Pocklington Reef smoke was sighted in the vicinity of the reef. Upon closing to investigate about 14 people were sighted on the reef apparently collecting shell. As HMAS VENDETTA approached these people started to return to a small dory anchored in the lagoon. Although suspecting that they were illegally fishing/shell collecting I thought it wise to ensure that they were not in need of assistance. The Gemini was sent in shore and although no common language could be found it was apparent that these people were of oriental origin, possibly Taiwanese,

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and that they were not in need of assistance. (My KAO 050231Z and KAO 050410Z JUL refer). As the reef is administered by Papua New Guinea, no further action was taken. On departing the reef three small (15 metre) wooden motorised fishing boats were sighted. They scattered at my approach but I closed one and obtained photographs and a description. (My KAO 050546Z JUL refers). The crew of the boat was obviously releived when I sailed away.

6. After this interesting incident HMAS VENDETTA resumed her passage to Honiara. A live mortar firing and saluting gun drills were carried out later that afternoon.

7. Clocks were advanced one hour to Zone Lima (011) at 2359 Wednesday 5th. HMAS VENDETTA anchored in position 065 Point Cruz 3.6 cables in 46 metres of water in Lunga Roads, Honiara at 0902(L) Thursday 6th.

8. The Australian Commissioner, Mr. A.J. Melhuish called upon our arrival to advise the programme. He assured me that my liaison officer, Lieutenant G.W. Hartcher, RAN, who had been sent ahead of the ship had been invaluable in assisting in planning the ships activities. At 1000(L) the Commanding Officer, HMNZS MONOWAI, (CMDR W. Jacques, RNZN) called on me. This was the beginning of a heavy official schedule which commenced at 1200(L) with a reception held by the Australian Commissioner which I attended with ten of my officers. At 1730(L) I attended a very colourful National and fireworks display which was staged at the showgrounds. Together with my Executive Officer I was kindly invited to dinner onboard USS WHIPPLE (CMDR W. Francis, USN) and afterwards to a reception in USS HAROLD E HOLT (CMDR N. Mayo, USN).

9. On Friday 7th I was priveleged to witness the official Independence ceremony. HMAS VENDETTA along with the other warships present each provided a twenty man armed guard for the ceremony and at the official handover of Independence, a 21 gun salute was fired by HMAS VENDETTA and USS WHIPPLE. I entertained the Commanding Officers of the USS WHIPPLE and USS HAROLD E HOLT to lunch that day. That evening I attended a reception hosted by the Prime Minister, the Honourable Peter Kenilorea, MP. This was followed at 2200(L) by the official State Ball held at the Hotel Mandana.

10. As previously arranged on Saturday 8th at 0830(L) USS WHIPPLE and USS HAROLD E HOLT cast off from Honiara Wharf and proceeded to anchor off. HMAS VENDETTA weighed at 0830(L) and secured alongside the wharf starboard side to at 0915(L). HMNZS MONOWAI sailed at 0900(L).

11. The ship was open for public inspection from 1400(L) to 1700(L) during which time 1402 people came onboard. That evening, at 1830(L) I and my officers hosted a cocktail party on the forecastle. Among the guests was His Excellency the Govenor General Mr Baddely Devesi and the Australian High Commissioner Mr. A.J. Melhuish.

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12. A number of sporting fixtures were arranged during the visit. These included soccer, rugby, cricket, swimming, tennis and squash. The locals proved their prowess on the soccer and rugby fields where hard but clean games took place. It was unfortunate that one of the Rugby team ABETS McLEOD got a hard knock and suffered a ruptured spleen. He underwent a successful operation by the surgeon at the local hospital. My ship's doctor was also in attendance (My MDF/MVY NEH 091525Z July 1978) I am glad to report that the operation was successful and that the sailor after recuperating in Honiara has returned to Brisbane for sick leave.

13. In answer to a query from the ship as to whether there was any assistance we could render for the needy in Honiara, the Solomon Island Red Cross sought our assistance to redecorate and make minor alterations to a building they had obtained, to make it fit for invalid children. Volunteers, led by the Senior Shipwright sailor spent three days on minor alterations and painting the building. A sum of money was also donated to the Red Cross.

14. The facilities ashore for libertymen were extremely limited there being only one club open for the sale of liquor, which was the only outlet for about 800 sailors. The local expatriates were most helpful and many of my ship's company accepted offers of hospitality. The behaviour of libertymen ashore was most satisfactory and favourably commented upon.

15. As USS WHIPPLE and USS HAROLD E. HOLT were programmed to sail at the same time as HMAS VENDETTA, opportunity was taken to organise a day in company. At 0900(L) Monday, 10th, HMAS VENDETTA cast off and proceeded in company with the American ships with HMAS VENDETTA in charge as senior officer present.

16. At 0950(L) HMAS VENDETTA detached and proceeded independently to the place where HMAS CANBERRA was sunk after the Battle of Savo Island on 9th August, 1942. The ship was stopped, a short service of prayers said and a wreath laid.

17. HMAS VENDETTA proceeded at 1020(L) and at 1330(L) rejoined USS HAROLD E. HOLT and USS WHIPPLE whereupon valuable in company exercises were conducted. These included OOW Manoeuvres, RAS Approaches, a light Jackstay transfer, helicopter transfer and ASAC training, an Air Raid Reporting exercise and a variety of communications exercises. This was the first opportunity to use the recently installed Secure Voice Equipment. Results were most satisfactory. Due to a defect in one boiler (URDEF 93/79 refers) VENDETTA was reduced to one boiler operation and so acted as supplying ship for Jackstay transfers and RAS Approach serials. At 1703(L) USS HAROLD E. HOLT and USS WHIPPLE were detached for Cairns whilst HMAS VENDETTA shaped course for Manus Island via St Georges channel.

18. Passage to Manus Island was made in perfect weather, Light mortar firing, gun functioning trials, NBCD and man overboard drills were exercised en route. Clocks were retarded one hour to Zone -10 (Kilo) at 1800(L).

19. At 0900 Thursday 13th HMAS VENDETTA secured starboard side to the Patrol Boat wharf at LOMBRUM.

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Our two day stop at the Papua New Guinea Patrol Boat Base was a relatively quiet one. Our sporting teams were beaten by the fitter and more speedy locals and a banyan was arranged for the ship's company on one of the nearby beaches. This proved most popular. A cocktail party was held onboard and the residents kindly invited myself and my officers to a barbeque at their new wardroom. It was unfortunate that the commander of the base, Commander W. Franks, PNGDF, together with all the patrol boats were away on an exercise at the time of our visit. One unusual event that occurred during the visit was the naming of a child, VENDETTA. The boy was borne to an islander at the base hospital about the time of the ships arrival. A suitable token of our appreciation was given to the baby's mother.

20. At 1000 Saturday 15th lines were cast off and HMAS VENDETTA set course for the San Bernadino strait. The ship was stopped at 1330 on Sunday 16th to embark King Neptune and the traditional ceremony of "crossing the line" took place with 94 novices being accepted into the Kings Domain. Exercises were conducted on passage to Subic Bay, including medical and NBCD exercises 4.5. recovery firings, small arms firings and a live mortar firing. All equipment functioned satisfactorily with the exception of the Mortar Mk 10 which developed a minor fault in the fuze homing mechanism, which delayed the firing for one hour twenty minutes. A mini-Olympics inter-mess competition was held with the Petty Officers winning by a narrow margin from the seaman.

21. Clocks were retarded one hour at 1800(K) on 17th to Zone India and a further hour at 1800(I) on 19th to Zone Hotel. At 0930(H) on Friday 21st after a days passage through the Philippines Islands HMAS VENDETTA secured starboard side to Riviera Pier, Subic Bay. Immediately on arrival work commenced on the outstanding defects that had developed since departure from Sydney. At 1300(H) I called on COMNAVSURGRU WESTPAC, Rear Admiral R.B. McClinton, USN following which I called on COMNAVSTA SUBIC, Captain J.G. Williams III, USN. At 1830(H) officers and I hosted a cocktail party onboard and I hosted a luncheon party at 1200(H) on Monday 24th at which my guests were RADM R.B. McClinton, USN, CAPT J.G. Williams III, USN, COMDESTRON FIVE Capt. J.J. Gelke, USN, and CMDR J.C. Strasser, USN, Commanding Officer USS O'CALLAHAN our host ship. I also called on COMNAVBASE SUBIC BAY, Rear Admiral H. Hardisty, USN.

22. The visit to Subic Bay despite the continual rain proved most popular, with the ship being made welcome by the US Navy and by the local population. All base facilities except the PX Store were made available to my ship's company. The dockyard were expeditious in making repairs to "B" boiler turbo generator amplidyne and the HF Communications equipment.

23. At 1000(H) Tuesday 25th HMAS VENDETTA sailed for Hong Kong in overcast and rainy conditions. The weather worsened as the ship drew closer to Hong Kong due to the effects of severe tropical storm Agnes. At 2230(H) on Wednesday 26th I considered it imprudent to continue my north westerly heading and so reversed course (My KLI/KRK 261520Z JUL refers). Shortly afterwards a signal from the Captain in Charge HONG KONG informed me that HMS TAMAR was closed.

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At 0614(H) on Thursday 27th, the wind and seas having abated considerably and with reports showing that Agnes was moving slowly away westwards, I resumed course for Hong Kong with the intention of anchoring on the western side of the island. Whilst approaching the island I was informed that HMS TAMAR could receive me alongside. Accordingly I proceeded to the North Wall of Victoria Naval Basin berthing at 1750(K) Thursday 27th. At the time there was strong easterly wind blowing and continuous rain but these helped to reduce the boat traffic in the harbour and allowed a relatively trouble free approach to the berth from the East Lamma Channel.

24. Our delayed arrival made necessary some rearrangement of the Official and social programme. At 0930 (V) on Friday 28th I called on the Captain in Charge Hong Kong, Captain R.W. Roland, RN following which I called on the Australian Commissioner Mr. I. Haig.

25. Severe tropical storm Agnes had been moving slowly west away from Hong Kong but recurved during the Friday night and by Saturday morning was again threatening the colony. This was the first time since records has been kept that a cyclone had moved in this erratic manner. By mid afternoon the meteorologists were predicting that Agnes would pass close to the East of Hong Kong. Consequently, at 1700(H) on Saturday 29th HMAS VENDETTA sailed from Victoria Naval Basin. It was intended to proceed to sea however it became apparent that Agnes was taking a more easterly course than predicted and the ship might run into the Storm Centre by continuing. Therefore it was decided to anchor on the West side of Lamma Island. Anchor was dropped in 9.2 metres of water in the lee of the island and ship rode out the storm very comfortably.

26. At 1500(H) on Sunday 30th, after advice from the Captain in Charge, Hong Kong that the swell has abated in the basin, HMAS VENDETTA weighed and proceeded securing alongside the North Wall, Victoria Naval Basin at 1600(H) where the ship remained for the remainder of the month.

27. On Monday 31st I and my Executive Officer had the pleasure of lunching with the Officer Commanding British Forces Major General R.M.F. Redgrave, MC at his new residence at the peak. In the evening the Australian Commissioner and his wife kindly hosted a cocktail party for my officers and myself at their house overlooking Deep Water Bay.

28. Contract labour is being employed to clean some hard to get at areas on the ship's hull and Jenny's Side Party is assisting in restoring the external appearance of the ship which had deteriorated due to the weather over the last two weeks.

#### Training

29. Officers: Stage II and IV training has been progressed during the month with both stages conducting Astro Navigation on passages Honiara to Manus and Manus to Subic Bay. These passages were planned by Stage IV officers. Task books have been progressed during the month.

30. Sailors: Training for Command Test Part 1 has been conducted during the last week of July in preparation for a Promotion Board planned for early August.

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Marine Engineering.

31. This month has been a very good one for task book training as steam has been down only on six days. In general all systems have operated satisfactorily but the continuous steaming has given rise to a number of annoying leaks. One major defect (URDEF 93/79 Main steam line 'B' Boiler) caused the ship to sail from Honiara on one boiler.

Weapons Electrical Engineering.

32. This month has been an extremely busy one for the WEE Department, particularly for the Power and Communication personnel who have worked long hours both at sea and in harbour in an endeavour to maintain the operational status of equipment. Notwithstanding, it was necessary to raise 7 URDEFs, 3 of which required assistance from the USN Ship Repair Facility (SRF) at Subic Bay.

33. For the majority of the month K4 Turbo Generator has been unserviceable due to excessive sparking of the commutator of the associated amplidyne, despite considerable restoration effort by Ship's Staff. The commutator was skimmed and undercut at Subic Bay but tests conducted by SRF were unable to determine the exact cause for the excessive sparking. On realignment of the amplidyne by ship's staff it was observed that the bearing housings had been reversed in the course of repair by SRF, thus further delaying replacement and completion of the URDEF.

34. The efforts provided by SRF were appreciated, however it is prudent to note that the professional expertise afforded previously to ships requiring repair assistance is considered to have declined. This was evident by the problems and frustrations encountered with the repair of both the amplidyne and the HF communications equipment.

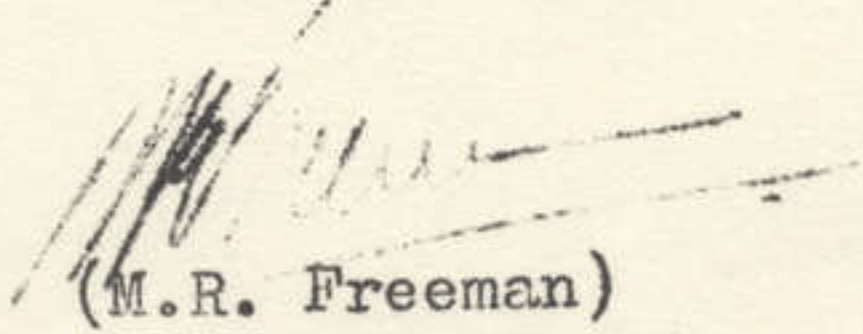
Health, Welfare, Conduct and Morale.

35. Apart from a number of cases of upper respiratory tract infection the health of the ship's company has been good. The welfare and conduct of the ship's company continues to be of a high standard and morale is good.

I have the honour to be,

Sir,

Your obedient servant

  
(M.R. Freeman)  
Commander, R.A.N.  
Commanding Officer.

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ANNEX A TO HMAS VENDETTA  
LETTER 1/16/3 DATED  
4TH AUGUST, 1978

STEAMING RETURN

Distance steamed during the month	-	4951.7
Hours underway during the month	-	380
Distance steamed since first commissioning	-	633,825.2
Hours underway since first commissioning	-	44,397.27/60

PERIODS IN EXCESS OF FAST ROUTING SPEEDS

Nil

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ANNEX B TO HMAS VENDETTA  
LETTER 1/16/3 DATED  
4TH AUGUST, 1978.

EXERCISE RETURN

<u>Exercise</u>	<u>Number</u>	<u>Hours</u>
<u>SEAMANSHIP AND GENERAL</u>		
10 OOW Manoeuvres	1	2
12 RASAPS	1	1
13 Jackstay	1	$\frac{3}{4}$
24 Man overboard drills	5	2
9 Steering gear breakdown drills	3	$1\frac{1}{4}$
20 Vertreps	1	$\frac{1}{4}$
<u>NAVIGATION</u>		
29 Blind pilotage	11	$10\frac{1}{2}$
Visual pilotage training	3	$2\frac{1}{2}$
<u>ASW</u>		
56 Light mortar firings	2	$1\frac{3}{4}$
58 Live mortar firings	2	$1\frac{1}{2}$
Scare charge drill	1	1
<u>AIO</u>		
37 ARRXX	1	2
ASAC Training - Lamps Helo	1	3
<u>GUNNERY</u>		
Saluting Gun Practice	3	2
21 Gun salute	1	$\frac{1}{4}$
158 4.5 Local SU	1	2
4.5 Recovery Firing	1	2
142 40/60 ROFEX	1	1
158 40/60 SU	1	2
Misfire drills	2	$\frac{1}{2}$
158 .50 Cal SU	1	1
9mm Pistol firing	3	5
<u>DIVING</u>		
Hull maintenance	1	4
Training	4	26
<u>NBCD</u>		
83 Prewet	1	1
76 Monitoring Exercise	1	2
77 Decontamination Exercise	1	2

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ANNEX B TO HMAS VENDETTA  
LETTER 1/16/3 DATED  
4TH AUGUST, 1978.

HARBOUR EXERCISES

Fire	5	2½
Flood	5	2½
Casualty	3	1¼

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HMAS VENDETTA  
At Singapore

5th September, 1978

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander, SECOND AUSTRALIAN DESTROYER SQUADRON

The Commander, THIRD AUSTRALIAN DESTROYER SQUADRON

HMAS VENDETTA - REPORT OF PROCEEDINGS  
AUGUST 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA under my command for the month of August, 1978.

2. At the beginning of the month HMAS VENDETTA was berthed alongside the North Wall, Victoria Basin, Hong Kong undergoing a self maintenance period. Although this period was foreshortened by the effects of severe tropical storm Agnes as reported last month, considerable maintenance and repair work was completed by the end of the week. A modified tropical routine was run with secure at 1400(-8) daily. This allowed for sporting activities shopping and other entertainment whilst ensuring a good work effort on board. In spite of the weather the visit to Hong Kong was enjoyed by all. A limited amount of sport was played and with the prospect of a return to Hong Kong in November shopping for "rabbits" was minimal.

3. An official Cocktail Party was held on Tuesday 1st. This had had to be postponed because of the weather and there was in consequence a somewhat reduced attendance. I held a dinner party on board on Thursday 3rd at which my guests were the Australian Commissioner and Mrs I. Haig, the Captain-in-Charge, Hong Kong and Mrs R.W. Moland, the United States Liaison Officer Captain S.D. Kully and Mrs Kully and the Assistant Australian Trade Commissioner Miss B. Higgs. Through the good offices of the Officer Commanding British Forces Major General R.M.F. Redgrave, MC, I and one of my officers were given a one and a half hour helicopter tour of Hong Kong and the New Territories. The pace with which development was seen to be taking place was quite awesome.

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4. Sailing from Hong Kong on Sunday 6th was delayed due to mechanical defects which developed that morning. This was annoying and unpredictable as all systems had been checked out satisfactorily on Friday 4th. By 1330(-8) sufficient repairs had been completed to allow the ship to proceed. The delay in sailing forced the cancellation of three hours of exercises which had been programmed with HMS MONKTON (LCDR F.J.C. Bradshaw, RN) of the local Hong Kong Flottilla.

5. Passage to Pattaya was taken west of the Paracel Island group in order to avoid air traffic lanes and make possible a 4.5" pre-action calibration firing and 40/60 close range shoot. Action Stations were closed up and a major NBCD exercise also carried out on passage. A quarterly full power trial was planned but strong SW winds and moderate head seas made this impractical. Clocks were retarded one hour to Zone Golf (-7) at 1830 (-8) on Wednesday 9th.

6. At 0853(-7) on Thursday 10th HMAS VENDETTA anchored one mile off the Thai holiday resort of Pattaya. We were met on arrival by the Royal Thai Naval Liaison Officer and by the Assistant Defence Attache LCDR S.B.E. Courtier, RAN. At 1400(-7) accompanied by the liaison officer I called on Admiral Satap Keyanon, Flag Officer Commanding RTN Fleet in his Flagship HTMSUCHANDHARA at Sattahip. I later called on Vice Admiral Adul Tulyanon the Officer in Command of Sattahip Naval Base.

7. At 0915(-7) on Friday 11th HMAS VENDETTA was joined in the anchorage by USS O'CALLAHAN (CMDR J.C. Strasser, USN) with COMDESRON 5 (CAPT J.J. Gelke, USN) embarked, USS WHIPPLE (CMDR W.C. Francis, USN) and USS FRANCIS HAMMOND (CMDR J.E. Aver, USN). These ships were also to take part in Exercise Sea Siam VIII.

8. I hosted a lunch on board on Friday 11th at which my guests were the Flag Officer Commanding RTN Fleet Admiral Satap Keyanon, his Chief of Staff Vice Admiral Somboon, RTN, the Fleet Engineering Officer, Captain Chart, RTN, Fleet Logistics Officer Captain Phalang, RTN, and the aide to the Commander-in Chief Commander Nit, RTN.

9. HMAS VENDETTA dressed overall on Saturday 12th on the occasion of the Birthday of Her Royal Highness Queen Sirikit of Thailand. Although not originally programmed, I was pleased to receive on board on the evening of Sunday 13th the Australian Ambassador to Thailand His Excellency Mr G.A. Jockel, CBE and Mrs Jockel, for an informal visit.

10. Preparations were begun in earnest for exercise Sea Siam VIII when at 0900(-7) on Monday 14th I and four of my officers attended the pre-exercise briefing at the Thai Naval Base Sattahip.

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This was followed by a luncheon given by Rear Admiral Prasop Udnoon, the exercise Director. In the afternoon I had the pleasure of playing golf with him.

11. Although hampered by the necessity to use liberty boats in the prevailing choppy seas, the ships company of HMAS VENDETTA enjoyed their visit to Pattaya, and it was considered a most suitable alternative to Bangkok with its attendant pollution problems. (My letter 7/4/3 dated 6th September, refers). Shortly after HMAS VENDETTA's arrival, an unfortunate accident occurred in which ABSIG Dalton was seriously injured in a collision while riding a hired motor cycle. He was operated on at Bangkok General Hospital and is due to be repatriated to Australia shortly. (My MVY/NZT/NEH 101545Z refers).

12. HMAS VENDETTA weighed and proceeded in company with USS WHIPPLE at 0800(-7) on Tuesday 15th. Rendezvous was made at 0900 (-7) with the RTN participants in the exercise, HTMS MAKUTRAJAKUMARN, (CMDR S. Kasemsook, with COMASRON RTN (RADM Prasop Udnoon, RTN) embarked, HTMS PRASAE (CMDR P. Thong-Aram, RTN), HTMS PINKLAO (CMDR B. Uditananda, RTN), HTMS TAPI (CMDR S. Watanakiri, RTN), and HTMS KHIRIRAT (CMDR V. Nayananda, RTN). The first phase of the exercise began with OOW Manoeuvres followed by a surface shoot against a sled target and a short NGS shoot off Ku Rin Island. Unfortunately both exercises were marred by a shortage of time and a foul range. At 1800(-7) the ship closed up at Defence Stations and at 2000(-7) phase II of the exercise, convoy operations in a multithreat environment, commenced. At 0218(-7) on Wednesday 16th USS ASHTABULA (CAPT J.R. Batzier, USN) joined the exercise. During the night of 15th/16th the convoy was attacked by HTMS MAKUTRAJAKUMARN accompanied by the fast patrol craft HTMS HANHAKSATRU (LCDR P. Watcharamul, RTN) and HTMS SUPHAIRIN (LCDR C. Suwansenee, RTN). HMAS VENDETTA participated in a number of surface attack groups (SAG). These operations were hampered by communications difficulties and slow speed of some of the RTN Units.

13. At 1200(-7) on Wednesday 16th, HMAS VENDETTA conducted a RAS(L) with USS ASHTABULA and received 202 tonnes of diesel oil. (My KEB 060126Z AUG78 refers). Emergency Breakaway procedure was exercised on completion of the RAS(L).

14. Convoy operations continued until completion of the final patrol boat attack and at 1955(-7) Defence Watches secured, the ship remaining in company with the task group overnight.

15. At 0630(-7) on Thursday 17th HMAS VENDETTA, with the other ships of the task unit, commenced the ASW phase of the exercise with a basic submarine recognition event with USS PLUNGER (CMDR D.R. Oliver Jr, USN). HMAS VENDETTA participated in nine Casex exercises during this phase. Working with SQS26 fitted ships which were obtaining sonar ranges on some occasions in excess of 30,000 yards in the shallow waters of the Gulf, was a whole new AS scene for HMAS VENDETTA. HTMS MAKUTRAJAKUMARN's sonar appeared to work well and she showed considerable professionalism during close AS

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Actions. The other Thai ships did not appear to get in contact with the submarine at all. The two ASAC sailors borne received nine hours of training with the US LAMPS helicopters. In between CASEX's RAS approaches and OOW manoeuvres were conducted.

16. At 1130(-7) on Saturday 19th a final replenishment was carried out with USS ASHTABULA with 102 tonnes of diesel fuel being embarked. A heavy jackstay transfer using the "Full Stream System" with "Travelling SURF" and "Cargo Drop Reel" was conducted, concurrently with the RAS(L) and a test cargo of 1500lbs was successfully transferred. No incompatibility of equipment was found. HMAS VENDETTA rejoined the screen at 1215(-7) and participated in the final serial of the exercise, a Casex C3. At 0001(-7) on Sunday 20th USS FRANCIS HAMMOND and USS PLUNGER were detached and the remainder of the task group set course for Songkhla, where ships came to anchor at 0630(-7). At 1000 (-7) on Sunday 20th, having been lifted ashore by USN LAMPS helicopter, I and my Operations and Gunnery Officers attended the exercise hot washup held at the Songkhla Naval Station. A full report on the exercise has been forwarded under cover of my letter 5/5/37 dated 31st August, 1978.

17. Leave was not granted at Songkhla due to the distance to the beach and the lack of suitable facilities ashore. As an alternative, hands to bathe from the ship proved a popular recreation.

18. HMAS VENDETTA weighed and proceeded for Singapore at 0845 (-7) on Sunday 21st. A number of OOW shiphandling exercises were conducted en route and at 1200(-7) on Tuesday 22nd a 40/60 and .50 CAL machine gun shoot took place against an improvised target. At 1230(-7) on Tuesday 22nd a defect developed in the steering system which necessitated steering from aft until the defect was rectified at 1412(-7). Clocks were advanced  $\frac{1}{2}$  hour at 2359(-7) to Zone GH(-7 $\frac{1}{2}$ ).

19. The ship entered Johor Strait at 0900(-7 $\frac{1}{2}$ ) on Wednesday 23rd and 1106(-7 $\frac{1}{2}$ ) secured alongside No.7 Berth Sembawang Basin, Singapore. The ship was met on arrival by the RANLO LCDR N.J.B. Fegan, RAN, and then by the Defence Adviser Captain D.H. Thomson, RAN. Arrangements for the Assisted Maintenance Period starting on 1st September were discussed.

20. After an overnight stop for fuel and stores HMAS VENDETTA cast off from Sembawang Basin at 0900 (-7 $\frac{1}{2}$ ) on Thursday 24th and proceeded for Port Kelang. This was a calm and uneventful voyage but proved most useful for officers under training in making Rule of the Road decisions in the high density shipping traffic that exists in the Malacca Strait. At 0900(-7 $\frac{1}{2}$ ) on Friday 25th HMAS VENDETTA secured alongside the New Bulk Wharf, North Port. At 0930 (-7 $\frac{1}{2}$ ) I called on the Deputy Director General, Port Kelang Authority, CDRE Encik Mod Hashir Abdullah, following which at 1115(-7 $\frac{1}{2}$ ) I called on the Deputy Chief of Naval Staff Commodore Abdul Wahab Bin Haji Nawi in Kuala Lumpur.

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21. My officers and I hosted a Cocktail Party at 1930(-7 $\frac{1}{2}$ ) which was poorly attended by Malaysians due to the Muslim month of fasting, PUASA, falling during the period of VENDETTA's stay. HMAS VENDETTA was open for public inspection on Saturday 26th and Sunday 27th during which time 1,470 people visited the ship.

22. At 1000(-7 $\frac{1}{2}$ ) on Monday 28th HMAS VENDETTA sailed from Port Kelang and set course for the Singapore Exercise areas, for a weapon training period. A full power workup was programmed from 1115(-7 $\frac{1}{2}$ ) and a speed of 27.5kts was attained. The trial was terminated before full power was achieved due to overheating in a Main Engine bearing.

23. Arrangements had been made through the Defence Adviser to embark two young Singaporean Naval Officers on passing Singapore but due to a misunderstanding by the Singapore Naval staff in regard to dates, the rendezvous was not kept.

24. HMAS VENDETTA arrived at the Singapore exercise areas at 0900(-7 $\frac{1}{2}$ ) on Tuesday 29th, and during the forenoon a number of strikes and strafing attacks were carried out by Hunters and A4 Skyhawks of the Singapore Air Force. The Hunters hit the towed target. At 1330(-7 $\frac{1}{2}$ ) a successful surface shoot against the new inflatable balloon target was carried out, despite continued fouling of the range by small fishing boats. A light mortar firing was attempted at 1630(-7 $\frac{1}{2}$ ) but after 2 salvos had been fired a defect developed in the roll actuator which prevented further firings (My URDEF 111/79 refers). HMAS VENDETTA remained in the exercise areas overnight and at 0900(-7 $\frac{1}{2}$ ) on Wednesday 30th, sonar checks were attempted using the triplane target. Although both sonar sets appeared to be working correctly no echoes were obtained. Strikes by Mirage aircraft of No.75 Squadron RAAF followed and then AA tracking exercises.

25. At 1135(-7 $\frac{1}{2}$ ) on Wednesday 30th course was set for PULAU TIOMAN where the ship anchored at 1507(-7 $\frac{1}{2}$ ). It was planned to hold a banyan and BBQ on the island but this could not be done without the presence of a Malaysian Naval ship. In the event the KD SRI SABAH was present and about half the ships company took the opportunity to disport themselves on this beautiful tropical island. At 0816(-7 $\frac{1}{2}$ ) on Thursday 31st HMAS VENDETTA weighed anchor and proceeded to PULAU AUP where, after landing a spotting party on the island at 1026(-7 $\frac{1}{2}$ ), an NGS shoot was carried out on the buoys to the South of the island. It is understood that these buoys have been there a long time and of the nine, only six remain and some of those are barely watching. The spotting party returned on board at 1425(-7 $\frac{1}{2}$ ) and the ship proceeded to Singapore, anchoring at the entrance to Johor Strait at 1934(-7 $\frac{1}{2}$ ) on Thursday 31st.

#### Training

26. Officers: Officers training has continued during the month with tasks being progressed. Much valuable "in company" time for officers approaching award of Bridge Watchkeeping Certificates, was gained during Exercise Sea Siam VIII. Opportunities for such

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experience are few during the present deployment. Additionally, the opportunity to watchkeep in the busy waters of the South China Sea/Singapore/Malacca Straits area has been a valuable experience. One officer was lent to HMS MONKTON in Hong Kong for two days patrol work during which he obtained valuable coastal navigation experience. During Exercise Sea Siam VIII a Sub-Lieutenant was lent to USS O'CALLAHAN where he gained a valuable insight into the American way of doing things.

27. Sailors: A promotion board for the Command Test Part I and Part II was convened in Hong Kong on 3rd and 4th August. Results of the Board were:

Part I: Of 29 Candidates, 17 Passed.

Part II: Of 24 Candidates, 17 Passed.

#### MARINE ENGINEERING

28. The start of the month saw the ship in Hong Kong undergoing a SMP with local labour being used to clean and preserve bilge areas. The provision of a road tanker and portable pump made the task of stripping bilges much easier.

29. Sailing was delayed for several hours on Sunday 6th because of a shortage in generating capacity caused by the following defects: H3 D/G exhaust elbow holed, K4 T/A refused to govern, (nozzle valve spindles were sticking), and L5 D/G blew a head gasket. By 1330 K4 and H3 were back on load giving sufficient generating capacity to sail. During the delay, "A" unit turbo-driven lubricating pump wiped its thrust bearing (URDEF 105/79 refers). Due to a lack of spare bearings, "A" unit Fire and Bilge pump was stripped to provide spares for the F/L Pump. Ships staff did a first class job under trying conditions and had the pump refitted and running by 1100 on Monday 7th.

30. Fuelling was carried out at Pattaya with lighters arriving on time, the only fault was the slow pumping rate of approx. 35 tons/hour. A total of 304 tons of Diesel was taken onboard from USS ASHTABULA. No problems were encountered while burning diesel.

31. During the stay in Port Kelang 2 main steam line joints to the Port HP Turbine were replaced by Ships Staff. After clearing port on Monday 28th the ship was worked up to 260RPM. At this speed the Port Fwd HP Turbine bearing was overheating and the attempt for a four monthly full power workup was cancelled. All other systems and machinery were operating in a most satisfactory manner with a high superheat temperature being maintained, no below economiser temperature problems and no smoke. HMAS VENDETTA's KNH 310330Z AUG78 refers.

#### WEAPONS ELECTRICAL ENGINEERING

32. This month was again a continuation of the previous months heavy work commitment for the W.E.E. Personnel. The emphasis predominately centred on rectification of both minor and major defects affecting the Mortar MK10, Communications equipment, and to a lesser degree, Navigational equipment.

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33. The Mortar MK10(AN) remains HMAS VENDETTA's white elephant. At the beginning of August the system again experienced significant problems with the breakdown in the insulation of the 440 volt supply lines in the Mortar Control Panel with subsequent damage to adjacent wiring within the cable loom, URDEF 104/79. This defect, coupled with a number of associated minor problems, resulted in a lengthy downtime for the system. The operational status was to be assessed on the 30th August but had to be cancelled due to mechanical failure in the gear box of the Roll Actuator, URDEF 111/79. At the time of reporting the system remains unserviceable awaiting receipt of replacement units.

34. A number of minor problems were experienced with UHF communications during Exercise Sea Siam VIII, particularly with the 692 TX's and CUJ RX's associated with the Secure Voice Equipment. It is considered that the majority of the problems stem from suspect aerial runs. It is intended to progress investigation and rectification of defects during the ship's AMP in Singapore 1 - 17 September, 1978.

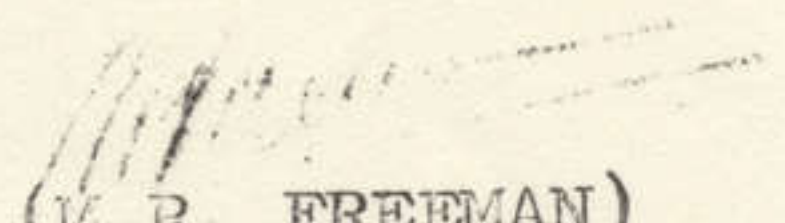
HEALTH, WELFARE, CONDUCT AND MORALE

35. There has been a mild outbreak of an influenza like respiratory and gastro-intestinal infection which affected about one third of the ships company but this has now subsided. The welfare and conduct of the Ship's company continues to be of a high standard and has been favourably commented upon. Morale is good. The ship's company has been spoken to on the matters of security, alcoholism, and drugs.

I have the honour to be,

Sir,

Your Obedient Servant,

  
(M.R. FREEMAN)  
Commander, RAN  
Commanding Officer

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ANNEX A TO HMAS VENDETTA  
LETTER 1.16.3 DATED  
5TH SEPTEMBER, 1978

STEAMING RETURN

Distance Steamed during the Month: 4,681.9 miles  
Hours underway during the month: 346Hrs  
Distance steamed since first  
Commissioning: 638,507.1  
Hours underway since first  
Commissioning: 44,743 27/60

PERIODS IN EXCESS OF FAST  
ROUTING SPEED

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REASON</u>
28AUG78	18 - 28	3 Hours	Quarterly Full Power Trial
31AUG78	24	1 Hour 45 Mins.	To Make R/V NGS Serial

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ANNEX B TO HMAS VENDETTA  
LETTER 1.16.3 DATED  
5TH SEPTEMBER, 1978

EXERCISE RETURN

<u>EXERCISE</u>	<u>NO</u>	<u>HOURS</u>
1 MINIWAR	1	26 Hours
<u>SEAMANSHIP AND GENERAL</u>		
9 STEERING GEAR BREAKDOWN DRILLS	3	2½ Hours
10 OOW Manoeuvres	6	14 Hours
24 Man Overboard Drills	7	2½ Hours
14 RAS(L)	2	3½ Hours
13 RAS JACKSTAY	3	4 Hours
23 STREAM UNIFOXER	1	1 Hour
25 SCREENEX	9	96 Hours
NN DANBUOY LAYING	1	2 Hours
<u>NAVIGATION</u>		
29 BLIND PILOTAGE	12	9½ Hours
N.O. SHIPHANDLING (UNBERTHING)	1	10 Minutes
<u>AIO</u>		
37           ARRX	3	5 Hours
NN           ASAC TRAINING	3	7 Hours
<u>ASW</u>		
46           CASEX A3	1	4 Hours
45           CASEX A2	1	3 Hours
47           CASEX A4	2	5 Hours
NN           CASEX A5	2	12½ Hours
NN           CASEX A6	1	4½ Hours
49           CASEX C2	1	3 Hours
50           CASEX C3	1	10½ Hours
43           CASEX E1	1	1½ Hours
57           LIGHT MORTAR FIRING	1	1 Hour
<u>GUNNERY</u>		
134 AA1	1	1 Hour
NN AA4	3	2 Hours
166 NGS (NG6)	1	2½ Hours
161 NGS (NG1)	1	1 Hour
163 NGS (NG3)	1	1½ Hours
145 CRSFX	1	1 Hour
151 SU2	1	2½ Hours
145 SU9 (balloon Target)	1	1½ Hours
NN Pistol 9mm	2	2 Hours

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Page 2 of ANNEX B TO  
HMAS VENDETTA LETTER  
1.16.3 DATED 5TH  
SEPTEMBER, 1978

NBCD

MAJOR NBCD EX                                   1                                   3 Hours

DIVING

MAINTENANCE                                   3                                   72 Hours  
TRAINING                                       1                                   10 Hours

HARBOUR EXERCISES

FIRE                                               8                                   2½ Hours  
FLOODING                                       3                                   1 Hour  
CASUALTY                                       2                                   ¾ Hour

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ANNEX C TO HMAS VENDETTA  
LETTER 1.16.3 DATED  
5TH SEPTEMBER, 1978

REPORT OF MOVEMENTS

<u>DATE</u>	<u>WHEREABOUTS</u>
1-6 AUGUST	ALONGSIDE VICTORIA BASIN, HONG KONG
6-10 AUGUST	PASSAGE TO PATTAYA
10-15 AUGUST	AT ANCHOR, PATTAYA THAILAND
15-20 AUGUST	EXERCISE SEA SIAM VIII, GULF OF THAILAND
20-21 AUGUST	AT ANCHOR, SONGKHLA, THAILAND
21-23 AUGUST	PASSAGE TO SINGAPORE
23-24 AUGUST	AT SINGAPORE
24-25 AUGUST	PASSAGE TO PORT KELANG
25-28 AUGUST	AT PORT KELANG, MALAYSIA
28-29 AUGUST	PASSAGE TO SINGAPORE EXERCISE AREA
29-30 AUGUST	SINGAPORE EXERCISE AREA
30-31 AUGUST	AT ANCHOR PULAU TIOMAN, MALAYSIA
31 AUGUST	PASSAGE TO SINGAPORE

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HMAS VENDETTA,  
At Singapore

6th October, 1978

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET.

For Information: The Commander, SECOND AUSTRALIAN DESTROYER SQN.  
The Commander, THIRD AUSTRALIAN DESTROYER SQN.

HMAS VENDETTA - REPORT OF PROCEEDINGS - SEPTEMBER 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA under my command for the month of September, 1978. Time Zone used is GH(-7½) unless otherwise stated.

2. At the beginning of the month HMAS VENDETTA was anchored in position 1°19.8N, 104°07.1E near the entrance to Johor Strait, having arrived the previous evening from the Singapore Exercise Areas. At 0715 on Friday 1st anchor was weighed and the ship proceeded up Johor Strait, berthing at No.6 Berth, Sembawang Basin at 0910. The French Naval Ship COMMANDANT BOURDAIS was cold moved alongside at 0920. This ship sailed in company with the French Naval Ship LA CHARENTE at 1800 on Tuesday 5th.

3. At 1020 accompanied by the Australian Defence Advisor, Captain D.H. Thomson, RAN I called on the Commander, New Zealand Forces South East Asia, Brigadier J.L. Smith, MBE, following which I called on the Commander of K.D. MALAYA, Colonel M.W. Alvisse, RMN. That afternoon, at 1400, I called on the Commander, Republic of Singapore Navy, Colonel Khoo Eng An and then on the Australian Assistant High Commissioner, Mr. C.A. Edwards. At 1830 on the evening of Friday 1st, my officers and I hosted a cocktail party onboard.

4. HMAS VENDETTA remained alongside in Sembawang Basin from 1st to 17th undergoing an assisted maintenance period. Due to the lack of shore support in the nature of an FMU/P the period was to all intents and purposes one of self maintenance. Assistance was received in the rectification of four URDEFS and the supply of air, power and shore facilities such as cranes. A great deal of planned and unscheduled maintenance was completed both between and above decks. A modified tropical routine was run whereby hands completed work at 1430 daily. This proved most satisfactory and gave plenty of time for sport and other recreational activities.

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5. Although the extensive facilities that used to be available when the Royal Navy ran the dockyard have been severely reduced there are more than adequate amenities still available. HMAS VENDETTA found that the resident New Zealand Battalion was most generous in their offers of assistance and hospitality. Fifteen "VENDETTA" wives joined their husbands whilst the ship was in Singapore, this being arranged through Ansett Airlines.
6. I hosted a dinner party onboard at 1930, Friday 8th at which my guests were Colonel Alvisse and Mrs Alvisse, Commander, K.D. MALAYA, Mr. E.S. Ware and Mrs Ware, General Manager, Sembawang Shipyard Ltd., Wing Commander D.J. Walters and Mrs Walters, Commanding Officer, RAAF Support Unit, TENGAH and Major P.O. Maquire and Mrs Maquire, Training Officer, 1st Battalion, RNZIR.
7. HMAS VENDETTA was open for inspection by the general public from 1400 to 1700 on Sunday 10th, during which time 198 people visited the ship. A basin trial was conducted at 1020 on Thursday 14th to prove the main propulsion system prior to sailing for Indonesia.
8. On Friday 15th, I hosted a dinner party onboard at which my guests were, the Australian High Commissioner and Mrs G.J. Price, the Commander New Zealand Forces, South East Asia, Brigadier J.L. Smith and Mrs Smith, the Commander, Republic of Singapore Navy, Colonel Khoo Eng An and the Australian Defence Advisor, Captain D.H. Thomson, RAN and Mrs Thomson.
9. On Saturday 16th at my invitation one officer and five other ranks of the New Zealand Forces based in Singapore joined the ship for the visit to Indonesia.
10. At 0830 on Sunday 17th, HMAS VENDETTA cast off and proceeded towards the rendezvous with T.U. 327.2.1 in the Flores Sea. After clearing Singapore Strait the starboard shaft was locked for a short time to enable repairs to the lubricating oil pump on the main feed pump in 'B' unit. This was completed by 1350 when the ship proceeded to the rendezvous at 18 knots via the Karimata and Selayar Straits.
11. Clocks were advanced  $\frac{1}{2}$  hour at 0001 on Wednesday 20th to Zone H (-8) and at 0842 (-8) after transitting Selayar Strait a full power workup was conducted. Machinery worked most satisfactorily, however the last 10 revolutions caused excessive thick black smoke to be generated from 'A' boiler due to air leaks in the boiler casing. This has been reported and will be taken in hand during the forthcoming refit.
12. At 1120 (-8) on Wednesday 20th, HMAS VENDETTA rendezvous with T.U. 327.2.1 consisting of HMAS STALWART, HMAS SUPPLY and HMAS TORRENS. A helicopter transfer was carried out at 1258 (-8) during which 5 drums of Freon were VERTREP'd to HMAS STALWART. At 1315 (-8) a RAS(L) was conducted with HMAS SUPPLY, following which all ships participated in OOW manoeuvres. Both these exercises provided welcome practice for HMAS VENDETTA. T.U. 327.2.1 arrived at the

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swept channel into Ujung Pandang at 0615 (-8) on Thursday 21st and a minefield transit was conducted until 0900 (-8) when a pilot was embarked and the ship entered harbour and berthed outboard of HMAS TORRENS at 0938 (-8) at Sukharno Wharf, Ujung Pandang.

13. At 0955 (-8) on Thursday 21st I started a busy schedule of official calls, in company with the other Australian Commanding Officers, during which I called on the Commander Eastern Squadron, Commodore Gatot Suwardi, the Commander Naval Area 7, Commodore Rekso Dihadjo, the Commander Naval Base, Lieutenant Colonel Helly Palenteng, the Defence Commander for Sulawesi and East Kalimantan, Lieutenant General Leo Lapulisa, the Governor of South Sulawesi, Colonel Andi Odang, the Mayor of Ujung Pandang, Lieutenant Colonel A. Boestarm and the Post Administrator Mr. Noerdin. All these personages proved most friendly and spoke fair to good english and all provided light non-alcoholic refreshment which tested the bodies capacity. The calls were enhanced by the demonstrative police motor cycle escort which swept us through the busy streets of Ujung Pandang. At 1830 (-8) on Thursday 21st, my officers and I attended a joint cocktail party held in HMAS STALWART.

14. Preparations were begun in earnest for exercise New Horizon II when at 0900 (-8) on Friday 22nd I and three of my officers attended the official opening ceremony and pre-exercise briefing at the Headquarters of Naval Area 7. The harbour training phase of the exercise commenced at 0800 (-8) on Saturday 23rd when communication circuits were established between all ships and a number of communication exercises were conducted. An operation Awkward exercise was also carried out during this phase. These harbour exercises proved to be most beneficial to all participants and contributed substantially to the generally smooth conduct of the sea training phase, especially in the area of communications. To further improve understanding liaison officers were also exchanged with the Indonesian ships participating.

15. Clocks were retarded one hour at 0630 (-8) on Monday 25th to Zone G (-7) and at 0613 (-7) HMAS VENDETTA sailed in company with the Indonesian Ships KRI MONGISIDI (Lieutenant Colonel Adimuljo) and KRI MARTADINATA (Lieutenant Colonel Jusuf Effendi) and the other ships of the Australian Task Unit. On leaving the swept channel exercises in raid reporting, communications and tactical manoeuvres were carried out. At 1900 (-7) a close range firing exercise was conducted against starshell targets provided by HMAS TORRENS. This was a quite spectacular exercise which provided excellent practice for HMAS VENDETTA close range gun crews. HMAS VENDETTA refuelled from HMAS SUPPLY at 1144 (-7) receiving 125 tons FFO. Both KRI MONGISIDI and KRI MARTADINATA conducted a token refuelling with HMAS SUPPLY during this exercise and both ships appeared to be competent in alongside replenishment procedures,

16. At 1442 (-7) on Tuesday 26th a defect developed in HMAS VENDETTA's steering and it became necessary to steer the ship from aft until repairs could be effected. An anti-aircraft tracking and firing exercise was conducted at 1450 (-7) against a towed target, followed at 1545 (-7) by OOW manoeuvres.

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At 1910 (-7) on Tuesday 26th a second close range firing exercise against starshell target was conducted. This was again very successful with all ships able to engage the target. On completion ships were ordered to take up screening stations on HMAS SUPPLY and HMAS STALWART for a night steam in company.

17. At 0445 (-7) on Wednesday 27th, HMAS STALWART was detached towards Surabaya to embark you, Sir, by helicopter. Shortly afterwards HMAS VENDETTA in company with KRI MONGISIDI proceeded to rendezvous with the Indonesian submarine KRI PASOPATI (Lieutenant Colonel F.X. Moerdjio). At 0620 (-7) the submarine dived and a CASEX C2 was conducted. Close anti-submarine action and SAU procedures were exercised until 0747 (-7) when the submarine surfaced at the end of the serial and HMAS VENDETTA and KRI MONGISIDI proceeded to join HMAS SUPPLY. At 1000 (-7) on Wednesday 27th rendezvous was made and both ships conducted a light jackstay transfer. HMAS VENDETTA and HMAS SUPPLY executed a number of turns while alongside and manoverboard was exercised with KRI MONGISIDI. On completion of the transfer HMA Ships SUPPLY and VENDETTA, in company with KRI MONGISIDI, proceeded to rendezvous with the remainder of the task unit. At 1400 (-7) on Wednesday 27th a screening exercise was conducted and then the task unit together with HMAS STALWART who had rejoined, proceeded through Sapedi Strait which necessitated negotiating a host of small fishing vessels. Ships steamed in company overnight with the exception of HMAS STALWART which was again detached at 2035 (-7) towards Surabaya to embark Rear Admiral Prasodjo Mahdi.

18. A surface firing exercise against a towed target was programmed for 0600 (-7) on Thursday 28th but due to the towing vessel being out of position and the many fishing vessels fouling the range, this had to be postponed. At 1000 (-7) an anti-aircraft firing exercise against a balloon target provided by HMAS VENDETTA was scheduled but due to the vagaries of the wind and other vessels fouling the range, this was not successful. At 1051 (-7) a successful surface shoot against the towed target was conducted with good results by HMAS VENDETTA. At 1503 (-7) preparations were made for a surface firing against Gundul Island, but the range was fouled by a sailing vessel. This did not however deter the Indonesian vessels from firing. It was not until 1635 (-7) that HMA Ships TORRENS and VENDETTA could obtain a clear range.

19. At 1817 (-7) on Thursday 28th HMAS VENDETTA's steering, which had been steadily worsening throughout the exercise, became a hazard to safety, and as repairs required the stripping of the transmitter system, the ship was forced to change to after steering for the remainder of the exercise (My URDEF 116/79 refers). A night light jackstay transfer was conducted with HMAS SUPPLY at 1851 (-7) on Thursday 28th and at 1905 (-7) you, Sir, accompanied by your Flag Lieutenant were received onboard. On completion of the transfer course was altered towards Surabaya. A surface plotting exercise was conducted on route and at 0432 (-7) on Friday 29th HMAS VENDETTA refuelled from HMAS SUPPLY. Unfortunately the replenishment course was away from Surabaya and on completion of refuelling HMAS VENDETTA was still 38 miles from the 0600 (-7) rendezvous at the entrance to Surabaya Channel. At 0526 (-7) with HMAS TORRENS in company, course was set for Surabaya at 24 knots. By 0750 (-7) on Friday 29th pilots had been embarked in both ships and passage commenced up the Surabaya Strait. Your flag Sir, was hoisted onboard at 0730 (-7).

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A 21 gun national salute was fired by HMAS VENDETTA at 0945 (-7) which was returned shortly thereafter by the Naval Base shore battery. At 1000 (-7) on Friday, 29th HMAS VENDETTA secured alongside Madura Quay, Surabaya, and at 1020 (-7) HMAS TORRENS secured outboard.

20. At 1050 (-7) on Friday 29th with Captain N. Ralph, DSC, RAN of HMAS TORRENS I accompanied you, Sir, to call on the Commander in Chief, Indonesian Fleet, Rear Admiral Prasodjo Mahdi. At 1215 (-7) I called on the Mayor of Surabaya, Mr R. Sooparno, in company with Captain N. Ralph, DSC, RAN and Lieutenant Commander R. Oysten, RAN, following which, at 1300 (-7) I called on the Commanding Officer, Surabaya Naval Base, Colonel Soetijono. At 1830 (-7) you Sir, assisted by the officers of HMA Shios TORRENS and VENDETTA hosted a cocktail party onboard.

21. Colours were half masted on Saturday 30th as a mark of respect for the death of His Holiness Pope John Paul I.

22. At 0900 (-7) on Saturday 30th I and three of my officers attended the post exercise discussions held at Surabaya Naval Headquarters and this was followed at 1100 (-7) by the official closing ceremony for Exercise New Horizon II. My comments on the exercise are contained in my KEB/KNA/KAF 300200Z SEP78.

23. At 1300 (-7) on Saturday 30th I and my Engineering Officer attended a luncheon onboard hosted by you, Sir, at which your guests were Rear Admiral Prasodjo Mahdi, Commander in Chief, Indonesian Fleet, Rear Admiral Atmodjo Brotodarmodjo, Commander Eastern Fleet and Commodore Sukono, Commander Surabaya Dockyard.

24. At the end of the month HMAS VENDETTA remained alongside Madura Quay, Surabaya.

#### Training

25. Midshipmen: Task books have been progressed and the three stage II midshipmen who joined HMAS VENDETTA early in the deployment have been transferred to HMAS STALWART and three new stage II Midshipmen have joined from HMAS STALWART.

26. Sub-Lieutenants: Two stage IV Sub-Lieutenants were awarded Harbour Watchkeeping Certificates during the month and three others are making good progress towards the award of Full Bridge Watchkeeping Certificates.

27. General: All officers under training have gained benefit and confidence with the opportunity to once again work in company with other units during Operation Regroup 78 and in Exercise New Horizon II.

#### Marine Engineering

28. During the first two weeks the ship was alongside Singapore a very pleasing amount of planned maintenance and defect rectification was carried out. The modified tropical routine appeared most effective with maximum leave being given yet still maintaining an effective workforce onboard.

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The basin trial conducted on the 14th was marred by the failure of the main feed pump (URDEF 114/79). This was subsequently rectified but will require stripping in the near future as lack of allowed spares meant suspect components had to be reused.

29. On the 26th a four monthly full power workup was carried out. With the exception of heavy smoke from 'A' boiler it was quite successful. The end of the month saw trouble with the steering gear (URDEF 116/79 refers). The transmitter was stripped in Surabaya and all leathers replaced.

Weapons Electrical Engineering

30. Planned maintenance was progressed satisfactorily in addition to general ship's husbandry during the Assisted Maintenance Period. As a consequence, with the exception of the Mortar Mk 10 (AN), equipment and system serviceability has been more than satisfactory as was evident during the recent exercise Now Horizon II with Australian Navy and Indonesian Navy fleet units participating.

31. It was necessary during the month to raise yet another URDEF (115/79) to report the continued unserviceability of the Mortar Mk 10 (AN). On this occasion smoke was seen issuing from the Pitch Motor. Further investigation revealed burnt out armature windings in addition to armature piling. Repairs are currently being undertaken by the Fleet Maintenance Unit in HMAS STALWART. In view of the present unreliability being experienced with this system a separate report is being prepared covering the defects encountered during the period immediately prior to, and during the ship's present South East Asian deployment.


Health, Welfare, Conduct and Morale

32. The welfare and conduct of the ships company continues to be of a high standard and morale is high. The ships company were spoken to on the matters of security, alcoholism and drugs during the month.

I have the honour to be,

Sir,

Your obedient Servant,

  
(M.R. Freeman)  
Commander, RAN  
Commanding Officer.

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ANNEX B to HMAS VENDETTA  
Letter 1/16/3 dated 6OCT78

EXERCISE RETURN

<u>Exercise</u>	<u>No</u>	<u>Hrs</u>
<u>Seamanship and General:</u>		
9 Steering Gear Breakdown Drills	2	2
10 OOW Manoeuvres	4	6½
14 RAS(L)	3	5
13 RAS Jackstay	2	3
20 VERTREP	3	15¼
25 SCREENEX	3	6
NN Emergency Stations	1	¼
NN Leaving Ship Stations	1	
Operation Awkward	1	3
<u>Navigation</u>		
29 Blind Pilotage	5	4
30 Minefield Transit	1	3
<u>AIO</u>		
NN Voice procedures	1	2½
36 GOPEX/RAINEX	1	1¼
32 CACREX	3	4
<u>Gunnery</u>		
CRAAFX (Starshell)	2	4
CRAAFX (Sleeve)	1	2
CRAAFX (Balloon)	2	5
151 SU2	2	5
Saluting Gun Drills	1	¾
21 Gun Salute	1	¼
Pyrotechnics Instruction	1	¼
<u>Diving</u>		
Maintenance	2	2
Training	3	12
<u>Harbour Exercises</u>		
Fire	14	4
Flood	1	¼
Casualty	4	1
Civil Disturbance	1	½

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ANNEX B continued

Communications

NCX 455	1	1
NCX 652	1	$2\frac{1}{2}$
NCX 604	1	2
NCX 205	2	$1\frac{1}{2}$
NCX 207	2	2
NCX 405	1	1
NCX 204	1	$1\frac{1}{2}$
NCX 301	1	$\frac{1}{2}$
NCX 401	2	2

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ANNEX C TO HMAS VENDETTA  
LETTER L/16/3 DATED 6OCT78

REPORT OF MOVEMENTS

DATE	WHEREABOUTS
1-17 SEPTEMBER	ALONGSIDE SEMBAWANG BASIN SINGAPORE
17-21 SEPTEMBER	PASSAGE TO UJUNG PANDANG
21-25 SEPTEMBER	ALONGSIDE UJUNG PANDANG
25-29 SEPTEMBER	EXERCISE NEW HORIZON II
29-30 SEPTEMBER	ALONGSIDE SURABAYA

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HMAS VENDETTA,  
At Singapore

6th November, 1978

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET

For Information : The Commander, SECOND AUSTRALIAN DESTROYER SQN.  
The Commander, THIRD AUSTRALIAN DESTROYER SQN.

HMAS VENDETTA - REPORT OF PROCEEDINGS - OCTOBER 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VENDETTA under my command for the month of October, 1978.
2. At the beginning of the month HMAS VENDETTA was berthed alongside Madura Quay, Surabaya with HMAS TORRENS berthed outboard. Your flag, Sir, was hauled down at 0900(-7) on Sunday 1st. My officers and I attended an official cocktail party hosted by the Indonesian Navy at 1900 (-7) that evening.
3. At 0800 (-7) on Monday 2nd, HMAS TORRENS cast off and proceeded, followed at 0812(-7) by HMAS VENDETTA. Pilots were disembarked at the seaward end of Surabaya channel and at 1015(-7) both ships proceeded in company towards the rendezvous with HMAS STALWART in the South China Sea. Communications exercises and OOW manoeuvres were conducted enroute and clocks were advanced 30 minutes at 0001 (-7) on Tuesday 3rd to Zone GH (-7½). At 1645 (-7½) HMAS STALWART was detected and shortly afterwards, at 1710 (-7½), a helicopter transfer of mail was carried out. On completion HMAS VENDETTA and HMAS TORRENS joined HMAS STALWART for passage to Singapore.
4. Ships entered the Johore Strait in the order HMAS TORRENS, STALWART and VENDETTA at 0953(-7½) on Wednesday 4th. Arriving off Sembawang Basin at 1025(-7½) shiphandling practise was conducted on 'A' buoy whilst waiting for the other ships to berth. HMAS VENDETTA came alongside HMAS STALWART at No.6 berth at 1126(-7½) and after embarking an aluminium welding machine, moved alongside HMAS TORRENS at No.5 berth at 1144(-7½). A cold move was made on Friday 6th to enable HMAS STALWART to move to No.5 berth with HMAS TORRENS alongside whilst HMAS VENDETTA secured at No.6 berth. The ship remained alongside until Monday 16th for a planned Self Maintenance Period. In the event valuable assistance was obtained from HMAS STALWART.

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5. Landing and demolition parties consisting of 48 personnel conducted jungle warfare, small arms and demolition training at Kota Tingi training area in south western Malaysia between 5th and 7th. Facilities and instructors were provided by 1st Battalion RNZIR. Training included small arms firings, basic infantry tactics, field signalling and patrol procedures and was a most satisfactory training period for all concerned.
6. On Friday 6th I was fortunate to accompany you, Sir, and the captains of HMA Ships STALWART, SUPPLY and TORRENS on a tour of the Singapore Navy Patrol Boat Base at Tanjong Berlayar. It was a most informative morning and I was impressed by the keenness and enthusiasm displayed by all those we met.
7. Ten of my officers and I attended a reception given by you, Sir, onboard HMAS SUPPLY on Saturday 7th.
8. On Thursday 10th I inspected the ship's company at divisions. The standard of dress and appearance was on the whole good, however the No.6 uniforms that had been issued to sailors compared most unfavourably with similar uniforms which had been purchased from other sources eg: Red Anchor. During a short ceremony afterwards I presented the National Medal to four of my Senior Sailors. The opportunity was also taken for a ship's company photograph.
9. 36 Republic of Singapore Navy personnel visited the ship on Friday 13th and another 45 visited the ship at 1100 (-7½) on Saturday 14th.
10. A many and varied sports programme, both intership and against local teams was undertaken during this visit to Singapore. Of note was the fact the ship again got beaten by the Tengah ladies golf team. This was attributed more to the devious method of scoring rather than the standard of play.
11. At 0700 (-7½) on Monday 16th the Task Unit Chaplain, Chaplain G. Cooling, was embarked, and at 0814(-7½) lines were cast off and HMAS VENDETTA sailed for Penang. An intermess pistol shoot was completed during the dog watches with the Wardroom team winning by a comfortable margin. The passage through the Singapore and Malacca Straits again provided good value for Officer of the Watch training in a heavy traffic situation.
12. HMAS VENDETTA entered Penang harbour via the northern channel and came to the starboard anchor in 16.6 metres of water in position 082 Fort Cornwallis Light 5.6 cables in the man-of-war anchorage. In the forenoon accompanied by the Resident Naval Officer, Penang, Major (Navy) Charles Thong Yin Sin I called on the Acting Director General Penang Port Commission, Mr Lim Teck Chuan and the Chief Police Officer, Penang, Mr Abdul Hamid Mohamid. My officers and I hosted a cocktail party onboard at 1830 (-7½) on Tuesday 17th, following which I hosted a dinner party at which my guests were the Commander HQ IADS, Air Vice Marshal and Mrs J.H. Flemming, and their daughter Miss Teresa Flemming, the Acting Vice Chancellor of the University of Science, Malaysia, Professor and Mrs Sharom Amat, and the Chief Police Officer, Penang, Mr Abdul Hamid Mohamid and Mrs Mohamid.

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3. The visit to Penang proved a popular one with the ship's company. Commodities are relatively cheap and the town caters for tourists. The RAAF at Butterworth also provided considerable assistance and hospitality and an active sports programme was conducted with them.
14. At 1005 (-7½) on Friday 20th HMAS VENDETTA weighed and proceeded. At 1157(-7½) on Saturday 21st, after an uneventful passage through the Malacca and Singapore Straits, rendezvous was made with HMAS SUPPLY, flying your flag, Sir, and HMAS STALWART in the vicinity of Jahor Shoal Buoy. At 1355 (-7½) HMAS TORRENS joined the task unit, in position 038 Horsburgh Light 3.3 and shortly afterwards at 1358 (-7½) OOW manoeuvres were carried out. At 1509 (-7½) HMAS VENDETTA conducted a RAS(L) and light jackstay with HMAS SUPPLY, followed at 1600 (-7½) by a helo transfer. At 0001 (-7½) on Sunday 22nd clocks were advanced 30 minutes to Zone H (-8) and Exercise Sandgroper was commenced. Overnight passage was made in company southwards through the South China Sea.
15. At 1133 (-8) on Sunday 22nd, the RAN Task group rendezvoused with USS KIRK (CMDR F.J. Barnes, USN) with COMDESRON 15 (CAPT J.H. Berry, USN) embarked, USS KNOX (CMDR W.A. Hartman, USN) and USS LOCKWOOD (CMDR J.R. Fitzgerald, USN) in position 2.19'S, 107.46'E. Passage was continued south and at 1818 (-8) after transitting Gaspar Strait, HMAS VENDETTA, in company with USS KIRK and USS LOCKWOOD, were detached to exercise Surface Attack Group (SAG) procedures in accordance with Australian Fleet Tactical Instructions, as these procedures were unfamiliar to the Americans. These exercises were completed at 2000 (-8) and at 2015 (-8) HMAS VENDETTA rejoined the task group for the passage through Sunda Strait. At 0945 (-8) on Monday 23rd USS ASHTABULA (CAPT R.W. Leeds, USN) joined the task group in position 6.32'S, 104.58'3E. HMAS VENDETTA refuelled from HMAS SUPPLY at 1203 (-8) and at 1500 (-8) the task group assumed a fully covert posture in an effort to avoid detection by Orange forces. At 1740 (-8) Task Element 606.0.3.1 consisting of HMAS VENDETTA, USS KIRK and USS LOCKWOOD, was detached from the task group and commenced passage down the Birdsville Track, the westernmost of three tracks used by Blue forces on their way south.
16. The weather deteriorated the further south we progressed but otherwise the passage was very peaceful. Although information from USS ASHTABULA indicated that she had been located by Orange aircraft at 1300 (-8) on the 24th, it was not until 1555 (-8) 26th when rendezvousing with the remainder of Blue task group that TE 606.0.3.1 came in contact with Orange Surface forces. These were shadowing USS ASHTABULA. At 1714 (-8) HMAS TORRENS was fired upon by Orange forces and a surface engagement ensued until, at 1755 (-8) the Orange surface units retired to the North East.
17. At 1912 (-8) on Thursday 26th HMAS VENDETTA attempted to fuel from HMAS SUPPLY, but due to a defect in HMAS SUPPLY's tensioning winch, the refuelling had to be postponed and at 1940 (-8) HMAS VENDETTA rejoined the screen. At 2108 (-8) Orange surface forces were detected approaching from the North East, and at 2110 (-8) a SAG of four ships, HMAS TORRENS, HMAS VENDETTA, USS KIRK and USS LOCKWOOD, was detached to engage the enemy. Surface action was completed at 2215 (-8) and at 2243 (-8) HMAS

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VENDETTA rejoined the screen and the Orange surface forces, consisting of HMNZS CANTERBURY (CMDR S.F. Teagle, RNZN), HMAS SWAN and HMAS STUART, became part of Blue force.

18. At 0615 (-8) Friday 27th HMAS VENDETTA refuelled from HMAS SUPPLY. A 2.5 metre swell made conditions alongside quite difficult and on a number of occasions the probe disconnected from the bell housing causing oil to be spilt on the upper deck making conditions at the fuelling point even more hazardous. One sailor, manning the distance line, was swept off his feet by a wave but fortunately was not badly injured. Fuelling was discontinued after the tenth disengagement by which time a viable quantity of fuel had been received.

19. Phase II of the exercise commenced on Thursday 26th and the force was attacked on a number of occasions during Friday 27th and Saturday 28th by F111 aircraft, although not all would have been successful, the lack of an area air defence ship in the force was readily apparent. Several sonar contacts were also gained and the anti-submarine escorts were kept busy identifying and prosecuting these. During this period HMAS VENDETTA was stationed close to the main body as defence against air attack.

20. At 0611 (-8) on Sunday 29th HMAS VENDETTA refuelled from HMAS SUPPLY and at 1215 (-8) in company with HMNZS CANTERBURY our participation in Exercise Sandgroper ended and we were detached from the task group and set course for Christmas Island. OOW Manoeuvres, and stationkeeping and changing exercises were conducted enroute. At 1030 (-8) Tuesday 31st a 4.5" pre action calibration firing was carried out followed by a 40/60 close range anti aircraft firing against starshell targets. A successful light mortar firing was carried out that afternoon at 1340 (-8), and although the depth had to be set by hand, no other defects were apparent. This was a most gratifying exercise as the mortar had been unserviceable for some months. Clocks were retarded 1 hour at 1800 (-8) to Zone G (-7). At the end of the month HMAS VENDETTA was enroute to Christmas Island in calm seas with HMNZS CANTERBURY in company.

#### Training

21. Officers: One Ocean Navigation Certificate and two Full Bridge Watchkeeping Certificates have been awarded to Stage IV officers under training during the month. A concentrated effort to assist Stage II Midshipmen to progress their Task Books before their Board in early December has been undertaken.

22. Sailors: Whilst in Singapore 37 candidates conducted 9½ hours training for Command Test Part I. The Board will be held in Hong Kong in November. Four Able Seaman passed and three failed Part III of the Command Test.

#### Marine Engineering

23. The two weeks in Singapore gave us the opportunity to carry out two external boiler cleans, messy but necessary. Ships staff with admirable backing from the Fleet Maintenance Unit managed to complete all due planned maintenance schedules and rectify all known defects.

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24. The attitude of the Fleet Maintenance Unit sailors, at all levels, was worthy of note and their pride in workmanship was apparent.

25. Training is always given a high priority and the need of two boilers for the majority of the time during the exercise gave us an ideal chance to give several sailors the manoeuvring experience necessary before the award of Boiler Room Watchkeeping Certificates.

Weapons Electrical Engineering

25. This month has again been an industrious one for the Weapons Electrical Department with a considerable effort required in all sections to maintain equipment serviceability, particularly with UHF and HF communications equipment.

26. The effort provided by the Fleet Maintenance Unit in assisting ships staff to rectify defects and progress outstanding planned maintenance routines during the Self Maintenance Period in Singapore was much appreciated. Assistance was given with UHF communications, power electrics and the repair of the Mortar Mk 10 (AN) Pitch motor as reported in URDEF 115/79. Further problems continue to be encountered with this system. At the commencement of Exercise Sandgroper the electrical control of A & B range valves was inoperative due to the failure of the Range synchro/digital converter cards, URDEF 117/79. However, a mortar firing using light projectiles was satisfactorily conducted on 31st with range set manually. This is the first firing achieved since the aborted firing of the 29th August.

27. The proposed Garden Island Dockyard committment for the ship's forthcoming refit was received during the month and the limited amount of work to be taken on by the Dockyard is noted with some concern. It is hoped that Fleet Maintenance Unit and Fleet Maintenance Party will be able to provide substantial assistance.

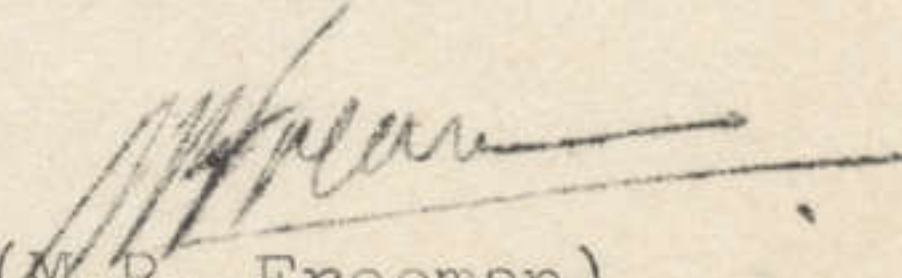
Health, Welfare, Conduct and Morale

28. The welfare and conduct of the ships company continues to be of a high standard and morale remains good. The time away from home was reflected by some pangs of homesickness evident when the ship closed the Australian coast during Exercise Sandgroper only to turn north again on completion.

I have the honour to be,

Sir,

Your obedient Servant,

  
(M.R. Freeman)  
Commander, RAN  
Commanding Officer

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ANNEX A TO HMAS VENDETTA  
LETTER 1.16.3 DATED  
6TH NOVEMBER, 1978

STEAMING RETURN

Distance steamed during the month : 5,240.9 miles  
Hours underway during the month : 349½ hours  
Distance steamed since first commissioning : 646,589.1 miles  
Hours underway since first commissioning : 45,092 57/60 hours

PERIODS IN EXCESS OF FAST  
ROUTING SPEED

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REASON</u>
23OCT78	20	2½ )	Exercise Sandgroper
24OCT78	20	6 )	
24OCT78	19	5 )	
26OCT78	19	15 )	

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ANNEX B TO HMAS VENDETTA  
LETTER 1.16.3 DATED  
6th NOVEMBER, 1978

EXERCISE RETURN

<u>Exercise</u>	<u>No</u>	<u>Hours</u>
Sandgroper	1	22-29 October
<u>Seamanship and General</u>		
10 OOW Manoeuvres	6	8 hours
24 Man overboard drills	3	$\frac{3}{4}$ hour
14 RAS(L)	4	3 hours
13 RAS Jackstay	2	1
23 Stream Unifoxer	20	48
25 Screenex	10	180 hours
Helo Transfer	15	$3\frac{1}{4}$ hours
<u>Navigation</u>		
29 Blind Pilotage	5	$3\frac{1}{2}$ hours
Shiphandling	1	1 hour
<u>AIO</u>		
36 GOPEX-RAINEX	2	4 hours
62 UWT Drills	1	1 hour
37 ARRX	1	1 hour
107 EWX	1	2 hours
<u>COMMS</u>		
NCX 205	1	1 hour
NCX 207	3	4 hours
NCX 201	3	2 hours
NCX 202	3	2 hours
NCX 351	2	4 hours
<u>Gunnery</u>		
PAC 4.5"	1	1 hour
40/60 ROFX	1	$\frac{1}{2}$ hour
9mm pistol shoot	1	1 hour
<u>NBCD</u>		
78 NBCDX	1	2 hours
<u>Diving</u>		
Maintenance	2	8 hours
<u>Harbour</u>		
Fire	13	
Casualty	2	

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ANNEX C TO HMAS VENDETTA  
LETTER 1.16.3 DATED  
6th NOVEMBER, 1978

REPORT OF MOVEMENTS

<u>Date</u>	<u>Whereabouts</u>
1-2 October	At Surabaya
2-4 October	Passage to Singapore
4-14 October	At Singapore
16-17 October	Passage to Penang
17-20 October	At Anchor Penang
20-22 October	Passage to Indian Ocean
22-29 October	Exercise Sandgroper
29-31 October	Passage to Christmas Island

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HMAS VENDETTA  
At Sea

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3rd December, 1978

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

For Information: The Commander, SECOND AUSTRALIAN DESTROYER SQN.  
The Commander, THIRD AUSTRALIAN DESTROYER SQN.

HMAS VENDETTA - REPORT OF PROCEEDINGS - NOVEMBER 1978

Sir,

I have the honour to report the proceedings of HMA Ship VENDETTA under my command for the month of November, 1978.

2. At the beginning of the month HMAS VENDETTA was enroute to Christmas Island with HMNZS CANTERBURY in company. At 0730 (-7) on Wednesday 1st, I embarked in HMNZS CANTERBURY's Wasp helicopter and, accompanied by CMDR Teagle, RNZN, enjoyed an aerial tour of Christmas Island, returning onboard at 0830 (-7). HMAS VENDETTA secured between ahead and astern buoys in Flying Fish Cove, Christmas Island at 0921 (-7). The advice of the Harbour Master and the clement weather made this evolution relatively simple. Shortly afterwards HMNZS CANTERBURY also secured between ahead and astern buoys.

3. At 1110 (-7), in company with the Commanding Officer of HMNZS CANTERBURY, I called on the Administrator of Christmas Island Mr. F.C. Boyle and afterwards on the Manager, British Phosphate Commission, Mr. D. Robb. A combined ships reception was held onboard at 1830 (-7) that evening and afterwards I hosted a dinner party at which my guests were, the Administrator and Mrs. F.C. Boyle, the Manager, British Phosphate Commission and Mrs. D. Robb, the Officer in Charge Police, Christmas Island, Superintendent B. Matthews and Mrs. Matthews, the Commanding Officer HMNZS CANTERBURY, CMDR S.F. Teagle, RNZN and SGT E. Harrison of the Christmas Island Police.

4. HMAS VENDETTA hot moved to the cantilever berth at 1253 (-7) on Thursday 2nd to fuel, HMNZS CANTERBURY having fuelled earlier that morning. The berth entailed securing between ahead and astern buoys and between buoys to Port and Starboard. These acted as breasts. The assistance of harbour launches was used to secure the heavy mooring lines but the lack of a powerful winch on the Quarterdeck slowed the task considerably. Fuel was embarked through a floating hose at the rate of 90 tonnes per hour and being somewhat thicker than that normally used onboard, it was mixed with a quantity of diesoline to allow better atomization.

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5. At 1700 (-7) that afternoon I was called upon to read the lesson at a non-denominational church service and afterwards I attended a dinner at the Administrators house to welcome the Minister for Home Affairs, the Honourable R.J. Ellicot Q.C. MP and Mrs. Ellicot to Christmas Island. HMAS VENDETTA remained at the cantilever berth until 1300 (-7) on Friday 3rd, when the ship was warped to ahead and astern buoys in Flying Fish Cove. At 1440 (-7) I was pleased to receive onboard the Honourable and Mrs. R.J. Ellicot for an informal visit and walk around. The Ministers party took tea with the Chief Petty Officers and spoke to a number of the ships company. The withdrawal of mail concession rates was a favourite topic of conversation. This was the first visit by the Minister to a warship.

6. The ship was open to the public from 1400 (-7) and 463 people, mainly the younger generation endured the short boat ride to inspect the ship. The visit to Christmas Island had been viewed with a certain amount of trepidation, wondering whether the Islanders could cope with two warships. In the event the short visit proved most successful and popular with the ships company. Games of soccer, rugby and cricket were played against the locals who also provided a deal of home hospitality to the crews. Also the island clubs opened their doors to the sailors. Perhaps the most memorable aspect of the visit was seeing the annual migration of literally millions of red crabs.

7. In order to allow time to carry out exercises with HMNZS CANTERBURY during the passage to Singapore both ships slipped their moorings at 0002 (-7) on Saturday 4th and set course for Singapore via the Sunda and Gaspar Straits. 16 officers and sailors of a variety of ranks and categories were exchanged with HMNZS CANTERBURY before sailing. During the forenoon a towing exercise was conducted with firstly HMAS VENDETTA towing HMNZS CANTERBURY, and then vice versa. The evolutions were carried out in reasonably slow time for the benefit of all concerned especially officers under training. No problems arose. Passage was continued in company to Singapore with OOW manoeuvres and other non delaying exercises en route.

8. At 0944 (-7) on Sunday 5th three light Jackstay transfers were conducted with HMNZS CANTERBURY. These exercises proved very useful and allowed all officers under training to complete their task book tasks on this subject. During the evening a successful ships concert was held which revealed a number of previously hidden talents amongst the crew.

9. Clocks were advanced  $\frac{1}{2}$  an hour at 0001 (-7) on Monday 6th to zone GH (-7 $\frac{1}{2}$ ) and at 0645 (-7 $\frac{1}{2}$ ) tactical command was passed to CANTERBURY who lead the way up harbour. At 0900 (-7 $\frac{1}{2}$ ) HMNZS CANTERBURY secured alongside No. 6 berth, Sembawang Basin, and HMAS VENDETTA secured to No. 7 berth.

10. Our stay in Singapore was for only 24 hours, to embark fuel and provisions. Also embarked were one New Zealand Army officer and four New Zealand other ranks together with two Second Lieutenants from the Singapore Navy, who came for passage to Hong Kong and back

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11. It was during this stay that I received DEFNAV CANBERRA's LKP 060125ZNOV78 stating that HMAS VENDETTA was to pay off for disposal from 28th June, 1979. I immediately informed the Ship's Company of this sad news which came as a considerable shock and was not well received especially as the signal inferred that HMAS VENDETTA's hull and machinery state was worse than that of her sister ship. The reaction was natural and spoke highly of the esteem with which the Ship's Company held their ship all the more so when all previous indications had pointed to HMAS VAMPIRE being the ship to go first.

12. Lines were cast off and the ship proceeded at 0902 (-7½) on Tuesday 7th. While transitting the Singapore exercise area, gunnery tracking exercises were conducted with RAAF Mirage aircraft based at Tengah. The weather deteriorated as the ship moved north into the north east monsoon and by the third day force 6-7 winds with rough seas were being experienced from the North North East. Clocks were advanced half an hour at 0001 (-7½) on Saturday 11th to Zone H (-8) and at 0301 (-8) landfall was made on the Lema Isles to the South of Hong Kong. Entrance to Hong Kong harbour was made via the East Lamma Channel in steady rain and at 0900 (-8) HMAS VENDETTA secured starboard side to West Arm West, HMS TAMAR.

13. During the following week the ship carried out a self maintenance period during which planned maintenance was brought up to date and in some cases advanced and also local labour was employed to clean bilges and beneath the pedestals in the after seamens heads. Jenny's Side Party again worked assiduously on the ships side. A comprehensive sports programme had been most efficiently arranged at just the right level. This involved games including rugby, soccer, hockey, tennis, golf and squash against the Green Jackets Battalion at Stanley, the RAAF at Little Sai Wan, HMS TAMAR and local teams. An intermess ten-pin bowling competition was also arranged. Eight of my communications staff spent a most energetic but enjoyable day with the Royal Gurkha Signal Squadron.

14. At 1100 (-8) on Sunday 12th I and a number of my Ship's Company attended a short Rememberance Day Service at HMS TAMAR. At 0915 (-8) on Monday 13th I called on the Captain-in-Charge, Hong Kong Captain R.W. Moland, RN and later that forenoon on the Australian Commissioner Mr. I.M. Haig. At 1900 (-8) on Sunday 12th I hosted a dinner party at which my guests were the Australian Commissioner and Mrs. I.M. Haig, the New Zealand Commissioner and Mrs. B.R. Finney, Captain-in-Charge, Hong Kong and Mrs. R.W. Moland and Miss D. Savage of the Australian Commission. The ship hosted an official cocktail party for 76 official guests on Friday 17th.

15. At 1000 (-8) on Monday 20th, lines were cast off and HMAS VENDETTA proceeded from Hong Kong. Passage to Singapore was taken west of the Paracel Island group in order to avoid air traffic lanes and at 1310 (-8) on Tuesday 21st, 4.5" recovery firings, 40/60 gun functioning and AA firings against a meteorological balloon target were conducted. Clocks were retarded half an hour at 1800 (-8) to Zone G (-7½).

16. For the first three days of the passage there was a heavy following sea and swell caused by force 6-8 North North East winds. By Friday 24th wind and seas had abated and the annual full power trial was carried out. Although full forcing rate was not achieved, the trial was considered most satisfactory with a speed of just over 30 knots over the ground achieved. My KNH 24016Z NOV78 refers.

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17. On the passage south we were very conscious of the possibility of meeting Vietnamese refugee boats, however the one likely contact investigated proved to be a small Taiwanese trawler on a north easterly course.

18. At 0716 (-7½) on Friday 24th passage was commenced up Johore Strait. Berthing was delayed by the United States Naval Ship SEA LIFT CHINA SEA berthing at No.7 berth and it was not until 0927 (-7½) that HMAS VENDETTA secured at No.6 berth Sembawang Basin.

19. During this final four day stay in Singapore opportunity was taken to make final purchases of duty free goods. Interesting comparisons were made of relative costs in Hong Kong and Singapore with the former coming out in front by a small amount in some commodities. Also during this period the ship celebrated her 20th Anniversary of first commissioning into the RAN. On Monday 27th I paid a farewell call on the Australian High Commissioner His Excellency Mr. G.J. Price, MBE.

20. At 1000 (-7½) on Tuesday 28th HMAS VENDETTA cast off and departed Singapore for Fremantle via the Gaspar and Sunda Straits. Emergency and Leaving Ship Stations were exercised at 1030 (-7½) on Wednesday 29th and at the end of the month HMAS VENDETTA was south east of Christmas Island on passage to Fremantle.

### Training

21. Officers: Phase II Midshipmen have concentrated on getting as many tasks completed as practicable prior to their departure from the ship on 28th November in order to participate in their board in early December. It is felt that this emphasis on task book completion, albeit not achieved in toto, gives a very superficial knowledge of too many subjects. Whilst in Hong Kong the Midshipmen were loaned to HMS WOLVERTON of the Hong Kong Squadron for three days. This provided them with good inshore navigational practice and was of interest as the ship arrested some illegal immigrants. Two Ocean Navigation Certificates and one Limited and one Full Bridge Watchkeeping Certificate were awarded during the month.

22. Sailors: A Promotion Board for Parts 1 and 2 of the Command Test for Promotion to CPO, PO and LS was conducted in Hong Kong on 16th and 17th of the month. Of 21 candidates for Part 1, all passed and of 20 candidates for Part 2, 15 passed.

### Marine Engineering

23. A quiet month with some long distance runs which allowed training and cleaning up to progress at a steady rate. An SMP in Hong Kong allowed for all known defects to be made good and all due PM schedules to be completed. Local labour was used to chip, clean and preserve Foxtrot air space and the section below the pedestals in the Aft Sailors' Heads. Bilge cleaning was completed in 'A' and 'B' Boiler Rooms. Considering the length of time out of dock and the state of boiler brickwork a most satisfactory annual full power trial was carried out on the 23rd.

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WEAPONS ELECTRICAL ENGINEERING

24. The serviceability of W.E. equipment has been generally satisfactory during the month with the exception of the Mortar MK 10 (AN) and No 4 AN/URT 24 HF TX. In the first instance the Mortar MK 10 continues to be most troublesome despite intensive efforts on the part of the maintainers. No sooner is one defect rectified than other defects manifest themselves, and in the majority of instances are unrelated.

25. No 4 HF transmitter had been continually down for the majority of the period with an excessive number of faults requiring a replacement aerial coupler and a number of intra wiring faults and defective modules. Further stores demands are awaited before it is anticipated that the unit will again be serviceable; INDEF 131/79 refers.

26. The Motor Driven Extraction Pump in B Engine required rewinding by local contractor during the ship's visit to Hong Kong due to insulation breakdown as reported in URDEF 119/79. This was achieved in an extremely short time and in a most efficient manner by Harbour Repairs Limited. A further defect requiring contractor assistance was accomplished by Sembawang Dockyard during the ship's final visit to Singapore. On this occasion a new mounting plate had to be manufactured and welded to the Fore Mast to retain the ACH aerial. The plate had fractured due to vibration and manifested itself during the full power trial URDEF 121/78 refers. Again the expeditious manner in which this was repaired was most impressive.

Health, Welfare, Conduct and Morale

27. The health, welfare and conduct of the ship's company continues to be of a high standard. The news of the ships paying off (paragraph 11) definitely lowered morale. However with time to reflect and explanation as far as possible given, coupled with the forthcoming return to Australia, morale has again risen to a more than satisfactory level. To maintain this level and the current state of operability it is to be hoped that not too many of the ship's company are posted before the 28th June 1979.

I have the honour to be,

Sir,

Your obedient servant

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*M.R. Freeman*  
(M.R. Freeman)  
Commander, RAN  
Commanding Officer

RESTRI ANNEK A TO HMAS VENDETTA  
LETTER 1.16.3 DATED  
3RD DECEMBER, 1978

STEAMING RETURN

Distance steamed during the month : 5,053.3 miles  
Hours underway during the month : 322 hours  
Distance steamed since first c : 651,642.4 miles  
commissioning  
Hours underway since first : 45,414 57/60 hours  
commissioning

PERIODS IN EXCESS OF FAST  
ROUTEING SPEED

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REASON</u>
01NOV78	20	1½ hours	To make ETA
05NOV78	19	8 hours	To make ETA
23NOV78	18-29	4 hours	Full power trial

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EXERCISE RETURN

<u>Exercise</u>	<u>No</u>	<u>Hours</u>	
<u>Seamanship and General</u>			
10 OOW Manoeuvres	1	1	hour
13 RAS Jackstay	4	4	hours
18 TOW FWD (R)	1	1	hour
19 TOW AFT (S)	1	1	hour
20 VERTREP	1	$\frac{1}{4}$	hour
25 Screen EX	2	12	hour
25 Stationmaster	1	7	hours
NN Emergency Stations	1	$\frac{1}{4}$	hour
NN Leaving Ship Stations	1	$\frac{1}{4}$	hour
Man Overboard Drills	1	$\frac{1}{4}$	hour
Emergency Steering Drill	1	$\frac{1}{2}$	hour
<u>Navigation</u>			
29 Blind Pilotage	6	$5\frac{1}{2}$	hours
NN XO Shiphandling (Berthing)	1	$\frac{1}{4}$	hour
<u>Gunnery</u>			
142 AA1	1	2	hours
159 SU9 4.5" Gun Functioning	1	1	hour
SU9 40/60 Gun Functioning	1	$\frac{1}{2}$	hour
CRAAFX 40/60 (Balloon)	1	$\frac{1}{2}$	hour
<u>ASW</u>			
Scare Charge Drill	1	$\frac{1}{4}$	hour
<u>Diving</u>			
Maintenance	5	144	hours
Training	2	90	hours
<u>Harbour Exercises</u>			
Fire	11	$2\frac{1}{2}$	hours
Flood	2	$\frac{1}{2}$	hour
<u>Communications</u>			
NCX 350	1	1	hour
NCX 453	1	1	hour
NCX 453	1	1	hour
NCX 651	1	1	hour
NCX 652	1	$2\frac{1}{2}$	hours

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**RESTRICTED** ANNEX C TO HMAS VENDETTA  
LETTER 1.16.3 DATED  
3RD DECEMBER, 1978

REPORT OF MOVEMENTS

<u>DATE</u>	<u>WHEREABOUTS</u>
1 - 3 November	Christmas Island
4 - 6 November	Passage to Singapore
6 November	Singapore
7 - 11 November	Passage to Hong Kong
11 - 20 November	Hong Kong
20 - 24 November	Passage to Singapore
24 - 28 November	Singapore
28 - 30 November	Passage to Fremantle

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1/16/3

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HMAS VENDETTA  
at Garden Island

3rd January, 1979

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commander, SECOND AUSTRALIAN DESTROYER SQUADRON  
The Commander, THIRD AUSTRALIAN DESTROYER SQUADRON

HMAS VENDETTA - REPORT OF PROCEEDINGS - DECEMBER 1978

Sir,

I have the honour to report the proceedings of  
HMA Ship VENDETTA under my command for the month of December, 1978.

2. At the beginning of the month HMAS VENDETTA was South East of Christmas Island on passage to Fremantle. At 0001 (-7½) on Friday 1st clocks were advanced ½ hour to zone H (-8).
3. HMAS VENDETTA secured alongside 'H' Berth, Fremantle harbour at 0900 (-8) on Tuesday 5th. At 1000 (-8) I called on the Lord Mayor of Perth, The Honourable F.C. Chaney, CBE, AFC and afterwards on the Mayor of Fremantle, Mr. W.A. McKenzie, and the General Manager, Fremantle Port Authority, Captain B.L. Noble. At 1200 (-8) I called on and lunched with the Deputy Naval Officer Commanding Western Australia, Captain M.S. Unwin RAN. The Commanding Officer of HMAS MORESBY, CMDR J.S. Compton, RAN called on me at 0920 (-8) on Wednesday 6th.
4. At 1000(-8) on Thursday 7th HMAS VENDETTA departed Fremantle for Sydney. At 1315 (-8) Action Stations was exercised and an NBCD exercise was conducted. Some heavy weather was experienced during the passage across the Great Australian Bight, but damage was confined to a buckled upper deck locker. Clocks were advanced 1 hour to zone I (-9) at 0001 (-8) on Saturday 9th and advanced a further hour to zone K (-10) on Monday 11th. At 0945 (-10) on Monday 11th a light mortar firing was conducted. Although considered successful the firing was marred by a fault in the firing mechanism, which developed after the first salvo, and which necessitated the misfire reset to be pushed before the second and third salvos would fire (My JAB 110212Z DEC78 refers). Clocks were advanced 1 hour to zone L (-11) at 0001 (-10) on Tuesday 12th.
5. At 0600 (-11) on Wednesday 13th HMAS VENDETTA anchored in Watsons Bay and commenced customs clearance. At 0935 (-11) anchor was weighed and HMAS VENDETTA proceeded to berth at the South End of the Fitting Out Wharf, Garden Island at 1000 (-11). At 1015 (-11) on Wednesday 13th you Sir, came onboard followed shortly afterwards by the Commander, Second Australian Destroyer Squadron, CAPT A.L. Beaumont RAN.

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6. At 1117 (-11) on Thursday 14th HMAS VENDETTA was moved 'cold' from the Fitting Out Wharf to a berth alongside HMAS HOBART at the EMS Mooring, and commenced a leave and maintenance period. At 2032 (-11) a bomb threat was received onboard via the Naval Police Mobile Patrol, but before any action could be initiated, the ship was advised by the Duty Fleet Staff Officer that it was a hoax.

#### Training

7. With two thirds of the ship's company on leave no training has been undertaken during the month.

#### Marine Engineering

8. December 1st saw the ship on the run home with the first stop Fremantle on the 5th. Economical steaming trials were carried out during the passage from Singapore and the drop in fuel expenditure was apparent. After leaving Singapore a hole in 'A' Engine-room ship's bottom was detected (Indef 146/79 refers) and subsequently repaired in Fremantle. This was found to be localised wastage out of sight behind the turbo-driven extraction pump directly beneath a steam relief drain line.

9. With the majority of the department being sent on long leave the remainder have put in a very worthwhile effort and to date have completed two full external boiler cleans and all bilges. Maintenance is progressing steadily in all areas. 'B' boiler was inspected internally by Fleet Staff and found to be in a good enough condition to extend the internal cleaning period.

#### Weapons Electrical Engineering

10. This month has again been a busy month for the WE Department both in the administration and preparation of tasks to be undertaken during the ship's period in GID and the continued work load in maintaining satisfactory equipment serviceability.

11. The Department has again encountered problems with M22/5 GFCS Fwd radar due to a defective control oscillator as reported in URDEF 122/79. Advice has been sought as to any additional tests that could be conducted by ship's staff that may indicate circuit problems or anomalies that may be a contributing factor to the short service life of these oscillators.

12. It was necessary for the ship to sail from Fremantle without a serviceable Pitometer log as the rod meter was severely bent by contact with an unidentified submerged object. The rodmeter was removed by SS in Fremantle with a replacement unit to be fitted during the ship's period in GID (INDEF 149/79 refers).

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Health, Welfare, Conduct and Morale

13. The health, welfare and conduct of the ship's company continues to be of a high standard and, with the ship's company looking forward to a period of leave, morale is high.

14. I Sir, proceeded on long leave on the 18th.

I have the Honour to be

Sir,

Your Obedient Servant

*M.R. Freeman*  
L.C.O.R.

Jr. (M.R. Freeman)  
Commander, RAN  
Commanding Officer

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Annex A to HMAS VENDETTA  
letter 1/16/3  
dated 3rd January, 1979

STEAMING RETURN

Distance steamed during the month	3,684.9
Hours underway during the month	242
Distance Steamed since first commissioning	655,327.3
Hours underway since first commissioning	45,656 57/60

PERIODS IN EXCES OF FAST  
ROUTEING SPEED

Nil

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Annex B to HMAS VENDETTA  
letter 1/16/3  
dated 3rd January, 1979

EXERCISE RETURN

<u>Exercise</u>	<u>No</u>	<u>Hours</u>
<u>Seamanship and General</u>		
Action Stations	1	1hr
NBCDX	1	1hr
<u>Navigation</u>		
29 Blind Pilotage	3	$\frac{3}{4}$ hr
<u>Gunnery</u>		
158 SU9	1	1hr
<u>ASW</u>		
56 Light Mortar Firing	1	1hr
<u>Communications</u>		
NC X 651	1	
<u>Diving</u>		
Hull Maintenance	1	1 $\frac{1}{2}$ hrs
<u>Harbour Exercises</u>		
Fire	11	
Flood	1	
Casualty	3	
Bomb Hoax	2	

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Annex C to HMAS VENDETTA  
Letter 1/16/3  
dated 3rd January, 1979

REPORT OF MOVEMENTS

Date

Whereabouts

1- 4 December  
5- 6 December  
1- 12 December  
13 - 31 December

Passage to Fremantle  
Fremantle  
Passage to Sydney  
Sydney

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