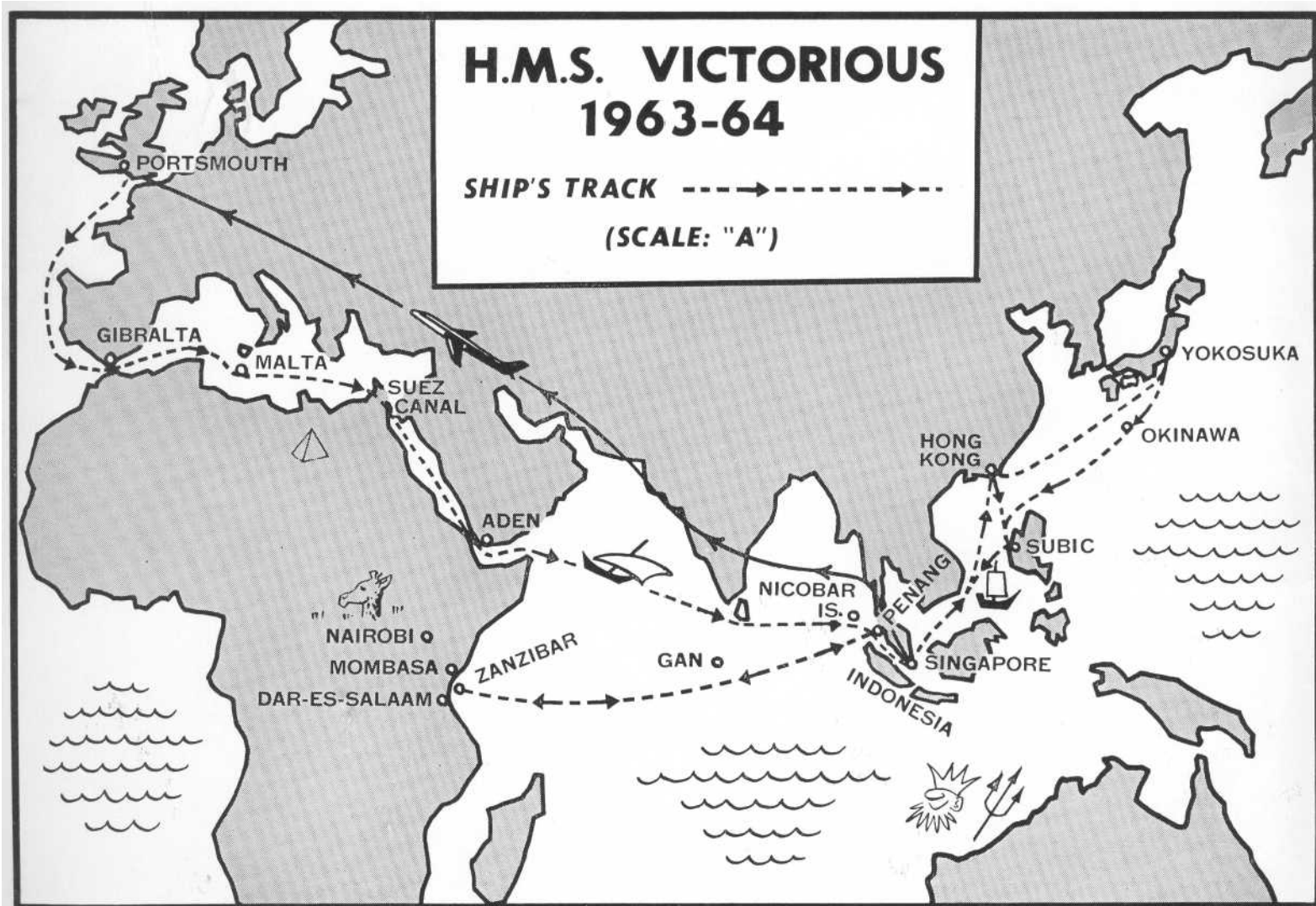
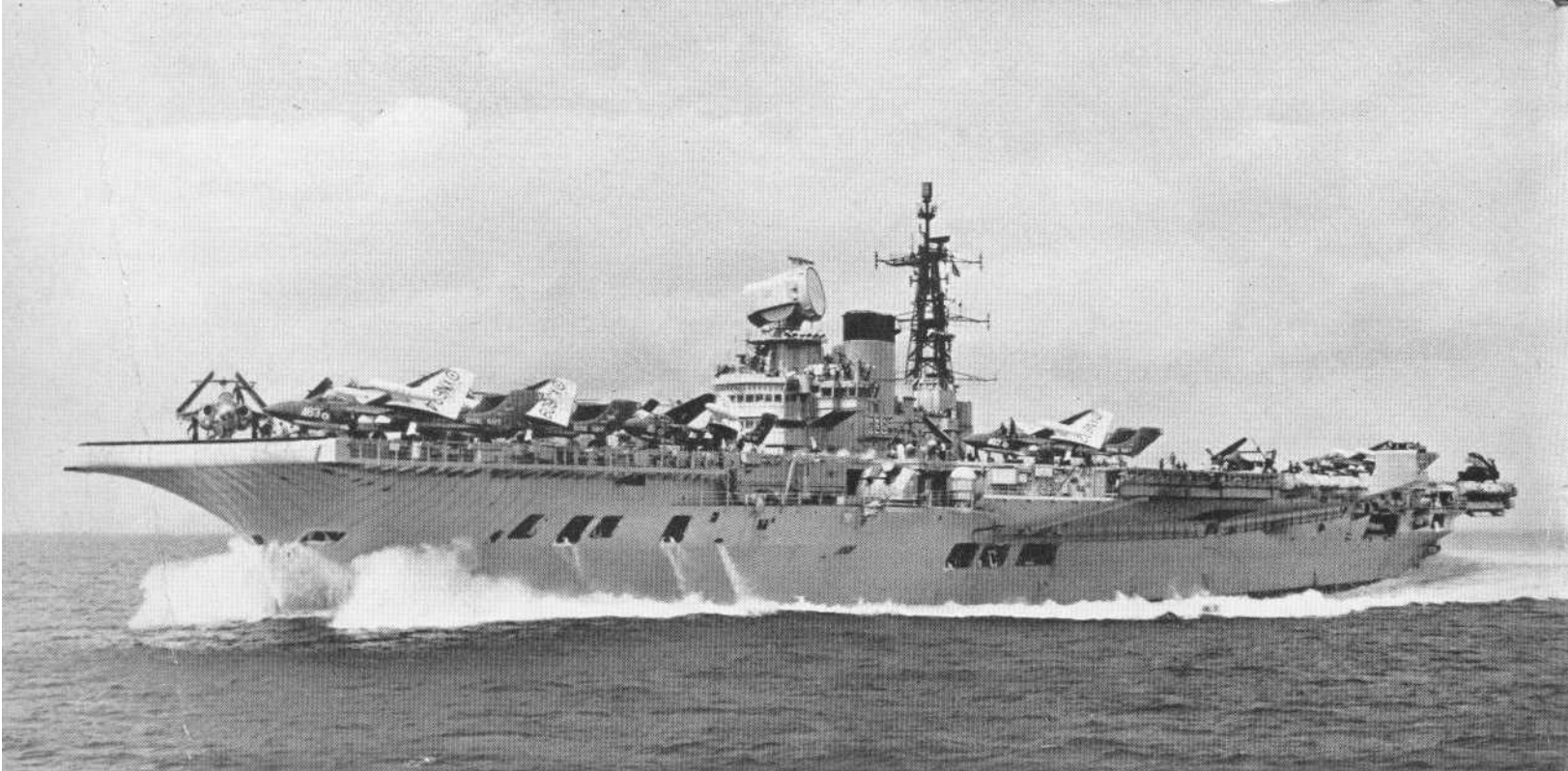




H.M.S. VICTORIOUS

1963/4



Captain's Foreword

by
Captain P. M. Compston
ROYAL NAVY



The Editor has kindly invited me to write the foreword to this Book of the Commission.

Normally such remarks are recorded when the ship is on her way home and we are looking forward to a warm welcome from our families and friends on arrival at our Home Port. However, as far as VICTORIOUS is concerned, events have dictated otherwise, and we shall shortly be flying back according to the timing of our reliefs arrival at Singapore. It is a great disappointment to me, and I am certain to many of you that it has to be this way.

It is also a great pity that this should happen when VICTORIOUS can be considered, in every sense of the word, a fully operational strike carrier. That she has reached this stage is almost entirely due to your efforts and hard work, and your determination to overcome the handicaps with which we set out from the United Kingdom.

The ship has a very good name in the Middle and Far East Stations, both at sea and in harbour, and in spite of the operational requirements I am glad that we have been allowed to enjoy some interesting visits, during all of which you have been a credit to the Service and your Country.

In wishing you a most happy homecoming to your families and a well deserved leave, I should like to finish by thanking you most sincerely for your services to me.

Peter Compston

Captain



*The Captain addresses the guests and ship's company at the Commissioning Ceremony.
F.O.Air(H), Vice Admiral Sir John & Lady Hamilton enjoy the joke.*

The Story of the Commission

OUR COMMISSION BEGAN, officially, on 12th June, 1964, at the end of a refit lasting through the previous winter - and what a winter - but the Commissioning Ceremony was not held until Saturday 29th June. The weather, still up to its tricks, obliged us to remain below decks, and thwarted FOAC, Rear Admiral D. C. E. F. Gibson, DSC who had made the journey by air from 'East of Suez' to be with us, but could get no nearer than Yeovilton. He spent the remainder of his term in office trying to visit VICTORIOUS, but never quite made it - other villains intervened, as this saga will disclose.

A word about the refit. A glance at the flight deck shows some of the many changes; the Bridle Catcher has gone, and a dainty new wind recorder has appeared on the starboard bow; the landing sights are new, and so on. These external signs are the least of our new blessings; departments will brag about their new spaces elsewhere in this book,

but the change which affects us all is that extensive air conditioning has been fitted and life onboard has been made much more comfortable because of it. Of course, in the nature of things, all these gains have been obtained at a price - a few more major refits and a new specification for mini-crews will be required - and the delays due to the weather, and the fact that pressure of political events sent us charging off to the East so soon after the end of the refit, inevitably meant that there were many snags to be sorted out when we were trying to work-up. We had our frustrations, but this is now all in the past and our successors will have cause to be thankful for the many improvements.

Down in latitude next to nothing, it is hard to believe that the ship could ever be cold, even with the air-conditioning, but those who lived through that winter tell us otherwise. A certain very venerable and well-connected officer was persuaded,

over a pint, to recall the days when ice-flows were to be seen in Pompey harbour.

"Last winter onboard," he said, "yes; the thing I remember best was the snow drifts in the hangar. Eight feet high at least.

"It's a bit hard to believe that out here, but back home in early '63 it was different. I remember the day I joined the Ship. I was wearing my greatcoat and carrying my sword. As I made my way gingerly along my feet left me and I landed on my backside three times on a sheet of ice close by the Ship. Somehow the Quartermaster kept a straight face.

"One of the first things I had to have done was to clear the catapults so that the work could go on. 'Take six men with brooms and sweep it all off into the bottom of the dock,' I said. Half an hour later, the killick was back. 'It can't be done.'

'Rubbish,' I said politely, 'just turn the brooms upside down and push a little harder.' But he was

plumb right; the snow had frozen solid and we only shifted it after two hard days' work with shovels.

"Then there was that day when B Lock froze over. That was very gay. Salt water freezing and all that jazz. Then we remembered our fire main. It was! and the pump on the jetty as well. On a Saturday it was quite difficult to get hold of a matey to fix it until we rang up the dockyard Duty Fire Officer. Then quite a lot of things happened in a hurry. But they all agreed later that it had been quite a good exercise.

"What could have been a disaster turned out all right in the end. It was at the New Year week end when the D.L.C. was passing the end of C Lock and observed this figure quietly going white as the water froze on him. He had slipped between the guard rails, an awfully easy thing with such road conditions, and had clewed up in the lock. He had managed to get to the steps but no further and there he was standing, gently freezing. The Officer led him to the Boiler house where he was left for half an hour whilst he thawed out, then the duty Land Rover driver whisked him away to R.N.B. where, two hours later, he recovered.

"Chief had a pretty hectic time trying to pressure test the boilers. Every time they took any water out, or tried to put any more in, the flipping stuff just froze. It made a long job of it.

"You see there was absolutely no heat in the Ship, except in a few living spaces. She was in dry dock, so got no insulation from the sea. There were no doors to speak of, and both lifts were down. The hanger was just like a wind tunnel; an Arctic wind tunnel. We drew twelve black heaters for the duty part who had to sleep in this gigantic refrigerator, to try and keep them from freezing solid as they slept. Inside a week, eight of them had vanished into mateys' grots and the other four were on the blink. I remember one duty night sitting in the Admiral's diningcabin, a temporary Wardroom, watching T.V. after supper in a greatcoat and wearing a scarf, still shivering.

"One friend of mine reckoned that walking around the Ship for half an

hour on those icy decks was as much as the average man's feet would take. After that you simply had to retire to a warm spot to recuperate. Like standing on top of a matey's brazier.

"Still it will be Summer by the time most of you get home, and you will only have to put up with a little Pompey rain. Me, I'm for the sunny West Country."

That was the winter that was.

Nevertheless, the Dockyard and the Ship jointly got the job done on time, and the weather, seeing that it had not been able to subdue the good ship VICTORIOUS, gracefully gave in; it is a fact that our year in commission has been remarkable for the absence of bad weather. The Met. Officer likes to think that the change was due to the fact that he joined on July 1st.

The 2nd July found us off to sea for the first time to carry out the trials of the ship's machinery, and, since trials are intended to bring defects to light, ours can be voted a success. Up on deck they played 'launch and recover' without aircraft, and displayed the new red floodlighting to an appreciative audience from 899 and 849 Squadrons. The full power trial turned into an exercise in fog dodging; we won.

Back in Pompey on 11th July, the catapults were hastily torn apart and the bugs were removed, while down below they were far from idle! With a canal date to be met, there was no time to lose; we sailed for the flying trials on 29th July. Apart from the ship's trials, we also had a series of Buccaneer trials with ever higher launching weights by day and night - but it must be said that there is night flying and night flying and these trials were conducted under what must have been the brightest moon and the clearest sky for a couple of centuries or so. A long session of Deck Landing Practice for Scimitar, Vixen and Gannet Operational Flying School pilots was also fitted into the programme, and many visitors came for an airborne view of the red flood-lighting, including all the night crews of 849A and 893 Squadrons who were to join us.

We had our moments. A Vixen observer, suspecting a wing-fold failure, took to his nylon as the air-



Off to sea at last.



The Commander learns his escape drill.



C-in-C. Portsmouth inspects the Dining Hall.

The Flying Trials. "There I was . . ."



craft reached the end of the catapult and landed alongside the ship - very spectacular, but no-one was hurt. There was more excitement with a Buccaneer which dropped short of the wires, bounced over them and came very close to the water as it went round again; the canopy was jettisoned by the observer, but fortunately all was well.

Then, before the trials were over, came a signal requiring us to sail a week early for the Middle East. A very hectic four days followed in which squadron personnel were rounded up from far and wide, defects were hastily rectified, and stores were rushed onboard. By the time we sailed on 14th August, very few 'essential' items remained behind. It was a pity, though, that the families day and our farewell parties had to be abandoned - *c'est la guerre* - a very successful ship's company dance had been held at the Savoy Ballroom on the Wednesday before the commissioning ceremony.



J. M. (E) Conroy presents a bouquet to the Commander's wife at the ship's company dance.

Despite the rush, the embarkation of the aircraft as we steamed down Channel went very well, and we left with our full complement of aircraft. The last to arrive, a Buccaneer, had not flown for three months, but arrived fighting fit. Hardly had we got over our surprise when Gibraltar was spotted and soon left astern. Tropical rig appeared and everyone became quite unrecognisable. There were brief glimpses of the African coast and the odd island, but we first paused for breath, and a swim, off Malta on Sunday afternoon. Our temporary plane-guards from 819 Squadron had a busy time flying to and from Hal Far with visitors and mail. We had to land one casualty by boat who was concussed diving in, and we were glad to hear later that he recovered.

Next day saw VICTORIOUS

alongside R.F.A. OLN for the first of many replenishments. And so to the Canal which we transitted on 21st - just one week out from home. HERMES was waiting for us at the southern end and made it clear that she was very glad to see us. Our friends from 819 had been left in Malta to take passage in HERMES when she arrived.

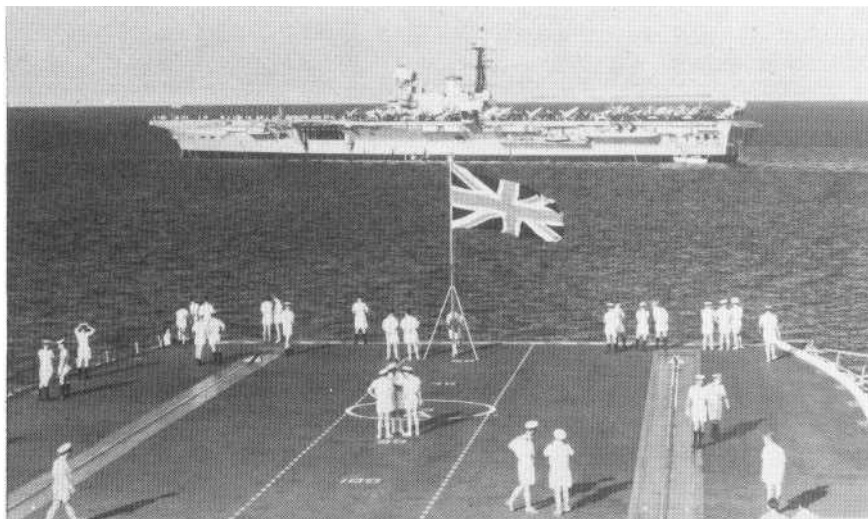
The Red Sea treated us to some excellent sunbathing weather and the temperature rose steadily. The flight deck became increasingly popular, and we were very glad to have that air-conditioning.

Saturday 24th found the flight deck looking more business-like again to launch 2 Gannets to Aden, and on Sunday, when we had our first day's flying, we welcomed 814 Squadron, hot from HERMES and the sands of Khormaksar. This was



The Gully Gully man fools us all again.

'Appy 'Ernes, homeward bound, meets us at Suez.





a memorable day for another reason; it saw the first edition of VICNEWS, the ship's paper, which was to be published every day at sea, and soon became a vital part of the life of the ship. The Editor, Lieutenant Commander E.M.G. Hewitt tells this story himself.

"So you've got lumbered with it", said the Chief scornfully. These were the first words I wrote for the first edition of VICNEWS of the 1963-4 commission. I chewed them over all through the commission wondering whether I was glad or sorry to be the Editor, without reaching a conclusion. Now, of course, I'm glad - because it's all over - and there are 142 editions behind me.

The purpose of VICNEWS was to provide the ship's company with some daily news when the ship was at sea and out of touch with newspapers. The second need may sound strange to those who may read this and have not served in an aircraft carrier - it was to keep everyone informed of what was going on in their own ship and what it was trying to achieve each day. Carrier life is so compartmented that very few people have a general knowledge of all daily activities.

This second need gave rise to the daily column entitled "Onboard Yesterday", in which the Editor endeavoured to crystallise the main events of the previous day and allowed himself some comment and license to make it more digestible than an official naval history. Inevitably, one couldn't please everyone all the time - nor was it desirable to soft soap every topic. So without I hope abusing either the freedom of the press (kindly allowed me by the Captain) or the power of the press to present news items from any angle it likes, some bite was added to this column. I then developed a thick skin and went my own way.

The other essential ingredient to the paper was undoubtedly sports news. Many people turn straight to the back page of their newspaper for

the sports news at home, and it was always possible to do this in VICNEWS. The football league goings on were never more faithfully followed and recorded.

Everyone likes to look at pictures and because, for reproduction reasons, photography was out, the burden fell on the cartoonists. In a ship's company of 2,200 there is a lot of talent if you can find it. Even so, we were fortunate to find cartoonists of the Calibre of JAN and DIDO, whose work also adorns this book. VICNEWS published at least one cartoon every day with the exception of one day when it was deliberately omitted in the edition which reported the assassination of President Kennedy.

The daily formula was completed by a "feature" which varied between a James Bond type serial entitled "The Adventures of Nick Carton" to a crossword or learned treatise. This was where the casual contributor came into his own. Useful under this heading too, were the "Letters to the Editor", which were on occasions most diverting and gave readers a chance to hit back at the "Onboard Yesterday" column.

The photograph on this page was the daily heading of the newspaper and was designed and drawn by Shipwright Brisco, the ship's painter. Other members of the permanent staff were:-

News Editor:

R.S.(W) D. M. Turley

Sports Editor:

R.O.2(G) T. Bethell

Cartoonists:

O.A.1. G. Heath (Jan)

Captain D. C. Downe (Dido)

The Loyal Regiment
Fiction

Lieutenant Commander

P. W. Haines

Production Staff:

A.B. C. N. Hales

A.B. J. Preston

P.O.M.E. B. S. Warren

Distribution:

A.B. J. Malcolm

O/SEA C. W. Miller.

On Monday 26th August, we entered Aden for our first Self Maintenance Period (S.M.P.) which in this case was also doubling as our post trials maintenance period. The stream of rabbits started to come onboard and 'Postie' disappeared under a pile of parcels from which he only emerged nearly a year later. The beaches plus glasses, both dark and liquid, were also very popular; a few enthusiasts played games, but for most this was a time to relax when ashore and enjoy that strange phenomenon the sun. The first of the Cocktail parties was held, and the King's Own Scottish Borderers came onboard to Beat Retreat. The Angling Club went in H.M.S.



'Rabbits' . . .



. . . from Aden.



YEAH - A FISHING ROD -
FOR ME MUM.



The King's own Scottish Borderers 'Beat-Retreat' on the flight-deck at Aden.



Young visitors.



The Parliamentary Delegation watches the flying . . .

and finds it hot down below.



ESKIMO for a weekend to Perim Island, and on Sunday 2nd September the ship was open to visitors for the first time - some 900 came off by boat.

We sailed on 4th September, carried out a RAS with TIDEREACH, and then got down to work. During this first work-up, a lot of lessons were learned and some relearned; by the end of it, we were beginning to see the wood for the trees. At halftime on 8th, we were alongside TIDEREACH again for another drink of F.F.O. and AVCAT, after which we transferred stores and provisions by jackstay from RELIANT - this proved to be a hot job, and 100 gallons of limers were consumed by the storing parties. As if to prove that this was all good fish-head stuff, a salmon

during night-flying on 10th September picked up the crew of a Wessex which decided to stay in the Gulf of Aden; this was to be the only aircraft lost in the whole year.

While we were at Aden, Surgeon Lt. (D) Grant and Sub. Lt. Taylor joined forces with the ship's Army Liaison team for a trip into the desert. Here is Lt. Grant's account.

STRANGERS ON THE SHORE

I'd been warned about Tiger Beer.

"Where are you going during the first workup?" I said to Seaballs, over the fourth pint.

"Into the desert."

"Marvellous," I said, "I'd love to do something like that."

"Why not?" said Seaballs.



Ah! That's better!

coloured figure was much in evidence on the flight deck throughout the evolution; he will have his say on a later page. SALISBURY kept us company during much of the work-up; we towed her as an exercise, and the Padre made the first of his Jackstay Transfers to her. On 10th we welcomed a Parliamentary Delegation onboard for a strenuous day's tour of the ship, and they departed leaving a message of thanks to the ship's company for an enjoyable day.

ESKIMO also worked with us and, while acting as plane-guard

"Glad to see you go," said my boss, just before we embarked in the R.A.F. Belvedere. I was still thinking this one out as we landed at Khormaksar, where we were met by Seaballs and Driver O'Brien with the Landrover.

We? Yes. It seemed that I wasn't the only man in VICTORIOUS with a hankering after the wide open spaces. My colleague had talked himself into a ride on the back of one of the Ferret Scout Cars, of the Royal Scots Greys Recce Troop, who were to be our convoy escort.

"We leave at 0430."
"Why?" I said, not unreasonably.
"To catch the Tide."
"In the desert?"

Surely enough we missed the tide and, instead of driving the first thirty miles along the flat beach, soon had to turn into the hot, dusty coastal desert, and, after a number of boggings down, arrived at Shukra six hours later.

Our convoy consisted of three Ferrets, two Royal Signals Landrovers an R.M. Forward Air Controller in a Landrover, three or four three-ton trucks with petrol and stores, and ourselves in the Landrovers; and we were here joined by another three-tonner with a platoon of the Federal Regular Army.

From Shukra we climbed up through an incredibly desolate pass of black lava and volcanic dust, emerging at last on to the Lodar Plain, a vast expanse of sand and scrub dotted with hills (Jebels) and backed by an impressive 4,000 ft. escarpment, the plain itself being about 3,500 ft. above sea level. The journey across the plain to Lodar took us through several 'dust bowls' and we were choked and blinded and covered from head to foot, along with all our equipment, in the thick, fine dust of which we were never free again, until our return to Aden.

It was dark by the time we arrived in the F.R.A. Compound at Lodar and, having drawn water from the bowser, which was to be a welcome, if infrequent, visitor for the next few days, rapidly demolished a splendid 'compo' stew and turned in under a tarpaulin slung between two vehicles.

Our camp was surrounded by a rock wall and barbed wire, and at night was patrolled by F.R.A. sentries. These 'fortifications' were intended to discourage the somewhat light-fingered and trigger-happy tribesmen!

To the East was the mud-built town of Lodar and to the South a jebel crowned by a picturesque blue and white fort, looking for all the world like a delicately iced cake.

A frequent sight on the plain in the heat of the day, were the 'dust devils' - whirlwinds of dust, both large and small, caused by 'thermals' moving across the desert.



In the desert, Camels and Ferrets.

Flocks of Kite Hawks, (sometimes called by a less flattering name) wheeled and hovered over the camp. Out on the plain the women of Lodar tended their crops and herds of goats and drew water from the occasional well, and the wandering Bedouin followed their camel herds through the dust and scrub.

On the third day, Seaball was occupied with a communications exercise with VICTORIOUS, so we hitched a ride with the Greys, riding on the backs of the Ferrets, up the escarpment to Mukeiras, through what must be some of the most thrilling and fascinating scenery in the world.

After a short journey across the plain we reached the foot of the escarpment and set off up the Thirra pass, a cleverly engineered, but rough, track zig-zagging for 4,000 ft. up the sheer face of the cliff.

The Royal Engineers were working on part of the pass where, tragically, two of their men had been killed by a rock fall a couple of days previously. We all turned to with picks, shovels, crowbars and bare hands, and in about half an hour, had the way sufficiently cleared. I wonder if any other 'working party' including R.N. personnel has ever operated at 7,000 ft. and this far inland.

Reaching the top at 7,500 ft., we looked out over the plain below as if at a relief map, the hills and ridges rising out of the blue heat haze of the desert. The air was now fresher and cooler and we found ourselves passing through a 'Land of Milk and Honey'. Water was plentiful, and women and children worked in the lush green millet fields, and at

the wells, carrying water jars on their heads to feed a maze of irrigation channels, while camels and humped cattle moved endlessly back and forth along sunken paths, pulling ropes which drew the water.

During the next two days we carried out our F.A.C. exercises with 801 and 893 Squadrons, laying out our target markers and trying to talk the aircraft on to the targets, the moving Ferrets (not, 893 please note, the large herd of camels last seen travelling due South from Lodar in a cloud of dust).

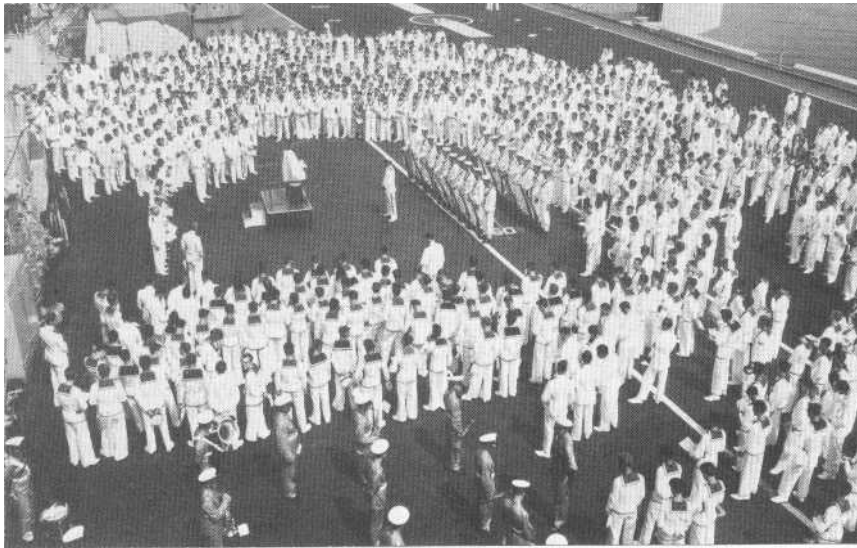
The King's Own Scottish Borderers dug themselves in at the foot of a Gebel, and following a photo recce by a Vixen, several air strikes were launched against them. Late on the last day the photographs, and some very welcome mail, were dropped to us by a Gannet, and we returned to Lodar to strike camp.

Twenty four hours later we were back in Aden, sorry to finish what had proved to be an incredibly interesting trip, but hot, dusty, tired, and with a monumental six day thirst.

I really should have listened when they told me about Tiger.

MAL GESTE.

After a final couple of days in Aden, we sailed again on 16th, this time for a fast passage to Singapore - having failed to prevent the establishment of Malaysia, Indonesia was becoming increasingly hostile. During the passage, there was a truce to flying and the flight deck became regularly available for 'happy hours' of deck hockey, volley ball etc. The rugby enthusiasts trained strenuously and the P.T.I.s did a roaring trade;



Prayers after Divisions in the Indian Ocean.

those less inclined to violent exercise made the most of the fine weather to add a further shade to their Aden tans. SALISBURY kept us company, and we met TIDEREACH again near the Maldives for another RAS - accompanied by the band playing on deck. So that she shouldn't feel left out, we shopped again from RELIANT next day. Off the Nicobar Islands, we went to Divisions on the flight-deck (to try out our long whites and admire the assorted shades) and later that day the finals of the deck-hockey and volley ball competitions were held. The deck-hockey was a very close



F.O.2: meets the Heads of Departments and the Squadron C.O.s.

contest between the A.E.D. (Armourers) team and the 'S and S' team who were the victors after five (or was it six) periods of extra time.

An elderly and crafty team representing the Air Department, three Ops Officers, C.B.G.L.O., F.D.O., and Lt. Cdr. (F), won the volley ball contest.

When we arrived at the northern entrance to the Malacca Straits, we flew the aircraft again, and followed this with a RAS under a tropical downpour. ARK ROYAL, when we met her heading West, said some gloomy things about the weather they had suffered in the Singapore area, and we began to recall the Gulf of Aden with nostalgia. Finally, before disembarking our squadrons to the airfields on Singapore island so that they could continue flying during the ship's S.M.P. in the Dockyard, we were again visited by a Parliamentary Delegation - the Far East one this time.

Our first visit to Singapore, even though it was in October, was just in time for 'the last sea mail before Christmas', so the shops in Sembawang and further afield did a brisk trade, and Postie became the victim of an avalanche of parcels.

Meanwhile, we welcomed Vice Admiral J. P. Scatchard, C.B., D.S.C. on board; as Flag Officer Second in Command, Far East Fleet, he was to fly his flag in VICTORIOUS for much of our time

on the Station, and we were to come to know his insatiable, genial curiosity and his deep concern with all that affected the efficiency of the ship and the lives of those who sailed in her.

We were honoured too by a visit from the First (and last?) Lord of the Admiralty, Lord Carrington. He made a lightning tour of the ship, and also visited the squadrons ashore.

A strike in the Dockyard now came along to hamper the work below. It proved to be a very peaceful strike, but brought another odd job our way. Over 40 volunteer drivers from the ship took over the running of the Dockyard Garage and provided a steady stream of vehicles from Landrovers to 10 ton articulated lorries to help keep the Base running. The drivers came from all departments, from the Chief Baker to Seamen, and enjoyed the change. They earned the grateful thanks of the families on the base - Naval transport copes with the garbage!

Flag Officer Commanding in



Admiral Sir Desmond Dreyer, K.C.B., O.B.E., D.C., Flag Officer Commanding, Far East Fleet.



VICTORIOUS takes over the Dockyard garage.

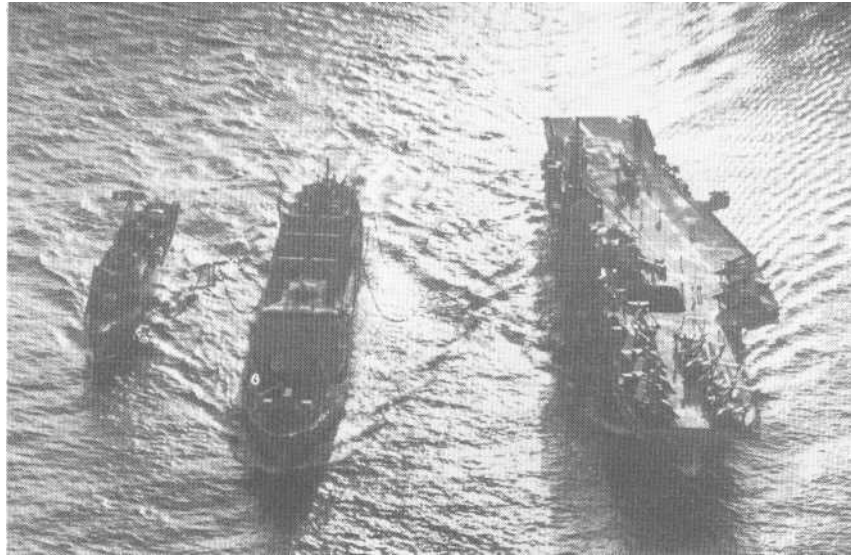
Chief, Far East Fleet, Admiral Sir Desmond Dreyer also came to visit us, and shortly afterwards, through Lady Dreyer's kindness, the Flyco Botanical Gardens were opened to a select public.

VICTORIOUS sailed from Singapore on 16th October to resume the work-up; but first it was necessary to carry out engine trials. These went well, and it looked as if it would be possible to continue. The squadrons flew back to rejoin mother, and work began in company with LOCH ALVIE, ALERT, AMPHION and H.M.A.S. QUIBERON. Admiral Sir Varyl Begg, K.C.B., D.S.O., D.S.C., who as Commander-in-Chief, Far East controls all three Services in the area, came to visit us for a day at sea, and the Gunnery Department, not to be left out of the act, staged the first shoot of the commission. RETAINER then topped us up with 'bricks' for the



Exploring the sights of Singapore.

3" and 'stores' for the aircraft. Crossed fingers began to relax, but early on 19th the failure of the auxiliary feed pump on the centre shaft unit proved to be the last straw. A deputation of F.O.2's staff and ship's officers flew in to confer with the Fleet Commander, and we all waited onboard to know where the repair would be carried out. While we were waiting, TIDE-REACH provided more fuel, and RELIANT passed some 80 tons of stores. The announcement in the evening that the penny had come down in favour of Hong Kong for



RAS Liquids.

the repair work was greeted with a cheer, and an earnest search for small change in forgotten pockets began.

At this point, a word on the subject of the oft repeated RAS may be of interest. Here is the word (hot) from no less a person than the Pink Salmon himself ...

Before I joined this ship, I had heard of RAS, but only just. Then it became part of the turnover, and George said, very nonchalantly, that there was nothing to it, and handed me a sheaf of papers the size of the Pentacheuch describing how it was done. After that, it was a question of waiting until the first RAS and then finding that there was really quite a lot to it.

Look at it from a weight point of view. We eat, use or ditch about 7 tons of food, stores and containers every day; all this is replaced by RASes because it is easier that way, hands are available and the ship's routine is mucked up in one dirty great heap rather than in a lot of small ones.

The planning begins with the Victualling and Naval stores putting in their demands based on past expenditure and the interval between RASes. Add to this the quantity of stores picked up for us by our friendly R.F.A. at her last port of call, and we have the total. Electric Whiskers and his wreckers now enter the scene, and the bods (you) are organised into teams.

Extraordinary tales are told about the number of loads per hour which can be transferred to other ships. In



RAS Solids. Rigging the



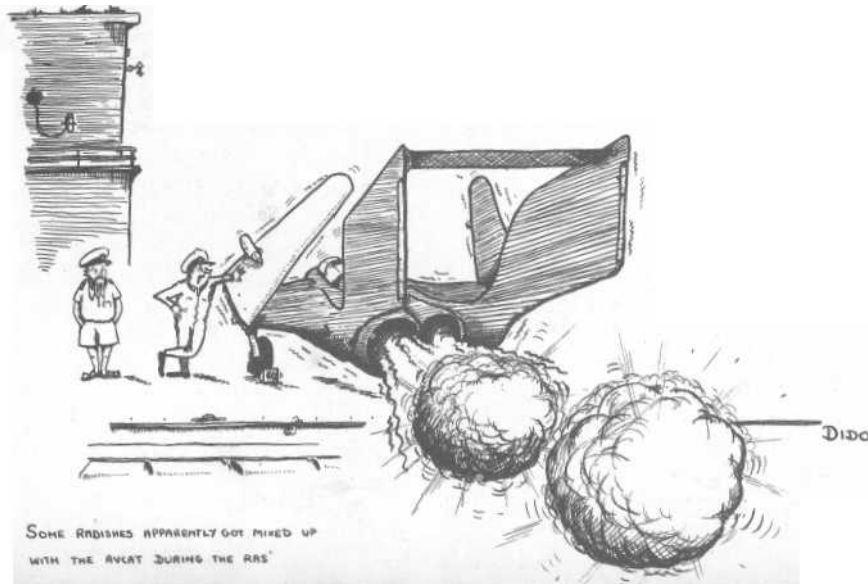
Stump mast for one of the 18 RAS's with R.F.A. RELIANT.



Stand by for the next load.



All the best people wear brown boots.



war it is essential to cut down the time alongside, but in normal times the real consideration is how quickly you can strike the stuff down into the holds, not how quickly you can fill up the flight deck with a mountain of broken boxes; and the shorter the time the rollerveryor fills the gangways, the better. For all that, the striking rate increased with each replenishment.

We have been very fortunate to have RELIANT with us throughout our time on the station. She quickly got to know our ways, and has always been very understanding - even when finding some items coming back over the forward rig which had been passed on the after rig during the same RAS! The total load she has passed to us is not recorded - but just think of all that beer, for example, at 100 cases to the ton. The mind boggles at the ghastly thought that it all might have had to be brought over the side in the old-fashioned way.

There would have been a consolation; we would never have left Pompey! . . .

On passage to Hong Kong, we were briefly in company with DUCHESS, VENDETTA and LINCOLN, the `choppers' flew in an increasing wind, and the fixed wing aircraft, running up on deck for lack of other exercise, found they could improve on the last commission - instead of merely burning liferafts, they managed to blow them over the side!

We heard with pleasure that Lt. Cdr. E. R. Anson, C.O. 801 Squadron, had been voted a `Man of the Year'. He shared this distinction with some lesser lights - the ex Prime Minister, a brace of Nobel Prize winners etc.

The squadrons partially disembarked to Kai Tak airfield on 23rd, and



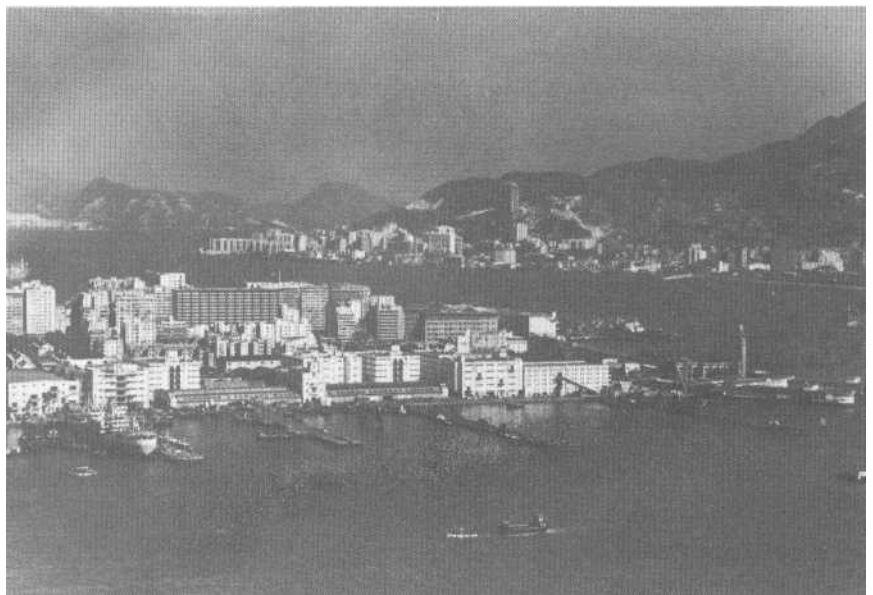
Visitors in Hong Kong. Girls



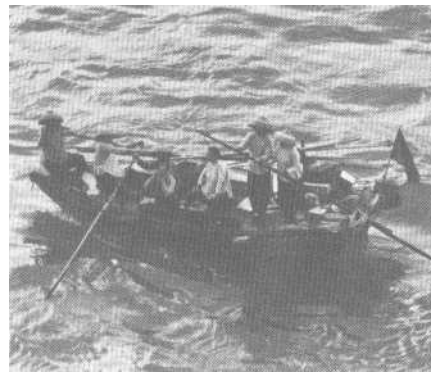
Gurkhas and Glamour.



VIC' followed closely on their heels to a splendid berth strategically placed between Wanchai and Kowloon. Hong Kong lived up to its reputation, and, as we found ourselves unexpectedly in time for yet another 'last sea mail before Christmas', the P.O.S.B. accounts took a hard blow. By the end of our stay, funds were low all round, but even so the quantity of bulky goods coming aboard gave rise to some concern. Many visitors came to see the ship, and we gave a children's party onboard for some Chinese orphans. Jenny had been the first to greet us when we arrived and was there to wave us goodbye. "See you in May," she called! During our 14 days stay, a new coat of paint had worked wonders with the appearance of the ship, and down below the repair work had gone famously.



Hongkong.



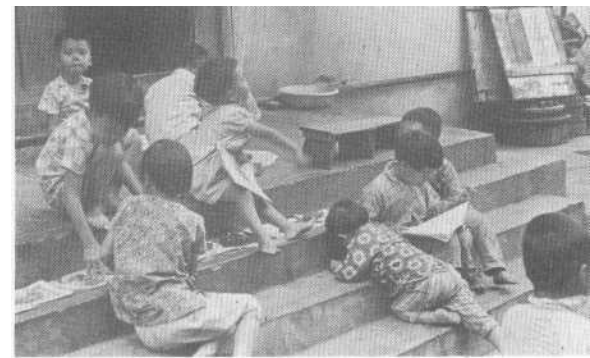
Jenny.



*Side Shows for the children's party on the flight-deck,
and tea in the hangar.*



*The 'King Dragon Troop' entertain
our young guests.*



*"Kids!"
Photographs by R.S.(W) Turley.
"Sampan City."*





Alfa Range at Subic.



Champagne for a rocket-firing hat-trick.



The Bootnecks had a close look at a Vixen.

When we left, engines purring, there was some reluctance among the aircraft to rejoin, but by late on the 8th of November they were all on, and we were off to Subic in the Philippines, QUIBERON (by now known as the EGPF - Elderly Green Painted Frigate) and SALISBURY shared a final RAS from TIDEREACH before she left us for home.

By now, it was two months since the first work-up ended, and it was dearly time that we got down to it again. The second was carried out off Subic, and what a magnificent place for a work-up it proved to be. Everything we needed was there; ranges, deep water, good diversions



Admiral Scatchard presents the Commendation to A.B. P. Speck.

and even wind! It was not bad for a harbour period afterwards either, but unfortunately we were there for only two days - just time for a rapid change from an Alfa Range to a cocktail party drill and on to a Bravo Range for leaving. VICTORIOUS sailed preceded by our escorts, SALISBURY, VENDETTA and QUIBERON who, assisted by 814 Squadron, prevented ANCHORITE from 'sinking' VIC or the attendant RFAs RELIANT, RETAINER and TIDEFLOW.

Immediately before the work-up started, a Remembrance Day service was held on the flight-deck during which a wreath was laid on the water by Junior Seaman Harvey.

After we left Subic, at another ceremony on deck, Admiral Scatchard presented a Commendation to Able Seaman P. Speck, an aircrewman of 814 Squadron, for his part in the rescue of the crew of the Wessex which was lost off Aden during the first work-up.

Our departure was saddened by the almost incredible news of the assassination of President John Kennedy of the United States; we joined our American friends in mourning the untimely loss of a very gallant President.

QUIBS' and 'DETTA now left us, with a seemly show of reluctance, to show the Flag in Japan, and VIC' returned to the Singapore area and the final work-up: 'Old Sarum' had gone ahead.

We had been spoilt by the blue skies off the Philippines, and now viewed Singapore's heavy showers and thunderstorms with some distaste. However, the heaviest downpours were reserved for RAS days as usual, and the newly joined one-third of the squadrons' personnel found there was quite enough sun for their U.K. type, lily-white skins. Our new companions were DUCHESS above and ALLIANCE below the waves; with 814 Squadron, they beavered away at the A/S game. BARROSA came to join the fun later, and ANCHORITE took over from ALLIANCE. Admiral Sir Desmond Dreyer came to watch a day's flying in true all-weather weather, and the Captain of ALBION also came with the Commanding Officer of R.A.F. Changi to visit us. Consternation spread onboard when it was heard that a rat had joined the ship, and a £5 reward was offered by the Captain for its capture; the hunt began, and filled a corner of VICNEWS for many days.



So far, no mention has been made of the Villains of the Piece. Indonesia all this while had been making a great and noisy fuss about the parts of Malaysia in north Borneo; Confrontation was the cry, and President Soekarno lost no opportunity to proclaim his intention to 'crush Malaysia'; Malaysia had other ideas. We played no direct part in all this, but it may be partly because of the presence of VICTORIOUS in Far Eastern waters that the belligerent propaganda campaign was accompanied by only comparatively minor acts of aggression by Indonesia. At all events, it was interesting to read in the papers that when we were on passage down the South China Sea, minding our own business and enjoying one of the rare quiet Sundays on the flight deck, President Soekarno's arrival by air at Manila was delayed by two hours because his aircraft was routed to keep it out of range of our fighters!! Fully worked up or no, he clearly had a healthy respect for VICTORIOUS.



'I'M THINKING OF STAYING ON FOR THE NEXT COMMISSION'

Preparations for Christmas began to vie with the flying; F.O.2 and the Captain, ably assisted by Junior Naval Airman Howes and Junior Assistant Steward Jones, poured a gallon of rum and five guineas in sixpences into 3½ cwt. of Christmas pudding - all good stirring stuff. Meanwhile, strange noises could often be heard from the forward dining hall - it seemed that a Panto was rehearsing.

The work-up ended with a spell of round the clock flying, and then as a final fling before the aircraft slipped ashore for the Christmas period VIC' took part in KIT KAT, a joint air defence of Singapore exercise. VICTORIOUS aircraft played on both the attacking and the defending sides and won.

Our return to Singapore dockyard for an S.M.P. and Christmas coincided with a major change in the ship's programme. So far, we had

been on a General Service Commission (G.S.C.) - normally six months 'Home' leg followed by a twelve months East of Suez leg. This had been turned back to front at the start of the commission, and we had almost reached half-time East of Suez; now it transpired that VIC' would not complete the G.S.C., for she was needed in the Far East. Speculation was rife. Would we, for example, return to Pompey for a docking and then sail east again? The possibilities were endless. Eventually, the ship's company heard from the Captain that VIC' would re-commission by air in Singapore, and that this would start in August '64. This was a blow to the more avid rabbit-hunters - you can't take a camphor-wood chest home by air! There were also those who, for one reason or another, didn't fancy themselves as birdmen - after all they had joined the Navy; it was announced that requests to stay on for the next commission would be considered. The debates continued, and, before we knew where we were, Christmas had arrived.



... a gallon of rum and five guineas in sixpences stirred into the Christmas pudding.



The Panto - what luscious girls!

Just before Christmas, the 'Victorians' staged their Xmas pantomime-Alanladdin. The show was a great success, largely due to the efforts of Lt. Lawrance, who played the name part; he was supported by an enthusiastic cast and some brilliant arrangements by the Royal Marine Band. The entry of our dainty 'over-zone' fairy produced the biggest laugh, but the author Lt. Cdr. Haines and the producer Cdr. Bateman, must be congratulated on a show which



HEARD THE BUZZ - WE'RE ALL GOING HOME NEXT MONTH AND THE SHIP'S TO BE HANDED OVER TO THE NATIONAL TRUST

Crossing



*the
Line*

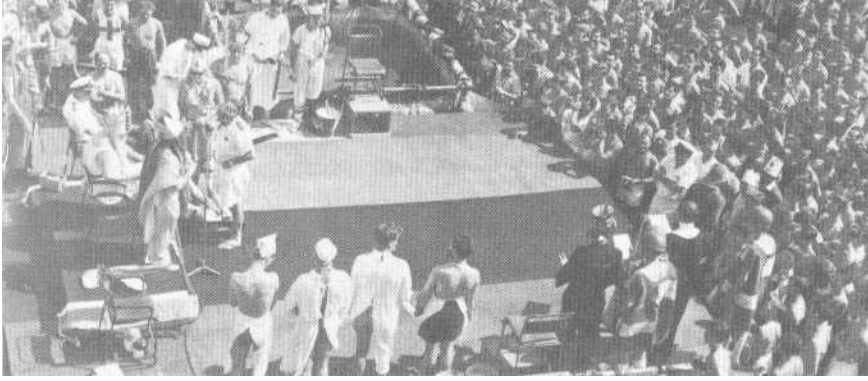


went with a zip from beginning to end.

On Christmas eve, a carol service for the Fleet and the Dockyard was held on the flight-deck; some two thousand came to sing. For very many of the ship's company, this was their first Christmas away from home. Despite the unseasonable temperature, it was celebrated in the traditional manner, and by the time we sailed on 2nd January, 1964 for some private flying in the local area we were suffering from the effects of the New Year as well.

The cobwebs were all brushed away by the middle of the month after a period of exercises which included a joint Army support exercise, COCKTAIL, and which we shared with H.M.N.Z.S. T A R A N A K I and H.M.S. DIANA, LINCOLN and ANDREW. DIANA came with us when we turned our backs on the Far East for a while and set off for a visit to Mombasa. F.O.A.C. planned to join us there, and hold our operational readiness inspection - hucking out and buffing up became the order of the day - but there were other villains waiting to change all that, and they began to show their hands when the Government of Zanzibar was overthrown by





Neptune's Court in session



a coup d'etat, and the Sultan was banished from the island.

For the moment we were able to enjoy our passage in company with DIANA and the faithful RELIANT; OLN kept us topped up with fuel. On the evening of Saturday 18th, as the ship approached the 'line', Neptune's heralds came aboard, and with due ceremony and very fishy music proclaimed that His Majesty would be visiting the Ship next day and called on the Captain to make all proper preparations. The Captain replied in verse both courteous and corny, and the Heralds departed over the bow again to carry the gracious message to His Majesty.

At ten fifteen on Sunday morning, the ship stopped, and the Royal Court embarked, to be met by the Captain, guard and band when the

after lift brought them up to the flight-deck. An intercepted eye witness report contained the following telegraphic remarks:-

"Scenes spectacular. King, attended by court officials, inspects gayguard. Muchfun. Band plays special anthem. Neptune welcomes Flat-top. Procession formed. Leading chariot King and Flattopcaptain. Numbertwo Queenie and Exec. Triumphant procession martial music due solemnity. Arrive stage procession halts. Court forms up on stage. King welcomes Captain and crew. Historical proclamation. King invests Captain with Star of Neptune. Invests others. Much fun, Sees ship's criminals. Awards punishments carried out without appeal. Welcomes Novices. Ritual carried out by Barbers, Doctors,

Policemen, Bears. Muchfun. Some Novices reluctant. King departs with soggy court. Interview later on Fantail. Muchbeer. Awl Kort in hi spirits. Muchmorfun."

The ceremony was remarkable for the number of cameras recording it, which accounts for the reluctance mentioned in the report - they all had expensive equipment slung around their necks. The afternoon was spent by many quietly taking the sun; it had been a busy morning.

We were now near Gan, and on Monday morning 849 were at their most popular task once more - they brought off twelve bags of mail. Despite Jan's cartoon, the mail has always arrived safely, and with remarkable speed to the remotest places.





... our landing parties were trained ...

Gan proved to be a splendid place for flying - enough wind, unrestricted air space and, with the ship operating right alongside the diversion, all aircraft had to do was to widen their final turn a bit and there they were. News reached us that an Army revolt had broken out in Tanganyika and we waited to see if it would affect our programme. H.M.S. CENTAUR embarked the Royal Marines of 45 Commando from Aden and sailed to join H.M.S. RHYL off Dar-es-Salaam as a precautionary measure; there are many thousands of British nationals in Tanganyika, and their safety was in

doubt. Although it was not certain that there was a direct connection between the Zanzibar revolution and the trouble in Tanganyika - perhaps it was just that it was the Revolting Season - the Governments of Kenya and Uganda feared that the contagion might spread to their territories and so asked Britain for help in maintaining law and order; VICTORIOUS was ordered to sail for Mombasa. Our diversion parties ashore at Gan were hastily retrieved, and off we went.

Two days later, after 45 Commando had landed from CENTAUR at Dar-es-Salaam and disarmed the

mutineers, at the request of President Nyere, and other British troops had stabilised the situation in Kenya and Uganda, VICTORIOUS was proceeding 'with all despatch'. Our role was uncertain, but on passage our landing parties were trained for a landing by helicopter. DIANA went ahead at 29 kts to Mombasa, and our replenishment group, RELIANT, RETAINER and OLN A were left to follow on behind. TIDESURGE met us off Mombasa, and we spent the night of Sunday 26th cruising close inshore with the island and ensign staff floodlit.

After one day at Mombasa, we were ordered to Dar-es-Salaam to take over from CENTAUR. During the next few days, we re-embarked a very buoyant 45 Commando (the efficiency of their operation had made them extremely popular not only with the European and Asian but also with the African community in Dar'). The 16/5 Lancers and two R.A.F. Belvederes also came on board; it was a bit of a squash for we also had our own squadrons embarked, and 'A' and 'B' hangars became one vast Cdo. bedroom. There followed a period when the 'fire extinguishers' were kept at the ready in case there should be a further outbreak of the 'brushfire' which had been so quickly extinguished.

While we remained at anchor off Dar-es-Salaam, there was no shore



The Royal Marine Band entertains at Dar-es-Salaam,



Captain Compston welcomes members of the Tanganyikan Government on board H.M.S. VICTORIOUS.



45 Commando, Royal Marines forms, with 40 and 42 Commando, the 3rd Commando Brigade. The unit has served since 1960 on the Yemen border and at Kuwait and in May 1963 trained in northern Kenya. After quelling the mutiny of the Tanganyikan rifles, and embarking in H.M.S. VICTORIOUS, the unit returned to its base at Little Aden by helicopter lift from H.M.S. ALBION.



leave except for sports parties; bathing from a nearby small island became very popular, and the sailing dinghies were in great demand. Previously, sailing had been limited to a small team of enthusiasts; matches had been sailed in Hong Kong against both the Army and the R.A.F. and we had taken part in both the Changi to Singapore passage race and the Far East Inter-Services Meeting, but for the friendly match arranged by the large and thriving Dar-es-Salaam Yacht Club there were plenty of volunteers! We were declared to have won after our kindly hosts had fiddled the points. The Royal Marine Band was also landed, for 'soothing' duties, and was a great hit. We entertained members of the press, and the Captain received a party of local VIPs - including members of the Tanganyikan Government - on board. There was no fixed-wing flying, except when we launched a couple of Gannets to form a communication Flight ashore, but the flight-deck was by no means idle. Each morning, every available inch of space was taken up with Commandos parading and training - coming up on the lifts in battle order, hopping in and out of helicopters with all their gear, shattering targets in the sea around the ship with small arms fire, cleaning their weapons, etc. Our new teeth clearly intended to keep the cutting edge sharp, and we were duly impressed both with their obvious efficiency as a fighting machine and also with their devotion to the military duty of sleeping for every minute not otherwise usefully employed.

Eventually the tension ashore eased sufficiently, and we departed for an S.M.P. at Mombasa. On the way, we disembarked most of our fixed-wing aircraft to Embakasi airport (Nairobi). The comical sight of the day was the C.O. 893 leaping out of his U/S aircraft, racing to another, scrambling in and being halfway through starting up before his observer had even opened his hatch to get out of the first one. The required number of aircraft got off first time despite the many days without flying - no hold ups - no one U/S after starting - strange is it not!

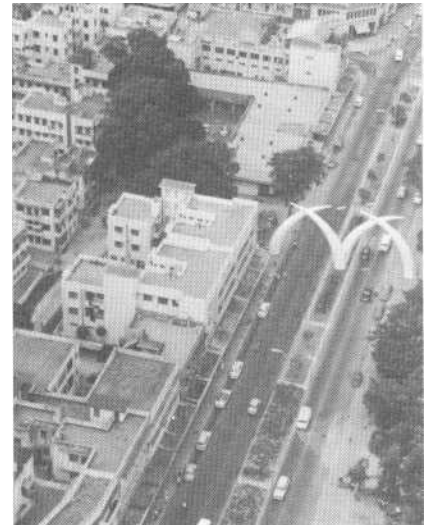


ALBION arrives at Mombasa.

Our stay at Mombasa was notable for the bus trips which were organised to the Game Reserves, for the enormous quantity of wooden carvings bought by the ship's company and for the friendly welcome we received. You had to be up betimes to see the game in action, but many thought it worthwhile; as usual, Jan had a point to make. The beaches were also popular, and, with only a short boat trip from the ship's berth to the shore, Mombasa proved to be a very good spot to spend a fortnight's S.M.P.

ALBION arrived, and our 'lodgers' left, taking 84 Squadron with them; we thought that it might be a long time before the squadron returned to us, but in fact, after spending ten days working with the Cdo., back they came - almost unrecognisable in their khaki and floppy hats. ALBION then took '45' back to their Aden base.

The large number of ships assembled at Mombasa and the hospitality of the Mombasa Yacht Club gave a



Mombasa from the air.



Belvedere playing cranes.



Our RM 'lodgers' leave for ALBION.

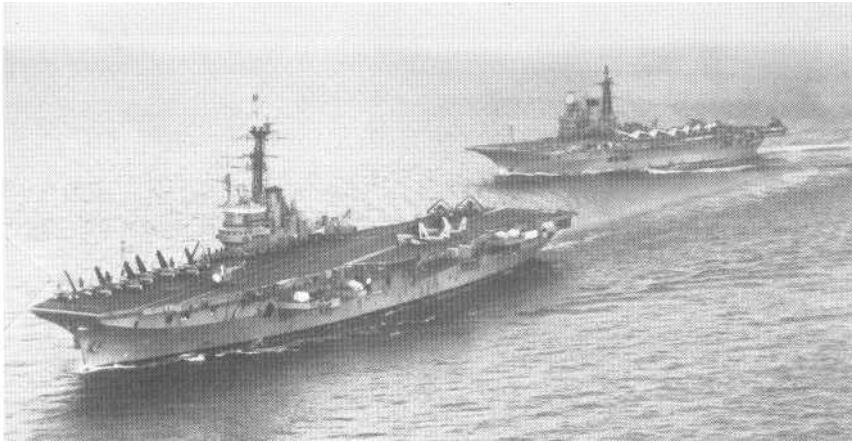


further fillip to sailing. Our boats were kept at the club throughout our stay. A match was arranged between the Fleet and the club, for which H.M. Ships and R.F.A.s pooled their boats and the club provided a similar number; crews were mixed. It was something of a nightmare to organise, but provided a splendid afternoon's sailing. The second race ended at DIANA where beer was provided on the foc'sle, and as darkness fell everyone returned to the club for a barbecue. On the final Tuesday, a Naval match was sailed in dinghies, whalers and Picosos between the escorts and the 'big ships', who managed to preserve their dignity.

At sea once more, there was a moment's anxiety when we heard that the Buccaneers were not all willing to start, but our prima ballerinas were at last persuaded that the time really had come to quit Nairobi, and we were soon 'all aboard' and off eastwards again, this time to take part in Exercise JET 64 in the area between the Nicobar Islands and Penang. ESKIMO, who remained behind, sent in her farewell signal; . . .

*So, think of us you legions,
as you leave for other lands,
If History is in the making,
it's left in steadfast hands,
We wish you peaceful sailing,
and hope that you won't mind
If we spend our time consoling
the girls you've left behind.*

F.O.A.C., who should have joined us at Mombasa, had been forced to change his plans once more when we were choc-a-bloc; the 'villains' could gloat over that success, but what about their political achievements? The governments in E. Africa were reluctant to recognise any master plan behind the unrest they had suffered. They might be right in this, of course, but it is worth noting that the disturbances preceded a planned visit by Mr. Chou En Lai. Had he expected an all red reception during his tour? The prompt action of the elected governments of these countries in taking the necessary steps to preserve order and to prevent chaos (including their appeal for British aid) seems to have disappointed him. He cancelled his visit! We were honoured to have been asked to help our E. African Commonwealth partners



Victorious and Vikrant in company during JET 64.

at a difficult time in the young lives of their nations.

We pressed on across the Indian Ocean, and did not have time for any flying except by the helicopters to get their A/S gear working again and for a Vixen sortie at long range over the anchorage at Langkawi, where the remainder of the JET Fleet were lying. Even at twenty-one kts, the passage takes eight days, and 'Happy Hour' on the flight deck and entertainment onboard came into their own again. As the shape of the ship makes it difficult to show films to a large audience, many showings are

needed; in fact, in twelve months over 1,000 showings were made. We were fortunate to get many good films, and VICTORIOUS was the first ship to screen 'Tom Jones' in the Far East. The S.R.E. operators (alias the Disc Jockeys of V.B.S.) kept the tapes turning and the Pops popping and provided something for all tastes; they had learnt early in the commission that a barrage of rotten eggs is one of the hazards of the game, and so locked themselves in their studio and pressed on with the good work.

We arrived at Langkawi on Sunday, 1st March at speed and dropped anchor with a flourish in our allotted berth among the Commonwealth Fleet.

F.O.2, Admiral Scatchard came aboard once more and I.N.S. VIKRANT was flying the flag of F.O.-C.I.F., Rear Admiral B.A. Samson. Indian, R.A.N., R.N.Z.N., R.C.N. and of course R.N. ships were all involved in the exercise which kept us busy for the next fortnight. There was also a chance to get ashore for a swim at Langkawi at the weekend, and VIC' ran a Fleet sailing race - our recent practice in Mombasa paid good dividends. VICNEWS kept everyone informed about the state of play, and the novel experience (at least for this commission) of operating in company with so many ships, particularly when all the ships of the Fleet assembled briefly at anchor off the Nicobar Islands, was appreciated by the Goofers. The Buccaneers left us early in the exercise for Tengah, and, sorry as we were to see them go,



A welcome guest: Flag Officer, Commanding Indian Fleet.

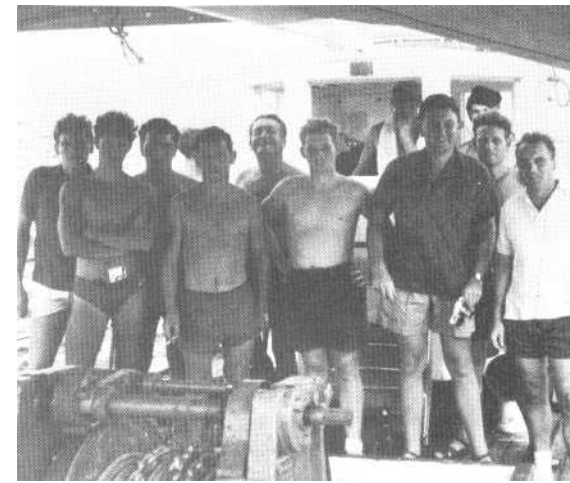
it was nice to have the extra space on deck. Finally, the entire Fleet retired to Singapore for the inevitable 'wash-up' and in our case an S.M.P. We were hosts to 900 Commonwealth guests at a monster cocktail party onboard. It was during this exercise, on 11th, that we 'Spliced the Mainbrace' in honour of the birth of Her Majesty's third son, Prince Edward.

We then spent a pleasant Easter at Singapore in our several ways. For example;

OPERATION BANYAN

Extracts from the log of an infiltrator, captured in Singapore:

"imperialist . . . and thinking to catch the Imperialist Colonialists off their guard over the Easter holiday, I



beached my boat on a small island in the Straits, and set up watch upon the Naval Base.

"Shortly, I observed a small wooden motor vessel leave the jetty alongside the carrier H.M.S. VICTORIOUS. The crew were mainly attired in garishly coloured shirts and hats, but this did not fool me, as I had already noticed, the military colouring of the craft itself.

"I launched my boat and followed them at a distance. This was not difficult, as they were dropping behind them a steady supply of route markers disguised as tin cans.

'At 1500 hrs. they anchored off an island and sent a man ashore (no doubt to establish contact with the

natives). There seemed at this stage to be some dissension amongst the crew, as the young one who talked a lot was thrown overboard. But they must have thought better of it, for they then cast their dinghy adrift to enable him to regain the vessel. Shortly after this, their mission completed, they headed back for the Straits, and anchored for the night. All this time, they maintained their pretence of being pleasure seeking civilians. Some even went to the lengths of acting as if they were seasick. Despite the relatively small swell, their acting was most impressive.

"The following day they landed on a small island where they immediately established contact with another patrol. The newcomers included several females, and I heard them referred to as 'Crabs'. (Although I think this term may have been used to refer to the position adopted by their vessel, during the later part of the day).

"After conferring noisily and at length aboard the Naval vessel, the 'Crabs' departed and the rest of them moved ashore, taking with them an amount of equipment. This included a number of metal cylinders, which I first thought to be beer cans, but the large number of the objects landed made this idea seem unreasonable, and I came to the conclusion that they must be establishing an ammunition dump, although later investigation revealed only empty cans.

"When dusk had fallen, they lit several signal fires and started to



operate a radio set. I have been unable to decipher the very strange signals transmitted by them, although I did get their call sign. It was - 'Beatles'.

"The next day, after replenishing with fresh water from a derelict battleship, they headed up the Johore River, delaying their final approach to the town of Kota Tinggi until after sundown, where, under cover of darkness, but with a surprising lack of stealth, they sent a large landing party ashore.

"Here, I played my master hand and managed to infiltrate one of the bars in the town with some of my female operatives. While plying them with much beer these women gained a considerable amount of valuable information. Particularly informative were the small one, who seemed to be their leader, and the large one who appeared to show much interest in the gold teeth of Sub Agent No. 984.

Other helpful members of the party included the very young one, who seemed to be particularly susceptible to the charms of Sub Agent No. 264, and the dark haired one who was apparently responsible for the field-training of the former.

(See separate confidential report for information gained during this encounter).

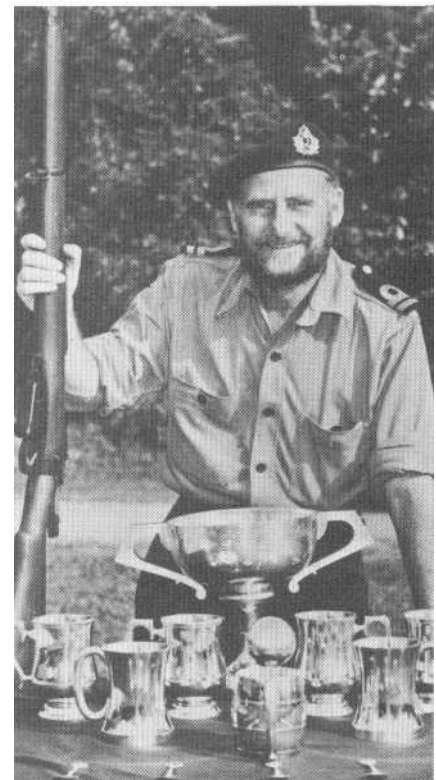
"Shortly after midnight they returned to their boat, carrying the red haired one, who must have been wounded somehow. Unfortunately I missed their departure in the morning, as I had some pressing business with another of my Sub Agents. Another agent, later in the day, signalled me that the vessel appeared to be streaming some sort of manned paravane. (Photograph enclosed).

"They returned to their base at about 1700 hrs. It is my belief that the purpose of their mission was"

Shooting had become increasingly popular during the commission. Starting with a friendly competition against the Royal Scots Greys at



*The Boys Brigade visits the ship at Singapore.
How's that for size?*



*Lieutenant (SD) (AV) G.M. Ramsay -
Fleet Rifle Champion - and his
Trophies.*



The H.M.S. VICTORIOUS teams at the conclusion of the Far East Rifle Meeting. Standing - P.O.A. F. Ashton, R.E.A. Turley, R.E.A. Cranie, E.R.A. Armstrong, C.A.A. Nichols, Surg.Lt.(D) Grant, R.E.A. Hodder, C.P.O. G.I. Ward, L.A. Cumpson, P.O.M.(E) Caldecott, Lt.Cdr. Perry, N.A.M. Rowsell, Lt. Ramsay, Stwd. Evans, A.B. Fiest, M(E) Platt, J.M.(E) Miller, Sub.Lt. McKeay, R.E.A. Mason, A.M. Jones, Lt. Whatley.

Sitting - L.S. Nundy, J.S. Harvey, J.S. Kirk, J.S. Colbourne, M.(E) Smith, J.S. Miller, E.M. Brides.

The following, not in the photograph, also competed; P.O. Haynes, J.M.(E) Allen, Ck.(S) Walsh.

Aden, and two days for practice during our first visit to Singapore, the programme continued with an inter-departmental competition at Hong Kong; 18 teams from the ship and 3 from H.M.A.S. QUIBERON took part on the Stonecutters' range. 893 Squadron won the team aggregate, and the highest individual scorer was C.A.A. Nichols. Then, on passage to E. Africa the .22 rifles were used for practice on the Flight-deck, and at Mombasa we combined with DIANA for a competition against the Police; their .303 range, 15 miles inland in the bush, was also used for a further two day's very hot practice.

The Far East Fleet Rifle Meeting was held at Easter, and the ship's teams had a great success. Forty of the ship's company were selected for the preliminary three day's practice, and we then entered 8 teams of 4 for the three day meeting; fifteen other units took part. Our teams collected deep tans and deeper thirsts as well as an impressive array of trophies. Lt. G.M. Ramsay became the Far East Fleet Rifle Champion, and R.E.A. Cranie was the runner-up. We also provided a large party for the range and butts and ran the recording. Subsequently, C.P.O. G.I. Ward came away from the Singapore Rifle Association

Meeting with several more pots for his mantle-piece.

Our departure from Singapore after Easter was overshadowed by the death of Sub. Lt. Ellis as a result of a motor accident near the ship. We spent a busy week at sea, in the local exercise areas, and met two German frigates with famous names - the GRAF SPEE and HIPPER.

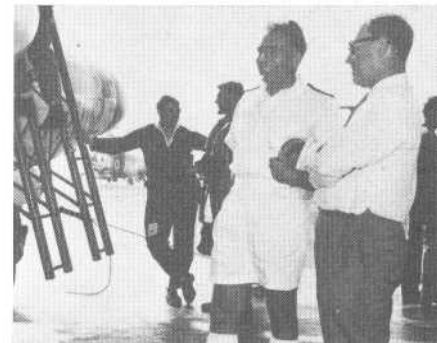
On the 13th April, we sailed again with our Australian friends PARRAMATTA and YARRA together with LINCOLN all in close attendance. HAMPSHIRE, the first of the new County Class G.M. destroyers to reach the Far East, met us and fired a Salute to F.O.2's flag. After a little private flying, we joined CENTAUR for an air defence exercise designed to test the defences of Singapore as well as our own. We jointly pounded Singapore on the first day and for the second the roles were reversed: CENTAUR chose that moment to report sick, so we operated some of her aircraft from our deck - a good exercise in flexibility, but other expressions were used at the time. Rear Admiral H.R.B. Janvrin, D.S.C., the new F.O.A.C. was welcomed onboard from CENTAUR for an informal day's visit. He had been Captain of VICTORIOUS during her last commission, and was keen



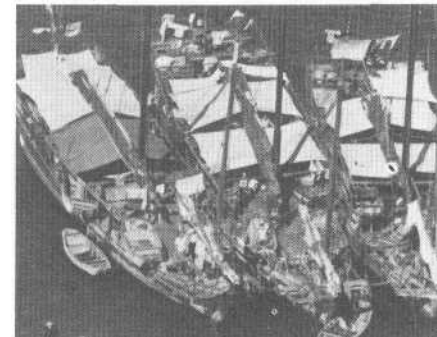
F.O.2 greets F.O.A.C. when he arrives aboard Victorious for an informal visit.

to have a thorough look at all the changes made during the refit. A further day was spent exercising with CENTAUR and recovering our various parties ashore before we sailed for Hong Kong once more.

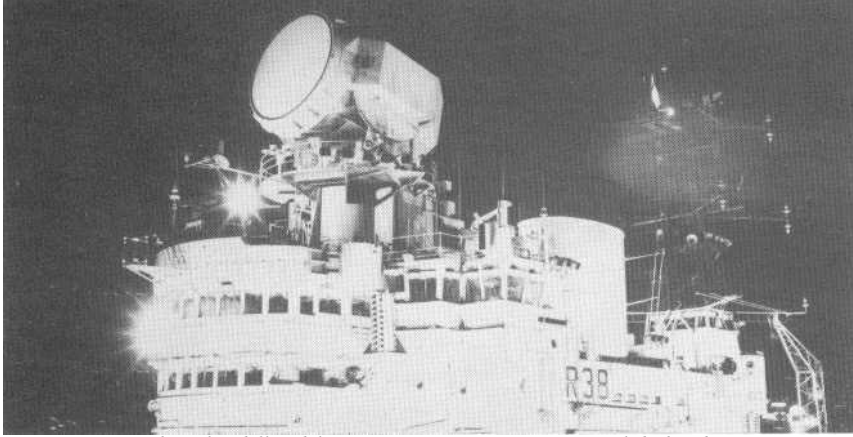
On arrival, we laid on a "Shop-window" display at sea off Hong Kong for local V.I.P.s, service and civilian, and the press. PARRAMATTA, AMBUSH, ANCHORITE and TIDESPRING helped us give an ambitious display which went like clockwork: when it was completed, the aircraft disembarked direct to



A quiet moment before the flying display. The Director of the Royal Hong Kong Observatory, Dr. Watts is "window-shopping."



At Hong Kong again.



The island flood-lit at Hong Kong. Victoria Peak behind.



Jenny gets her cake.



a large parade was held at the Hong-Kong war memorial. The ceremony concluded with a fly-past; Hunters, Vixens and Buccaneers swept by and finally a Wessex, appropriately piloted by an Australian and a New Zealander both on loan service with 814 Squadron, passed between the skyscrapers and flew low over the parade streaming the two Anzac flags.

Jenny gave us a deafening fire-cracker send-off when we sailed on 6th May for Japan. On the way,



A coy Kimomo.

Kai Tak and we took our visitors up harbour with us. They seemed well pleased with their full day at sea.

For most of us, this was the second visit of the commission to Hong Kong, but there were a lot of new faces among the squadrons. All alike were soon ashore, and parcel packing once more became a major industry onboard; four tons of parcels were posted from the ship during our stay! This visit coincided with Anzac Day and, with Australian and New Zealand ships in harbour,

... *U.S.S. Topeka, our host ship, was lavish in her hospitality.*

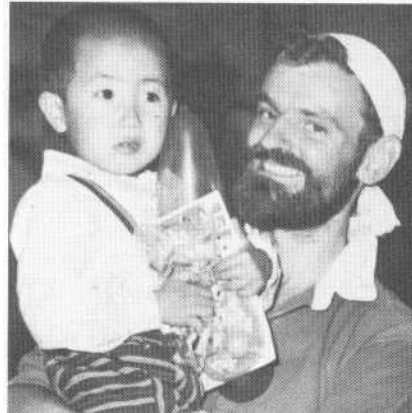


we passed through the Straits of Formosa ... "On my left, Red China: on my right, Nationalist China". The temperature began to fall, so we shook the moth balls out of our blue suits and ruefully compared their waist measurements with our own. ". . . and ne'er the twain shall meet!" Okinawa slipped by, and we were all set for a two day exercise with the U.S.S. KITTY HAWK ... an American carrier of a cool 80,000 tons. Unfortunately, the second day, which should have been the more interesting, was marred by a small sample of genuine August Bank holiday type weather and the flying was cut short.

Next morning, we steamed into Yokosuka Naval Base to find if all the stories told about past visits to Japan were true: they were. U.S. naval hospitality was marvellous, and everyone found something to keep them happy. Many made tourist excursions to Yokohama, Tokyo or the area around Fuji-Yama (and found amazing numbers of Japanese also busily looking at Japan), and an Exped. mountaineer-



cinating cocktail party at which our Japanese guests kept vanishing from sight as they ' bowed, rebowed and bowed again to one another in a complex of greetings. A sailing team also found time for a match against the Base Yacht Club for the Yokosuka Cup, a trophy which is retained at the club for competition with any H.M. Ships that visit. NEW-CASTLE won it last in 1955 and we added another H.M. Ship's name to the inscription at the base of the cup.



The children's party at Yokosuka.



ing party even climbed to the snowy top of the sacred mountain, but perhaps most were content with the local attractions of the Naval Base and the town of Yokosuka. No one claimed to have made the full tour of the 275 bars, although a few who didn't like to leave a good job half done found the curfew a nuisance. U.S.S. TOPEKA was our host ship and lavish in her hospitality and offers of sporting fixtures. We gave a children's party as well as a fas-

A crop of jaunty caps appeared on deck after we sailed a week later for Okinawa and there were even a few crew-cuts. Off Okinawa, F.O.2 gathered together all his ships, which had been dispersed to a number of Japanese ports, and after a short exercise period we all sailed south for Subic. On the way, we had a ring-side seat for the formation of Typhoon Viola - just an innocent young thing at that stage; we were safely into Subic Bay before the weather worsened seriously.

For the next fortnight, we were part of the mighty SEATO Fleet (U.S., U.K., Australian, New Zealand and Philippine) of over 90 ships assembled for LIGTAS, a large scale amphibious exercise. 801 Squadron disembarked with their Buccaneers to N.A.S. Cubi Point, having become turncoats and joined the enemy who, it was rumoured, paid better: for the rest of us, predawn starts and midnight finishes (when we were lucky) with a steady flying programme in between became the order of our days. 'Happy Hours' became 'Happy Half-hours' - two of them a day, and RASes were, perforce, carried out at night; the loads came across and were stowed in almost complete darkness, and Flying Stations was sounded for a new day before the last fuelling hose was uncoupled. As the exercise moved to its end, the commission was coming to an end too - at least for all those to leave in July and August - and the time came to record this past year and perhaps compare it with earlier commissions.

Statistics in bulk both confuse and bore, but the figures sent to the

'Where did you get that hat?'
Photo by N.A. Gilbert.



Part of the Ligtas fleet off the Philippines - U.S.N. photograph.





A perfect approach into the nylon barrier by Lt. Wilkinson.



The arrested Buccaneer subsides gently onto its nose. The fire and rescue crews are not needed.



Cutting the anniversary cake after a year in Commission.



The last launch.

Editor by the Met. Officer of the ship's first, war-time commission provide a revealing commentary on the changes that have taken place during the ship's life. These statistics were first published in the 4th edition of the Fleet Air Arm Bulletin, in June 1943.

Then, VICTORIOUS flew Swordfish, Albacores, Gladiators, Hurricanes - 17 types in all up to 31st May, 1943. In that time, she spent 389 days at sea, steamed 118,000 miles and flew her aircraft for 7,716 hours; they made 5,505 landings on the deck, but there were only 352 'accelerator' shots - the others were all free take-offs. For comparison,

during the past year we have steamed 62,000 miles in 159 days at sea; there have been 4,879 landings and 2,364 catapult launches (814 don't believe in that sort of thing); the squadrons have over 5,243 hours from the ship (and many more from ashore). Almost as many sorties, note, in under half the days at sea - and with fewer aircraft onboard too. The pace is much hotter nowadays.

The biggest difference is in the landing technique; the old proud records for the times between 'wheels' are now the averages, and an idea of the hazards of making a landing in the 'good old days' is given by the fact that whereas the first

commission lost 31 aircraft on operations and 18 on non-operational flying, no fewer than 88 were damaged in landing or ranging - and 'damaged' was often an understatement! What of today, with angled deck, steam catapult, landing sight, nylon barriers, etc.? Well, take the final landing of the commission as an example.

LIGHTAS was at an end, and the F.D.O. and his minions were looking at their watches and counting the minutes to the time when they could go below for a shower and some internal liquid refreshment - just one more to come - shouldn't be long now; but the final Buccaneer



Victorious to F.O.2 F.E.F.

... It has been an honour and a great pleasure for Victorious to fly your flag. ... On behalf of my whole ship's company, may I wish you and your family health, happiness and all good fortune in the future.

F.O.2 F.E.F. to Victorious.

Never in my life did I expect to have a fly past in my honour. It was splendid. Thank you.



was in trouble. The nose-wheel wouldn't come down, and a normal landing was out of the question; but the aircraft was not lost. The flight-deck parties' many drills were rewarded, and the barrier was rigged in double-quick time. Then Lieutenant Wilkinson flew a perfect approach into the nylon to preserve a year's unbroken fixed-wing record - 'all our aircraft returned safely'. This was the first time that the Buccaneer barrier had been used in earnest, and made a dramatic climax to the flying onboard.

On passage back to Singapore again, with the docking to come and then the recommissioning by air, we

celebrated our year in commission. First the Captain and then F.O.2. addressed the ship's company on the flight deck, and the birthday cake was then wheeled on - and a splendid cake it was, 274lb. of it.

Our Squadrons flew ashore on Friday 12th June, and a final ceremony then took place. The gentle drizzle must have made the dock-yard mateys, who emerged from the hole on the top of the howdah, feel quite at home; the gallant officer of the guard ensured that no time would be wasted tracking the Met. balloon; all the F.D.O.s waved their flags in great confusion, and with great pomp and display the launch

of our brick-built..... was completed.

For Admiral Scatchard, this was more than the end of a commission. He left us on Saturday morning on his retirement from the active list, and took with him our very best wishes; the squadrons flew past as a mark of their respect as he left the ship - to his surprise and delight.

So we come to the end of the year covered by this Book. We are all sorry not to be taking VICTORIOUS home, but it will be nice to get back just the same! To those who fly out to take over, we wish a commission as varied, enjoyable and worthwhile as ours has been.

Some



of

The Captain greets Vice Admiral Sir John and Lady Hamilton.



A Subic visitor: Rear Admiral Groverman, U.S.N.



F.O.F.T., Rear Admiral P.D. Gick, O.B.E., D.S.C., strides aboard

Superintendent M.M. Kettlewell, C.B.E.



our



Visitors

Beaver - mind it doesn't blow away!



Sea Balliol from Boscombe Down.



A Skyraider makes a free take-off.



Single Pioneer of 229 Squadron.



C.P.O. Cooper, L.S. Barr, C.P.O. Reeves, Lt. Cdr. Tordoff.



Deck-hockey.



Volley Ball

Tug o' War Inter-Part Final on passage to Mombasa.



Sports Reports

Happy Hour

Once the commission got under way Happy Hour became a very important part of the ship's day for many people. Deck Hockey and Volley ball increased in popularity as the commission progressed and in the later stages, if you were not prepared to get up early, you would be unable to get a game - most bookings being taken within five minutes of the pipe being made.

In the first competition we held there were 27 entries in the Deck Hockey and 26 in the Volley Ball. They were won respectively by the Supply & Sec. Dept., and the Air Dept. Officers. A measure of the increased popularity of these sports was in the second competition where we had 53 entries for the Deck Hockey and 43 for the Volley Ball; they were won by the Air Ordnance and Flight Deck Engineers respectively.

A Tug of War competition drew 27 entries and the A.E.D. team of giants won the event with ease.

Rugby

Rugby "East of Suez" is for the dedicated; only a brave man will play the game! The different climates; the hard pitches; the lack of opportunities to train; the long intervals between matches; all combine to daunt the faint-hearted. We in VICTORIOUS were lucky. After trials at Aden (on a pitch of sand and glass) and at Singapore we had about fifty players from whom it was possible to choose three sides of varying strength. John Highton was elected captain of the 1st XV, the captain of the other teams varied with their composition, Joe Isaacs undertook to be secretary.

Highlights of the season were the games against the Hong Kong club, H.M.N.Z.S. OTAGO and TARANAKI. We drew against Hong Kong after a very hard and exciting game, after which one opposing 2nd row forward who weighed 15 stone was heard to remark that it was the first time he had been pushed so hard that his feet were off the ground. OTAGO

was defeated after a tactical game in which we played to the strength of our forwards and so prevented the Kiwis from getting the ball to their dangerous three quarter line.

TARANAKI defeated us twice, they were very quick to pounce on our mistakes, from which they then scored. They were a very good side and one which at any stage of the game could be expected to attack and score.

Throughout the commission our reserve strength proved a great benefit, and many of the players who moved up to the 1st XV performed with distinction. Our main strength was in a tough, hard working, well drilled pack, led by John Highton. Our backs were equally good, but unfortunately our best three quarters line played only one game together. The hard grounds exacted a heavy toll of injuries and many of our best players went weeks on the touch line. Looking back on the commission, we did very well; players and supporters thoroughly enjoyed the rugby and several of the games, particularly that against the Hong Kong Club will not be quickly forgotten.

The following have represented the 1st XV: -

Lt. Highton (Captain)
 Lt. Crowther
 Lt. Cdr. Prescott
 N.A. Goddard
 L.S.A. Morris
 P.O.M.(E) Wilton
 S/Lt. Rawbone
 C.P.O Stevens
 Commander Leppard
 Lt. Cdr. Duxbury
 Lt. Bigland
 P.O. Knight
 E.R.A. Williams
 Lt. Issacs (Secretary)
 Inst. Lt. Cdr. Whyte
 Lt. Eden
 Ord. Roberts
 Lt. Nowell
 C.P.O. Robertson
 C.P.O. O'Mahoney
 C.P.O. Annandale
 L.A. Hinton
 Shpt. Nadin
 P.O. Thorpe
 Shpt. House
 Mid. M-Smith
 S/Lt. Reardon



L.S.A. Morris, Commander Leppard, P.O. Thorpe, Lt. Bigland, Lt. Cdr. Duxbury, C.P.O. Annandale, Lt. Nowell, Captain Compston, S/Lt. Reardon, S/Lt. Rawbone, Lt. Isaacs, Inst. Lt. Cdr. Whyte, Lt. Highton, P.O.M(E) Wilton, Shpt. Nadin, L.A. Hinton, E.R.A. Williams.



C.P.O. Weller, P.O. Roach, P.O. Rodgers, P.O. Strange, C.P.O. Clark, Lt. Cdr. Watson, N.A. Fox, Lt. Cooke-Priest, Lt. Cummiskey, C.M.(E) Phillips, R.E.A. Dummer.

Hockey

The ship has been blessed with a very strong group of hockey players this commission. The second XI has been of good ship's or even R.N.A.S. standard whilst the 1st XI has comprised Air Command and Navy players.

Conditions underfoot have varied between Aden, Dar-es-Salaam, Mombasa, Singapore and Hong Kong but it has always been very hot and the ship's teams have done very well under the gruelling tropical sun. We have taken on the strongest local civilian sides at all ports of call and our record is a good one. We are current holders of the two major F.E.F. trophies. Our run of success was continued on our last visit to Hong Kong by beating a strong Kowloon Cricket Club side 3-0.

The following have represented the ship's 1st XI:-

C.P.O. Weller
 P.O. Roach
 Inst. Lt. Cdr. Watson (Captain)
 P.O. Rodgers
 P.O. Strange
 C.P.O. Clark
 N.A. Fox
 Lt. Cooke-Priest
 Lt. Cummiskey
 C.M.(E) Phillips (Vice-Capt.)
 R.E.A. Dummer
 C.P.O. Wallace
 C.P.O. Starr
 Lt. Carlill
 Lt. Wilkinson
 Rev. O'Farrell
 L.A. Webb
 L.S. Welville
 C.P.O. Lidgett
 P.O. Sullivan
 L.S.A. Stevens



Athletics team at the Victory Championships.

Athletics

The chances to take part in organised competition, have been very limited, but when the occasions have arisen we have done surprisingly well.

The commission started on a happy note when we won - H.M.S. VICTORY Athletic Championships comfortably from a very strong R.N. School of P.T. team. The result was: -

VICTORIOUS	154 Points
R.N. P.T. School	126 Points

As a result of this we entered as a separate unit in the Portsmouth Command Championships, and finished third, with 16 establishments taking part.

Results: -

COLLINGWOOD	90 Points
VICTORY	79 Points
VICTORIOUS	40 Points

A.B. Glee, L.A.M. Hill, L.R.O. Hampton and N.A. Robinson were selected to represent Portsmouth Command in the Royal Navy Championships. Hill took the honours by winning the Royal Navy Championship in the Pole Vault with a jump of 11 feet.

Our next competition took place during our second visit to Hong Kong in April 1964 when we were invited to take part in the Hong Kong and Kowloon Garrison Championships. We were the only R.N. team taking part, and despite our team being unfit, did very well to finish second to the Durham Light Infantry. Wtr. Jeffery (1 Mile), N.A. Robinson (Pole Vault) and N.A. Willard (High jump) all won their events.

We are now looking forward to the Docking Period when we shall be taking part in the Far East Fleet Championships; it is hoped and expected that we shall emerge as the leading R.N. team.

The following have represented the Ship: -

- E.R.A. Williams
- Ord. Shrouder
- Wtr. Allen
- Wtr. Jeffery
- Ck. Commins
- L.S.A. Morris
- E.A. Cox
- P.O. Wright (Captain)
- Ord. Roberts
- N.A. Robinson
- A.B. Glee
- S.A. Gundry
- L.S. Barr
- Ord. Eke
- N.A. Martin
- C.P.O. Southcott
- R.E.A. Randle
- Lt. Highton
- N.A. Willard
- L.A.M. Hill
- Cdr. Leppard

Soccer

The soccer story really starts during the refit when we fielded a side in the United Services, Portsmouth League. In this period the nucleus of the team for the commission was produced, and finished about half way up the table. The first games were played in Aden, which was not the ideal place to assess the value of the newcomers, but under the steady captaincy of Mechanician Unsworth, who was well supported by stalwarts E.R.A. Nicholas, L.R.E.M. Stacey and S.A. Gundry, the team responded well and beat an R.A.F. Khormaksar side 2-1.

Our first defeat of the commission, was in November 1963 against the Hong Kong Police, who beat us 2-1 after what was considered, by many of our supporters, our best performance. The opposition were all Hong Kong Division 1 players and E.M. Roberts in goal played extremely well in keeping the score down. During our second visit to Hong Kong, we were fortunate to be asked to play against the Hong Kong Youth side in their magnificent stadium. Unfortunately, before a very large and appreciative crowd, we did not rise to the occasion and lost 8-1.

Many games have been played during our visits to Singapore; these included two Fleet Competitions. In the first one in December 1963, we were beaten in the final by 42 Commando R.M., 3-1, after beating the favourites HARTLAND POINT in the semi-final. It was unfortunate that owing to the heavy rains, and a replay in the semi-final we had to

Ship's Soccer team.



play 4 games in as many days, and in the final the Commando fitness won the day for them. In the Post JET Competition in March 1964 we were beaten by the Commandos again, this time 40 Commando 4-2, where once again their superior fitness was evident towards the end of the game.

The game which gave the team most satisfaction was against ALBION, who had been undefeated for the previous 17 months, but whom we had never managed to play. Fate brought the two ships together at Mombasa, and a large crowd saw us emerge as eventual winners 7-4, after trailing 4-2 at half time. N.A. Mathoulin was in top form at centre forward and scored 4 goals.

Results : —

	P	W	D	L	F	A
1st XI	28	16	5	7	88	42
2nd XI	14	5	3	6	32	29

The following have represented the Ship: -

- L.R.E.M. Johns
- L.R.E.M. Stacey
- Mech. Unsworth (Capt.)
- E.R.A. Nicholas
- S.A. Gundry
- E.R.A. Bennington
- E.M. Roberts
- S.B.A. Laing
- N.A. Mathoulin
- L.S. Barr
- S/Lt. Hudson
- N.A. Bell
- C.M.(E). Phillips
- M.E. Hammond
- L.A. Mulray
- M.E. Kent
- Instr. Lt. Cdr. Tordoff
- E.M. Boyle
- N.A. Tucker
- L.R.E.M. Howells
- E.M. Pughsley
- L.R.E.M. Osman
- L. Wtr. Witts

Boxing

Opportunities for the ship's boxers to show their paces have been very limited. The first occasion was in December 1963, when we were invited to enter a team in the Far East Fleet Novices Championships. 42 Commando and ourselves were the only teams with entries in all weights. After much hard training on the Quarterdeck with the trainer



M.(E). Feams, Stwd. Risi

C. P. O. Reeves our team were, if nothing else quite fit, and 5 boxers reached the semi finals stage. The Royal Marine team proved to be much stronger than ours but Steward Risi boxed cleverly to outpoint his Royal Marine opponent in the Lightweight final.

M.(E). Fearns, our most experienced boxer on board entered the R.N. (Singapore) Open Individual Championships in March 1964, and reached the final, when he was beaten by Marine Rigg, a former R.N. Champion.

Our team in the Novices Championships was:-

- Stwd. Risi
- Stwd. Gorringer
- J.S. Eke
- E.M. Campbell
- Stwd. Mitchell
- Stwd. Black
- R.P.O. Rabson
- L.P.M. Rice
- N.A. Farmer
- N.A. Bennet
- L.Stwd. Blacker
- M.(E). Wright
- L.Stwd. Edgar



Lt. Lawrence, Lt. Edwards, Lt. Carlill, Lt. Wilkinson, Lt. Devitt, Lt. Bewick.

Squash

The Ship has played matches in Aden, Singapore, Mombasa and Hong Kong against service and civilian teams, and we also had fixtures against TERROR and ALBION. Roughly half of our matches were won, thanks mainly to assistance

from the Air Group, which provided most of the players - when they were not otherwise engaged in other pursuits. Unfortunately, a projected fixture against a Ladys' team in Hong Kong was cancelled at the last moment - had our reputation gone before us? - but we had many interesting games all the same.

Cricket.

Cricket has unfortunately never really been in season during any of our visits; even so grounds have been "opened up" for our benefit and games have been played in Aden, Hong Kong, Dar-es-Salaam and Mombasa. The wicket varied from rubber, concrete, matting, biturf to grass (not the English variety) and the only common factor was the high temperature.

On all occasions the team accounted for itself very well, and the bowling in particular was of a high standard, which was to be expected with an opening attack of E. A. Steer and Lt. Wtr. Pellew.

In Aden we represented the Navy against the Army, and after a struggle, drew.

Two enjoyable games were played in Hong Kong against the strong Kowloon Cricket Club. In both games our batting, often weak, rose to the occasion, and we won both comfortably.

We are now looking forward to the cricket season in Singapore when we expect to have several players in the R.N. XI.

Results

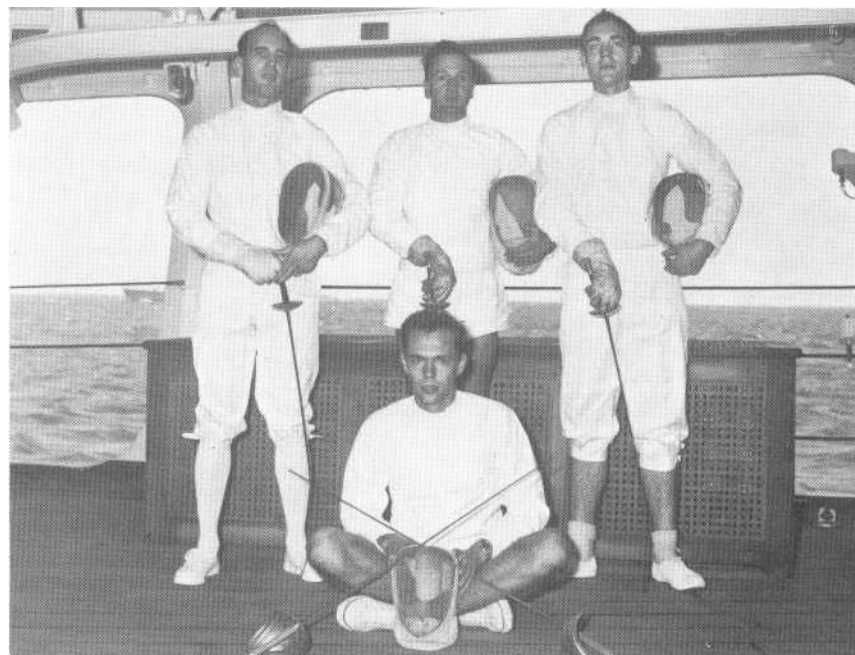
	P	W	D	L
Ist XI	6	4	1	1
2nd XI	4	1	0	3

The following have played for the XI:-

Lt. Cdr. Tordoff (Capt.)
 Lt. Wilkinson
 Lt. Cummskey
 Lt. Carlill
 S/Lt. Rawbone
 S/Lt. Reardon
 LSBA. Wilkinson
 E. A. Steer
 Mid. Keech
 Mid. Lees
 L. Wtr. Pellew
 A. B. Proctor
 E. M. Dunstan
 Lt. Bewick
 L.R.E.M. Clarke
 Lt. Cooke-Priest
 Lt. Cdr. Dedman
 Lt. Cdr. Trist
 S. B. A. Laing
 Lt. Cdr. Hanney
 A. B. Simmonds



Lt. Carlill, S/Lt. Rawbone, E.M. Dunstan, Lt. Cdr. Trist, Lt. Wilkinson, Lt. Bewick, A.B. Simmonds, Lt. Cdr. Deadman, Inst. Lt. Cdr. Tordoff (Captain), S/Lt. Reardon, Lt. Cooke-Priest.



Lt. Cdr. Dougan, C.P.O. Reeves (P.T.I.), R.E.A.I. Foster, A.B. Hall.

Fencing

A small group comprising Lt-Cdr Dougan - Combined Services (aptly 801 Buccaneers) REA.1. Foster-Navy (893 Squadron) & C.P.T.I. Reeves - Portsmouth Command, upheld Victorious's prestige in this oldest of competitive sports.

Formal & informal competitions were arranged against RASC Aden, RAF Seletar, RAF Tengah, Combined RAF Singapore, 42 Commando, Kenya AFU, the Sword Club Mombasa & Club Recraio Hong Kong. A solo excursion to Tokyo University by Lt-Cdr Dougan proved both entertaining and protracted!

Fixtures consisting mainly of foil

and sabre with the exception of that against Kenya AFU which included epee, gave the ship an unbeaten record, though both RAF Singapore and Kenya AFU provided contests in doubt up to the last bout.

With two of the team in the Air Group little opportunity existed for expansion of the activity on board though training and rules revision sessions were popular with our hosts wherever the team were invited.

Lt.-Cdr Dougan & R. E. A. Foster have been asked to preside over the RAF (Far East) Individual Dis-mounted Championships. Doubtless a return fixture will emerge from this during the refit period.

Basketball

In the ten months that the ship has been East of Suez the team has played in every port visited from Mombasa to Japan. Setting quite a record for ship's teams in the number of games played, 58.

P	W	D	L
58	41	1	16

The only heavy defeat was by U.S.S. CASTOR in Subic, when we lost 84-29. Revenge came our way in Mombasa a few months later when we met the U.S.S. JOHN WEEKS and beat them 70-46. The team has been picked from 12 players, three of these R.O. Day, R.E.A. Crotty and E.R.A. Hiscock having played for the Navy in Singapore.

A great loss to the team was Tom Crotty who played continually well; but for our second visit to Hong Kong, we welcomed our first Wardroom player in Lt. Munro, R.C.N. His experience will be invaluable for games we anticipate during the docking period. Whether winning or losing the games have been enjoyed. Barry Hiscock has led the team expertly, both on and off the court. The following have represented the ship at Basketball: —

E.R.A. Hiscock (Captain)
 R.E.A. Crotty
 L.A.M. Macmillan
 L.A.M. Powell
 R.O. Day
 E.M. Stills
 E.R.A. Cresswell
 A.A. Emberson
 Lt. Munro
 R.E.A. Foster
 R.E.A. Fitzmaurice

N.A. Goodall, L.S.A. Morris, O.A. Branch, L.R.O. Sloan, O.A. Heath, P.O.S.A. Gasser, C.P.O. Cooper, S.P.T.I. (Captain), L.A. Lenaghan.



E.R.A. Cresswell, R.O. Day, A.A. Emberson, R.E.A. Foster, E.M. Stills, E.R.A. Hiscock (Captain), R.E. Fitzmaurice.

Water Polo

Although the results of the water polo team have been very disappointing all games proved most enjoyable. There were no individual stars in the team, but all played hard, against, in most cases, fitter opposition from teams ashore. Games were played in Aden, Hong Kong and Singapore.

The following have represented the ship during the commission:-
 C.P.O. Cooper (Captain)
 P.O. Gasser
 O.A. Heath
 O.A. Branch
 L.S.A. Morris
 L.R.O. Sloan
 L.A. Lenaghan
 N.A. Goodall
 Lt. Highton
 Lt. Crowther
 A.B. Feast
 E.M. Massey



Tennis

Very few matches have been played by the ship due to the fact that tennis has been out of season, and the majority of players have been involved with other "in season" sports.

In spite of the heat, games have been enjoyed in Aden, Hong Kong, Dar-es-Salaam and Yokosuka.

We look forward to the season ahead during the docking period in Singapore.

The following have represented the ship: -

Lt. Crowther (Captain)
 Surg. Cdr. Cadman
 Inst. Cdr. Taylor
 Lt. Boor
 Lt. Cdr. Wiltshire
 Lt. Cdr. Beyfus
 Lt. Clarke

The Air Group

801's STRIKE BUCCANEERS, 893's all-weather Sea-Vixen fighters, 849A's Gannet-borne radar and 814's anti-submarine Wessex helicopters provide VICTORIOUS with a powerful and balanced air force. Each squadron has its specialised job to do - and all do many others besides - and all work together as an integrated team.



Handler's handiwork - procedure Alpha approaching Yokosuka, Japan.



*The Squadron C.O.s.
captured in the
Flyco Vultures Row.*



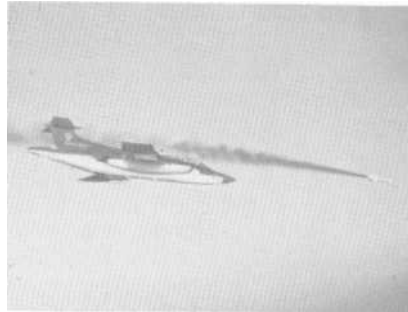
Off we go.

801 SQUADRON COMMISSIONED at R.N.A.S. Lossiemouth on 17th. July, 1962 and became the first front-line squadron to be equipped with the Royal Navy's low-level strike aircraft, the Blackburn Buccaneer. Before embarking in VICTORIOUS, with the exception of a month in the 'ARK', we spent our time working up at that famed north Scottish holiday resort!

With the rest of the Air Group, we embarked on 15th August, a week early, and we were soon off Aden and able to start working up again - this time at a much higher temperature. In due course, as many aircraft as possible were disembarked to R.A.F. Tengah (Singapore) where a flying programme was devised to sort out the temperature problems in the Buccaneer, and a social programme was arranged to remedy the aircrews' temperature problems. So great was the success of this venture, that it was decided to leave behind two aircraft, five sociable officers and a ground party to continue the good work while the remainder re-embarked for the tour around the S. China Sea.

Our first visit to Hong Kong found us operating from Kai Tak Airport practising weapon system attacks out at sea and playing with the Army near the border. Play out of working hours included the Squadron Run - the first six hundred pints of Tiger were free and then you bought your own; there is no record of the cash sales! And so to Subic, where we had our most intensive period of flying to date, firing missiles and bombing in support of

801 Squadron



"Take that!"

the Army up 'Wild Horse Creek'; the weekends spent fraternising with our U.S.N. counterparts were equally successful.

The ship's departure to East Africa curtailed our flying until we were at last disembarked to Nairobi. This was a very popular move and we were able to fly the aircraft on sight-seeing tours (disguised as low-level navexes) and close air support missions for the Army by day, and retire to our hotels, bars, etc. in the evenings; we were sorry to leave for Singapore again where we said goodbye to the boss, Cdr. E.R. Anson R.N. and welcomed the new C.O., Lt. Cdr. P.H. Perks R.N.



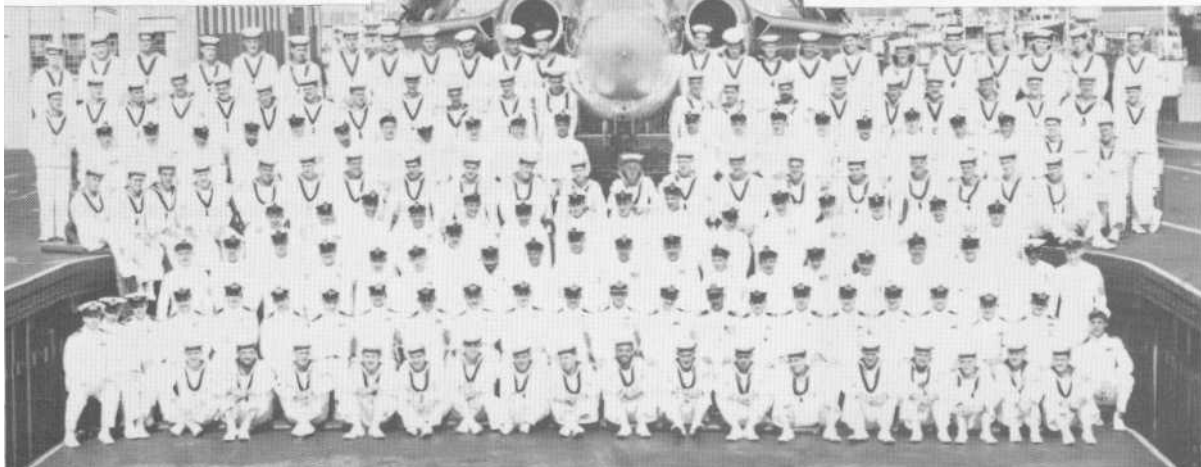
During exercise LIGTAS we disembarked as guests of the U.S.N. at N.A.S. Cubi Point for what was probably the most successful period of the Commission both from the flying and maintenance sides. Our role was



Home again.

interesting and varied and proved conclusively the low-level attack capability of the Buccaneer. It was very pleasant to be the only R.N. unit amongst the U.S.N. at Cubi, and despite the hard work, everyone managed to spend some time on the local beach or investigating the way of life in Olongapo.

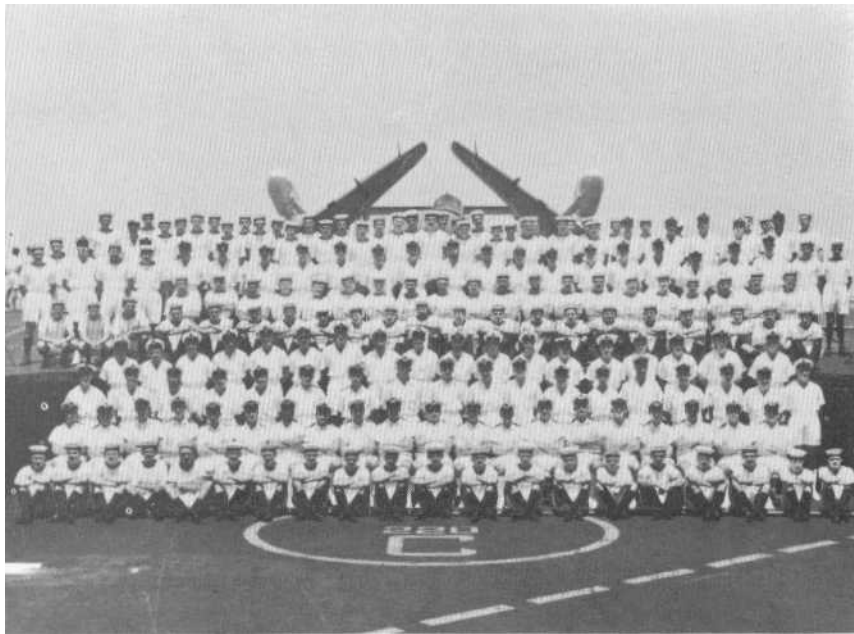
When 801 Squadron first embarked in H.M.S. VICTORIOUS the Buccaneer was hardly in an operational state and had been given few clearances, but now the aircraft has begun to find its feet due to a great extent to the many trials carried out by the Squadron. Although we have not flown as much as we would have liked, there has been a great diversity of roles to fill including photographic reconnaissance, army co-operation, weaponry of various sorts, shipping searches, strikes on the fleet, and on one occasion even bringing the mail on board. A great amount has been achieved by all concerned and we wish all those who follow into the second commission the best of luck.



893 Squadron

No. 893 NAVAL AIR SQUADRON re-commissioned with de Havilland Sea Vixen F.A.W.1 aircraft on 1st September 1960, eventually embarking with eight aircraft in H.M.S. ARK ROYAL in November 1960. Since then, the Squadron complement has fluctuated and it has served for two years on board H.M.S. CENTAUR before arriving in H.M.S. VICTORIOUS.

The Squadron were just re-familiarising themselves with the delights of Somerset, when word came that H.M.S. VICTORIOUS would be sailing a week earlier than intended. The news caused much



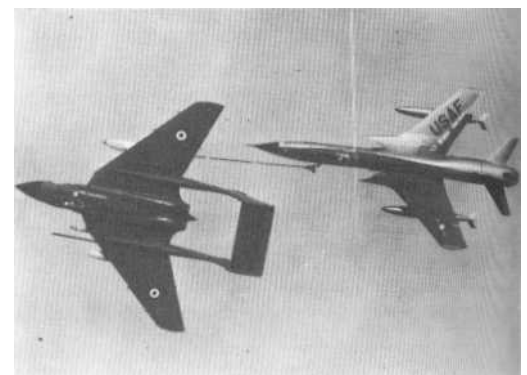
893 Squadron, June 1964.

deck), carried out interceptions, high and low, harried the `enemy' armies doing Close Air Support, fired 2" rockets, Glow Worms and Bullpups, dropped bombs, took photographs, flight refuelled ourselves and an F.105 Thunderchief on its way to Okinawa, struck numerous targets, including quite a few night spots in Singapore, Hong Kong and Subic, and generally made our presence felt in the areas East of Suez.

We disembarked at Singapore for Christmas. Some aircraft went to Tengah, and the Squadron ratings moved into grass-roofed "Bashas" at Nee Soon, to the accompaniment of much whistling of "Colonel Bogey" and demands for Red Cross Parcels. No Red Cross Parcels being forthcoming, we made do with a native brew called "Tiger", and found it wasn't a bad substitute for beer. The officers rolled up to serve the ratings' Christmas dinner, and seemed most impressed, especially by the "bomb head" who polished off four dinners single handed. Meanwhile, the Commanding Officer, Lieutenant Commander K.E. Kemp, R.N., had quietly vanished into the wilds of Darkest Africa (a place called Nairobi), muttering "Uhuru" and other



"This is the way to do it," he said.



Vixen re-fuelling F.105 Thunderchief.

feverish activity amongst the "plumbers" and "greenies", but when the chaos died down, we found ourselves steaming at high speed for the delights of the Mysterious Orient: a quick count revealed that we even had all the aircraft on board.

Having raised the standard of living of Aden's inhabitants by a considerable amount, we really set out to show the R.A.F., the Army, the Arabs and anyone else who cared, that we could do almost anything, except land-on backwards. During the next few months, we flew by day and by night (mixed feelings, but better than H.M.S. CENTAUR's

suitable phrases, to arrange the Squadron disembarkation, as he had heard that the climate was beneficial for Squadron personnel.

Having sorted out yet one more spot on the map, we rejoined the ship on 22nd February and trundled off to join the JET Fleet off Malaya, where we loosed off more weapons, struck various ships, and intercepted anything we could find.

19th March found us once more in Singapore, our home-from-home, to regroup our forces for the arduous times ahead. This we seemed to achieve quite successfully, by dint of much hard work, gratefully acknowledging the able assistance of the R.N. Aircraft Holding Unit, Tengah, and some hard relaxing, acknowledgements to just about every bar within reach.

Some of the aircrew spent a few days learning how to live in the jungle - berries by day, 'Tiger' by night. We sailed again on 13th April, and the next few days were spent attacking Singapore and H.M.S. CENTAUR, just to show that there were no ill feelings, before heading East. During this period, Sub. Lt. Woolley and Sub. Lt. Hughes, had a rude shock whilst carrying out dusk D.L.P. A wheel burst and the aircraft had to be recovered into the barrier. Sub. Lt. Woolley made a very good job of it, and was awarded a Green Endorsement, but the aircraft looked a bit sick, and had to be left in our next port of call - Hong Kong.

We disembarked 8 Vixens to Kai Tak on 23rd April, and settled in to see if anything had changed. It hadn't; San Miguel still flowed, the bars seemed more numerous than ever, and the ship's rabbit population increased. Perhaps the highlight of this visit was the superbly organised Squadron Run. Only the Committee turned up in the right place, and the rest of the Squadron formed itself into splinter groups. We must try it again. The Observers, with a few abstentions, were led ashore by the Senior Observer, Lt. G. Stephenson, R.N., on their own run earlier on, and came back with a sore arm and a tattoo apiece.

Our swan-song in H.M.S. VICTORIOUS was Exercise LIGTAS,

where we provided Combat Air Patrols for a Fleet making landings in the Philippines, and provided them with Strikes and Close Air Support. With a maximum of nine aircraft available at the time, the maintainers managed to produce eight or nine every day, and we carried out every sortie that was asked of us. Towards the end of the eight-day operating period, the "enemy" in the air were a little lacking in evidence, and on at least three occasions, Vixens returned with J.P.4. or 5 in their tanks, having being topped-up by U.S. Navy Skyhawk tankers, or a huge U.S. Marine Hercules, which appeared nearly every day about 100 miles off the beaches to refuel the Marine Close Air Support aircraft. The last few sorties of the Exercise proved a little different from the rest. One Vixen nose-wheel decided not to stop when the rest of the aircraft was arrested, and was last seen heading South-West over the bows at a considerable rate of knots. Some smart work on the part of the Flight Deck crews enabled the three Vixens remaining airborne to be recovered after a delay of five minutes. The last Vixen Combat Air Patrol sortie ended at Cubi Point Naval Air Station, having lost a panel in flight and suffered a total electrical failure. It is not true that the observer was seen wandering around with a screwdriver half-an-hour before take-off. Finally, we launched seven Vixens on the very last sortie of the Exercise to fly over the beaches and Cubi Point, a fitting tribute to all in the Squadron who have worked so hard, both during the Exercise, and during the last year on board, and also to the backing given to us by all on board.

For the mathematical genii, during the eight days of Exercise LIGTAS, we flew 187 sorties, or 256 hours and 10 mins. flying time, and during the whole commission we have flown 1,553 sorties taking 2,001 hours. We have landed one or more Vixens at Aden, Butterworth, Changi, Cubi, Kai Tak, Okinawa, Tengah and Nairobi - and got them back. This amounts to a lot of miles flown, a huge fuel bill, a lot of blood, sweat and tears on the part of the maintainers, and rashes in some awkward places on the aircrew.



893 Squadron Officers, June 1964.



Sub. Lt. Woolley's night barrier landing.



... some smart work by the Flight Deck crews ...

The 100th sortie of Exercise LIGTAS (Champagne by courtesy of the Management).



814 Squadron

OWING TO LAST MINUTE changes in the Aircraft Carrier Squadron's programme, the Squadron did not embark until the ship reached Aden at the end of August. Having said farewell to HERMES only a fortnight previously after a year's service east of Suez, the Squadron was still fully worked up and acclimatised to Far Eastern flying conditions.

However it was not until VICTORIOUS arrived in Singapore, and we disembarked as usual to Sembawang, that the sand and unserviceability which had dogged us since leaving the reinforcement camp at Khor-maksar were finally removed. A full programme of general flying practice tuned everybody up again. During this period, the Squadron also carried out intensive practice in our new night winching technique. When the supply of our own aircrew for use as dummies ran out, the net included Wings, Little 'F', and aircrew from 'the fixed wing squadrons, so that now, at the end of the commission, most of the aircrew have had a taste of it, and know that, even if it is not particularly pleasant, it is very much a feasible proposition.

It was during our first visit to Hong Kong that the Squadron carried out its first series of trooping and assault drills. On this occasion it was the Durham Light Infantry, the South Wales Borderers, and the Second Battalion, Second King Edwards Own Gurkha Rifles who worked with us.

Plenty of submarines and good sonar conditions made the work-up periods that followed most valuable and the results achieved most encouraging, so that we returned to Sembawang on a high note and ended 1963 by using up our few remaining hours on general flying practice.

With the New Year, the ship sailed westwards for East Africa and the promise of Mombasa. However, the East African mutinies took place before we got there, and after a week of major plan changes we all arrived at Dar-es-Salaam where the Squadron, stripped of its sonar gear, embarked the whole of 45 Commando Royal Marines from Colito Barracks in one hour and ten



The Squadron arrives.



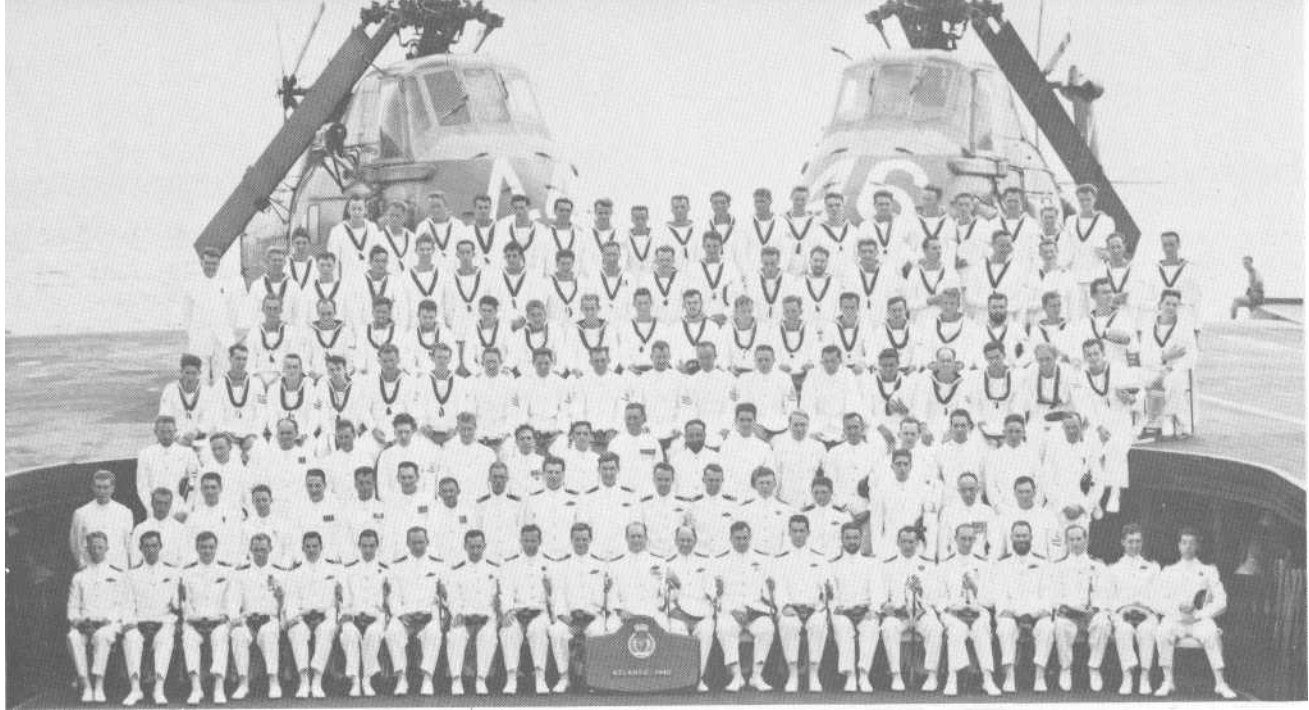
Some of our gear - yet another move.

minutes. This was our first operational lift and it was gratifying to hear one senior N.C.O. say it was the fastest embarkation that he had seen. The situation in East Africa remained very unstable and eventually it was decided to transfer the Commando and ourselves, except for a small S.A.R. flight, to ALBION. This was done in Mombasa harbour, and we then spent a most interesting week doing full scale assault practices on Malindi beach. After this came a long awaited weekend in Mombasa, but even this was rudely interrupted when we dashed off to sea on the Sunday night. However shortly afterwards the situation clarified itself and, surprise, surprise,

back we came to VIC' to put back our sonar sets and prepare for Exercise JET.

The exercise provided a chance for our friends the Canadians, Australians and Indians to get some practice at helicopter control. When one Indian 'D' was heard on the air to say, "Oh gracious 42, I hold you. Have no fear, I will home you to me," we were perhaps getting somewhere !!

During April the Squadron carried out the first trials at forward operating with the newly fitted out R.F.A. TIDESPRING, which has a spacious helicopter deck, a hangar and maintenance facilities. These were so successful that it was decided to pro-



814 Squadron, 1964.

ceed further with trials at night. These were confined to deck landings only and were carried out by the Senior Pilot, Commander (Air) and a senior squadron pilot. The platform, fitted out with edge lighting, direction T's, horizon reference lights and silhouette lighting proved no problem, so we now look forward to more and more 'forward operating' which not only reduces the time-off-task but also clears the deck for fixed-wing operations.

Then came Hong Kong again, where, as well as the usual relaxations, we spent a most enjoyable time with the Royal Ulster Rifles at

their camp in the New Territories. Due to go into Borneo the following week, they had little experience of helicopter operations and were delighted at the opportunity to work with us. In three full mornings the entire First Battalion was put through the full range of drills, ending with a thirty foot rope descent into the trees.

On the way to Japan the weather precluded flying operations, but on the way back the Squadron again embarked two Wessex, three crews and a maintenance team in TIDE-SPRING for an extended period of trial operating. After this came the

SEATO exercise LIGTAS and return to Singapore and the end of the commission.

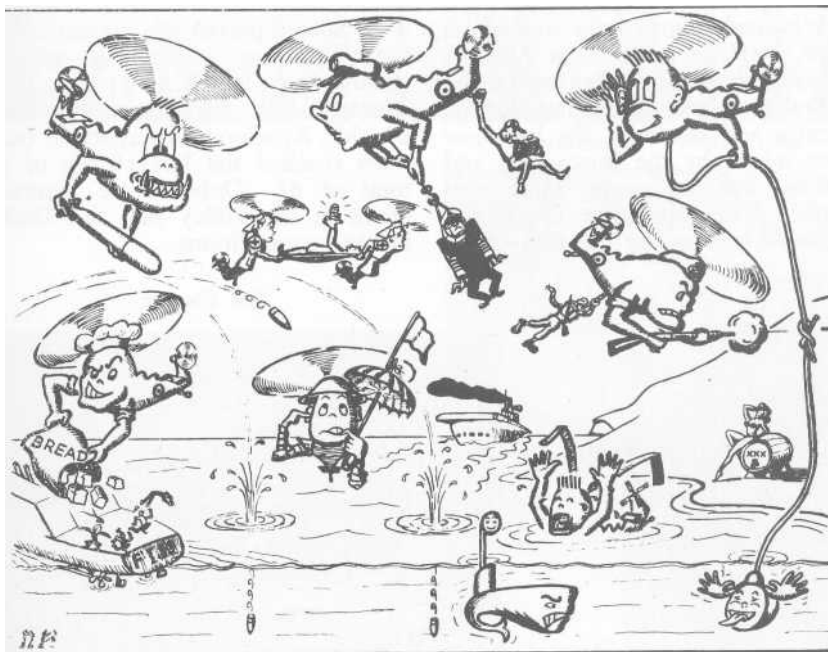
Over the past year a good many ships have been visited by our helo-control gospel spreading team, and a lot has been gained by all. On arrival receptions have been varied and interesting, including ice cold Fosters, Chilli omelette, a gallon of Goffer, ice cold reception and S.F.A. but the best remark of all came when one squadron observer, who hails from north of the border, visited a Canadian frigate of the same name. "Your crest should have a stag's head" he said. "Oh godamm" replied the Canadian. "The nearest we could get was a Moose, and we figured that would do."

Although VICTORIOUS is recommissioning, 814 remains substantially the same. The trickle system of relief continues as usual, so that when the squadrons re-embark in August there will still be many familiar faces left in the Squadron. It has been an interesting and enjoyable year, with a lot of varied work and a lot of fun, and we hope that those about to start are as lucky as we were.

Summary of flying during the year in H.M.S. VICTORIOUS.

- Day sorties 1829.
- Night sorties 189.
- Total Day Hours flown 1830.
- Total Night Hours flown 294.

A few of the activities indulged in by 814 Squadron.



849 A Flight

MANY PEOPLE MAY WONDER What exactly is the role of the Gannet 3. Looking back over this commission we are beginning to wonder ourselves.

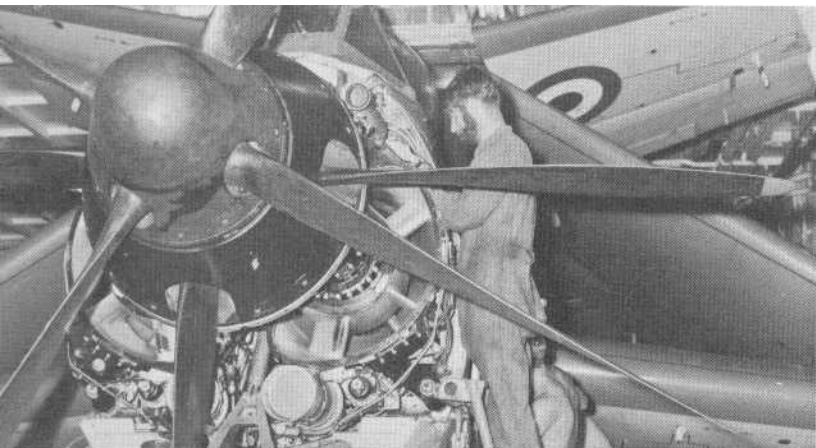
It all started off Aden in September when we were asked to do a photo drop. Of course we said we could do it and a wonderful contraption was fitted with a parachute and clipped into the stores bay. The Army, who were on the receiving end, had marked out a large dropping zone and had retired an equally large distance away. Our Senior Pilot managed to drop the pack within 20 feet of the centre of the target, and it was quickly picked up by a passing Arab on his camel; fortunately he was neatly intercepted by a Land Rover and the photographs retrieved.

Our second interesting role was off Hong Kong. We searched for a tug which had escaped from the harbour after being arrested. Although it had over 12 hours start, it was found after 12 hours and shadowed until night-fall when H.M.A.S. QUIBERON took over. Unfortunately QUIBERON was not allowed to board her, and the tug continued on her way with a very frightened crew.

We did, however, manage to do some A.E.W. and during the second work-up the observers came into their element. The Sky Hawks from Cubi were our main opponents, with E.C.M. Skyraiders trying to jam our radar. It proved to be a very interesting work-up from our point of view, with some very good results.

Whilst disembarked at R.A.F. SELETAR for Christmas, we worked with the Buccaneers in the Straits of Malacca, and as 893 seemed reluctant to interrupt their water skiing, the Javelins of 60 Squadron were used as interceptors. The R.A.F. pilots had no trouble at all under-

Under the bonnet.



Two Gannets and some friendly Skyraiders:

standing our patter, and they even asked if they could work with us again. Meanwhile the Flight enjoyed what appeared to be one continuous round of Christmas celebrations.

Without doubt, our most popular role onboard is the mail run, and on the way to Gan all four aircraft were launched. Suddenly the Engineers find that they can stop the funnel smoke, the deck is always ready, and people clamour to help the crews down from the aircraft. In fact everything stops for the mail. One night during our work-up off the Philippines, one pilot made an unscheduled run, calling at 3 different airfields before finding the mail. He then put one observer ashore for the night in order to get it all in. On returning, he was given a mild rocket which was toned down when the pipe 'Mail is ready for collection' was made.

'Gan Air' was founded on the 1st February, 1964, when two aircraft were flown ashore to R.A.F. EAST-LEIGH at Nairobi. Every morning the aircraft flew to Mombasa, Dar-es-Salaam and Nairobi with stores, mail and passengers. After two weeks of this, we dispensed with observers, and followed the trail of oil drips over the bush. Gan Air was officially recognised when we moved to Embakasi and parked amongst the Comets and Boeings. We had now been joined by the Buccaneers and Vixens, but our stores runs continued. The local time check was signalled at 0900 by the take off of

one Gannet. Meanwhile the parties continued.

Exercise JET gave us a record of 262 hours flown in one month. Our main task was a ship search for I.N.S. MYSORE during which we flew 24 hours a day for nearly three days. We finally found her just as she was about to fire her missiles, and as no Vixens were available we attacked with a deadly Mk. 10 flare. MYSORE claimed the convoy destroyed, and we claimed MYSORE. The exercise finished with a day of A.E.W. against attacks from R.A.A.F. BUTTERWORTH. The attacks came so fast and furious that the Senior Observer swamped the 'D's who kept asking for a Sitrep. During this same exercise, the flight claimed two submarines and two Shackletons for the loss of one Gannet.

Since leaving Culdrose last August the flight has flown more than 1,500 hours with over 600 deck landings.

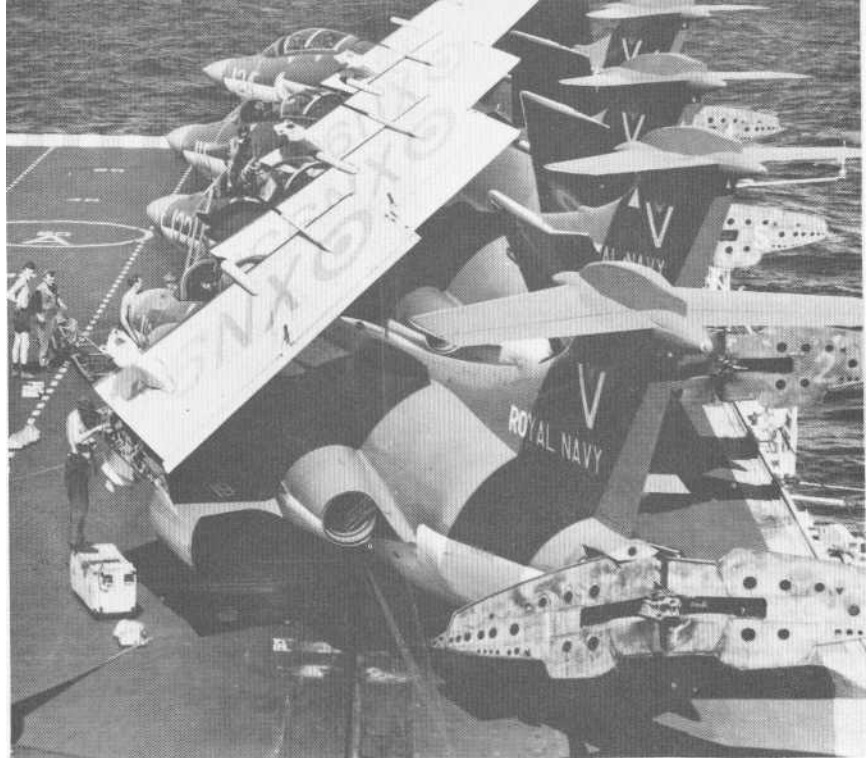
On the sporting side, whilst disembarked at Seletar, every opportunity was made of the numerous facilities. The aircrew played an Indian Officers XI at hockey and emerged the victors with an amazing score of 4-1. Soccer played the biggest role, the Squadron playing 4 games against Army and R.A.F. teams, and winning all 4. In an Inter Services 6-a-side Knock-out Tournament our team reached the last 16 out of a total of 64. Onboard we entered teams in the Volley Ball and Deck Hockey competitions.

The Courier.

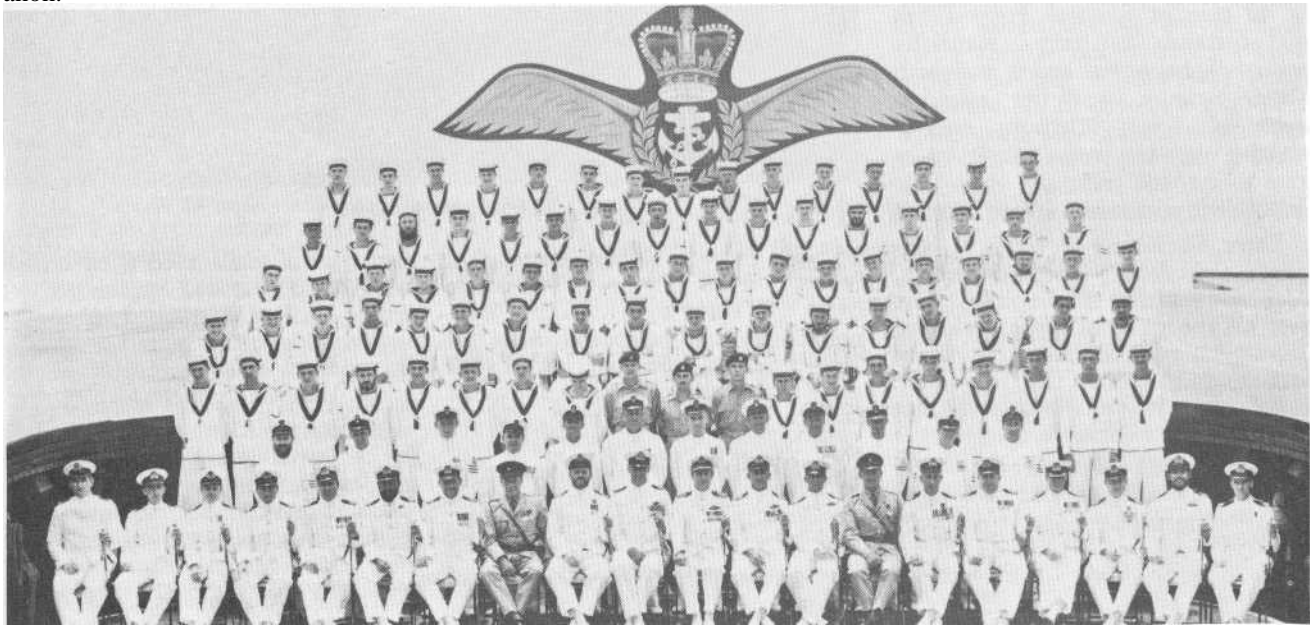


Air Department

THIS IS THE DEPARTMENT which spends most of its time `on the roof' - or at least the larger part of it does, not forgetting the handling teams below in the hanger where space is at a premium. But there are also the 'Men Behind the Scenes'; the Operations team, planning the programme, briefing the aircrew and then changing it all; the Photographic Section, plenty of their handywork in this Book; the Safety Equipment Section; the ATCOs, alias TOKYO TOURS inc. and the Voices, lower and upper, of ACRO, who uses aircraft for a private jig-saw game, and Lt. Cdr. (F) who lives in a room with a view. You may also observe a tastefully arranged scattering of Military Men in the picture below - more of this anon.



Fly One — Ship-shape and Bristol Fashion.



Air Department - March 1964.

*Sort that lot out!
A busy Fly One after
a land on.*



Flight Deck

OUR FIRST F.D.O. having retired hurt, the second saw us through flying trials while teaching the third all he knew before the ship sailed for the mysterious Orient.

Our work-ups were scattered by winds of programmatic change, but even before Aden the Flight Deckers had Hemingway style fishermen's tans. The Aden work up was very, very hot; for the second off Subic Bay we enjoyed idyllic weather (followed by some prolonged Olongapo hangovers), while the injury-free night Vixen ramp strike, was got through in fine style with Christmas as the carrot at the end of the stick.

The chances of having a fire under the CALE Gear, forward lift failure and a prang on deck at once must be as rare as Siamese Polar Bears and certainly as hairy. Naturally enough it happened and it was with some pleasure that the sweating mass of Flight Deckers merrily clearing up the mess observed a goofer on the sidelines have his boots melt under him. Yuk! Yuk!

Later we netted a Vixen on the pilots' night famil - a good landing, wire and barrier sharing the effort and all the gear working perfectly. The pilot said "it was like flying into a brick wall". Anyway, the F.D.O. had a few words with him and they parted friends.

Shortly after the "troubles" in Darkest Africa began, our deck filled



Vixens on parade - as dressed by Captain of the Flight Deck.



"For exercise . . . another second and another crate of beer!"

up with Ferrets, Rovers, stores and barbed wire belonging to our guests of 45 Cdo. and 16/5 Lancers. During those few sun-baked days off Dar-es-Salaam, the air crackled with small arms practice and it was as well to wave the cap on a stick before hoisting the major portion of ones target area above deck edge level. A matinee performance con-

sisting of a small fixed wing launch was put on, watched by hundreds of khaki goofers festooned over the upper works like ants and practically applauding each movement of the corps de ballet below.

We have also waived landing fees for a few Beavers, Skyraiders and single Pioneers, not to mention the 73' wingspan Trader who must have felt he was going through the gate in a giant Slalom.

The F.D.O. and the Air Department Officers will be happy to see the end of the commission thus ending the drain on their pockets. In an effort to improve speed and efficiency, a crate of beer was offered for beating the Work Study target time for rigging the crash barrier. It has been beaten so many times, that the Air Department Officers have resorted to nobbling fork-lift trucks and their drivers, always unsuccessfully. They should have known that one of the pleasures of life dearest to a Handler's heart (almost), is his ale.



The real thing - and justification for all those practices.

A
69

Soixante-Neuf

CARRIER BORNE GROUND LIAISON SECTION

(INNOCENTS ABROAD)

IT MUST HAVE BEEN SOMETHING of a surprise for those who had not served in a carrier before to see a small party of 'Pongoes' embarking at Portsmouth, complete with green Landrover. We will try and explain our presence in a few short sentences, which will throw light on the reason we are onboard at all, and at the same time destroy a popular Naval misconception that all soldiers look like something Kitchener pointed out as being somebody whose "country needs him".

Today's soldiers are members of a highly complex and skilled team of specialists - we know; it says so in the book. The book goes on to explain what a C.B.G.L. Section is, how they are a band of selected volunteers who have answered the call put out by the War Office - sorry Ministry of Defence (ARMY), and what a C.B.G.L. Section does. This is really where the 'innocents abroad' part comes in. A verbatim extract from the official blurb is worth producing at this juncture.

Quote "Para 7 - CARRIER PROGRAMME - the following points may be of interest to prospective volunteers:-

- (a) Once a C.B.G.L. Section has been formed it normally stays with the carrier to which it has been appointed for a tour of between eighteen months and two years i.e. the whole commission of the ship.
- (b) During this time the ship will normally spend the first three months "working up" in the Mediterranean followed by a month or so in Great Britain. She is then likely to sail East of Suez and remain there for six to eight months, after which she will normally return to the Mediterranean and home waters paying visits to various European, American and Scandinavian Ports before "paying off" Unquote.

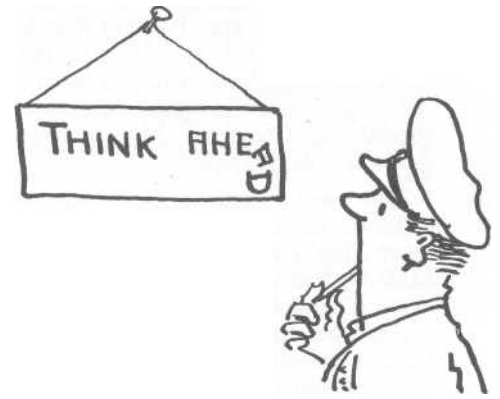
- Well as we said "innocents abroad".



Popular Naval Misconception

Now to actual fact - at the time of writing we are in our tenth month in the Far East having briefly glimpsed Portsmouth as we threw our kit hastily aboard. We also had to find our own way round this "highly complex team of specialists" however we succeeded very happily with "webfoot" help.

The C.B.G.L.O. himself is responsible to Commander Air for the training of Squadrons in all matters of relevant Army Organisation and tactics, also, in conjunction with the A.W.Ls, training aircrews in close air support of ground troops, instructing squadrons in recognition of military equipment, in the happy art of escape and evasion, the only subject in which Naval Personnel acknowledge our undoubted superior 'knowhow'. The Section briefs and debriefs aircrews assigned to reconnaissance and army support sorties AND supplies large scale topogra-



phical maps of certain areas of the world from Wapping to Wallamalloo (Australia 1:25,000); the book says "at a moments notice", the Section has been known to take a little longer. In fact this job takes up the largest percentage of our time, a brief glance at our statistics a little further on will explain why. Replacement of this coverage and keeping up with the squadrons who eat maps for Breakfast requires a little "Thinking ahead". These then are some but by no means all of the jobs done by a C.B.G.L. Section.

Some of the more memorable events which have involved the Section should be recorded. The first incident occurred during the Ship's trials when the Section disembarked to DARTMOOR to carry out some Forward Air Control work with 893 Squadron. All was quiet until an alteration of 'run in bearing from the CONTACT POINT' produced the following letter to their Lordships from a lady of undoubted good works and loyalties.

"I was driving along the ASH-BURTON - PRINCETOWN road when a Jet Fighter (Ed's. note - curiously accurate knowledge for an elderly lady) swooped out of the clouds at just over car roof level. Whilst this is doubtless good fun for the pilot and good strategy in time of war, I suggest that it is sufficiently frightening to the normal driver to be unpleasant, to the nervous driver to cause a dangerous swerve and to the weak hearted, elderly, or very young to cause real suffering. I was fortunate to have a troop of Scouts

on board who warned me of the aircrafts approach etc..." How fortunate can you be? Firstly that the cloud on Dartmoor was just above car roof level, secondly to have aboard an organised body whose motto is "Be Prepared".

The next incident occurred in ADEN; Captain Downe was air controlling up in the desert near LODAR and was invited by the local Federal Regular Army Commander to see the Sheik's Palace. He remained unperturbed despite the fact that the wall of the principal room was decorated with lavatory seats, "like horses' halters in a stable". They had apparently been purloined from a disused Army Fort nearby.

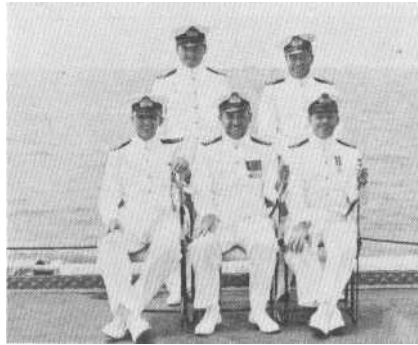
So it goes on both day and night; the one thing you can be absolutely sure of is the fact that you can't be absolutely sure of what is going to happen next (writer's note - I have looked at that sentence several times and although I am not sure I understand it, I think it sums things up very well).

A few statistics - statistics of course can be made to prove anything; all we want to prove really is that we have earned our space in this book. We have drawn up, checked and stowed 250,893 maps. Driver O'Brien has driven the Section Landrover 10,801 miles. Dare we say without an accident, the commission still has a few weeks to run.

Pte Breen has brewed 3,814 cups of coffee for the tired and 'hung over'. Captain Downe has drawn 369 cartoons for our Line Book, 'Vic' News and R.P.C. Notices, and Major Rattray has consumed 849 pink gins.

Finally what of the people who make up the Section? 'Soixante Neuf' itself will remain with the Ship made up of a new brand; Cavalry and Highland Infantry this time. Major Rattray and Captain Downe are going to HMS ARK. ROYAL/EAGLE, to start again. Sergeant Allen and Pte Breen are returning to Regimental Duty and Dvr O'Brien is soon to start Parachute training, jumping in with both feet and his eyes open once again.

'Sailor vie' as the French say 'est fin'.



C. C. A.

The 5 ATCOs of the CCA team joined the Ship in May 1963 to become an integral part of the Air Department. We were very quickly sent off to Dryad (that school for seamen) to train us to become an integral part of the Executive Department. The two "caps" we have been wearing since have resulted in an unusual time in the ship for everyone.

All in all a wide selection of activities have kept us busy. We have carried out the duties of CCA and Homer, Special Sea Dutymen and watchkeeping on the Bridge, Air Administration, AIR Training, Confidential Books and Expedition Training. Organised Golf, played sports, and produced the finest "collection" of deck hockey players to be seen on the Flight Deck. Nevertheless we have still had enough time left to enjoy all the Air Stations we have been dis-embarked to with the squadrons.

The reader will not believe that there hasn't been a lighter side to the commission and the writer would not want him to have this impression. We have all either collectively or individually enjoyed all our "runs" and only wish we could have all been together at the finish.

Photographic Section

AS SOME OF THE 'SNAPPERS' prepare to return to our naturally air conditioned darkrooms in the U.K., we pause to reflect on the past twelve months.

We have had a wide variety of tasks to perform, but on closer examination of the 'Work book', it appears to have been a 'cake and A 21 party'. With monotonous regularity, the pages reveal - "A 21. Buccaneer," and 100th. (or 1000th.) cake for ; you name it, they've had one for it! For the statistically minded, we have produced 48,651 prints of various shapes and sizes and completed 1208 jobs.

To all the losers of I.D. cards we wish many happy stoppages, and pledge all our support in assisting one of you to get a cake for the 100th. I.D. card photograph lost.

May all your exposures be decent ones!



The Strike Planners

The Action Information Organisation

ALTHOUGH THIS DEPARTMENT of the Ship is undoubtedly the brains behind the scenes, it prefers to remain in the most part silent - in the best traditions of the Service. It is very difficult, of course, to keep fourteen officers and one hundred and twelve ratings silent, especially some of the more fluent members, so a short note of the activities of some is included below.

Before the Ship commissioned, Chief Petty Officer Cook, the PRI, who has been on board for more years than he cares to remember, was awarded the BEM in the Queen's Birthday honours, and was presented with the Medal by C-in-C Portsmouth, in H.M.S. VICTORY: subsequent celebrations took place in the KEPPEL'S HEAD. At about this time, the ship's complement of RPs was being introduced to the 984/CDS system's mysteries at DRYAD, closely followed by innumerable synthetic and live exercises on board and during sea trials. We came to know these synthetics intimately in the following months, thanks to a lack of real live aircraft to control. After sailing from Portsmouth, we took part in three work-ups, at Aden, Singapore and Subic, after which the ship was informed by Their Lordships she would be paying-off in August in Singapore. A fine Christmas present.

Life on board in the ADR has not been too hectic, although we have played our part in several exercises, and have controlled many types of aircraft, including Phantom IIs which the Navy hopes to have when the Americans have finished with them. The Ops Room crew have also done their bit in presenting the command with a clear and up-to-date picture of the situation - by no means an easy task in some circumstances.

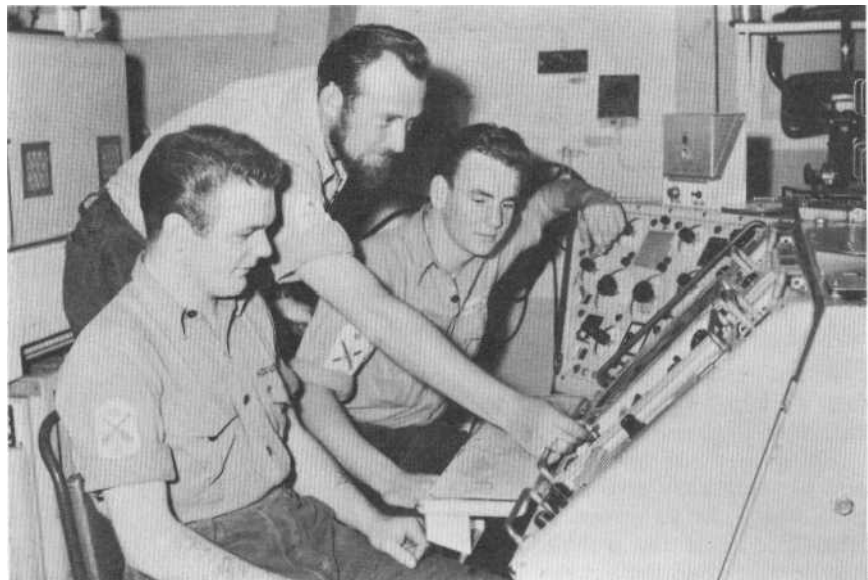
On the lighter side, there have been many interesting episodes recorded, and many more that are not recorded. The RPs ran a very successful dance at the Armada Club Annexe in TERROR at Christmas; there was nearly an ugly scene when most of the prizes were won by the Ds. There was also a memorable banyan in an MFV, when a boat-load

of somewhat gay individuals came across the Commander enjoying a little relaxation on a beach. The Christmas Pantomime 'Alan Laddin' was staged by the Ds and RPs (with some assistance from the Supply Branch), and was an unqualified success, naturally!

It is inevitable that among so many individuals, some should stand out more than others. Taken literally, this immediately reminds one of the Leading Seaman RP2, Motor Boat cox'n, who has no need of fenders as he carries his own round his middle. His crew always seem able to have some over the side, however. Then there is the other Leading Seaman who was reputed to have locked the USN patrol in their waggon in Yokosuka and driven them back to the ship. This was unconfirmed, but as this particular individual had interviewed the Commander a number of times prior to that on other matters, it seems feasible. Many found the delights of Hong Kong, Mombasa and Japan too much for them, and decided to prolong their stay there. Including the Boat Officer who seemed to enjoy Dar-es-Salaam so much that he even attached his boat to part of it. Some did not like the cooking ashore, and came back for dinner and tot daily. One thing one could always be sure of when visiting what one took to be the

lowest, darkest and most evil night spot, RPs could be found under almost every table, admirably led by a couple of the Petty Officers. Life ashore has by no means been dull.

In accordance with latest Admiralty policy, some Gunnery rates have volunteered to change to RP, and a few have been accepted. There is no record of any changes the other way. We hear that the next commission will have even fewer RPs, so it looks as if the Ds will have to make their own coffee and, perhaps, even pay for it!





E.R.A.s and Mechanics.

Engineering and Shipwright Department

FOR MANY OF THE DEPARTMENT the official start of the commission was only another day, as, for many months previously, they had been very busily engaged in getting the 'works' ready for sea.

However, if any of us thought we'd had problems before, the sea trials period rapidly caused us to revise our opinions, since, with the inevitable 'horrors' which rapidly came to light, life was hectic in the extreme. However, the trials were completed and we returned to Portsmouth for a few days to rectify defects - at least some of them - then off to sea again for flying trials. These once again produced their crop of 'crumbles', and it was with some dismay that, on the last day of the trials period, we heard that our time in Portsmouth prior to sailing for the Far East had been reduced by a week. By dint of very considerable efforts by both Dockyard and ship's staff many of the more important defects were rectified in the four days available, and we sailed on time - albeit with fingers crossed.

A fast passage to Aden and the first workup proved what had been suspected - it was hot down below!

Things however worked fairly well and we eventually arrived in Singapore where thanks to our Dockyard friends some of the troubles which had developed during our rapid pass-

age to the East were put right. Another notable occurrence during our first visit to Singapore was the decision of one of our older members that a monsoon ditch made a comfortable resting place. In the meantime, something peculiar had been going on inside a main feed pump which Singapore Dockyard tried to remedy. Unfortunately, the strike of Dockyard workers interfered with the work and, in spite of continuous efforts by the Dockyard Europeans and ship's staff, it gradually became apparent that the pump was beyond repair. We therefore sailed for our second workup relying upon the auxiliary feed pump in the centre unit, but after a couple of days Fate dealt another back-hander and this pump

too 'folded up' in a fairly spectacular way.

It was therefore decided to go to Hong Kong and get ourselves fixed up by Taikoo Dockyard, an event which was reported in the National press. The new Senior Engineer, Lieutenant Commander Wake, had joined in the middle of the feed pump party, and the old Senior Engineer (he really had aged a bit by this time) was flown back to U.K. as a priority passenger to help organise the supply of a new pump and so on by air freight. It is unknown what precise methods he employed but all the necessary bits arrived very smartly indeed, and Taikoo Dockyard did a first class job in getting us right again.

Officers, Ch.M.(E.)s and P.O.M.(E.)s.



Fortunately, the visit was not all work, and Hong Kong revealed its many and diverse attractions.

After this interlude, life became very real and earnest during the second and third work-ups and subsequent exercises - which from the point of view of those below mean frequent high speed dashes in unspecified directions. A couple of days at Subic provided what might pass for relaxation.

Three weeks at Singapore for maintenance and for the Christmas period proved almost too long for some of us. Considerable speculation was caused when Commander (E) was carried aboard one morning, and there are still some who are slightly sceptical that he ruined his ankle doing an eightsome reel.

The engines seemed to enjoy proceeding 'with all despatch' to East Africa, but the unfortunate tiller-flat watchkeepers had a singularly rough ride and could be observed still vibrating some time after coming off watch. Off Dar-es-Salaam, a departmental initiative test and banyan on the near-by 'desert island' produced some ingenious contraptions and some vivid sunburn. Having tasted the distilled water produced by one of the tests, Senior remarked that it was a pity that a rubber hose formed part of the assembly.

We think it was something of a triumph to reach Japan - HERMES, for example, got to within sight but had to return to Singapore. Japan provided all that, and more than, any of us had any reason to expect, and there is little doubt that our visit impressed our very kind hosts. Our photographs were taken on the morning after!

After this we headed South again and took part in the SEATO exercise, LIGTAS, and on its conclusion once more returned to Singapore for the docking period.

We heard with great delight, on the day of our return, that it was announced that C.E.R.A. Fennell and Chief M(E) Earl had been awarded the B.E.M. in the Birthday Honours list. Our heartiest congratulations to them both on their well-deserved decorations.

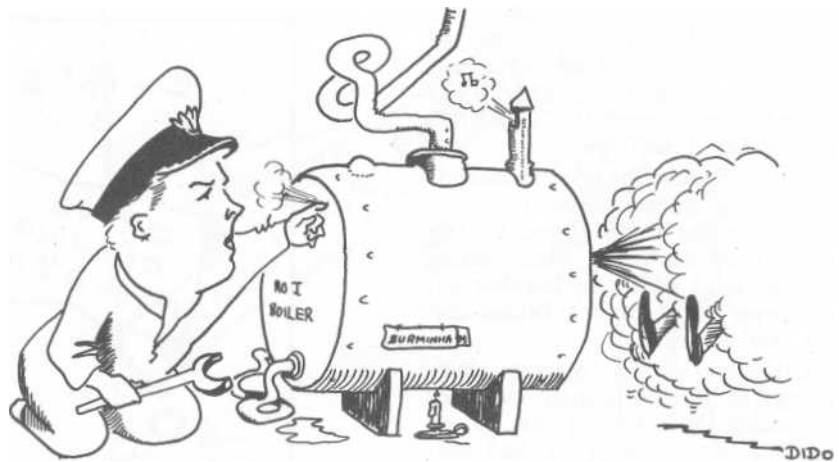
It is on this pleasant note that we virtually end this part of the commission.



Port Watch of M.(E.)s.

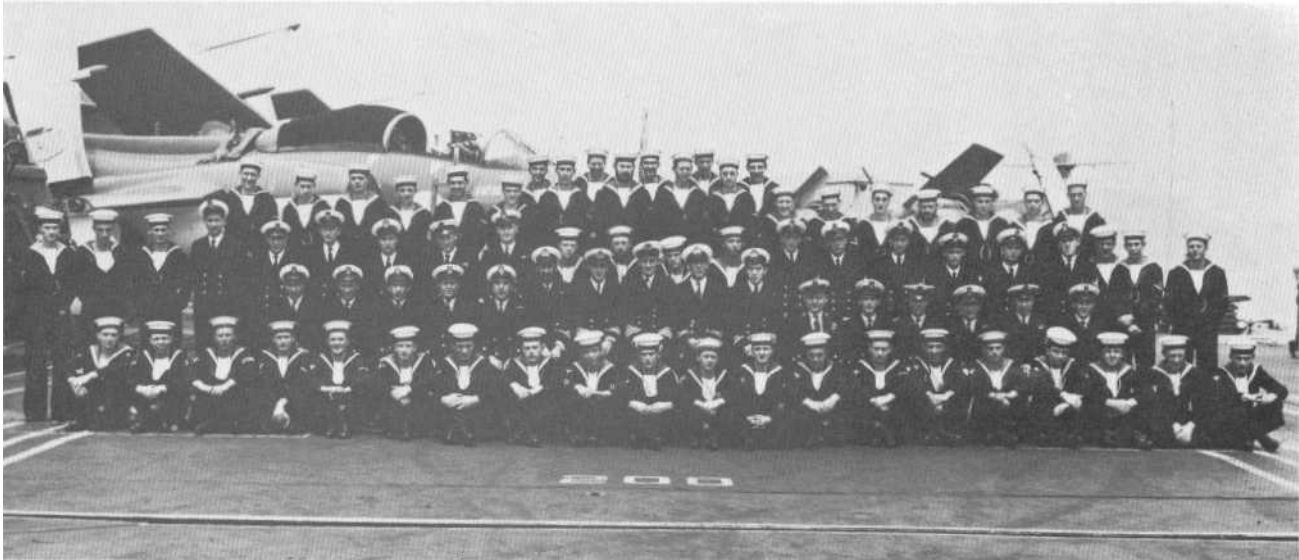


Starboard Watch of M.(E.)s.



That seems to have fixed this side!

Flight Deck Engineering



"Badger - Noted for the fierce defence of its burrow against dogs" - Oxford English Dictionary.

WE STARTED IN THE SUMMER Of 1962, when two enormous holes appeared in the Flight Deck above the catapults, and our new wet steam accumulators were lowered in. Similarly on the port side more holes appeared for the LOX plants, and the freezing winter was spent in setting everything to work.

Gradually (whilst sensible badgers were hibernating), things progressed, and with the Spring results began to appear. H.P. Air, our life-blood, hissed into existence again. The lifts creaked slowly up to the top after 14 months at hangar deck level. The arresting gear units were finally assembled for test, and the avfuel and hydraulic systems made ready. LOX was produced aboard VICTORIOUS for the first time.

May 1963 saw the start of catapult trials. We hurled more than 400 deadloads into the sea, and by July were ready for flying trials, during the course of which the heaviest aircraft ever to fly from a British carrier was launched.

Undoubtedly the biggest single change in the department occurred overnight. We crawled out of the howdah one morning to find our-

selves dubbed 'Badgers', and it certainly looks as though the term will spread to all the Flight Decks in the fleet.

Like any badgers, we are hard to find when wanted, and more often than not we'll be found on the sports field. Although enthusiastic in every branch of sport, our efforts have not been crowned with ultimate success, with the notable exception of the volley ball competition, in which we swept the board.

As the twilight closes on the commission, (we brought in our dock-

yard friends to do the last launch!) one can look back on the inevitable statistics. We have launched more than the weight of the ship in aircraft; our lifts have carried the weight of 175 Eiffel Towers to 17 times the height of Everest etc., etc. Life on the Flight Deck of an operational carrier is never dull, and this commission has certainly been no exception. Nevertheless it will be a pleasant contrast to be flown home in a silent aircraft, even if it isn't launched by Flight Deck Engineers.

0000 Down Howdah 0000



Shipwrights

THE COMMISSION has produced some interesting statistics, and these illustrate the diversity of jobs undertaken by the department.

New locker keys cut; 482, at the cost to the ship's company Of £40.

Ventilation filters renewed; 1925.

Paint issued totalled 8,600 gallons: sufficient to cover every football pitch in the English League. Oxygen and acetylene bottles used for welding; 402. Plywood used; 9,500 sq.ft.

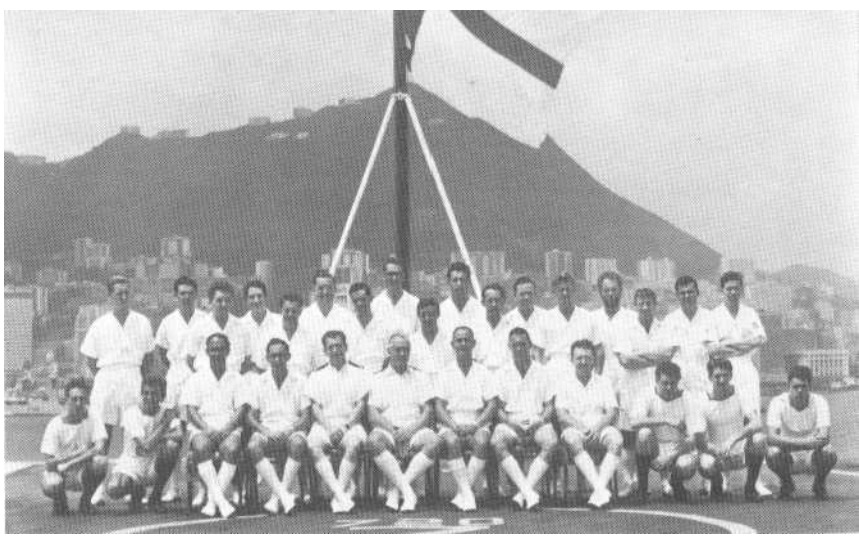
Length, in ft, of electric welding rod used; 6,700. Deck scuppers, sinks, etc. unblocked; 816. Items removed included a length of chain, underpants, electric light bulbs, a tin of tooth powder and a tin of peeled prawns!

As the commission progressed, the cakes presented to various departments grew in number and size. To ensure we would not feel left out, it was decided that a cake should be presented to the shipwrights, by the shipwrights.

The presentation was made at the Shipwright Staff Annual Dinner and Darts, held at the China Fleet Club. Some excellent photographs are now in existence of the Shipwright Officer trying in vain to make the first cut. Eventually the cleverly disguised half inch plywood outer casing was removed to expose the real cake beneath. This was definitely the best kept secret of the commission.

Apart from the service supplied to the ship, and a total of 2,850 jobs

How did you guess I was the Chippie?



completed, the shipwrights insist on claiming the distinguished title of 'the best buzz spreaders in the ship'.

The regulating chief shipwright, a past master at the game, took full advantage of the undecided future programme to spread a number of highly probable and successful buzzes. (The secret is to tell them what they want to hear.) Early in the commission, a qualification for acceptance of a job card at the shipwright's office was to be in possession of the latest buzz. Some of the most successful buzzes concerning the ship's future were started in the office at turn-to and repeated as hot gen by stand easy. It must be admitted that at one stage possession of the rudder drawings was a distinct advantage.

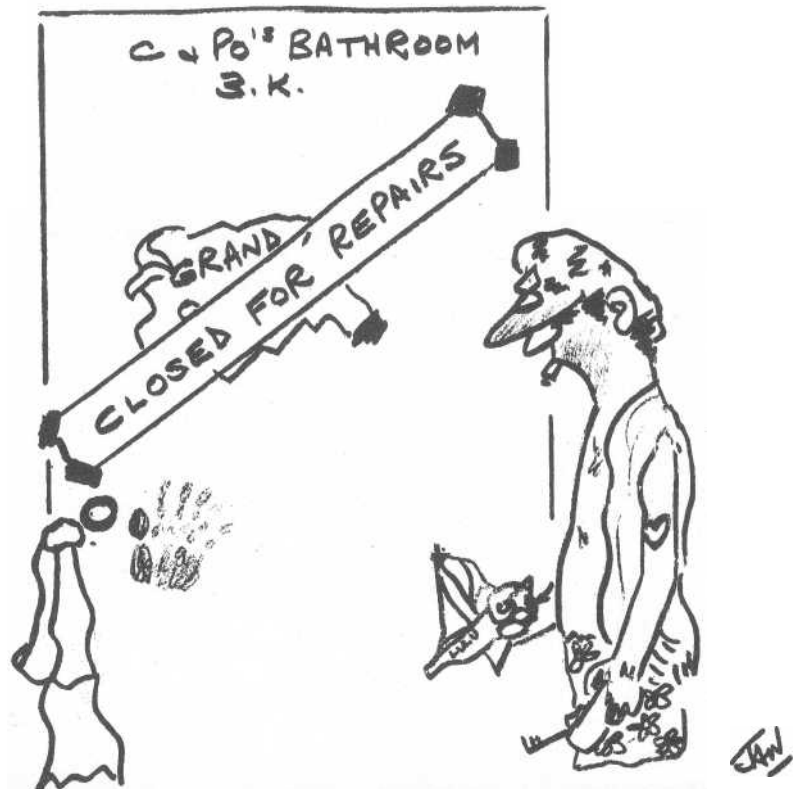
Halfway through the commission M.E.I. Jones left for U.K. after serving the dept. faithfully for three years. The gratitude and respect of

the staff was demonstrated by the presentation of an expensive and suitably engraved wristwatch.

During the commission, Shipwrights Goodman and Crimp deservedly passed the chiefs examination and Plumber Prestan after a very long wait on the roster was made Chief.

The arrival of four apprentices for sea training caused some commotion and turned some of the older shipwrights into acting, unpaid instructors. Investigations are still going on to discover how four apprentices can arrive at Hong Kong on a Saturday afternoon without tropical kit or tool boxes and with a total of ten cents (Malayan) between them.

As the members of the shipwright department move on to other ships and establishments, it is hoped they take with them some pleasant memories of their commission and H.M.S. VICTORIOUS.



Weapons Radio and Electrical Department

THE MOST SIGNIFICANT change since last commission has been the disappearance of the old Electrical and Ordnance Departments and the formation of a Weapons, Radio and Electrical Department, some 200 strong.

The first few weeks of the commission were a constant battle for survival. Having for months attempted to contain the "enemy" in the shape of hordes of invaders in brown overalls, all seemingly bent on destruction, we were left holding the baby and nearly met our Dien-Bien-Phu. Six thousand recorded defects were dealt with in the first three months against a background of all Departments in the ship screaming for everything to be put right at once, or else! And the loss of that week alongside was a body blow.

Things had perked up by Christmas, however, after a welcome stay in Hong Kong, and the period before is now only a bad memory which those who were there are unlikely to forget. The Department has a finger in every pie, as can be seen in the comments from the various Groups.

On the sporting side, we have had representatives from the Department in most of the Ship's teams. Departmental teams have been ashore at most ports we have visited and the high spot was undoubtedly when the Electrical (Port) team beat the Air Engineering Department to win the final of the Soccer knock-out competition on the first day of 1964.

"Happy Hour" has seen us taking part in most flight deck activities from sunbathing to deck hockey. Unfortunately we have not been able to partake in that fascinating sport of tugmaster racing. Recently we have seen the formation of the Electrical Officers' Volley Ball team who, although expending a considerable amount of energy, have yet to win a match.

Weapons and Flight Deck Group

This Commission we have welcomed into our midst a total of 19 seamen who, together with the O.A.'s and some electrical ratings, work under the Chief O.A. to form the Armament Section and are employed full time on weapons' maintenance.

On the Flight Deck, as is to be expected, life has been pretty hectic, since without our assistance the ship would be unable to launch or recover the aircraft. Many an hour has been spent amongst a tangle of steam and oil pipes trying to get at those capricious pick-ups for the catapult end-speed recorders. In the early days, it was a not uncommon sight to see a disconsolate crowd standing around regarding those new toys, the Projector Sights. At last they seem to have got over their teething troubles, but it has not been without a lot of lost sleep and the production of



"Cdr. (L) was initiated . . ."

reams of paper reporting on their latest idiosyncrasy. Perhaps one of our more spectacular tasks is to look after the red floodlighting. At night these surround the ship with a red aura that has given rise to more than one ribald comment from ships in company.

The Lower Group

Post refit trials found the whole group more than extended in coping with the basic services. The highlight of this period was the steering gear, which exhibited an alarming tendency to spread itself around the steering compartment instead of remaining in the boxes provided. Entering harbour would find the E.A.'s standing around the steering gear armed with large hammers and wooden chocks, and an E.M. standing by to stop the overworked E.A.'s from falling asleep where they stood.

At Singapore one long distance swimmer elected to swim back from Johore Bahru; the Police were a trifle worried, and he was more so when told there are crocodiles in the Straits!

Preparing for Admiral's rounds was a long drawn out affair which took a new turn when Chief Electrician Hoar, on opening a sliding door,



Armament and Flight Deck Group.

found himself being painted - whose were the running feet?

After Christmas our earlier efforts began to bear fruit; and although we lost the occasional night's sleep by a call to some hot and steamy compartment, we were able to take full advantage of the rather more relaxed routine in Yokosuka. Who else sold a Yank 2 pennies (English) for 600 Yen?

The Upper Group

With responsibility for two deck and above, the Upper Group is very much in the public eye; in fact we have the responsibility for the ship being seen at all at night, both at sea and in harbour. We have reduced floodlighting to a fine art, and at Christmas time transformed the mast into a Christmas tree by means of flashing lights which could be seen for miles around.

Our other 'tour de force' is under-way replenishment in which we have a big stake, owning the telephones and winches. Our only debacle was when the winch decided to produce large quantities of smoke at just the wrong moment - we prefer to forget that one.

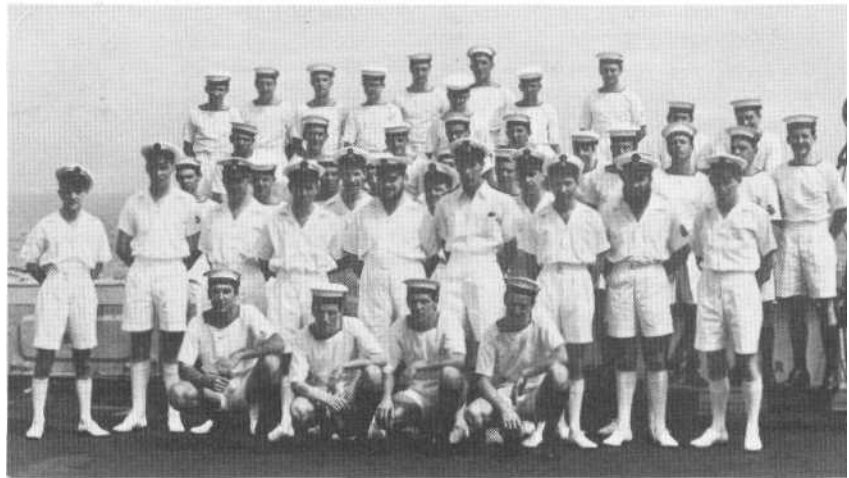
In a quieter way we keep operational about 120 fans, four galleys, the tote, about four thousand lights, twenty seven winches and numerous other electrical services. We will be able to hand over a smoothly running concern to the new commission.

The Common Services Group

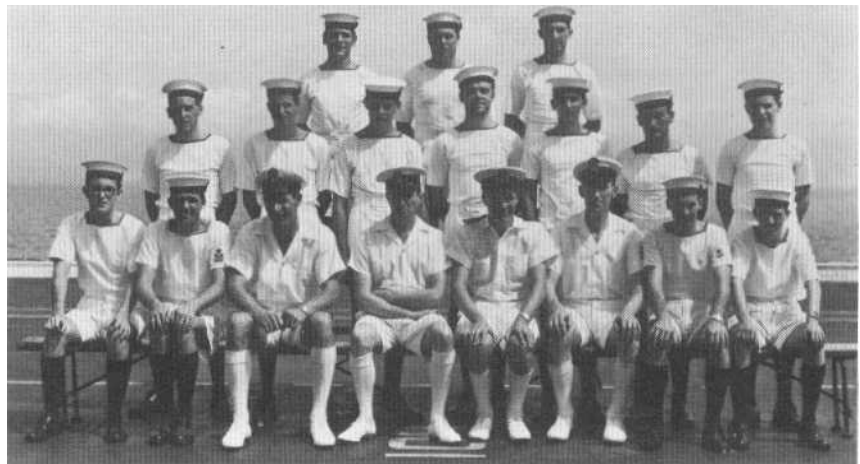
"Common Services! What are they? Heads and bathrooms?" was the normal question in the early days of the commission. Now nearly everyone knows that this Group supplies the department with countless items of stores and spare gear every week, keeps the telephone exchange, S.R.E. and main broadcast going, stabilises the "beast" way up there in the fresh air and keeps the gyro compasses going. In addition, as a regular routine, our representative in the Maintenance Planning Office feeds hundreds of cards to eager E.M.'s in the various groups and usually manages to get most of them back!



Dept. Officers.

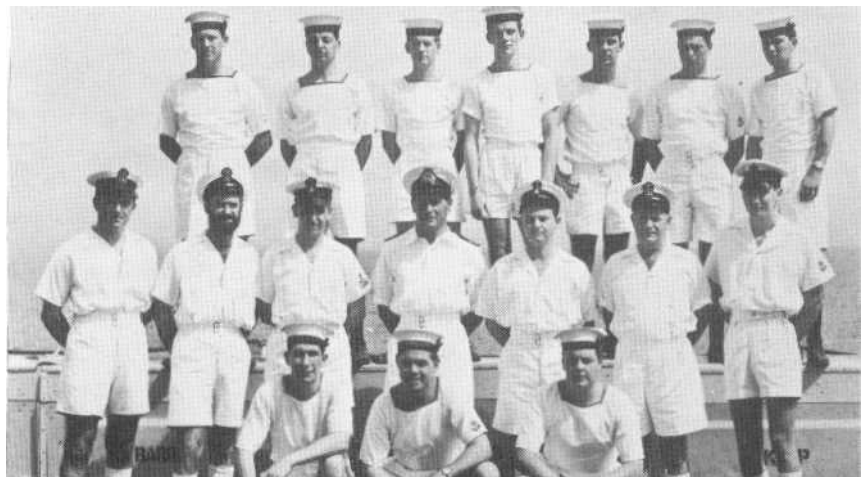


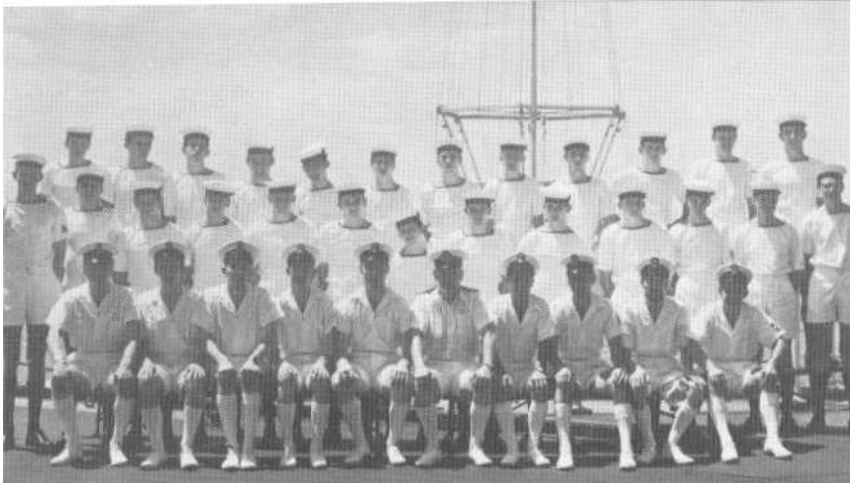
Lower Group.



Upper Group.

Common Services Group.





Radio Group.

Like other Groups, we had the post-refit chaos to clear up. Some matey managed to leave us with dialling tone on the main broadcast by connecting a heap of cables together that he was left with after a rewire. Our S.R.E. was unique in having two programmes in competition on the same channel. Stores problems were numerous, and strong arm acts in getting up boxes from the lower regions were daily routine.

Eventually the snags were sorted out and now the ship takes for granted the 126,000 telephone calls made every month and the other services we provide. Padres with louder voices or built in amplifiers would enable us to dispense with one of these!

The Radio Group

Like the other groups, we started off the commission with a small nucleus of experienced Senior Ratings, who had toiled like blacks getting everything to work at the end of the refit, and a large number of Junior Ratings for most of whom VICTORIOUS was their first ship. This problem was aggravated by the C.R.E.A. and C.R.El. being whipped away from us without relief and necessitating us making what must be a record number of local acting advancements.

There have of course been tense moments such as the occasion when on three consecutive nights people sat up winding synchros for the UHF/DF equipment only to have them blow up when put into the set. Despite these set backs, we have managed to achieve a very high rate of serviceability (both of Service equipment, and gramophones, radios

and shavers) without having to close down any sets owing to lack of maintenance staff.

We now have a fully paid up chimney sweeps Union, or more correctly Mast Cleaners Union (the Black Gang). They are expert in hanging from yardarms at alarming angles in their efforts to clean the aerials. After a session up the mast they are only distinguishable from locally entered Somalis by the colour of their eyes.

984/CDS Group

(or the Keepers of the Beast)

Apart from the early stages, when we got through an alarming number of pulse transformers and modulator valves, the Beast has been kept fairly

well in check, and so far we have been able to achieve a very high availability. Of course we have had our moments, such as when we nearly had to shut down CDS for lack of a certain valve. On this occasion we were saved by our fast talking stores L.R.E.M. who managed to trade 50 electric light bulbs for the desired valves from an American M.T.B. tied up near us at Subic.

After Christmas, on the way to Mombasa, we were really able to make use of our private sun-lounge (04 deck) both for getting our tans ready for Africa and as the best goofing platform in the ship. We had a bird's-eye view of the Crossing the Line Ceremony when Cdr. L. was initiated with the traditional ministrations; apparently he had let slip in the Wardroom one evening the fact that he had never before entered Neptune's Domain, and unfortunately he was talking to the Royal Consort at the time.

After Mombasa, large quantities of hair started to sprout from the chins of certain members of the Group. There was a rumour that this was caused by a mixture of radiation and East African beer. In fact it was a sign of homage to the bestial spirit that inhabits that searchlight shaped shrine at the forward end of the Island.



984/CDS Group.



Dental Department

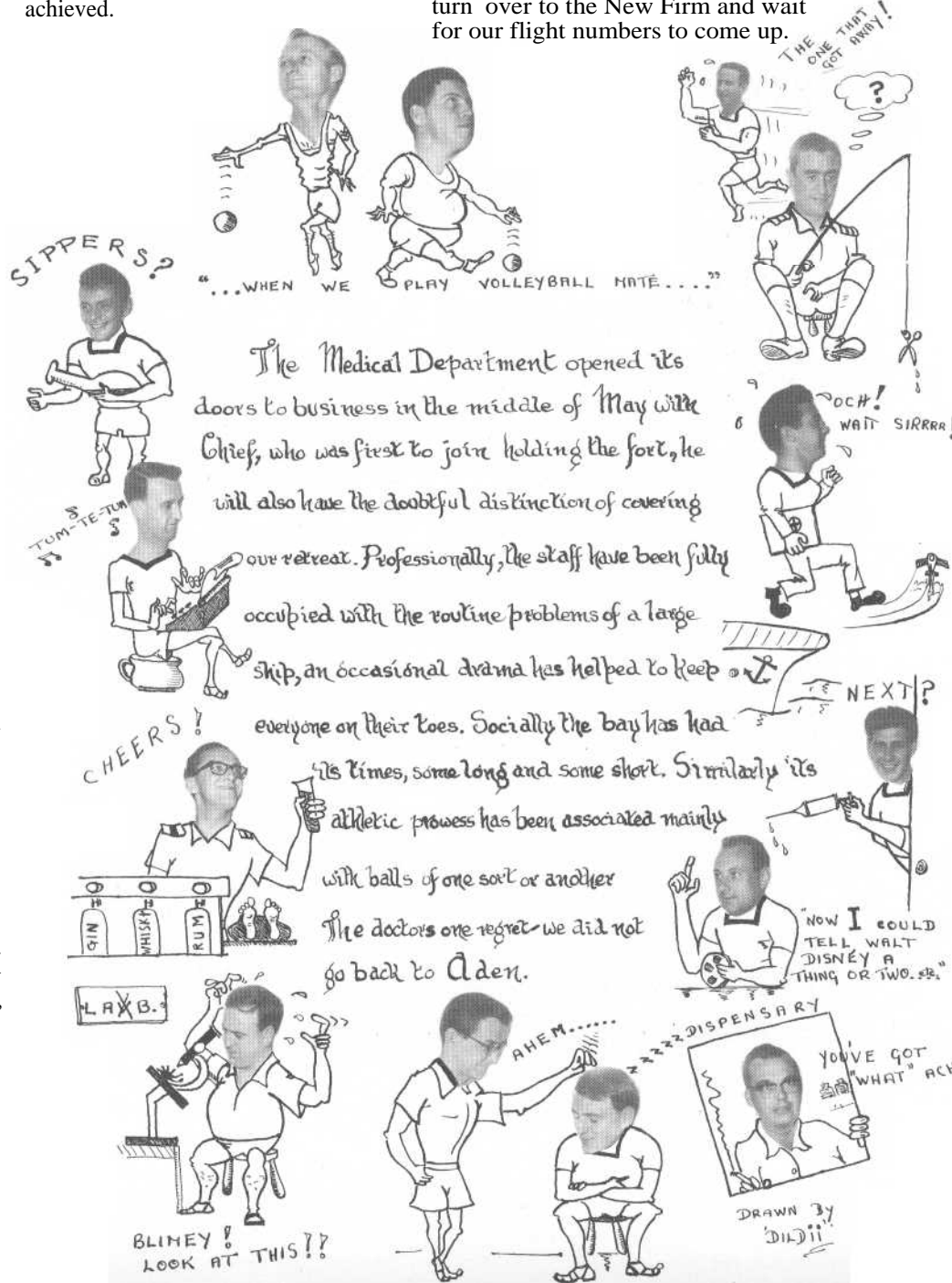
OUR PART OF SHIP got off to a good start this commission in spite of a move in high places to reduce our complement. Early days saw queues of reluctant ratings, protesting they had only just finished treatment at the last place, being subjected to another check-up. Then the squadrons arrived and it was their turn to "open wide". Lastly, the hard core who had missed every muster, were winkled out and given the once over. From then on, it was nose to the grindstone for us, but we are pleased to record that the task was completed by March. Since then, we have started going round again - six monthly check-ups.

In spite of the visions of torture conjured up in the minds of many of our clients, we can offer a few comforts that are hard to find elsewhere. For instance, a reclining chair, ice-cool air conditioning and a smooth ride, even at 26 knots. On the other hand, hissing steam, the starboard catapult, and the gunners' frolics on S.i. gundeck are all conducive to a high speed drill going off course to the detriment of the patient in the chair at the time. On one occasion, a short burst of gunfire from the deck above wrought such havoc that a rumour circulated to the effect that a bird's nest had been dislodged in one of the surgeries. Investigation proved this was not so; in fact, all that had happened was that one of our stuffed mascots had fallen from its perch.

To justify our claim that two surgeons have a full time task on board, we have cast our net far and wide to the ships and submarines in company from time to time, and a dozen or more of them have sent over ratings for treatment. "Dental Ops.2" decided he would try taking dentistry to the patient, so on one occasion, with a satchel full' of 'spanners' in addition to his cameras and bedding,

he disappeared into the desert at Aden with Seaballs for a week. His catch is not recorded, but he must have been the only fang-farrier for miles around. Later, he tried his luck aboard one of the Australian escorts where better results were achieved.

He will have further opportunities of operating in the strangest places, as well as visiting the old familiar ones, as he is staying on for the next commission. (He says he cannot afford to face the Customs). But for the rest of us, we are preparing to turn over to the New Firm and wait for our flight numbers to come up.



The Medical Department opened its doors to business in the middle of May with Chief, who was first to join holding the fort, he will also have the doubtful distinction of covering our retreat. Professionally, the staff have been fully occupied with the routine problems of a large ship, an occasional drama has helped to keep everyone on their toes. Socially the bay has had its times, some long and some short. Similarly its athletic prowess has been associated mainly with balls of one sort or another. The doctor's one regret - we did not go back to Aden.

DRAWN BY 'DIDII'

Air Engineering Department



IN COMMON WITH THE REST of the ship, large parts of the Department were rebuilt and re-arranged during the refit in Portsmouth in preparation for the arrival of our Squadrons. The Department now has some of the most up-to-date workshops at sea, especially in the electronic and instrument fields.

Having gently eased the `mateys' out of our new palaces, we were faced with the problem of installing the very extensive range of tools, test equipment and general paraphernalia required to maintain our outfit of modern aircraft. Thanks to a last minute `gift' (on the day before sailing) of outstanding equipment by CENTAUR, we were able to leave fully booted and spurred.

The task of the department has remained the same, that is the support of the embarked Squadrons. The following sections have played a full part to achieve this aim.

Flight Deck Air Engineering

The only sub-specialisation not represented is the radio side; this oversight will be remedied as soon as a reasonable story can be fabricated. Checking fuel points and

power supply sockets at 0400 is still a thankless task, but chasing the squadron of Paloustes with a supply of fuses is even more frustrating!

Thankfully Jumbo has been infrequently used in anger, the section's Graham Hills have therefore earned their laurels by lifting boats for the Commander and stores for the pussers.

The varied demands of the aircraft resulted in the section amassing (and maintaining we hope) the largest collection of ground equipment and trollies ever seen in any carrier. They have been equally successful in producing the thickest and blackest beard ever seen on a Petty Officer Electrician (Air).

Air Radio Section

The radio section live in air conditioned palaces from which can be heard music both cool and classic. This is probably due to the fact that the S.R.E. is run mainly by these select gents - much of their equipment bears a remarkable resemblance to commercial tape recorders, then one never knows what new black boxes will be put into the aircraft next.

Notwithstanding all these activities, some 5,000 items of radio equipment were serviced in the first year of the commission, a long playing record by any standards.

Ordnance Section

This section have spent a considerable amount of time on the flight deck fitting rockets, bombs, pyrotechnics and other lethal devices to the aircraft - and frequently taking them off again. Their dexterity in this respect may well have a bearing on their prowess and success in the departmental and ship's sporting activities.

When the `O' men have not been flat out with armament programmes or servicing ejection seats (do the aircrew really spend so much time sitting in them that they require so much servicing?), they have displayed their usual versatility and have done yeomen service in all parts of the department, including Jumbo driving.

Guided Weapons Section

Here are the sophisticates of the weapon world, or so they tell us. All work is carried out behind closed

doors and the rumour that the hangar 'box' has been turned into a casino has not yet been denied. Nevertheless, Firestreaks have been seen emerging at odd hours during the day and night for '893' to play with.

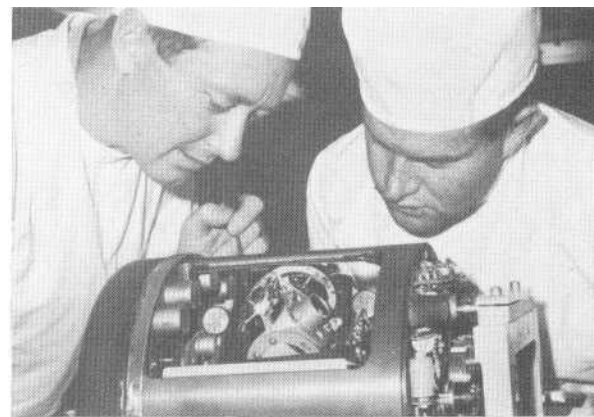
In addition, the torpedoes have been given regular 'pulleems' and once or twice '84 have made their helicopters look really aggressive by hanging them on. The Clevite submarine targets were also nurtured by the section and these toys played many successful games of hide and seek with the chopper aircrews.

Towards the latter part of the commission, the Air Weapons workshop reached a new high in popularity when one corner was used to

ture of drip trays for the Flyco Botanical Gardens has been cheerfully carried out. The heat increased even more when the hydraulic bay decided to explode early in the commission, fortunately just after one Chief had vacated it by doing a passable imitation of Roger Bannister. It is assumed that his remark that it needed painting anyway, hid some much more serious thoughts!

Electrical and Instrumental Section

The section has the most modern and also one of the oldest workshops in the department. Even the latter has taken on a new lease of life having been re-modelled by its occupants during the course of the commission. The new instrument

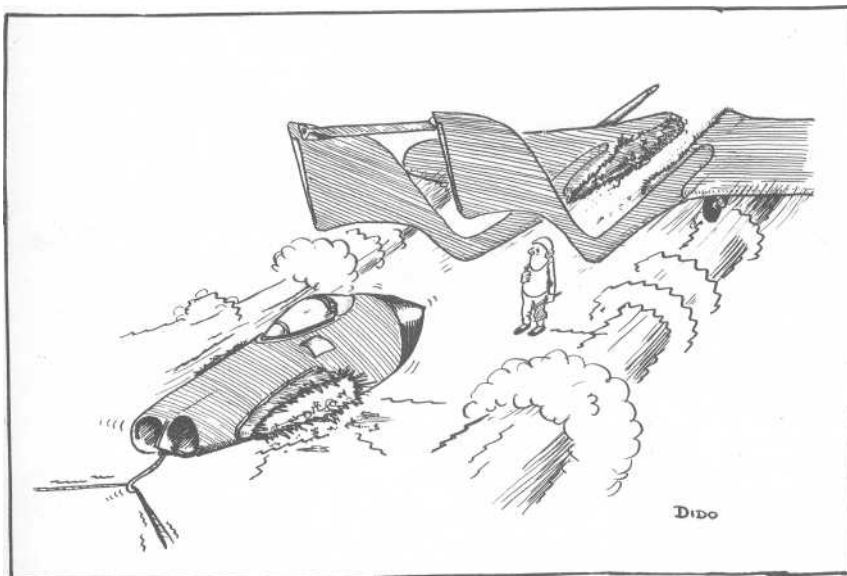


The clean room. "Forceps: scalpel!"

the same way as the sophistication of our aircraft has increased, so has the work load on the backers up, and we see no sign of a levelling off in this rising characteristic.

We can even work flat out with no aircraft onboard!

Despite all these activities, many opportunities were taken to enjoy the various "relaxations" ashore and the excellent banyans organised by the Regulating Chief; few however succeeded in fathoming his calculations of expenditure. In the shopping stakes, we must have headed the camphor wood chest league. Unfortunately, the Officers (better known as the Spastics) failed to achieve the same success in the Volley Ball league.



... "You break it - we mend it," ...

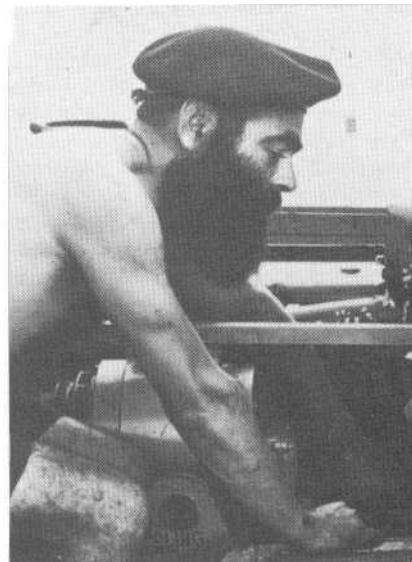
accommodate the re-commissioning office. Only time will tell whether those friendly gestures to the Recom-Vic staff will result in draft chits to Lee-on-Solent for the Hampshire natives.

Air Engineering Workshops Section

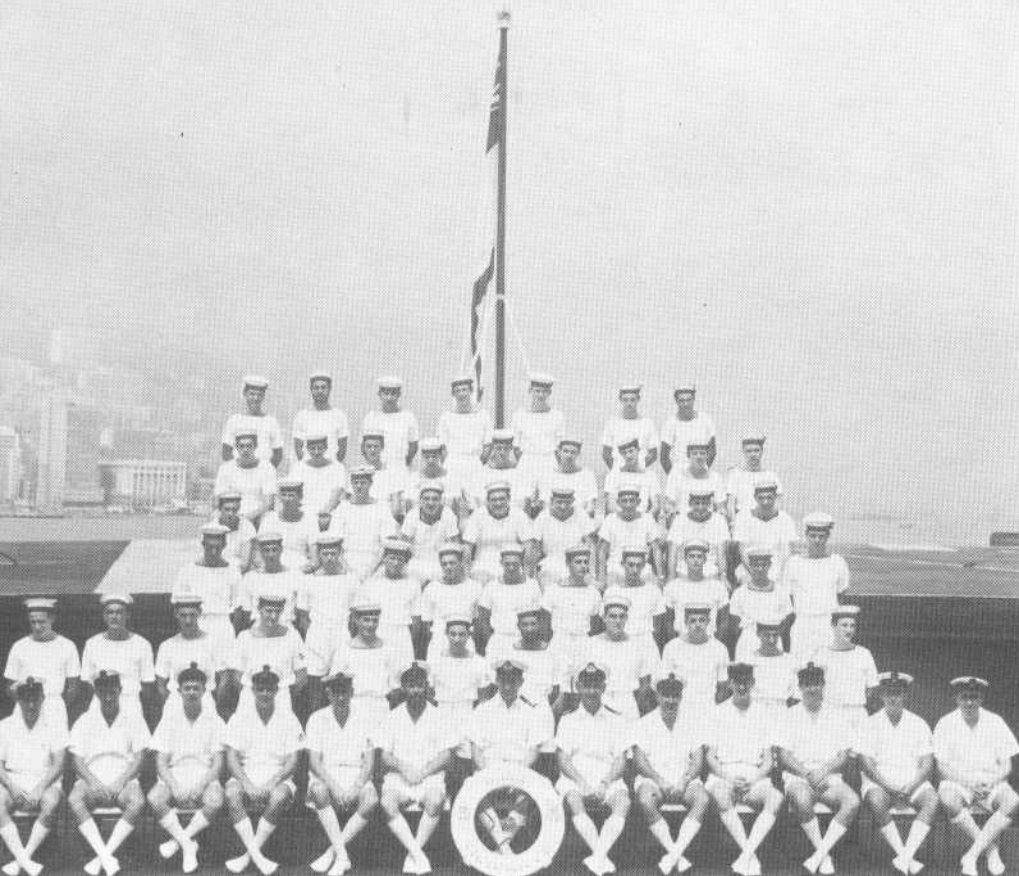
The motto of this section "You break it - we mend it", resulted in the Workshops usually being full of large pieces of aircraft - the size only being governed by the width of the doors. This workshop is one of the hotter parts of the ship, but nevertheless a wide variety of work ranging from X-rays to the manufac-

shop also includes the clean room which looks more like a sick bay than the real place! The inmates, (an unfortunately apt word appearance-wise) are frequently mistaken for Ben Casey and constantly complain that none of the heroines ever appear.

The department has functioned very happily as an amalgamated unit consisting of Officers and men of all the Air technical sub-specialisations. As is always the case in repair and maintenance work, the task is never ending, the game is as continuous as the painting of the Forth Bridge, and the result is rarely spectacular. In



The thickest beard on board. Photographs by Lt. Cdr. Pitt.



The Communication Department

A KEYWORD OF THE BRANCH is reticence. I wonder why we were always asked for the latest buzz? One buzz that not even our most fertile brain could have thought up was that the ship would be paying off after 14 months in commission.

Much to everyones surprise and relief, the Bridge Wireless Office really did work, and there was even electricity to the signal projectors, when we slipped out of Portsmouth for our first sea trials. We were not perfect though, and amongst other things learned that "A" is Alfa and not Alpha. Bless those dear little Wrens in Whitehall Wireless who kept us to the rails crypto-wise!

Many new friends were made at Aden where we played the Army Signal Squadrons at several games, and diplomatically lost them all so that they wouldn't feel too upset at buying the beer afterwards. Here we also saw a spate of beard growing, when the indians tried to compete with the chiefs and lost.

As we left Aden, an M.F.V. was booked by signal, and a staff banyan was held on arrival at Singapore. This was a great success, even if the fishing was not so good. The Crypto Yeoman, after having had a hook

bitten clean in half, remarked, "If they are that big I don't want 'em." S.C.O. 2 caught the dog, and within a day or two, while he was water skiing, something dared to disagree with the S.C.O., bit his foot, and put him on his back in TERROR Sick Bay for a week.

Hong Kong saw the usual splurge on tattoos, and some of the staff have now run out of advertisement space. We also managed to lose as many watches and I.D. cards as most other departments.

Traffic flow throughout the commission has steadily increased and, in this first year, we have handled over 33,000 signals and telegrams. Discounting the odd internal distribution error, only 5 of these were mishandled onboard resulting in non-delivery. This is .015% (or an error rate which would be the envy of the G.P.O. or any commercial cable concern). The crypto staff have handled one and a quarter million groups, and, according to a not very reliable source, the Flag-Deck staff have cleared away 1,000,000 buckets of soot, 10,000 apples and 15,000 goffer (goofer) cups.

And we never did get a cake!

Meteorology, Education and Work Study

The Weather Guessers

THE METEOROLOGICAL DEPARTMENT did extremely well for the ship this commission. Flying was interrupted only twice because of the weather, and we provided plenty of cooling, cleansing rain for RAS days (instant clean spuds). Two Typhoons, which would have created havoc with any other ship, were successfully steered away - one to do its worst in the empty spaces of the N. Pacific and the other to bring a more than welcome foot of rain to Hong Kong.

Incidental tasks included;
2120 Weather observations,
1478 Aircrew Briefings,
100 Radio-sonde ascents
(= 1 cake)

The Weather Guessers did not spend all their time trapped in the Met. Office gazing at the sea-weed; they supplied representatives for the Ship's tennis, sailing, cricket, rugby (he's an hon. tea-boat member anyway), soccer, golf and hockey teams. Met. teams battled in the Volley ball and Deck-hockey competitions.

All but one of the department's ratings passed an advancement examination or was advanced during the commission; the one who didn't has volunteered for transfer to the Royals - there must be a moral somewhere!

Education

HEARD IN THE SCHOOLROOM

"Sir, I want to see you about taking a correspondence course."

"Oh yes! Which kind, Forces Scheme, R.N. Barracks or City and Guilds?"

"Well Sir, it's got to be in Electrical Engineering."

"I see. Are you aiming at some particular qualification?"

"I want to take an Honours Degree in Electrical Engineering."

"That's easily arranged - let's fill up this form. Have you the necessary 'A' levels?"

"No Sir, that's where I must start."

"We can arrange that on board. We've just the men to get you

through in no time at all - one physicist, one chemist and two excellent mathematicians all rarin' to go! What H.E.T.s have you got?"

"Well Sir, I haven't any yet."

"Did you pass any 'O' levels at school before you joined?"

"No Sir."

"We hold classes in all H.E.T. subjects. What are your maths like?"

"I haven't done any since leaving school."

"I suppose you've forgotten most of your Trig and Algebra."

"We never done any, Sir."

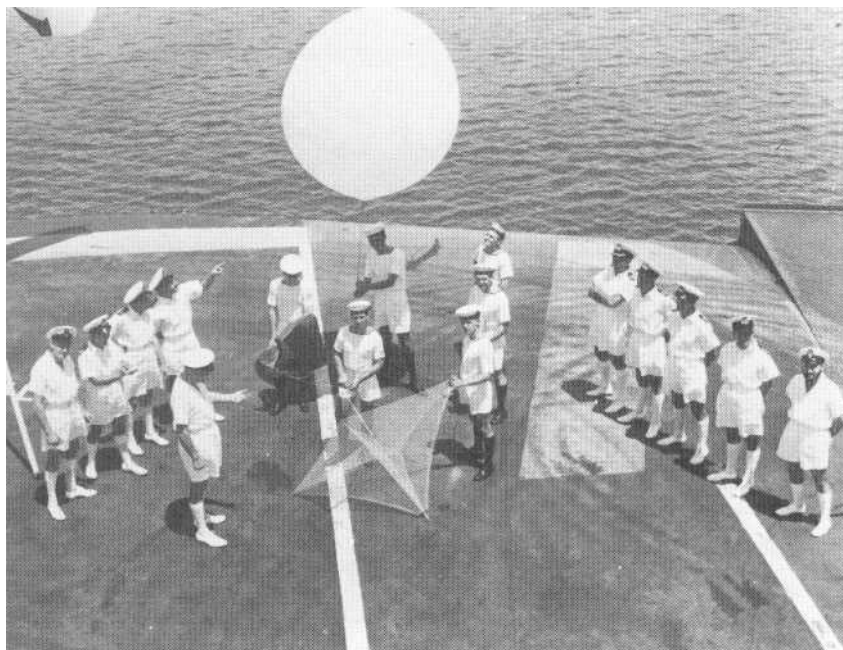
"You realise that you have a long way to go before you get that degree. Who gave you the idea?"

"Me mum keeps sending me newspaper cuttings about the wonderful educational facilities in the Navy, and the Chief says I must qualify educationally for Leading-rate."

"So that's it! Come along to my E.T.L.R. class at 1600, and in twenty years, who knows!"



A knotty work-study problem?



Fleet Work Study Team 15

"Fleet Work Study is the systematic and critical examination of all factors affecting human work. Its object is to increase operational efficiency by advising Commands on ways of achieving better use of manpower and material." Work Study is a joint operation; teams are trained to assist departments to develop better methods for themselves.

Fleet Work Study Team 15 is allocated to the Flag Officer Aircraft Carriers. After serving in VICTORIOUS last commission, the team transferred to ARK ROYAL and so missed the refit. An advance party flew home from Mombasa, in June 1963, to assist in developing a drill for the modified aircraft emergency barrier installation. The main body of the team rejoined in September, at Singapore.

On arrival, the team set about improving conditions in the Senior Ratings' Dining Hall, where the long tables and benches left little room for movement. After a number of new layouts had been considered, the dining hall was refurnished with tables for four arranged in compact blocks with wide gangways between. Chairs replaced the benches.

Another job, which affected most of the ship's company, was to help plan the arrangements for recommissioning at Singapore.

Off duty, the team's interests included golf, fishing, sailing and refereeing football. At the children's parties they ran the fishing stall.

Navigation

AS MOST OF US ARE AWARE, all the best things come in small parcels; there are exceptions, but the smart group on the right is not one of them.

We are proud to say that we have had our clean fingers in most of the ship's pies, be it in running the routine, steering a straight course, making the RAS rendezvous, turning into wind or simply studying human nature returning from a run ashore. Incidentally, if it hadn't been for that careful study of heavenly bodies day and night on the way to Yokosuka, we might never have got there to study day ... well, never mind.



Finally, we wish to squash the completely unjustified rumour that the reason that the ship did not return home was because we had lost the relevant charts and didn't know how to get there.

The Diving Team

THE SHIP'S DIVING TEAM has had a very interesting commission, spending over 160 hours underwater in a total of some 250 dives. We were lucky to have changed to compressed air equipment and so be much more mobile.

Operation Awkward is aptly named for a ship of this size, and we tried it several times. We also carried out a number of dives to look at the rudder and screws when excessive vibration suggested that all was not well.

R.F.A. RELIANT was one of our main customers, and we returned her to an operational state on four separate occasions. Twice in six weeks, her screw was badly fouled when leaving Mombasa by a six-inch manilla, and at sea by some 35 turns of heavy jack-stay wire. To do the second job, a team was flown to her by helo; the screw was cleared, at anchor, after four hours diving.

Not to be outdone, VIC' dropped the usual quantity of stores for us to retrieve from the sludge at the bottom of Singapore harbour. It was disappointing to find that, even in the East, dockyards have the same filthy black water we know so well in 'Pompey'.

We mustn't forget the two SAR divers, trained to help aircrew escape from a ditched aircraft. They spent long hours flying, and although they

T. A. S. - Underwater Warfare

OUR TORPEDOES have had a quiet life this year - you can fit just so much into a programme and no more - and, after a successful start, the Sonar went sick at half-time. Nevertheless, eight of our junior ratings managed to achieve their 'star' rates; some of them gained temporary Australian accents while extending their operating experience!

We also claim to operate the

Fleet's only fully airborne underwater demolition party. We tried to persuade the Photos to record us at work, but they pointed out that they were Fleet Air Arm not Submarine Service. However, we enjoyed our exercise - though it is more comfortable if only the explosives are submerged. Our thanks to 814 who provided the taxi to retrieve us from our 'uninhabited' island.

Demolition by the hour, day or job.



were not needed in an emergency, made about 100 jumps.

At Mombasa, we helped the local Yacht Club retrieve and relay its moorings, and were admirably rewarded by being taken in a large boat to dive on the seaward edge of the coral reef outside the harbour. Both there and at Hong Kong we enjoyed some wonderful diving in the clear water; the coral and fish fulfilled a diver's dreams.



Don't forget the diver!



The Sub-Aqua Club.



Gunnery Department

THE SHIP'S GUNNERY team found the dice loaded against them at the start of the commission. Our 'P.C.T.' at Fraser Gun Range was curtailed by poor visibility and a temperamental gun - the same rather unusual type that we have in VIC'. Moreover, when we staged our first shoot on board, we found that one of the benefits of the refit was that the communications between the G.D.P. and the rest of the system had been

removed. The popular view was that this was because our Gunnery Officer needs no mechanical or electrical aid in making his wishes known at any range; his loyal department hotly contests the libel.

Over a series of shoots on the Far East station, all the snags have been sorted out; we have had nine A.A. shoots at sleeves towed by trusting aircraft, and in the last four bagged six sleeves. We had a go at a Pilotless Target Aircraft in December and gave it a hot time; we could certainly do better now. There have also been three surface shoots to practice our guns against fast small craft, and these too were reasonably successful. The ship's programme has been too full to fit in more.

Our landing parties were exercised at Portland and many lessons were learned; one of the platoon (we all know who) failed to replace his tin-hat after putting on his respirator, and promptly received a bag of wet flour on his bonce. The parties stood by at Singapore to help the Dockyard Police during the strike, but were not called out. On the way to East Africa, further training on the flight-deck, to prepare them to be landed by helicopter for anti-riot duty, provided entertainment for the remainder of the ship's company.

We must not forget our most lethal weapon. The Coston Gunners have fired 260 rods during our

various R.A.S., all with notable accuracy. One shot almost reeved itself through the block, while on another day, thinking perhaps to do the job all by himself, the gunner put the rod through the waiting hose. Despite an initial round of applause, this feat was decreed not to be 'a good thing' - a section of hose had to be replaced.

As for ceremonial, our saluting guns have fired 178 rounds - there have been no complaints about the counting - and, after much bullying, cajolery and pleading, the department has formed a creditable ceremonial guard from the junior seamen.

A strike Carrier is not, perhaps, the ideal billet for a gunnery rating, since he is mainly born for communal duties, (guess who is the Dining Hall Officer) but a good competitive spirit has been fostered between the gun's crews - especially once the sleeves started falling.

Congratulations to C.P.O. Ward on completing the marathon promotion race from P.O.

Now, those of you who are leaving can forget all about our 3" 50 Mountings; a few of us remain to pass on the message to the new commission.



Neptune's Minstrels.

Royal Marine Band

IT MAY BE TRUE TO SAY that the Royal Marine Band has been more seen than heard onboard - a Buccaneer test-running its engines on deck is

stiff competition for a mere 18 musicians - but our engagements have been many and varied, and some of the most successful were 'away fixtures' - away from the noise.

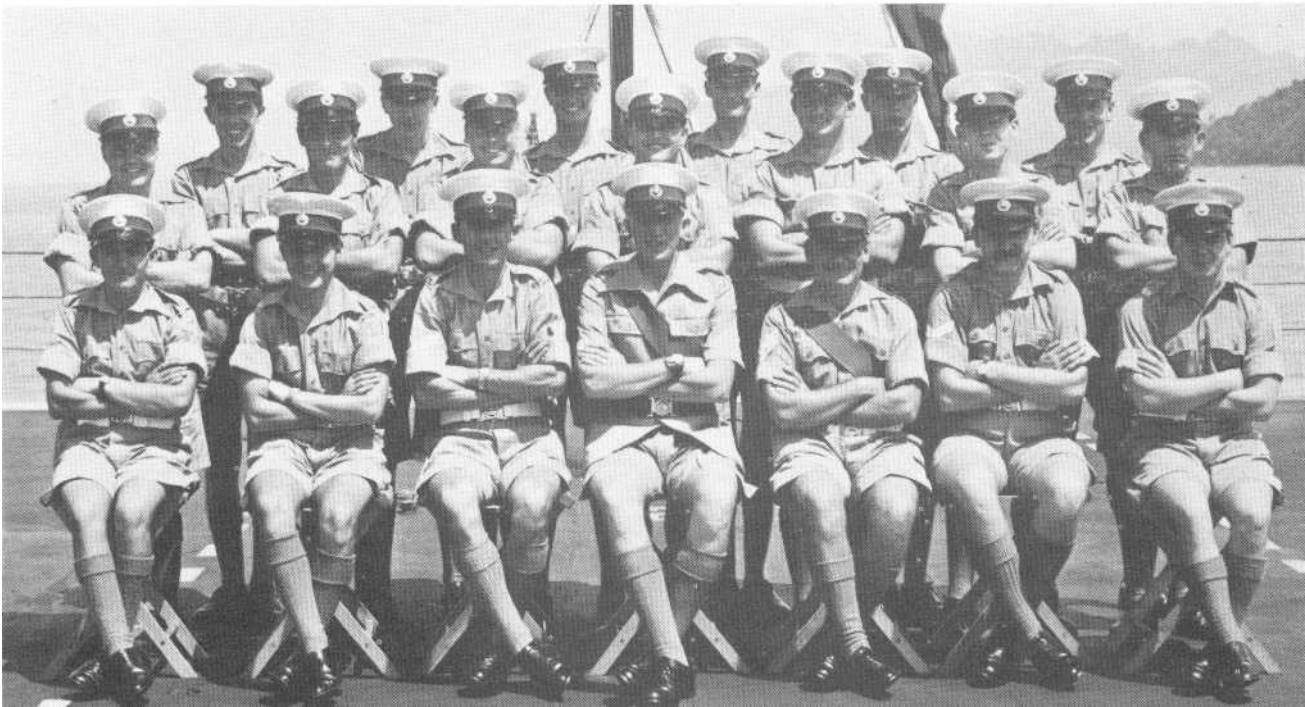
Beating Retreat is always popular, nowhere more than at Dar-es-Salaam where the Band was almost mobbed - in appreciation, of course. During a concert programme beforehand, even a football net failed to keep the crowd at bay, and after a dashing performance by the percussionist, Mne. Jones vanished under an avalanche of excited children.

The Dance Band Section has been in great demand and has its own niche in a corner of the Quarter-deck; in a rather different form it took its place in the orchestra pit for the Christmas Panto. The orchestra enjoyed itself and so it seemed did the audience.

Onboard, apart from rehearsing and providing 'Music while you RAS', the Band spends its time pushing buttons for the Radar Display Tote. We take it as a compliment that the R.Ps leave in a body in August and we remain in charge



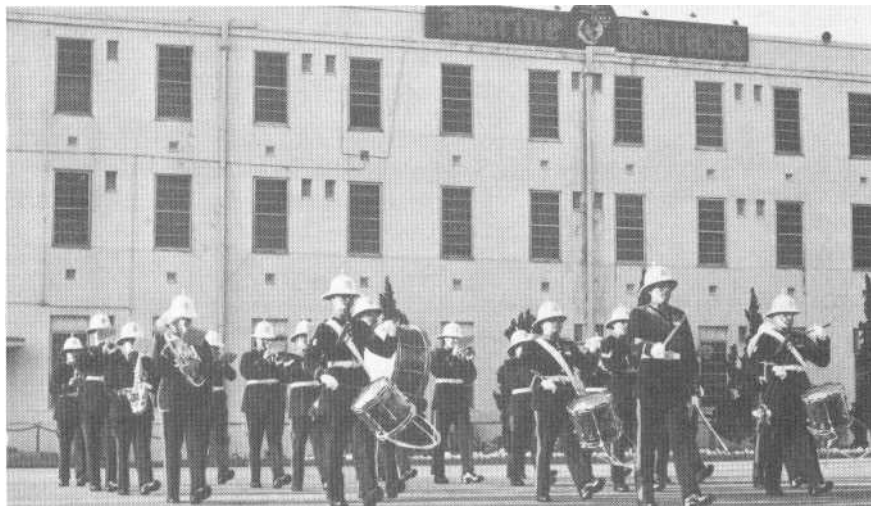
The First Lord, Lord Carrington inspects the Ceremonial Guard at Singapore.



- that's our story anyway; our turn comes in November.

One day stands out in our memories. We took our instruments with us to visit the 29th Pack Mule Company on the border in Hong Kong. It was a day of surprises, none bigger than when our tour of the camp ended at a paddock where three saddled ex-Jockey Club race horses were waiting for the future Adjutants of the Royal Marine School of Music. One member, who shall remain nameless, swears he was in control all the time and had it in the right gear, but, after seeing him jettison hood and prepare to abandon ship as his mount took off and headed straight for the fence, we were not sure who was driving. A few minutes later, the bar opened, not to close for twelve hours; during this time we played a programme and for a dance. The ceremonial Guard of Honour in H.M.S. TAMAR at 0800 next morning for C-in-C found us a little tender; an incautious side drummer could have wrecked the whole Band, and many heads amply filled their white helmets.

Now we are to be based in H.M.S. TERROR until the docking period is over and we can get back to our Big Drum (alias 984) again.



Beating Retreat with the U.S. Marines at Yokosuka and on the Flight-deck.



Commander's Office

THE HAPPY, smiling faces you see in the picture belong to the Commander's Office Staff, past and present. Consisting of two Commander's Assistants, the Chief Gunnery Instructor, two Seamen Scribes and a messenger, we like to think that we have contributed in a small way, to the smooth running of the ship during the Commission.

We are the people who compose, type, duplicate and bombard you with, Daily Orders, VICTEMS, RASTEMS and 101 other memos, and we have used about a quarter of a million sheets of paper doing so.

We usually work by day, but have, on occasions, been known to burn the midnight oil. At Dar-es-Salaam, for instance, we were rudely awakened at 0300 to produce MILTEM 1/64 (we are still waiting for - MILTEM 2/64), and a 'welcome aboard' pamphlet for 45 Commando, who were due to embark first thing in the morning. We found out at 0800 that the whole thing was delayed by 24 hours. A few muttered curses were heard, but we bore the blow bravely!

The staff go on draft during August to quiet numbers new, and we all sincerely hope that our new places of work will not vibrate quite as much as the Commander's Office has done onboard VIC.



Regulating Staff

A few vital statistics:

TOTAL OF STAFF, excluding very illustrious Divisional Officer, ...	9.
Combined ages, excluding very venerable Divisional Officer,	313 years.
Total length of service, excluding ancient D.O. (joined B.C.)	158 years.
Annual wages, excluding D.O. who pays the MOD(NAVY)	£9,400.
Total of Badges RED,	24.
Number of LONG SERVICE AND GOOD CONDUCT MEDALS,	6
(A mere 90 years service)	

An interesting fact is that a check with the Ship's Pay Office shows that one third of the 'Wage Bill' has been donated to the Exchequer by an obviously appreciative Ship's company; we thank you on behalf of the Chancellor.

Heard at the Reg. Office door:

M.A.A., having sent for a rating, asks, "Are you Grog?"
 "No, Master," comes the snappy catch answer, "I'm GREEN."



The Unofficial Division Chinese

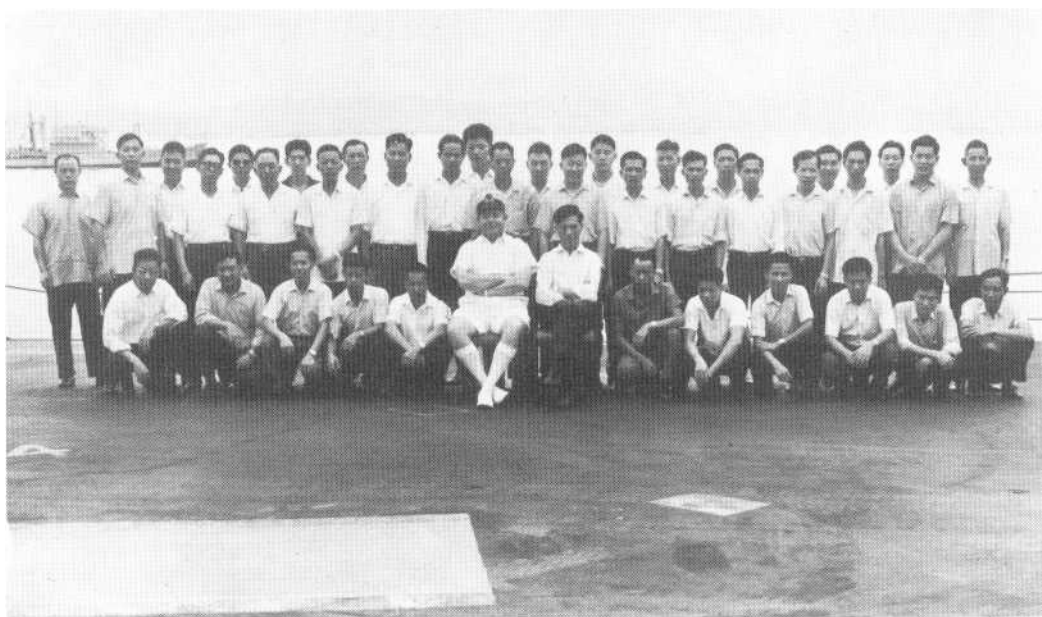
JOINING ON THE 22ND SEPTEMBER, 1963 for his second commission in VICTORIOUS, K. P. LAU has rendered yeoman service to the Ship's Company, as Number One of the Tailoring, Shoemaking and Laundry Lions.

The tailors' shop has been situated in the forward pocket, and many suits, both uniform and civilian, had been produced. Apart from these, repairs have been done, and many items such as towels, underwear, shirts, car coats and dressing gowns have been sold. This service has been very welcome to the majority, and quite a large proportion of the Ship's Company will be flying home wearing suits with the K. P. Lau trademark inside. In addition quite a number of wives and sweethearts will be wearing Cheong Sam, made by K. P. Lau.

Next door to the tailors' shop is the cobblers' shop, managed by a cheerful Chinaman, one CHING MAN HONG, who has produced footwear of all shapes and sizes from sandals to half Wellingtons, Ladies shoes to football boots. It is alleged that he recognises everyone by their right foot, a drawing of which he keeps in his order book.

Down in the bowels of 6K, working under extremely hot conditions are the Laundry Crew, led by CHOW JACK YUK. Everyone in the Ship's Company has two laundry days each week, and it says much for the Laundry Crew, that on only one occasion have they failed to meet this schedule. (They had 3 days leave in Hong Kong). None of us would willingly work in such conditions as this willing band.

As always, there have been complaints, but these have been amicably settled by K. P. LAU. We wish him well in his next commission, and are sure he will continue to give as good a service in the future as he has given in the past.



Bosn's Party

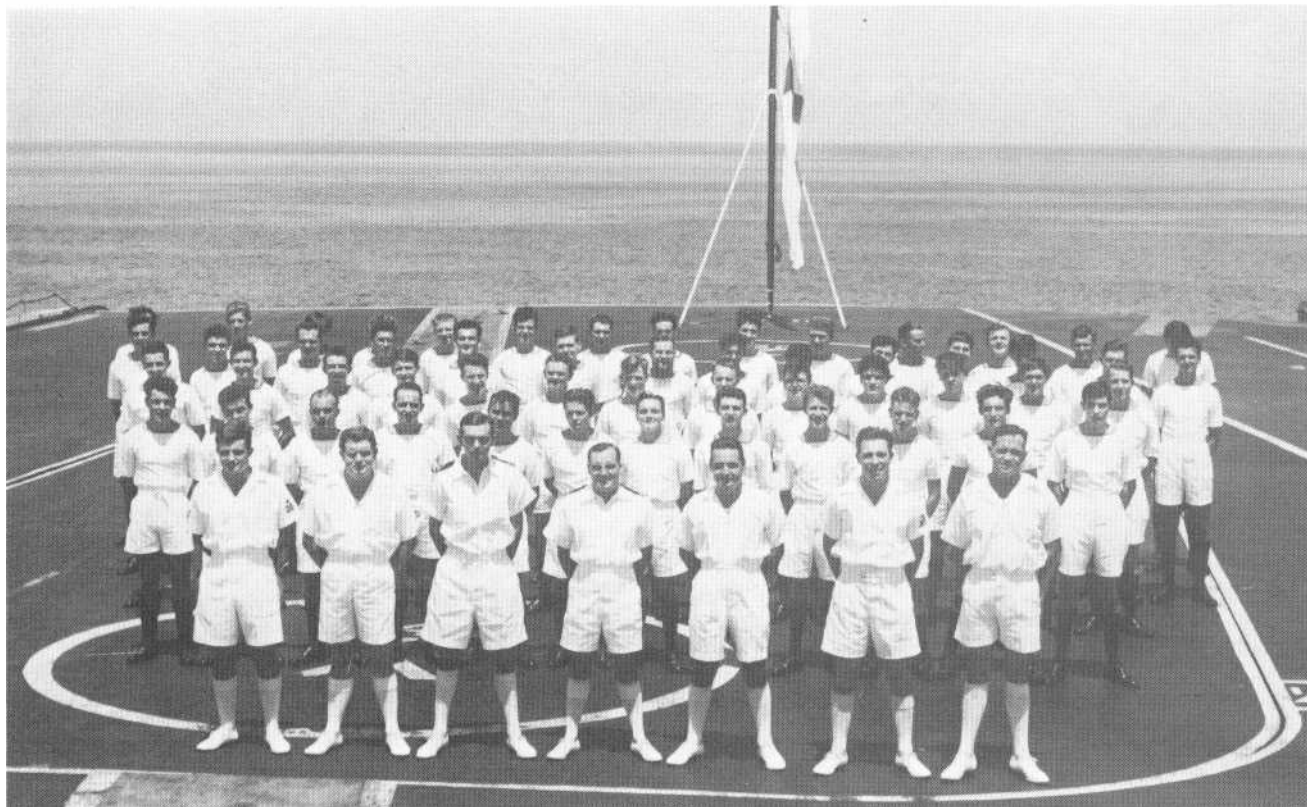
Brooms, buckets and brushes and scrubbers supplied,
Oiling at sea they took in their stride.
Sewing of canvas caused them no dismay,
Nor did replenishment when underway.
Splicing, of course, was the test of their craft,
Passing of tows, they did this fore and aft.
Anything anywhere, that was their aim,
Rigging for parties was child's play they claim.
To sum it all up, they are really quite keen,
Yes, the Bosun, his Mate and the rest of the team.

But to give them a hand with these jobs so many,
They still call for help from our Side Party - Jenny.

SPIKE



Executive Department



Foc'sle Division.

Foc'sle

STRICTLY SPEAKING, Flat Tops don't have Foc'sles, but we do sport a flourishing cable deck. Here are its vital statistics;

- Length 104 feet
- Breadth 76 feet
- Size of cable $2\frac{3}{4}$ inches
- Length of cable $518\frac{3}{4}$ fathoms
- Weight of anchor 8.15 tons
- Depth of water 18 inches!

Perhaps to the layman (otherwise known as Waffoo), this may not seem so very formidable; not so to the Division which has to repaint the monster every time we have a bit of 'sea'.

The Division's mathematician assures us that 93 n.miles 200 yds. were scrubbed during the past year. In fact, it would be true to say that most of our Division are more at home with a paint-work scrubber than with a marline spike. However, we do have our bit of climbing when

we paint under the round-down, and there's always Si for getting 'bronzey'.

We haven't anything very spectacular to report, but perhaps that's a good thing. Though there have been mutterings of "Give me the boats", there is no doubt that the majority have enjoyed the commission. Ask those who have been to the Commander's Table to recount their novel experience ashore.



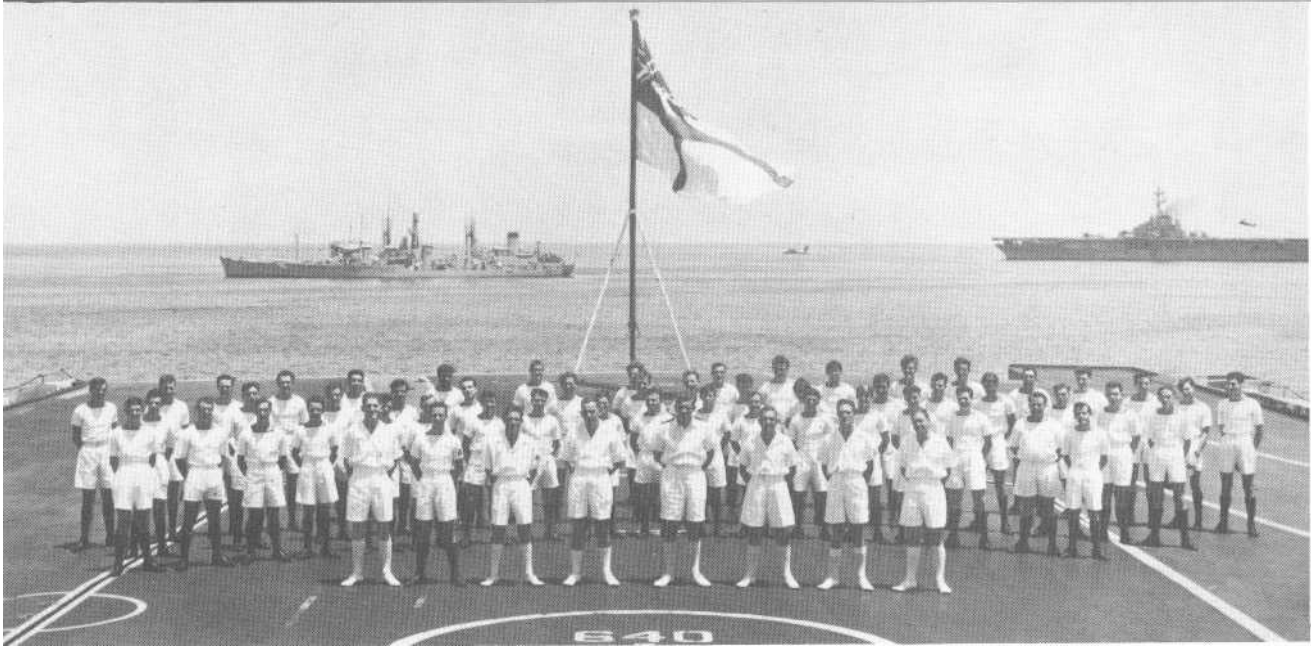
Top Division

Divisional Officer Lt. C. Buckle.

Captain of Top P.O. J. Blunden

'TOP' IS A MIS-NOMER, 'Waister' would be better since the Division's responsibility covers the centre part of the ship but excludes the Island, mast and 'Tops'. However, an ability to climb is handy for those who find themselves doing the underside of the angle and similar overhangs - even when aided by the mechanical aids of chariots and Symonds' platforms. But very little climbing is required for scrubbing the 630 feet of passage ways! The pure seaman has been disappointed by the fact that we only have one boom and one rarely used accommodation ladder.

For those who are not aware of the fact, Top is also the proprietor of that well known spot 4G Port, so handy for Goffar firms, goofing, illegal ditching of gash and for the



Top Division.

reading of Warrants.

Of the Seaman Divisions we claim to have won more games of sport, had more successful advancement examinees and more winners of Warrants (non-travel type).

Quarterdeck Division

OUR COMMISSION really started a few days before the commissioning ceremony when the protective hard-board was lifted off the Quarterdeck and feverish activity was noticed around the 'back end' to make good the ravishes of a year in dockyard hands. This was the first of many such times since when the last member of the hook-rope party has disappeared through one door just as a visiting dignitary has appeared through another. There have been slip-ups in the drill - as when the guard and band plus a bucket of soapy water, paraded for an American Admiral we were not amused!

For the first time ever, the tow aft gear was laid out and used to tow SALISBURY off Aden. The tow went without a single hitch, probably because at the time the Quarterdeck Officer was sunbathing in SALISBURY watching the evolution from a safe distance.

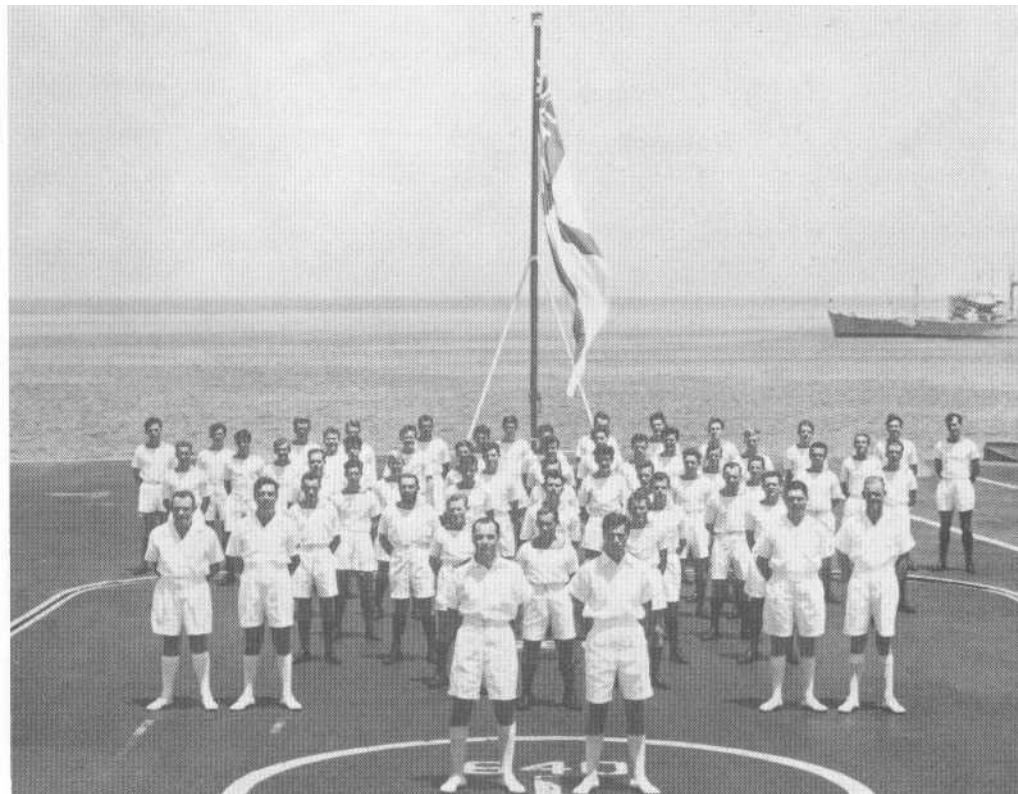
We were represented in both ship and departmental sport by a wide selection of sportsmen, from athletes to marksmen, and had good sport ashore too. We have always managed to produce a line of un-

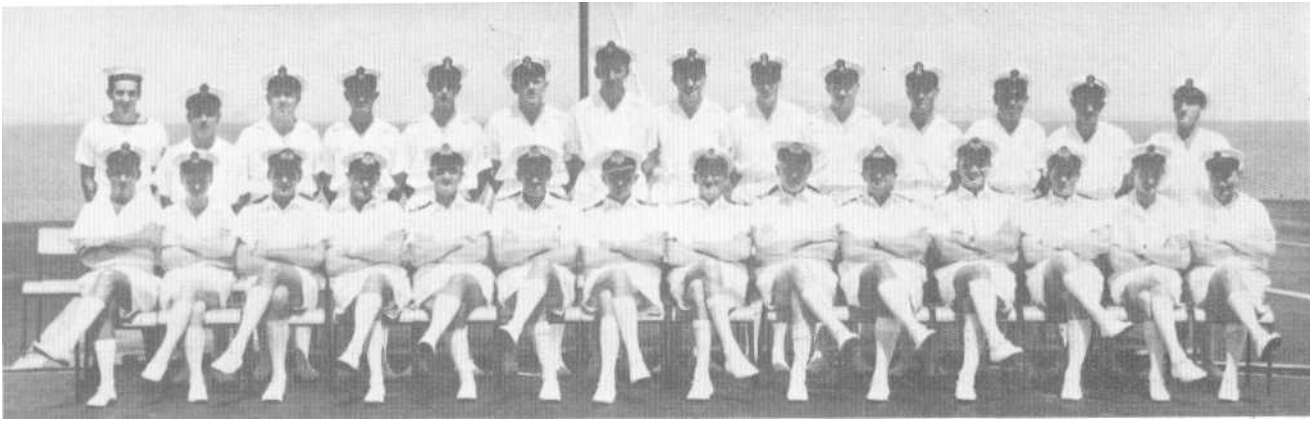
healthy hangovers at the Commander's Table after a good run ashore.

About two thirds of the total Division passed through the part of ship at one time or another. Our net was spread throughout the ship in almost every special party, and many a white face appeared to fill in his passport application - the un-seens who help to look after us in

their various necessary and excellent ways.

At the time of writing, the next draft chit remains a mystery to most of the Division, but one thing is certain, we will all thoroughly enjoy our leave as we look back on a lot of hard work and fun - the battle of the RP against the rest will remain unresolved.



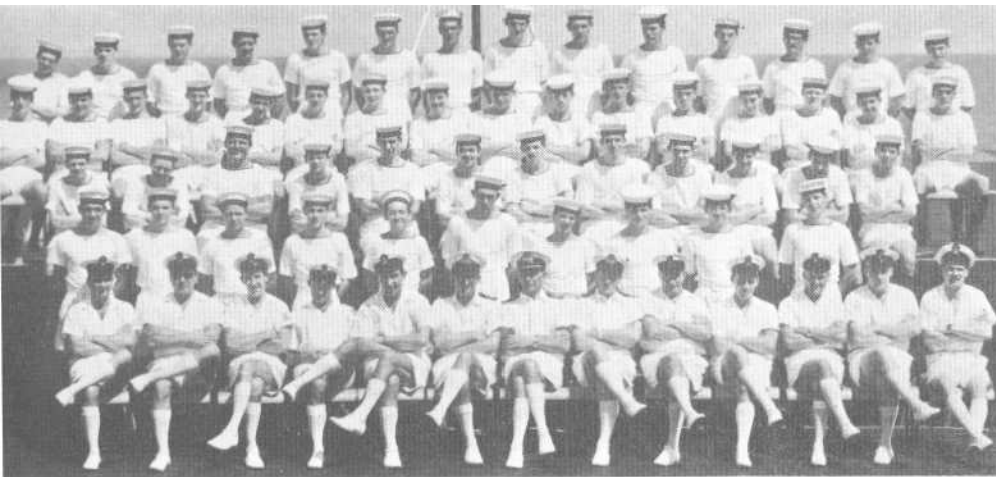


"S and S" Officers and Senior Ratings.

Supply and Secretariat Department

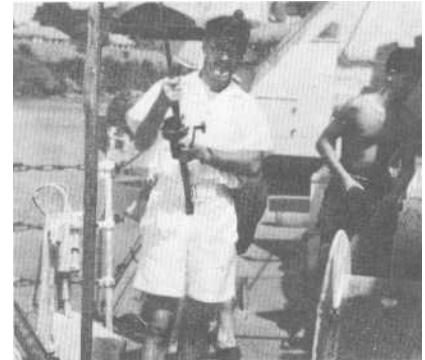
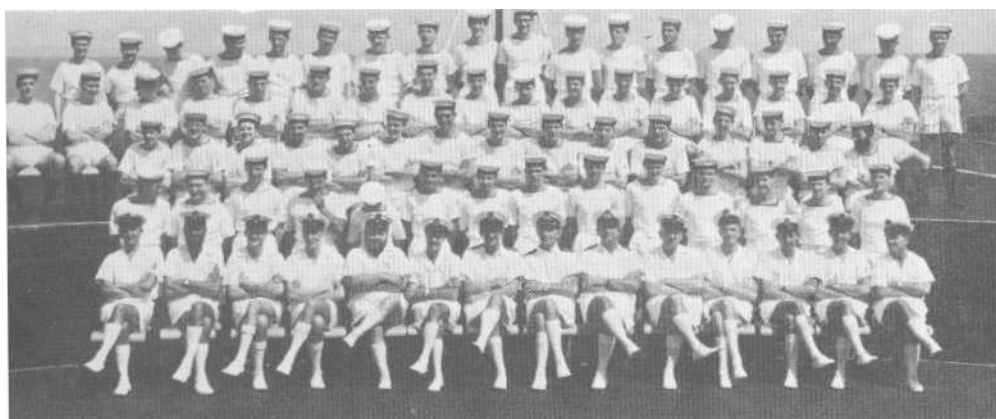


Stores(S), Stores(V) and Writers.



Cooks (S).

Officers' Cooks and Stewards.



P.O. Cook (S) Martin and his Mombasa tiddler.

This is the department which sits in the offices.....

The Captain's Office, for instance, where they busy themselves endlessly with mysterious paperwork and Affairs Of State, but have yet found time to help over sixty compassionate leave cases and prepare one hundred and fifty one warrants.

Or the Pay Office; they work out what you are worth on payday and have recorded your gifts to a grateful exchequer (mulcts) of over £3,000.

Or again the Cash Office - which actually handles the filthy stuff; they paid you £ 1,000,000 in cash, and, if you didn't spend it straight away, changed it into some other currency up to 16 times! They helped you spend a small fortune in Honkers.

.....and looks after the stores ...

The Naval and Air stores; has 45,000 items on the ledger - you want it, they ain't got it. But what did you do with 2,946 gallons of Teepol? You also used 18,083 torch batteries; looking in dark corners for those 1,058 paint brushes presum-



Christmas puds . . .



. . . and cakes.



P.O. Cook (S) Thwaites with 5 Mess supper.



One day's victuals.

ably. The Flying clothing/B.R. section provides the aircrew with all they need in the air - and 'A Guide to Heaven' to be on the safe side.

The Victualling Stores, provided you with 500 tons of spuds, 404,544 sausages, over ½ million eggs and 391,876 tots (and much more besides).

..... and cooks all your grub

We haven't worked out how many chips you get from 500 tons of Murphy's. They also made all those cakes, and even caught some of the food themselves. All in all you ate nearly a ton each in 12 months!

..... and looks after those who live at the end that rattles

230 cabins, Wardroom, Bridge Mess and A.C.R.B. Like the Windmill, we never close... No! Not another cocktail party!

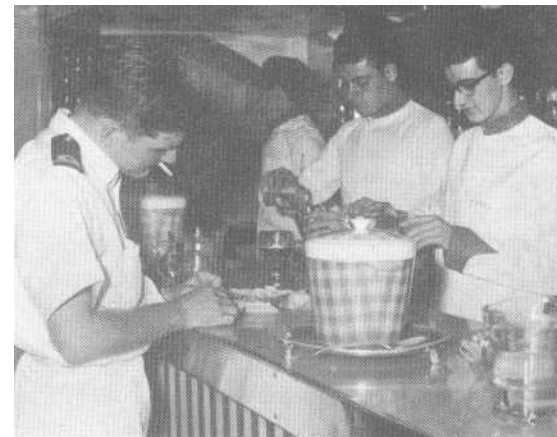
..... in fact, which serves you all.

Some of us are even staying on until November to make sure the new commission gets the same comprehensive service to which you are accustomed.

*Captain's wife cuts the Commissioning cake.
"Take 50 lbs. flour,
40 lbs. butter, 360 eggs . . ."*



Meat . . .



. . . and Drink for the Wardroom.



H. M.S. VICTORIOUS

OFFICERS

Captain

P. M. COMPSTON

Commanders

D.J. Bateman, *Supply Officer*
C.R.P.C. Branson, *Executive Officer*
A.E. Cadman, L.D.S., *Senior Dental Surgeon*
K.A. Leppard, *Commander (Air)*
H.W.F. Lowman, A.M.I.Mech.E., *Marine Engineer Officer*
G.D. Palmer, A.M.I.E.E., *Deputy Air Engineer Officer*
P.A.T. Reeves, B.Sc., A.Inst.P., A.M.I.E.E., *Weapons, Radio & Electrical Officer*
D.W.G. Robotham, A.M.I.Mech.E., *Air Engineer Officer (relieved May 1964)*
J.E. Taylor, M.A., *Senior Instructor Officer*
D.G. Titford, D.C.Ae., A.M.I.Mech.E. A.F.R.Ae.S., *Air Engineer Officer*
P.F. Toal, M.B., B.Ch., *Principal Medical Officer*

Lieutenant Commanders

G.B. Cross, <i>Gunnery Officer</i>	J.G. Pope, <i>Direction Officer</i>
P.S. Davis, D.S.C., <i>Lt.Cdr. (F) (relieved May 1964)</i>	R.C. Prescott, <i>First Lieutenant</i>
K.H. Dedman, M.A. Lt.Cdr. (<i>Operations</i>)	N.E.K. Provins, <i>Explosives Accounting Officer</i>
R.A. Duxbury, <i>Flight Deck Officer</i>	R. Richards, <i>Captain's Secretary</i>
P. Greenwood, <i>Assistant Flight Deck Officer</i>	T.A.W. Ritchie, <i>Flight Deck Engineer Officer</i> (relieved October 1963)
P.W. Haines, <i>Deputy Direction Officer</i>	N.E. Segar, <i>S.A.T.C.O.</i>
J.W. Hall, B.A., <i>Deputy Electrical Officer</i>	P.T. Sheehan, <i>Deputy Supply Officer</i>
D.T. Hanney, <i>Second Gunnery Officer</i>	D.R. Taylor, <i>Flight Deck Engineer Officer</i>
E.M.G. Hewitt, <i>Signal Communications Officer</i>	G.G. Tordoff, B.Sc., <i>Third Met. Officer</i>
J.H.G. Howard, <i>Fleet Work Study Team No. 15</i>	H.A.A. Twiddy, <i>Boatswain</i>
A.R. Knight, <i>A.B.C.D. Officer</i>	K.D.O. Wake, <i>A.M.I.Mech.E., A.M.I.Mar.E.,</i> <i>Senior Engineer</i>
T.C.S. Leece, <i>Lt.Cdr. (Flying)</i>	D.C.F. Watson, M.A., <i>Second Met. Officer</i>
B.J.G. Mackenzie-Williams, B.A., A.M.I.E.E., <i>984/CDS Officer</i>	M. Whyte, B.Sc., <i>Education Officer</i>
F.P. Mathieson, <i>A.B.C.D. Officer (relieved May 1964)</i>	A.W. Wilcox, <i>Senior Engineer (relieved October 1963)</i>
P.G.W. Morris, <i>A.C.R.O.</i>	S.R.C. Wornham, <i>Navigating Officer</i>
W. Norman, T.A.S. <i>Officer</i>	F.G. Young, A.M.R.I.N.A., <i>Shipwright Officer</i>
P.J. Perry, <i>Mate of the Upper Deck</i>	
M.J. Pitt, <i>Weapons A.E.O.</i>	

Surgeon Lieutenant Commander

F.R. Wilkes, M.B.E., M.B., Ch.B., M.R.C.S., L.R.C.P.

Chaplains

Rev. A.B. O'Ferrall, B.A.

Rev. I.J. Vincent

Rev. J.I. Sheehy

69 Carrier-borne Ground Liaison Section

Major P.E.C. Rattray, *7th Gurkha Rifles*

Captain D.C.B. Downe, *The Loyal Regiment*

Lieutenants

T. Allison	T.F. Eden	J.E. Highton
J.W. Armstrong, D.S.M.	D.P. Edwards	D.H. Hobson
B.N. Barrett	G.A.J. Evans	J.V. Issacs
A.J. Bavin	N.D.K. Evans	P.S. Jackson
R. Bradberry	L.R. Finch	R.S. James, A.M.I.Mech.E., G.I.Mech.E.
I. Brannam	W.M. Forbes	J.H.T. Jones
C. Buckle	P.C. Gent	D.A. Knowles
G.H. Caldwell	R.E. Gibbons	R.N. Langham
J.M.R. Carlill	T.J. Gowan, B.A.	C.P. Lawrance
G.J.T. Creedy	N.A.D. Grant	M.St.J. Lines, A.M.I.Mar.E.
M. Cudmore	K.G. Hammerton	G.R. Marr
J.H. Curry	T.A.W. Harris	K.T.W. Martin

Lieutenants (contd)

D.J. Murray	G.M. Ramsay	M.C. Timberlake, G.I.Mech.E.
D.M. Murray	H.E. Sharp, B.E.M.	D.J. Waddington
M.G. Neligan	G.A. Shimmings, B.E.M.	J.A. Warner
K.T. Nethercott	L.A. Shipp	E.G. Waterson
D.W. Nicol	K.A. Snow	W.T. West
W.J.C. Paton	A.E. Sturgeon, A.M.I.Mech.E.	I.P. Whatley
P.W. Pedrick	J.W.T. Tapper	R.B. Wilde
A.K. Potter	A.M. Taylor	C.J.F. Wilson
		R.B. Wrenn, A.M.I.Mar.E.

Surgeon Lieutenant

A.E. Wightman, M.B., Ch.B.

Sub-Lieutenants

M.T. Bicknell	D.D.H. Fowler	J.J. Riley
P.C. Clarke	G. McKay	D. Smith
B.W.C. Crispin	C.F. Motley	A.J. Stewart
P.J. Day	C.J. Pink	P.W.J. Taylor
F. Devoil	E.G.T. Rapps	A.O. Townsend
M. Dowsett		

Acting Sub-Lieutenants under training

J. Avery	D.C. Hurst	T.S. Taylor
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Midshipmen under training

J.A. Beynon	C.L.W. Page	A.L.H. Cryer
B.R. Keech	A.R. Pyke	J.C.S. Darwin
R.B. Lees	R.J. Blott	H.R.P. Granlund
A.P. Masterton-Smith	N.L. Bracegirdle	R.W.H. Payne
J. McLees	R.F.D. Colby	H.N.H. Synnott

801 Squadron

Commander, E.R. Anson, <i>Commanding Officer</i> (relieved April 1964)	Lieutenant Commander M.C. Clapp, <i>Senior Observer</i> (relieved February 1964)	
Lieutenant Commander P.H. Perks, <i>Commanding Officer</i>	Lieutenant Commander M.J.A. Hornblower, <i>Senior Pilot</i> (relieved March 1964)	
Lieutenant Commander J.F.H.C. de Winton, <i>Senior Pilot</i> (relieved November 1963)	Lieutenant Commander J. Dougan, <i>Air Engineer Officer</i>	
Lieutenant Commander J. Lewcock	Lieutenant Commander A.J. White, <i>Senior Observer</i>	
Lieutenant B.V. Giffin	Lieutenant P.G.N. Hoar	Lieutenant N.M. Tristram
Lieutenant J.A. Perkins	Lieutenant A.D. Alsop	Lieutenant A.R.M. Hayward
Lieutenant T.M. Willis	Lieutenant R.W. Edward	Lieutenant P.I. Mathews
Lieutenant A.J. Walsh	Lieutenant G.P. Dobbie	Lieutenant G.G. Meekums
Lieutenant C.D. Pattison	Lieutenant J.D. Brown	Lieutenant N.A. Britton
Lieutenant N.J. du C. Wilkinson	Lieutenant C.L. James	Lieutenant S.W. Blowers
Lieutenant J.R. Bigland	Lieutenant S.R. Young	Lieutenant W.J.V. Walker
Lieutenant T.G. Homan	Lieutenant G.B. Hoddinott, <i>Senior Pilot</i>	Lieutenant M.C. Cole
Lieutenant P.V. Rickard	Lieutenant S.D. Lazenby	Lieutenant R.G. Evans
Lieutenant P.H. Cummuskey	Lieutenant H.L.V. Leeves	Lieutenant C.J. Cline, U.S.N.
Lieutenant P.J.E. Hasleton	Lieutenant C.C.N. Davis	Sub-Lieutenant D.J. Reardon

893 Squadron

Lieutenant Commander K.E. Kemp, <i>Commanding Officer</i>	Lieutenant Commander A.P. Hart, <i>Direction Officer</i>	
Lieutenant Commander M.J. Bateman	Lieutenant Commander G.A. Prince	
Lieutenant Commander N. Bever, <i>Air Engineer Officer</i>	Lieutenant Commander D. Wiltshire	
Lieutenant Commander C.A.M. Comins, <i>Senior Pilot</i>		
Lieutenant G.F. Aldred	Lieutenant E. Newbigin	Lieutenant F.G. Craig
Lieutenant E.S. Billett	Lieutenant R. Paterson	Sub-Lieutenant B.G. Devine
Lieutenant C.J. Blower	Lieutenant R. G. Rance	Sub-Lieutenant B.G. Hughes
Lieutenant D.A. Borrowman	Lieutenant G.D. Stephenson, <i>Senior Observer</i>	Sub-Lieutenant J.D.O MacDonalid
Lieutenant P.S. Brodie	Lieutenant A.J. Spruce	Sub-Lieutenant D.R. McKenzie
Lieutenant C.A. Chase	Lieutenant M.W.H. Thomson	Sub-Lieutenant E.J.A.F. Poultney
Lieutenant R.H. Crowther	Lieutenant M.J. Veal	Sub-Lieutenant N.F. Rawbone
Flight Lieutenant G.A. Culpitt, R.A.F.	Lieutenant A.A. Walker,	Electrical Sub-Lieutenant (AR) J.M. Vickery
Lieutenant F.J. Fitzgerald	Lieutenant J.B. Williams	Sub-Lieutenant R.E.M. Woolley
Lieutenant W.S. Hare		
Lieutenant D. Keys		

814 Squadron

Lieutenant Commander J.G. Brigham, Commanding Officer
(relieved September 1963)
Lieutenant Commander J.G. Beyfus, Commanding Officer
Lieutenant Commander, C.R.V. Doe, Senior Pilot
Lieutenant Commander J.B.A. Hawkins, Senior Observer
(relieved May 1964)

Lieutenant Commander J.G. Kemp, Senior Observer
Lieutenant Commander E.T. Denholm, Air Engineer Officer
(relieved May 1964)
Lieutenant Commander K.H. Ayre, Air Engineer Officer

Lieutenant D.E. Munro, R.C.N.
Lieutenant M.J. Holmes
Lieutenant M.W. Holcroft
Lieutenant Rohrsheim, R.A.N.
Lieutenant D.I. Mart
Lieutenant P.M. Nowell, B.A.
Lieutenant W.N. Gent
Lieutenant C.H.D. Cooke-Priest
Lieutenant R.A. Dobbin

Lieutenant J.E. Yates
Lieutenant N.G. Fraser
Lieutenant D. Anderson
Lieutenant C.A. Robertson
Lieutenant G.N.I. Harvey
Lieutenant P.B. Rover
Lieutenant A.A. Suggitt
Lieutenant P.R. Boor
Lieutenant G.R. Treagus

Lieutenant F.A. Rock
Lieutenant M.J. Norris
Sub-Lieutenant J.M. Milne
Sub-Lieutenant R.A. Bickford
Sub-Lieutenant C.L.L. Quarrie
Sub-Lieutenant C.L. Hodgkinson
Sub-Lieutenant J.K. Anderson
Sub-Lieutenant I.R. Moor
Sub-Lieutenant G.V. Trafford

849 Squadron "A" Flight

Lieutenant Commander M.J.F. Rawlinson, Flight
Commander (relieved December 1963)
Lieutenant Commander B. Prideaux, Flight Commander
Lieutenant D.F.M. Lucas, Senior Pilot
Lieutenant R.C. Andrew, Senior Pilot
Lieutenant R.M. Scott, Senior Observer
Lieutenant A.J. Wray, Senior Observer
Electrical Lieutenant (AR) D.A. Jones, Air Engineer Officer
Lieutenant G.S. Clarke, Air Engineer Officer
Flight Lieutenant K.L. Styles, R.A.F.
Lieutenant D.C. Ferguson
Lieutenant J.P. Devitt
Lieutenant J.F. Le Dieu

Lieutenant J.R.L. Ingham
Lieutenant J. Bewick, Courier Pilot
Lieutenant D.C. Forbes
Lieutenant R.T. Mitchell
Lieutenant (J.G.)R.W. Previ, U.S.N.R.
Sub-Lieutenant V.J. Blyther
Sub-Lieutenant A.J. White
Acting Sub-Lieutenant R.M. Thirde
Acting Sub-Lieutenant R.G. Lewis
Acting Sub-Lieutenant D.J. Rees
Acting Sub-Lieutenant J.L. Begg
Acting Sub-Lieutenant A.S. Hudson

Seamen

Chief Petty Officers
Guy, S., Gunnery Instructor
Cook, C.M., B.E.M., Plot Radar Instructor
Heath, L.R., Chief Boatswain's Mate

Cooper, P., Physical Training Instructor
Douglas, N., T.A.S. Instructor
Reeves, G., Physical Training Instructor
Ward, R.J., Gunnery Instructor

Forecastle Division

Petty Officers

Allford, F., RP1
Bray, J.H., PRI
Edwards, P.L., RP1
Messenger, P.F., UC2
Thomas, R.A., QA2
Wright, D.A., RPI

Leading Seamen

Allen, D.V., RP2
Culley, B.L., UC2
Childs, A.J., RP2
Fisk, R.E., RP2
Frisby, W.C., RP2
Gerrell, T., RP2
Gilbert, G.G., RP2
Jerrard, R.R., RP2
Sturgess, M., SG*
Vine, G.C., RP2
Ware, R.F., RP*
Wilson, J.D., QA2

Able Seamen

Allen, J.W., RP*
Atkins, G.E., RP*
Bartlett, N., RP*
Best, T.P., QA2
Clapson, D.A., SG*
Colley, S.J., RP*
Cousins, K., SG*
Dale, R., RP*
Eckton, R.G., SG*
Epton, A.A., RP*
Easter, D., SG*
Grove, B.D., FC2
Galpin, R.C., RP2
Hackett, D.J., UW*
Hall, B.M., UC*
Haywood, D.K., SG*
Hooker, P.R., FC2
Hunt, T.D., SG*
Hall, K.B., RP*
Le Verdier, D.A., SG*
Leeks, A.M., GL2
Marshall, A., RP2
Millen, L., SG*

Matless, T.W., SG*
Mitchell, A., SG*
Markey, D., QA2
O'Keefe, T.P., UW*
Outhwaite, J., RP*
Povey, M.A., QR2
Poole, K.C., RP*
Pearce, L.C., SG*
Quinn, J.L., RP*
Scrivens, R.F., RP*
Scargill, B.R., SG*
Stannard, C.J., RP*
Sharp, C.G., SG*
Small, D.L., SG*
Tuck, T., UW*
Upham, D.G., SG*
Vickers, M., UW*
Webb, P., SG*
Wilk, S.J., RP*
Wibberley, J.W., GL2
Young, P., SG*

Ordinary Seamen

Hanley, P., RP*

Hathaway, C.D., RP*
Harding, G.J., RP*
Jackson, T.I., UW
Lee, C.A., RP
Miller, C.W., SG*
Nichol, D.J., RP*
Otero, G.L., SG*
Palmer, R., RP*
Packer, M., RP*
Rust, W.J., RP*
Thomson, D.A., RP*
Woodhouse, R.B., RP*

Junior Seamen

Andrews, M.A., SG*
Brown, A., SG*
Blacklock, T.W., SG*
Bryant, K.N., UW
Gledhill, J., RP*
Horsley, K., SG*
Jones, J.T., UW
May, G.K., SG*
Pritchard, D.J., SG*
Sugden, R.A., RP*

Top Division

Petty Officers

Blunden, J.S., FC1
Green, C., QA2
Haynes, A.G., RP2
Harvey, D.G., RP1
Joseph, R.A., RP2
Knight, P.T., RP1
Keen, D.W., RP1
Readman, A., Sailmaker
Rowlett, A., RP1

Leading Seamen

Barr, R., PT2
Belshaw, P.G., RP*
Brown, A., RP2
Bell, J., GL2
Cadwallader, A., RP2
Davenport, A., RP2
Foster, J.O., QA2
James, R.P., FC1
James, D.W., RP2
Loyden, J., RP2
Melville, K.E., RP1

Nundy, N.A., FC2
Williams, A.K., RP2

Able Seamen

Anstey, R.J., SG*
Baker, T., RP*
Beavis, G.E., UC*
Black, J.D., SG*
Bowser, T.F., RP2
Booth, B., UW*
Boyle, A.A., SG*
Broomhall, C., SG*
Bridge, A., RP2
Burrows, R.L., SG*
Dale, B.A., SG*
Davies, C., SG*
Dennis, E.T., UW2
Dockery, F.J., FC2
Fairweather, P.C., SG*
Feist, R., UW*
Fergusson, T., SG*
File, S.C., RP*
Fletcher, F., GL2
Ford, J.E., SG*
Gibson, M., RP2

Gilbert, G.A., RP*
Goodes, D.E., RP*
Hadfield, P.R., RP*
Hales, C.N., FC2
Harper, E.W., SG*
Iddon, D.R., RP*
Ings, W.J., SG*
Johnson, G.H., SG*
Macmillen, R.S., UW2
Malcolm, J., UC*
Murdock, J., SG*
Orchard, D.C., RP*
Orme, S., FC2
Patterson, I.D., RP2
Phillips, D.A., SG*
Preston, J., TM
Richards, D.F., RP*
Richardson, J., SG*
Roberts, K., SG*
Selley, M.J., RP*
Skeels, G.W., RP2
Skipper, A.R., UC*
Smith, P.R., UC2
Snowden, M., SG*
Teago, R.W., UW*

Todd, R.T., SG*
Webb, D.E., RP2
Williams, B., SG*

Ordinary Seamen

Cook, B.M., UW*
Griffin, B.J., SG*
Hukins, C.J., UW
Hutchinson, D.M., RP*
Parker, B.C., RP*
Petch, M., UW*
Third, J.M., RP*
Wilson, G.R., SG

Junior Seamen

Bailey, D., SG*
Box, H., RP*
Eke, C.A., SG
Fisher, C.B., RP*
Hadley, L.J., SG
Miller, R.G., SG*
Page, D.G., SG*
Parker S.M., SG*
Small, D., RP*

Quarterdeck Division

Petty Officers

Cairns, P.T., GA1
Gibson, B.A., RP2
Perry, E.F., QA1
Smith, L., CD2
Thorpe, G.D., QA1

Leading Seamen

Cragg, J., QA2
Cull, E., UW*
Grove, G.T., QA2
Hirons, C.R., RP*
Hutchinson, R.W., RP*
Johnson, B., RP2
Johnson, M., GL2
Lane, R.H., RP2
Marshall, D.N., RP2
Parton, G.E., FC2
Ridley, D.G., UW2
Theobald, T.M., RP2

Able Seamen

Allen, L.G., UC*

Allen, J., UW*
Bircham, W., SG*
Boyle, E., SG*
Castor, R.W., SG*
Clarke, R.C., RP*
Cherrett, J.D., RP2
Connell, J., FC2
Cranham, R.C., RP2
Dow, H. W., RP2
Fairminer, A.J., SG*
Field, J.V., RP*
Ford, R.E., SG*
Glee, D.E., SG*
Goddard, A.A., SG*
Green, M.L., UW*
Harle, R.W., SG*
Harewell, B., SG*
Hoye, P.F.,
Hunt, K., FC2
Kennard, M.D., UW*
Kennedy, J.G., SG*
Knight, D.W., RP*
Langton, M.A., SG*
Miller, T.V., SG*

Munday, J.C., RP*
Olanczuk, J.K., UW*
Pick, E.J., SG*
Pawley, R.A., SG*
Povey, P., GA2
Proctor, A., RP2
Renahan, P.S., SG*
Roberts, S., RP*
Scott, J.K., SG*
Shawcroft, J.W., UW2
Simmonds, S.S., RP2
Smith, P.D., RP*
Stone, D.J., SG*
Strickland, D.H., RP*
Tiller, P.B., UW*
Tolley, E.F., SG*
Tucker, R.A., RP*
Williams, P.C., SG*
Wood, C.S., SG*

Ordinary Seamen

Brinkley, D.A., RP*
Colborne, R.S., RP*
Fletcher, D.L., RP*

Frith, A.R., RP*
Foster, K., RP*
Foster, A.J., RP*
Macallister, N., SG*
Percival, B., SG*
Rutherford, J., RP*
Scholte, C.W., RP*
Shrouder, R.H., UC
Terry, C.T., RP*
Waddingham, F.W., RP*
Walton, D., SG*

Junior Seamen

Armstrong, A., RP*
Bishop, M.H., RP*
Bunting, J.R., RP*
Dale, J.R., SG*
Green, R., RP*
Harris, J., SG*
Harvey, J.T., SG*
Kirk, N.A., SG
Knowles, D.J., SG
Woodard, A.J., SG
Woodrow, G.A., RP*

Airmen

Arseneault, C., C.A. (AHi)
Brokenshire, R., C.A. (AHi)
Chilton, B., C.A. (PHOT)
Clarke, F.E., C.A. (AHi)
Olliver, C.G., C.A. (METi)
Todd, J., C.A. (SEi)
Waters, J., C.A. (AHi)
Childs, N.B., P.O.(A). (AHi)
Claridge, R., P.O.(A). (AHi)
Johnson, T.E.C., P.O.(A).
(PHOT)
Kirkpatrick, W.T., P.O.(A).
(AHi)
Lord, D.J., P.O. (A). (AHi)
Packham, D.F., P.O.(A) (AHi)
Smyth, T., P.O.(A). (AHi)
Barker, C.D., L.A. (METi)
Bell, G.J., L.A. (Met2)

Brown, T., L.A. (AH2)
Eaton, L., L.A. (AH2)
Everest, M.A.W., L.A. (AH2)
Hadley, P., L.A. (AH2)
Howard, H.T., L.A. (AH2)
Knight, G., L.A. (PHOT)
MacMillian, D.L., L.A. (AH2)
Mulry, A., L.A. (AH2)
Parry, M.J., Ldg. Wtr.
Porrirt, E., L.A. (AH2)
Powell, R., L.A. (AH2)
Rogers, R.P., L.A. (AH2)
Taylor, K., L.A. (AH2)
Taylor, N., L.A. (AH2)
Allatt, J.D., N.A.1 (AH3) (D)
Allkins, D.C., N.A.1 (AH3)
Ashton, A.E., N.A.1 (AH3)
Atkins, M., N.A.1 (AH3)

Bailey, R., N.A.2 (AH3)
Barley, P., N.A.2 (AH3)
Barnett, R.P.F., N.A.1 (AH3)
Barrow, R., N.A.1 (AH3)
Bebb, I.G., N.A.1 (AH2)
Beebe, O., N.A.1 (AH3)
Bennett, D., N.A.1 (SE3)
Blacker, W., N.A.1 (AH3)
Blake, G.W., N.A.1 (AH3)
Blount, D., N.A.1 (AH3)
Burke, A., N.A.1 (AH3)
Burke, W.J., N.A.1 (AH3)
Burnett, F.W.M., N.A.1 (AH3)
Burrows, J.E., N.A.1 (AH3)
Carter, A., N.A.1 (AH3)
Cooper, J.M., N.A.1 (AH2)
Cochrane, J.P., N.A.1 (AH3)
Cobbett, L.A., N.A.1 (AH3)

Davies, H., N.A.1 (AH3)
Davies, J.L., N.A.1 (AH3) (D)
Dowsing, A.J., N.A.1 (AH3)
Ellis, A., N.A.1 (AH3)
Farthing, R.W.J., N.A.1
(MET2)
Fearnley, R.A., N.A.2 (AH3)
Fossett, G., N.A.1 (AH3)
Fox, S.B., N.A.1 (AH3)
Gamblin, B., N.A.1 (AH3)
George, S., N.A.1 (AH3)
Gilbert, M.E., N.A.2 (PHOT)
Glynn, R., N.A.1 (AH3)
Harland, M.G., N.A.2 (AH3)
Hemmings, N., N.A.2 (AH3)
Herbert, P., N.A.1 (AH3)
Herring, R., N.A.1 (AH3) (D)
Hildige, C.M., N.A.1 (AH3)

Airmen (contd)

Holland, J.T., N.A.1 (AH3)
Hood, W., N.A.1 (AH3)
Howes, R.G., N.A.2 (AH3)
Huggard, D., N.A.2 (AH3)
Hughes, A.A., N.A.1 (AH3)
Jacobs, S., N.A.1 (AH3)
Johnson, T.R. N.A.1 (MET3)
Jones, D.L., N.A.1 (AH3)
Kennard, F.J., N.A.1 (AH3)
Kerr, H.S., N.A.1 (MET3)
Kitson, W., N.A.1 (AH3)
Lamb, D.C., N.A.2 (AH3)
Lancaster, M.D., N.A.1 (PHOT2)
Lane, J.W., N.A.2 (AH3)
Lenton, A., N.A.1 (SE3)
Logan, J.S., N.A.2 (AH3)
Mackay, R.W., N.A.2 (AH3)
Maddeys, L., N.A.1 (AH3)
Mains, J., N.A.2 (AH3)
Marsh, R.F.W., N.A.1 (AH3)
Martin, M.T., N.A.1 (AH3)
McCurday, J., N.A.1 (AH3)
McLaughlan, A., N.A.1 (AH3)
Meade, G.R., N.A.1 (AH3)
Meadows, G.P., N.A.1 (AH3) (D)
Meyer, A.R., N.A.2 (PHOT2)
Miles, L.J., N.A.1 (AH3) (D)
Murphy, M.V., N.A.2 (AH3)
Newson, J.A., N.A.1 (AH3)
Nobbs, M.L., N.A.2 (AH3)
Pepper, E., N.A.1 (AH3)
Perkins, K. N.A.1 (AH3)
Porter, J., N.A.1 (AH3)
Powell, R.B., N.A.1 (AH3)
Pring, G.H., N.A.1 (AH3) (D)
Rance, J.V., N.A.1 (AH3)
Ridge, B., N.A.1 (SE3)
Sedgewick, A., N.A.1 (AH3)
Sharpe, n., N.A.1 (AH3)
Shooter, n. N.A.2 (AH3)
Soule, F.F., N.A.1 (AH3)
Stewart, S., N.A.1 (AH3)
Strong, A.A., N.A.1 (AH3)
Tait, J.G., N.A.1 (AH3)
Taylor, A., N.A.1 (AH3) (D)
Taylor, D.G., N.A.2 (AH3)
Turner, E.A., N.A.1 (AH3)
Tucker, G.M., N.A.1 (AH3)
Walker, A., N.A.1 (AH3)
Walker, G., N.A.1 (AH3)
Walker, L.A. N.A.1 (AH3) (D)
Warmington, C.G., N.A.1 (PHOT2)
Williams, P.G., N.A.2 (AH3)

Regulating Staff

Chiverton, R.D., M.A.A.
Allenby, H.W., R.P.O.
Cable, W.Z., R.P.O.
Minards, J.G.C., R.P.O.
Rabson, M., R.P.O.
Trinder, D., R.P.O.
Johns, A.F., L.P.M.
Jones, G.H., L.P.M.
Mackenzie, R.F., L.P.M.

Communication Department

Wireless

Foote, D.W.C., C.R.S.
Harder, F., R.S.
Mathews, R.C., R.S.
Perry, M.F., R.S.
Reading, J.M., R.S.
Bird, F., LRO (G)
Hampton, P.A., LRO (G)
Head, B., LRO (G)
Holmes, J.A., LRO (G)
Jones, R.F., LRO (G)
Sloan, J.C., LRO (G)
Taylor, B., LRO (G)
Taylor, C.W., LRO (G)
Wells, J., LRO (G)
Barnard, G.M., RO1 (G)

Burch, J. A., RO1 (G)
Everett, J.W., RO1 (G)
Harvey, K., RO1 (G)
Armstrong, F.E., R02 (G)
Barrett, R.H., R02 (G)
Bethell, T., R02 (G)
Bevan, B.R., R02 (G)
Beward, C.R., R02 (G)
Evans, N.E., R02 (G)
Grimsey, R., R02 (G)
Hutchins, F.M., R02 (G)
Mathews, V., R02 (G)
Minskip, A.G., R02 (G)
Pike, A.H., R02 (G)

E.W.

Turley, D.M., R.S. (W)

Willett, n., RO1 (W)
Williams, K.G., R02 (G)
Purnell, |
Seago, A.G., R02 (G)
Smith, C.P., R02 (G)
Webb, B.A., R02 (G)
Wileman, J., R02 (G)

Tactical

O'Brien, A.D.W., C.C.Y.
Duncan, G., C.Y.
Mitchell, A.J., C.Y.
Morris, G., C.Y.
Raynam, M.M., C.Y.
Bateman, J., LRO (T)
Dobson, C.R., LRO (T)

Egan, M.J., LRO (T)
Lukeman, C.J., LRO (T)
Cope P.T., T02 (T)
Day, A.K., T02 (T)
James, J.T., T02 (T)
Job, R.J.A., T02 (T)
Lockyer, J.B., T02 (T)

Mc Alindon, T.J., T02 (T)
Oldham, P.J., T02 (T)
Worthington, R.V., T02 (T)
Ashworth, P.R., T03 (T)
Blackford, M.R., T03 (T)
Forsyth, D.D., T03 (T)
Larbalestier, A.P., T03 (T)
Sanders, F.K.R., T03 (T)

801 Squadron

Adams, P.H., A.M.1
Arkell, R.C., A.M.1
Baldwin, G.A., C.E.A.(A)
Barlow, D.R., A.A.1
Barrett, E.J., C.R.E.A.(A)
Bettison, D.C., E.A.(A)1
Bevan, G.W., C.A.F.
Blackman, G., A.A.1
Bond, E., A.A.1(O)
Breed, A.J., A.A.1
Brewster, B.M., R.E.A.(A)1
Brown, A.M.,
R.El.Mech.(A)1
Burt, J., A.M.1
Clarke, J., R.E.A.(A)1
Colbran, P.M.G., A.A.1
Cresdee, G.C., R.E.A.(A)1
Crosby, S.A., C.A.A.
Crouch, A.M., A.A.1
Dabell, M.C., R.E.A.(A)1
Davies, A.P., R.E.A.(A)1
England, J.H., A.A.1
Farmery, M.H.,
R.El.Mech.(A)1
Ferdinando, A.W., C.R.El.(A)
Flack, H., C.El.(A)
Foster, M.B., A.M.1
France, A., C.A.F.
Friend, B.J., A.A.1
Flack, H., C.El.(A)

Goldsbrough, M.G.,
R.E.A.(A)1
Hancock, F.J., A.A.1
Hart, C.R., R.E.A.(A)1
Hasney, J.M., E.A.(A)1
Hawkes, J.M., A.A.1
Hicks, P.F.C., E.A.(A)1
Higgs, A.F., A.M.1
Holbrook, F., C.A.F.
Hopper, R.V., C.A.F.
Howe, G.A.D., A.A.1
Hughes, G.D., A.A.1
Hunt, A.W., C.A.A.
Jolin, P.E., E.A.(A)1
Little, J.G., E.A.(A)1
Lynott, P.E., El.Mech.(A)1
Martin, B.L., A.A.1
Mason, J.E., C.A.F.
Mawson, G., A.M.1
Murphy, A.G., A.A.1
Mutimer, G.M., C.A.F.
Palin, D.J., A.M.1
Pearn, R.R., A.A.1
Phepoe, G.E.R., El.Mech.(A)1
Purchase, A.B., A.M.1
Reynolds, R.E., C.A.M.
Ryan, H., A.A.1
Salter, C., R.E.A.(A)1
Shepherd, D.G., R.E.A.(A)1
Skelton, P.M., A.A.1

Smith, D.J., R.E.A.(A)1
Smith, J., A.A.1
Sparks, A.A., C.A.F.
Steedon, R., C.A.F.
Steer, G.D., E.A.(A)1
Surridge, G.P., C.El.(A)
Thomas, C.R., E.A.(A)1
Toner, N., A.M.1
Trapnell, M.L., A.A.1
Vivian, V.I., R.El.Mech.(A)1
Wallace, P.D., A.M.1
Watts, M.T. E.A.(A)1
Watten, R.W., A.A.1
Wright, D.C., R.E.A.(A)1
Barker, J.S., P.O.A.F.
Barnaby, R., P.O.R.El.(A)
Bawden, N.F., A.M.2
Betteley, R.H., P.O.R.El.(A)
Brown, D., P.O.El.(A)
Brumpton, A.J.R.,
P.O.A.(AH1)
Conway, J.E., P.O.A.F.
Cook, W.T., El.Mech(A)2
Crosier, T.C., P.O.A.F.
Doverman, B.B., P.O.R.El.(A)
Elrick, G.S., El.Mech.(A)3
Foster, W.E., R.E.A.(A)2
Freeman, W., P.O.R.El.(A)
Goodhead, A.W., A.A.2
Graham, J.C., P.O.A.F.

Grimes, H., P.O.El.(A)
Halbert, G., P.O.A.F.
Jackson, F., P.O.A.F.
Jones, K.W., R.El.Mech.(A)2
Jones, S.G., P.O.A.F.
Lloyd, K.E., P.O.El.(A)
MacKinnon, A.W., E.A.(A)2
Margetson, T.F., P.O.A.F.
Millard, A.C., P.O.R.El.(A)
Nesbitt, H., P.O.El.(A)
O'Sullivan, P.E., P.O.El.(A)
Page, R.A., P.O.R.El.(A)
Parker, B.L., P.O.R.El.(A)
Payne, R.H., P.O.R.El.(A)
Power, C., P.O.A.(AH1)
Rogers, B.C., E.A.(A)2
Sharp, K.E., R.E.A.(A)2
Simpson, R., P.O.El.(A)
Stephen, E., P.O.A.F.
Stoyles, K., P.O.El.(A)
Strong, I.R., E.A.(A)2
Sutherland, T.L.,
P.O.R.El.(A)
Taylor, R.W., P.O.R.El.(A)
Towns, R.D., R.E.A.(A)2
Upchurch, D.B., P.O.El.(A)
Walker, C.A., P.O.A.F.
Watkins, D.R., P.O.R.El.(A)
Watson, R.E., R.E.A.(A)2
Weller, M.G., E.A.(A)2

801 Squadron (contd)

Alexander, J.H., N.A.M.(A/E)
 Allen, A.T., N.A.M.(A/E)
 Allum, D.E., N.A.M.(A/E)
 Anderson, A., N.A.M.(O)
 Anderson, G., L.A.M.(O)
 Andrews, P.L., L.A.P.M.
 Arnold, W.V., N.A.M.(O)
 Arthur, J.F., L.A.M.(A/E)
 Bailey, A., R.E.M.(A)
 Bashford, D.C., N.A.M.(A/E)
 Bawden, J.L., N.A.M.(A/E)
 Bick, C.E., L.A.M.(A/E)
 Bland, J., N.A.(AH3)
 Bracey, H.E., L.A.M.(A/E)
 Bridgeford, D.G., Stwd.
 Britton, M., N.A.(AH3)
 Brown, E.D., N.A.M.(A/E)
 Brown, J., N.A.M.(A/E)
 Brown, M.R., N.A.M.(O)
 Brwen, D.G., Stwd.
 Boyd, J.A., N.A.M.(A/E)
 Buck, G.B., N.A.(AH2)
 Buckman, P.E., L.R.E.M.(A)
 Burnell, R.M.E., N.A.M.(A/E)
 Burnett, J.K., N.A.M.(O)
 Butterfield, D.A., L.A.M.(A/E)
 Calder, G.L., Stwd.
 Camp, D.L., L.A.M.(A/E)
 Canning, R.J., N.A.M.(A/E)
 Cantrell, P., R.E.M.(A)
 Carr, P.A., N.A.M.(A/E)
 Carrington, C.D.,
 L.A.M.(A/E)
 Chesterton, R.O.,
 L.A.M.(A/E)
 Clack, D.J., L.A.(AH);
 Clarke, J.T., N.A.M.(A/E)
 Coakley, T.P., Ck.(S)
 Coe, D.A., N.A.M.(O)
 Cook, R., L.A.M.(A/E)
 Cooper, D.J., E.M.(A)
 Cornish, G.J., N.A.(SE)
 Coventry, W.C., N.A.M.(A/E)
 Crosswell, B.A., N.A.M.(A/E)
 Cullen, J.H., E.M.(A)
 Davies, A.R., L.A.M.(A/E)
 Davies, V.G., L.E.M.(A)
 Davies, W.H., N.A.(AH3)
 Dennington, M.H.,
 L.R.E.M.(A)
 Dinsdale, M., N.A.M.(A/E)
 Dowler, A.W., L.A.M.(A/E)
 Ellis, T.H., N.A.M.(A/E)
 Fairbrother, C.L., L.A.(AH3)
 Flavill, B.K., L.A.(AH)
 Forbes, H.G., L.A.M.(A/E)
 Foster, B.F., L.E.M.(A)
 French, I.G., N.A.M.(A/E)
 Fullerton, J.H., L.E.M.(A)
 Gander, B.L., N.A.M.(A/E)
 Garnham, E.B., R.E.M.(A)
 Gill, G.B., Stwd. '
 Gilliott, R.C., L.A.M.(A/E)
 Gormely, J.G., Stwd.
 Green, K.P., L.A.M.(A/E)
 Griffin, J., L.A.(AH2)
 Groom, A.W., R.E.M.(A)
 Haines, F., Stwd.
 Harding, P.R., L.A.M.(A/E)
 Hardman, R.T., E.M.(A)
 Hartle, K.J., L.A.(PHOT)
 Heron, W.J., L.E.M.(A)
 Hirst, D.A., L.A.M.(A)
 Hodges, D.J., L.E.M.(A)
 Holder, G., N.A.M.(A/E)
 Hooper, M.T., L.A.M.(A/E)
 Howell, R.C., N.A.M.(A/E)
 Hughes, R.H., L/Wtr.
 Hunt, J.W., N.A.M.(A/E)
 Jackson, S.H., N.A.M.(A/E)
 Jarvis, R.G., E.M.(A)
 Jeremiah, D., L.A.M.(A/E)
 Johns, M.L., N.A.(SE)
 Johnston, J.A., N.A.M.(O)
 Jones, E.A., L.E.M.(A)
 Jones, M.J., N.A.(SE)
 Jones, W.D., E.M.(A)
 Joyce, G.H., N.A.M.(A/E)
 Kiely, M.T., L.R.E.M.(A)
 King, J., N.A.M.(O)
 Kirsopp, G., L.A.M.(O)
 Klass, O., R.E.M.(A)
 Landon, D., N.A.M.(O)
 Lamond, F.I., R.E.M.(A)
 Layne, J., E.M.(A)
 Leathern, H.B., L.A.M.(A/E)
 Leishman, D., L.E.M.(A)
 Lewis, V.R., L.A.M.(A/E)
 Lilley, P.A., L.R.E.M.(A)
 Longmore, R.A., N.A.(AH3)
 Lovell, S.R., L.A.M.(O)
 Lovie, G., L.E.M.(A)
 Locke, K.T., L.A.M.(A/E)
 Lucas, A.D., N.A.M.(A/E)
 MacLuskie, N.I.,
 N.A.M.(A/E)
 Mains, J., N.A.(AH3)
 Marples, D.J., N.A.M.(A/E)
 Martin, D., L.A.M.(A/E)
 Mason, B.I., N.A.M.(A/E)
 McCallum, A.C., Ck.(S)
 McDougall, A.C.,
 N.A.M.(A/E)
 McGibbon, G., N.A.M.(O)
 McKenzie, J.E., N.A.M.(A/E)
 McLeod, L., N.A.M.(A/E)
 Meddings, P.L., N.A.M.(A/E)
 Metcalfe, E.J., L.E.M.(A)
 Mills, A.C., R.E.M.(A)
 Naismith, J., L.A.M.(A/E)
 Nelson, E., L.E.M.(A)
 Palmer, J., L.A.(SE)
 Palmer, J.P., E.M.(A)
 Parry, J., L.A.M.(A/E)
 Paull, R.H., L.E.M.(A)
 Paxton, K., Stwd.
 Pearson, D., L.A.(SE)
 Pearson, A., N.A.M.(A/E)
 Pearson, H.H., L.A.M.(A/E)
 Perry, T.B., N.A.M.(A/E)
 Phillips, D.E., L.R.E.M.(A)
 Phillips, G.A., E.M.(A)
 Pollard, G.G.J., L.A.M.(O)
 Pope, B.A., L.A.M.(A/E)
 Porter, W.A., N.A.M.(A/E)
 Pratt, D.R., R.E.M.(A)
 Pratt, P.S., L.R.E.M.(A)
 Prince, A.K., L.R.E.M.(A)
 Reader, A., L/Stwd.
 Riby, A.O., L/Wtr.
 Richards, B.C., N.A.M.(A/E)
 Ridgers, T.M., N.A.M.(A/E)
 Rixon, K.A.J., N.A.M.(A/E)
 Roberts, E., L.E.M.(A)
 Rooney, J.D., L.E.M.(A)
 Rossetter, M.J., N.A.M.(A/E)
 Rutter, R., N.A.M.(A/E)
 Ryder, P., R.E.M.(A)
 Saunderson, W.B.,
 N.A.M.(A/E)
 Scawthon, R.W., N.A.M.(A/E)
 Simon, C.J., N.A.M.(O)
 Smith, A.M.M., E.M.(A)
 Smith, A.D., L.A.M.(A/E)
 Smith, B., L.A.M.(AH2)
 Smith, B.E., L.A.M.(A/E)
 Smith, C.R., N.A.M.(A/E)
 Smith, D.A., Ck.(S)
 Stockwell, K.R., N.A.M.(A/E)
 Souster, D.J., R.E.M.(A)
 Spencer, S., N.A.M.(A/E)
 Stephens, B.D., L.S.A.(S)
 Stevens, G.V., N.A.M.(A/E)
 Smith, M.P., L.A.M.(A/E)
 Summers, A.J., L.A.M.(A/E)
 Steer, J.R., N.A.M.(A/E)
 Tait, I., L.A.M.(A/E)
 Tarasiuk, A., N.A.M.(A/E)
 Tedbury, R.M., L.E.M.(A)
 Thomas, M.S., N.A.M.(A/E)
 Thompson, E., N.A.M.(O)
 Thompson, M., L.A.M.(O)
 Thorley, S.C., N.A.M.(A/E)
 Thornton, T.R., Stwd.
 Thwaite, B., L.A.M.(O)
 Tooke, C., N.A.M.(A/E)
 Tucker, R., N.A.M.(A/E)
 Tucker, R.G.; R.E.M.(A)
 Turner, D., L.A.M.(A/E)
 Walker, R.W., L.A.M.(A/E)
 Ward, L.W., L.A.M.(A/E)
 Ward, R., L.R.E.M.(A)
 Watson, R.S., L.E.M.(A)
 Watson, D.R., L.A.(PHOT)
 Webb, M., N.A.M.(A/E)
 Weir, E.G., N.A.M.(A/E)
 Whalley, K., L.A.M.(A/E)
 Wheelhouse, J.E., Stwd.
 White, P.F.W., N.A.M.(A/E)
 Whitley, J.R., E.M.(A)
 Wood, G.J.R., N.A.(AH3)
 Woolley, W.H., N.A.M.(A/E)
 Wilcox, B.H., E.M.(A)
 Wilson, D.G., E.M.(A)
 Wright, P., N.A.(SE)
 Williams, P.G., L.R.E.M.(A)
 Walley, D.B., N.A.(AH3)
 Wilson, A., N.A.M.(A/E)
 Wilson, A.A., L.R.E.M.(A)
 Williamson, I.J., E.M.(A)
 Young, A.C., L.R.E.M.(A)
 Young, D.A., N.A.M.(O)

893 Squadron

Addis, J.S., N.A.M.(AE)
 Alford, R.F.J., L.A.M.(AE)
 Alland, G.F., L.E.M.(A)
 Allen, J.F., E.A.(A)1
 Alvey, W.R., C.A.F.(AE)
 Amson, B.A., N.A.M.(O)
 Archer, R.W., N.A.M.(AE)
 Bailey, T.C., N.A.M.(AE)
 Barker, W.E., P.O.A.(AHi)
 Barnes, R.L., L.A.M.(AE)
 Barrie, K.L., A. Stwd.
 Barry, A.T., Stwd.
 Bartle, P.M., Stwd.
 Barton, A., L.A.M.(AE)
 Bebb, T.J., N.A.1 (SE3)
 Bennett, J.K., N.A.1 (AH3)
 Bent, D., N.A.M.(AE)
 Berringer, J.A., L.A.M.(AE)
 Bevan, T.A., N.A.M.(AE)
 Beveridge, G.E., L.A.M.(AE)
 Bigland, R.T., P.O.El.(A)
 Bird, F., A.M.3(AE)
 Blakey, B., E.M.(A)
 Blanshard, T.N., Stwd.
 Bourn, J.D., N.A.1 (AH3)
 Boyle, C.E., N.A.M.(O)
 Brady, T.M., L.Stwd.
 Bray, H.A., A.M.2 (O)
 Bromley, F.C.; L.A.M.(AE)
 Brooks, A.S., E.A.(A)2
 Brawn, R., P.O.El.(A)
 Brown, S.J.Mc., L.S.A.(S)
 Brown, W., N.A.M.(AE)
 Browne, A.R., N.A.1 (AH3)
 Bruton, M.T., L.A.M.(AE)
 Bryant, R.K., R.E.M.(A)
 Buckhalter, E.L., N.A.1 (AH3)
 Bunce, K.H., C.R.El.(A)
 Burgess, K., A.M.3 (AE)
 Carter, D., L.A.M.(AE)
 Carpenter, C., L.R.E.M.(A)
 Chapman, J.F., P.O.A.F.(O)
 Chapman, J.J., L.A.M.(AE)
 Chapman, R.D., E.M.(A)
 Cheesman, P.Q., N.A.M.(AE)
 Chetwynd, J., L.A.(AHi)
 Cleaver, J.W., L.A.M.(AE)
 Clenton, B., E.A.(A)i
 Clinch, J.T., N.A.M.(AE)
 Cook, I.W., E.M.(A)
 Cooper, R.H., Ck.(S)
 Coucill, V.S., L.A.M.(AE)
 Courtney, M.E.T., L.A.M.(AE)
 Cox, J.R., E.A.(A)2
 Cox, R.A., N.A.1 (AH3)
 Craig, P.W., C.A.A.(AE)
 Cranie, H.A., R.E.A.(A)2
 Crane, W.F., E.A.(A).2
 Crotty, T., R.E.A.(A)2
 Crow, E.A., C.A.F.(AE)
 Cumpston, T.G., L.A.M.(O)
 Currie, I.D., N.A.M.(AE)
 Currie, W., L.E.M.(A)
 Curtis, V.E., A.A.1 (AE)
 Dale, C.J., N.A.M.(AE)
 Dalton, D.A., P.O.A.F.(O)
 Dart, C., L.A.M.(AE)
 Davey, P.G., N.A.P.M.
 Davies, L.M., P.O.A.F.(O)
 Deans, D., P.O.El.(A)
 Demmen, M.J., R.E.M.(A)
 Dentith, R.G., A.M.2 (AE)
 Devonport, J., P.O.A.(AHi)
 Dixon, J. Stwd.
 Dixon, M., L.A.M.(AE)
 Dooley, W., R.E.M.(A)
 Doran, J.R., L.R.E.M.(A)
 Dorman, A.C., P.O.A.F.(AE)
 Draycott, D.J.,
 R.E1.Mech.(A)2

893 Squadron (contd.)

Eccott, F.C., L.Stwd.
 Elrick, R.M., N.A.M.(AE)
 Emslie, G., Stwd..
 Ettershank, A.,
 R.El.Mech.(A)
 Evans, J.S., N.A.M.(AE)
 Faulkner, V.W., C.El.(A)
 Fieldstone, D., L.R.E.M.(A)
 Fillingham, D.E., L.A.M.(AE)
 Flint, L.F.A., N.A.M.(AE)
 Flower, L.W., N.A.M.(AE)
 Forrest, D.S., N.A.1 (AH3)
 Forshaw, K., Stwd.
 Foster, D.V., R.El.Mech.(A)2
 Foster, D.F., R.E.A.(A)1
 Foster, M., P.O.El.(A)
 Fox, J. L.A.M.(O)
 Frampton, R.A., A.A.2
 Freeman, D., N.A.M.(AE)
 Galvin, W.L., N.A.M.(AE)
 Gane, J.A., L.A.M.(AE)
 Garbutt, H.M.S.,
 R.El.Mech.(A)1
 Goddard, G.A., C.E.A.
 Goddard, K.A., N.A.M.(AE)
 Godfrey, T., Stwd.
 Gooder, L.B., P.O.A.F.(AE)
 Gower, W., L.A.M.(AE)
 Graham, D., N.A.M.(AE)
 Grange, W., L.A.M.(AE)
 Grant, R.A., L.A.M.(AE)
 Greenway, P.H., N.A.M.(AE)
 Greogory, D.J., N.A.M.(O)
 Haddock, G., C.A.F.(AE)
 Haffenden, J., L.A.M.(AE)
 Haley, W.J., L.A.M.
 Hall, E., L.A.M.
 Halley, J.B., Stwd.
 Hammond, J.E., L.A.M.(AE)
 Hancher, R.C., R.E.M.(A)
 Hankin, D.S., P.O.A.F.(AE)
 Hardy, P., L.A.M.(O)
 Harvey, M.J., E.M.(A)
 Hawes, D., E.M.(A)
 Hissey, R.E., P.O.El.(A)
 Hewitt, A.A., E.A.(A)1
 Hibbens, D., R.E.A.(A)2
 Hicks, B.J., L.A.M.(AE)
 Hill, P., L.R.E.M.(A)
 Hissey, R.E., P.O.El.(A)
 Haynes, J.E., Stwd.
 Hobbs, K., A.M.2 (AE)
 Honeywood, P.J., A.A.1 (AE)
 House, J.D., A.A.1 (AE)
 Hovell, A., N.A.M.(AE)
 Howard, J., N.A.M.(AE)
 Hubbard, J.G., P.O.El.(A)
 Hughes, C.E., L.A.M.(AE)
 Humphreys, N., R.E.A.(A)
 Hunt, D.H., P.O.R.El.
 Jackson, B., N.A.M.
 Jennings, M., A.A.1(AE)
 Jones, E.B., N.A.M.(O)
 Judd, R.E., N.A.M.(O)
 Kane, D.A., A.Stwd.
 Kearley, T., A.A.1 (AE)
 Kelly, R., N.A.M.
 Keveren, M., N.A.M.
 Kirby, A., E.M.(A)
 Kirk, P., A.M.2 (AE)
 Knott, A., N.A.M.(AE)
 Lane, P.O.A.F.(AE)
 Lawrence, J.C.,
 R.El.Mech.(A)1
 Leggatt, J.D., L.A.(SE2)
 Leonard, J.A., L.E.M.(A)
 Leone, L.A., A.A.1 (AE)
 Lewis, M., E.A.(A)1
 Lidgett, D., A.M.2 (AE)
 Lovett, M.E., N.A.M.(AE)
 Lloyd, B.R., L.E.M.(A)
 Lock, C.D., Stwd.
 Longly, S., L.A.M.(O)
 Lumsden, J., N.A.M.(AE)
 Marchbank, T.A., Stwd.
 Marshall, T.S., R.E.M.(A)
 Martin, F.G., N.A.M.(O)
 Mason, P.D., N.A.M.(O)
 McAuley, D.G., Stwd.
 McCaughey, D., L.E.M.(A)
 McCulloch, J., N.A.M.(AE)
 McCurry, F., L.A.P.M.
 McEvoy, M., A.A.i (AE)
 McLachlan, W.S.,
 N.A.1 (AH3)
 Medland, A., P.O.R.El.(A)
 Medland, A., P.O.R.El (A)
 Mills, C.P., R.E.M.(A)
 Mills, J.E., A.A.1 (AE)
 Milsom, I., L.A.M.(AE)
 Minter, M.C., N.A.M.(O)
 Mitchell, J.D., C.E.A.(A)
 Morecroft R.H., N.A.M.(AE)
 Morton, C.C., E.A.(A)2
 Murray, V., E.Mech.(A)1
 Murphy, W.J., P.O.El.(A)
 Neish, C.A., L.A.(AH2)
 Newberry, E.E.A., P.O.El.(A)
 Nichols, R.L., C.A.A.(O)
 Nicholson, D.C., L.A.(SE1)
 Nicholson, T.W., C.El.(A)
 Nightingale, M.G., L.E.M.(A)
 Norris, C.B., E.A.(A)2
 O'Callaghan, D.J., L.A.M.(AE)
 O'Kill, R.A., N.A.M.(O)
 O'Leary, T.S., P.O.A.F.(AE)
 Parker, I., R.E.M.(A)
 Parry, W.H., N.A.M.(AE)
 Pearson, J.R., N.A.M.(AE)
 Percy, A., N.A.1 (SE3)
 Perry, C., L.R.E.M.(A)
 Pick, P.R., E.A.(A)2
 Porter, J.R., R.E.M.(A)
 Powell, B.A., L.E.M.(A)
 Presley, R.D., C.A.F.(O)
 Price, T.M., N.A.M.(AE)
 Pugh, D., L.E.M.(A)
 Pughley, G., E.M.(A)
 Rance, E.F., A.A.1 (AE)
 Ratcliffe, T.P., P.O.A.F.(AE)
 Redgrave, M.G., E.M.(A)
 Reece, D., R.El.Mech.(A)1
 Reeves, W., N.A.1 (AH3)
 Reid, D.N., N.A.M.(AE)
 Richards, C., N.A.M.(AE)
 Richards, J., Stwd.
 Richardson, L., P.O.El.(A)
 Rickard, N.J.P., E.A.(A)2
 Ricketts, J., N.A.M.(AE)
 Rimmer, J., R.E.M.(A)
 Roberts, C.T., L.R.E.M.(A)
 Roche, K., P.O.A.F.(AE)
 Ryder, J., P.O.A.F.(O)
 Sadler, M., P.O.A.F.(AE)
 Salkeld, L.W., N.A.M.(AE)
 Sanderson, R., El.Mech (A)2
 Scott, D., Stwd.
 Scott, L.R., R.El.Mech (A)4
 Shearsmith, J., N.A.M.(AE)
 Short, J.W., E.A.(A)1
 Sillince, R.A., C.A.F.(AE)
 Simister, W.J., N.A.M.(AE)
 Slater, M.G., L.E.M.(A)
 Smith, A.W.D., L.R.E.M.(A)
 Smith, D.C., R.E.A.(A)2
 Smith, G., L.A.M.(AE)
 Smith-Wightman, J.H.,
 Ck.(S)
 Sorrell, D.F., P.O.A.F.(O)
 Southcott, R.G., C.El.(A)
 Sparkes, W., P.O.A.F.(AE)
 Spiller, M.L., L.A.(AH.2)
 Sprague, G.J., P.O.R.El.(A)
 Starr, P.J., A.A.1.(AE)
 Stevens, J.L., E.M.(A)
 Stevens, S.E., A.M.1.(AE)
 Storey, D.W., A.A.1.(AE)
 Summerside, W.J.,
 L.A.M.(AE)
 Swain, P.H., E.M.(A)
 Taylor, B.E., L.Wtr.
 Taylor, B.W., N.A.M.(AE)
 Taylor, W.J., N.A.M.(AE)
 Teague, R.G., P.O.A.F.(AE)
 Thatcher, R.E.,
 R.El.Mech.(A)2
 Tiernan, D.T., N.A.M.(AE)
 Tooze, D.W., A.A.1.(O)
 Tremble, K.C., A.M.3.(AE)
 Tucker, R., N.A.M.(AE)
 Tuttle, K., N.A.M.(O)
 Wade, A., R.E.M.(A)
 Walker, M.B., A.M.1.(AE)
 Ward, M.R., R.E.M.(A)
 Warner, G.J., E.M.(A)
 Wathan, D.B., E.M.(A)
 Watson, T., L.A.M.(O)
 Watson, W.J., C.A.F.(AE)
 Watts, R., N.A.M.(AE)
 Webb, A.J., N.A.M.(AE)
 Webb, S.A., L.A.M.(AE)
 Webb, T.H., L.A.M.(AE)
 Welsh, W., L.A.M.(AE)
 Whenray, D.T., L.E.M.(A)
 Whiteside, R., N.A.M.(AE)
 Wileman, B.P.,
 R.El.Mech.(A)1
 Wilfort, M.D., E.M.(A)
 Wilkie, J., CR.El.(A)
 Wilkinson, H., C.El.(A)
 Williams, G., L.A.(AH2)
 Williams, R.W., E.M.(A)
 Willoughby, M., N.A.M.(AE)
 Wilson, B., E.M.(A)
 Winter, I.F., A.A.1.(AE)
 Wintle, R.G.H., A.A.1.(AE)
 Wollaston, S.J., A.M.1.(AE)
 Wood, J.E., Ck.(S)
 Woolner, P., A.A.1.(AE)
 Wright, R., C.A.M.(AE)
 Yates, I.G., P.O.R.El.(A)
 Yeomans, D.A., R.E.A.(A)2
 Yeouart, F.B., N.A.M.(O)
 Young, B.C.B., N.A.M.(AE)
 Young, T.P., El.Mech.(A)2

814 Squadron

Aitken, D.I., E.M.i.
 Allen, W.G., E.A.i.
 Arden, K.H., P.O.T.A.S.L(A)
 Ashton, J., P.O.A.F.(AE)
 Austin, R.P., L.E.M.
 Bacon, C.J., E.M.2.(A)
 Bainbridge, A.G., N.A.M.(AE)
 Baker, MR., E.M.2.(A)
 Barr, H., L.E.M.(A)
 Bartholomew, P.W., N.A.M.
 Bartlett, D., A.B.
 Bauld, J., N.A.
 Baxter, P.J., R.E.A.2
 Bayliss, A.W.A., R.E.M.(A)
 Bean, D., P.O.(UC)
 Beard, R., C.A.F.(AE)
 Beattie, T.J.W., Ck.(S)
 Bedford, J., E.M.(A)
 Beeston, J.W., A.M.i.(O)
 Bodley, D.W., N.A.M.(AE)
 Bole, W.R., L.A.M.
 Bond, J.P., R.E.M.2.(A)
 Bourne, D.O., N.A M.(O)
 Box, S.W., A.M.2.
 Breen, G.E., Stwd.
 Brown, L.W.E., A.A.1.(AE)
 Brown, W.A.S., C.R.El.(A)
 Bryson, J., P.O.R.El.(A)
 Bucknall, M.C.B., A.M.1.(AE)
 Bull, F., Stwd.
 Bush, N., L.R.E.M.(A)
 Cambell, A.C., E.A.i.(A)
 Capindale, J.W., L/Sea.
 Carr, R., L.A.M.(AE)
 Carter, D., L.A.(AH)
 Casement, E.O., A.A.1.(AE)
 Chapman, A., E.M.(A)
 Christian, R., R.E.A.i.(A)
 Cocker, J.D., L/Wtr.
 Cockin, W., R.El.Mech.(A)
 Cole, P.E., R.E.M.(A)
 Collins, G.J., A/Stwd.
 Collis, D., N.A.M (AE)
 Colls, A.G., E.A.i (A)
 Cook, R., R.E.M.(A)
 Coombes, W.C., R.E.M.2.(A)
 Coombs, R., C.A.F.(AE)
 Connell, H.W., C.A.F.(AE)
 Connoughton, J.R., L/Stwd.
 Counsell, R.S., P.O.(U.C.i.)
 Crook, H.J., L.E.M.(A)
 Crook, J., R.El.Mech.1
 Crossley, R.E., L.A.M.
 Cullen, D.P., J/A/Ck.(S)
 Cunnam, B.J., L.A.M.(AE)
 Darrington, B., N.A.(AH)
 Day, D.A., N.A.M.
 Deans, P., R.E.A.I.(A)
 Devenish, R., L.R.E.M.(A)
 Dicker, P.J., N.A.M.(O)
 Dickin, B., L.E.M.(A)
 Dooley, J.E., N.A.M.(O)
 Dunnill, A.E., N.A.(AH)
 England, D.E., A.A.2.

814 Squadron (contd.)

Falconer, W., L.S.(UC)
Farnworth, B.P., A.M.1.(AE)
Farrow, M., E.M.(A)
Faulkner, B., A.B.(UC)
Fayle, A., L.A.M.(O)
Fish, D.W., L.A.M.
Fitzmaurice, D.M., R.E.A.2.
Ford, P., R.E.M.(A)
Fowler, J.A., L.S.(UC)
Fraser, R.D., L.A.M.(AE)
Friend, B.D., J.N.A.
Fullegar, K.A., L.R.E.M.(A)
Gale, F.W., P.O.El.(A)
Gallagher, P.J., N.A.M.
Gibson, C.W., N.A.M.
Gittings, R.E., N.A.M.(AE)
Glenn, L.L., L.A.M.
Glennie, H., L.A.M.(AE)
Goddard, A., Stwd.
Goddard, R.H., N.A.M.(AE)
Gordon, W., Stwd.
Gore, R.B., P.O.A.F.(O)
Gracie, W.S., E.M.(A)
Gray, M.A., N.A.M.(AE)
Green, P.P.J., A.M.1.
Greetham, E.W., P.O.A.F.(O)
Greenwood, N., N.A.M.
Groom, M.J., N.A.M.(AE)
Hall, T.E., P.O.(UC)
Hallsworth, J., L.A.M.(AE)
Haggarty, J., L.A.M.(AE)
Hardie, D.E.M., P.O.A.F.(AE)
Harding, P.R., N.A.(AH)
Harris, L.T., A.A.1.(AE)
Harrisson, L.A., N.A.M.(AE)
Harvey, M.S.L., L.A.(AH)
Hawker, J.C., C.A.A.
Hav, A.S., El.Mech.2
Hill, G., L.R.E.M.(A)
Hill, T., N.A.
Hinton, J., L.E.M.(A)
Hogarth, A.S., P.O.El.(A)
Holmes, J.K., L.S.(UC)
Houghton, J., R.E.M.(A)
Howard, W.H., L.A.M.
Hugget, N.A., N.A.M.(AE)
Hume, T.L., N.A.M.(O)
Inns, H.F., Stwd.
Jackson, P.G., E.M.(A)
James, R.D., Ck.(S)
James, W.G.G., E.M.(A)
Jenkins, R.W., L.A.M.(AE)
Jenner, R.N., P.O.A.F.(AE)
Jones, G., Stwd.
Jones, W.E., C.A.(AH)
Kearton, R.V., R.El.Mech.3
Kelly, G.W., N.A.M.(AE)
Kemp, A.F., L.R.M.E.(A)
Kerrigan, A., P.O.A.F.(AE)
Kirby, W.C., P.O.A.F.(AE)
Knull, A., A.A.1.
Lane, A.G., Ck.(S)
Langdon, J.J., L.A.(AH)
Lange, D.J., E.M.(A)
Leake, R.G., L.A.(SE)
Leeson, M., N.A.M.(AE)
Lelion, J.W., A.A.1.(AE)
Longhurst, A.M., Stwd.
Lowry, S., E.M.(A)
Luton, G., L/Wtr.
Macaskill, D.I., P.O.R.El.(A)
Mann, T.C., E.A.2(A)
Marshall, W., A.M.1.
Margetts, A.D., A.B.
Martin, H.C., R.E.M.(A)
Martin, T.J.J., E.A.2
Masland, R.G., N.A.M.(AE)
Massey, J., N.A.(SE)
Matthews, T.L., A.M.2
Mayley, L.P., N.A.M.
Maynard, R.F., R.E.A.2
Mills, A., P.O.A.
Miller, C.C., N.A.M.
Miller, G.R., E.A.1.(A)
Mortimer, J., R.E.M.(A)
Morton, E.E., N.A.M.(AE)
Moses, R.J., P.O.El.
Moss, J.K., L/Ck.(S)
Murrey, D., L.A.M.(AE)
Nelson, V., Ck.(S)
Newport, K., Stwd.
Nicol, B.D., N.A.M.(AE)
Nichols, A., Stwd.
Nicholson, R.H., L/Stwd.
Norley, J., A.A.1.(AE)
Norris, G.F., R.E.M.i.
Nunn, R.H., N.A.M.
Owen, T.L., A.A.1.(AE)
Parker, G.L., N.A.M.
Perry, J.B., L.A.M.(AE)
Perry, M.D., R.E.M.(A)
Phair, G.V., L.A.M.(AE)
Pinches, R.C., Stwd.
Pyke, B., Stwd.
Rawlinson, J.E., L.A.M.(AE)
Remnant, D., N.A.M.
Restall, R.P., E.A.1.(A)
Ricketts, J.E., N.A.
Roalf, P.G.R., C.A.M.(AE)
Roberts, F., L.R.E.M.(A)
Rogers, M.S., N.A.(SE)
Rutter, T.F., E.A.r.
Ryan, J.E., N.A.(AH)
Sanders, J.M., R.E.M.2
Savill, D.R.T., R.E.M.(A)
Saville, R.A., R.E.M.(A)
Scott, K., C.A.(AH)
Scott, S.J., N.A.M.
Seddon, N.T., L.Sea.
Seymour, L.W., P.O.A.F.
Shanks, G., N.A.(AH)
Short, R.J., N.A.M.
Siggery, J.R., L.E.M.
Simpson, G.B., P.O.R.El.(A)
Skeer, C.P., C.E.A.
Skelton, K., Stwd.
Sloan, G.D., R.E.M.(A)
Sloan, T.G., N.A.M.
Smart, C.A., N.A.M.(AE)
Smith, F., A.A.1.
Speck, P., A.B.
Spencer, J.H., C.A.F.(AE)
Stanley, H., C.El.Mech.
Stewart, T., Stwd.
Stork, A.F., C.R.El.(A)
Stoupe, C.H., El.Mech.
Strathaim, Q.R., L.S.
Straughan, J.L., N.A.M.(AE)
Strong, H.J., N.A.M.
Sumner, D.J., N.A.M.
Swaffield, E.A.D., El.Mecha
Swain, T.D., N.A.M.(AE)
Sykes, E., L.E.M.(A)
Syme, J.A.S., L/Stwd.
Tait, D.E., E.A.1.
Thomas; J.T.G., L.A.M.(O)
Thorn, H.F., P.O.El.
Trafford, K.A., Stwd.
Tucker, R.J., P.O.A.F.
Wallace, B., L.S.A.(S)
Wallis, D.G.H., E.M.(A)
Walker, G., L.E.M.(A)
Walsh, W.J., E.M.(A)
Wearmouth, R.J., N.A.(SE)
Wearn, B., Stwd.
Weetman, R., N.A.M.(O)
Westall, K.F., N.A.(AH)
Wilde, J.N., N.A.M.(AE)
Willard, G.A., N.A.M.
Williamson, K.E., L.S.A.(S)
Williams, A.J., El.Mech.2
Williams, B., Stwd.
Williams, W.A., L.R.E.M.
Whitbread, R., Stwd.
White, P.J., P.O.El.
Whitehouse, A.J., N.A.M.(AE)
Whittle, R.H., N.A.M.(AE)
Woolhouse, A., E.M.(A)
Worth, D.A., L/Stwd.
Worthington, B.J., L.S.
Wyatt, C.J., N.A.M.

849 Squadron 'A' Flight

Cotterell, B.S., El.Mech.(A)1
Cruddas, J., R.El.Mech.(A)1
Flint, D., C.A.F. (A/E)
Hales, J.W., C.E.A. (A)
Jefferies, J.E., C.A.M. (A/E)
Norton, D., R.El.Mech.(A)1
Peters, A., A.A.1
Turner, J.A.J., C.A.F. (A/E)
Angel, M.R., A.A.2
Gill, N.W.G., P.O.El. (A)
Guest, T.K., P.O.A.F. (A/E)
Milford, P.E., R.E.A. (A) 1.
Scarratt, E.V., P.O.R.El. (A)
Shute, C.C., P.O.A.F. (A/E)
Slater, J.W., P.O.A.F. (A/E)
Strange, E.K., P.O.El. (A)
Bommer, C., Stwd.
Bourne, L.M., Stwd.
Burrage, D.R., L.A.M. (A/E)
Burton, A.F., Stwd.
Copley, J., R.E.M. (A)
Cornet, J., E.M. (A)
Crandon, V.R., L.A.M. (A/E)
Darlow, P.J., N.A. (AH3)
Delaney, P.W., Stwd.
Feighan, H., L.A. (SE2)
Goddard, R., N.A. (AH3)
Harris, D.T., E.M. (A)
Harris, I.R., E.M. (A)
Hart, C.D., L.E.M. (A)
Howard, C., L.A. (AH2)
Hughes, E.F., L.R.E.M. (A)
Jameson, D., L.A.M. (A/E)
Jennings, K.C., E.M. (A)
Johns, A.P., L.R.E.M. (A)
Jones, A.J.A., N.A.M. (A/E)
Laurie, J., N.A.M. (A/E)
Lever, A.W., Stwd.
Mann, R.J.H., L. Stwd.
Martin, J.T., N.A.M. (A/E)
Matthews, P.G., E.M. (A)
Newport, C.S., N.A.M. (A/E)
Phillips, P.W., N.A.M. (A/E)
Philpott, D.F., L.A.M. (A/E)
Pountain, R.C.M.,
N.A.M.(A/E)
Roberts, B., L.R.E.M. (A)
Sorby, P., L.R.E.M. (A)
Stocks, A.E., L. Ck. (S)
Tinnion, F.A., L.S.A. (S)
Twell, R., L.A.M. (A/E)
Waller, E.H., Stwd.
Wellburn, R., N.A.M. (A/E)
Wells, C.R., R.E.M. (A)
White, W.J., N.A.M. (A/E)
Witts, K.F., L. Wtr.
Wright, P.L., L. Stwd.
Courier Crew
Vaughan, P., A.A.1
Jackson, A.M., N.A.M. (A/E)
McMullan, T., R.E.M. (A)
Sherrin, E.C., L.E.M. (A)
Worrall, A., L.A.M. (A/E)

Engine Room Department

Adair, J.N.M., POM(E)
Adams, R.M., ERA
Alcock, J.C., M(E)
Alderson, C., M(E)
Aldridge, W., M(E)
Allen, E.S., M(E)
Allen, G., M(E)
Allen, M., M(E)
Andrews, J.H., POM(E)
Anstey, E.A.E. POM(E)
Armour, R., M(E)
Armstrong, B., M(E)
Armstrong, C.R., ERA
Babbs, K.M., LM(E)
Bailey, I.R., M(E)
Baker, J., LM(E)
Baldwin, D.A., M(E)
Barker, K., M(E)
Barnard, J.C., M(E)
Barnes, P., ERA
Batrup, M.J., LM(E)
Bateman, R., M(E)
Bateman, R.J., ERA
Beaumont, A.R., LM(E)
Beaumont, W., POM(E)
Beavers, J.M.H., M(E)
Bedford, A., LM(E)
Beer, A., Mech.
Begg, A., M(E)
Bell, D.J.I., LM(E)
Bell, R.J., M(E)
Bennington, D., ERA.

Engine Room Department (contd.)

Bigland, G.W., POM(E)
Black, D.H., POM(E)
Blackburn, R., LM(E)
Blackwood, A.B., M(E)
Blackwood, D.P., M(E)
Blair, R.E., M(E)
Blair, L.P., M(E)
Blake, D.J., M(E)
Bolton, J.C., LM(E)
Bonnick, C.J., M(E)
Booth, R.J., ERA
Bowler, J.W., Mech.
Bowron, F., POM(E)
Boydell, T.A., M(E)
Boyle, H.McE., M(E)
Brandrick, G.V., M(E)
Brewster, G.A., LM(E)
Brown, J.S., M(E)
Brown, R.M., M(E)
Buckley, J.B., M(E)
Sullen, C.E., Mech.
Bundy, P.J., CH.M(E)
Burbridge, I.D.J., M(E)
Burrell, W., M(E)
Bushell, J.F., LM(E)
Cahill, P.J., M(E)
Caldecott, C.T.G., POM(E)
Canadine, A.J., LM(E)
Carter, K., M(E)
Castle, F.T., CH.M(E)
Chambers, R.P., M(E)
Channell, B., M(E)
Christie, A., LM(E)
Christie, S., POM(E)
Churchman, T., M(E)
Clark, J.A., M(E)
Clark, K., M(E)
Clarke, M.S.J., M(E)
Clarson, C.J., M(E)
Clemson, D.A., M(E)
Clothier, B., LM(E)
Clough, D.A., ERA
Cockie, A.A., Mech.
Connolly, G., M(E)
Conroy, R.J., M(E)
Constable, J.G., POM(E)
Cooper, K.J., M(E)
Copeland, G., POM(E)
Corbett, A., M(E)
Corbitt, R.J., M(E)
Cornbill, G.E., M(E)
Coxon, T.G., LM(E)
Cracknell, D.E., LM(E)
Craven, T.P.,
Crawford, A.T.H., M(E)
Creaney, G.O.G., L
Cresswell, F.S., ERA
Cunningham, R.E., M(E)
Culpeck, A.A.,
Davies, A.E., M(E)
Davies, R.M., M(E)
Day, A.W., POM(E)
Day, J.D., M(E)
Deeprise, E.L., M(E)
Dell, W., M(E)
Dewar, G.A., M(E)
Diamond, E., M(E)
Dodds, J.W., M(E)
Downs, H.S., M(E)
Driver, R.R., M(E)
Dryburgh, J., LM(E)
Dubber, R.F., M(E)
Duncan, R.J., M(E)
Earl, C.E., B.E.M., CH.M(E)
Ebers, R.T., POM(E)
Eastwood, C.R., M(E)
Edgar, S.P., Mech.
Ellis, J.A., ERA
Elwell, D.G., M(E)
Elliott, A.W., LM(E)
Emery, F.C., LM(E)
Etheridge, D.G., LM(E)
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Evans, J.D., M(E)
Evans, M., M(E)
Fellows, J.A., M(E)
Fennel, E.P., B.E.M., CERA.
Fenton, J.G., M(E)
Ferns, K.S., M(E)
Finean, A., M(E)
Fitzpatrick, R.A., M(E)
Forbes, D.J., M(E)
Forbes, G., Mech.
Ford, D.D., CH.Mech.
Foster, R., M(E)
Fowler, A., M(E)
Fredson, G., M(E)
French, L.W.B., POM(E)
Frost, J.W., POM(E)
Funnell, W., CH.M(E)
Gaffney, G.A., Mech.
Garraway, M.J., POM(E)
Gibson, W.J., M(E)
Gill, B., POM(E)
Gill, W.B., M(E)
Goode, P.J., LM(E)
Goodwin, W.J., M(E)
Gowland, R., LM(E)
Graham, G.A., M(E)
Graham, R., M(E)
Graver, A.K., M(E)
Gray, A.P., M(E)
Green, B.A., ERA.
Green, M., M(E)
Greenslade, A.G., M(E)
Gregory, G.I., M(E)
Gregson, A.E., LM(E)
Grimshaw, T.N., M(E)
Haines, N.E.F., Mech.
Hamer, G., ERA.
Hammond, R.W., M(E)
Hanson, W., M(E)
Harkness, I., LM(E)
Hardy, R.C., M(E)
Hargest, R., M(E)
Harris, F.J., Mech.
Harris, N.A., LM(E)
Harris, R.C., M(E)
Harris, E.V., M(E)
Harris, W.J., Mech.
Haslam, A.J., M(E)
Haughton, D., LM(E)
Hawker, P.T., M(E)
Hewley, M., LM(E)
Hayes, R., M(E)
Haywood, J.R., M(E)
Healey, M.S., M(E)
Heeney, J., M(E)
Helm, C., ERA.
Herrington, S.A., LM(E)
Hewlett, B.G., CERA.
Hill, K.W., M(E)
Hiscock, B.J., ERA.
Hodgers, J.J., M(E)
Hodgson, G.L., CERA.
Holland, J.H., POM(E)
Holt, K., M(E)
Holder, J.C., M(E)
Hopewell, G., M(E)
Hopkins, J.L., LM(E)
Hoskin, W.F., ERA.
Howell, R.E., M(E)
Hudson, G., CH.Mech.
Huish, F., M(E)
Humphrey, D., Mech.
Hutchins, H., POM(E)
Inskip, R.L., ERA.
James, A., M(E)
James, T.M., M(E)
Jackson, R.A., CERA.
Jeffrey, D., POM(E)
Johnson, C., M(E)
Johnstone, R., LM(E)
Jolliffe, B.F., Mech.
Jones, D.L., M(E)
Jones, H.W., M(E)
Jones, R.E., M(E)
Jones, V.R., M(E)
Jordan, C.A., M(E)
Jordinson, M., M(E)
Joyce, R., M(E)
Judd, D.P., LM(E)
Jupp, R.S., M(E)
Kane, R., Mech.
Kavanagh, J.J., POM(E)
Knight, R.A., M(E)
Langford, E.A.N., M(E)
Lawrence, D.J., ERA.
Larence, T.M., LM(E)
Lee, F.D., POM(E)
Leeder, R.J., M(E)
Lees, L., ERA.
Lelliott, D.D., M(E)
Leslie, N.S., M(E)
Lewis, T.E., M(E)
Leyshon, G.W.R., M(E)
Kay, R., M(E)
Kelly, M.M., M(E)
Kent, P.A., M(E)
Kerr, J.H., M(E)
Kester, B.C., M(E)
King, C.E.G., ERA.
Kitchen, R.J., LM(E)
Liddle, N., M(E)
Llewellyn, I.M., M(E)
Lockhart, J., LM(E)
Loveland, J., LM(E)
Lunn, J.H., M(E)
Macalister, M.S., M(E)
Macleod, R.W., M(E)
Margetts, F.G., POM(E)
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Martin, D., M(E)
Mason, F.J.W., LM(E)
Mason, I.P., LM(E)
Mather, P.I., M(E)
Matthews, R.A., M(E)
McCarter, M.J., M(E)
McDonough, T.P., M(E)
McGrath, K.G., M(E)
McKee, L.V., M(E)
McLellan, S.J., LM(E)
McTurk, G.S., M(E)
McWeeney, M., M(E)
Meaney, G., M(E)
Meiklejohn, J., M(E)
Merridue, G.B., M(E)
Miller, P., M(E)
Miller, R., LM(E)
Miller, LM(E) W., CH.M(E)
Milner, M., M(E)
Mohamat, H., M(E)
Molland, A.J., LM(E)
Money, R.S., M(E)
Monk, R.A.J., LM(E)
Moore, P.E., M(E)
Morris, W.H., M(E)
Moss, F.A., CH.Mech.
Mould, D.J., E.R.A.
Mulhall, P.J., M(E)
Mulholland, F., M(E)
Mulligan, C.A., LM(E)
Mumford, P.A., M(E)
Mundy, A.E., M(E)
Murphy, F.C., POM(E)
Murray, J.W., M(E)
Naylor, A., M(E)
Neal, C.W., LM(E)
Neal, L.F., Mech.
Newberry, B.R.F., POM(E)
Nicholas, A., E.R.A.
Nicholson, J., M(E)
Norris, E.W., M(E)
Nugent, J.M., E.R.A.
Oliver, M.J., ERA.
O'Mahoney, D.P., CH.Mech.
O'Neill, B.K., M(E)
O'Neill, P.J., M(E)
O'Reilly, P., ERA.
Orr, A., LM(E)
Orr, A.A., M(E)
Ottley, D.C., ERA.
Page, H.V., Mech.
Paines, M.W., Mech.
Palmer, R.I., M(E)
Parkinson, M., M(E)
Pask, D., POM(E)
Pearson, B.A., LM(E)
Pemberton, W., POM(E)
Percival, D.W., M(E)
Phillips, M.H., M(E)
Phillips, W.L.S., CH.M(E)
Pickering, N.F., CH.M(E)
Pike, J.S., M(E)
Plant, A.C., LM(E)
Platt, M.J., M(E)
Pollock, R., CH.M(E)
Poston, J., LM(E)
Powell, A.W., CH.M(E)
Price, F.M., M(E)
Quigley, T., M(E)
Raisbeck, P.S., POM(E)
Ramsey, B.D., M(E)
Rashleigh, E.C., ERA.
Reid, C.W., ERA.
Reynard, C.F., ERA.
Richards, C.R., M(E)
Richardson, E.W., LM(E)
Roberts, F.G., M(E)
Robertson, R., M(E)
Robinson, D., M(E)
Robinson, E.J., M(E)
Ryan, P., M(E)
Sagar, D., M(E)
Schooler, R.M., M(E)
Scarlett, R., M(E)
Scott, D.C., M(E)
Seagar, G., M(E)
Seales, P.J., LM(E)
Seliman, J.E., LM(E)
Sharp, J.J., M(E)
Sherer, K.R., M(E)
Short, G.A., M(E)
Shrewsbury, A.L.J., LM(E)
Sim, R., M(E)

Engine Room Department (contd.)

Skeet, C.L.S., ERA.
Skinner, W.J., M(E)
Slade, J.C., POM(E)
Smith, A.C., M(E)
Smith, B.A., M(E)
Smith, C., M(E)
Smith, D.M., M(E)
Smith, F., M(E)
Smith, J.H., LM(E)
Smith, L.E.E., M(E)
Smith, M., M(E)
Smith, R.B., M(E)
Smith, T.M., M(E)
Smith, W., Mech.
Sparkes, B.W., M(E)
Spowart, M., M(E)
Stamper, J.S., POM(E)
Stanley, A.J., M(E)
Stannard, R.J., LM(E)
Steptoe, C.F., M(E)
Stevenson, J.C., M(E)
Stock, R.E.R., M(E)
Stoffel, A.B., M(E)
Stopford, R., CH.M(E)
Stout, W., LM(E)
Stromsoy, M.E., M(E)
Strong, D.A., M(E)
Stuart, D.D., M(E)
Taylor, N.F., POM(E)
Taylor, R., M(E)
Theobald, A.J., M(E)
Thompson, D.A., M(E)
Thompson, H.E., Mech.
Thornton, J.P., M(E)
Thorp, A., LM(E)
Timson, C.F., POM(E)
Tinney, M., M(E)
Tinney, R.D., POM(E)
Torrington, K.B., LM(E)
Townley, J.W., M(E)
Trebble, P.C., ERA.
Tribe, K.H.J., ERA.
Tristram, T.W., LM(E)
Unsworth, R., Mech.
Wain, R.E., M(E)
Wakefield, K.A., LM(E)
Wakefield, R.K., POM(E)
Walburn, M., ERA.
Wale, G.C., M(E)
Walker, A.A., M(E)
Walker, D.J., LM(E)
Wallace, M.G., LM(E)
Wallace, R.F., M(E)
Walton, J., ERA.
Ward, C., POM(E)
Ware, A.W., M(E)
Warren, B.S., POM(E)
Watkins, P.G., M(E)
Watson, D., LM(E)
Watson, R.A., LM(E)
Watson, R.M., M(E)
Watts, C.W., LM(E)
Webb, J.D., M(E)
Weir, M.B., LM(E)
Wenham, B.W.L., Mech.
Weston, G., LM(E)
White, A.T., M(E)
White, J., M(E)
White, K.J., CH.M(E)
Whitfield, R., M(E)
Wiles, C.G., POM(E)
Wilkins, G.K., POM(E)
Wilkinson, A., LM(E)
Wilkinson, L.R., M(E)
Williams, M.L., M(E)
Williams, O.T., POM(E)
Williams, P.R.C., ERA.
Wilton, A., LM(E)
Winter, J.F., M(E)
Wiskin, R., POM(E)
Wood, J.W.S., M(E)
Woodnutt, W.E., M(E)
Woodthorpe, J., M(E)
Wright, B.E.W., M(E)
Wycherley, A., M(E)
Wyllie, G.A.S., LM(E)
Yemm, M.I., Mech.
Yeoman, J.L., M(E)

Shipwrights' Department

Rigden, A., Ch. Shipt.
Smith, D.W.J., Ch. Shipt.
Taylor, R.J., Ch. Shipt.
Darley, H.V., Ch. Blsm.
Preston, W.S., Ch. Plmbr.
Briscoe, K., Shipt. 1.
Burch, K.G., Shipt. 1.
Cox, R., Shipt. 1.
Frost, K., Shipt. 1.
Gates, M.O., Shipt. 1.
Goodman, C.G.F., Shipt. 1.
House, G.F., Shipt. 1.
Leal, I.D., Shipt. 1.
Neal, E.G., Shipt. 1.
Robertson, R.C.N., Shipt. 1.
Thompson, K.E., Shipt. 1.
Willets, T.H., Shipt. r.
Keirle, K.W., Jnr. 1.
Monk, L.G., Shipt. 2.
Nadin, J.R., Shipt. 2.
Copus, A.W., Shipt. 3.
Brown, R.M., M(E). 1.
Norris, E.W.J., M(E). 1.
Seager, G., M(E). 1.
Stanley, A.J., M(E). 1.
Phillips, D.A., A.B.

Air Engineering Department

Archibald, W., A.A.1.(AE)
Back, D.R., R.El.Mech.(A).1
Blogg, P., R.E.A.(A).1
Boldison, P.D., C.El.(A)
Cheek, D.A., A.A.(AE).1
Chubb, B.E., B.E.M.,
C.E.A.(A)
Clive, C.G., R.E.A.(A).1
Emberson, J.S., A.A.(AE).1
Gibbs, R.A.E., R.E.A.(A).1
Hall, G.C., A.M.(AE).1
Harbert, W.D., C.A.F.(AE)
Hawthorne, S., E.A.(A).1
Hocking, S.J., C.A.A.(O)
Hodder, F.O., R.E.A.(A).1
Jones, T.D., A.M.(AE).1
King, K.F., E.A.(A).1
Lawrence, E.C., C.R.E.A.(A)
Leach, D.C., A.-M.(AE).1
Lovell, J.H., E.A.(A).1
Lynch, R.C., El.Mech.(A).1
Mattocks, B.W., C.A.F.(AE)
McDonald, T.H., R.El.
Mech.(A) 1
McLaughlan, T., C.A.F.(O)
Mortimer, P., E.A.(A).1
Pollard, D.W., A.M.(O).1
Rees, E.F., C.R.E.A.(A)
Robbins, P.E., R.E.A.(A).1
Stickland, R.S., C.R.E.A.(A)
Tibbs, L.L., C.A.F.(O)
Troke, E., C.A.F.(AE)
White, B.R., E.A.(A).1
Young, E.C., A.A.(O).r
Allwright, S.E. P.O.R.El.(A)
Ashford, D.G., P.O.El.(A)
Barnden, T.G., P.O.El. (A)
Cork, S.A.E., P.O.A.F.(O)
Derbe, K.B., P.O.A.F.(AE)
Hardwick, G., P.O.A.F.(AE)
James, G.M., P.O.A.F.(O)
Jeffrey, G.F., P.O.A.F.(O)
Macdonald, S.R.,
P.O.A.F.(AE)
Morris, M.E., P.O.A.F.(O)
Poxon, K., P.O.A.F.(AE)
Rockey, M., A.A.(AE).2
Sullivan, F.T., R.El.
Mech.(A)2
Thompson, A.J., P.O.R.El.(A)
Warren, D.L., P.O.El.(A)
Williams, D., P.O.El.(A)
Atkins, P.J., L.R.E.M.(A)
Austin, J.A., L.A.M.(AE)
Billins, E.A.H., L.A.M.(AE)
Boyle, R.C., L.R.E.M.(A)
Cleary, T., L.E.M.(A)
Dennett, D.E., L.A.M.(O)
Dove, R.V., L.A.M.(O)
Evans, T.D., L.E.M.(A)
Hill, R.P., L.A.M.(O)
Hill, T.W., L.A.M.(AE)
Latham, E.G., L.A.M.(O)
Lenaghan, M., L.A.M.(O)
Martin, P.C., L.R.E.M.(A)
Murray, N.A., L.A.M.(AE)
Nash, R.G., L.A.M.(O)
Nicholas, M.J.C., L.R.E.M.(A)
Nisbet, J.L., L.A.M.(O)
Oliver, J.B., L.A.M.(O)
Palmer, R., L.E.M.(A)
Pratt, D.M.B., L.R.E.M.(A)
Pratt, F.W., L.R.E.M.(A)
Pugh, T.D., L.R.E.M.(A)
Robinson, N., L.E.M.(A)
Sinclair, R.S., L.R.E.M.(A)
Skelton, J., L.A.M.(O)
Thain, J., L.A.M.(O)
Wainwright, C.S., L.A.M.(O)
Warren, G., L.A.M.(O)
Wood, A.D., L.A.M.(AE)
Barrett, R.C., N.A.M.(O)
Beech, M.L.R., N.A.M.(O)
Blakeman, J.A., N.A.M.(AE)
Bobby, V.P., N.A.M.(AE)
Brown, C., N.A.M.(AE)
Burridge, F.G., N.A.M.(AE)
Chamberlain, K.R., N.A.M.(A)
Curtis, D., N.A.M.(O)
Dickson, E.A., N.A.M.(AE)
Digby-Worsley, R., N.A.M.(O)
Doyle, J., E.M.(A)
Dyer, C.G., N.A.M.(O)
Farmer, N.E., N.A.M.(AE)
Garrety, L., N.A.M.(O)
Gittens, L.H.G., N.A.M.(O)
Goodall, R.F., N.A.M.(O)
Graham, A., N.A.M.(O)
Greatbatch, E.J., N.A.M.(O)
Gregson, W., N.A.M.(O)
Haigh, G.H., N.A.M.(AE)
Hayward, J.W., N.A.M.(O)
Hodgson, P.W., R.E.M.(A)
Howe, E.K., N.A.M.(AE)
Inches, W., N.A.M.(O)
Jarrett, C.M., E.M.(A)
Johnson, C.R., N.A.M.(AE)
Keeble, R.W., N.A.M.(AE)
Kerslake, W.B., N.A.M.(O)
Lownie-McIntosh, S.J.,
N.A.M.(O)
Marshall, R.K., N.A.M.(AE)
Mathoulin, C., N.A.M.(O)
Martin, L.R., N.A.M.(O)
Moore, J., R.E.M.(A)
Merrington, T.J., N.A.M.(O)
Newns, D.A., N.A.M.(O)
Olnier, P., N.A.M.(AE)
Partington, J., N.A.M.(AE)
Pratt, D.R., E.M.(A)
Pryse, I.G., N.A.M.(O)
Robertson, I.W., E.M.(A)
Robinson, J.A., N.A.M.(AE)
Rowell, A.F., N.A.M.(AE)
Rue, J.L., R.E.M.(A)
Slydel, A.J., N.A.M.(AE)
Smith, T., N.A.M.(AE)
Suter, A.I., E.M.(A)
Symonds, C.D., N.A.M.(AE)
Thompson, D., N.A.M.(AE)
Turner, J., N.A.M.(O)
Turton, G.A., E.M.(A)
Twinn, G.J., N.A.M.(O)
Wadman, E.C., E.M.(A)
Wells, N., N.A.M.(O)
Willett, A.F., N.A.M.(O)
Wheeler, T.J., N.A.M.(AE)
Whisker, A., E.M.(A)

Weapons, Radio & Electrical Department

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Bines, A., E.A.	Lowe, T., Mech.	Boyle, H.T., E.M.	Thomas, B.G., E.M.
Bushell, H., Mech.	McKenzie, C.W., R.El.	Bridges, A., E.M.	Trillow, L.T., E.M.
Cheesman, R., O.A.	Mortimer, H.J., O.A.	Brooks, R.E., E.M.	Walton, S.J., E.M.
Edwards, K.B., O.A.	Naylar, C.L., R.E.A.	Brown, G.E., E.M.	Wearmouth, B.G., E.M.
Gillett, L.J., C.O.A.	Reed, B., O.A.	Bruce, E.R., E.M.	Whisker, A.J., E.M.
Grant, K.H., C.El.	Rees, R., P.O.El.	Brumby, B.C., E.M.	Whitham, R., E.M.
Hayward, R.J., C.R.El.	Reynard, J., P.O.El.	Campbell, A.M.G., E.M.	Will, G., E.M.
Heath, G., O.A.	Turley, J.P., R.E.A.	Chambers, C.A., E.M.	Williams, D.L., E.M.
Hoar, R.E., C.El.	Alderton, D.G., L.R.E.M.	Coppin, J., E.M.	Wilson, J., E.M.
Hyett, W., C.E.A.	Bishop, G.R., L.R.E.M.	Cornish, K.B., E.M.	Wood, R.E., E.M.
Marchant, J., R.E.A.	Bush, H., L.E.M.	Double, D.A., E.M.	Brain, D.K., R.E.M.
Marsh, J.W., C.R.E.A.	Clarke, R.M., L.R.E.M.	Dunn, B.S., E.M.	Bundy, P.M., R.E.M.
Mason, R.J., R.E.A.	Cremin, B.J., L.E.M.	Dunstan, J.M., E.M.	Chable, R.M., R.E.M.
Nicholson, W., C.R.E.A.	Dickson, J., L.R.E.M.	Forster, E.W., E.M.	Curno, D.J., R.E.M.
Overington, J., E.A.	Forsey, W., L.E.M.	Hale, I.A., E.M.	Farmer, J.J., R.E.M.
Randall, J.W., R.E.A.	Gibbs, E.G., L.E.M.	Hall, S.D., E.M.	Ford, R., R.E.M.
Riley, R., C.El.	Gorman, P.J., L.E.M.	Heron, M.B., E.M.	Forrester, A., R.E.M.
Scothern, R., E.A.	Gregg, S., L.E.M.	Horwood, G., E.M.	Gooch, K.P., R.E.M.
Vicary, J.E., Mech.	Hancock, J.H., L.E.M.	Kennedy, M., E.M.	Hall, A.J.A., Mech.App.
Weston, I.C., C.El.	Howell, G., L.R.E.M.	Kilfoyle, J., E.M.	Haywood, M.J., R.E.M.
Alcock, L., Mech.	Jones, J., L.R.E.M.	Knox, V.G., E.M.	Helm, G.T., R.E.M.
Apps, J., E.A.	Jones, R.D., L.R.E.M.	Legg, J.T., E.M.	Hiscox, G.G., R.E.M.
Bagwell, T., P.O.El.	Lloyd, J.P., L.R.E.M.	Leishman, B.A., E.M.	James, A.D., Mech.App.
Ball, B., R.El.	Massey, B.D., L.E.M.	Massey, G., E.M.	Knight, E.L., Mech.App.
Borrow, F., Mech.	McFarlane, J.D., L.R.E.M.	McArthur, A.H., E.M.	Metcalfe, D., R.E.M.
Branch, R., O.A.	McLauchlan, H., L.R.E.M.	Millar, I.W., E.M.	Millar, R.J., Mech.App.
Burgess, S., P.O.El.	Mellors, P.G., L.E.M.	Monteith, W., E.M.	Morrison, D.K., R.E.M.
Clabburn, M., P.O.El.	Nesbitt, M., L.R.E.M.	Newman, G.V., E.M.	Moscrip, D.A., R.E.M.
Conway, G.M., P.O.R.El.	Pacey, J.R., L.E.M.	Newsome, W.M., E.M.	Osbourne, R.D., R.E.M.
Daun, I.C., Mech.	Parkinson, A., L.R.E.M.	North, A.D., E.M.	Overlan, G.P., R.E.M.
Dodimead, R.C., E.A.	Ridehalgh, E., L.E.M.	Ormes, C.L., E.M.	Quinlan, B.G., R.E.M.
Dummer, A.D., R.E.A.	Rowley, A., L.E.M.	Pirie, W.A., E.M.	Richardson, C.A., R.E.M.
Field, C.C., P.O.El.	Stacey, N., L.R.E.M.	Rhodes, J.W., E.M.	Rideout, M.J., R.E.M.
Field, T., Mech.	Steel, A., L.R.E.M.	Roberts, H.A., E.M.	Robinson, A.D., R.E.M.
Gale, T., R.E.A.	Thompson, K.R., L.E.M.	Smith, R.W., E.M.	Rogers, M., R.E.M.
Goodall, A.J., E.A.	Todd, K.T., L.R.E.M.	Spears, P., E.M.	Shaw, R.M., R.E.M.
Grainger, G.H., R.El.	Tookey, R.G., L.E.M.	Spencer, A.T., E.M.	Stannard, W.P., R.E.M.
Hampson, C.J., R.El.	Wilson, J.A., L.E.M.	Still, G.B., E.M.	Townsend, J.C., Mech.App.
Hayes, P.R., P.O.El.	Woodhouse, G.G., L.E.M.	Stills, K.T., E.M.	Walker, A.F., R.E.M.
Kelly, B.C., P.O.El.	Wright, S., L.R.E.M.		Warren, B.R., R.E.M.
Kelly, W.D., P.O.El.	Anderson, J.R., E.M.		

Supply and Secretariat Department

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Hoodless, J.D., C.P.O., Wtr.	Pashley, M., S.A.(V)	Higgins, B., S.A.(S)	Hay, T., C.P.O.Ck.(S)
Mayes, A.W., P.O. Wtr.	Rudman, D., S.A.(V)	Hosford, R., S.A.(S)	Langridge, P.J., P.O.Ck.(S)
Phillips, N., P.O. Wti.	Scott, P., S.A.(V)	Rose, G., S.A.(S)	Martin, B.A., P.O.Ck.(S)
Small, R.B., Local Acting, P.O. Wtr.	Scoville, C., S.A.(V)	Steer, R., S.A.(S)	Mawdsley, W.G.R., P.O.Ck.(S)
Watkins, K.E., P.O. Wtr.	Taylor, W., S.A.(V)	Turner, B., S.A.(S)	Mockett, J.E., P.O.Ck.(S)
Wright, C., P.O. Wtr.	Beasley, B., C.P.O.S.A.(S)	Williams, A., S.A.(S)	Thwaite, B., P.O.Ck.(S)
Hipkiss, P.S., Ldg. Wtr.	Smith, R., C.P.O.S.A.(S)	Yoxall, A., S.A.(S)	White, R., P.O.Ck.(S)
Jeffrey, .B.M., Local Acting, Ldg. Wtr.	Webb, R., C.P.O.S.A.(S)	Parker, F.H., C.P.O. Cook (C)	Wilson, R., P.O.Ck.(S)
Morton, R.S., Ldg. Wtr.	Broad, P., P.O.S.A.(S)	Bachus, C.E.J., P.O. Cook (O)	Barratt, P.W., Ldg.Ck.(S)
Pond, T.J., Ldg. Wtr.	Dunford, J., P.O.S.A.(S)	Baker, S.H., P.O. Cook (O)	Bates, R., Ldg.Ck.(S)
Allen, P.W., Wtr.	Elliott, N., P.O.S.A.(S)	Livermore, J., P.O. Cook (O)	Chipping, R.J., Ldg.Ck.(S)
Brockbank, A., Wtr.	Gasser, D., P.O.S.A.(S)	Till, R., P.O. Cook (O)	Cross, M., Ldg.Ck.(S)
Cuthill, A.N.R., Wtr.	Labrum, R., P.O.S.A.(S)	Boone, D.F., Ldg. Cook (O)	King, B.W.G., Ldg.Ck.(S)
Hales, P.J., Wtr.	Morgan, R., P.O.S.A.(S)	Cutting, B., Ldg. Cook (O)	Machin-Lines, D.R., Ldg.Ck.(S)
Parr, A.E., Wtr.	Stuart, G., P.O.S.A.(S)	McKie, J.H., Ldg. Cook (O)	Meikem, R., Ldg.Ck.(S)
Saffery, D.A., Wtr.	Allgood, B., L.S.A.(S)	Church, A.G., Cook (O)	Phelps, P., Ldg.Ck.(S)
Southern, G.D., Wtr.	Blake, R., L.S.A.(S)	Hogg, R., Cook (O)	Reeson, E.A., Ldg.Ck.(S)
Annandale, W., C.P.O.S.A.(V)	Cambridge, A., L.S.A.(S)	Houcham, D.G., Cook (O)	Salisbury, J.D., Ldg.Ck.(S)
Haggett, H.D., C.P.O.S.A.(V)	Emberson, J., L.S.A.(S)	Lawrence, R.H.A., Cook (O)	Barber, L., Ck.(S)
Fullerton, M., P.O.S.A.(V)	Houghton, J., L.S.A.(S)	Marchington, C.E., Cook (O)	Beale, D., Ck.(S)
Fursseidonn, K., P.O.S.A.(V)	Morris, D., L.S.A.(S)	McPherson, S.A., Cook (O)	Bentley, E.T., Ck.(S)
Chisholm, R., L.S.A.(V)	Williams, W., L.S.A.(S)	Millen, G., Cook (O)	Campbell, J.E., Ck.(S)
Cowan, T., L.S.A.(V)	Wilson, D., L.S.A.(S)	Murphy, J.F., Cook (O)	Collier, I.C., Ck.(S)
Henderson, B., L.S.A.(V)	Aitken, R., S.A.(S)	Shenton, B., Cook (O)	Cubbit, H., Ck.(S)
Herbert, D., S.A.(V)	Coats, C., S.A.(S)	Turnbull, T., Cook (O)	
	Colmer, K., S.A.(S)	Whitaker, R., Cook (O)	
	Gundry, B., S.A.(S)	Goodyear, W.J., C.P.O.Ck.(S)	

Supply and Secretariat Department (Contd.)

Dallas, T.L., Ck.(S)	Short, R., Ck.(S)	Ferguson, P., Ldg.Stwd.	Hall, C., Stwd.
Daniels, A.J., Ck.(S)	Squires, C., Ck.(S)	Grange, G.W., Ldg.Stwd.	Hand, T.C., Stwd.
Dickerson, K., Ck.(S)	Walmsley, J.C., Ck.(S)	Hughes, K.G., Ldg.Stwd.	Hanson, F.J., Stwd.
Fox, A., Ck.(S)	Ward, T.M., Ck.(S)	Johnstone, J.S., Ldg.Stwd.	Harper, W.C., Stwd.
Geoghan, R.S., Ck.(S)	Waugh, N.J.J., Ck.(S)	Lacey, P.W., Ldg.Stwd.	Hibberd, B., Stwd.
Gordon, G.R., Ck.(S)	Yorke, D., Ck.(S)	Morrison, W.S.P., Ldg.Stwd.	Holmes, G.R., Stwd.
Guild, G., Ck.(S)	Coomber, R.T., A/Ck.(S)	Reed, B., Ldg.Stwd.	Jenkins, R.C., Stwd.
Hilton, J., Ck.(S)	Johnson, C.J., A/Ck.(S)	Rowe, D.G., Ldg.Stwd.	Jelbart, A.J., Stwd.
Hobday, J., Ck.(S)	Thirkell, J.A., A/Ck.(S)	Tait, D.K., Ldg.Stwd.	Kelley, M.W., Stwd.
Home, D.J., Ck.(S)	Casey, W.M., C.P.O.Stwd.	Wilson, T.G.H., Ldg.Stwd.	Marsden, W., Stwd.
Hutchinson, P.A., Ck.(S)	Crellin, W.E., C.P.O.Stwd.	Adler, K.S., Stwd.	Massey, V.J., Stwd.
James, M., Ck.(S)	Griffin, E., C.P.O.Stwd.	Allen, K., Stwd.	Mitchell, F.S., Stwd.
Jukes, R.E., Ck.(S)	Smyth, C.P.O.Stwd.	Barton, M., Stwd.	Olive, P.R., Stwd.
Lewington, C.V., Ck.(S)	Bootes, A.L., P.O.Stwd.	Black, B.S.L., Stwd.	Pearse, A.R., Stwd.
Little, B., Ck. S	Burns, D.J., P.O.Stwd.	Burman, F., Stwd.	Portlock, B., Stwd.
Marsh, A. J., Ck. §()	Jeffries, K.H., P.O.Stwd.	Campbell, A., Stwd.	Requier, M.J., Stwd.
Matthews, W.S., Ck.(S)	Kennedy, D.K., P.O.Stwd.	Campion, M.E.E., Stwd.	Richards, J., Stwd.
McIntyre, G., Ck.(S)	Mullett, R.V.G., P.O.Stwd.	Cochrane, P., Stwd.	Risi, N.U., Stwd.
Moss, J., Ck.(S)	Murray, W., P.O.Stwd.	Coleman, R.E., Stwd.	Robertson, R., Stwd.
Murray, H.M., Ck.(S)	Sedgwick, C., P.O.Stwd.	Crawford, G.W., Stwd.	Sears, E.J., Stwd.
Ogilvy, A.J., Ck.(S)	Armstrong, H., Ldg.Stwd.	Currie, J.K., Stwd.	Smith, R.V., Stwd.
Porter, J., Ck.(S)	Baird, K., Ldg.Stwd.	Cribb, P.W., Stwd.	Staples, P.A., Stwd.
Quick, M.J., Ck.(S)	Barber, P.H., Ldg.Stwd.	Davenport, R., Stwd.	Talbot, L.F.D., Stwd.
Ramage, R.J., Ck.(S)	Blacker, B.W., Ldg.Stwd.	Earl, D., Stwd.	Taylor, D., Stwd.
Reynolds, D., Ck.(S)	Booth, B.W., Ldg.Stwd.	Evans, C.C., Stwd.	Thomson, J., Stwd.
Ridyard, D.W., Ck.(S)	Cashman, T.M., Ldg.Stwd.	Foy, M., Stwd.	Waghorn, A., Stwd.
Roberts, V.M., Ck.(S)	Cumming, J., Ldg.Stwd.	Gilfillan, A.J., Stwd.	Walding, C.J., Stwd.
Ross, A.G., Ck.(S)	Edger, D.W., Ldg. Stwd.	Gillett, A.W., Stwd.	Wales, J.M., Stwd.
Sansom, R.E., Ck.(S)	Edwards, L.C., Ldg.Stwd.	Goode, W.R., Stwd.	Watkins, K.S., Stwd.
Slaughter, T., Ck.(S)	Elliott, D., Ldg.Stwd.	Griffin, T.A., Stwd.	Wheatley, G.F., Stwd.
	Emmens, D.M., Ldg.Stwd.	Grundey, E.J., Stwd.	Yeo, N.T.A., Stwd.

Royal Marine Band

Turton, K.M., B/Mr.	Griffiths, M.D., Musn.	Moore, S.J., Musn.	Scollan, J., Musn.
Yates J.A., B/Sgt.	Hagarty, M.P., Musn.	Mosley, R., Musn.	Wright, R.J., Musn.
Fox, P.J., B/Cpl.	Halliwell, J., Musn.	Nurcombe, D.A.L., Musn.	Gould, M., Bglr.
Power, D., B/Cpl.	Heatherwick, H.A., Musn.	Parker, E.K., Musn.	Payne, E.R., Bglr.
Bath, G.H., Musn.	Jones, H.G., Musn.	Pentney, T.E., Musn.	Supple, A.E., Bglr.
Day, A.J., Musn.	Lindup, G.H., Musn.	Sketcher, G.H., Musn.	

Sick Berth Staff

Neale, A.V.C., S.B.C.P.O.	Jones, J.D., L.S.B.A.	Wilkinson, E.N., L.S.B.A.(P)	Laing, D., S.B.A.
Blake, W.J., S.B.P.O.(O)	Murray, J.R., L.S.B.A.	Allen, M., S.B.A.	Leamy, R.A., S.B.A.
Webber, G.E., S.B.P.O.(L)	Stott, J.J., L.S.B.A.(P)	Binks, M., S.B.A.	Swallow, D.A., S.B.A.
Cruickshanks, T., L.S.B.A.			

Fleet Work Study Team No. 15

Ainsworth, R.J.C., C.E.R.A.	Cook, A.J., A.A.1.	Gattrell, D.G., S.C.P.O.	Kemp, C., E.R.A.1.
Asquith, D., A.M.1.			Lee, P.E., L.M.(E)

69 Carrier-Borne Liaison Section

Allen, L., Sgt.	Breen, E.C., Pte.	O'Brien, M.T., Dvr.
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N.A.A.F.I. Canteen Staff

Allen, C., Hairdresser	Crouch, R., Hairdresser	Morrison, R., C/Asst.	Scott, G., C/Asst.
Bell, C., Assistant Manager	Godley, A., C/Asst.	Palmer, R., Charge Hand	Shaw, A., C/Asst.
Bowers, P., Canteen Asst.	Grantham, R., C/Asst.	Pierce, L., Mechanic	Wanless, A., C/Asst.
Cameron, R., Manager	Little, J., C/Asst.	Powell, D., C/Asst.	



Supply Sub-Lieutenant (Ck) Gerald Ellis.
Petty Officer Radio Electrician Foster Borrow.
Petty Officer Steward Edward Nightingale.

Chaplain's Page

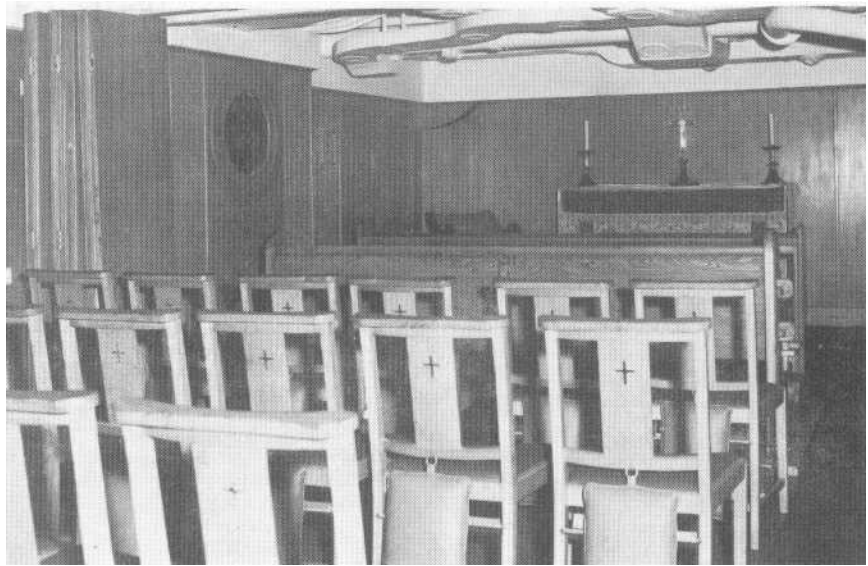
WE VERY MUCH REGRETTED that the Chaplain of the Fleet, who was to have preached and delivered the charge to the Chaplain at the Commissioning Ceremony, was prevented by his doctors orders from coming; he had been Chaplain of "VIC" during the first commission after she was rebuilt. We were, however, privileged to have with us the Reverend G.C.W. Healey, R.N., the Portsmouth Command Church of Scotland and Free Church Chaplain who conducted part of the Service. The ceremony was held in the hangar because of the rain, but lost none of its impact for all that.

Two of the advantages of Church life in a carrier are,

1. a permanent Chapel
2. a Royal Marine band.

The Chapel is in a quiet (For'd Lift permitting!) part of the ship - 6G - and is cool. The space is also the Schoolroom, but one third is almost continuously rigged as a chapel shut off by an oak screen. This is the first time the space has been under "two hats", but we have managed a peaceful compromise - with much rigging and unrigging by the yeoman.

The Royal Marine Band, under the very able baton of Bandmaster Keith Turton, has been unfailingly on the note. The Chaplain's choice of hymns often gave them extra



The Chapel.

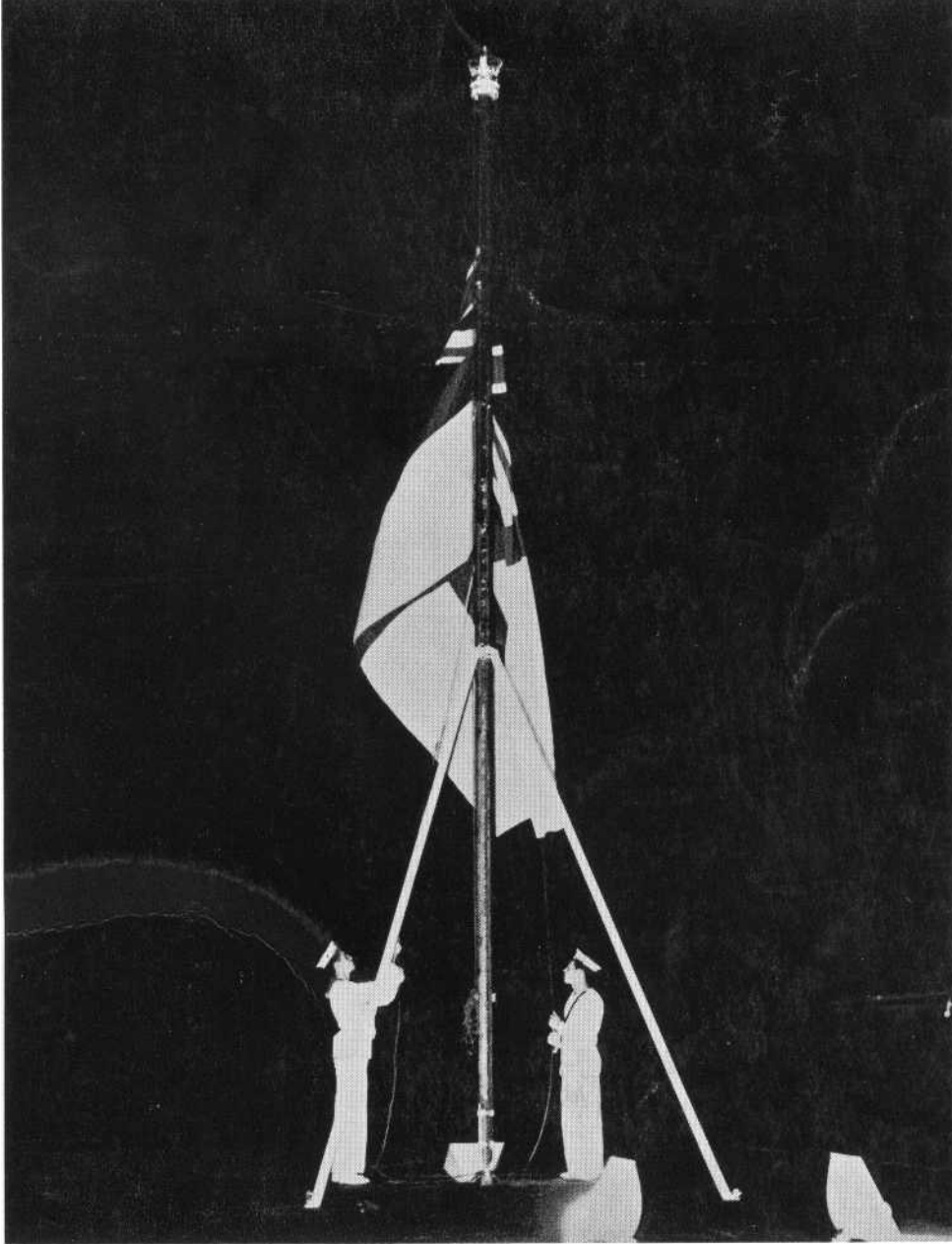
home-work to do, but with Band Sergeant John Yates' and Band Corporal David Powers' assistance, the music was always ready as and when required. Congratulations! Despite the built-in faults of an `issued' organ, Uncle Eric (Lt. Waterson) was able, by his personal skill, to make it sound like an organ. He also beat into shape a most obstreperous group which sang, with some distinction, a Festive Evensong at St. Peter's, the Naval Base Church, Singapore.

Forster Borrow, who died so soon after being invalidated from the station, had been an active, thoughtful and devout member of the confirmation class; Arthur Chase, Maurice Demmen, Peter Hooker and Arthur Powell are to be confirmed in Singapore in July. The Bible Study and Discussion Groups have grown and become increasingly outward looking towards the end of the year. Harry Bush, Lindsay Gittins and Richard Sansom were Altar Servers; thank you.

The Reverend Fr. John Sheehy and the Reverend Irvin Vincent joined us in April; what an ecumenical time we've had since then! The Chapel was used at least six times on Sundays and three times daily for fixed functions, and the many pipes occasioned the remark; "This sounds more like a monastery than a carrier!" A `troica' agreement was

signed, and the `United Services' volley-ball and deck-hockey teams were born.

So we come to what is really the end of the Commission. What now? Morning, Dinner-time and Evening Prayers daily, the SRE Epilogue and the usual Church Services have given us ample opportunity to worship God in true Christian fellowship. We have lived together, worked together, played together and prayed together. However much as individuals we may have or may not have enjoyed the past year, as a group we can say, with all modesty, that we have achieved much; not only professionally as a strike carrier, and of this we can be justly proud, but also on a personal level. Friendships have been made and experiences shared. Many personal problems have been solved, though some perhaps remain. We have all been affected by the experiences of the past year, and the most valuable asset we can take away with us is that because of this shared experience we will be better able as individuals to `know ourselves', better able to live our lives courageously, grateful for what has been done for us and for the opportunities that we have taken to help others. We can return to our homes knowing that, even if what we have done as individuals seems to be very little, as a community we have achieved much.



*Do you remember the words of Sir Francis Drake
which we used at our Commissioning?*

"O LORD GOD, WHEN THOU GIVEST TO THY SERVANTS
TO ENDEAVOUR ANY GREAT MATTER, GRANT US ALSO TO
KNOW THAT IT IS NOT THE BEGINNING, BUT THE
CONTINUING OF THE SAME UNTIL IT BE THOROUGHLY
FINISHED, WHICH YIELDETH THE TRUE GLORY."

God be with you all.

acknowledgement

The termination of our Commission in Singapore deprived the Editor of the advice and guidance of our usual printers in Pompey. That this book has been produced in the short time available is largely due to the help and kindness of Mr. Frei and Mr. Pasqual of the Straits Times. We are also indebted to Mr. Wraight, of the Hong Kong Government Information Service, for the cover picture.

The reader will detect many shameless cribs from the pages of VICNEWS - not least the work of the two cartoonists JAN and DIDO. A few private photographers helped, but the bulk of the photographs in these pages are, as always, by courtesy of the Photographic Section.

Finally, our thanks are due to all the acting, unpaid, Assistant Editors who were co-opted to help.

