

**AWM78**

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

**AWM78 Class 353 - HMAS VENGEANCE**

**File number:** AWM78/353/3

**Title:** AWM78 353/3 - January-October 1955



RCDIG1073013



ANM 78 [353(3)]

VENGEANCE

L.O.F.P.

JAN - Oct 1955

AUSTRALIAN WAR MEMORIAL  
ACCESS STATUS  
OPEN

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from: 17 Dec 90  
Authority Dig (N) Admin 18-13.  
Reviewer: LCDR R. L. Smith (RANEM)

Signature: R. L. Smith Date: 14 MAR 91



NO Report or  
Duplicate for  
Dec 1954.

Vengeance arrived in  
Sydney from Yokosuka  
on 3rd Dec and remained  
there for remainder of  
month.

FoCAF's RfP. Dec 54



- 381 PULLOVERS
- 382 ENGINE STARTER CARTRIDGES
- 383 PYROTECHNICS  
    .1 Aircraft  
    .2 Ship
- 384 TRAILERS  
    .1 Compressor  
    .2 Generator  
    .3 Workshop
- 385 VOUCHERS  
    .1 Cash  
    .2 Invoices  
    .3 London
- 386 CASTINGS
- 387 CASUALTIES - NAVAL
- 388 CELEBRATIONS
- 389 CEMENT
- 390 CENSORSHIP
- 391 STATISTICS
- 392 CEREMONIAL
- 393 PILOTAGE



121/3/16

H.M.A.S. VENGEANCE  
At Sea.

13 February, 1955.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of January, 1955.

2. The whole of January was spent alongside Fitting Out Wharf, Garden Island. With Dockyard assistance being utilised as necessary, work was completed satisfactorily during this self-refit period.
3. The last week of the month was a particularly busy one storing ship, loading free freight and painting ship in preparation for the ship's departure for Hobart.
4. Necessary stores and personnel were taken on board for a Helicopter Unit which was to accompany the ship in connection with a surveying commitment for the Tasmanian Hydro-Electric Commission. One Seafury and one Firefly aircraft were also embarked for display purposes.
5. CONDITION OF THE SHIP. The usual difficulties with ship maintenance associated with a self refit and leave period were experienced.
6. COMPLEMENT CHANGES. A large number of changes took place in both the officer and rating complements during January. In addition 9 Midshipmen R.A.N.R.(S) joined the ship for 3 months sea training on the 23rd.
7. TRAINING. The training programme remained in abeyance during the month.
8. RECREATION, WELFARE, ENTERTAINMENT. With one watch on leave for the majority of the month and with all hands fully employed towards the end of the refit period, the tempo of sport has been slow. The ship's cricket team played five I Zingari fixtures, winning four and losing the fifth. These results led to the ship winning the I Zingari Trophy which is the third major sports trophy won since June 1954.  
  
Players from the ship represented the Fleet Officers and Fleet Ratings Cricket teams in their matches with the corresponding E.A.A. Command teams. VENGEANCE was also represented in the Fleet V. Command Fixture. Swimmers took part in the competition for the Admiral Moore Cup.  
  
Physical Exercise has been carried out on weekdays by the R.A.N.R. Midshipmen borne for training. Nineteen ratings passed the Provisional Swimming Test during the month.
9. HEALTH. The general health of the ship's company has been very good.
10. CONDUCT AND MORALE. Conduct and morale are satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

*[Signature]*  
CAPTAIN

FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET.

17 FEB 1955

Enclosure.

Appendix "A"-Report in accordance with  
C.N.O. 107/48 para 6.



Appendix to H.M.A.S. VENGEANCE letter 121/3/16 dated 13 February 1955.

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APPENDIX "A".

Report in accordance with C.N.O. 107/48 para 6.

(a) Distance steamed during month	Nil
(b) Hours under way	Nil
(c) Average distance/ton of fuel	Nil
(d) Distance steamed since commissioning	60,473.7 miles
(e) Total hours under way since commissioning	4752 55/60



4336-17-319

121/3/46

H.M.A.S. VENGEANCE  
At Sea.

8 March, 1955.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of February, 1955. All times are Zone (-10).

2. The 1st. of the month saw final preparations for the ships departure from Sydney after a period of 56 days self refit and leave. One Sea Fury and One Firefly aircraft were embarked for display purposes, and loading of Free Freight ammunition was completed during the day.

3. At 0915 on the 2nd. the ship slipped from alongside Fitting Out Wharf and proceeded to sea; H.M.A.S. ARUNTA took station astern and followed out of harbour. When clear of the Heads course was set for a rendez-vous off Jervis Bay where 2 helicopters from Nowra were due to be flown aboard. Opportunity was taken to exercise plotting teams and carry out a Radar calibration with ARUNTA en route. At 1545 both helicopters were landed on, and course set for Hobart.

4. Further exercises, including competitive plotting, Radar calibration, D/F calibration, line transfer, and general station keeping, were carried out during the remainder of the passage. On the evening of the 3rd the ships opened out to allow ARUNTA to make a night attack on VENGEANCE and exercise Star shell firing. Several helicopter sorties were flown for training.

5. On rounding One Tree Point on 4th ARUNTA was detached to anchor in her assigned berth for duties as Regatta Flagship, and VENGEANCE secured alongside south side Ocean Pier at 0800.

6. A busy forenoon taken up with official calls was experienced on arrival. These are listed in Appendix "E".

7. As usual Hobart lived up to its reputation for hospitality, and a formidable programme of entertainment and sporting activities had been planned for the ship's visit. Full details of the programme are given in Appendix "D".

8. My wife was present in the port throughout the ship's stay in Hobart. Owing to the Government House reception we were unable to attend the Overseas League (20th Century Group) Party on Wednesday 9th. Our absence from this function was suitably explained to the President.

9. At 1000 on the 5th the first of the two New Zealand Ships, H.M.N.Z.S. HAWEA, entered harbour and berthed on the north side of Ocean Pier. H.M.N.Z.S. BLACK PRINCE (S.O.) arrived at 0630 on Tuesday 8th and secured alongside Macquarie Oil Wharf. At BLACK PRINCE's request I continued to administer the port after his arrival. This was the main Regatta day for Naval units and proved highly successful, although honours went to the New Zealanders in all events.

10. The ship was open to Public Inspection on Saturday 5th, Sunday 6th, and Tuesday 8th, and approximately 9,000 visitors took the opportunity to come on board during these periods.

11. On Wednesday 9th I was honoured to entertain Their Excellencies Sir William and Lady Slim and Sir Ronald and Lady Cross to dinner prior to a Reception held at Government House that evening.

12. From a publicity point of view the Navy's part in this years Hobart Regatta was somewhat overshadowed by the presence of the R.A.A.F. 77 Squadron of Meteors, and the Avon Sabre both of which gave impressive displays over Hobart.

FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET.

/13.....

28/6 D.A.O.



13. The Helicopter Flight embarked in VENGEANCE, however, kept Hobart's interest in the Navy very much alive, as well as satisfactorily fulfilling its function in assisting the work of the Hydro Electric Commission of Tasmania. A full report on the activities of the Squadron was forwarded in my 112/3/1 dated 13 February, 1955.
14. At 0900 on Saturday 12th, VENGEANCE slipped and proceeded out of harbour with H.M.N.Z.S. HAWEA in company.
15. On rounding Tasman Light heavy fog was encountered for some hours, but the general weather remained fine for the passage north.
16. Station keeping and simple plotting exercises were carried out with HAWEA who was detached off Jervis Bay at 0325 on the 14th. VENGEANCE continued northwards until 0800 when both helicopters were flown off for Nowra.  
At 1000 I spoke H.M.A.S. SYDNEY wearing your predecessor's flag. The occasion was suitably marked. VENGEANCE entered Sydney Harbour and berthed at Fitting Out Wharf at 1107.
17. On Tuesday 15th I paid an official call on Flag Officer in Charge East Australia Area - Acting Rear Admiral H.J. Buchanan, C.B.E., D.S.O., which was returned at 1205. I then had the pleasure of entertaining A/Rear Admiral Buchanan to luncheon.
18. After a brief two days in Sydney the ship slipped and proceeded for Westernport at 1100 on Wednesday 16th.
19. By the middle of the afternoon the strong winds encountered after clearing the Heads had increased considerably, and winds over 65 knots were registered. This necessitated a reduction in speed during the passage to Westernport, and the ship subsequently arrived at 0900 on Friday 18th. The Oil Fuel Lighter was secured alongside after anchoring, and a total of 496 tons of oil fuel transferred from VENGEANCE to the lighter by 1500.
20. Some 244 National Service Trainees and the R.A.N.R. Band from LONSDALE II were embarked during the day, and the ship proceeded from Westernport at 2100 for Tasmanian Waters.
21. The passage south was uneventful, though strong south west winds accompanied the ship until through Banks Strait.
22. As no particular advantage would have been gained by the short stay intended at Oyster Bay, this was omitted from the programme; the ship proceeded direct to Port Arthur and anchored at 0750 on the 20th.
23. During the 4 day period spent at Port Arthur one watch recreational leave was granted. A dance was held ashore for 40 ratings, music being provided by the Reserve Band.
24. After the long period during which Training had been in abeyance it was a very welcome thing for the ship to fulfil again its Training function, and Port Arthur provided an ideal harbour for this in all respects.
25. Sailing and pulling proved very popular, and good fishing was experienced.
26. One mishap occurred which resulted in the grounding with some damage to one of the ships Motor Boats. This is the subject of a separate report.
27. A party of about 150 schoolchildren was embarked on the forenoon of the 22nd and were conducted round the ship.
28. At 0530 on the 24th the ship weighed and proceeded from Port Arthur for the Huon River.

/29.....



29. At the southern end of D'Entrecasteaux Channel all 4 whalers were dropped with 2 Gunroom, and 2 N.S.T. crews for a sailing race to the intended ships anchorage, - 15 miles away. Training classes were exercised in Seaboat Drills for 2 hours after which the ship proceeded up the Huon River and anchored at 1300 off Flight Bay, two miles south of Port Huon.
30. This also proved an ideal anchorage, and work was progressed on the ship in addition to normal training.
31. On Sunday 27th all 4 whalers were again sailed independently for Barnes Bay some 26 miles through D'Entrecasteaux Channel, where it was proposed they camp for the night and be picked up the following day by the ship on her way through the Channel. In the event only 2 of the whalers reached their destination. One capsized in a strong gust after 17 miles and the remaining whaler stayed in company.
32. A small party of Port Huon schoolchildren were given a conducted tour of the ship, and my officers and I entertained a party of 25 local citizens on board from 1700 to 1930.
33. This exercise for Midshipmen and National Service Trainees provided enormous experience and many valuable lessons were learnt.
34. The ship sailed from the Huon River at 0700 on the 28th and the whalers were hoisted on board during the forenoon.
35. The passage through D'Entrecasteaux Channel provided considerable interest, and after entering Storm Bay at 1015, the ship proceeded into Frederick Henry Bay.
36. Seaboat Drills was again exercised for some hours before entering Norfolk Bay where the ship anchored at 1420.
37. The presence of the Reserve Band on board has proved a great asset, and they have done extremely well in their short time embarked.
38. R.A.N. Ships coming straight from leave and refit periods are at considerable disadvantage when competing against New Zealand ships in all forms of sport including boat pulling. However, there is greater enthusiasm for boat pulling in the New Zealand Navy and I understand their crews keep in training all the year.
39. TRAINING. The large intake of National Servicemen at Westernport has brought the total trainee complement to 430.
40. A number of instructional aids have been fitted, including a demonstration whaler and a working set of disengaging gear (both in "C" Hangar), and a board showing the knots and splices in the syllabus.
41. Full advantage has been taken of the localities for boatwork, and trainees have sailed in two long races in D'Entrecasteaux Channel as mentioned earlier. Every trainee in addition has been dropped in a seaboat both in harbour and whilst underway.
42. RECREATION, WELFARE, ENTERTAINMENT. An intensive programme of sport has been carried out during the month, commencing with the Hobart Regatta period and culminating with keenly contested competitions on board.

/43.....



43. The Hobart Programme was as follows:-

Saturday 5th. February	Sailing Race for Whalers and Dinghies.
Sunday 6th. February	Officers' Golf Championship for Royal Hobart Golf Club Cup.
Monday 7th. February	Officers' Royal Tennis Championship for Hobart Tennis Club Cup.
Tuesday 8th. February	Fleet Pulling Regatta, Whalers and Dinghies sailing race for Clark Cup, Swimming events, Novelty events, Comicalities etc.
Wednesday 9th. February	Cricket R.A.N. V. Army.
Thursday 10th. February	Fleet Cross Country Race for Clark Cup. VENGEANCE Petty Officers V. BLACK PRINCE Petty Officers at Cricket.
Friday 11th. February	Royal Tennis Fleet Officers V. Army, VENGEANCE Miscellaneous Division V. ARUNTA Miscellaneous Division at Cricket. Water Polo VENGEANCE V. BLACK PRINCE. VENGEANCE V. Army at Basket Ball and social activities

44. CONDITION OF THE SHIP. The period in Tasmanian Waters has allowed a lot of the leeway in ships maintenance to be made up and the appearance is satisfactory.

45. HEALTH. The general health of the ships company has been good. 5 cases of V.D. have been treated.

46. CONDUCT AND MORALE. Conduct and morale are satisfactory.



I have the honour to be,

Sir,

Your obedient servant.

*[Handwritten signature]*

CAPTAIN

Enclosures:

Appendix "A". Report in accordance with C.N.O.  
107/48 para.6.

Appendix "B". Report of excess of Economical Speed.

Appendix "C". Report of whale sightings.

Appendix "D". Social Programme.

Appendix "E". Official Calls.

Appendix "F". Results of Sport at Hobart.



1  
Enclosure to H.M.A.S. VENGEANCE Letter 121/3/16 dated 8 March, 1955.

APPENDIX "A".

Report in accordance with C.N.O.107/48 para.6.

(a) Distance steamed during the month	2414.3 miles
(b) Hours underway	193 30/60
(c) Average distance/ton of fuel	1.71 miles
(d) Distance steamed since commissioning	62,888 miles
(e) Total hours under way since commissioning	5482 42/60

APPENDIX "B".

Report of excess of economical speed.

<u>Date</u>	<u>No.of Hrs.</u>	<u>Av.Sp.</u>	<u>Fuel Ex/Hr.</u>	<u>Dist.Run/ton fuel.</u>	<u>Reason for excess.</u>
2nd.	1 hour	15 kts.	5.25	2.85	SPX with ARUNTA
3rd.	3 hours	13.6	4.4	3.08	) Radar calibration
	2 hours	15.6.	5.4	2.88	) SPX
	4 hours	14.0	4.7	2.99	) D/F calibration with
	3 hours	17.0	7.0	2.42	) Replenishment ARUNTA
	2 hours	14.5	5.25	2.07	) NEX
4th.	6 hours	14.5	5.25	2.07	) Radar Calibration
13th.	1 hour	15.5.	5.6	2.76	SPX with HAWEA

APPENDIX "C".

Report of whale sightings.

<u>Date</u>	<u>Position</u>	<u>Type</u>	<u>Course</u>
3/2/55	40 degrees 57'S. 148 degrees 43'E.	1 unidentified	Unknown



Enclosure to H.M.A.S. VENGEANCE Letter 121/3/16 dated 8 March, 1955.

APPENDIX "D".

SOCIAL PROGRAMME

Friday 4th. February

Naval, Military and Air Force Club  
"Welcome to Officers".  
Committee Party at Huon Naval Drill Hall.

Saturday 5th. February

Victoria League (Elizabethan Group) "AT HOME".  
Ex-servicemen's Club dance for ships companies.

Sunday 6th. February

Golf Championship, Royal Hobart Golf Club.

Monday 7th. February

Victoria League (Young Contingent) "At Home"  
Blackmans Bay Festival and dance for ships companies.  
Cadbury-Fry-Pascall Girls Club dance for ships companies.

Tuesday 8th. February

Regatta Committee Official Luncheon.  
Evening Reception by United Empire Societies.  
Regatta Ball in Town Hall for ships companies.  
Naval Ball in Royale Ballroom for ships companies.  
Social evening in R.S.L. Rooms for ships companies.  
I dined with Commanding Officer BLACK PRINCE.

Wednesday 9th. February

Luncheon given by the Premier for His Excellency the Governor General attended by VENGEANCE and ARUNTA.  
Overseas League (20th Century Group) Party.  
Captain's with Mrs. Becher dinner party on board for Their Excellencies The Governor General and Lady Slim, His Excellency The Governor and Lady Cross.  
Commander and Mrs. Tapp. Commander and Mrs. Green.  
Government House Reception.  
H.M.A. Ships At Home for 461 guests.  
Victoria League Annual Ball.

Thursday 10th. February

H.M.N.Z.S. BLACK PRINCE At Home.  
Dinner party at Government House attended by Commanding Officers and their ladies.

Friday 11th. February



APPENDIX "E".

OFFICIAL CALLS.

FRIDAY 4th. FEBRUARY

- 0910 ARUNTA arrives on board.
- 0915 R.N.O. pays call.
- 0935 Captain, accompanied by ARUNTA, lands to call as follows:-
- 0945 His Excellency, The Governor, The Right Honourable Sir Ronald Cross Bt; K.C.M.G., K.C.V.O., at Government House.
- 1005 The Chief Justice, Sir John Morris Kt., at Judges Chambers, Franklin Square.
- 1020 The Lord Mayor, Alderman A.R. Park at Town Hall.
- 1045 Commander, Tasmanian Command, Brigadier I.T. Murdoch, O.B.E. at Anglesea Barracks.
- 1100 Master Warden, Colonel J. Turner, at Marine Board Office (Courtesy Call).
- 1120 Return on board.
- RETURN CALLS.
- 1130 Aide de Camp to His Excellency.
- 1145 Commander, Tasmanian Command, Brigadier I.T. Murdoch, O.B.E.
- 1210 The Chief Justice, Sir John Morris Kt.
- 1225 The Lord Mayor, Alderman A.R. Park.
- 1240 The Master Warden, Colonel J. Turner.

TUESDAY 8th FEBRUARY.

- 0930 Call on BLACK PRINCE.
- 1145 BLACK PRINCE returns call.

WEDNESDAY 9th. FEBRUARY.

- Approx. 1000 Captain lands to call on the Premier, The Honourable Robert Cosgrove (1030). By mutual agreement not returned owing to the Premier's pre-occupation with election.



APPENDIX "F".

Detailed results of sport at Hobart are given in Part II to this appendix.

2. Clubs and Associations at Hobart extended their usual hospitality to officers and men. Free admission was extended to ratings for several sporting events. Tours of the Cascade Brewery proved ever popular.

3. On board new competitions at Basket Ball (28 teams), Volley Ball (44 teams), Deck Hockey (30 teams), Badminton (31 pairs) and Contract Bridge (28 pairs) have been commenced and great interest is being displayed in them. The Under Water Swimming Club was continued it's activities with vigour and has acquired an under-water camera and a projector. Boxers have been in constant training for the Inter Service Sports.

4. Cinema has proved the mainstay of entertainment at sea and in isolated anchorages. The customary interest has been shown in fishing.

5. Physical Exercise has been carried out on week days by Midshipmen and by Trainees (since the latter have been embarked). Similar exercise has been carried out by the whole ship's company when Evening Quarters have been held. It has not been practicable to carry out any swimming instruction during the month.

PART II.

DETAILED RESULTS OF SPORT AT HOBART.

Pulling Regatta.

Seamen	Black Prince, Hawea, Black Prince, Arunta, Vengeance, Vengeance, Arunta (8 boats competed - one Vengeance boat disqualified).
Ch. and P.O's.	Black Prince, Hawea, Arunta, Vengeance, Arunta, Vengeance, Vengeance, (8 boats competed - one Black Prince boat disqualified)
Engineroom	Black Prince, Black Prince, Vengeance, Hawea, Arunta, Arunta.
Communications	Black Prince, Black Prince, Hawea, Arunta, Vengeance.
Electrical	Black Prince, Black Prince, Hawea, Vengeance and Arunta tied for fourth place.
Miscellaneous	Hawea, Black Prince, Black Prince, Vengeance, Arunta, Vengeance Vengeance.
Open	Black Prince, Hawea, Vengeance, Arunta, Vengeance, Arunta.
Officers	Black Prince, Hawea, Arunta, Vengeance, Vengeance, Vengeance.

2. Points scored towards Regatta Cock counting one boat per ship per race and first boat scoring 8 points, second 6 points etc:-

Black Prince	62
Hawea	48
Vengeance	25
Arunta	25

3. Points scored by Australian Ships towards Fleet Aggregate Trophy counting two boats per ship per race when this number was entered by Arunta (Score 8, 6 etc.) and one boat per ship per race in remaining races (score 4, 3 etc):-

Arunta	53
Vengeance	49

/4.....



#### 4. Sailing Races.

Saturday 5th. February

Hawea Whaler, Arunta Dinghy, Vengeance Dinghy, Arunta Dinghy. Remaining boats did not complete the course.

5. Tuesday 8th. February

Hawea Whaler, Black Prince Dinghy, Vengeance Whaler, Arunta Whaler, Black Prince Dinghy, Arunta Dinghy, Black Prince Whaler, Black Prince Whaler, Arunta Dinghy, Hawea Dinghy, Vengeance Dinghy. (One Vengeance Dinghy did not complete the course).

6. Points scored by Australian Ships in Tuesday's race for the Clark Cup counting two whalers and two dinghies per ship (score 5,3, 2 in each class):-

Arunta	11
Vengeance	47

#### Cross Country Race for Clark Cup.

7.	<u>Position</u>	<u>Ship</u>	<u>Points</u>
	1st.	Black Prince	126
	2nd.	Hawea	396
	3rd.	Vengeance	631
	4th.	Arunta	694

8. First twelve runners home were divided as follows:-

Black Prince	1st., 2nd., 3rd., 4th., 6th., 7th., 10th., 11th.,
Hawea	5th., 8th., 9th.
Vengeance	12th.

#### Royal Tennis.

9. The Fleet Officers knockout Championship attracted 27 entries. The Competition was won by Sub Lieutenant (S) P.A. Wood R.A.N. of Vengeance.

10. The team competition Fleet V. Army was held with six players a side. The competition was won by the Army by five matches to one.

#### Officers Golf Championship.

11. Results were as follows:-

<u>Name and Rank</u>	<u>Ship</u>	<u>Strokes</u>	<u>Handicap</u>	<u>Net</u>
Inst.Cdr. Guest	Vengeance	84	12	72
Cdr. Stevenson	Vengeance	86	16	70
Capt. Becher	Vengeance	93	19	74
S/Lt. Keay	Arunta	110	24	86
Lt. Percy	Arunta	110	24	86
Cdr. (S) Rose	Vengeance	110	24	86
Cdr. Tapp	Arunta	111	24	87
Lt. (S) Smith	Vengeance	115	24	91
S/Lt. (S) Wood	Vengeance	105	24	81
Lt.Cdr. Benney	Vengeance	105	24	81
S/Lt. (E) Dalton	Vengeance	106	24	82

/12.....



### Swimming Events.

12. Results were as follows:-

<u>Event</u>	<u>Name</u>	<u>Rank/Rate</u>	<u>Ship</u>	<u>Place</u>
Trans Derwent Swim	Logan	Surg.Lt.(D)	Black Prince	1st.
" " "	Gregory	Not Known	Black Prince	2nd.
" " "	Ford	P.O.	Vengeance	3rd.
" " "	Spence	L.A.	Vengeance	4th.
80 yards	Logan	Surg.Lt.(D)	Black Prince	1st.
" "	Giess	Ord.	Vengeance	2nd.
" "	Mills	Not known	Arunta	3rd.
Inter Ship Relay			Black Prince	1st.
" " "			Hawea	2nd.
" " "			Vengeance	3rd.

13. Five competitors took part in the Trans Derwent Swim, sixteen in the 80 yards Championship and seven teams of four in the Inter Ship Relay.

### Comicalities etc.

14. There were four entries for the Comicalities section, two from Vengeance and one each from Black Prince and Arunta. Prizes were awarded as follows:-

Best Costume Display	Vengeance
Most Original Display (War Canoe)	Black Prince
Best Decorations (1st.)	Black Prince
Best Decorations (2nd)	Vengeance
Best Comical Display (1st)	Vengeance
Best Comical Display (equal second)	Vengeance
Best Comical Display (equal second)	Arunta
Best sustained Characters	Black Prince
Pillow Fight: P.O. Riddell (1st)	Black Prince
A.B. Moreland (2nd)	Vengeance

### Cricket.

15.	Royal Australian Navy	defeated	Army
	Vengeance Petty Officers	defeated	Black Prince Petty Officers
	Vengeance Miscellaneous	defeated	Arunta Miscellaneous

### Water Polo.

16.	Black Prince	defeated	Vengeance
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### Basket Ball.

17.	Vengeance	defeated	Army
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### Prize Money and Prizes.

18. Hobart Regatta prize money was allocated as follows:-

Black Prince	£132.15.0
Hawea	£ 36.10.0
Vengeance	£ 53.15.0
Arunta	£ 14. 7.6

/19.....



19. In the Fleet Cross Country Race trophies were awarded for the first three individual runners home and medallions to the first twelve runners in the winning team (Black Prince). These prizes were those purchased (by the Fleet Sports Fund) for the 1954 race which was cancelled.

Fleet trophies were won as follows:-

<u>Trophy</u>	<u>Name of Winner</u>	<u>Ship or Service</u>
Royal Hobart Golf Club Cup.	Inst.Cdr. Guest	Vengeance
Clark Sailing Cup.	-	Arunta
Clark Cross Country Cup	-	Vengeance
Denman Challenge Cup	-	Arunta
Royal Tennis Cup	-	Army
Fleet Royal Tennis Cup	S/Lt.(S) P.A.WOOD	Vengeance



121/3/16

H.M.A.S. VENGEANCE  
At Sea.

5 April, 1955.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of March 1955. All times are Zone (-10).

2. The ship remained at anchor in Norfolk Bay until 1600 on the 3rd. As was the case with Port Arthur and the Huon River this proved an ideal anchorage. The weather held fine and it was possible to carry out a satisfactory programme of National Service training, and to progress work in the ship.

3. As no berth alongside was available owing to the apple export season being in full swing the original intention to anchor overnight in N.W. Bay was abandoned, and the ship proceeded direct to Hobart from Norfolk Bay.

4. At 2000 VENGEANCE anchored in mid-stream where she remained for the period at Hobart. This provided much needed boat work for my coxswains and boats crews who too frequently are inexperienced through no fault of their own. It is also excellent experience for my young watchkeepers. A work boat was provided by Huon, and ferries were obtained to assist in landing libertymen.

5. After nearly three weeks with only limited recreational leave ashore the long week-end came as a welcome break and was thoroughly enjoyed by all hands.

6. The final of a Trainees Regatta, which commenced in Norfolk Bay, was pulled during the stay in Hobart between a National Service student crew and a R.A.N. Trainee crew. Keen interest and competitive spirit had been shown in this Regatta which was won in a close race by the National Servicemen.

7. At 1100 Saturday 5th March I was honoured to join the official party at the opening of the Ex-Navalmen's Memorial Hall by the Governor. VENGEANCE provided a Guard of Honour for His Excellency, composed of National Servicemen.

8. At 1130 on Tuesday 8th the ship weighed and proceeded for Westernport where she arrived at 0800 on the 10th. After effecting a rapid turnover of National Service Trainees VENGEANCE weighed and proceeded for Sydney at 1200.

9. A satisfactory quarterly full power trial was carried out on passage and revs for 22 knots obtained. I was anxious to determine what speed the ship was capable of with only three serviceable Engine Room Fans.

10. During the entry into Sydney Harbour on the 12th the tug Hero, whilst being secured forward after rounding Bradley's Head, fouled the bow overhang and forward observation platform. This resulted in some distortion to the platform which was repaired by ship's staff. The incident was reported to F.O.I.C.E.A. in my letter No. 112/5/3 dated 16 March, 1955.

11. The ship subsequently berthed alongside Fitting Out Wharf at 0730 where she remained during the period 12th - 18th.

12. Whilst alongside, Oil Fuel was embarked from a lighter, and some 10,000 rounds of 40 mm. shells off loaded.

FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET.

/.....13.



13. At 1100 on 18th the ship slipped and proceeded for Jervis Bay coming to anchor in A1 berth at 1830. TOBRUK being already in Jervis Bay, a short conference with Captain D.10 regarding the scheduled Fleet Exercises was held in VENGEANCE shortly after anchoring. I then had the pleasure of entertaining Captain Rhoades to dinner on board.
14. At about midnight it was reported that the S.A.R. craft AIR SPEED had been illegally taken to sea at 2300, and TOBRUK who had sailed at 2330 searched to the northward as she proceeded to Sydney. I raised steam with the intention of proceeding to sea if required. AIR SPEED however returned to Jervis Bay at first light and VENGEANCE reverted to normal notice for steam. Apparently a drunken and disgruntled Engineer Mechanic had taken the craft with the intention of calling on his girl in Hobart but lost his nerve when he got to sea.
15. Prior to leaving Sydney 30 Sea Cadets, with an officer in charge, were embarked for a two day period on board. They trained hard and possibly the highlight of their time in VENGEANCE was landing by boats through light surf at Jervis Bay, followed by a barbecue on the beach. They returned to Sydney by rail on Sunday 20th.
16. The ship weighed and proceeded at 1430 on 21st to rendezvous with H.M.A. Ships TOBRUK (~~Captain~~ D.10) WARRAMUNGA and ARUNTA S.E. of Jervis Bay at 1600.
17. After joining up a Bent line screen was ordered on VENGEANCE and the ships proceeded south to join SYDNEY and ANZAC to the S.W. of Gabo Island.
18. The two forces joined at 0800 on the 22nd and after a 13 gun salute was accorded your Flag Sir, a comprehensive series of manoeuvres and exercises was carried out in company during the day.
19. This provided valuable and much needed experience in Fleetwork, and an opportunity for the trainees to observe Fleet units working together, and to obtain for the majority their first view of operational flying.
20. After an all too short but instructive day VENGEANCE was detached at 1430 and proceeded independently to Melbourne to be present for the remaining few days of the Moomba Festival..
21. Due to a tanker occupying the berth allocated, the ship did not secure alongside Outer East Princes Pier until 1700.
22. On Thursday 24th and Friday 25th I made a number of official calls which have been listed in Appendix IV.
23. The ship was opened for public inspection during the weekend and over 4000 visitors came on board.
24. At 1000 on Monday 28th the Chief of the Naval Staff Rear Admiral R.R. Dowling C.B.E., D.S.O., came on board and inspected a National Service Guard and the ship's company at Divisions. On his leaving the ship preparations for sea were completed and the ship slipped and proceeded at 1100.
25. After a rough transit of the Rip VENGEANCE proceeded to Westernport and came to anchor in C1 berth at 1815. WARRAMUNGA who had proceeded independently from Melbourne entered harbour at 1900 and anchored in D1 berth. Also in harbour was GLADSTONE who was subsequently anchored in D2 berth in order to give her assistance in landing libertymen.
26. During the 29th 511 tons of oil fuel were transferred from VENGEANCE to the Oil Fuel Lighter.
27. On the final two days of the month the ship remained at anchor and a number of inter-service personnel were shown round. working together, and to obtain for the majority their first view of operational flying.
28. After an all too short but instructive day VENGEANCE proceeded to Melbourne to be present for the remaining few days of the Moomba Festival.
29. Due to a tanker occupying the berth allocated, the ship did not secure alongside Outer East Princes Pier until 1700.
30. On Thursday 24th and Friday 25th I made a number of official calls which



28. CONDITION OF THE SHIP. Satisfactory progress has been made with work in the ship.
29. TRAINING. At Westernport and Sydney the student classes of National Servicemen were disembarked, and this has reduced the number of trainees on board to 200.
30. HEALTH. The general health of the ship's company has been very good.
31. CONDUCT AND MORALE. Conduct and morale remain satisfactory.

I have the honour to be,

Sir,

Your obedient servant.



(Sgd.) H. BECHER

CAPTAIN

ENCLOSURES:

- Appendix I. Report in accordance with C.N.O. 107/48 para 6.  
Appendix II. Report of excess of economical speed.  
Appendix III. Report of Whale sighting.  
Appendix IV. Official Calls.  
Appendix V. Sport and Recreation.



APPENDIX I.

Report in accordance with C.N.O. 107/48 para.6.

(a) Distance steamed during month	1866 miles
(b) Hours under way	158 24/60
(c) Average distance/ton of fuel	1.34 miles
(d) Distance steamed since commissioning	289,094.4 miles
(e) Total hours under way	5,641 6/60

APPENDIX II.

Report of excess of economical speed.

<u>Date</u>	<u>No. of hrs.</u>	<u>Av Speed.</u>	<u>Fuel Exp. all purposes/hour.</u>	<u>Dist. run/ton of fuel.</u>	<u>Reason</u>
11th March.	1	22	15.7 tons	1.4	Quarterly full power trial.
	1	15.3	5.7 tons	2.68	
21st March.	1	15.5	5.9 tons	2.62	Z.Z. in company TOBRUK, WARRAMUNGA ARUNTA.
	1	15	5.6 tons	2.68	
22nd March.	1	14	4.9 tons	2.86	Fleet exercise in company FOCIA.
	1	13.5	4.65 tons	2.9	

APPENDIX III.

Report of whale sighting.

<u>Date</u>	<u>Position</u>	<u>Type</u>
21st March.	35 degrees 33' S 150 degrees 45' E	1 Finback



Enclosure to H.M.A.S. VENGEANCE Letter No. 121/3/16 dated 5 April, 1955.

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APPENDIX IV.

OFFICIAL CALLS - MELBOURNE.

THURSDAY 24 MARCH, 1955.

1000	His Excellency the Governor of Victoria, Sir Dallas Brooks, K.C.B. K.C.M.G. D.S.O. K.St.J. at Government House.
1030	The General Officer Commanding Southern Command, Lieutenant General A.R. Garrett, C.B.E. at M Block, Albert Park Barracks, Main Entrance.
1045	The Air Officer Commanding, Training Command, Air Commodore E.G. Knox-Knight, C.B.E. at Albert Park Barracks.
1115	The 2nd. Naval Member, Commodore J.C. Morrow, D.S.O. D.S.C. at Victoria Barracks, St. Kilda Road.
1130	The Secretary, Department of the Navy, Mr. T.J. Hawkins, B.A., L.L.B at Victoria Barracks, St. Kilda Road.

FRIDAY 25 MARCH, 1955.

1000	The Chief Justice of Victoria, Lieutenant General Sir Edmund Herring, K.B.E., D.S.O., M.C., E.D. at Law Courts, William Street, Melbourne.
1030	The Chief of Naval Staff, Rear Admiral R.R. Dowling, C.B.E., D.S.O. at Victoria Barracks.



APPENDIX V.

SPORT AND RECREATION.

Little sport has been played ashore during the month which has been part of the "dead period" between the cricket and football seasons. In fact no grounds were available except during the brief visit to Jervis Bay. Here opportunity was taken to land players for Australian Rules and Rugby training. A Rugby match between a ship's company team and a team of National Service Trainees resulted in a draw.

2. As there is a limit to which sport can be allowed to interfere with duty I could make only a very limited contribution towards the Inter Service Sports in Sydney. Many of my best athletes are senior rates and could not be spared for the time requested from their training duties on board. Five ratings were sent from Melbourne to take part. In the Inter Service Boxing L.S.A. Evans and N.A. Pengilley convincingly defeated their opponents of the other Services.

3. The current competitions at Basket Ball, Deck Hockey and Volley Ball were continued with enthusiasm and were successfully completed during the month, as was a .22 rifle competition.

4. Physical exercise has been carried out daily from Mondays to Saturdays by trainees when the ship has been at sea or in isolated anchorages. The ship's company has been similarly exercised when evening quarters have been held. Fifty one ratings have passed the Provisional Swimming Test during the month.



121/3/16

H.M.A.S. VENGEANCE,  
at Sydney.

2 May 1955.

Sir,

I have the honour to submit the proceedings of H.M.A. Ship under my command for the month of April, 1955. All times are Zone (-10).

2. The beginning of the month found VENGEANCE at Westernport for the final day of the Inter Service Sport at Flinders Naval Depot. During the afternoon gale force winds developed, which, as well as dislocating the athletic events ashore, made conditions in Westernport most unpleasant. The ship was brought to immediate notice and boat schedules suspended. Later, when conditions moderated somewhat, the ship reverted to four hours notice and boat running was resumed.
3. VENGEANCE weighed and proceeded from Westernport at 1230 on Saturday 2nd. Gale force winds were encountered on the initial stage of the passage and a fairly rough trip was experienced.
4. The ship arrived in Jervis Bay at 0730 on the 4th and anchored in A.1 berth.
5. The first series of Fleet exercises for VENGEANCE commenced on the 5th when at 0800 in company with SYDNEY and the 10th Destroyer Squadron the ship weighed and proceeded out of Harbour.
6. During the day various exercises were carried out. These included rocketing and straffing attacks on a splash target towed by VENGEANCE, competitive plotting, towing exercise with VENGEANCE taking ANZAC in tow, Fleet manoeuvres and lifebuoy drills. On completion the force returned to Jervis Bay and anchored overnight.
7. The Fleet units proceeded out of Harbour at 0730 on Wednesday 6th for further exercises, but due to inclement weather in the afternoon, several of the serials were abandoned, and the force returned to Jervis Bay until 2230 when the Fleet weighed and proceeded in company for Sydney.
8. After entering Sydney Harbour in column VENGEANCE was detached and proceeded alongside Fitting Out Wharf to disembark free freight and non-explosive armament stores, and to embark fuel and provisions.
9. The ship remained alongside until 1500 on Tuesday 12th when she proceeded independently for Westernport to change over National Service Trainees.
10. Seaboat drills were exercised daily on passage and the ship anchored off Hanns Inlet at 0730 on Thursday 14th.
11. Due to adverse weather reports it was decided to remain as short a time as possible in Westernport, and, accordingly, a rapid turnover of Trainees was effected, and the ship weighed and proceeded at 1130.
12. The ship kept ahead of the bad weather and after an uneventful passage VENGEANCE anchored in Jervis Bay in berth Fox at 2200 on the 15th.

THE FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET.

13/.....



13. At 1125 on Saturday 16th SYDNEY, QUADRANT, ARUNTA, TOBRUK and ANZAC entered Harbour and anchored, with WARRAMUNGA anchoring at 1330.
14. During the afternoon a comprehensive number of General Drills were carried out which provided valuable experience and a keen competitive spirit.
15. About 2200 VENGEANCE Motor Boat was stolen from the quarter boom and subsequently beached at Wreck Bay. The boat was recovered on Sunday 17th undamaged and returned to the ship. Details of this incident have been reported separately by signal.
16. At 0600 on the 18th VENGEANCE sailed from Jervis Bay in company with SYDNEY to intercept S.S. Monowai escorted by remaining Fleet units which had departed Jervis Bay the previous day.
17. On making Radar Contact at 42' SYDNEY and VENGEANCE shadowed on a parallel course until 0100 when VENGEANCE acted independently to carry out a night attack on Monowai.
18. This was completed at 0245 on the 19th and VENGEANCE then took station astern of Monowai.
19. Fleet units detached from Monowai about 1030 on the 19th and westerly course was set. Fleet Manoeuvres were carried out during this return passage in conjunction with SYDNEY's flying programme.
20. At 0600 WARRAMUNGA transferred mail and with QUADRANT and ARUNTA acted independently to carry out transfer of oil fuel to the two Tribals. ARUNTA on completion of fuelling was detached to Sydney and the remaining ships were ordered to proceed to Jervis Bay in company. Seaboats were exercised on passage and the three ships anchored in Jervis Bay at 1330 with SYDNEY and TOBRUK entering harbour at 1615.
21. A 21 gun salute was fired at 1200 on Thursday 21st in honour of the Queen's Birthday.
22. Between 0930 and 1130 on Friday 22nd the ship was inspected by you sir, and the remarks made by you on completion of your inspection were greatly appreciated by the Ship's Company.
23. After departure of other Fleet units VENGEANCE remained at anchor in Jervis Bay until 1315 on 27th when seaboat drills were exercised under way in Jervis Bay. The ship anchored at 1550 until weighing and proceeding for Sydney at 2200.
24. On arrival in Sydney the ship secured to No.2 buoy at 0730 on the 28th where she remained until the end of the month.
25. Transfer of National Service Trainees to SYDNEY and instructional equipment was completed during these final days of the month.
26. The periods of Fleet manoeuvres and exercises provided valuable experience for all hands and in particular enabled Trainees to gain a broader idea of the functions of our Navy.
27. At 1200 on Saturday 30th April VENGEANCE was transferred to the Administrative Authority of F.C.I.C.E.A. and Operational Authority of the Naval Board, thus bringing to a close her service as a unit of the Australian Fleet.



28. TRAINING During the first two weeks of April changes of training classes were made at Flinders Naval Depot and Sydney. On 15th April 240 Trainees were borne, when H.M.A. Ship under my command anchored in Jervis Bay.
29. General Drill on 16th April was of great value and thoroughly enjoyed by the trainees as it was the first time they had experienced this with a Fleet.
30. Value was also obtained from the Fleet exercises, rocketeering from SYDNEY's aircraft providing the main interest.
31. All Trainees on board were dropped first in the harbour in a seaboat and on 27th April under way in Jervis Bay.
32. The transfer to H.M.A.S. SYDNEY took place on 29/30 April- and by 1130 - 30 April all equipment and all the Trainees had been transferred.
33. RECREATION, WELFARE, ENTERTAINMENT. During the rest periods between Fleet Exercises, opportunity was taken to land sports teams whenever possible at Jervis Bay. Numerous practice runs took place, and the first games of the winter season were played. In all, five matches were played, including two part of ship games. In addition, other units of the Fleet were challenged to Basket Ball when at Jervis Bay and three such fixtures were played.
34. On board new competitions were commenced at Basket Ball, Deck Hockey and Volley Ball. Unfortunately the ship's programme did not permit of their completion. The Under water Swimming Club continued its activities with enthusiasm and members accounted for some 180 pounds of fish in two days at Jervis Bay.
35. On Sunday 24th April, fifty six members of the Ship's Company were entertained at a Ball held at the Naval Lodge Hotel.
36. Physical exercise has been carried out daily by trainees except during the brief periods in Sydney. The Ship's Company have been similarly exercised when evening quarters have been held at sea. One rating has passed the Provisional Swimming Test during the month.
37. HEALTH. The general health of the ship's company has been good.
38. CONDUCT AND MORALE. Conduct and morale are satisfactory.



I have the honour to be,

Sir,

Your obedient servant,

Enclosures:

- Appendix "A" - Report in accordance with C.N.O. 107/48, para 6.  
Appendix "B" - Report of excess of economical speed.  
Appendix "C" - Report of Whale sightings.

CAPTAIN



Appendices to H.M.A.S. VENGEANCE letter 121/3/16 dated  
2 May 1955.

APPENDIX "A"

Report in accordance with C.N.O. 107/48 para 6.

- (a) Distance steamed during the month - 2580.4 miles
- (b) Hours under way - 216 7/60
- (c) Average distance/ton of fuel - 2.036 miles
- (d) Distance steamed since commissioning - 291,674.8 miles
- (e) Total hours under way since commissioning - 5857 13/60

APPENDIX "B"

Report of excess of economical speed.

<u>Date</u>	<u>No. of hours</u>	<u>Average speed</u>	<u>Fuel Ex/Hr</u>	<u>Distance run/ ton of fuel</u>
5th	1	16 knots	6.5	2.61
6th	1	17 "	7.6	2.23
18th	(1	15.5 "	6.0	2.58
	(1	15 "	5.6	2.68
	(1	18 "	8.9	2.02
	(2	21 "	13.5	1.55
19th	(4	21 "	13.5	1.55
	(1	18 "	8.9	2.02
	(2	16.2 "	6.6	2.45
	(2	15 "	5.6	2.68

Reason for excess - FLEET EXERCISES.

APPENDIX "C"

Report of whale sightings.

N I L



2  
9

795

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4326-12-317

E94

H.M.A.S.

*Therapace*

Report of Proceedings -

*May 1955*

*4th N.M. 14/7*

D.A.W.O.T.

*JAC 15/7*

19/7/55

D. of P.

*8 of 10*

*A) 2.9*

20/7/55

H.P.B.

*24/7*

D.G.S.

*25/7*

N.A. 2nd N.M. (X)

*26/7*

D. of M.

*27/7*

D.D.M.

*27/7*

29/7/55

D.N.L.

*28/7*

D.E.(N)

*28/7*

D. of C.(N)

*28*

D.O.U.W.

*28/7*

D.N.M.S.

*28/7*

H.N.B. (N.5.)

*28/7*

D.A.O.

*28/7*





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1/12/55  
1/12/55

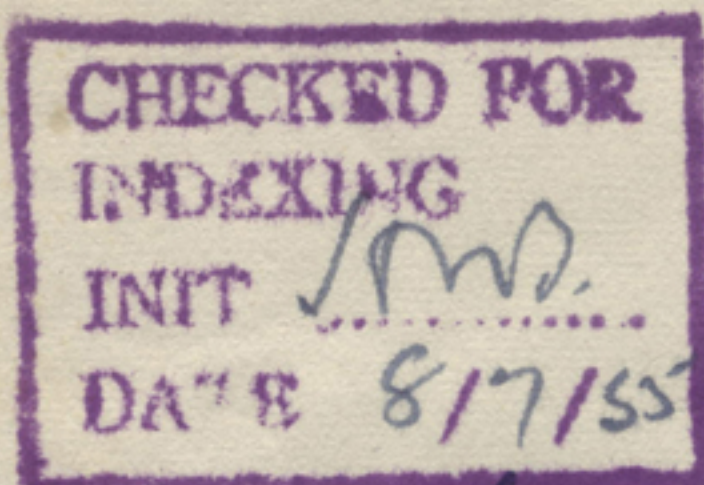
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19 AUG 1955  
BRANCH

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24/11/55  
1/12/55  
1/12/55

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410  
23

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24/11/55





DEPARTMENT OF THE NAVY.

#336-12-317

MINUTE PAPER.

*Chf* H.M.A.S. *Longman* Report of Proceedings - *May 1955*

~~C.N.P.R.~~ *11/24/6*

~~D.O.D.~~ *27/6*

~~D.C.N.S.~~ *8-28/VI*

1st N.M. *later please*

~~D.C.N.P.~~ *22/6*

2nd N.M. *29/6*

*30/6* ~~D.N.I.~~

*8/7* ~~D/D.P.S.~~ *Run 8/7.*

*4* D.T.S.R.

D.N.C.

Deputy Secretary.

3rd N.M.

H.N.B. (N.5.)



2/6

1/11/11

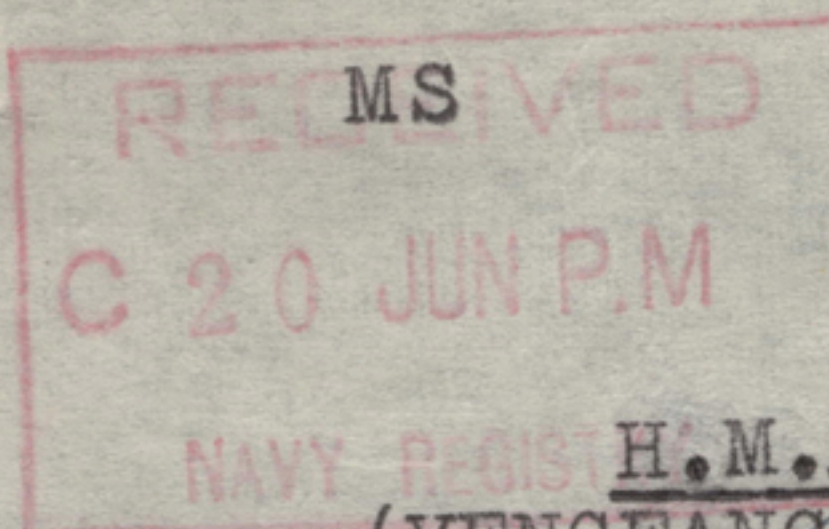
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1/11/11

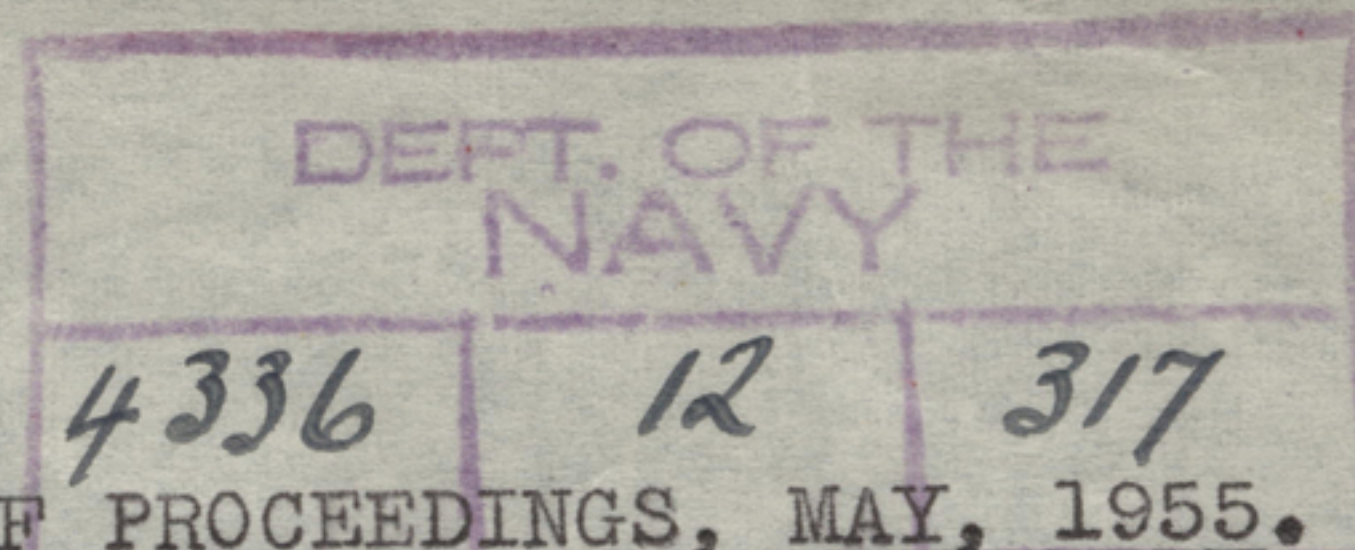
1/11/11

2/11/11





*Alphonse Regie*



H.M.A.S. VENGEANCE - REPORT OF PROCEEDINGS, MAY, 1955.  
(VENGEANCE's letter No. 121/3/16 dated 2nd June, 1955.)

II

*HIV*  
E.A. *2200* /682/2/89,  
THE SECRETARY,  
DEPARTMENT OF THE NAVY.

Forwarded for the information of the Naval  
Board with reference to C.N.O. 248/55.

*NS*

*[Signature]*  
A/REAR-ADMIRAL.

Naval Headquarters,  
Potts Point, Sydney.

17 JUN 1955



121/3/16.

H.M.A.S. Vengeance Co.,  
at Sydney.

4336-12-317

2 June, 1955.

Sir,

I have the honour to submit the proceedings of H.M.A. Ship under my command for the month of May, 1955. All times are Zone (-10).

2. The whole of May was spent in Sydney. Until 2nd. May VENGEANCE remained at Number 2 Buoy and was then moved by tugs to Fitting Out, Wharf, Garden Island.

3. The ship spent the period from Thursday, 12 May until Monday, 30 May, in Captain Cook Dock and then returned alongside Fitting Out Wharf.

4. Whilst the ship was being fumigated on Saturday 14th. and Sunday 15th., hands were accommodated in H.M.A. Ships WARRAMUNGA and ARUNTA.

5. During the remainder of the period in dry dock normal inspection of underwater fittings was carried out.

6. Despite the large number of Ship's Company on leave and the extensive changeover in personnel, work in preparation for the passage to England including embarkation of free freight was progressed satisfactorily.

7. Dockyard assistance during the self refit period has been commendable. The end of the month finds the ship well up to schedule and in a satisfactory state.

8. VISITS. On Wednesday 11th. May, Lieutenant Commander A. A. HANIF, Royal Pakistan Navy, was shown round the ship. He was accompanied by Lieutenant Commander S.R. ISLAM, Royal Pakistan Navy.

On Wednesday 18th. May, approximately 120 members of the Royal Aeronautical Society were shown films on board and conducted over the ship.

I have the honour to be,

Sir,

Your obedient servant,

*[Signature]*

COMMANDER,  
for CAPTAIN.  
(Absent on Leave).

Enclosures:

- Appendix "A" - Report in accordance with C.N.O. 107/48, para 6.
- Appendix "B" - Report of excess of economical speed.
- Appendix "C" - Report of Whale sightings.





Appendix to H.M.A.S. VENGEANCE letter 121/3/16 dated 2 June, 1955.

APPENDIX "A"

Report in accordance with C.N.O. 107/48 para 6.

(a)	Distance steamed during the month	-	Nil.
(b)	Hours under way	-	Nil
(c)	Average distance/ton of fuel	-	Nil
(d)	Distance steamed since commissioning	-	291,674.8 miles
(e)	Total hours under way since commissioning	-	5857 13/60.

APPENDIX "B"

Report of excess of economical speed.

NIL

APPENDIX "C"

Report of Whale sightings.

NIL



DEPARTMENT OF THE NAVY.

*H336-12-359*

MINUTE PAPER.

H.M.A.S.

*Vinquanel*

Report of Proceedings

*June 1958*

*✓* 4th N.M. *5/10*

D.A.W.O.T. *6/10*

D. of P. *13/10*

D. of P. (Q). *17/10*

H.P.B. *19/10*

D.G.S. *20/10*

N.A. 2nd N.M. (X).

D. of M. *27/10*

D.D.M. *3/11*

D.N.L. *4/11*

D.E. (N) *8/11*

D. of C. (N). *9/11*

D.O.U.W.

*✓* D.N.M.S. *21/11*

H.N.B. (N.B.) *25/11*

D.A.O.



21/9

3

Handwritten text, possibly a signature or name, in blue ink.

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D.N.M.S. BRANCH  
21 NOV 1955  
NAVY  
OFFICE



FOR  
1000  
23/9/55

DEPARTMENT OF THE NAVY.

#336-12-259

MINUTE PAPER.

H.M.A.S. *Vengeance*

Report of Proceedings - *June 1955*

C.N.P.R.

*16 19/9*

D.O.D.

*1/9*

D.C.N.S.

*11/9*

1st N.M.

*Modest 19/9*

D.C.N.P.

*11/9*

2nd N.M.

*12/9*

D.N.I.

*13/9*

D/D.P.S.

*21/9*

D.T.S.R.

*22/9 26/9*

D.N.C.

*26/9*

Deputy Secretary.

*26/9*

3rd N.M.

*27/9*

H.N.B. (N.5.)

*30-9 55*

23/9



12/5  
# 12/19

3000 22  
12/19 20/12

~~6/21/12~~



RECEIVED  
C 24 AUG P.M.  
NAVY REGISTRY

DEPT. OF THE  
NAVY

4336

12

359

BOOKED FOR  
MAILING  
DATE 25/8/55

MJH

H.M.A.S. VENGEANCE : REPORT OF PROCEEDINGS : JUNE, 1955.

(VENGEANCE'S LETTER NO. 121/3/16 dated 8th July, 1955.)

II

E.A. 3336/682/2/89  
THE ACTING SECRETARY  
DEPARTMENT OF THE NAVY.

Forwarded for the information of the  
Naval Board with reference to C.N.O. 248/55.

Naval Headquarters  
Potts Point Sydney

22 AUG 1955

A/REAR ADMIRAL.

*Letter believed  
Subsequent L. of P.  
has long since been  
received from Vengeance  
C/N.O.*

*H.A. 25/8/55*

*25-*



121/3/16.

H.M.A.S. VENGEANCE,  
At Sea.

8 July, 1955.

Sir,

I have the honour to submit the proceedings of H.M.A. Ship under my command for the month of June, 1955.

2. The first fortnight of June was a particularly busy one at Sydney, and hands were kept fully employed painting ship, storing, ammunitioning and embarking free freight prior to the ship's departure for United Kingdom.

3. With my officers I attended a levee on 9 June in honour of Her Majesty's Birthday. In the evening my wife and I were honoured to attend a reception at Government House, given by His Excellency the Governor.

4. All preparations were completed by 15 June, and at 1400 on Thursday 16th VENGEANCE slipped and proceeded for the last time from alongside Fitting Out Wharf.

5. A large number of relatives and friends were admitted to the dockyard to say farewell, and the departure was a combination of keen anticipation for the trip ahead and regret by some at leaving.

6. After an uneventful passage South, the ship entered Port Phillip Rip at 0430 and secured starboard side to, alongside Outer West Princes Pier at 0800 Saturday 18 June.

7. On Sunday 19 June I had the honour, together with Captain R. I. Peck O.B.E., D.S.C., R.A.N., to be presented with the Legion of Merit (Officer) by the United States Naval Attache, Captain R. McPherson, U.S.N. This ceremony was attended by the First Naval Member, Vice Admiral R. R. Dowling, C.B., C.B.E., D.S.O., the Second Naval Member, Commodore J. C. Morrow, D.S.O., D.S.C., and our families and some of my officers and was held on the Quarterdeck of VENGEANCE.

8. Prior to the ship sailing on Monday 20th, the Chief of Naval Staff, Vice Admiral R. R. Dowling, C.B., C.B.E., D.S.O., addressed the Officers and Ship's Company.

9. At 1130 VENGEANCE slipped and proceeded on the second stage of her passage, and after clearing the Rip at 1450 course was set for Fremantle.

10. Heavy weather was encountered for part of the passage across the Bight, during which a section of the Port Forward ladder was lost. (This has been reported under separate cover). Landfall was made off Albany at 0530 on 24th, and the ship entered Fremantle and secured at No. 4 and 5 berths, North Quay at 0730 Saturday 25th. As the ship was in harbour for 48 hours only over the weekend Official Calls were not paid but N.O.I.C., A/Captain J. K. Walton O.B.E., lunched with me.

11. The ship remained alongside until 1100 Monday 27th when she slipped and proceeded for Singapore.

12. The final three days of June on passage North were uneventful and were made in perfect weather.

FLAG OFFICER IN CHARGE,  
EAST AUSTRALIAN AREA.

PAGE.2.



13. FREE FREIGHT.

Some 534 tons of Free Freight was embarked by VENGEANCE Ship's Company prior to leaving Sydney, and the loading and unloading at Melbourne and Fremantle was straight forward. The amount of work involved necessitated the hands of the Duty Watch working until approximately 2100 on both Saturday and Sunday.

14. Freight extra to that notified was loaded in Melbourne and this forms the subject of a separate letter.

15. SPORTS.

The following fixtures were arranged during the month.

AUSTRALIAN RULES.

June 1st.	VENGEANCE defeated 3 Battalion R.A.R.
8th.	VENGEANCE defeated 4 Battalion R.A.R.
15th.	VENGEANCE defeated R.A.E. Casula.
26th	VENGEANCE lost to North Fremantle Amateurs.

RUGBY UNION.

25th VENGEANCE lost to Western Australia.

SOCCER.

26th VENGEANCE lost to Azzure Club.

Since leaving Sydney some 50 teams are competing in Volley Ball, Deck Hockey and 22 Rifle Competitions and these are being keenly contested and providing essential relaxation.

16. CONDITION OF SHIP.

The state of the ship is considered satisfactory.

17. HEALTH.

The general health of the Ship's Company has been excellent. All officers and ship's company have been vaccinated against Small Pox and inoculations carried out for Cholera and T.A.B. 4 cases of V.D. have been treated since leaving Sydney.

18. CONDUCT AND MORALE.

Conduct and morale are satisfactory. I believe H.M.A.S. MELBOURNE will have an enthusiastic ship's company.

I have the honour to be,

SIR,

Your Obedient Servant,

*1/13 e ches*  
CAPTAIN.



Enclosures.

Appendix "A"	Report in accordance with C.N.O.107/48, Paragraph 6.
Appendix "B".	Report of excess of economical speed.
Appendix "C"	Report of Whale sightings.



APPENDICES TO VERNONARON'S LETTER 121/3/16 dated 8 July 1955.

APPENDIX A.

Report in accordance with C.N.O. 107/48. Para. 6

(a)	Distance steamed during the month.	- 3,574.8
(b)	Hours under way	- 243 $\frac{33}{60}$
(c)	Average distance per ton of fuel.	- 2.87miles
(d)	Distance steamed since Commissioning	- 295,239.2
(e)	Total hours under way since Commissioning-	6,100 $\frac{45}{60}$

APPENDIX B.

Report of excess of economical Speed.

DATE	NO. OF HOURS	AV. SPEED	FUEL EX. PER HOUR	DISTANCE RUN PER TON FUEL	REASON FOR EXCESS.
16th	(2 8)	13.5 15	4.65 5.6	2.9 2.67	A.C.N.B. 120245Z MAY. Para. 2
17th	(19 1)	15 13.7	5.6 4.8	2.67 2.85	
18th	1	15	5.6	2.67	
20th	(11 1)	15 14.6	5.6 5.3	2.67 2.75	
21st	25	15	5.6	2.67	
22nd	18 2	15 14	5.6 5.0	2.67 2.8	
23rd	25	15	5.6	2.67	
24th	24	15	5.6	2.67	
25th	4	15	5.6	2.67	
27th	12	15	5.6	2.67	
28th	24	15	5.6	2.67	
29th	(19 3 2)	15 14 14.5	5.6 5.0 5.25	2.67 2.8 2.76	
30th	24	14	5.0	2.8	

APPENDIX C.

WHALES SIGHTED.

NIL.



DEPARTMENT OF THE NAVY

H336-12-253

MINUTE PAPER

C.441/45.

SUBJECT:

HMAS. Vengeance - Report of Proceedings July 1955.

C.N.P.R. 11/9

D.N.I.

D.A.O. for return.

76  
9.



4336-10-223

H.M.A. Reference - Report of Investigation  
July 1942

2/1/42

C. H. P. R.  
10/10/42

D. H. P. R.  
10/10/42

2/1/42



CHECKED FOR  
INDEXING  
INIT. *lmw*  
DATE 20/9/55

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-353

H.M.A.S.

*Vengeance*

Report of Proceedings -

*July 1955*

*✓* 4th N.M.

D.A.W.O.T.

D. of P.

H.P.B.

D.G.S.

→ N.A. 2nd N.M.(X).

D. of M.

D.D.M.

D.N.L.

D.E.(N).

D. of C.(N).

D.O.U.W.

D.N.M.S.

H.N.B. (N.5)

D.A.O.





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*Handwritten in blue ink: "10/10"*



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*Handwritten in blue ink: "30/70"*

*Handwritten in blue ink, oriented vertically: "30/70"*



25/8  
DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-353

H.M.A.S. *Vengeance*

Report of Proceedings - *July 55*

C.N.P.R.

D.O.D. *26/8*

D.C.N.S. *Evolution*

1st N.M. *31/8*

D.C.N.P. *Hulk*

2nd N.M. *Later*

D.N.I.

D/D.P.S. *1/9*

D.T.S.R. *5/9*

D.N.C. *7/9*

Deputy Secretary. *7/9*

3rd N.M. *will 9/9*

H.N.B. (N.5.) *9/9*

Duplicate copy circulated to  
C.N.P.R.  
D.N.I.  
D.A.O.

5/9.



~~9/5/8~~

240  
242  
244

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1918

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**D E F**

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18

1. The first part of the document is a list of names and titles, including "The Hon. Mr. Justice" and "The Hon. Mr. Justice".

• • • • •

10

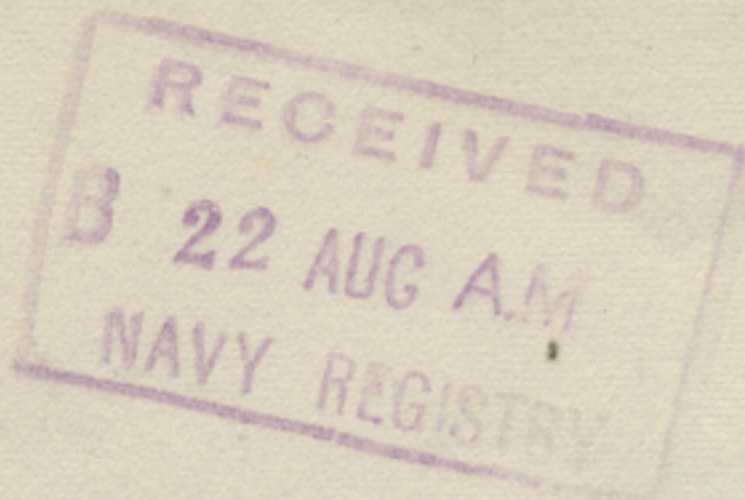
This is a blank, aged, cream-colored page, likely an endpaper or flyleaf from an old book. The paper has a slightly textured appearance with some minor blemishes and a faint horizontal line near the top edge. There is no text or other markings on the page.

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121/3/16.



4336 12 353  
H.M.A.S. VENGEANCE,  
At Sea.

3 August, 1955.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship under my command for July, 1955. All times are given in appropriate Zone time for area.

2. After leaving Fremantle four days of fine hot weather were enjoyed, and it was decided to make the passage as interesting as possible by effecting a landfall on Christmas Island.
3. The Island was sighted at 1230 on the 1st at a distance of 42 miles, and the southern coast closed to a distance of about 2 miles.
4. The ship then proceeded close inshore round the eastern side of the island, and it was possible to observe the numerous blowholes, several of which behaved impressively.
5. After rounding the North Eastern corner the ship proceeded some distance into Flying Fish Cove in order to see the phosphate loading facilities. Of interest was the fact that not less than 260 fathoms was recorded though only a few cables off shore.
6. Course was then set for Sunda Strait which was entered at 1100 on Saturday 2nd.
7. Lower Deck was cleared at 0745 and short prayers said in remembrance of those who lost their lives in the sinking of Her Majesty's Australian Ships Perth and Yarra.
8. Clocks were retarded 30 minutes to Zone -7 $\frac{1}{2}$ .
9. At dawn on Sunday 3rd the Ship entered Banka Strait and cleared the Northern entrance at 1430.
10. Rendezvous with Her Majesty's Australian Ship QUADRANT (Captain V.A. Smith, D.S.C., A.D.C., R.A.N., Captain (F) 1st Frigate Squadron), had been arranged in order to transfer two ratings, one medical and one compassionate case, for passage to Australia.
11. This was effected at 2100, 12 miles east of Tg. Jang Lt. (00° 18' S, 105° 00' E.) and on completion of the transfer VENGEANCE proceeded for Singapore.
12. Johore Strait was entered at 0730 on the 4th and the ship arrived off Beautien Shoal Buoy at 0900. At this time I saluted the Flag of Rear Admiral E. H. Shattock, O.B.E., Flag Officer Malaya with 13 Guns.
13. By 0930 VENGEANCE assisted by two tugs secured Port Side to at No. 8 Berth, Singapore Dockyard, and work on embarking aircraft was immediately commenced.
14. Embarkation of aircraft was completed the following day, and fuel and stores taken aboard. A number of private motor cars were also embarked for U.K., at the request of C in C. 49 ratings and one officer were also embarked for passage.
15. After a very rushed but interesting and enjoyable two days VENGEANCE assisted by two tugs slipped and proceeded for Colombo at 1100 on Wednesday 6th.
16. Whilst on passage through Malacca Straits seabats were exercised on two occasions.
17. Of interest, after the comparative sparseness of shipping on the Australian Coast, was the volume of ships encountered in this sea lane, with approximately 100 ships being met on this passage.



18. At 0520 on the 8th course was altered to pass through the Malacca and Bengal passages on the North Coast of Sumatra, and at 0810 course was set for Ceylon.
19. Clocks were retarded 1 Hour to Zone  $-6\frac{1}{2}$  on the 8th and a further hour to Zone  $-5\frac{1}{2}$  on the 10th.
20. Great Basses Light was raised at 1910 on the 10th and though a strong Easterly ; set of up to 4 knots was encountered off the South coast of Ceylon the remainder of the passage up the West Coast was uneventful.
21. Vengeance arrived off the entrance to Colombo harbour at 0700, and, after embarking a Pilot, proceeded through the Northern entrance and secured with 2 anchors down and stern to a bouy at 0805. At his request I embarked the private car of His Excellency Mr. A. R. Cutler, V.C., the retiring Australian High Commissioner for passage to U.K.
22. 18 R.N. ratings ~~Were~~ also embarked.
23. After a short but enjoyable two days the ship commenced weighing at 0930 on the 13th, and proceeded out of Harbour via the Western entrance.
24. After passing the breakwater, course was set for the  $8^{\circ}$  channel and speed for  $17\frac{1}{2}$  knots ordered to try and make up time in anticipation of bad weather. This channel was cleared at noon on 14th and clocks were retarded 1 hour to zone  $-4\frac{1}{2}$  at 1830.
25. By the forenoon of the 15th our days of fine and pleasant weather were over, and sea and wind conditions necessitated the first reduction in speed. Further reductions in speed were necessary over the next two days with southwesterly winds of Force 8 and 9, and I decided to delay our arrival in Aden by one day and curtail the stay at Malta to 3 instead of the scheduled 4 days. My 180524Z July, refers.
26. During the period of heavy weather my port lower boom was broken from its sea stowage and lost. The external appearance of the ship was ruined as the seas literally tore the paint from the ship's side. The unsatisfactory durability of this paint is the subject of a separate letter.
27. Speed against strong prevailing monsoons for H.M.A. Ships on passage will be the subject of a separate letter.
28. Radar contact was made on Sokotra at 60 miles on the 17th and course set to pass 30 miles to the North East of the Island.
29. Clocks were retarded 1 hour to Zone  $-3\frac{1}{2}$ , and a further 30 minutes to Zone -3 on the 18th.
30. Calm seas and hot humid weather were encountered after entering the Gulf of Aden. VENGEANCE anchored at 1820 on Tuesday 19th, in the Quarantine Anchorage, in preparation for an entry into Harbour early the next morning.
31. A local Pilot was embarked at 0615 on the 20th, and the ship proceeded into Aden Harbour securing with 1 anchor down and stern to 2 bouys.
32. Fuelling was commenced immediately on securing, and leave was granted in two watches to allow all ship's company to enjoy the cheap shopping facilities of the Free Port.
33. At 1700 both stern bouys were slipped and the ship commenced weighing.



34. The Fairway Buoy was passed at 1737 and course set for passage through the Red Sea.

35. Quite strong North Westerly winds were encountered initially in the Red Sea, but these soon dropped away and the customary hot and humid weather was experienced.

36. Clocks were retarded 1 hour to Zone -2 at 1830 on 23rd.

37. Apart from the large number of ships met, the passage to Suez was uneventful and on arrival the ship anchored in Suez Bay at 0440 on Sunday. 24th.

38. The various Canal and Egyptian authorities boarded the ship whilst at anchor in the bay, and after embarking the Canal light, 2 canal boats and the Pilot, VENGEANCE was under way at 0830 for transit of the Canal.

39. The transit was quite straight forward with only one scare when the ship took a considerable sheer towards the starboard bank. This was overcome, however, without mishap, and the ship anchored in Great Bitter Lake at 1225.

40. After only 45 minutes at anchor the passage was continued, and at 1545 the Canal Pilot was changed off Ishmalia.

41. Our convoy consisting of 4 ships, of which VENGEANCE lead the second section, passed through the eastern by-pass canal and after the last 26 miles of monotonously straight canal entered Port Said harbour at 2015.

42. Pilots were again exchanged and the Canal light lowered and floated away.

43. 2 Royal Air Force Other Ranks who had taken passage from Aden were disembarked, and after dropping the Pilot, the outer channel was cleared and course set for Malta at 2145.

44. The passage through the Canal was of great interest to those of the ship's company who were seeing it for the first time.

45. Clocks were retarded 1 hour to Zone -1 on Tuesday 26th.

46. It was originally intended to arrive at Malta at 0900 on the 27th, but on receipt of Commander in Chief Mediterranean's 220610Z/July, however, giving destination as Marsaxlokk and approximate time of loading aircraft as 8 hours I decided to arrive at 0600 and proceed to Grand Harbour on completion of aircraft embarkation.

47. Accordingly the ship anchored 3 cables off shore in Marsaxlokk at 0600 on Wednesday 27th, and B lighters immediately commenced bringing out the aircraft for loading.

48. A total of 24 Aircraft was taken on board and only some 60 feet of Flight Deck remained clear of Aircraft.

49. At 1410 VENGEANCE weighed and proceeded to Grand Harbour and after entering the Breakwater secured to No.13 head and stern bouys off Royal Naval Hospital, Bighi. at 1520.

50. Royal Fleet Auxilliary EDDYSTONE secured alongside Port side during the forenoon of 28th and oil fuel embarked. Water and provisions were also embarked during the day.

51. It was necessary to paint ship during the period in Malta. This was accomplished in the working days available.



52. VENGEANCE slipped from No. 13 berth Grand Harbour at 1130 on Saturday 30th with an impressive looking 53 aircraft of various types on deck.

53. After clearing the breakwater course was set Northwestwards, passing close by the hulk of the Star of Malta which had run aground in fog the previous morning off the entrance to St. Julien's Bay.

56. After rounding Gozo course was set for Gibraltar.

57. CONDUCT AND MORALE.

In general conduct has been good and morale is high.

The behaviour of my libertymen ashore has been exemplary and a great credit to the Royal Australian Navy.

58. HEALTH.

The general health of the Ship's company has been excellent.

Every opportunity for sunbathing has been taken whilst on passage and the benefit of this has been most evident.

I have the honour to be,

Sir,

Your Obedient Servant,

*W. M. M. M.*  
CAPTAIN.

Enclosures.

Appendix "A" Report in accordance with  
C.N.O.107/48, paragraph 6.  
Appendix "B". Report of excess of economical speed.  
Appendix "C" Report of whale sightings.  
Appendix "D" Official Calls.  
Appendix "E" Sport and Recreation.

The Acting Secretary,  
Department of the Navy.  
Navy Office,  
Melbourne.



APPENDICES TO H.M.A.S. VENGEANCE'S LETTER 121/3/16 DATED 3 AUGUST, 1955.

APPENDIX A.

Report in accordance with C.N.O.107/48, Paragraph 6.

- (a) Distance steamed during month 8162.4  
 (b) Hours under way 552<sup>11</sup>/<sub>60</sub>  
 (c) Average distance per ton of fuel 2.2  
 (d) Distance steamed since commissioning ~~303,402.0~~ 303,402.0.  
 (e) Total hours under way since commissioning 6,652<sup>57</sup>/<sub>60</sub>

APPENDIX B.

REPORT OF EXCESS OF ECONOMICAL SPEED.

DATE	NO OF HOURS	AV. SPEED	FUEL EX. PER HOUR	DISTANCE RUN PER TON OF FUEL.	REASON FOR EXCESS.
1st.	15	14	4.95	2.82	A.C.N.B.'s 120245Z May.
3rd.	{ 6	15	5.6	2.67	
	{ 9	16	6.5	2.26	
	{ 1	14.2	5.1	2.78	
	{ 1	13.7	4.8	2.86	
4th	{ 5	15	5.6	2.67	
	{ 2	16	6.5	2.26	
	{ 1	15.5	6.	2.58	
6th	{ 11	15	5.6	2.67	
	{ 1	13.5	4.4	3.07	
7th	22	15	5.6	2.67	
8th	24	15	5.6	2.67	
9th	8	15	5.6	2.67	
10th	{ 1	14.5	5.25	2.76	
	{ 1	15	5.6	2.67	
	{ 3	16	6.5	2.26	
11th	7	16	6.5	2.26	
13th	{ 1	17	7.6	2.23	
	{ 12	17.5	8.2	2.13	
14th	{ 24	17.5	8.2	2.13	
	{ 1	16	6.5	2.26	
15th	{ 7	17.5	8.2	2.13	
	{ 1	16	6.5	2.26	
	{ 6	16.2	6.7	2.3	
	{ 1	14.5	5.25	2.76	
	{ 8	15	5.6	2.67	
16th	{ 7	17	7.6	2.23	A.C.N.B.'s 120245Z May.
	{ 5	16	6.5	2.26	
	{ 2	15	5.6	2.67	
	{ 1	14.5	5.25	2.76	
17th	{ 1	17	7.6	2.23	
	{ 1	16	6.5	2.26	
18th	{ 9	15	5.6	2.67	
	{ 1	14.5	5.25	2.76	
	{ 9	14	4.95	2.82	



APPENDIX B(cont.)

DATE	NO OF HOURS	AV. SPEED	FUEL EX. PER HOUR	DISTANCE RUN PER TON OF FUEL.	REASON FOR EXCESS.
19th	{ 7 1 1 2 1 6	17 16.5 15.7 15 14.5 14	7.6 7. 6.3 5.6 5.25 4.95	2.23 2.35 2.47 2.67 2.76 2.82	
20th	6	17	7.6	2.23	
21st	{ 20 3 1	17 16 15	7.6 6.5 5.6	2.23 2.26 2.67	
22nd	{ 13 1 10	17 16 15.8	7.6 6.5 6.4	2.23 2.26 2.44	
23rd	{ 21 3 1	14 15.8 13.5	4.95 6.4 4.4	2.82 2.44 3.07	A.C.N.B.'S 120245Z May.
24th	{ 4 2	14 17.5	4.95 8.2	2.82 2.13	
25th	{ 20 1	17.5 14.2	8.2 5.2	2.13 2.73	
26th	{ 19 2 1 3	17.5 17 16.7 16	8.2 7.6 7.9 6.5	2.13 2.23 2.11 2.26	
27th	{ 4 1	16.7 15	6.5 5.6	2.26 2.67	
30th	{ 11 1	16.4 16	7.9 6.5	2.34 2.26	
31st	{ 22 1	16.4 15.6	7.0 6.1	2.34 2.55	

APPENDIX C.

WHALES SIGHTED.

NIL.

APPENDIX D.

OFFICIAL CALLS ETC.

SINGAPORE.

Programme of calls at Singapore took up little time.

After arrival on Monday 4th I called on Flag Officer Malayan Area, (Rear Admiral E.H. SHATTOCK, O.B.E., R.N.).

Before lunch I entertained some 10 of the more senior local Commanding Officers and Staff Officers to drinks.

On the following day I called on the Australian Commissioner (Sir Allan Watt, C.B.E.) and the Commander in Chief, Far East Station, (Vice Admiral A.K. Scott-Moncrieff, C.B., C.B.E., D.S.O.+). My executive Officer and I stayed to lunch with the Commander in Chief. That evening I had the pleasure of dining with Flag Officer Malayan Area.



OFFICIAL CALLS ETC.(Cont.)

The High Commissioner was kind enough to entertain 8 of my officers to luncheon during the ship's stay. In the evening of the 7th my officers and I gave an unofficial cocktail party to some 60 guests both service and civilian in repayment for hospitality received.

COLOMBO.

Programme of calls at Colombo is as shown on the attached list.

The Reception given by the Acting High Commissioner, His Excellency Mr. R. A. Peachey, for myself and some 30 of my officers was a most enjoyable one, and the more noteworthy observing the amount of work involved with the changeover of High Commissioners, with which our visit coincided.

At the suggestion of the Acting High Commissioner a very official party was given on the Quarterdeck by my officers and me on the following evening to some 75 official guests.

The guest list was arranged and invitations issued by the Acting High Commissioner on the ship's behalf before our arrival.

I was honoured to be a guest of the Prime Minister Colonel the Right Honourable Sir John Kotelawela, P.C., K.B.E., M.P. at an official luncheon given on the 11th July for the departing Australian High Commissioner His Excellency Mr. A. R. Cutler, V.C. and the Captain of the Ceylon Navy, Commodore P. M. B. CHAVASSE, D.S.C., R.N. who was being relieved by Captain G.R.M. De Mel, C.B.E., A.D.C., R.Cy.N.

ADEN.

The Governor of Aden was not present in the Port during our one day visit but with some of my Senior Officers I signed his Excellency's Book and that of the A.O.C.

The Resident Naval Officer (Lt.Cdr. A. G. Leatham, R.N.) called on me at 1130 and with my Executive officer and Supply Officer I returned his call and stayed for lunch.

MALTA.

As arranged prior to my arrival I called on the Commander in Chief, Admiral Sir Guy Grantham, K.C.B., C.B.E., D.S.O., Flag Officer 2 in Command Vice Admiral J.P.L. Reid, C.B., C.V.O., and Flag Officer Aircraft Carriers, Rear Admiral R. A. Pedler on Thursday 28th.

Flag Officer Second in Command returned my call at 1100 Thursday and the Commander in Chief at 1120, Friday. They were both very interested in my cargo. I took the opportunity of introducing my Heads of Departments to the Commander in Chief.

I was a little disappointed in the lack of interest taken by other Naval authorities in our visit. A squadron of the Italian Navy, with the Commander in Chief Italian Navy on board, were visiting Malta at this time on a formal visit but no arrangements were made for the Royal Australian Navy to be represented at the official activities. I called on the Captain, H.M.S. CUMBERLAND and stayed to lunch and my Wardroom exchanged visits with them, our host ship. Otherwise no official or unofficial effort was made for the entertainment of the officers and ship's company. I had the pleasure of supping with Rear Admiral Pedler, late Fourth Naval Member and entertained some of the senior Commanding Officers and Staff Officers in my quarters.

How  
unlike  
previous  
visit  
with E. J. B.  
as CMC



## DIARY OF ENGAGEMENTS.

MONDAY 11th JULY, 1955.

1.

Serial  
No.

Time

1.

0730

- H.M.A.S. VENGEANCE arrives at Colombo. Mail will be delivered on board by the Officer of the Guard. A Representative of the office of the Australian High Commission will accompany the officer of the Guard.

2.

0900

- Resident British Naval Officer (Commander H.G.V. Meller, M.B.E., R.N.) calls on the Commanding Officer, H.M.A.S. VENGEANCE, accompanied by Commanding Officer, H.M.S. Loch Killisport (Commander D. N. Forbes, D.S.C., R.N.)

3.

0930

- The Commanding Officer, H.M.A.S. VENGEANCE calls on His Excellency the High Commissioner for Australia.

4.

0945

- The Commanding Officer signs the book at the Residence of the Prime Minister.

5.

0955

- The Commanding Officer signs the book at the Residence of His Excellency the Governor General.

6.

1000

- The Commanding Officer calls on the Captain of the Navy.

7.

1010

- The Commanding Officer, H.M.A.S. VENGEANCE returns call on Resident British Naval Officer.

8.

-

- H.M.A.S. VENGEANCE arrives at Colombo. Mail will be delivered on board by the Officer of the Guard. A Representative of the office of the Australian High Commission will accompany the officer of the Guard.

9.

-

- The Australian High Commission will accompany the officer of the Guard.

10.

1045

- His Excellency the High Commissioner for Australia returns call on the Commanding Officer.

11.

1115.

- The Captain of the Navy calls on the Commanding Officer.

12.

1215

- Reception by the Captain of the Navy and Officers of the Royal Ceylon Navy at R.Cy.N. Wardroom Mess, Flagstaff Street, Colombo.1.

13

-

- The Commanding Officer signs the book at the Residence of the Prime Minister.

14.

1500

- Lt.Cdr. Christian de Sousa, Portugese Navy called.

16.

1900

- Reception by His Excellency the High Commissioner

to

2000

for Australia at No. 28, Rosemead Place, Colombo.7.

17.

1000

- Commanding Officer VIJAYA, Lt.Cdr. D.V.Hunter R.Cy.N. Commanding Officer Steam Despatch Boat Lt.Cdr. Caldera.

18.

1830

Reception by Commanding Officer and Officers on board H.M.A.S. VENGEANCE.

to

2000

10.

1045

- His Excellency the High Commissioner for Australia returns call on the Commanding Officer.



APPENDIX E.

The following Sporting fixtures took place during July.

AT SINGAPORE.

CRICKET - VENGEANCE defeated H.M.S. NEWFOUNDLAND by 2 wickets.

BASKETBALL - VENGEANCE lost to H.M.S. ~~TERROR~~. 37 - 29

SOCCER - VENGEANCE lost to H.M.S. TERROR 8 - 1.

AT COLOMBO.

The Royal Ceylon Navy were unable to take part in any sporting competitions as they were fully occupied in the farewell celebrations to their retiring Commadore.

Bus trips were arranged to Kandy and other points of interest and many took the opportunity to travel on these trips.

AT MELTA

CRICKET .....VENGEANCE defeated H.M.S. CUMBERLAND by 6 wickets.

BASKETBALL.....VENGEANCE defeated Mediterranean Fleet 37 - 20.

TENNIS.....VENGEANCE lost to Mediterranean Fleet 5 matches - 1

WATER POLO .....VENGEANCE lost to H.M.S. FALCON 5 - 1.

2 Volley Ball and 2 Deck Hockey competitions were completed between Singapore and Malta and these were contested with keen enthusiasm.

Due to unsuitable weather only one .22 rifle competition could be completed during the month.

AT COLOMBO.

The Royal Ceylon Navy were unable to take part in any sporting competitions as they were fully occupied in the farewell celebrations to their retiring Commadore.

Bus trips were arranged to Kandy and other points of interest and many took the opportunity to travel on these trips.

AT MELTA.

CRICKET .....VENGEANCE defeated H.M.S. CUMBERLAND by 6 wickets.

BASKETBALL.....VENGEANCE defeated Mediterranean Fleet 37 - 20.

TENNIS.....VENGEANCE lost to Mediterranean Fleet 5 matches - 1

WATER POLO .....VENGEANCE lost to H.M.S. FALCON 5 - 1.

2 Volley Ball and 2 Deck Hockey competitions were completed between Singapore and Malta and these were contested with keen enthusiasm.

Due to unsuitable weather only one .22 rifle competition could be completed during the month.



DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-29/

C.441/45.

SUBJECT:

StMAS Vancouver & Report of Proceedings August 1945.

B. N. I.

B. N. P. R. 22/9/55

D. N. I.

D. A. O. 30-9-55



DEPARTMENT OF THE NAVY.

H 336-12-371

MINUTE PAPER.

H.M.A.S.

*Vengeance*

Report of Proceedings

*August '35*

4th N.M.

*Has seen as DCNS Alb 14/10.*

D.A.W.O.T.

*38 17/10*

D. of P.

D. of P. (Q).

H.P.B.

D.G.S.

N.A. 2nd N.M. (X).

D. of M.

D.D.M.

D.N.L.

D.E. (N)

D. of C. (N).

D.O.U.W.

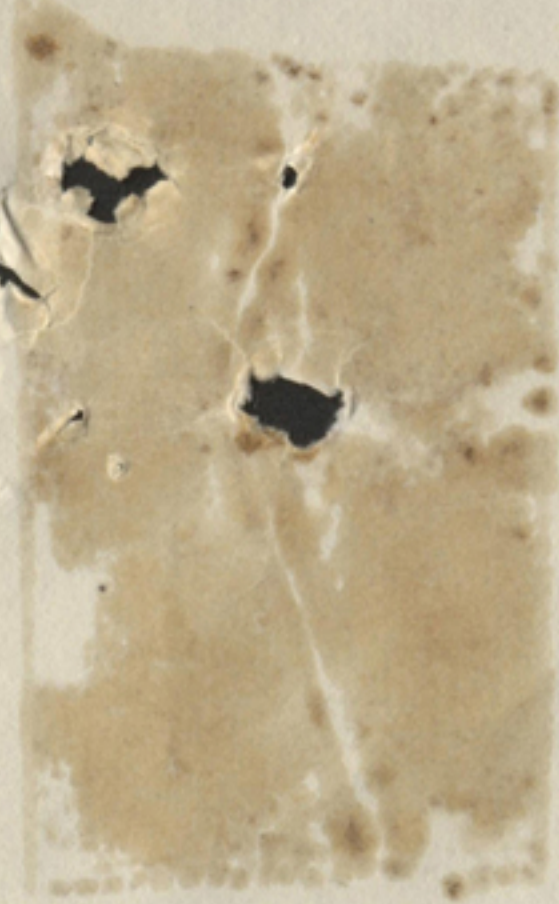
D.N.M.S.

H.N.B. (N.B).

D.A.O.

*Pls forward to Archives 3/9/65*





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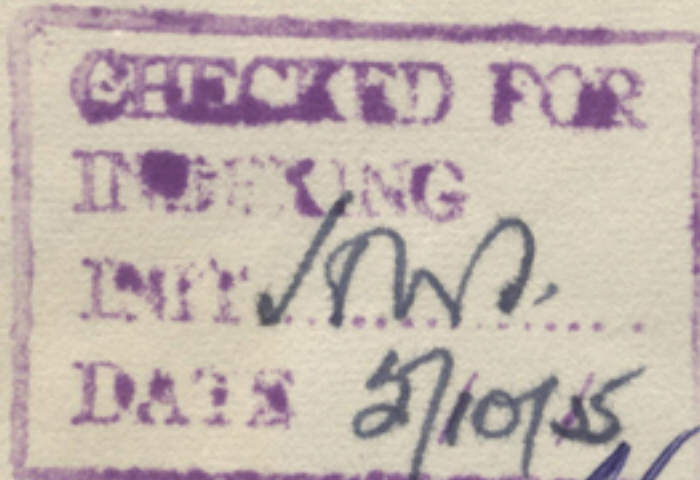
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35/101

4330-10-311





DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. *Vengeance*

Report of Proceedings -

*August 1955*

C.N.P.R.

D.O.D. *21/9*

D.C.N.S. *26/9*

1st N.M. *29/9*

D.C.N.P. *10/10*

2nd N.M. *30/9*

D.N.I.

D/D.P.S. *30/9*

D.T.S.R. *6/10*

D.N.C. *7/10*

Deputy Secretary. *17/10*

3rd N.M. *17/10*

H.N.B. (N.5)

*Duplicate copies to: CNPR  
DNI  
D.A.O.*

7/10

*6/10*



27/9

240

~~27/9~~

27/9 240 240 240

27/9 240 240 240

27/9

240

27/9

27/9

27/9 240 240 240

27/9 240 240 240

27/9 240 240 240



121/3/16

19 SEP AM

NAVY REGISTRY

NAVY

4336

12

371

H.M.A.S. VENGEANCE,  
at Devonport.

8th September 1955.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship under my command for August 1955. All times are Zone (-1.).

2. After an uneventful run from Malta VENGEANCE passed through the Straits of Gibraltar during the night of 1st/2nd August.
3. Fog was encountered off the coast of Portugal during the forenoon of the 3rd but this dispersed by noon.
4. At 1640 on 3rd August a call for medical assistance from the Polish Ship BRATERSTWO was received on 500 Kc/s. This was answered by the ARUNDEL CASTLE, but as she was further to the southward, communication with BRATERSTWO was established and VENGEANCE, about 110 miles to the southward, proceeded at 18 knots to give any assistance possible.
5. Rendezvous was effected at 2120 and a medical party with Surgeon Commander Coplans in charge was sent over in the motor cutter. The injured man was brought back to VENGEANCE and the ship proceeded at 2200. (See enclosure I for signals concerning this incident).
6. As the ship was not entering Portsmouth until the afternoon tide I decided to arrive off Spithead during the forenoon and allow customs formalities etc to be dealt with. The ship accordingly entered the Solent during the forenoon of the 5th and anchored in No. 13 Berth at 0900.
7. The Officer of the Guard and Customs as well as R.A.N. Liaison Officer's representatives and Commanders of 847, 846 and 808 Squadrons from CULROSE came aboard shortly after anchoring.
8. The Royal Yacht BRITANNIA which had anchored close by at 1040 weighed and proceeded at 1215 with their Royal Highnesses The Duke of Cornwall and the Princess Anne embarked.
9. Having embarked a Dockyard Pilot the ship weighed at 1315 and entered Portsmouth Harbour. After turning at rest at the top of the harbour VENGEANCE secured Port side to at Pitch House Jetty at 1445.
10. After arrival I gave a short interview to the B.B.C. which was recorded.
11. During the short period in Portsmouth I called on The Admiral Superintendent, Portsmouth, Vice Admiral J.S.C. Salter, C.B. D.S.O. X O.B.E. and The Flag Officer Commanding, Reserve Fleet, Vice Admiral J.W.M. Eaton, C.B. D.S.O. D.S.C. on Friday 5th August and The Commander-in-Chief, Portsmouth, Admiral of the Fleet Sir George E. Creasy, G.C.B. C.B.E. D.S.O. M.V.O. on Saturday 6th August.
12. Disembarkation of free freight, Aircraft, and personnel was completed by noon on Saturday 6th August.
13. A party of 20 Sea Cadets was shown round the ship during the afternoon.
14. A group of officers from MELBOURNE joined on Sunday 7th for discussions whilst on passage Portsmouth to Glasgow.

/ 15.....



15. VENGEANCE slipped and proceeded to sea at 1530 on Monday 8th August.
16. After rounding Wolf Rock at 0700 on the 9th the ship proceeded northwards into the Irish Sea.
17. At 0330 on the 10th identities were exchanged with the Royal Yacht BRITTANIA bound from the Isle of Man to Stranraer with the Royal Family embarked. Signals were sent which formed the text of my 101030Z/August. (See enclosure II).
18. The Clyde River Pilot was embarked off Gourock and the officers from MELBOURNE were landed by Motor Cutter at this time.
19. VENGEANCE entered the River Clyde at 1500 and secured alongside King George V Dock at 1735 after an uneventful passage up River.
20. The remaining aircraft were quickly disembarked during the forenoon of the 11th and at 1600 VENGEANCE slipped and proceeded with the assistance of 4 tugs.
21. Of interest was the sight of the final remains of SHROPSHIRE which had been dismantled in the Clyde. Only a few feet of the hull above the waterline are now left.
22. The Pilot was disembarked off Gourock at 1900 and the ship proceeded for Plymouth.
23. Request had been received to pass over the Degaussing Range before entering harbour and speed was accordingly adjusted to arrive off Cawsand Bay at 0500 on the 13th August.
24. A total of 5 runs was made over the Range before the ship entered Plymouth Sound.
25. After embarking the Officer of the Guard and Dockyard Pilot VENGEANCE proceeded from the Sound to Devonport Dockyard and secured alongside No. 8 wharf at 0800 on the 13th August, having completed 82,104.5 miles steaming since being taken over by the R.A.N.
26. Copy of signal received from Commander-in-Chief, Plymouth on entering harbour is attached (enclosure III).
27. The Admiral Superintendent, Devonport (Vice Admiral L.N. Brownfield, C.B. C.B.E) called on me unofficially at 1145 Saturday 13th August and he invited me to supper on Sunday. In these circumstances he waived official calls.
28. At 1030 on Monday 15th I called on The Commander-in-Chief, Plymouth (Admiral Sir Alexander C.G. Madden, K.C.B. C.B.E) who returned my call at 1145.
29. I also had the honour of lunching with The Commander-in-Chief on Wednesday 17th August.
30. I called on the Lord Mayor of Plymouth (Mr. Edwin Broed) at 1200 on Friday 19th August.
31. Off loading of the remaining free freight was commenced on Tuesday 16th this being finally completed on Monday 22nd August.
32. On Monday 29th August I had the honour of dining with the Commander-in-Chief, Plymouth.

/33.....



33. I called on Commodore, R.N. Barracks (Commodore R.H. Wright, D.S.C. and Bar ) on Wednesday 31st August.

34. Since arrival the remainder of the month has been spent progressing work in paying off the ship and this has gone smoothly.

35. The weather in England since our arrival has been especially hot with temperatures in the mid 80's a regular thing and this has made conditions extremely pleasant.

36. The facility of being able to hire Television Sets for Wardroom and Mess Decks has been an acquisition.

37. CONDUCT AND MORALE Conduct ashore has been very good and morale is high.

38. HEALTH General health has remained excellent.

39. As the ship is now paying off it is not intended to forward further reports of proceedings unless incidents worthy of report arise.

I have the honour to be,

Sir,

Your obedient servant.

*J. M. M.*  
CAPTAIN.

ENCLOSURES.

- Enclosure 1 - Signals on Polish Ship BRATERSTWO.
- Enclosure 2 - VENGEANCE's 101030Z/August 1955.
- Enclosure 3 - Commander-in-Chief, Plymouth's 130645Z/Aug 1955.
- Appendix "A" - Sport and Recreation.
- Appendix "B" - Report in accordance with C.N.O. 107/48 para 6.
- Appendix "C" - Report of excess of economical speed.
- Appendix "D" - Report of whale sightings.

ACTING SECRETARY,  
DEPARTMENT OF THE NAVY,  
NAVY OFFICE,  
MELBOURNE.



Appendices to VENGEANCE letter 121.3.16 dated 8th Sep 1955.

#### APPENDIX "A"- SPORT AND RECREATION

All deck sports competitions were completed before arrival in Portsmouth.

Since arrival in Plymouth, the following cricket matches have been played.

VENGEANCE Band	V	Triumph Band.	- Won
VENGEANCE	V	ARK ROYAL	- Won
"	V	ALAUNIA	- Lost
"	V	RESERVE FLEET	- Lost
"	V	ARK ROYAL	- Lost

Tennis, basketball and waterpolo games have also been played. Three of our ratings are training with the Command Boxing Team and are the mainstays of the team.

Rugger training has started for the coming season.

The spirit in all fields of sport has been excellent.

#### APPENDIX "B" - Report in accordance with C.N.O. 107/48 para 6.

(a) Distance steamed during the month	-	2725.6 miles
(b) Hours under way	-	196 <sup>33</sup> / <sub>60</sub>
(c) Average distance per ton of fuel	-	2.386 miles
(d) Distance steamed since commissioning	-	306,127.6 miles
(e) Total hours under way since commissioning	-	6,849 <sup>1</sup> / <sub>2</sub>

#### APPENDIX "C" - Report in excess of economical speed.

Date	No. of hours	Av. speed	Fuel Ex/hr.	Distance run/ton of fuel	
1-8-55	24	16.5	7.0	2.35	A.C.N.B's 120245Z May. Para 2.
2-8-55	24	16.5	7.0	2.35	
3-8-55	{ 1	{ 14.2	5.2	2.73	
"	{ 1	{ 15.3	5.8	2.63	
"	{ 2	{ 13.4	4.6	2.91	
"	{ 3	{ 18	8.3	2.16	
"	{ 6	{ 16.5	7.0	2.35	
"	{ 9	{ 14.5	5.25	2.76	
4-8-55	24	14.5	5.25	2.76	
5-8-55	8	14.5	5.25	2.76	
8-8-55	7	14.	4.9	2.85	
9-8-55	{ 2	{ 14.8	6.1	2.42	
"	{ 13	{ 15.	5.6	2.68	
11-8-55	{ 1	{ 13.8	4.9	2.91	
"	{ 4	{ 14.	4.8	2.85	
12-8-55	11	14.	4.9	2.85	

/Page 2...



Page 2 of Appendices to VENGEANCE letter 121/3/16 dated 8 Sep 55.

APPENDIX "D" - Report of whale sightings.

N I L .



Enclosure 1 to H.M.A.S. VENGEANCE letter 121/3/16 dated 8th Sep 1955.

COPIES OF SIGNALS CONCERNING POLISH SHIP BRATERSTWO

From: Braterstwo

To: All Ships

My position is 45 18N 08 06W - Any ship in vicinity with doctor onboard answer 500.

-----  
From: Warship VENGEANCE

PRIORITY

To: Arundel Castle

Info. Braterstwo

I am northbound 110 miles to southward of Braterstwo - Are you nearer him and going to his assistance.

-----  
From: Arundel Castle

To: VENGEANCE

Arundel castle 170 miles from Braterstwo have offered medical assistance by radio - Are you taking over.

-----  
From: VENGEANCE

To; Arundel Castle

Affirmative

-----  
From: Braterstwo

To: VENGEANCE  
Arundel Castle

Many thanks for master Arundel Castle and you (73/88)  
Thanks and good voyage.

-----  
From: Braterstwo

To: VENGEANCE

My position at 1600Z - 45 18N 08 06W course 209 speed 9 knots.

/Page 2.....



From: VENGEANCE

To: Braterstwo

I will be with you at about 2040Z and will send a doctor by boat if necessary - Maintain your present course.

-----  
From: VENGEANCE

To: Braterstwo

We are bound for Portsmouth and cannot spare time to operate onboard Braterstwo - We are prepared to take patient onboard VENGEANCE for treatment - Are you willing to do this - Captain.

-----  
From: Braterstwo

To: VENGEANCE

Alright I agree to send patient to Portsmouth.

-----  
From: Braterstwo

To: VENGEANCE

My position is 44 50N 08 26W course 207 - What is your position.

-----  
From: VENGEANCE

To: Braterstwo

My position 44 26 N 08 44W course 022 degrees - I will be with you in 35 minutes.

-----  
From: VENGEANCE

To: Braterstwo

Please stop in ten minutes.

-----  
From: Braterstwo

To: VENGEANCE

Many thanks for your ship and your wireless officers

-----  
/Page 3.....



From: VENGEANCE

To: Braterstwo

Nothing further for you - good night.

From: VENGEANCE

To: Polish Ship Braterstwo

Routine U/C  
040905Z

Condition of patient is satisfactory - Your agents have been informed - He will be landed and sent to hospital on arrival - Request next of kin be informed.

040905Z Aug 55

From: Braterstwo

To: VENGEANCE

Routine U/C  
Nil D.T.G.

My agents and consulate have been informed by me too - also his family is notified about the accident - Thank you very much for everything you have done - Best regards.

Nil D.T.G.

From: VENGEANCE

To: CinC Portsmouth Info. Admiralty, ACNB. 032135Z

Priority U/C

At about 1700Z today Polish Merchant Ship Braterstwo asked for a doctor's assistance- I closed him at 18 knots and at 2030Z in position 44 point 39N 08 point 37W took off O.S. Kornatowski Eugeniesz who had been seriously injured by the explosion of a detonation rocket.

2. Master has requested that his agents Gdynia America Shipping Lines London Ltd, Coventry Court, 47 Whitcomb St, London, W.C.2 be informed and states that they will cover costs of transport and treatment.

3. Further signal will be made after medical examination

032135Z Aug 55

From: VENGEANCE

To: CinC Portsmouth Info Admiralty 040905Z

Routine U/C

My 032135Z - Patient is suffering from multiple lacerations and puncture wounds - His condition is satisfactory - Request ambulance and admission to hospital on arrival.

040905Z Aug 55



From: CinC Portsmouth

Routine U/C

T; Admiralty

Info. Vengeance

032335Z

Vengeance 032135Z Ships agents informed by telegram.

032335Z Aug 55

S.S. Braterstwo.

3.8.55

To The Commander of H.M.S. Vengeance.

Dear Sir,

By your kind permission I am sending to your ship a member of my crew O.S. Kornatowski Eugeniusz who was wounded today by explosion of detonation rocket. Please place the patient in a hospital on your arrival and notify my Agents in London Messrs. Gdynia America Shipping Lines / London / Limited.

Coventry Court,

47 Whitcomb Street, London, W.C.2.

They will cover all costs of transport and treatment. I would like to express my gratitude for the help rendered. Thanking you once more.

I remain yours faithfully,

A. Zberowski

Master of S/S Braterstwo.



Enclosure 2 to VENGEANCE letter 121/3/16 dated 8th September 1955

From: VENGEANCE

Routine

To: A.C.N.B.

U/C

101030Z

VENGEANCE met the Royal Yacht BRITTANIA with Her Majesty embarked in the Irish Sea on Wednesday 10th August - The following messages were passed.

1. Addressed Standard from VENGEANCE - H.M.A.S. VENGEANCE remembering when she was honoured to escort Her Majesty in Australian waters with humble duty request permission to proceed.
2. Addressed VENGEANCE from Standard - Your 100225 - Approved.
3. Addressed VENGEANCE from F.O.R.Y. - I have been asked to convey the following message - Thank you so much for kind message which brought back many happy memories - I send my best wishes to you all, good luck in your new ship - Elizabeth.
4. Addressed F.O.R.Y. from VENGEANCE - Please convey the following message to Her Majesty - My ship's company, officers and I are very honoured and delighted to receive your gracious message - We retain very happy memories of your tour of our country - We hope it will be our privilege to escort you on the Australian Station in H.M.A.S. MELBOURNE in the not too distant future.

101030Z Aug 55



Enclosure 3 to VENGEANCE letter 121/3/16 dated 8th September 1955.

From: CinC Plymouth

To: VENGEANCE

Routine  
U/C  
130645Z

Welcome to Plymouth. Your appearance is a credit to  
the harbour.

130645Z Aug 55.



DEPARTMENT OF THE NAVY.

4336/12/405

MINUTE PAPER.

H.M.A.S.

*Verganser*

Report of Proceedings

*Sept/Oct 1955*

~~4th N.M.~~

~~D.A.W.O.T.~~

~~D. of P.~~

~~D. of P. (Q).~~

~~H.P.B.~~

~~D.G.S.~~

~~N.A. 2nd N.M. (X).~~

~~D. of M.~~

~~D.D.M.~~

~~D.N.L.~~

~~D.E. (N)~~

~~D. of C. (N).~~

~~D.O.U.W.~~

~~D.N.M.S.~~

~~H.N.B. (N.5)~~

~~D.A.O.~~

*15/12*

*16/12*

*17/12*

*18/12*

*Paragraph 10 is interesting*

*19/12*

*20/12*

*21/12*

*22/12*

*23/12*

*24/12*

*25/12*

*26/12*

*27/12*

*28/12*

*29/12*

*30/12*

*31/12*

*1/1*

*2/1*

*3/1*

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*6/1*

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*12/1*

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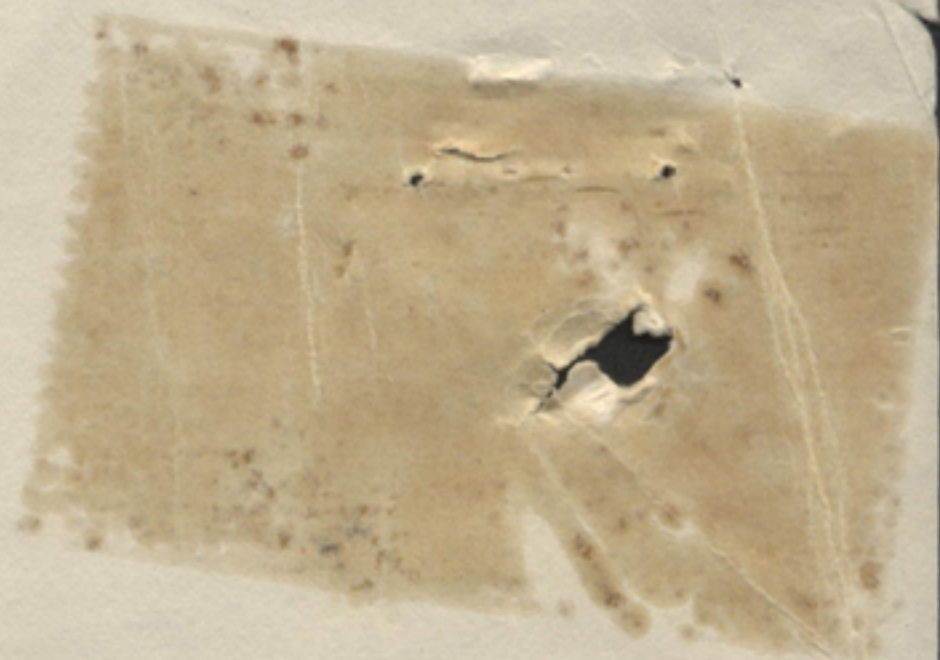
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*17/1*



149/5



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DEPARTMENT OF THE NAVY.

4336-12-405

MINUTE PAPER.

H.M.A.S.

*Vigance*

Report of Proceedings -

*Apr/Oct 1915*

C.N.P.R.

D.O.D.

D.C.N.S.

1st N.M.

D.C.N.P.

2nd N.M.

D.N.I.

D/D.P.S.

D.T.S.R.

D.N.C.

Deputy Secretary.

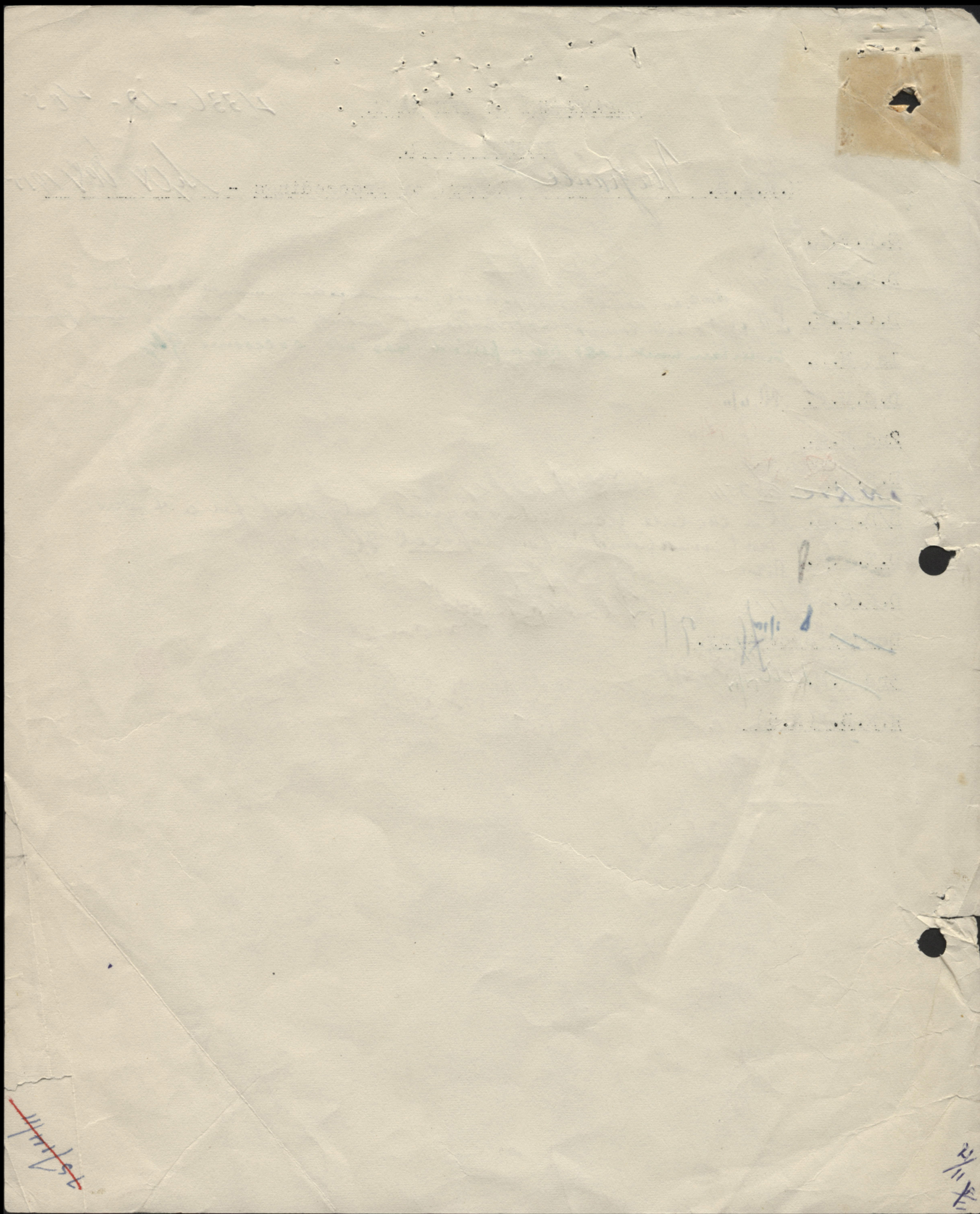
3rd N.M.

H.N.B. (N.5)

*Para 12. no doubt sympathetic consideration would be given to reimbursing Capt. Becker if properly set out claims were forwarded. Entertain ment Cost over a period was not excessive*

*It is too late now but is a great pity that para 4 was not mentioned when topical*





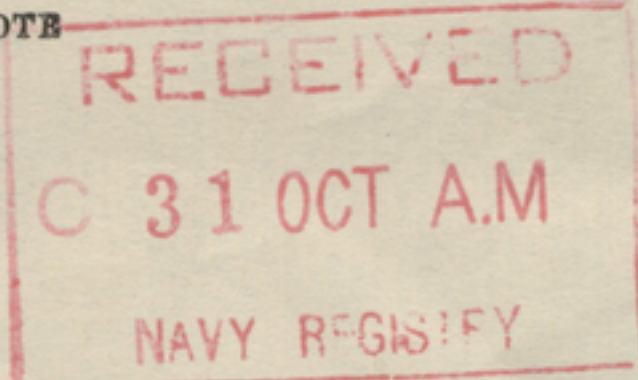


## Royal Australian Navy.

DEPT. OF THE  
NAVY

IN REPLY PLEASE QUOTE

121 / 3/16



4336

12

405

H.M.A.S. VENGEANCE,  
at Devonport.

21st October 1955.

4336  
12  
D

SECRETARY,  
DEPARTMENT OF THE NAVY,  
NAVY OFFICE,  
MELBOURNE.

(Copy to: Flag Officer Commanding, H.M.A. Fleet)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship under my command for the months of September and October 1955, until finally paying-off on Tuesday 25th October 1955.

2. Except for four days from 7th - 10th September when the ship was moved to a buoy in the stream to allow H.M.S. OCEAN, loading for Cyprus, to occupy our berth, the ship remained at No. 8 berth, Devonport.

3. Except for about four days the weather has been excellent enabling maintenance and de-storing to proceed without interruption. The Ship's Company have been fully occupied on these duties.

4. Leave as authorised by the Naval Board has been granted in five watches. About 250 officers and ratings have visited the Continent and others have started at John O' Groats and worked their way southward. It has been a great opportunity for these young Australians to see the world and the majority have taken full advantage of this to travel widely and meet new people.

5. A steady stream of officers and ratings have been discharged to H.M.S. MAJESTIC as required by that ship for advance parties and storage parties. In practically all cases I have been able to meet MAJESTIC's requirements without prejudicing the paying-off of VENGEANCE.

6. The conduct of the Ship's Company has been excellent and only two cases of major crime - one of theft and one of smuggling, have occurred in Plymouth. There have been a few patrol reports when high spirited young bachelors and grass widowers, with money in their pockets and beer in their stomachs have had to be discouraged from making nuisances of themselves by minor breeches of discipline ashore. Generally however, Royal Navy Officers, police officers and civilians have remarked on the excellent bearing and behaviour of the R.A.N. personnel. They detect a maturity in our ratings which is absent from the R.N. ratings most of whom appear extremely youthful.

7. Commander H.D. Stevenson was relieved by Commander J.N. Garnett, D.S.C. R.N. and Commander (S) Graham by Commander (S) G.D. Godfrey, R.N. as Supply Officer, in early September. Both these officers have served the R.A.N. well during their short service with us.

/ 8. Courses.....



8. Courses have been taken by a large number of officers and ratings to fit them for their prospective duties in MELBOURNE. These have all been arranged through the R.A.N. Liaison Officer, Australia House and all R.N. Schools and Establishments have gone out of their way to meet R.A.N. requirements. Good value from these courses have been reported by all officers and ratings concerned.

9. De-storing has progressed satisfactorily and it is expected that the retard party of Stores and Victualling officers and ratings will have the ship cleared by the end of the month of October. By and large the ship has had the fullest co-operation from all R.N. departments in the work of paying-off.

10. On Monday 17th October I visited Nos. 816 and 817 Squadrons at R.N. Air Station, Culdrose and flew in a Gannett. The Commanding Officer, Captain Vincent-Jones, R.N. entertained me at lunch. I found the Squadrons in good heart, except that all R.A.N. ratings serving in R.N. Establishments complain that the standard of food does not match that provided by the R.A.N.

11. As much sport as possible has been played while in Plymouth and a list of matches played is attached as Appendix I to this report.

12. Attached as Appendix II is a list of important guests I entertained while at Devonport. It will be noted that my entertainment allowance ceased shortly after arrival in the Port when the ship came to extended notice.

13. On Wednesday 19th October the ship was inspected by Captain J.N. Hicks, D.S.C. Royal Navy, Senior Officer Reserve Fleet, Plymouth, and was accepted into Reserve. On completion of his inspection he made the following signal:-

"From SORF. Plymouth.

To VENGEANCE

Info - CinC Plymoth  
FOCRF

Routine  
U/C  
191203Z Oct.

I am much impressed by the state in which you are turning over your ship to the Reserve Fleet and it is obvious that great efforts must have been made by the Ship's Company to achieve these results in the time available".

14. On Tuesday 25th October the main body of the officers and Ship's Company will move to Barrow by train and at Sunset on that day the White Ensign and the Commonwealth Blue Ensign will be finally hauled down. H.M.A.S. VENGEANCE will have completed approximately three years service in the Royal Australian Navy. It is a matter for regret that this fine ship will probably never steam again.

I have the honour to be,

Sir,

Your obedient servant,

*M. M. M.*

CAPTAIN

ENCLOSURES

Appendix I - Sporting fixtures.

Appendix II - List of important guests.



Appendix I to VENGEANCE letter 121/3/16 dated 21st October 1955.

RESULTS OF SPORTING FIXTURES SEPTEMBER - OCTOBER 1955

September 3rd	Rugby	Brixham R.F.C.	Lost 27-8
" 12th	"	H.M.S. St. Austell Bay	Won 6-0
" 15th	"	H.M.S. Aulaunia	Won 3-0
" 16th	"	Reserve Fleet	Won 9-0
" 20th	"	R.N. Writers	Won 42-0
" 23rd	"	2nd XV v H.M.S. St.Kitts	Won 22-0
" 24th	"	Plymouth Albion Extra	Won 23-3
" 28th	"	47th Coast Regiment R.A.	Won 37-3
October 1st	"	St. Columba R.F.C.	Won 13-5
" 8th	"	2nd XV v Plymouth Albion Extra	Won 23-3
" 8th	"	Plymouth Police	Lost 6-3
" 10th	"	R.N.E.C. Manadon (1st XV)	Lost 11-8
" 10th	"	" " " (2nd XV)	Won 6-5
" 12th	"	2nd XV v 47 Coast Reg't	Won 23-3
" 13th	"	R.N.A.S. Culdrose Aust. Squadrons	Won 12-6
" 22nd	"	Brixham R.F.C.	

Played 15. Won 12. Lost 3. Points for 236. Points against 78.

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September 16th	Tennis	H.M.S. Drake	Won 3-0
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September 5th	Waterpolo	H.M.S. Drake	Lost 5-0
October 4th	"	Police	Won 7-1

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September 20th	Basketball	R.A.F. Mt. Batten	Lost 75-26
" 21st	"	H.M.S. Drake	Won 20-10
" 22nd	"	R.A.F. Mt. Batten	Lost 58-22
" 24th	"	Drake & Vengeance v Mormons	Lost 68-58
" 29th	"	Police	Won 34-18
October 7th	"	R.N.E.C. Manada	Lost 42-33
" 17th	"	Drake & Vengeance v Exeter	Won 28-24
" 19th	"	H.M. Signal School.	Won 38-8

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September 21st	Hockey	H.M.S. Drake	Lost 10-0
" 22nd	"	Gunnery School	Lost 3-0
October 11th	"	Signal School	Won 3-2

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September 7th	Soccer	H.M.S. Aberford	Draw 4-4
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October 13th	Aust. Rules	R.N.A.S. Culdrose. Australian Squadrons.	Won 25/11 (161) - 3/4 (22)
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ENTERTAINMENT

The following officers and their ladies have been entertained by me for dinner or lunch on board VENGEANCE during September and October 1955. In addition a number of civilian guests who have rendered service to the ship have been given appropriate entertainment:-

Admiral Sir Alexander C.G. Madden, K.C.B. C.B.E. and Lady Madden.	- Commander-in-Chief, Plymouth.
Vice Admiral L.N. Brownfield, C.B. C.B.E. and Mrs. Brownfield.	- Admiral Superintendent H.M. Dockyard.
Commodore R.H. Wright, D.S.C. <sup>x</sup> and Mrs. Wright.	- Commodore, R.N. Barracks.
Captain J.N. Hicks, D.S.C. and Mrs. Hicks.	- Senior Officer, Reserve Fleet. Plymouth.
Captain V.C. Begg, D.S.O. D.S.C.	- H.M.S. TRIUMPH.
Captain W.J. Lamb, C.V.O. O.B.E.	- H.M.S. CUMBERLAND.
Captain H.R. Law, O.B.E. D.S.C.	- Chief of Staff to Commander-in-Chief.
Captain R.C.P. Wainwright, D.S.C.	- H.M. Gunnery School.
Captain D.R.F. Cambell, D.S.C.	- H.M.S. ARK ROYAL.
Captain F.V. Harrison.	- Secretary to Commander-in-Chief.

Two official wardroom evening parties - one for "bucks" and one mixed have been given in the final week of the commission to entertain official guests and friends.