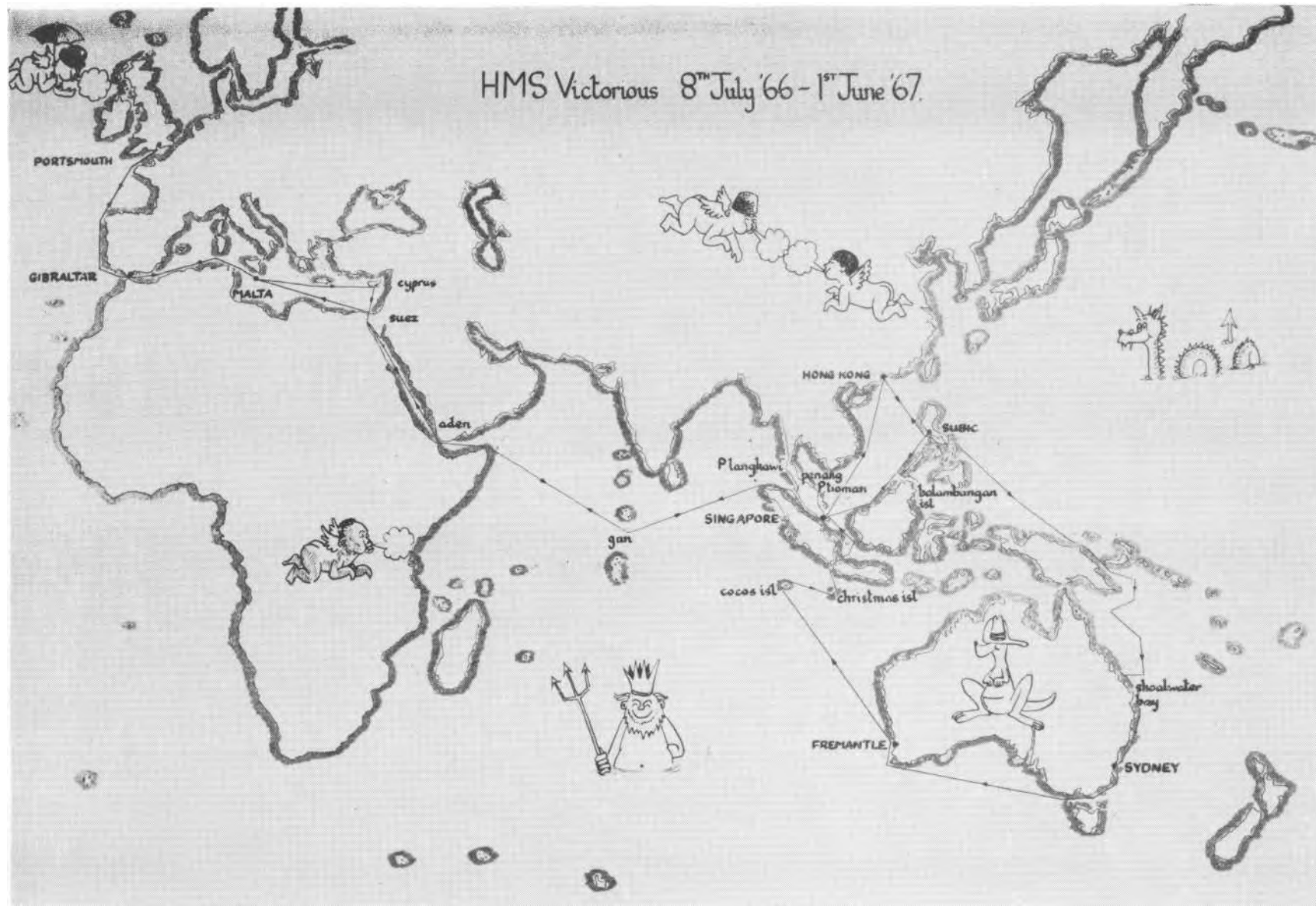


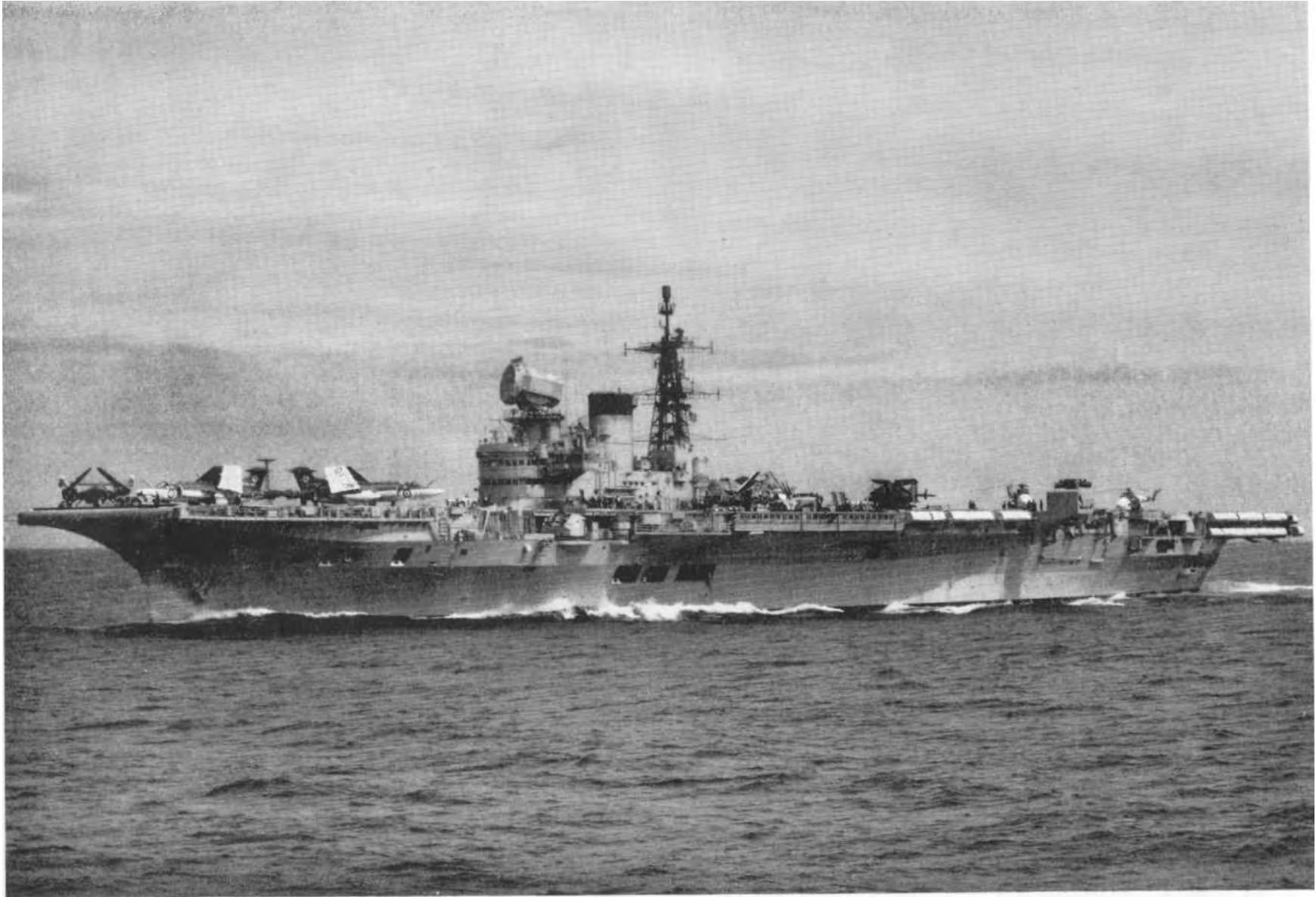
H.M.S. VICTORIOUS



1966 - 1967

HMS Victorious 8th July '66 - 1st June '67.





VICTORIOUS, 1965-67



Captain I. S. McIntosh
D.S.O., M.B.E., D.S.C.

Foreword

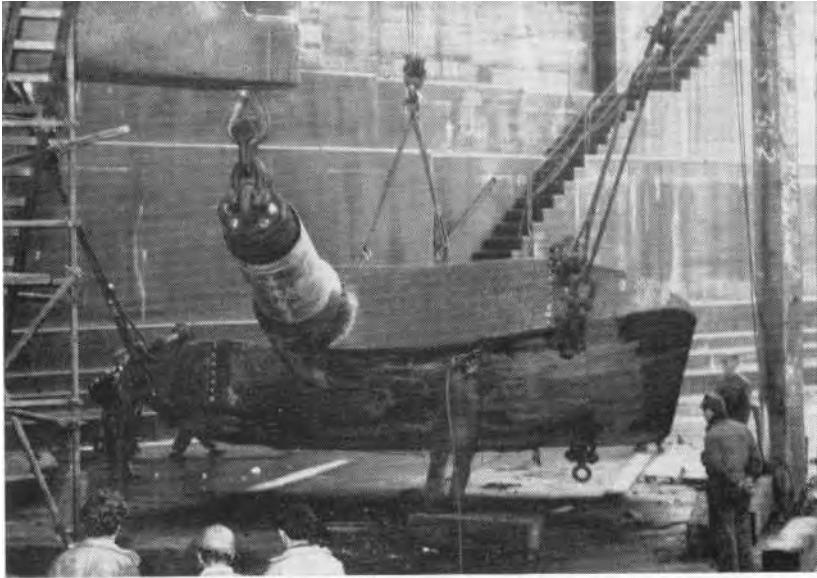
Throughout her long and vigorous life *Victorious* has had an enviable reputation as a happy, efficient and hard-hitting carrier. The commission of 1966-67 has matched and added to this record. The quality of the commission had already been established by September, 1966 when I relieved Captain Davenport and it was my good fortune to take command of a smoothly running fighting ship manned by a cheerfully capable Ship's Company. This condition can only be achieved and sustained by hard work, consideration for others, a degree of self-denial - and indeed sacrifice - and a pride in the task and the 'Ship' and Aircraft we have been given to perform it. These qualities have been present throughout and have been shown with such willing cheerfulness that this splendid command has been for me not only a great privilege but also a pleasure.

During the commission *Victorious* has steamed nearly 100,000 miles and our aircraft have flown well over a million miles. Mixed with hard work have been some fine sporting performances and some memorable visits, in particular to my own country Australia. These pages contain a record of some of the personalities and some of our activities on board, in the air and ashore. They can be only a small part of the whole but I hope that in the years to come they will serve as reminders of this commission and will help you to recall your own memories of friends and incidents in a satisfying and rewarding commission.

Good Luck to you all.

I. S. McIntosh

The Narrative



"The Rudder may not look very big"



In dock in Portsmouth Dockyard



Lyme Bay



The grey waters of Moray Firth

Narrative

The rudder may not look very big, by comparison with the size of the ship. Yet without it the story that follows could not have been told, and *Victorious* would have remained in the dry dock where she had been refitted. For 419 days the set of the rudder was to govern where we went, and took us from Portsmouth half way across the world to the land of "Down Under" and back, and into many a port and place upon the way.

It was in the cold dank days of November 1965 that the ship's company for this the 8th Commission of this veteran of aircraft carriers began to form. In the five months that followed they came singly and in batches, bringing their skills and their talents that would transform a cold mechanical complex of ingenuity into a living vital unit of the Fleet. The culmination of this assembling was the spring afternoon of April 7th, 1966, in "C" Hangar. Here in the traditional way with due ceremony and religious observance *H.M.S. Victorious* was commissioned, in the presence of a goodly muster of Admirals and dignitaries, wives and sweethearts, families and friends, together with the ship's company. No commissioning is complete without its cake, and the occasion ended with the cake so beautifully made and decorated by the Chief Cook and his assistants being cut by the then Captain's wife ably assisted by the youngest rating on board.

Five days later *Victorious* sailed for sea trials, and in the next three months everyone worked long and hard to achieve a high and efficient standard. During this time we saw Portland from the sea, a lot of Lyme Bay, the grey waters of the Moray Firth, and the edge of the Atlantic where it washes the coast of South West Wales. We had a few weekends back in Portsmouth, in spite of dredgers, and one wet weekend at anchor in Falmouth Bay. We also had a few visitors during this period, the Flag Officer Aircraft Carriers and the then Minister of Defence (Navy), Mr. J. P. W. Mallielieu, both spent some time with us. On June 10th we returned to Portsmouth with the first and second work-up period completed, and the prospect of some welcome leave before our departure for places East of Suez.

That moment came on July 8th when on the afternoon tide, on the word "Let go Head rope" a group of past *Victorious* officers slipped the Head rope, and we sailed from Middle Slip Jetty, and out to the open sea without a dredger in sight. This was the moment of truth - we were at last on our way to take over from *H.M.S. Eagle* as the operational strike carrier East of Suez. In the channel we set course southward. While on passage we had the first Spic Vic - an all-out drive to remove the last vestiges of dirt and disorder within the ship, and began preparations for the last phase of our work-up to be held in the Mediterranean.

Three days later we passed through the Straits of Gibraltar, and early in the morning paused awhile in the Bay of Algeciras. A lucky few were

*The
Commissioning
Cake*



landed to play sport, and most important was that here we received our first mail from home. It is hard to over estimate the importance of mail in a ship, and throughout the commission we were well served by the Mail Office staff and the mail organisation ashore wherever we went. But there was no time to dally, and we pushed on eastward to our exercise area off Malta. The third work-up period now began, ending in the Operational Readiness Inspection by F.O.A.C.'s Staff, and ran on into Exercise "Poker Hand" with the Americans and the Italians. This was our first taste of what was to come, and we made a good beginning.

Our readiness was soon to be tested in a small way in real life drama. A signal was received from the island of Lampedusa, where a woman was seriously ill, in childbirth. A doctor was immediately flown to the island by a helicopter of 814 Squadron, and owing to the seriousness of the woman's condition, she was embarked in the helicopter and with the doctor flown to Malta. But sadly this was of no avail, and the mother and child were dead on arrival at hospital. The following message was received from Lampedusa



Flag Officer Aircraft Carriers



The then Minister of Defence (Navy) Mr. J. P. W. Mallielieu



"Out to the open sea"



Helicopter of 814 Squadron

"Deeply moved and impressed by high sense of humanity shewn in prompt air assistance to the sick woman Perrone. I wish to express the profound admiration and gratitude felt by myself and the whole population. Your spontaneous action confirms once again your proverbial compassion towards human suffering transcending all national barriers."

Signed: Greco, Mayor of Lampedusa.

That incident may be used to serve as a fitting end to our apprenticeship, and on the morning of July 20th we entered Grand Harbour, Valetta, and secured to a buoy in Bighi Bay. The four days in Malta served as a very welcome break, and what better place is there for those out from home for the first time to experience a first run ashore? While here 4,097 went ashore and enjoyed what generations of sailors have long enjoyed on the George Cross isle. However, we could not stay, although the ship seemed reluctant to leave, and the Maltese did not make it easy by staging a work-to-rule by the tugmen. But leave we did and sailed on eastward making for Cyprus. Here we did some flying and exercises with Canberras of the R.A.F. Our COD Gannet did more, having gone ashore to collect the mail flatly refused to return, and with the help of the R.A.F. and Army had to be returned on board via a lighter as we anchored off the base at Akrotiri. This sturdy little plane in spite of temperamental lapses served us well during the commission, and we could not leave it behind.

Twenty days after leaving Portsmouth saw us at anchor in Port Said roads, and at 0700 on July 28th we joined the southbound convoy, being the 17th ship in a convoy of 19, and the long but interesting passage through the Suez Canal began. Here was for many their first glimpse of the East, and the senses of sight and smell were well exercised. All day long the Flight Deck was crowded with "goofers" and many a mile of photographic film was exposed. Another new experience was the traders with their various curios and mementos of oriental charm, many of which were made in Birmingham - still it was new and strange. But the best of all were the performances of the Gully-Gully men - these fabulous experts in prestidigitation - whose supply of young chicks seem endless, and who can produce them from the most unlikely places. Late afternoon found us in the Great Bitter Lakes, and the assembled North-bound convoy waiting. Among the great ocean-going tankers was a small patch of battleship grey - the minesweeper *H.M.S. Calton*, home-ward bound, and due marks of respect were paid and good wishes exchanged. The lights were coming on in Port Tewfik as we passed, and with the sun setting in the West behind the dark mass of Jebal Ataka. After dropping the Canal Company's pilot, we settled down to steam into the darkness, and through the Gulf of Suez for the three-day passage through the Red Sea, to Aden, our next port of call.

*The
Gully-Gully
Men.*

*Experts in
prestidigitation.*



Our COD Gannet



Grand Harbour, Valetta



Suez Canal



Admiral Le Fanu and Sultan Saleh



Buccaneer of 801 Squadron



Across the Indian Ocean



... to Gan

Up to now the temperature had been bearable, but as we moved Southward through the Red Sea the thermometer rose, and just to make matters worse the Air Conditioning decided to be difficult, and the temperature in parts of the ship rose to 140° F. It was on Sunday, 31st July, that we anchored in the outer anchorage off Aden. Some sports parties went ashore and we collected our first mail for some days. On Monday we had a visit from Admiral le Fanu, C.-in-C. Middle East, and the Aden Defence Minister, the Sultan Saleh. It was here that we left the Military Attache at Khartoum who had taken passage with us, and it was no mean task to land his 2 tons of baggage as well, ferried ashore by helicopter. For the next few days we did some flying in the area, before moving eastwards.

As we set course for Gan, we passed within 60 miles of *H.M.S. Eagle* steaming up from Mombasa and a Junior Electrical Mechanic on board was able to speak with his father who was serving in *Eagle*. It was too at this point that we became the operational strike carrier East of Suez. On we went across the Indian Ocean to Gan, and while on passage some 120 of the ship's company who toil between the decks were taken on "flips" around the ship by helicopters of 814 Squadron. Also while off Gan, 814 flew a Mechanical Engineer ashore to see his father who was serving in *R.F.A. Wave Knight*. While in this area we crossed the Equator several times, but postponed the paying of our respects to King Neptune to a less busy occasion. From Gan we set course for the Malacca Straits,



The Second spic Vic

and paused awhile at the Northern end to do some flying and some exercises with the R.A.A.F. at Butterworth, Northern Malaysia and the 3rd Cdo Brigade ashore near Penang. At 0730 on the morning of August 8th three Buccaneers of 801 left us and flew to R.A.F. Changi, a distance of 1,462 miles in three hours twenty minutes. The weekend saw us anchored off the island of Langkawi and a large number went ashore and touched land for the first time since we left Malta. Before we had this welcome break, we held the second Spic Vic and two days after Langkawi at 0830 we moved alongside No. 8 berth in the Naval Base at Singapore.

The first phase of our foreign leg ended with our arrival at Singapore. Here we stayed for three weeks, and they were weeks far from idle. A lot of hard work was done, and also there was a lot of time for relaxation ashore. During this period over 2,200 took part in some form of organised sport. We began our sporting activities on a high note when on the third night in, under the floodlights of the No. 1 Terror football ground our Soccer team beat *H.M.S. Triumph*. This was a memorable game, made all the more so by the wonderful "chucking up" party inspired by the Bo'sun. Also while here our Water Polo team continued their winning way. There was, however, less spectacular, but none-the-less enjoyable activities, such as a few days in the rest camp at Fraser's Hill. For those who like their fun tough there were Jungle Warfare and Trekking courses at the School of Jungle Warfare. But time as ever moved on and on August 22nd we hoisted the Flag of F.O.2 F.E.F. Vice Admiral C. P. Mills, C.B., C.B.E., D.S.C., and September 5th we sailed to begin the second phase of our time abroad.



Island of Langkawi



Soccer Team



Water Polo Team



Singapore

*Vice Admiral C. P. Mills,
C.B., C.B.E. D.S.C.*



School of Jungle Warfare



Fraser Hill



Subic

We spent a few days in flying exercises in the Singapore area, and then moved on to Subic in the Philippines. While on passage great interest was aroused one afternoon in an R.A.F. Shackleton which did a mail drop, and also during this period we did our first three ship Replenishment At Sea. To help pass the time we were able to hold an Inter-ship quiz with the ship's company and *H.M.A.S. Parramatta* provided an interesting answer to the question "Who painted the Painted Hall at Greenwich?" - their answer being "The men under punishment".

Subic was the first foreign port we visited and is a vast American base, leased from the Philippine Government. Perhaps more famous than the base itself is the "city" of Olongopo which is adjacent to the base. Olongopo has a reputation second to none amongst the sailors of the world, and on both the nights we were in Subic, over a 1,000 went ashore, and on the whole behaved very well. The Americans were most friendly and integration went so far that one rating who had been on a visit to an American Carrier, returned on board in a complete U.S. Naval Uniform, even with Vietnam combat ribbons! Needless to say this is not to be taken as evidence of the integration of the two navies. While here the Royal Marine Band were in great demand and their concerts were most popular with our American cousins.

Short as the visit to Subic was, it was a welcome break, and we sailed once more on September 14th for more exercises with the Americans - cross operating with their carriers and then on to Hong Kong. It was



More Exercises ...



... with Americans

the time of the year for cyclones, and while on passage we were almost diverted to help the *S.S. August Moon* aground on Pratas Reef in the South China Sea, but the U.S. Carrier *Oriskany* got there first and we continued on our way. The last few days before Hong Kong saw certain hirsute members of the ship's company preparing for the final of the Beard Growing contest to be judged in Hong Kong. We also achieved the 1,000th deck landing on September 17th and two days later the Met. Office produced the 100th weather report. It was at this time that a Stork flew over the ship - it was a black one - this omen produced a variety of interpretations from various "ancient mariners", none of which were fulfilled.

After a fairly rough passage, the morning of September 23rd saw us steam into Hong Kong, and even at first glance one sensed that here was one of the most thrilling cities in the world. We were to find that it was also where one spent a lot of money. Nevertheless, the delights of this British Crown Colony were enjoyed, and there were very many - ranging from the many bars of Wanchai and Kowloon to the more sophisticated ones of the Hilton and the Mandarin Hotels - trips up the Peak in what must be the most impressive tramway in the world to be further impressed on reaching the Peak itself with the panorama of islands and the teeming metropolis of both Hong Kong and Kowloon, with the harbour bustling with boats of all shapes and sizes. It was here the final of the Beard Growing contest took place. As usual in harbour we had lots of visitors - a second one from the Minister of Defence (Navy), Mr. J. P. W.



Hong Kong ...



1,000th Deck, Landing



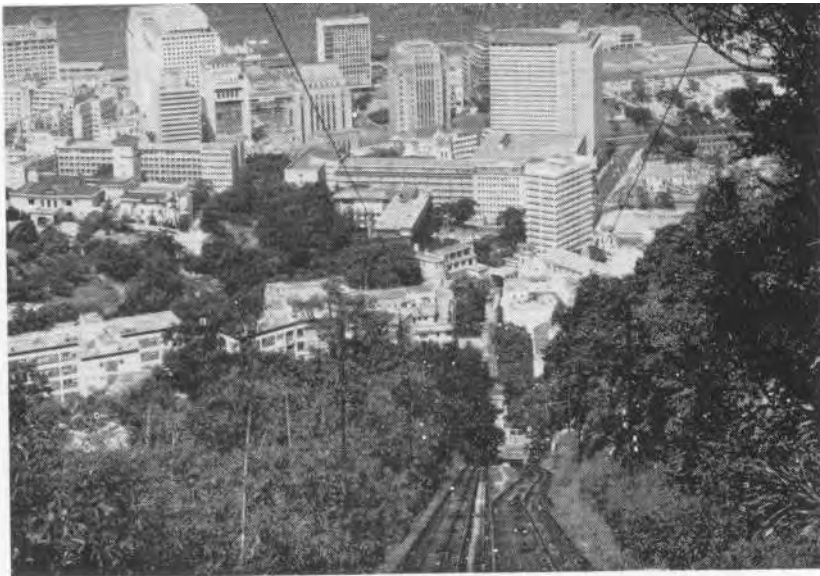
... one of the most thrilling cities in the world



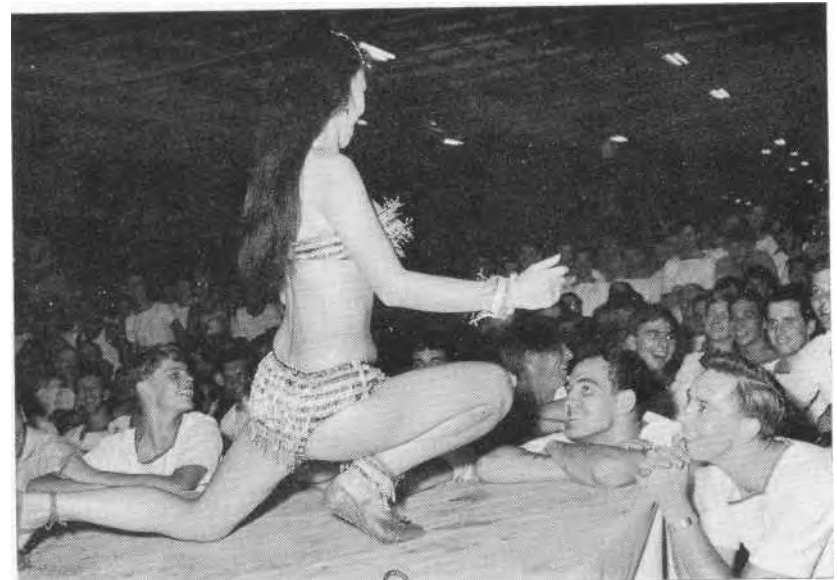
The delights of the British Crown Colony were enjoyed



Beard Growing Contest



The most impressive tramway in the world



We had lots of visitors



A lot of hard work

Mallalieu, and perhaps our most honoured guests were the 200 orphaned children who came to a party on board. A lot of hard work goes into these parties and the genuine pleasure of the children is ample reward for the efforts made to entertain them.

It was here in Hong Kong that we said good-bye to Captain (now Rear Admiral) Davenport and welcomed his successor, Captain McIntosh, D.S.O., M.B.E., D.S.C., R.N., and it was under his command that we sailed from Hong Kong on October 4th. Our course lay south past the Philippines and across the Equator to Australia. It was while on passage on October 7th that our first fatal accident occurred when a Wessex helicopter of 814 Squadron crashed and four of our shipmates lost their lives. It was a tragic happening, and it serves to emphasise to us all the serious purpose of our existence as an operational carrier. We paid our respects to their passing at a memorial service on the Flight Deck, as we moved south through the San Bernadino Straits. October 11th saw the third Spic Vic in preparation for our visit to Australia. But there was some serious business to transact before we were to enjoy the hospitality of "Down Under". On Saturday, October 15th we were boarded by the Monarch of the Sea - King Neptune and his beautiful Queen, together with his court and law enforcement officers. They held sway on the Flight Deck and after decorating various personalities, duly lathered and ducked in the traditional way a representative number of the ship's company who were passing this way for the first time. It was great fun,



. . . . goes into these parties



Captain (now Rear Admiral) Davenport



The third spic Vic in preparation

but it was followed by the most extensive and serious exercise of the commission - Exercise "Swordhilt". For the next twelve days as we passed down the eastern seaboard of Australia we worked with the Royal Australian Navy and with the Americans. The fortunes of war varied, but we believe that *Victorious* acquitted herself well and proved her worth as a carrier, and her versatility and value as an operational unit of the Fleet. On the day before we entered Sydney history was made in the fly past over the city as among the aircrews taking part were two Vice Admirals - Vice Admiral Mills and Vice Admiral McNicol, Chief of the Australian Naval Staff. The following signal was made to Mod. (Navy) at the time "Believe this first occasion so much Vice airborne in one flight".



King Neptune and his Queen



. . . . for the visit to Australia

Twenty-three days after leaving Hong Kong *Victorious* entered the famous Sydney Harbour, dominated by its equally famous Bridge, at the head of an impressive column of ships. The visit to Sydney had begun, and what a visit. For 12 days we were subject to the generous hospitality of our Australian hosts. The individual details are too numerous to mention, and all of us who took part will have our own special memories.

Memories of another kind were evoked in Sydney, when under the inspiration of the Commanding Officer 814 Squadron we purchased a Firefly - veteran of the Korean War from the Australians. We must have been the only aircraft carrier in the world to have bought our own aircraft; and on our return we presented it to the Fleet Air Arm Museum at Yeovilton.



hold sway on the Flight Deck



*Vice Admiral Mills
and
Vice Admiral McNicol*



The visit to Sydney ... and what a visit



The famous Sydney Harbour ...



... dominated by its equally famous Bridge



We purchased a Firefly



Fremantle



*Miss Western
Australia
stirring the
Christmas Pudding*



We Entertained

For many it was an opportunity to visit and meet relatives and friends now living in this great Commonwealth, and many took the chance to see something of the country. A party from the ship on the day we left Sydney, set out in the ship's Landrovers to drive across Australia to Fremantle, our next port of call. They arrived a day before we did. It was here that we had a visit from Miss Western Australia who gave a hand at stirring the Christmas pudding. In both Sydney and Fremantle we entertained and were entertained. Thousands in both places visited the ship and in both we had the usual children's parties - perhaps the best way to sum up our visit to Australia can be done in the words of a letter from one of the small boys who came to the party in Sydney:

Dear Captain McIntosh,

Thank you, for inviting us to see your ship. I enjoyed every minute of it. I liked the planes and of course the boat. You have a great ship. I felt like I was on land when I was watching the cartoons. You must have a good crew to keep her in that shape. 2,500 men! I wonder how the cook feels? Well I want to join the Navy. I hope we didn't make too much mess in the dining hall. Well thank the men for me. Have to go now lots of luck in the war.

From Mark Harris.

P.S. - Keep her afloat.



Thousands visited the Ships

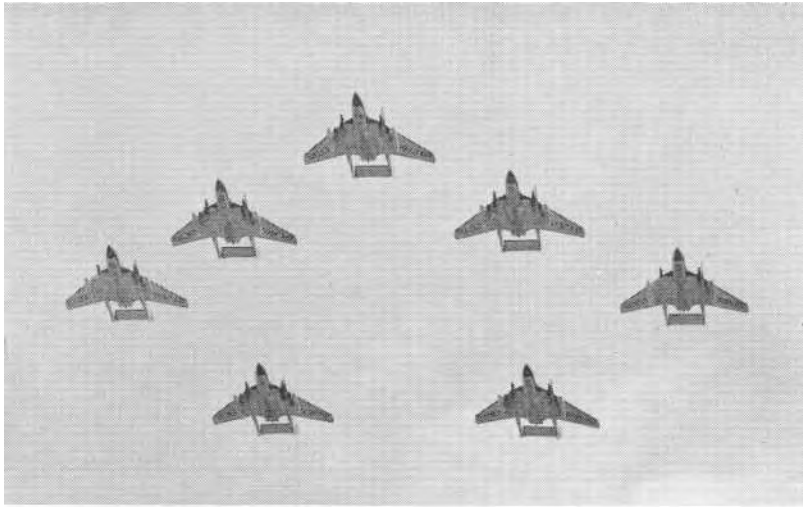
Australia gave us a wonderful welcome, but the time came when we had to leave, and on the morning of November 25th we slipped from a jetty lined with many friends, and set sail for Singapore. On the way we passed off the Cocos (Keeling) Islands and Christmas Island. At Cocos we had a request for the services of a Chaplain, and the ship's



and were Entertained

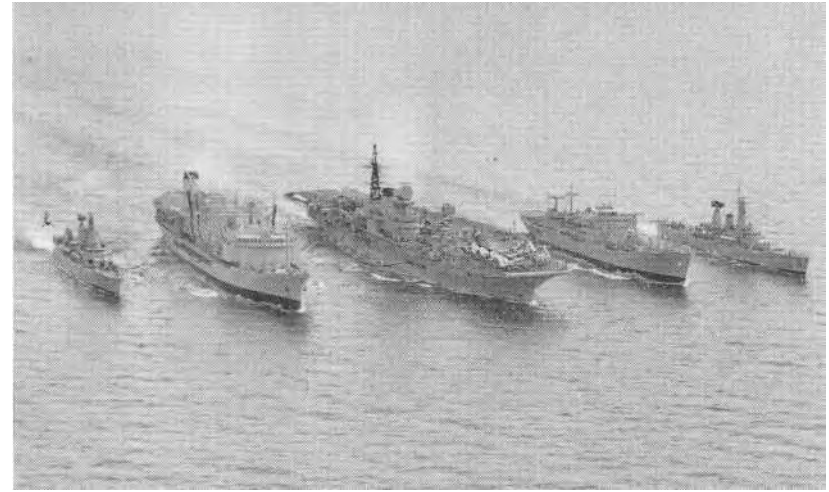


Direction Island



Fly Past, Christmas Island

Chaplain was landed and celebrated Holy Communion, and also baptised a baby. His visit was the first of that of a priest since the Chaplain of the *Ark Royal* nine months before. Also a party of officers and ratings were landed on Direction Island, one of the Cocos Group to conduct



A five ship R.A.S.



*Darts Knock-out
Competition
won by
39 Mess*



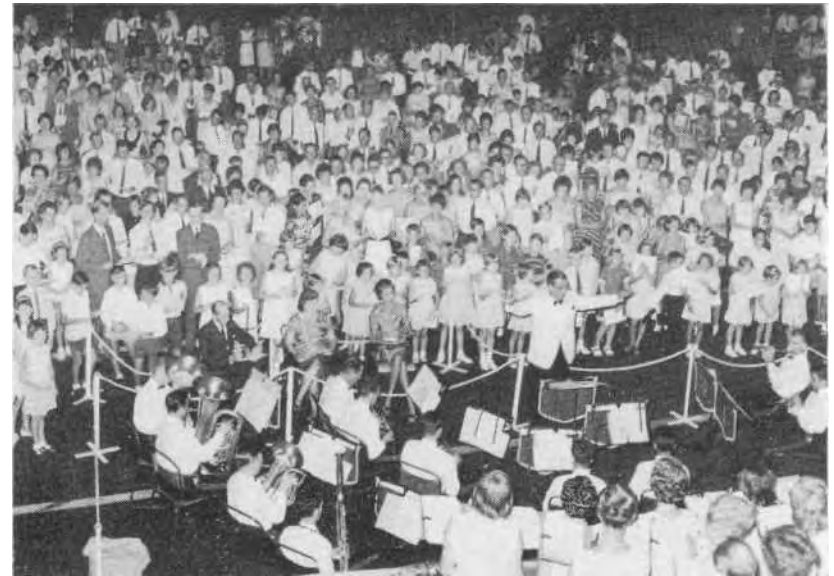
*An
excellent
Ship's
Concert*

a survey, and they returned with stories of the rugged life they had endured. We moved on to Christmas Island, and staged a fly past over this lonely outpost of empire. It was during this passage back to Singapore that we achieved a five Ship R.A.S. and also staged an excellent ship's concert ably compered by the P.T.I. - and ran a Darts Knock-out competition won by 39 mess. On we went through the Sunda Straits and eventually came to rest at No. 8 berth in the Naval Base at Singapore.

Perhaps rest is not the right word, as with the approach of Christmas and the serious business of a Dockyard Maintenance Period we were to be kept fully occupied. A lot of essential work was completed during this period and Christmas was observed in the traditional way, although it was not easy to imagine it in the humid heat of Singapore. A lot took advantage of the spell in harbour to take some local leave, and the usual



*The
Captain
visiting
the
Sick Bay*



Christmas Eve Carols on the Flight Deck



... and the Mess Deck on Christmas Day



Far East Fleet Boxing Championships



16 Bells at Midnight on the Quarterdeck



*Vice Admiral
Sir Frank
Twiss,
K.C.B., D.S.C.*



Rear Admiral W.D. O'Brian. C.B., D.S.C.

round of sporting activity was carried out. The ship was decorated internally by messes, and externally the Electrical Department did a splendid job with a Christmas Tree in lights on the Starboard side of the island. On Christmas Eve, carols were sung on the Flight Deck, and over 1,000 attended from the Base and the ships in harbour, and the Quarterdeck was full for a service of Holy Communion at midnight. Christmas Day itself passed quietly with the Captain visiting the mess decks and the Sick Bay. In the week following the ship staged a pantomime "Vic Whittington" in the Sultan Theatre at Terror, and the Boxing Team won in no uncertain fashion the Far East Fleet Novices' Boxing Championships. This period in harbour passed quickly and before we realised it, it was New Year's Eve and at midnight on the Quarterdeck the youngest member of the ship's company rang 16 bells to mark the passing of 1966 and the advent of 1967. Four days later we were on our way again, and ready to begin the second half of our foreign leg.

The mixture was somewhat the same as before. We embarked our Squadrons and set off for the exercise area. While here C.O.M.F.E.F. Vice Admiral Sir Frank Twiss, K.C.B., D.S.C., and F.O.A.C. Rear Admiral W. D. O'Brien, C.B., D.S.C., took the opportunity to pay us a visit. Twelve days after sailing we entered Hong Kong. The preceding three days before our arrival saw the roughest weather of the commission and Hong Kong greeted us with a temperature few degrees above freezing point. For the first time since leaving home we found ourselves back in



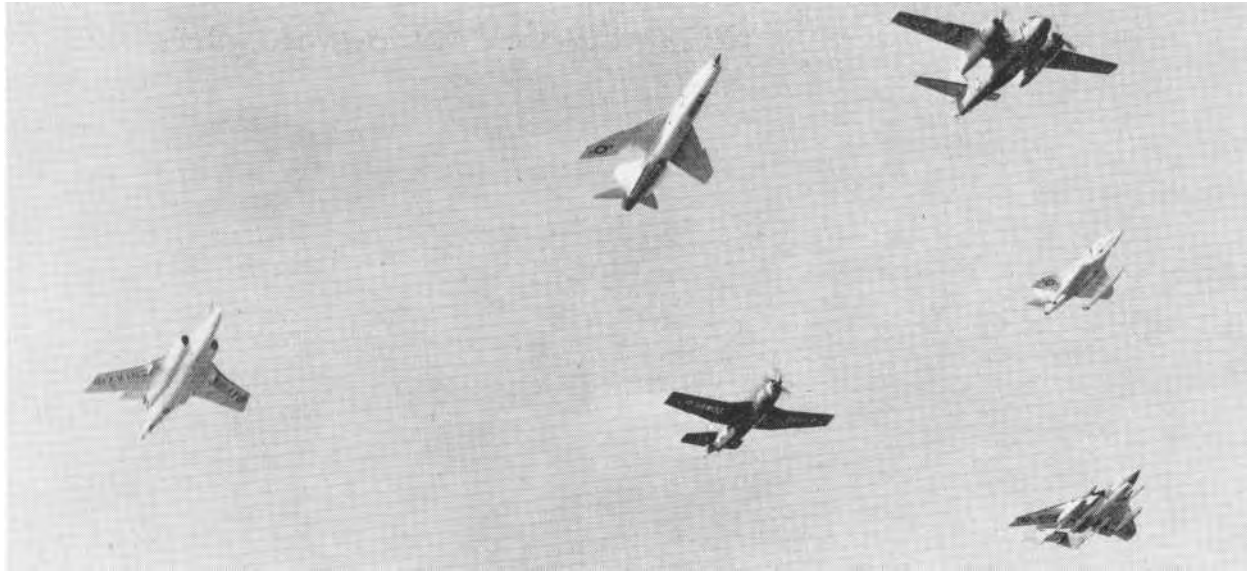
The roughest weather of the Commission



Miss Ann Shelton kindly sang to us in the Hangar



Chinese contract labour chipping the Flight Deck



On we steamed . . . for some more flying



Sea Vixen

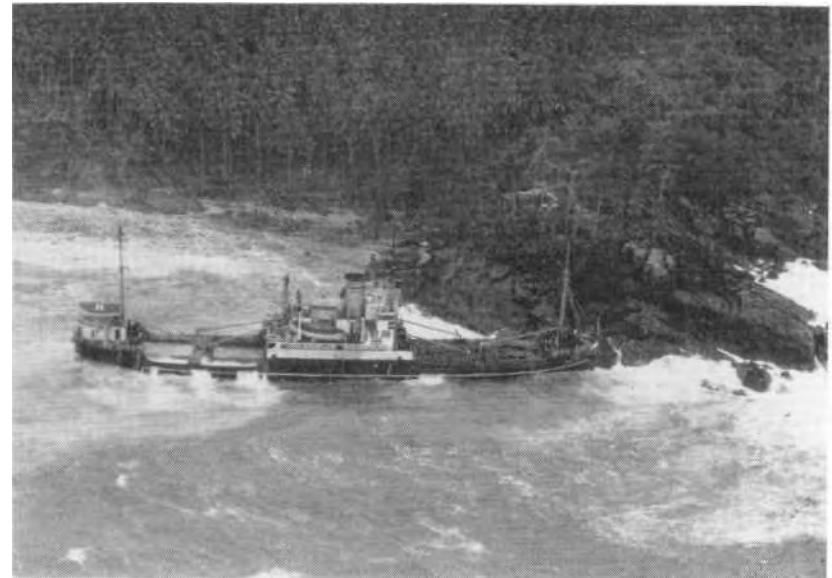
blues. The cold, however, did not detract from the visit, and Hong Kong lived up to its magic. On a Saturday morning we were entertained by Miss Anne Shelton who kindly sang to us in the Hangar. We were deafened by Chinese contract labour chipping the Flight Deck.

January 25th we sailed from Hong Kong and made our way south to Subic. It was here five days later that we had our second fatal accident, when a Sea Vixen crashed and the observer was killed. The next weekend we were alongside at Subic, and experienced once again the friendliness and hospitality of the United States Navy. On leaving a few days more flying off Subic culminating in a fly past of all types of aircraft that had been flown in this exercise period. Then on we steamed to North West Borneo, for some more flying.

Our passage, however, was not without incident. Early in the morning of February 15th we picked up a distress signal from the Bangkok registered "*Maha Thevi*" a seventeen hundred ton coastal steamer which had gone aground on the rocks off the tiny island of Permanggil, seventy-five miles north east of Singapore. At the time of the signal *Victorious* was eighty-five miles away, and proceeded at 28 knots to the scene. There were a crew of some 40 odd aboard, and two had already been drowned trying to reach the shore in the heavy seas. The weather was treacherous and at 6.0 a.m., a helicopter took off to fly to the stricken vessel. The observer was lowered and inspected the damage, and then returned to report what assistance was most needed. As a result two officers from *H.M.A.S. Vampire*, which was also standing by, were lowered by winch on to the ship, and helped to organize a bosun's chair rope rescue cable to the shore, and by this means the crew were landed. The next day, all the survivors were picked up by helicopter and taken aboard *Victorious* and returned with us to Singapore.

We spent the next fortnight in the dockyard doing maintenance and preparing for our next exercise which was the Annual Far East Fleet exercise. We sailed on March 3rd and for the next fourteen days worked hard with the rest of the fleet, with two welcome breaks on the Sundays - one at the island of Pulau Tioman, and the other at Lankawi. March 17th saw us return to Singapore and a hectic week of sporting activity followed. Easter Saturday we were at sea once more, and carried out flying exercise; off Subic, paid our third and last visit to Hong Kong, some more flying off Subic, and a final call in Singapore before sailing for home on May 4th. Somewhere off Gan we handed over our role to *H.M.S. Hermes*, and steamed westwards calling briefly at Aden, and at Gibraltar, through the Bay and up the Channel to arrive at the Outer Spit buoy Portsmouth at 0715 on Thursday, 1st June, 1967.

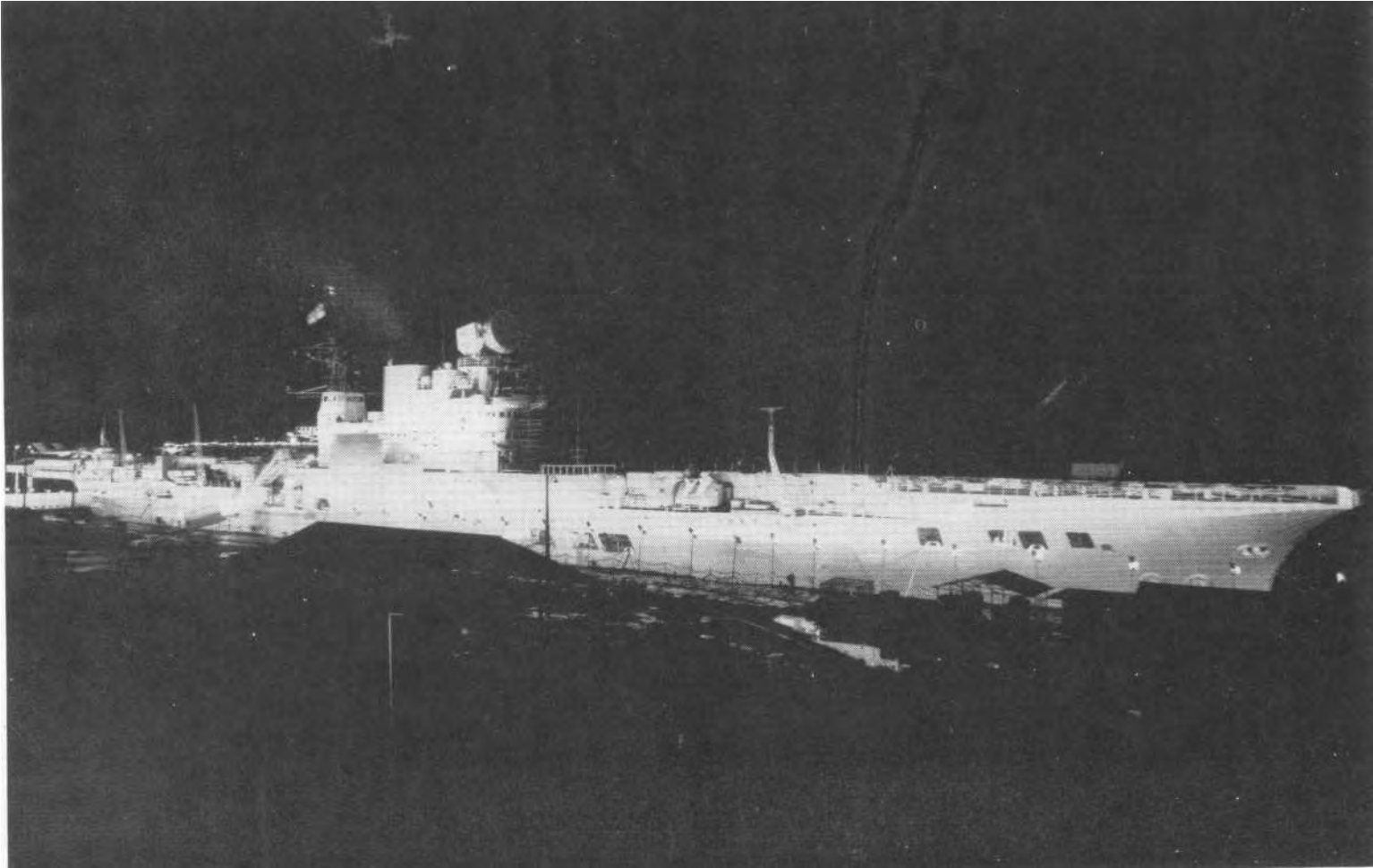
So the veteran vintage *Victorious* came to the end of another useful period of service with the fleet, and of playing her part as an instrument of peace and "a security for such who pass upon the seas upon their lawful occasions."



"Maha Thevi"



We worked hard with the rest of the Fleet



"A security for such who pass upon the seas upon their lawful occasions"

Departmental and Other Articles

Air Department

"Handle With Care"

This could well be the motto of the back-bone of the Air Department, the Aircraft Handlers. It requires great skill to succeed in moving these 20-ton monsters of aeroplanes in such confined space, knowing that one slip can cripple so easily a million pounds' worth of the Fleet's striking power. In fact, the Aircraft Handler's judgement of distance amounts almost to an art, and many is the aged Aviator of yore who goes even greyer on seeing the limits and tolerances which have to be achieved today. The tough, experienced Captain of the Flight Deck of the *U.S.S. Oriskany* could take just twenty minutes of watching our teams at work before he had to go below to restore his nerve with his oppo's tot.

The Handlers come in two shades - the bronzed fit-looking ones who live on the upper and keep winning Deck Hockey competitions, and the paler ones who toil unseen in the nether regions of the hangar. These play an equal part and they are the first to speed the planes on their way and the last to welcome them back and put them to bed in their garage. They work the clock round, and they say that some "night-owls" never see the light of day. More than any other department, the Flight Deck Handlers and their partners, the "Badgers", see the successful launch and recovery of the Ship's Aircraft, which is the end product of all the labours of the many hundreds of men below, who make the ship "Tick".

We must not forget the skills of the Safety Equipment and Photographic Sections, the Meteorological Office, the Air Traffic Controllers and the Operations Team, all expert links in the complex chain that is "Aviation".

The Safety Equipment Section can take pride that their Mae Wests, parachutes and dinghies have played a really vital part. The fruits of their efforts have been amply demonstrated on more than one occasion.

The Photographic Section hardly needs comment here, since their handywork is visible throughout this book. They have done magnificent work in and out of working hours, and their "rabbit firm" has kept everyone throughout the ship well supplied with a record of our travels. It is rumoured that the Chief of the Phot. Section was seen ordering a Jaguar in Hong Kong, however, there is no truth in this statement, it was a Rolls.

The Meteorological Office, is staffed by uncomplaining, round-the-clock, soothsayers. They produce their daily forecasts, and more often than not the weather does what they say. Their philosophy is never affected by derision, rage, or sarcasm, and they naturally have thick skins.

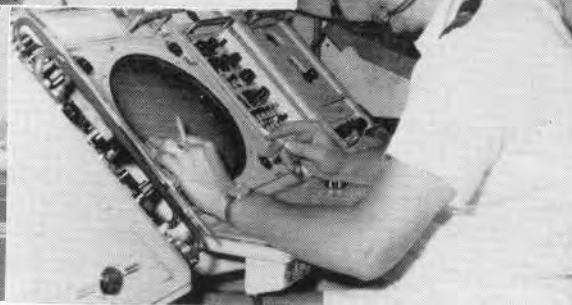
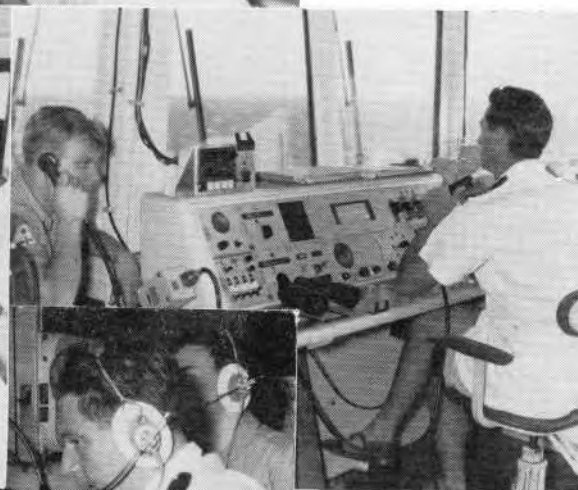
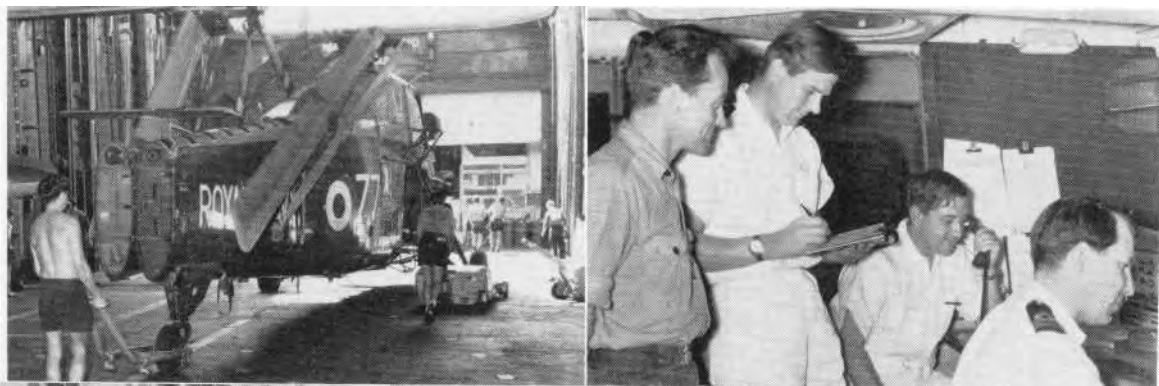
The "Back Room Boys" of the department are the Air Traffic Controllers who are ever present when aircraft are in the air. Their continual watch over those airborne, ensures the safety of our aircrew and against



Great care must be taken when packing safety equipment

insurmountable odds, they nearly always get our planes back on time.

The smallest, and sometimes the group that works the longest hours is the Operations Team. They are an unsung few who work under the scaly, bat-like wing of the Operations Officer. The brew from their "Cavern" affects us all and from this mixture stems our daily task.



All these permanent Gentlemen make up the *Victorious* "Home Air" team. They work hand-in-glove (not always boxing) with the visiting Players, the Squadrons, and the harmony achieved has been greatly due to their credits. The score stands permanently at Love-All.

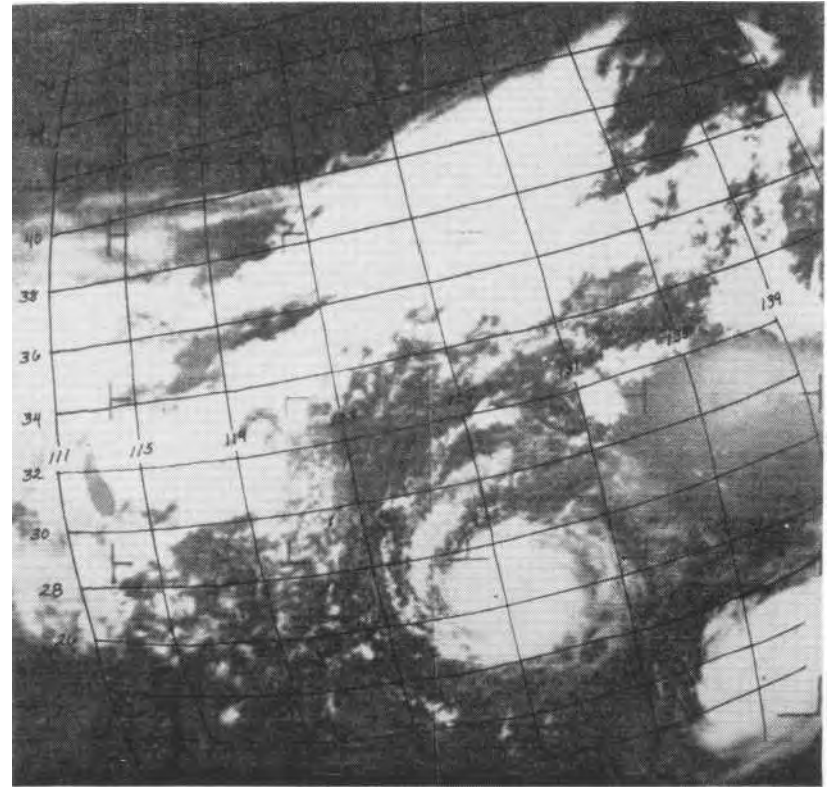
Finally, this team must take lasting credit for making a near-impossible situation work well without fuss. A situation caused by what hindsight and history, may call the most fundamental error the Navy has ever made. A decision, which at the time was made in all good faith, and for good reasons, but nevertheless a mistake. A decision which has sealed the fate of Aircraft Carriers like *Victorious*. What is this decision - it is to put small numbers of great big aircraft on small ships. You don't have to go to the *Forrestal*, the biggest carrier there is, to see what is the problem - just ask any Handler!

We have led the World in Carrier Operation Equipment, so

What's New On Deck?

The main difference is to be seen at night. The red flood-lights have gone, and we now have white; two sorts, the old lights with the red filters removed, and the new answer, expensive and very bright lights - dozens of them all over the Island, with long cowls and Quartz Iodine bulbs. The first impression is good, and they are not visible from seaward.

Then there are the new tractors, the envy of the Americans, and the best thing since the Cadillac. All-wheel power-steering, all-wheel drive, power transverse tow-bar shift, and it only weighs ten tons. The deck is a much safer place and the big tractors make sure where the aircraft go without any argument.



The first weather to be taken from a satellite to be used by a carrier

As Others See Us

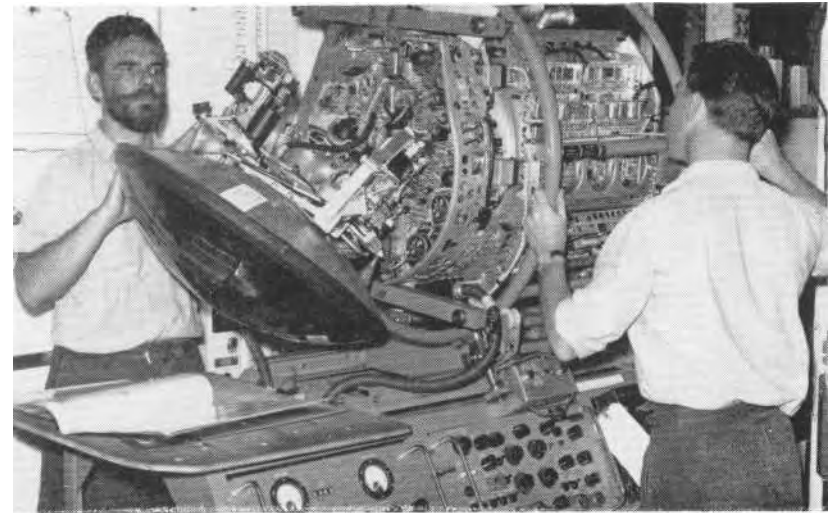
A Steward, told to take coffee to the Direction Officer, came out of the A.D.R. considerably shaken, and said "I'm not going in there again - pitch dark, green lights here, flashing red lights there; everybody talking at once and nobody answering".

Air Engineering Department

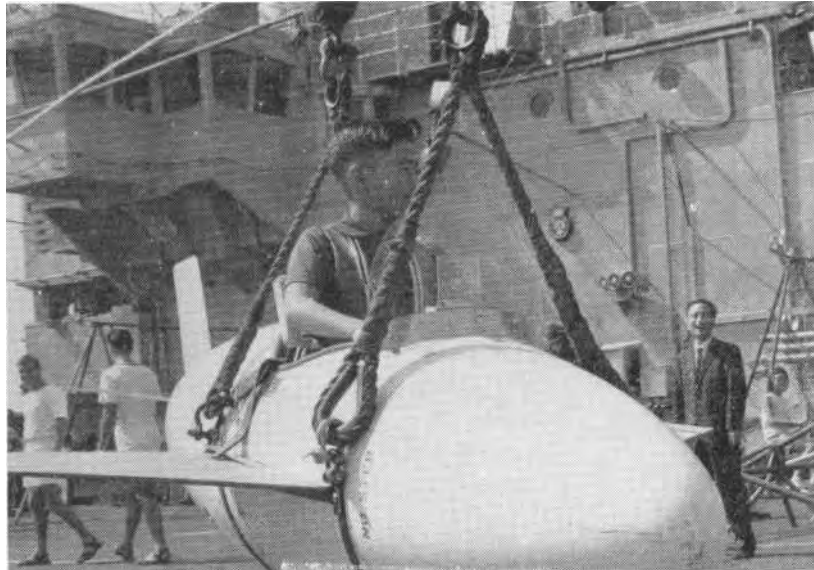
Aeroplanes are very much like women in that they demand a tremendous amount of loving care and attention. Primarily this attention is given by the squadron to which the aircraft belong but workshops support and the servicing of complex electronic equipment is the responsibility of A.E.D., who also keep a pool of spare engines and service the vast array of ground equipment needed to maintain the modern aircraft. It might be said that while the squadrons act as Family Doctors to their aircraft, A.E.D. is the Hospital.

With the British Aircraft Industry struggling to survive it has been encouraging to see the design and production of the A.E.D. "Kiddibucc", the prototype of which flew in Hong Kong. It has been agreed by all young pilots that it is Super if not sonic. Coupled with the manufacture of despatch boxes, name tallies and the wide range of aircraft sheet metal repairs carried out the "Kiddibucc" has ensured full employment in 4C workshops.

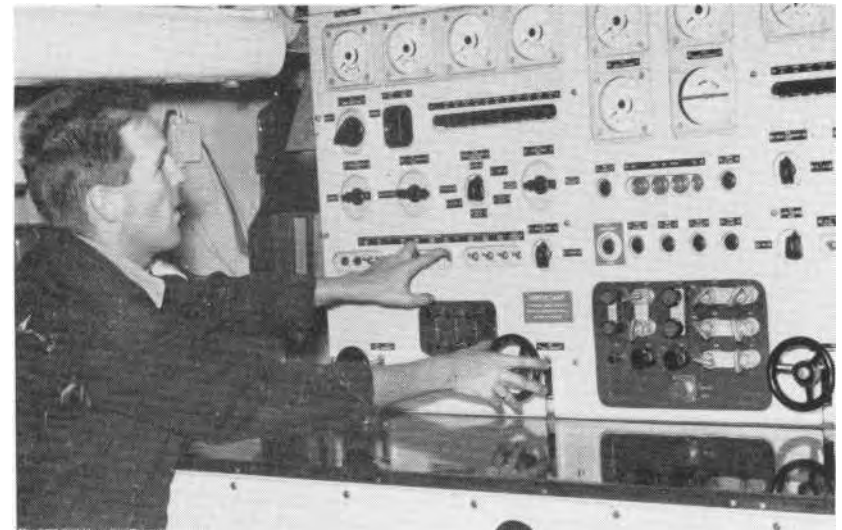
The Radio and Electrical Sections have been known to service the odd item of aircraft equipment - in fact the number runs into the thousands - and to keep a balanced picture they have also mastered the complexities of transistor radios, electronic dogs, watches and tape recorders. It is to their everlasting regret that all attempts to convert A.I. 18 to 625 lines



The odd item of aircraft equipment



Super if not sonic



Where did you learn to play that?

and colour have failed. Without generators and batteries none of the "Greenie" bits would work at all and L.R.S. boasts a generator test bench which the compartment was built around. Soon after its installation Chief was asked by a visiting Admiral "Where did you learn to play that?" and another SAMCO was born.

Every department has its "Holy of Holies" and A.E.D. is no exception. Ours is in the Hangar Box and goes under the name of Weapons Section. Only a very select few are allowed inside and this is presumed to be a noise reduction measure. The occasional weapon has been seen to emerge at dead of night wearing its Noddy Cap but they retreat at the sound of dawn trumpets or "Flying Stations".

When all else has failed aircrew depend on their "Bang Seats" and credit for their functioning lies largely with the Air Ordnance Section and AA.1 Jones. "Dai the Seat", as he is popularly known, services the seats and keeps his pipes under tool control. There is a rumour that Martin Baker have offered him and his mate a job as salesmen, for their explanatory patter with visual aids is a prize performance.

To complete the empire is A.S.U.C.O. - tucked away in a corner of A.M.C.O. and surrounded by books, signals, cards and just a few spare parts. A.M.C.O. itself is presided over by C.A.F. Cutting - if you want to find a pack about thingamabobs written by what'shisname sometime last year, Chief Cutting's memory will save the day.



Keeps his pipes under tool control

801 Squadron

The first 801 Naval Air Squadron was formed in 1932 with the Hawker Nimrod Biplane fighter and has since been in almost continuous commission. During this time ten aircraft types have been flown, seven of these, fighters. However, we now leave the "track and hack" to our twin boom friends and are the proud possessors of a new aircraft.

The Buccaneer Mk. II though very similar in outward appearance to its predecessor the Mk. I has in fact a very considerable improvement in performance and quite a number of differences under the bonnet. Being the first Mk. II Squadron to embark, "Goofers" were not long in appreciating the tremendous increase in power. Gone were the days, which many will remember, of staggering off the catapult and accelerating with the gay abandon of a tortoise.

Others were interested in witnessing a demonstration of our large radius of action. Always ready to oblige, on the 3rd June, 1966, we launched a Buccaneer in the English Channel for a non-stop return trip to Gibraltar, taking four hours and fifty minutes.

Moving on from the English Channel we experienced the first exercise of the commission. Our task was to search for units of the American 6th Fleet hidden somewhere in the Western Mediterranean. This we accomplished successfully and with smug smiles on our faces set off to

strike the first blow. Halfway to the target fourteen specks were observed in the distance closing rapidly. The two opposing strikes passed through each other almost within hand-shaking distance!

On through the canal and further East to the sultry delights, joys and atmosphere of Singapore. There we parked the aircraft at R.A.F. Changi. The aircrew joining the ranks of the film stars, living with such noticeable beauties as Terry Downes, in the luxury of the Ocean Park Hotel. Meanwhile back on the ranch tremendous efforts were made by the ground crews in carrying out yet another arduous engine modification programme. Too much work and too little play made Jack a dull boy (or something). Even so Bugis Street profits were considerably increased during our stay in Singapore.

During the ship's visits to Subic Bay and Hong Kong we were involved in a shuttle service to and from R.A.F. Changi in order that engines could be changed on the remaining aircraft, our second major modification programme. The long sortie from Singapore to Hong Kong was made more interesting by the thrill of possible arrival at Peking International, but thanks to the navigation prowess of our Observers there were no dramas.

Towards the end of October we were involved in Exercise "Swordhilt".



Inter service co-operation. Buccaneer refuels from R3 Sky Warrior

Once again our primary role of search and strike was used to the full and having successfully exhausted ourselves diving at Australian and American ships yet another role was found for us. Namely, Anti-Submarine Warfare. With great glee we were soon able to chalk up the destruction of one submarine caught napping two hundred miles ahead of the ship, and between sorties we celebrated our first birthday of the commission by ceremoniously cutting a cake on the Flight Deck.

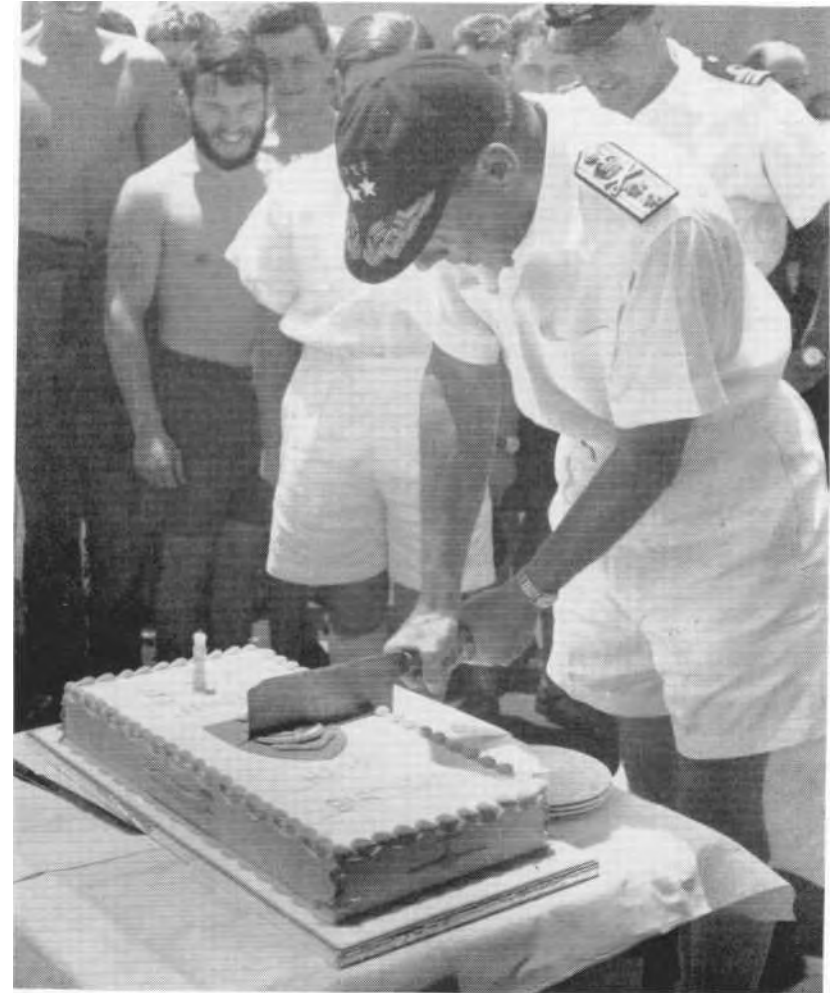
November will always be remembered as a happy month - three weeks being spent in Australia. Royally entertained from our first day in Sydney until our final sad departure from Perth. A tremendous time was had by all. The tales too numerous to relate range from chasing kangaroos (and Ranchers' daughters) to the glittering highlights of Sydney's night life, but none got married! Not even the C.O. to a Go-Go girl.

Back in Singapore our new A.E.O. had his baptism of engine changes. With the assistance of his Cat-o-Nine tails and Plummers' rack the programme went most smoothly.

With all but one of our aircraft we departed Singapore for Hong Kong, much to the relief of the locals and, one suspects R.A.F. Changi.

Further flying preceded a most enjoyable though exhausting nine days in Hong Kong. A long awaited Squadron "Run" at the China Fleet Club highlighted the visit though nearly spelt disaster for some!

At the time of writing we are again at flying stations. This time at Subic Bay. All our aircraft on board and the future looks bright for increased flying hours and a happy return home to plenty of leave.



One year old to-day

814 Squadron

The Eight Hundred and Fourteenth (Tiger Taxis)

1966 *AND ALL THIS!!!*

Victorious Temporary Embarkers: Victims

If anyone talks about the Fleet Air Arm, sooner or later the name of 814 will spring to their lips and reminiscences will start to flow thick and fast. Bold and lurid tales of bygone personalities and squadron achievements will earn the narrator a drink in almost any tavern in England, but to set the record straight for future generations of aviators, this is a factual account of "what actually happened" during our commission aboard *H.M.S. Victorious*, 1966-67.

"Tiger Taxis", the Government-sponsored, Wessex-equipped, all-weather, anti-submarine, air taxis, freighters, search and rescue - "you name it we'll try it" squadron left R.N.A.S. Culdrose to join *H.M.S. Victorious* at Portsmouth on the 8th July, 1966. A grand farewell flypast was planned that would have brought tears to the Squadron's nearest and dearest (Wives, Wrens and Publicans). However, that other well-known Cornish curse - the "Culdrose Clamp" - had done it again and we had to depart singly or in ones to join up above cloud. Eventually the Squadron arrived safely onboard, despite the attempt of Wessex 275 to perform a flame-throwing act from the starboard exhaust.



Typical abandon aircraft drill

Full of enthusiasm and aircraft (almost) the ship sailed South to the mysteries of the East, an S.A.R. brief at 0500 and a *Victorious* type routine where the days of the week are illogical and Sunday usually falls on a Saturday or a Monday or anywhere. Malta provided the first anti-submarine exercise in poor water conditions against the Italian submarine *Torricelli*, great benefit was gained by all and a very friendly liaison established, via the hoist, with the crew. (Vino verite.) In addition the first of our many logistic trips, or bread runs were eagerly undertaken. These "Squadron Jollies" as they are colloquially referred to are much in demand and the lurk list is never short of volunteers.

On the 19th July, the Squadron hit the headlines by answering an emergency call for medical help from the small island of Lampedusa. Unfortunately the call was too late but the response was very much appreciated. Between Cyprus and Gan, the Squadron enjoyed a relatively quiet period and our only diversion was the chatter of an intense Ground Training Programme of lectures, punctuated by the occasional ugly rushes to go on a "Jolly". (A consolation prize for those few listeners who could remain awake.)

It was off the R.A.F. island base of Gan that the Squadron first showed its devastating ability to disembark and six A/S helicopters flew ashore for a two-day period of fairly intensive flying. The aim was to provide A/S protection to an island base, which rumour stated was sinking back into the sea at the rate of about a foot per year. We were given a rousing welcome by the local "natives" (see picture 2) and treated to an illuminating talk by the R.A.F. on the problems of separation and their new Staff requirement for a "Seaplane".



The R.A.F. welcomed us with typical enthusiasm



' Out on the Line'

Picture left emphasises the "problem" and shows one of our ground crew out on the line.

Meanwhile back at *Victorious*, the SAR helicopter rescued a Vixen crew who ditched shortly after take-off and the ship continued Eastwards. Some thirty miles off Butterworth, six AS helicopters again flew off into the middle distance to fly down the length of Malaya to R.N.A.S. Sembawang. Comprehensive briefings, massive survival packs and lurid stores of the dangers of jungle flying lent a touch of spice to the trip, and we set out feeling almost like explorers. After refuelling stops at R.A.A.F. Butterworth, Ipoh and Kuala Lumpur and some five hours in the air, the helicopters arrived safely in Singapore. By the subtle use of the aircraft heating system, some of the younger elements of the Squadron were able to produce the "it was rugged" type of appearance at Sembawang, and this greatly enhanced their subsequent bar room stories.

A diversity of tasks were undertaken during the period ashore. Two jungle flying courses were completed at Kuala Lumpur and although the flying was exhausting, the aircrew derived a lot of satisfaction and could appreciate the value in their efforts. Some of the more "stay at home" types were sent out to do a jungle survival course and although they suffered from nerves, leech bites, incessant rain and the discomfort of sleeping on branches (a most difficult feat), most victims enjoyed the experience although we have no volunteers for another course.

On the 5th September, 1966, the Squadron re-embarked in Singapore Naval Base with a sad heart and "Tiger" eyes, but soon cheered up when



The Squadron Aircrew being ordered to disembark to Culdrose at end of the Commission

plans were made to send detachments of two AS helicopters to each of the R.F.A's., *Tidespring and Tidepool*. With true democratic consideration for the rights of the masses, Crews were selected in order of seniority and they set off for their luxurious new home, complete with swimming pool, superb air-conditioning and spacious accommodation. Oh yes, they also had to exercise with *H.M. S/M Anchorite*.

Meanwhile back in *Victorious* the workers were heading for their first visit to the Philippines. A series of exercises were planned to take place with U.S.N. forces from N.A.S. Cubi Point culminating in a two-day visit to Subic and the delights of Olongapo. In order to achieve more anti-submarine time, the Squadron planned and executed a swift disembarkation (notice the pattern) that gained the admiration of all onboard - as most of them didn't even notice we had returned from Sembawang!

It was "all go" for the last three months of 1966 with visits to Hong Kong, for water-skiing, visits to Wanchai, swimming, more visits to Wanchai, shopping, and cultural expeditions to the older parts of the island (Wanchai). The long awaited visit to Sydney and Fremantle and some more detachments to our friends in the R.F.A's. were much enjoyed. We even acquired an addition to the Squadron in the form of a Firefly aircraft during our stay in Sydney - an achievement that the Government and Ministry of Defence (Navy) are studying with interest.

On the 8th December, the Squadron once more disembarked to Sembawang for the ship's Christmas S.M.P. and to give leave in U.K. to the lucky, entitled aircrew. After the usual refamil. on Tiger ale, we got down to some more useful jungle flying training and some AS exercises from Jason's Bay. As we gird our loins for the final rush through the early months of 1967 with another two trips round the houses to Hong Kong, Subic Bay, Singapore, Hong Kong, Subic Bay and back again to Singapore, we console ourselves with the thought that nothing can last for ever - not even trips to Hong Kong, Subic ... etc., etc. ! If we follow the sound advice of our elders and betters (GET OUT), we can expect a few more interesting disembarkations - notably towards the middle of the year.

Picture opposite shows the dilemma which faces the professional "disembarker". Questions such as where? when? how many? are but a few of the many considerations and, of course, it emphasises the value of the Staff Course and an intimate knowledge of geography... .

Picture on page 37 shows the Squadron aircrew being ordered to disembark to Cudroze at the end of the commission, and to carry out that long awaited ceremonial flypast that will herald our arrival home - singly or in ones. Once more we shall lean against the bar of our favourite Helston



The dilemma which faces the professional "disembarker"

Tavern and tell anyone who cares to listen, of the fun we've had and a most enjoyable commission both in and out of *H.M.S. Victorious*. Who knows, perhaps we can even convince a few people that we were actually there - particularly our Commander (Air) who was overheard to say: "By the way Ops, which was the Chopper Squadron in *Vic* this commission?"

M.C.S.A.

893 Squadron

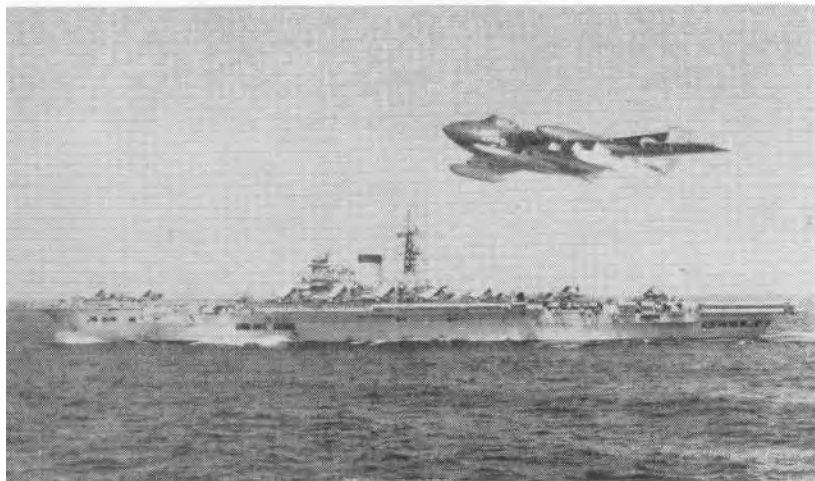
Embarking in *H.M.S. Victorious* in April for the deck trials was a new experience for most of the Squadron. Since we had been at sea in *Vic* nine months previously, two-thirds of the Squadron had left, and it was with mixed feelings that most packed their bags at Yeovilton for the first of several times. However, from our point of view (if not *Vic's* engineers) the trials went well, and the week on board was marred only by the lack of a foreign visit.

Back to Yeovilton again, and, a month later, back we came on board again. This time it was with the whole Squadron, for the first work-up, held in the Moray Firth. This was an ideal area for the work-up, with good weather and good weaponry ranges, although the real die-hards were heard to complain about lack of darkness for night flying!

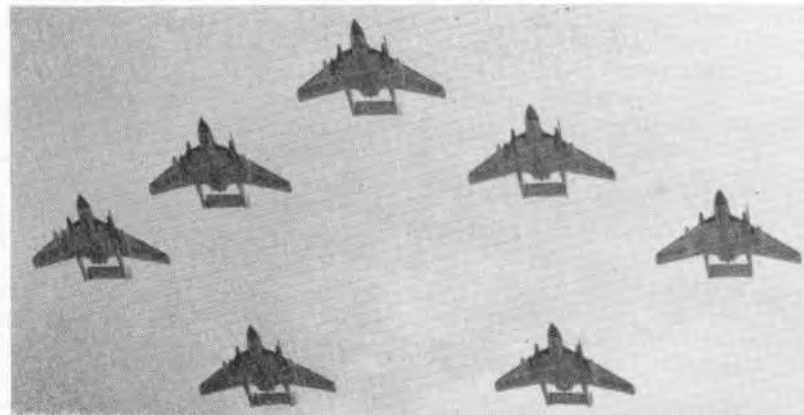
A short "foreign" visit (a week in Pompey) preceded the second work-up, held in the Western Approaches. This time it was dark enough for everyone!

We were back at Yeovilton in June, for ten days' leave and a bit of last minute flying before embarking on the foreign leg of the commission. However, all good things come to an end, and the Squadron re-embarked in early July. We are still not sure whether the presence of the Captain and Wings on our line at take off time was to wish us "Bon Voyage", or just to make sure we got those d - d things out of Yeovilton.

The Med. - then Pokerhand, our passing out exam. Result - we scored 103 % and sank *Independence*. However, Anglo-American relations were not strained, perhaps they sank *Victorious!*



Home !!



Monday morning service ability. Seven Vixens past the Goofers



*Never argue with 893
144 2" rockets make
quite a mess, as we
proved at Townsend
Island.*

For a few of the Squadron, Malta was the first foreign country ever seen, and everyone made the most of our last run ashore West of Suez - through which we passed in late July - thus starting our Senior Observer's seventh Far East cruise! For most, the first taste of shore was on a bug-ridden beach at Pulau Langkawi, where the bugs did most of the tasting! Still, all things come to an end, and we eventually reached Singapore, and moved out of the ship to Changi.

What does one say about our Far Eastern runs ashore? Wives might be censorious if this book gave too many details - suspicious if it gave too few. Suffice it to say that Singapore is the Far Eastern equivalent of Pompey, and who's ever had a dubious run ashore there?

So on to Cubi Point, in the Philippines. A giant American base, all of the female species wore wedding rings so there was nothing available for visitors.

Hong Kong - and then Exercise "Swordhilt", where we were bombers, photographers, guided missiles, and now and again - fighters. The prize for winning this was a fortnight in Sydney - and what a prize it was. We cannot lie, after several months of great restraint, and lack of opportunity, we met some girls at last. Wives - get your husband to fill in the details, I dare not!

Fremantle, and then Singapore for Christmas, spent in luxury at Changi for two-thirds of the Squadron.

The last six months have been more or less a repeat of the first six, except that Australia was left out. For those staying in the Squadron, let us hope that Japan and Australia will come up next time!



Oh! Those early morning watches



246 - On sight - Four Greens



Pilot to AEO - "Sorry, its definitely U.S."

849a Flight

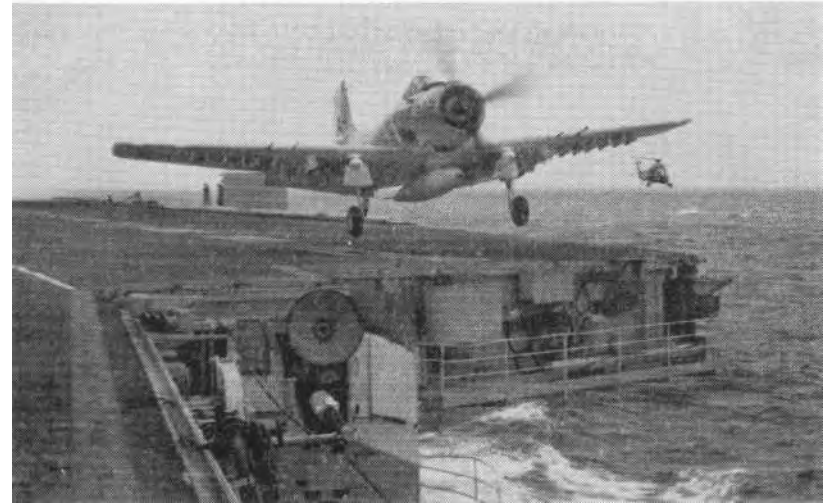
Just a few minutes after *Vic* had sailed from Portsmouth, on the 8th of July, a familiar drone was heard. 849A Flight had arrived.

Since then, for us, life has been interesting if fairly uneventful. We started off light in experience and even lighter in seniority. This has, however, proved to be a very useful team.

We've done all sorts of fascinating things with that versatile aircraft, the Gannet, many of them outside our normal run of the mill tasks.

Our first unusual incident occurred in the Mediterranean in July. The COD was forced to divert to Akrotiri when the port engine failed. Lt. Bewick, the COD pilot, made an uneventful landing. This left only one problem, that of getting the aircraft back onboard. This was achieved with almost unique inter-service co-operation. The Royal Air Force towed it along the road to the docks and handed the aircraft over to the Army. The record isn't clear at this point as to whether the R.A.F. then returned and repaired the bridges they had modified getting the COD there. The COD was hoisted by Army crane into a civilian lighter and thus made its ignominious return onboard.

When we finally arrived on station we varied our normal flying by taking part in crossdeck operations with *U.S.S. Oriskany*. We were hosts to two Skyraiders, whilst we sent one more of our aircraft to *Oriskany*.



Guest for a day



Echelon port



Everything down but the hook



You're straggling number five



A whole squadron formation

When we were off Singapore in September we were joined by a team to do some tropical deck trials. These were largely successful. We are expectantly waiting for new orders expanding our limitations in deck operations. The only failure was the free take off trial. This had to be cancelled after the very first attempt. In a lightly loaded aircraft it was only just successful.

On Saturday, October 29th we said goodbye to our C.O., Lt.-Cdr. J. Nash and welcomed our new one, Lt.-Cdr. W. M. Forbes.

We have proudly notched up one outstanding achievement. We've

operated the AEW Gannet further south than any other Flight. Yet perhaps our greatest achievement has been our proposal for the Gannet replacement, the "AEW7". We think we've overcome the problem of hook bouncing bolters, and have also doubled our radar cover. This is perhaps most readily apparent from the photograph.

We've now celebrated our first birthday and the "eyes of the fleet" are yet undimmed. We've "swopped" a couple of aircraft, a few aircrew, an AEO, and a C.O.; and look forward to new challenges and new successes.

Soixante Neuf

*Being an account of the more reputable activities of
69 Carrier Borne Ground Liaison Section*

One of our more polite nicknames is "Seaballs", a name steeped in gin and tradition. At cocktail parties our "friends" introduce us by this title to impressionable young girls, who blush and hastily discuss the weather.

We are also referred to as "brown jobs". Our critics say that we deserve this title because we manage to spend the daylight hours sunbathing while everyone else is working. In defence of the Section, I must point out that these rich "Riviera" tans were honourably acquired. Three of us drove nearly 3,000 miles across Australia in temperatures of up to 120° F.; the fourth member joined a beach survey party in the Cocos Islands and came back so badly burnt that he had "permission to grow" for a week. The fifth admits that he got his tan while carrying out a different sort of beach survey on Rottnest Island, off Western Australia.

Our official duties are carefully laid down by their Lordships in a

document called "Q.R. and A.I.", but even so many people wonder why we are borne at all. This question came to a head when the Fleet Works Study Team descended upon a small office in 2H cross passage one afternoon. The investigators were obviously surprised to find the office occupied and immediately produced an enormous questionnaire for us to complete. We defeated them by putting "Not known" or "Not Applicable" in every answer box.

Perhaps our greatest contribution to the Commission has been in the field of sport. Members of the Section have represented the Far East Fleet and *H.M.S. Victorious* at Swimming, Water Polo and Dinghy Sailing, while another returned from the Far East Golf Championship heavily loaded with a rose bowl and other prizes.

The Section always prided itself on being a team of fun-loving bachelors,

until one of our members fell by the wayside in Australia. We wish Sergeant Barker every happiness and hope that his example will not be followed too rapidly by the rest of us.

Much as we enjoy life on board, we take every opportunity to go ashore, not always in recognised landing places. One of our duties is to control strike aircraft onto ground targets. Naturally air-to-ground ranges tend to be in uninhabited areas and this means that the shore party has to be entirely self-supporting. By courtesy of 814 Tiger Taxi Service, a surprising number of (alcoholic?) comforts seem to find their way ashore on these occasions; it has even been suggested that we take our Section Silver with us.

On the more civilised shore runs, our Landrover is in great demand and it clocks up a surprisingly large mileage during the Commission, but it must be admitted that some of this is due to the vehicle being moved almost daily from "A" Hangar to "B" Hangar to "C" Hangar and then back again.

Two members of the Section joined the Ship in the summer of 1964, and two more that winter; between us, we have got in a fair amount of "sea time" and we admit that we have enjoyed every moment of it. We are unfortunately all leaving *Vic* but our places will be taken by five more fortunate pongoes.



K.P.'s Boys

Few of us appreciate the great service done by "K.P." and his teams of laundrymen, tailors and cobblers. We tend to take for granted the efficient laundry service, and the facilities provided onboard for tailoring



and shoe-making and forget the hard work, often under unpleasant conditions, and very long separations from their families in Hong Kong, which is the lot of our "firms". If it were not for them we would have to provide our own laundry team from the Ship's Company and would have no tailoring or shoe repair facilities onboard.

H.M. Ships on the Far East Station are allowed to employ these firms. They are controlled by the Commodore-in-Charge Hong Kong and their insurance, contracts, price lists and personal record are all carefully scrutinised. How do these firms start? Take the story of K. P. Lau or Lau Kan Pui to quote his proper name. He started as an apprentice tailor in *H.M.S. Unicorn* in 1949 and in 1953 spent a year ashore in Hong Kong doing business with ships in the dockyard. From there he joined *H.M.S. Chichester* as No. 1 Boy in charge of the Tailor's Shop and about a year later transferred to *H.M.S. Belfast*. He first became his own boss with a small tailoring firm in *H.M.S. Gambia* and finally transferred to *H.M.S. Victorious* in 1960. He now employs 44 men in the three firms in *Victorious* as well as running the firms in *H.M.S. Forth* and a business in Kowloon.

Weapon Electrical Department

*She lay in the Dockyard to greet me
A monster so dirty and grey
Her "body" all swarming with "insects"
"Good God" I loudly did say.*

*I walked up the brow in a panic
Dreading what there I would meet,
T'was a Chief with a grin so sardonic
"You'll be working each night" was the greet.*

*My Commission has passed oh so quickly
Memories I have oh so few
We worked and we slept, and we slept, and we slept
What the hell was there else left to do!*



Do You Remember?

When Tuesday was Sunday and Sunday was Tuesday so we got a "Make and Mend" on Tuesday which really was Sunday as we would be involved in the R.A.S. which was cancelled till Monday late on Tuesday which really was Sunday. Did we "Dip in".

The Bosses:



The other Harry

Grift



Dad and Deputy Dad



Grannie, Fred and J.C.



Aggie and Dan

When the "Wandering Leads" played like gentlemen in the Deck Hockey final and lost to the Flight Deck, at least they didn't drink the beer; the first time "Knowles the Nose" was ever known to refuse a wet. When "Sailor J" met a "Kai Tai" and sold his watch. When the 984 was going to be made operational by using the spare Spud Peeling Motor. Champagne in the Switchboard.



The Beasts



The Beauties



The Babes

Spick Vic's, Section Rounds, Messdeck Rounds, Departmental Rounds, Technical Rounds, Trying to find a heads open, who "FIXED" the lights ?



Our copper "L" Capone



His catches

This space is left blank to protect the innocent. Just in case we had one.



Australia



Olongopo



Photographs by :-



Copyright by:-



Engineers, Shipwrights and Flight Deck E's

Notes from below

(or, *The Steamer Side of Life*)

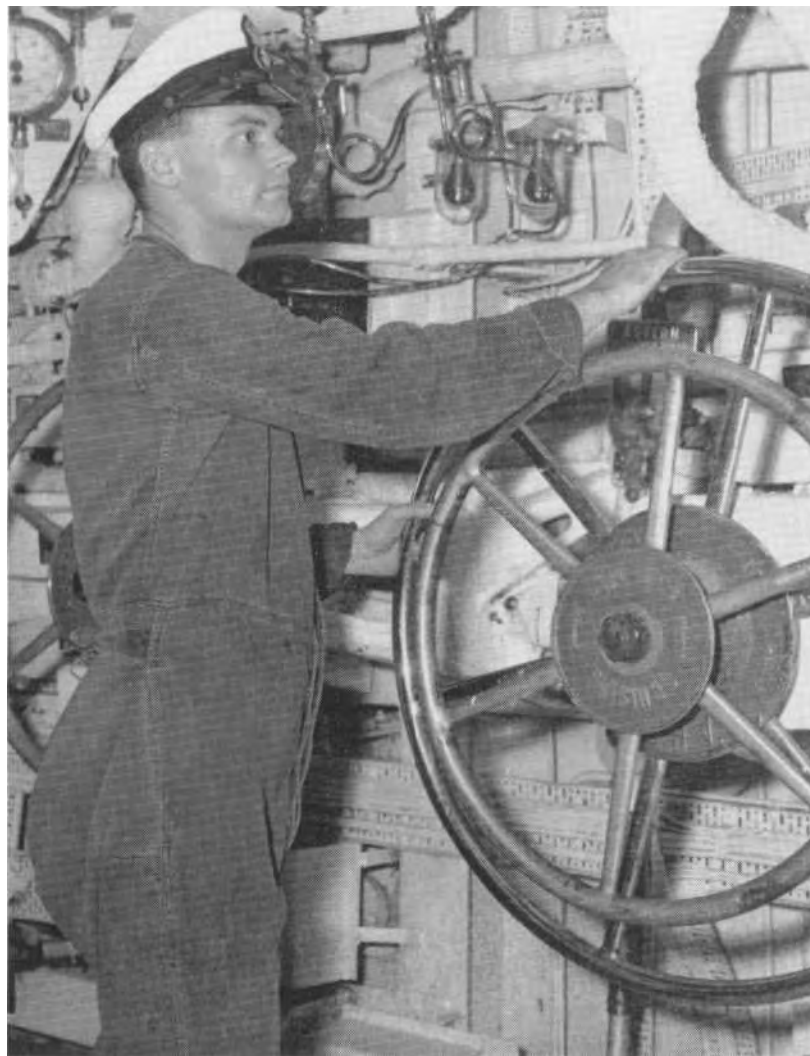
Although Commissioning Day was not until April, 1966, we would never have got going but for the work carried out by the Dockyard and Ship's Staff from the moment of our arrival in Portsmouth in late July, 1965, when having got alongside, the ship gave a sigh of relief at having made it and "blacked out".

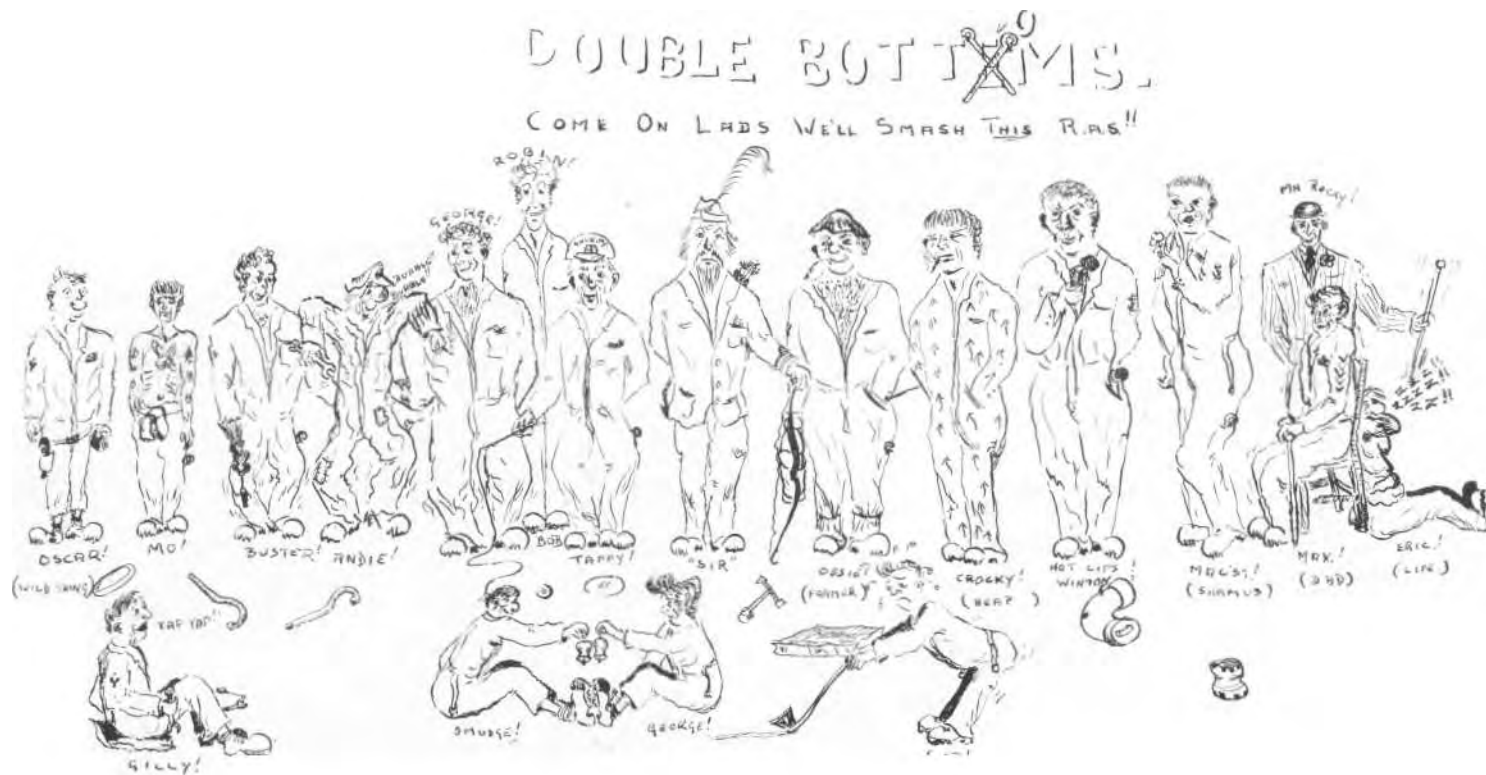
By February steam and smoke were once more to be seen issuing from the funnel in various colours, but never as black as it used to be. Contrary to rumours of the ship being behind hand and thanks to many long hours work by Dockyard and Ship's Staff alike we steamed away from Middle Slip Jetty on time in April to carry out sea trials. Two notable events occurred: the future Regulating Ch.M. (E) stepped over a hatch coaming onto a ladder that wasn't there, and descended from 5 to 6 deck faster than expected to end up outside the Chapel (a suitable place to be laid out), and our oldest inhabitant left the ship after seven years' service in *Vic*, L.M. (E) Herrington (Stan) at last was drafted.

From the word go it was obvious that many improvements had taken place below and *Vic* was pleased to be back in her element. So pleased, that on her first high power run, the Starboard Engine Throttle jammed open at 24 knots and it was two hours before she could be persuaded to slow down. Four days out and lo and behold we achieved the seemingly impossible, a full power trial and a clear funnel. Triumph was to be short lived for a few days later ominous rumblings were heard from the Starboard gearbox. A quick look at this whilst the ship was anchored in Torbay showed that Dockyard assistance was required and we returned immediately to Portsmouth.

To everyone's amazement we were back at sea within five days with a temporary repair to complete sea trials. Then back to Portsmouth for boiler cleaning and then up to the Moray Firth for flying trials, the pilots complaining how hard it was to find *Vic* now without the usual trail of thick black smoke. A brief return to Portsmouth for more boiler cleaning before a second work-up in the English Channel, when the efficiency of the department was tested by three unexpected full asterns, by kind permission of the Diving Officer, who was Officer of the Watch on each occasion.

Back to Portsmouth for leave and the Dockyard to complete a permanent repair to the Starboard engine. Then South to warmer climes. A successful full power trial was carried out in the Western Med. followed by the O.R.I. which went without a hitch. On arrival in Malta we said farewell to our recently promoted Marine Engineer Officer, Captain Inches.





A high speed passage from Malta with the inevitable steaming around in circles looking for wind to fly, quickly brought the ship on station to relieve *Eagle*, and arrive in Singapore with the shortest defect list the Dockyard remembers from a carrier. Average speed for the passage was 18 knots.

From Singapore it was to the Philippines, then up to Hong Kong and then down to Sydney and Fremantle. Most of the time being spent at high power as usual looking for wind, or rushing to make up the distance lost by steaming into wind the wrong way.

Both Fremantle and Sydney were pretty exhausting and also we found that a longstanding and dormant trouble in the Port engine had decided to get worse. Still we assumed that since we had carried out a successful full power trial, it could not be too bad. So we just went on as usual and since have successfully done many hours at high power without mishap.

We were back to Singapore for a S.M.P. and Christmas and New Year. It was the usual hard work for everyone, but notwithstanding the season's festivities a good job was done by the Dockyard and Ship's Staff.

A temporary repair being effected to the Port Engine to take us back to Portsmouth eventually.

Back to sea, up to Hong Kong and down again. After tearing up and down the South China Sea for a bit we are then in for a quiet look at Singapore before FOTEX. So far in the commission everything has been going well (written on February 18th with our fingers crossed). This is all due to hard work by everybody in the department in unpleasant conditions. Everybody is still cheerful and keeping up the good work. All is not as we would like it to be, but the important thing is that it is improving and not getting worse.

Before the commission ends we will have:

- Done about 40 million revolutions (90,000 miles).
- Cleaned boilers 26 times.
- Distilled 200,000 tons of water (and you know where *that* went).
- Generated 25 million Kilowatt hours of electric power.
- Chilled enough water to make an iceberg as heavy as the ship.

"Chippy . . . would you knock me up a . . . ? "

In days gone by, this simple request could get you the earth, or nearly, whether it was a ditty box, a rocking horse, or a double decker London bus . . . all made of wood of course. Those days are now past, with regret some think, but others know better. We might still make you one ditty box . . . but it will be about seven feet long and will be fitted with brass handles !!!

Our *Vic* is a vintage model with a varied career equalled by few, and in her long years of service she has really been rather like Topsy, she has just growed and growed. Consequently there are some jobs which often require all the time, labour, and ingenuity available in the Shipwright Department. Not the least of these tasks are providing the air you breathe and ensuring that fresh water gets from the tank to your tot. Then there are the repairs of anything from a Marine's piccolo to ship's side fittings which have been crushed by a well-meaning American tug. And, of course, there is the inevitable and never-ending replacement of lost keys and fittings.

Walking down 5M you may hear tell of Hull Planned Maintenance. It is a system for which we have proved the need in many ways, but to you it will probably conjure up a nightmare vision of trying to get work done without a Job Card. What the devil happens to the hundreds of cards that go through that office? Well, for a start, there is absolutely no truth in the buzz that Chippy No. 1 is being invalided home in May because his wrists have got so weak from tearing them up. The truth is that he has an assistant to do it for him.

The job card does ensure that the job is not forgotten even if it is never done! Usually it finds its way to the Shipwright's Office where the work is eventually programmed to be carried out, or it is entered on to a dockyard defect list. That is not the end of it though, for all completed job cards must be sent to the Ship Maintenance Authority where they are studied by a team of our own boffins, who are serving naval officers and ratings. The information that they glean from these and other

reports may very well improve the lot of sailors of the future and make our ships more efficient. On the other hand, if they receive no job cards it can only mean to them that we do no work and have no problems.

For those who are fond of statistics we shall, by the end of this commission, have completed

- 20,000 Maintenance routines and inspections on ventilation systems.
- 9,300 Maintenance routines and inspections on hot and cold fresh water systems, sanitary service and drainage systems.
- 2,480 Maintenance routines and inspections on watertight doors and hatches and watertight compartments.
- 2,500 Job card items from all departments.

Over 2,000 Keys cut and dozens of locks repaired.

And, of course, maintained a continuous survey of the hull structure.

In addition to looking after the welfare of scuppers, drains, taps, showers, ladders, boats, anchors and cables, ventilation, kit lockers, doors, locks, keys, welding, brazing, pipework, preparations for dances, sea days that didn't come off, children's parties, ship's crests, photographs, paint, built-in furniture and racks, fire and repair parties, closing down trials, citadel tests, and general liaison with dockyards. Their Lordships have now deemed it necessary for us to take an interest in the maintenance of the firemain, main suction, F.F.O. lines, capstans, magazine and hangar floods and sprays. These will yield another 2,500 routines to be carried out annually as well as subsequent repairs.

We shall probably have to change our nickname to Chip M(E)s which might seem corrupt for "Chippies Have Infiltrated Plumbers' Maze-Ergo-Shipgineers".

So you see, there is little likelihood of us being idle and less and less likelihood of a reply in the affirmative to the question posed in the heading of this article.

N.A.A.F.I. Staff

The N.A.A.F.I. Staff, although a civilian concern is very much a part of any ship's company, especially on an aircraft carrier.

Their main job is to see that the Navy's needs (within limitations) are catered for, from a boot lace to many cans of beer.

At the head of this department you have the Canteen Manager, Mr. T. Holland, who is no spring chicken with 25 years' experience.

The rest of the staff consist of Ying Ma and M. Nealgrove on the counter of the main canteen. D. Penny on the cigarette side. R. Keats and V. Lawrence in the Chiefs and P.O. bar. Po Wing Chan supplying

the icecream and soft drinks. D. Richardson the beer bo'sun, and last but not least C. Shepherd, who on pay days likes to see the colour of your money.

To back up this efficient service you have two hairdressers, Sweeny Todd type E. Whellan from the last commission, and G. Barnes.

The last of the team is the A.V.M. mechanic (no rude remarks) D. Crockford, who once again has returned to *Vic* after a hectic time onboard the *Ark*.

Badger's Bit

(Wings' well-loved wonder workers writing)

Badgers (like everyone else onboard) are the ones who *really* matter. We launch the aircraft, catch them, fuel them, lift them up and down, and provide oxygen and strange sorts of air for aircrew and weapons. Like land badgers, we are friendly creatures, but snap when trodden on, and are nocturnal by habit, which is as well, because the deck crews are very much the top of the iceberg (only 1/5 of the party) and the rest only see the light of day every other Happy hour.

Despite the other activities, aircraft launching and recovery are our main concern, and just to show how it feels here is a serial seen through a badger's evil-looking red eyes.

<i>Theory</i>	<i>Practice</i>
Z-60 Fire light shots	Z-1 Fire light shots. In the extra 59 minutes: re-make two hydraulic joints, get a Vixen shifted off the track, clear a console earth, have kittens.
Z Launch two Gannets (one is the COD going for the mail)	Z+5 One Gannet U/S. Guess which? AEW Gannet skids sideways off the CALE during turn into wind. Fit new Pilot (old one suffering from shock), lock observers in. Launch.
Z+6 Launch six Vixen	Z+10 First two aircraft arrive, spreading wings as they come. Wing locks not on. Informal dance held on wing, locks go in, 893 Deck Chief falls off, cheers drown voice of Port cat operator saying he isn't charged up yet and starboard reporting flicking flow lights. (Flicking meaning, flicking.) FDEO hammers port operator, No. 1 hammers star'bd flow switch, launch. Next two go without incident. No. 5 U/S on cat. Attempting to retract for No. 6, grab breaks out and comes rushing back without shuttle. FDEO accompanies grab back to sharp end at slow walking pace. Flyco accuse him of dumb insolence. FDEO's headset goes voluntary U/S. Launch No. 6.

All Badgers will be discharged to Netley on arrival in U.K. By the end of the commission we shall have:

- Launched 2,600 aircraft.
- Supplied 10,000 tons of Avcat.
- Produced 100,000 pounds of oxygen, of which 2,500 lbs. were actually breathed by aircrew.
- Raised and lowered each lift 3,000 times.
- Figures will prove anything, even that we are-
f's favourite four-footed friends.

Photographic Section



We, the occupants of 2J Photographic Section, have endeavoured to picturise every major event throughout the commission. To this end we have consumed 1,000 gallons of developer and sufficient coffee to make the mind boggle.

Our artistic temperament has been allowed to range over such diverse events as the Hong Kong Beard judging contest, 3,000 A.21-type photographs and sufficient ident. and "Rogues' Gallery" shots to wallpaper most of the Departmental regulating offices. We hope our pictorial efforts in the book will help to recall in some small way a very happy commission.

Captain's Office

(Motto: No buzzes here, only gen)

Being only a small department, noted for our reticence, we tender but a small contribution, covering the period of 2 years' service we are unlikely to forget.

We're not going to boast about how many letters we have typed, or how many we have received; how many queries we've answered, how many requestmen we've dealt with, how many warrants we've typed, how much bumph we've pushed around or how many packs we've chased. We haven't had the time to stop and collate the statistics. We do know we have enough to keep us busy all the day and half the night. The other half has been taken up by patrols, H.Q.1 watches, cleansing stations, runs ashore and, occasionally, by sleep.

Of all the multifarious queries we have answered, one remains firmly in our minds: "The P.O. who came in (after enquiry time of course) and told us that he had written to his wife the previous night about the Postal Order for his football pools, and it suddenly occurred to him that he hadn't received his Outfit Gratuity some 3 years before. Could we chase it up? The answer? He had received his Gratuity and he didn't win the pools.

Looking back it has been a busy commission - both ashore and aboard.



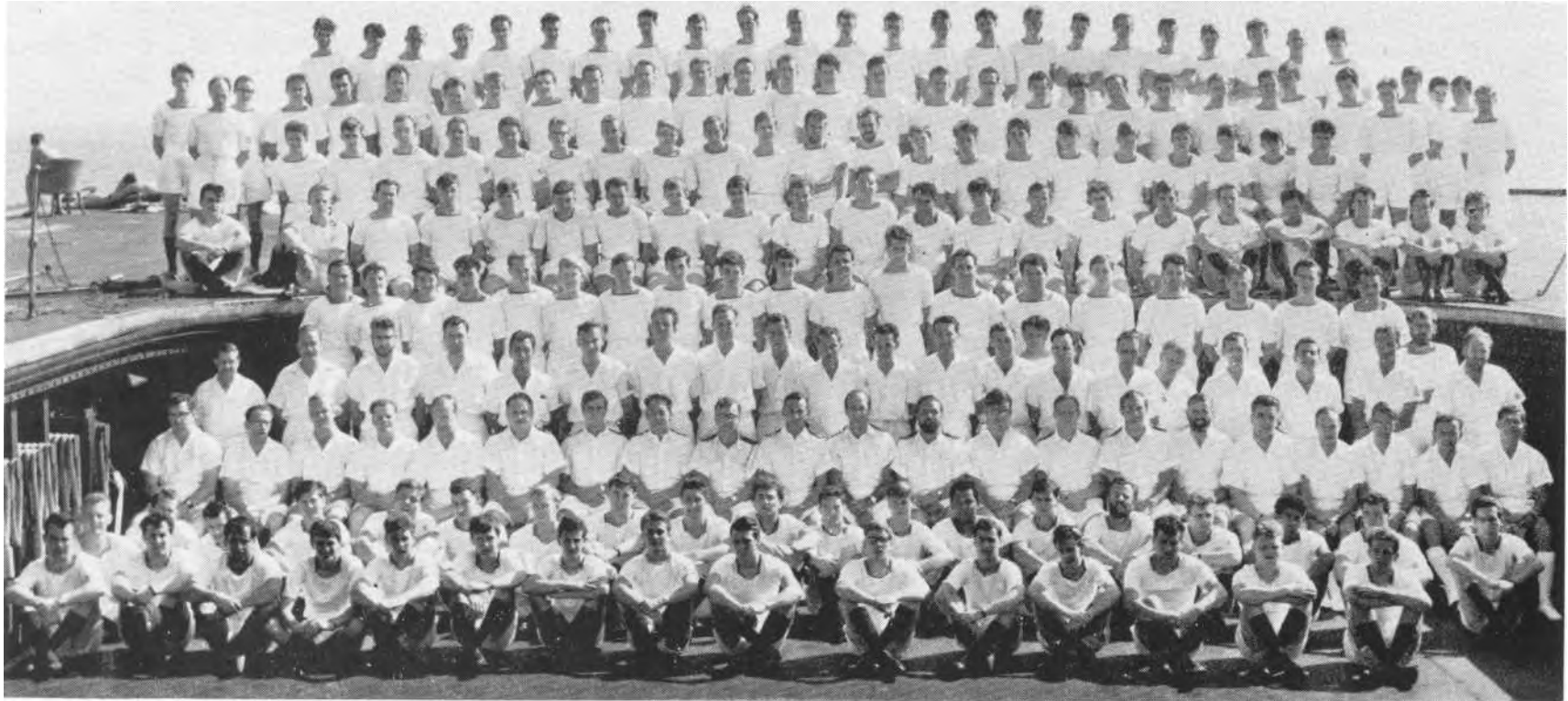
A small department noted for our reticence

Soliloquy by a Wayward Direction Officer

- "d" or not to "d"-that is the question:
*Whether 'tis nobler for the ship to suffer
The slings and arrows of outraged bogeys,
Or to scramble CAP against a hostile raid,
And by opposing, end it ?-To "d" - to watch -
• more! - and by control, to say we splash
The low ones, and the supersonic shocks
That Vic is heir to - 'tis a consummation
Devoutly to be wished - To "d" - to watch -
• watch, perchance direct - ay, there's the rub,
For in that watch on, stop on, what raids may come ?
When we have handed o'er the homing CAP,
Then give us pause: there's the relief
That makes so little of so long a detail;
For who would bear the whips and scorns of 893,
The observer's complaints, the pilot's contumely,
The wrath of impatient D, the CCA delays,*

*The impudence of ATCO's, and the spurns
That the assistant of the unworthy takes
When he himself might his quietus make
With a cigarette? Who would be a "d",
To grunt and sweat under a weary life,
But that the dread of something after this -
The unmarked fighter, the undetected raid
Which 984 can see puzzles the will,
And makes us rather bear those ills we have
Than turn to others that we know not of?
Thus radar does make mockery of us all;
And though the native's cry of "New Detection"
Is shouted out, with gasping breath,
The ENTERPRISE'S pack of F4B's
And RAS's, with sonic booms disturb
And cause the death of S.O. (D).*

Supply Department



Supply and Secretarial Division

During the commission we were 211 men and 11 officers strong, including the Secretariat. This seems an awful lot but up to 31st December, 1966, nearly 500 tons of spuds have been eaten and 1,400 signals sent on Naval and Air Stores demands. £507,618 also have been paid out, 5 tons of food issued daily and 380 miles of lavatory paper supplied. Other data appears at the bottom of this article.

In most ships the Supply world is able to settle down and catch up at sea; but not onboard an aircraft carrier. As far as we are concerned the carrier saying of "six days shalt thou labour and on the seventh - R.A.S." is only too true; during this period 1,786 loads of about $\frac{3}{4}$ of a ton each have come across from *R.F.As. Fort Duquesne* and *Reliant* to say nothing of the bread and other items we have supplied to our escorts.

The Wardroom Staff have not been idle either. There has been at least one official reception in every port we've visited in addition to all the normal duties, and never have we put to sea without all cabins full of a variety of visitors who seem to like coming to sea with us!

We can look back with modest pride on our sporting activities where we have held our own well against the other departments. A Cook won the Beard contest (since, however, shaved off) and the Christmas pantomime was largely casted from the Department.

The Cash Office have sold £6,954 10s. 0d. worth of stamps and if these had all been 4d. ones means 636,360 letters have been posted, and this doesn't include all those to Australia.

Other issues:

Postal Orders £25,200.

Remittances £ 116,059.

P.O.S.B.: Deposits £28,864.

Withdrawals
£ 18,686.

Eggs 58,868 dozen, or 285
eggs to each man.

Sausages 29,971 lbs., or 96
sausages each.

Rum 36,358 pints



Main Naval Store



"Shop" Room



The Victualling Office



For'd Galley Servery



Pay Office



C.P.O. Ck (0) Mead at work in Officers' Galley

The Vic News

Throughout the commission, every day whilst we were at sea, an edition of the "Vic News" was printed (except on the day the ship entered or left harbour). We like to think that it is the finest ship's daily newspaper in the Navy, although we never organised a Gallup Poll to check if our own readers even liked it.

Actually we were the nearest thing to a press monopoly possible, for Daily Orders represented the regime and were merely a mouthpiece under state control. We were the only newspaper on board and therefore we could publish without fear or favour (well, without fear of anybody except the Admiral, the Captain, the Commander, Commander Air, the First Lieutenant, etc.).

We produced in all some 180 editions, averaging eight sides of foolscap per edition, which tended to use up quite a bit of the ship's stock of paper.

A vote of thanks is definitely due to our regular contributors without whose efforts the paper would have had less style and quality. To Lt.-Cdr. O'Reilly who produced over 100 crossword puzzles, Lt. Grant who drew some fabulous cartoons, to Hans Hard, Squadron Joe, Fish Head Fred, and hundreds of other anonymous writers. We certainly must not forget the Printing Team, organised and run by Lt.-Cdr. Thompson, who played an indispensable role, using 180,000 sheets of paper, 45 bottles of ink, and walked 360 miles distributing the paper, and climbed 3,600 ladders. And last but not least, the Editorial Staff who put in 23 days' producing, without whose determination, wit, brilliance, intelligence, devotion and downright British, Welsh, Scots, and Irish guts and grit you would not have had your old Standby Heads Fodder, of Alan York, Jack Burgoyne, Bill Barker, and Led Chambers.

Communications

No matter which branch you belong to, sooner or later you are going to require the services of the communications branch. Every department used the communications facilities at some stage of the commission.

What does the everyday Communicator do?

Long range communications are one of our concerns. This entails the reception and transmission of messages from and to both sea-going and shore authorities, with whom we do not have a direct link. Let us take the reception of messages first. Consider that a shore authority in Singapore has an instruction or information which they want to convey to us rather urgently. A letter will not do, as the time factor is vital. It is given to the Communications Department in Singapore and processed into the form of a signal. The signal is then transmitted on the Singapore broadcast, which is much the same as a civilian broadcast station, and is a continuous service, only in the form of a teleprinter broadcast. The ship has equipment capable of receiving this intelligence and printing it on a teleprinter. From the Main Wireless Office, where it is received, the signal is given to the Main Signal Office where it is reprocessed for delivery to the department concerned. This broadcast is copied 24 hours a day at sea, and in most harbours.

Now, how does a department, wishing to deliver a message to an authority somewhere in the world go about it? Having presented the message to the M.S.O. it is processed by them and delivered to the



*"The Big White
Chief Pow-wow"*



M.W.O. There are two methods by which the M.W.O. can transmit the message. Firstly a direct link is maintained by radio between the ship and the shore wireless station of the area, using radio teletype. The second method is by using a Morse key and the Morse code. Throughout the world wireless stations of the Commonwealth are constantly listening out on various frequencies for ships wishing to pass messages to shore. This demands skill and patience from both the ship operator and the man ashore as conditions are not always ideal for good two-way communications.

So much for long-range communications. What about short-range, operational communications? These are far too numerous to mention, but they entail circuits to control the movement of ships and aircraft, weapon control circuits, information circuits, and many others. Although the majority are not manned by Communicators, they are provided by them, which entails the tuning of transmitters and receivers and ensuring that the user is provided with the correct net at the right place at the right time.

So far we have thought about the radio side of communications. What about Tactical ratings? With Semaphore practically extinct and the

flashing light fading rapidly it appears that they can't have much to do. But come behind the scenes for a moment and peep through that little square hole outside the M.S.O.! Here all signals coming into and going out of the ship are scrutinised by the Tactical rating, they decide who else in the ship should see the information contained in each signal. It is this man who decides how it should be transmitted to its final destination, be it long or short range communications. Here in the Main Signal Office the message is processed either into its signal form or into its distributed form. Signals are typed and reproduced, distributed and filed.

The tactical side of communications, in particular the M.S.O. has been working continuously, twenty-four hours a day, since the ship commissioned, and in fact has never ceased watchkeeping since taking over from the previous commission.

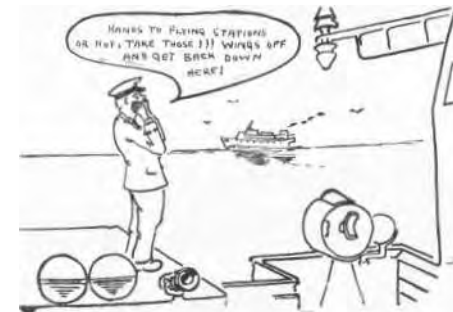
Well, what does the Communicator do? It doesn't sound much, but when you consider that there are approximately sixty personnel employed in the department and during large scale exercises it necessitates the whole department going into two watches to carry out the commitments then you will realise that I have only skimmed over the basic requirements of a Communications Rating.



Oh Darling, I've waited so long for this moment

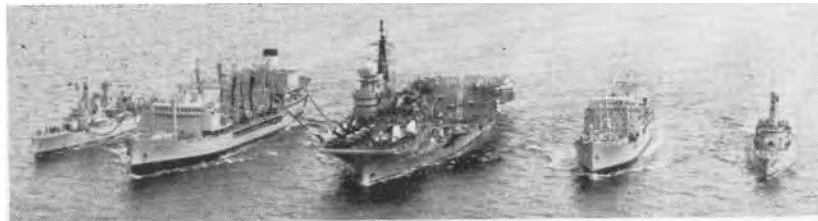
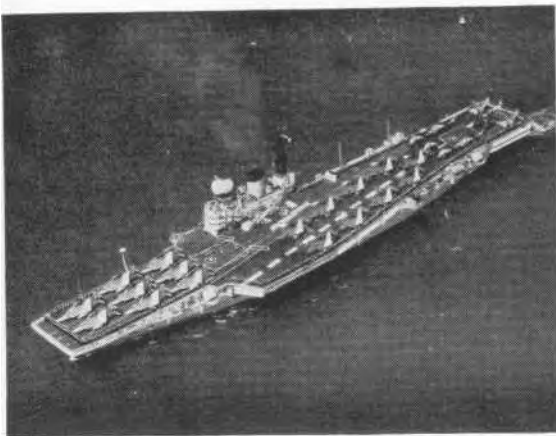


OF COURSE, IF IT DOESN'T WORK, YOU CAN ALWAYS GO - FISHING!



BY SIGNS WE SPEAK.

Seamen



All days are R.A.S. days to us

T.A.S.



We didn't get any Sonar echoes ...



But the demolition team ...



... more than made up for that

Ops. Room



The Air Gunnery Department



*The Weapon Effort
Planning Team*



... quietly encouraged ...

*studied the target and
stroked their beards,
and then gave the
requirements for
air weapons to*



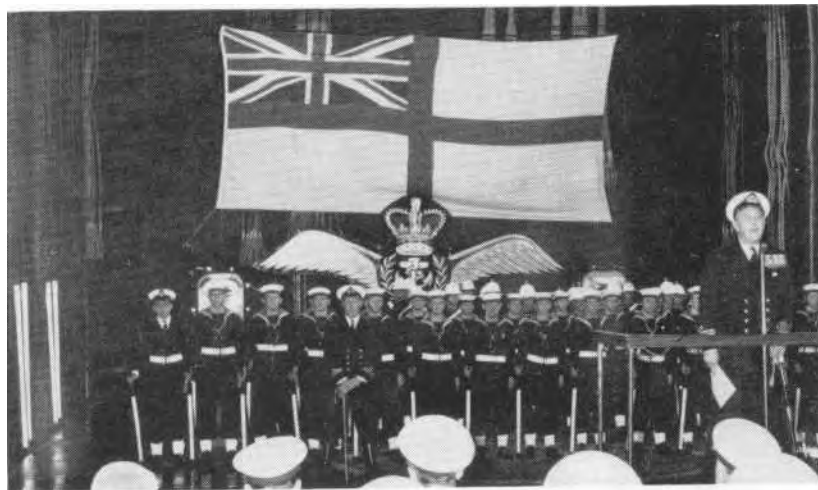
the Air Weapon Supply Party

*who were quietly encouraged
by Lt. Marshall to provide 300
tons of bombs, over 9,000 rockets
and (haven't you heard,
the programme's changed!) to strike
two thirds down again.*

The Gunnery Department



have shown their accustomed versatility, providing ...

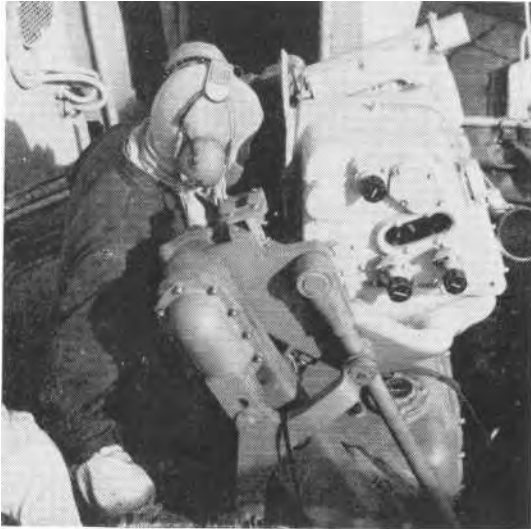


... ceremonial ...



... armed parties ashore ...

*and Gun Defence,
in which . . .*



the directors' crews . . .



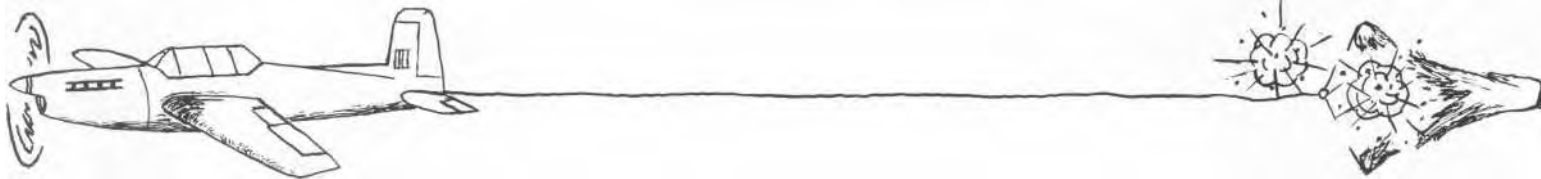
. . . the guns' crews . . .



. . . and the rest of the team . . .

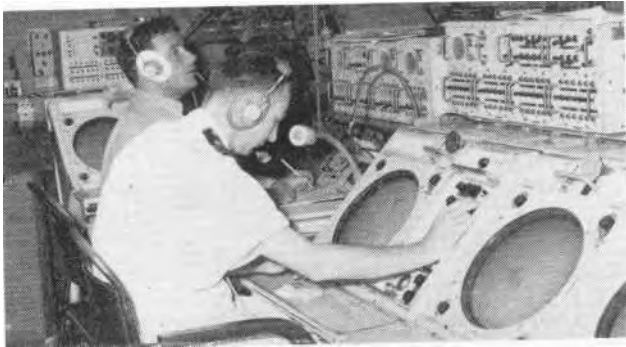


. the maintainer

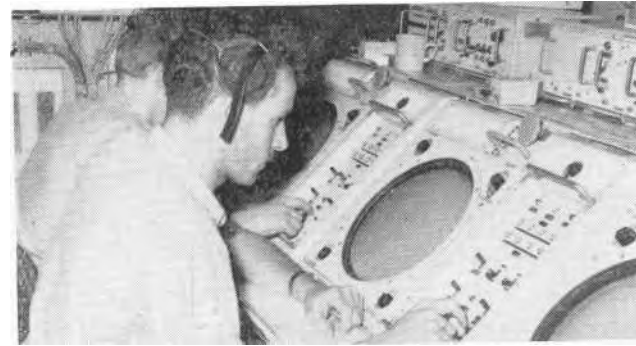


. . . have usually achieved the aim.

Direction Department



"D" in the chair - Lieutenant Commander D. H. SELWAY



Trackers



Radar Display Room Officer



Air Raid Reporting Officer and Tote Keepers hard pressed



"Judy" - The final stage of an interception

Navigation Department

The Navigator's name is Brook-
He keeps us all on tenter hook.
Jock Slater is our D.O. gay
Who does not work as much as play.

The Chief Q.M. is John Uglow
Who runs the Staff from down below;
He's better with a hockey ball
Than manning side with Bosun's Call.

The Q.M's. all have leading rate,
To run the gangway is their fate.
Thurston, McCulloch, Chaplin, Ford
Have all been Q. Ms. here on board.

Kirby, Lewis and Larsen P.
Are now the Q.Ms. that you see;
There's Stephens T. R.J. as well
To pipe the side and ring the bell.

The Bosun's Mates are in the team,
Authorities in glift and gleam;
With Gibson, Jones and Mortimore,
Cowens A.J. makes up the four.

The Buglers too live in our Mess -
We're told they're Bootnecks more or less;
For Rowell and Moore we hope by June
Will actually achieve a tune.

And last of course the Nav Yeos two -
A quiet number through and through;
There's Bennetts and his winger Scott
Who seem contented with their lot.

So that's our band of stalwarts true
Who've steered old Vic o'er Ocean blue;
They've run routines and paced the teak
And recognition's all they seek.



The photo of us that you see
Was taken on our M.F.V.
We spent three days away from Vic
Clear of pipes and all that spic.

Tanjong Surat on night One
Was certainly a lot of fun-
The local football team turned out
Of final score there is some doubt.

Up jungle river through pastures new
To Kota Tinggi for night Two
Where Tiger was the staple diet
And N.2's Scotch near caused a riot.

But all too soon to Singapore
Although we could have done with more,
And back to twenty-four about
And gangways where they jump and shout.

Medical and Dental



There were those who worked . . .



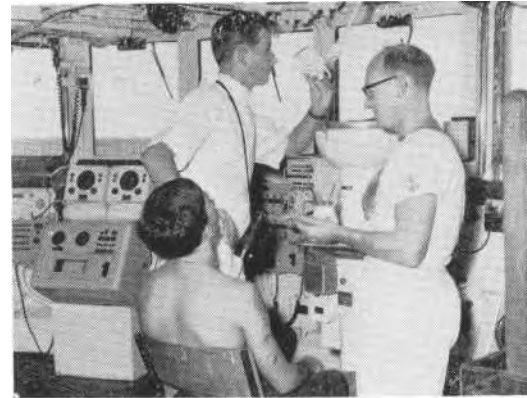
. . . watched . . .



. . . worried . . .



whilst undeterred by a gun mounting . . .



or operating on a hatch . . .



. . . they inspired confidence in their patients . . .

Met. Department

"It says here we've got to produce a short article (not a potted history) for inclusion in the Commission Book."

"A."

"Eh?"

"No, A - you know, A - ALPHA - it's a short article, and indefinite at that."

"That's too short."

"Well then, what about AN?"

"No, no, not that sort of article."

"Oh, I see. So what do you suggest?"

"Well . . . a few pithy comments telling people what Met. is all about."

"You mean, 'meteorology is the study of weather and the atmosphere...'"

"No, not really. I meant Met. as it happens in *Vic.*"

"Like ... hmm ... ah, meteorology ... er ... er . . ."

"It's a start, anyway."

"I've got it."

MET. is

rain when we enter harbour, procedure ALPHA;

no wind when we want to fly;

rain when we leave harbour, procedure ALPHA;

a 12 ft. swell when an urgent operation for appendicitis has to be performed ;

rain when we R.A.S.;

perfect weather conditions on non-flying days;

rain during happy hours at sea;

low cloud base and poor visibility during fly-pasts;

rain on make and mend afternoons in harbour;

Alice, Beryl, Cora, and all their other friends who are wild, moody, unpredictable, spend several days quite quietly in a place at sea, and then suddenly burst forth in frenzied activity, creating havoc and destruction on the way, before finally collapsing and vanishing;

rain when painting ship;

heavy swell during night flying;

rain during the Carol Service."

"I think that should just about fill the bill."

"You don't think we ought to mention the staff?"

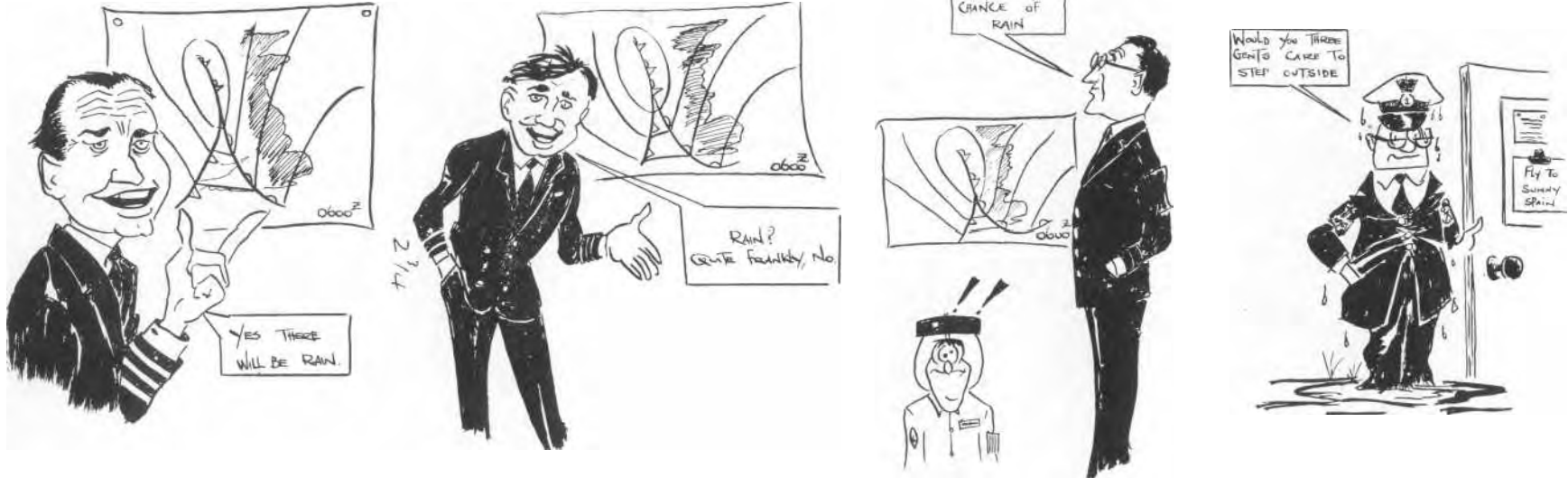
"No, I don't think so."

"Or the boss, or you, or me?"

"No, I don't think so."

"Well, they probably won't print it anyway."

"No, I don't think so."

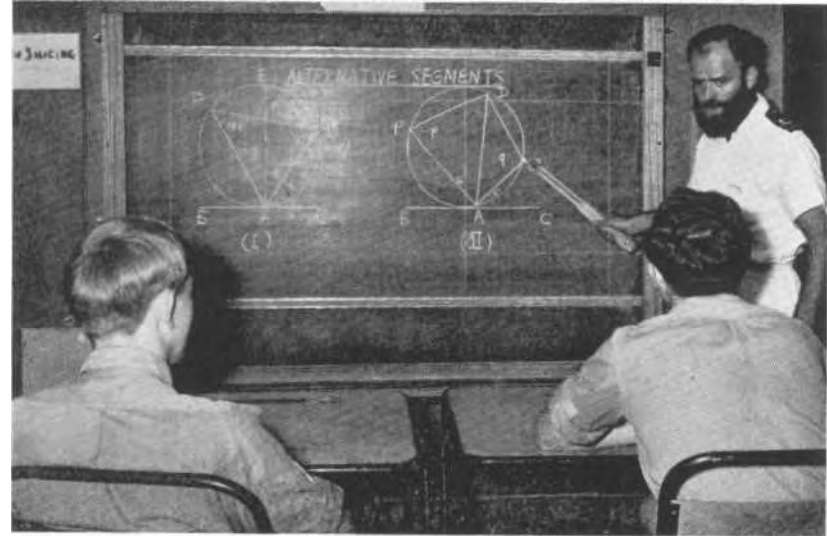


Educational Department

For those who never found it, there is a space in 6G Starboard with a cross on the door. This has been both Schoolroom and Chapel for the entire Commission. During the week it was a hive of industry with brains buzzing as ratings concentrated hard on GCE and NAMET, but on Saturday afternoons all the desks were cleared out so that for Sunday it could serve as our Church. In addition to its use for academic instruction, the Seamen, Engineer and Electrical Departments also fitted their Technical Training into the School programme. The Model Car Club used it, the Bridge Club, Foreign Language groups and Folk Singing groups used it, and when it was actually free on the odd evening, those who wanted a quiet, cool space to work in used it.

All in all the Schoolroom was in use from 0730-2230 every day - at sea and in harbour - which made it one of the more overworked and overused spaces on board.

Sandwiched in with all this hectic activity, we managed to organise some regular education classes and students were prepared for two sets of GCE/HET and NAMET Examinations. Thus our range of intellectual activity ran from the "A" Level Tutorials for people doing Correspondence Courses, to basic NAMET, and with a potential student population of over 2,000 the Education Officer and his three colleagues operated an establishment equivalent to a large comprehensive school ashore.



"What about this deliberate mistake?"



Ne Cede Malis

Guess who these were?

Cocos Island Survey

November/December, 1966

"I'm afraid I can only offer single rooms with running H and C for twelve of you - four will have to double up." Such was the greeting when Vic's survey party arrived on Direction Island in the Cocos Group. Direction Island was chosen for the "camping sight" as it was said to be deserted and the bay was ideal for the planned practice beach reconnaissance. In fact the Cable and Wireless Company, as it used to be called, had only recently evacuated leaving all their buildings intact and a caretaker and his mate as retard party. Gas, electricity, showers, fridges, etc., were all available and contributed to a rugged three days ashore.

Survey and reconnaissance training was carried out on Direction Island and West Island with the team split into three groups - one to do beach gradients, a second to study the hinterland and a third to dive. Aerial photography was done by Buccaneers of 801 Squadron.

The party had hoped to return onboard with tales of the tough life ashore but this plan was quickly shelved when F.O.2 dropped in by helicopter to see how they were faring! All in all they had a thoroughly enjoyable and valuable three days but, of course, all too short.



Setting up the Beach marks

Vic News



The team sets out for a days work

The Royal



Beat Retreat Ceremony, Subic Bay



The Dance Band plays for American wounded



The Concert Band . . .

It was a high proportion of first commissioners who mingled with the old stagers at Deal when *Victorious'* Band first formed up in January, 1966. They practised for twelve weeks, next door to the *Hermes* Band, under the baton of Bandmaster Jimmy Green, and paraded before their new Commanding Officer before joining the Ship.

Our Band first performed at the commissioning ceremony. Since then it has shown great versatility, producing a Military Band, large and small Orchestras, eight-piece dance band and quartet, and the "Boys Next Door" our most talented heat group led by Musician R. Russell.

The welcome received at our 75-odd outside engagements, of many different types and in six different countries, has been most encouraging. Perhaps the warmest reception came from wounded American servicemen at a hospital in Subic Bay, when the dance band and the "Boys Next Door" played for them one morning, and almost equalling it was that of the U.S. Marine Corps Staff N.C.O's. Club, who made us honorary members of their exclusive club, an honour which they do not give lightly. Fate was not always kind, and in this respect the first Subic Bay reception will probably remain the strongest in everyone's memory. Having finished the Orchestral programme the Band had changed into Ceremonial dress and were formed up in readiness for the "Retreat Ceremony" on the lift when disaster struck. With five minutes to go the Heavens opened up with a monsoon cloud-burst and both musicians and instruments were soaked. To make matters worse it stopped again with one minute to go, and the Band, by this time steaming like kettles, performed the two National Anthems which were a vital finale for the reception, and honour was satisfied.

Marines Band



Dance Band Trio in the Wardroom

Australia was the professional and social highlight of the commission, but it nearly wasn't. Our percussionist had to return to U.K. on the day of arrival, and without his skilful contribution the Band would have been unable to perform had it not been for the kindness of the Australian Naval Band in Sydney who lent us their percussionist throughout the visit. The visit started with a weekend trip to "Orange", a town two hundred miles west of Sydney across the Blue Mountains, for a parade and performances as part of their Cherry Blossom Festival, and from that beginning the Band were performing daily, sometimes twice and thrice. The Australians enjoy a sandwich lunch in a park and large audiences gathered round the Band during several lunch-time programmes in Sydney, Perth and Fremantle. In Perth, too, the Band helped to raise money for Spastics by marching in the parade of the "Miss Australia Quest". Here the organisers were kind enough to put the Band behind the Drum Majorettes, thereby saving them the stiff necks acquired in Orange when the girls marched behind the Band.

The "Boys Next Door" worked very hard to produce a very high standard, and consequently have been in constant demand for clubs, dances and messes all over Australia and the Far East. At this moment they are probably one of the widest travelled Pop Groups in the world. In Fremantle they combined with the small dance band to play for the Ship's Company Dance, and their popularity is shown in the number who attended - over sixteen hundred.

Many have been the successes of which we can be justifiably proud and we will return with a host of memories and "I was there" stories.



The Brass Quartet plays for church



Musn. Jennings . . . Comb and paper ??

"The Boys Next Door"

The R.M. Pop Group "Boys Next Door" was formed in January, 1966 when the *Victorious* Band formed up, and consists of the following members

Russco Russell: Rhythm guitar and vocal
Bob Ingham: Lead guitar and vocal
Bunny Bunch: Bass guitar
Ken Schooley: Drums and vocal

We started off playing in S.E. England and became very popular, and in much demand before moving to Portsmouth to join *Vic*. Our first job for the Ship was the Ship's Company Dance at the Mecca Ballroom where we were lucky enough to get very good notices in the press. From this we got plenty of engagements, including a regular appearance at the "Whaley Club" in *Excellent*.

Since the Ship left U.K. the group have performed as much as possible for the ship's company, and judging from the requests for more and more have become quite popular. In Singapore, too, there is a great demand and it's a full-time job playing for messes and clubs in the island.

The highlight of the commission of course was Australia. Here we had the great advantage of being billed as the British Beat Group at present on their World tour. This led to much work and even an appearance at the exclusive Koogie Sports Club in Sydney. In Perth we once again played for the Ship's Company Dance in the famous Pagoda Ballroom, which apart from T.V. and radio, was to probably our largest audience. After this trip the remainder of the commission will seem quiet by comparison.

Our greatest ambition is to make a recording when we return to U.K. and with a little bit of luck record a number that we have written ourselves. If it succeeds we hope you'll buy it, and remember us. Good luck to all and thank you for your support.

Russco.



Victorious Deep Sea Scouts

The *Victorious* crew was formed in July, 1966 and wherever we went we have made contact with brother Scouts ashore. Singapore was our base and we formed a good liaison with the Scout Group at R.A.F. Changi. In Hong Kong we were shown around by the Port Commissioner and went along to a troop meeting in Kowloon, and even helped Sea Rangers with the art of the Bosun's Call.

Australia saw some of the "out" in Scouting, and we had a weekend in the Blue Mountains, and again a splendid weekend camp on the shores of Lake Leeshreutte forty miles North of Perth.

Everywhere we visited we were royally received and entertained, and at sea we have met regularly and tried to keep alive our ideal of Service.

The Overlanders

Sydney to Fremantle, 10th to 16th November

When it was first announced that the ship would be visiting Australia, a group of officers and ratings, including soldiers from C.B.G.L.O. Section applied to take two of the Ship's Landrovers and have a closer look at Australia. It was finally decided to add spice to the whole trip by giving the party the challenge of racing the ship overland to arrive in Fremantle before the ship.

The final team consisted of:- Instr. Lt.-Cdr. A. H. R. York, Captain J. V. Keyte, R.G.J., Lt. M. Thurstan, Sub.-Lt. V. Daly, Sgt. P. W. Barker, R.A.O.C., L.R.E.M. Lapworth, L.E.M. Sainty, Dvr. O'Riordan, R.C.T.

The Final Plan was to cover the 2,735 miles leaving at 0945 on 10th November and arrive at Fremantle on the afternoon of the 16th. This would mean averaging 400 miles a day but would enable us to see as much of the country and meet as many Australians as possible.

We camped each night near a town or motel so that we could have a pint and chat with the locals. On Night One we stopped at Wagga Wagga; we had to see the place having heard so much about it. The legendary Australian outback hospitality lived up to its name; at the local R.S.L. they insisted we stay the entire night.

We acquired a trailer to carry spare water and diesel fuel because the central portion of the journey lay across the arid Nullarbor Plain. Here, between Port Augusta and Norseman, are 1,061 miles without assured water supplies and 700 miles of unmade, unsurfaced dirt road. As it happened we got through the Nullarbor with only four punctures and no water problems for we took an ample supply and didn't wash for two days. Apart from the dust and heat the most vivid memory of the Nullarbor is the Australian-style motel: just a small arid homestead, dusty and isolated, often at least 100 miles from the nearest neighbour. There are only three of these motels in 550 miles. Naturally the people who run these places are great characters renowned along the length of the Eyre Highway from Port Augusta to Coolgardie for excessive hospitality or excessive meanness. We were passed on from one to the next calling in for a chat, to pass on messages and nearly always to have a sociable drink.

On Night Five at Balladonia, five of the party accepted an invitation to a night kangaroo hunt, the remaining three deciding to have an early night. At 2200 in the middle of a conversation with Mrs. Bertha Bennett, a well-known local character aged 68, who runs a 100,000 acre sheep station nearby, in walked her elder brother who'd set off to drive 250 miles to his home in Kalgoorlie and had broken down about 70 miles away. Bertha was quite happy to drive out in her battered pick-up to try to tow her brother's car back, but the *Vic* team offered to do it for her.



So, Lt.-Cdr. York and Sgt. Barker set off to do a 143 mile round towing trip which ended successfully at 0330.

The next stop was Kalgoorlie, the centre of goldmining in Australia; a booming town in the middle of the bush which has the appearance of a Wild West Frontier town. We found the miners in the West as hospitable as the farmers of the East and we had a great night there which included a trip round the gold mines.

Our last day's drive to Fremantle was extremely hot but as we were on the last lap 110° F. could be tolerated in the back of the Landrover. We arrived at H.M.A.S. Leeuwin at about 1730 on the Wednesday, leaving us all day Thursday to clean and service the Landrovers. So that on Friday morning at 0830 we were all proudly drawn up in our jungle greens and slouch hats, on the quayside to welcome the *Vic*.



Crossing the Line

Victorious was coasting down the North-east coast of New Guinea prior to Exercise "Swordhilt" and as the ship approached the Equator according to custom and age old tradition, greetings were exchanged with Neptune, Lord of the Waters, Sovereign of all Oceans, Governor and Lord High Admiral of the Bath.

On Friday, 14th October at sunset, Neptune's Herald accompanied by the Royal Bears with warrants, boarded the ship and enquired whether the ship was bound for His Majesty's Southern Realms. The Captain replied that *Victorious* was to continue South across the Equator, and was duly informed by the Herald that passage would only be granted after His Majesty King Neptune had held court on the Flight Deck at four bells of the afternoon on the 15th day of October, 1966.

Early on Saturday morning the Bo'sun, the Shipwrights and their teams were to be seen preparing for the Ceremony. A stage was erected and two huge canvas baths fitted with ducking chairs prepared, all the facilities required of the ceremony were complied with.

At 1400 heralded by a fanfare of trumpets Neptune and his entire court boarded the ship from the watery depths, ascending to the Flight deck by the after lift where they were met by Captain McIntosh and honoured by an elegant and sturdy Guard. After these formalities Neptune proceeded along the Flight Deck towards the stage, acknow-

ledging the plaudits of the ship's company who had come to pay homage to the Ruler of the Deep.

Neptune mounted the stage and in the most poetic style introduced us to his Queen Aphrodite and the remainder of his large and honourable Court, after the many and amusing introductions Neptune bade the mystic rites commence and as a sign of goodwill and esteem he honoured Captain McIntosh, Admiral Mills and other Senior Officers with Orders and Decorations.

The next event caused much amusement, defaulters were called to the dais, notorious members of the ship's company who had been served warrants by the Royal Bears the previous evening. The Police had assembled this wayward team so there were few delays and judgement was harsh and swift. With justice done Neptune called for the novices to be initiated and so the revelry continued, lather, pills, a swift ducking for all that were crossing the line for the first time.



Neptune's Cast

Neptune: R.P.O. Robertson; *Aphrodite*: Lt.-Cdr. Hamill-Stewart; *Herald*: L.S. Cousins; *Chamberlain*: Lt. Shrivess; *Secretary of State*: C.P.O. Payne; *Chief of Police*: Lt. Daish; *Police*: R.P.O. Lee, R.P.O. Wade, L.P.M. White, L.P.M. Stevenson; *Barbers*: C.P.O. Reid, P.O. Beard, P.O. Clark, P.O. Sherrif; *Chief Bear*: C.P.O.EI. Caywood; *Bears*: Lt. Esplin-Jones, Lt. Veitch, C.P.O.Ck. Lewis, C.P.O. Dear, P.O. Piper, C.P.O.Wtr. Edminson, C.P.O. Williams, P.O. Walker; *Doctors*: Surg.-Lt. Snow, M.T.2 Stephenson; *Chaplain*: P.O. Humphries; *Clerk of the Court*: L.S. Ford; *Royal Taster*: S./Lt. Quick; *Guard*: L.S. Graham, L.S. Twyman, L./Cpl. Clay, L.S. Eldrid, L.S. Chaplin, A.B. Bray; *Secret Police*: Lt.-Cdr. St. Quinton, N.A. Carter, L.M. (E) Gilbert, P.O. Tolley, L.S. Gray; *Band*: B./Cpl. Bennett, Musn. Bowler, Musn. Richardson, Musn. Hargreaves, Musn. Frost, Musn. Mytum; *Trumpeter*: Musn. Hargreaves.

Diving

The diving side of life before moving back on board *Victorious* was only possible by the help of *Centaur* and *Vernon*, the diving equipment being stowed in the former and air and technical help being provided by the latter. During the period before moving back on board, Horsea Lake saw quite a lot of our divers as did the underneath of *Centaur*. Some divers also had their first taste of using underwater cutting gear in the tank in *Vernon*.

Once having gained possession of the store in *Victorious*, however, things took a turn for the better and were further boosted by the arrival of two new Geminis with 18 h.p. outboard engines. As much diving as possible was crammed in during the work-up but, work-ups being work-ups, there wasn't much time in harbour to practice ship's bottom searches and, at that time, not a great deal of ship husbandry was required. Once away from U.K., however, things began to liven up and some useful dips were done in Malta and off Cyprus when the sonar dome fairing started to rattle.

Since then, numerous ship husbandry jobs have been successfully undertaken. One of the most interesting was blanking off one of the main inlets which measured approximately six feet square. It is not quite as simple as it seems! Everyone has now had such a grounding in Half Necklace searching that when we went to one of the larger R.F.A's. in cold water and poor visibility, the bottom was cleared in well under the prescribed time limit. We looked for two four-ton concrete clumps at the Ocean Terminal in Hong Kong (so much for the Diving Officer and his acquaintances!), cleared a submarine's foul screw in Subic Bay, walked the plank from the Flight Deck dressed as pirates for children's parties (whose bright idea was that anyway?), did numerous beach surveys in Sydney and Fremantle (and some of those beaches needed surveying to



be believed!), had one or two good team runs ashore and did a seven-day underwater exped. in an M.F.V. around the islands off Singapore, plus a weekend in an M.F.V. in Rocky Harbour off Hong Kong. Anyone who went on these trips will, I'm sure, remember them for a long time if only for the haunting melodies which seemed to come with sunset.

The three SAR divers did sterling work and two aircrew have them to thank for being alive today.



Repairing the gear.

The Diving spirit has been high considering the cosmopolitan team on board - seamen, M. (E)'s, airmen, E.M's., E.A's., R.O's. - you name it and I'll guarantee we have one who is a diver. The feeling has been essentially one of "Anything, Anytime". Of the current team (February, 1967), four are volunteers and have been recommended for Clearance Diver.

Finishing on a humorous note: the duty diver on the static diving display in Fremantle was asked by one of the visitors "What is the formula for Plastic Explosive?" We are still wondering what he wanted it for

The Flying Ford



The Flying Ford



... Going ...



Going ...

... Gone

SPORT

General

P. T. Staff

Lt.-Cdr. D. H. Selway, R.N. P.O. Wally Beard, P.T.1
Sub.-Lt. C. R. Realf, R.N. L.S. Dave Cousins, P.T.2
C.P.O. Whacker Payne, S.P.T.1



Boxing Team



*Wally receives the
Novices Boxing
Team Trophy
from
V.A.D.M. Twiss
C.O.M.F.E.F.*

Throughout the commission our aim has been to please. This admirable objective rebounded occasionally to our disadvantage, as in Fremantle where our Sports Programme announced that queries would be dealt with day or night as the door was always open. One of our readers took us up on this and whipped the office carpet and Wally's camera.

In our efforts to please we had two aims: at sea to encourage physical fitness, exercise and the taking (in large doses) of fresh air; in harbour the provision of facilities for every conceivable sport, old and new. We have so far visited no port which could provide us with all the fixtures and facilities we would have liked, all the time, our demand has been so great.

From the beginning of the commission it has been in Boxing, Water Polo and Distance Running that we have excelled far beyond the carrier norm.

Boxing started early with the R.N. Junior Championships from which we emerged with three Champions, J.S. Harvey (light middle), J.S. Voce (welter) and J.M. (E) Bradley (light welter), from our four entries; two of them went on to win I.S.B.A. titles, the only Navy winners. More



*N.A.M. Lavery
wins by a
Novices Boxing
Knock-out*

bouts in Hong Kong and Sydney were good training for the R.N. (Singapore) Novices' Championships in December. Harvey and Voce were joined by Cook Buck (bantam), M. (E) Rutherford (light), N.A.M Lavery (middle) and N.A.M. Ryan (heavy) as Champions, while N.A. Mathias (fly), Bradley, A.B. Osborne (welter), L.E.M. (A) Whitworth (light middle) and Ord. Thorp (middle) were finalists. The Welch Regiment have been defeated 8-3 in Hong Kong and we look forward to the Opens in Singapore and the Army in Hong Kong with high hopes and confidence. All these successes and those to come owe much to the expert and enthusiastic training of Whacker Payne and his assistant trainer, Wally, who have devoted a great deal of time and effort to improve the fitness and skill of the boxers.

Water Polo too started early and our powerful combination has swept the board under the fanatical training of slave-driver Paddy Hayes, who has written in detail of the team's exploits elsewhere.

Our road runners have been training without a break, in preparation for races spread over thousands of miles, of varying distances from ½ a mile to 109. They have run uphill, downhill, in circles and in squares; in every port of call they have run in a race of some kind. Perhaps our best known pastime has been beating and subsequently lowering again the record for the Hong Kong "Up the Peak" Relay Race, previously held by *Ark Royal* at 23 mins. Already it is down to 20.20 and, who knows, we may even beat 20 minutes before we leave for home. M. (E) "Pancho" Pearson has led his band of enthusiasts to many successes, being strongly supported by L.E.M. (A) Whitworth, Chief R.Mech. Simcock, R.O. Markham, J.S. Vasey, N.A. Emmer, L.S. Cousins and, of course, Whacker again.

I have not forgotten Soccer, Rugby, Hockey and Cricket but all of them are already covered in separate articles; suffice for me to say that they have all provided us with striking successes and much pleasure during the commission.

Our superheated office has been the scene of much hard work by the staff but the atmosphere, although often unbearable, has always been cheerful and friendly; this reflects the enthusiasm and drive of Whacker and his Wingers.

D.H.S.

*Fleet
Cross Country.
L.E.M. (A) Whitworth
and
M(E) Pearson
finish
3rd and 4th*



*X-Country Runners. Navy Championship, December, 1966 (Simbang)
'A' Team, Second, 'B' Team, Fifth. 'C' Team, Eleventh,*

Hockey



Hockey Team

The Ship's Hockey Team took a long time to settle down. This was in no way due to a lack of interest or talent for we have always had plenty of people keen to play. Our inconsistent performances were mainly due to the difficulties involved in getting our 11 best players onto the field at the same time. In over 12 months we have never had the same team out in two games running.

Nevertheless, we have played some good hockey from Malta to Hong Kong, thoroughly enjoyed ourselves and always aimed at keeping *Vic's* reputation for playing a hard sporting game.

The following people have frequently represented the ship during the past 12 months:

York (Captain), Robathan, Carpenter, Dale, Hogg, Parry, St. Quintin, Godkin, Uglow, Excel, Parker, Smith, Marsey, Wright, Wood, Blowers, and there are many others who have played occasionally.

Rugby



Victorious Rugby players can be pleased with their efforts during the 1966/67 season. Despite the difficulty of keeping match fit, the 1st team always played with tremendous spirit and gave nothing away to the opposition. The standard of forward play was high and tackling throughout was excellent. S/Lt. Southon and Lt. Tandy worked hard in the forwards and S/Lt. Orchard and Lt. Castle were energetic wing forwards. L.E.M. Hinton, a lively loose forward, as ever hooked well. A.B. Garrabedian provided a good link at scrum half and Midshipman Tall proved most reliable at full back.

The hardest games were against R.A.F. Seletar, Hong Kong F.C. and R.A.F. Changi. The scores for these games are given below and indicate how close and tight they were. R.A.F. Changi were most upset to lose their unbeaten record to a visiting carrier.

The 2nd team also played regularly, winning exactly half their games. They produced several players for the 1st team. The Colts had difficulty in finding opposition, but played well in two encounters with *H.M.N.Z.S. Blackpool* and learnt a lot.

Finally, in a very even game played at Happy Valley, the ship's company beat the wardroom 6-5. The referee, Wally Beard, hasn't been seen since!

<i>Victorious</i> 9	R.A.F. Seletar 8
<i>Victorious</i> 0	Hong Kong F.C. 3
<i>Victorious</i> 3	R.A.F. Changi 0
<i>Victorious</i> 0	R.A.F. Seletar 3
<i>Victorious</i> 0	Hong Kong F.C. 0

"THIRD-HALF "

Swimming and Water Polo



Water Polo Team

Before we sailed for the Far East leg of our commission our team won the Portsmouth Command Water Polo League. We went through the competition without losing a game. Five of our players were selected to play for the Command in the Inter-Command competition. They were P.O. (A) Hayes (Capt.), E.A. Blanden, L.S. Graham, L.S. Shaw and N.A. Gillard, and Portsmouth won the cup.

On our arrival in the Far East we played the *Triumph* which up to then were the best team out there and beat them 6-1. Then we entered the *Moth* cup and won the finals beating Forth 8-3.

Two of our players were selected to represent the Navy in the Inter-Services. P.O. Hayes, as Captain, and N.A. Gillard. L./Cpl. Clay was picked to play for the Army. The Navy beat the Army but lost to the R.A.F.

Whilst in Sydney we played four games. Two against the R.A.N., winning both games 13-2 and 10-0, and the others against the Granville S.C. which resulted in success for them, 9-4 and 5-4.

The Western Australia side awaited our arrival in Perth with great anticipation. They had heard that we played very well in Sydney so they put out their best team and we went down fighting and lost 11-2. When you consider they beat Singapore 18-2 two weeks before and Singapore

went on to get a silver medal at the Asian Games, this was quite an achievement.

In Hong Kong we played two games, winning against the Y.M.C.A. and losing to the Police.

Three of our swimmers swam in the Inter-Services in Singapore, P.O. Hayes, who won the 220 and 440 free-style and N.A. Gillard, who won the 100 butterfly and individual medley for the Navy. L./Cpl. Clay won the 100 metres free-style for the Army.

Our team for these sports were:-P.O. Hayes, L./Cpl. Clay, N.A. Gillard, P.O. Semke, L.S. Graham, L.S. Shaw, N.A. Wiles, O.S. Davies, L.S.A. Morris, S./Lt. Hibbett, E.A. Blanden.

Judo-The "Easy Way"



The bigger they come . . . !!!



Easy, isn't it ?

To those who play judo the search for the "easy way" to throw an opponent, hold him down or make him submit to a lock or strangle is the constant endeavour. Truly, it is there to be found but, as most beginners discover, the path to be travelled can be a rather hard and bumpy one!

The formation of a judo club on board began with two of the ship's company who had been playing the sport for some time. Progress was very slow in the early months because of the shortage of suitable mats and, ridiculous as it may seem on a ship of this size, lack of space to practise.

During our visit to Australia we payed visits to several civilian clubs and these gave us an extra incentive but it was the "acquisition" of material from which to make our own mats that finally produced the "going concern" that the club now is.

Although it is reported that several higher grade judoka are present on board it was Barry Blyth, 2nd Kyu, who founded the club and became its "leading light". With Ken Higgs and "Scouse" Impett, both 4th Kyu, as other regular practising members, quite a few beginners have been attracted to the sport and now there are always upwards of half-a-dozen judoka to be seen playing judo on practice sessions in "A" hangar.

High lights of the commission so far have been a grading examination carried out by Cpl. P.T.I. Cummings, Ist Dan, of G.H.Q. Tangling, Royal Marine Commando, at which three members were given their first grade of 6th Kyu.

In Kowloon, Mr. Iwami, 4th Dan and three times Japanese champion, gave us some excellent instruction and hospitality at his newly opened Hong Kong Judo Club. Our next visit to the New Territories area will certainly see us back at this club again.

Singapore city's Y.M.C.A. run a club and several visits have been made there also.

By the time this commission is complete we shall all be richer for the wider and more varied opposition and instruction we have met and received from our different ports of call and to those of us who knew the sport of judo at the commencement will belong the satisfaction of knowing we have introduced others to the pleasures of the search for the "easy way".

Soccer

Our "Club" started off with a good name and started the initial part of the commission with 12 successive wins in Portsmouth Services.

The 1st XI players required from the many volunteers and trialists took two weeks to sort out; 360 players were watched and the final group of 16 selected. This of course left us with a good 2nd, 3rd and 4th XI, all good players striving hard to get into the 1st XI.

As a "Club" we had the facilities to hold Club meetings at least once a week and "talk soccer" which without a doubt had a great influence on the team and supporters.

The first test of strength was against R.N. Malta, they had not been beaten by any R.N. ship before. This indeed was a trial of fitness and strength in the hot afternoon of the Maltese Summer. A small gathering of supporters cheered our team hoarse and took the news back aboard "Vic had won 2-1" and a great winning goal by E.M. Quinn.

The build-up for Singapore then began in earnest and the first match for the Berthon Cup against *Triumph*, the Cup holders. At least 500 ship's



Soccer Team

company supporters hailed *Victorious* with song and cheer to another victory of 4-1 and a promise of better games to come.

Naturally we had our downs as well as the ups and lost two games before going to Hong Kong to beat the Army Select 8-1. Lost narrowly to a professional team in Australia 3-1, but were not disgraced and our team was recommended for their play.

Returning to Singapore in monsoon time put paid to any good games and a defeat by *Mull of Kintyre* in the China Shield match, 3-2, really demoralised the team. That little bit of luck that every team needs just went to the *Mull*. However, the sad hearts and glum faces only lasted a few days, then Hong Kong again to play the Hong Kong Football Club at the stadium. Inspired by the presence of the Captain and Commander, who are keen supporters, we became the first R.N. ship to beat them; the score 5-3. Names and games are many and various. Outstanding players? We have eleven of them each time they turn out. Bob Kingsbury, the team Captain, always coaxing the lads for more effort; Pat Quinn and his dazzling runs; we can easily mention each individual but all have done so well to keep the good name bright in soccer circles.

Games are being arranged with Chinese clubs on return to Singapore and Hong Kong and we will again give our best.

The 2nd XI have done equally as well and only lost two matches. Providing players in emergency for the 1st XI has sometimes depleted them prior to a game but still they have shown a good effort.

A word in this Soccer Press for the Seamen's team which won the *Victorious* Interpart, a good example of work and play hard and by sheer effort went on to win. "Spic Vics" will long be remembered in the East.

1st XI Team

Manager: C.P.O. Reid: R.E.M. Hocking, Shpt. Hoskins, L.M.E. Naylor, A.B. Bray, L.R.E.M. Kingsbury (Capt.), Std. Heron, P.O. Embrey, N.A. Lloyd, P.O.M.E. Thraves, C.P.O. Pring, P.O. Carruthers, E.M. Weston, L.M.E. Hammond, L.S. Cousins, L.E.M. Quinn, L.M.E. Naylor, N.

Results

v. R.N. Malta	Won	2-1	y. Army Select	Won	8-1
v. <i>Triumph</i>	Won	4-1	v. R.A.N.	Won	15-1
y. Forth	Lost	8-1	v. R.A.F. Tengah	Drew	3-3
v. Terror	Lost	3-0	v. Hong Kong F.C.	Won	5-3
v. Singapore Dockyard	Won	5-1	v. Singapore Dyd Europeans	Won	3
v. 42 Commando	Won	3-0	v. Western Suburbs (Sydney)	Lost	3-2
v. <i>Mull of Kintyre</i>	Lost	3-2	v. Sydney Dockyard	Won	3-1
v. Happy Indians	Drew	3-3			

Played 15; Won 9; Drew 2; Lost 4

Keeping fit . . .



at sea . . .

Nominal List
of
Officers and Ship's Company

Captain
Captain I. S. McINTOSH

Executive Officer
Commander P. W. BUCHANAN

Captain's Secretary
Lieutenant-Commander YOUNG, J. B.

Seamen

Lieutenant- Commanders

HOOKE, M. R. D.
SELWAY, D. H.

BROOKE, R. L.
ADSHEAD, J. R.

HAMILL-STEWART, M. P.
ST. QUINTIN, P. R.

BLACK, J. J.
LAWSON, R. M.

Lieutenants

JOHNSON, A. G.
DAISH, D. W.
WELLS, G. N.
TOLHURST, J. G.

BURGESS, F. W.
BLYTHE, J. R.
SLATER, J. C. K.
LOUGHRAN, T. W.

MARSHALL, E. P.
TAYLOR, M. B.
SELWOOD, D. P.
STEED, B. E.

WYE, E. A. G.
LOTHIAN, D. J. E.
DRUMMOND, P. N.
SPILLER, A.

Sub-Lieutenants

QUICK, P. G.
TROTT, C. D.

BENN, S. L.
REALF, G. R.

REED, M. E. J.

JAMES, D. C. C.

Chief Petty Officers

Breadmore, P. D.

Baxter, R. E.

Reid, F. A.

Attree, R. H.

Petty Officers

Baker, R. G.
Broad, W. J.
Barnacott, R. E.
Clark, E.

Humphries, R.
Harrison, D.
Hughes, P.
Lumsden, C. D.

MacDonald, K. G.
McCutcheon, A. B.
Poulter, M. A.
Piper, A. J.

Robson, J. H.
Seddon, C.
Sullivan, J. C.
Sherriff, D.

Tolley, R.
Underhay, K.
Uglow, J. R.
Walker, R. E.

Leading Rates

Bellringer, B.
Corrigan' J. P.
Chaplin, G. K.
Evans, D. L.
Eldrid, T. M.
Fray, A. V.

Ford, H. L.
Graham, J.
Gibbons, P.
Hutson, D.
Jennings, R.
Kirby, D. J.

Lewis, N.
Larsen, P.
Marriot, B.
Martindale, P. C.
McCulloch, A. W.
Palloch, D. J.

Rymer, R.
Smith, D. McC.
Smith, D. H.
Searle, E. C.
Simmons, G. T.
Stephens, T. J.

Twyman, P. J.
Thurston, S. S.
Wright, W. G.
Webster, A. O.
Williamson, R. J.
Yuill, J. B.

Junior Rates

Acres, D. M.
Amoroso, F. R.
Andrews, N. T.
Addison, R. M.
Addington, T. J.
Baker, A.
Baker, R.
Batchelor, B. H.
Brown, H. A.

Brisby, M. M.
Bennetts, M.
Bastin, R. J.
Bray, W. E.
Bates, M. J.
Brookes, J. B.
Barrass, K. J.
Bell, R. F.
Bennetts, D.

Childs, E. J.
Collins, D. V.
Cowens, A. J.
Capps, K. W.
Chapman, D. L.
Caig, A. J.
Crawford, K. R.
Catling, B. C.
Clark, G.

Carroll, P. R.
Cross, E. J.
Campbell, D. H.
Carnaffin, G. W.
Cotter, M. W.
Carr, R. G.
Cameron, H.
Chell, K.
Craig, J. T.

Campbell, J. T.
Donald, N. C.
Doyle, A.
Daniels, L. T.
Davies, N.
Davies, J.
Drinkall, P.
Dunne, M.
Dixon, S. I.

Duncan, R. M.
Dron, C.
Duggan, C. W.
Davies, D. W.
Edmondson, J.
Elliott, S. R.
Edwards, A.
Evans, E. A.
Eastley, F.
Fisher, J.
Fitzgibbons, S. T.
Fuller, N. A.
Fisher, J. T.
Flack, D. C.
Foster John, R.
Fitzackerly, M. o.
Forster, S. K.
Farrington, A. C.
Fairhurst, A.
Grassick, R.
Gibson, A. R.
Gibson, R.
Gooch, R.
Gollop, R.
Garabedian, G. A.
Geere, R.
Goldsmith, B.
George, P.
Giles, R.

Goddard, R.
Gardener, J.
Healey, P.
Haxby, P.
Hallett, E. G.
Harvey, J.
Holloway, V.
Holland, J.
Hornett, M.
Harvey, M.
Hiatt, C.
Hayfield, D.
Howard, L.
James, P. J.
Jones, J. T.
Jones, D. R.
Jones, D. C.
Jones, R.
Jackson, M. V.
James, G. C.
Keeble, A. G.
Keegan, P. G.
Knox, E. T.
Knox, R. S.
Kilian, J. L.
Lemon, C. J.
Lamb, A. J.
Locke, T. P.
Long, A. K.

Lambird, C. A.
Lake, P. S.
Lumsden, N.
Logan, G. H.
Mason, C.
Moore, A. J.
Marsey, J. A.
McCulloch, D. P.
Manley, M. J.
Mortimore, G.
McHale, A.
Mullen, J. J.
Miller, M. B.
Mitchell, J. M.
Moulden, P. G.
Murray, B. A.
Minton, D. J.
Marshall, T.
McLachlan, J. F.
Naylor, A.
Norton, T. M.
Nicholls, A. R.
Nunn, D. R.
Osborne, G. R.
Overthrow, D.
Palmer, M. J.
Poole, G. H.
Pike, M. R.
Painter, M.

Pring, G. N.
Pickles, D. T.
Pickles, C. A.
Ross, I. S.
Read, K.
Robson, R.
Richardson, A.
Roberts, G. F.
Roberts, R. R.
Robinson, M. B.
Sharpe, W.
Smeaton, J. Mc.
Scott, M.
Smith, A. P.
Searle, F. C.
Snee, B. J.
Shaw, D.
Shead, R. J.
Stevenson, W.
Schofield, P. J.
Sinkinson, J. W.
Sampson, M. W.
Stringfellow, D. A.
Skorupski, J.
Slight, G. R.
Smith, T. P.
Smith, M. L.
Sainsbury, R. D.
Thackray, N.

Thorp, K.
Thorne, F. P.
Tyrrell, D. C.
Tuniewicz, J.
Thomas, G. A.
Taylor, G. A.
Taylor, W.
Usher, R.
Vasey, S. G.
Voce, P. F.
Wilson, W. M.
Wilson, B.
Wilson, D. J.
Watling, A. J.
White, D.
Wheeler, T. A.
Webb, D. I.
Warner, G. A.
Worsley, N. E.
Wynn, R. J.
Waters, R. G.
Warren, D. R.
Warrior, E. W.
Yates, T.
Yates, D. W.
Young, J.

P.T. Staff

Payne, L. J., C.P.O.

Beard, J. R., P.O.

Cousins, D. L., L.S.

Communications Department

Lieutenant- Commanders

GALLAGHER, J. B.

RIGGS, J. J.

Sub-Lieutenant

WORTHINGTON, P. E.

Chief Petty Officers

Wright, M. H., C.C.Y.

Excell, K., C.R.S.

Petty Officers

McDermid, J. P., C.Y.
Underwood, J., C.Y.

Young, J. F., C.Y.
Nicholson, A., R.S.

Lloyd, E. R., R.S.

Atkinson, K. C., R.S.

Knight, A., R.S.

Leading Rates

Morris, D. S.
Ashpole, A.

Dumbrill, J. M.
Pollard, G. D.

Bloomer, I.
Goodspeed, V. B.

Hardy, H. R.
Goody, G. G.

Letherbridge, J. A.
Nicken, D. N.

Baldry, F. A.
Jeffries, K. P.
Harper, M.
Strachan, G. D.
Mason, B. S.
Reeves, R.
Hall, C. B.
Hanham, R. I.
Green, R.

Warburton, B.
McNichol, J. E.
Findlay, D. T.
Downey, D. L.
Bowles, D. E.
Markham, K. S.
Gratton, W.
Lawman, I. R.
Richards, K. D.

Mercer, A.
Paine, R.
Bell, D.
Audoire, F. K.
Gray, R.
Stevenson, D. J.
Mills, J. A.
McCallum, M.

Newett, R. D.
Plaiter, D.
Cross, T.
Evens, A.
Gray, R.
Norris, D. W.
Langdon, P. M.
Edgehill, D. J.

O'Hannigan, D.
Gamble, M. E.
Young, B.
Dugard, J.
Holden, J.
Allington, A. S.
Collins, S.
Fullbrook, C. M.

Junior Rates

Ship's Air Department

Captain

Captain J. B. ROBATHAN

Lieutenant- Commanders

PRIDEAUX, B.

THOMPSON, N. E.

SMERDON, J. D.

Lieutenants

PEARCE, J. S.

ATKINSON, A. E. S.

DIXON, A.

Sub-Lieutenants

DODD, L. A.

CROSS, J. H.

HIBBETT, M.

Chief Petty Officers

Slaughter, E. J.

Williams, D. B.

Petty Officers

Jarvis, B.

Miller, R.

Sarchet, W. A.

Leading Rates

Lenton, B.
Malvern, W.
McKay, P.
Mitchell, G.
Nicklas, J.
Oldham, J.

Phimister, J.
Powell, P.
Rae, J.
Stenning, G.
Tubb, F.
Walker, A.

Whalley, P.
Wilcox, J.
Williams, G.

Junior Rates

Halil, P.
Hall, S.
Hart, R.
Jackson, F.
Jenner, V.
Jones, G.
Jones, P.
Lovatt, R.
Macleane, A.
Mapp, C.
Masterton, D.
Matthias, A.
Mawson, A.
Mayhew, G.

McManus, M.
Melia, A.
Moore, J.
Morris, B.
Murray, B.
Orman, L.
Owen, D.
Parry, E.
Pavis, J.
Powell, R.
Ryan, A.
Ryder, D.
Scott, I.
Smerdon, M.

Sowter, G.
Stannett, J.
Strong, R.
Swaffield, D.
Talbot, V.
Taylor, B.
Thomas, G.
Wilkes, P.
Williams, P.
Williams, V.

NEILSON, J. A.
CROFTS, D. L.

ROBINSON, A. R.

BROWN, R. R.
SHRIVES, G. P.

RICHENS, R. G.
MARRIOTT, T.

MILLER, R. R.

COLE, N. P.

Bassett, P. R.

Cribley, D. A.

Bradbury, T. K.
Hayes, J. F.

Frost, L. W.

Bannister, D.
Brine, F.
Brown, G.
Cummings, G.
Cooke, C.
Cruickshank, R.

Davies, E.
Dean, J.
Fremantle, E.
Hill, B.
Hodge, J.
Ikel, A.

Adam, M.
Addison, A.
Attenborough, R.
Ball, R.
Beards, M.
Beck, R.
Bell, I.
Bird, J.
Brooker, C.
Brown, K.
Buchanan, A.
Butters, J.
Carter, B.
Childs, G.

Clarkson, L.
Condcliff, A.
Cook, K.
Cooper, K.
Cooper, R.
Devine, P.
Dewis, J.
Dickinson, S.
Dobson, P.
Emmer, P. M.
Faint, J.
Gledhill, T.
Goulbourne, J.
Gutteridge, I.

M(E)'s
Cassar, A.
Daniels, J.
Harris, L.

Irvine, J.
Johnson, A.
McBride, H.
McGorin, C.

Newton, G.
O'Brien, J.
Orr, D.
Parsonage, A.

Pearson, W.
Plant, H.
Robinson, S.
Ross, E.

Scott, L.
Smith, A.
Waterson, B.
Watt, T.

69 Carrier-borne Ground Liaison Section

Major H. J. TYACKE, 13/18H Captain J. V. KEYTE, R.G.J.
Barker, P. W., Sgt. (R.A.O.C.) Clay, D. N., L./Cpl. (R.A.O.C.) O'Riordan, F. T., L./Cpl. (R.C.T.)

893 Squadron

Commanding Officer

Lieutenant-Commander G. P. CARNE,

Lieutenant-Commanders

BATCHELOR, J. W.
DAVIS, T. A.

KNOWLES, D. B.

LIVESAY, M. H.

LOWICK, R. S. C.

Lieutenants

BROWN, R. A.
CARPENTER, N.
COOMBES, P. J.
CRIDLAND, T. R.

GEDGE, T. J. H.
GRAVESTOCK, R. M.
HART, W.
HIGHTON, R. A.

HUGHES, E. I. H.
HUNNEYBALL, C. R.
JENSEN, G. N.
JONES, A. S.

MARTIN, G. P.
SELMAN, A. C.
SHERIDAN, R. A.
SPENCER, J. B.

Sub-Lieutenants

BURGHHER, W. W.
BURNSIDE, A. N.

GAVIN, J.
JEWELL, P. C.

O'CONNOR, R. C.

PECK, G. D. G.

RICHARDS, F. D. E.

Midshipman

CHANDLER, J. S. M.

Royal Air Force Officers

LLOYD, R. H.

SHIELDS, G.

Chief Petty Officers

Adams, R. F.
Anderson, R. W.
Bennett, W. A.
Blakey, M. H.
Campbell, P. G.
Carding, J.
Clark, G. F.
Clarke, M.

Dear, P. R.
Evans, J. W.
Gwilliam, B.
Hack, B.
Halliday, P. W.
Hawkes, G. A.
Hedge, R.
Holding, D. F.

Humphrey, S. F.
James, J. M.
Llewellyn, A. E.
Loughlin, P. J.
Marsh, F. W.
May, W. C.
Mears, D. A.
Medlicott, J. B.

Neate-Stidson, G. A.
Parker, E. A.
Parkin, F. N.
Powell, B. P.
Prail, E. A.
Pyke, M. A.
Reeve, N.
Shinn, D. E.

Petty Officers

Bartlett, C. J.
Boyden, R. J.
Braidley, A.
Burdes, T. E.
Clarke, A. E.
Coombes, J. E.
Dawson, C. P.
Denzey, M. A.

Doyle, D. J.
Edwards, R. J.
Ellison, A. R.
Farley, D.
Freeman, G. A.
Garrett, B. R.
Garrett, D. J.
Grant, I. H.

Hardy, P.
Harris, W. W.
Hayden, P. A.
Hildreth, H.
Hunt, A. A.
Hunter, D.
Jones, D. E.
Kimbly, J. T.

McCabe, W. E.
Rich, P. M.
Richards, C. M.
Selby, N. G.
Simms, E. A.
Simper, B. W.
Sorrell, D. F.
Stevens, S. J.

Stokes, D. W.
Taylor, B. S.
Tilley, F. W.
Tribe, D. F.
Turner, J. F.
Uden, B. R.
Webber, G.
Wilde, G. H.

Leading Rates

Adams, B. W.
Bacon, R. S.
Batten, D. S.
Bailey, R. P.
Bevan, R. F.
Beveridge, G. E.
Bradwell, H.
Braithwaite, M. G.
Burlingham, R. C.
Carlton, T. K.
Carpenter, G.
Chandler, M. A.

Chandler, R. J.
Caulfield, G. W.
deAntiquis, A. L.
Duke, M. B.
Edwards, E.
Emery, D. R.
Foster, G. J.
Fraser, A. H.
Fuller, D. C.
Grubb, I. F.
Heeley, J. R.
Hilton, D. C.

Hood, J. S.
Humphreys, R. A.
Hutson, H.
Jennings, R. W.
Lambert, A. A.
Last, J. B.
Lewis, A. K.
Middleton, R. B.
Miller, A.
Morecroft, R. H.
Morris, D. F.
Nelson, P. H.

Nixon, G. A.
Noyes, R. J.
Parkes, G. F.
Parry, W. H.
Partridge, B. J.
Pash, D.
Patterson, J. J.
Pick, R. J.
Pritchard, N. L.
Rankin, A. G.
Rimmer, J.
Robertson, G. E.

Smith, A. G.
Smith, A. R.
Smith, D.
Snowdon, J.
Swan, F. H.
Pash, D.
Taylor, R. C.
Taylor, W. J.
Turner, J.
Waller, D. N.
Williams, R. W.
Winkle, R. L.

Junior Rates

Alexander, L. H.
Armitage, K. W.
Berry, E. F.
Bird, A. A.
Black, R.
Blacker, W.
Bremner, R. E.
Bruce, J.
Burgen, K.
Burton, N.
Cherrington, J. G.
Clarke, J. W.
Collins, R. W.
Cordner, J. A.
Crompton, J. F.
Dade, R. C.
Dailey, J. E.
Davies, K. B.
Davies, L.
Day, M. C.

Denholm, J. Mc.
Dennier, J.
Dornan, A.
Donnelly, E. P.
Drinkwater, A. P.
Dunthorne, K. J.
Emmerson, R. W.
Fixter, I. D.
Frappell, B. K.
Gibson, V. A.
Glasson, M. G.
Guest, F. W.
Gustar, M. J.
Hadland, B. S.
Hall, M. T.
Hall, P. G.
Harris, B. J.
Hatcher, L. G.
Hayter, P. J.
Hubbard, R. C.

Hubbard, S.
Humphries, G. R.
Jones, J. A.
Jones, M. G.
Keenan, T. A.
Kelly, J. B.
King, P. G.
Kirkpatrick, R. I.
Knowles, D.
Lacey, P. T.
Lavery, J. W.
Levey, J. A.
Lewis, C. M.
Lewis, R. J.
Liddle, J. R.
Litton, O. H.
Light, W. L.
Ludlam, J. R.
Mackinder, C. R.
Mackness, A. M.

Mansfield, R. A.
Marsden, J.
Maskell, S. D.
Mason, P. D.
McGinn, F.
McLaughlin, B.
Moran, J.
Mountford, M. J.
Murkin, R. F.
Murtough, T. I.
Nellyer, P.
Parsons, J. D.
Pas, A. N.
Patton, A.
Pearce, R. S.
Pitt, J. K.
Pusey, R. I.
Rowe, D. E.
Savory, B. A.
Shepherd, S. J.

Smith, P. F.
Smith, R. L.
Spragg, M. J.
Stevens, J.
Stewart, J. F.
Stronach, J. H.
Terry, D. A.
Thompson, P. R.
Thompson, W. H.
Thompkins, A. T.
Waller, J.
Watton, P. J.
Wilcox, B. H.
Williams, P. A.
Workman, N. J.
Wright, T.
Young, C. B.

814 Squadron

Commanding Officer

Lieutenant-Commander M. C. S. APPS

Lieutenant-Commanders

BRIDGER, D. J. A.
WHITWAM, N. K. L.

FLINDELL, W. J.
JOHNSON, A. M.

WILSON, C. B.

CRYER, G. S.

McLAREN, D. C., R.A.N.

Lieutenants

MASSEY, R.E.A.
SHRUBS, D. W.
BUTCHER, B. A., U.S.N.

SANT, M. J.
CAMPBELL, I. A.
VEITCH, A. J.

McGREAL, D. E.
HEARD, G. W. P.
INSTONE, K. A.

ELLIS, R. W.
BROWN, C. M.
MALLOCK, D. S.

PAYNE, R. N. E.

Sub-Lieutenants

DYER, P. J.
KIRBY, W. B.
WILES, N. J.

ROBBINS, A. H.
THORNTON, N. P.
GADSON, G. R. K.

STONE, R. M. H.
MARLOW, L.
WOOD, T. L.

DOMONEY, I. C.
EVANS, R. M.
PASSMORE, J.

WHEELDON, T. J.
CONNOLLY, M. S.

Midshipman

HEALY, B. J.

Chief Petty Officers

Barnes, R. P. (E.A.1)
Churchill, R. A. (A.M.1)
Chadwick, J. M. (C.A.F.)
Dawson, F. G. (E.A.1)
Dockett, A. S. (C.A.F.)

Edgington, J. F. (C.R.E1.)
Ford, M. J. (E1.Mech.1)
Gover, K. G. (R.E1.Mech.1)
Goodhew, M. B. (E.A.1)
Howes, A. J. (C.R.E1.)

Hawkins, W. A. (A.M.1)
Hagon, B. G. (A.M.1)
Jarvis, T. (E.A.1)
Kelsey, P. A. (A.A.1)
Lawes, D. M. (C.A.A.)

Matimong, F. N. (E.A.1)
Mackay, J. (C.A.F.)
Quinn, G. E. (R.E1.Mech.1)
Rooke, J. A. (A.M.1)
Stocker, B. (A.M.1)

Petty Officers

Benzie, A. S.
Conroy, R. F.
Towler, B. M.
Mills, A.
Clarke, A. (A.A.2)

Haynes, A. R. (A.A.2)
Daines, D. H. (P.O.A.F.)
Carruthers, G. (E1.Mech.2)
Grigson, D. (P.O.A.F.)
James, A. M. (P.O.EI.)

Osborne, J. W. (P.O.A. E.)
Davenport, J. M. (P.O.R.EI.)
Peach, G. R. (P.O.EI.)
Lindsay, A. H. (P.O.A.F.)
Randall, J. A. (E1.Mech.2)

Walker, S. S. (P.O.EI.)
Wedlake, E. R. (A.A.2)
Ward, C. J. (P.O.R.EI.)
Wootton, E. A. (P.O.R.EI.)
Wallis, R. G. (R.E.A.2)

Leading Rates

L.A.M.'s
Anderton, W. A.
Geddes, B. D.

Haining, W.
Kelly, P. J.
Millward, J. J.

Rickard, R. F.
Green, R. H.
Marsh, G.

McCall, J.
Woodhams, D. A.
Clark, N. J.

L.A.'s
Bonson, K.

Atkins, M.

Kincaid, D. R.

Reardon, R.

L. E. M.'s
Pinkerton, J.

Belcher, D. R.
Sissons, B. M.

Hinton, J.

Kayll, T.

L. R. E. M.'s
Elmer, N. J.

Thorne, M. W.

Ryder, P.

Mason, R. D.

L.S.'s
Ward, A. H.

Goddard, B. L.
John, B. M.

Butler, E. A.

Gray, B.

Junior Rates

N.A. M.'s
Aulds, W. E.
Baskerville, W.
Gardiner, P. J.
Lloyd, B.
Nuttall, L.

Roach, V. J.
Raine, K. A.
Titheradge, R. E.
Ball, R. P.
Barwick, N. R.
Denyer, P. C.

Herbert, M. L.
Harding, R.
Jordan, P. M.
Rackstraw, M. E.
Seaman, R. A.
Thompson, J. M.

Vercesi, R. O.
Windsor, R. C.
Barry, D.
Barrett, P. H.
Baker, D. J.
Ellis, R. H.

N.A.'s
Bowen, G. J.

Evans, D.
Mailer, G. T.

Stoner, G. K.
Cheeseman, K. R.

Powell, E. B.

E. M.'s
Baber, M. J.

Humbert, P.
Jones, E. G.

Metrick, M. J.
Faithfull, S. K.

McQueen, D. R.

R.E.M.'s
Benton, P. D.

Keener, M. D.
Waterman, T. A.

Atkinson, B.

King, C. D.

Std.'s
Darbyshire, J. H.
Heath, R.
Thorpe, B.
Weekes, A. R.

Goode, P. D.
Jobson, E. B.
Longhurst, A. M.
Curd, A. F.
Heppel, A.

Jones, P. W.
Lilley, J.
Marsden, T. M.
Rudkin, S. J.
Taylor, T. H.

Thompson, W. H.
Wiseman, A. A. (Ck. (S))
Hughes, W. (S.A.)
Barden, J. A. (A.B.)
Smithson, G. J. (A.B.)

801 Squadron

Commanding Officer

Lieutenant-Commander M. C. CLAPP

Lieutenant- Commanders

GIFFIN, B. V.	GOODENOUGH, A. J.	JOHNSTON, G. A. I.	ORPE, C.	ROSS, D. H.
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Lieutenants

ALSOP, A. D. DAY, E. E. DALTON, P. M.	ESPLIN-JONES, C. J. HILL, A. C. FITZGERALD, F. J.	FITZGERALD, M. INGHAM, J. R. L. LIBBY, P. T.	MACINTOSH, B. D. McKENNA, J. M. MEREDITH, R. P.	SEYMOUR, R. W. TURNBULL, R. P.
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Sub-Lieutenants

BENNETT, J. M.	FOX, P. H.	FRANCIS, A. G.	WITHEY, M. R.	C. CULLEN
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Royal Air Force

Sqdn. Ldr. T. N. KING.	Flt. Lt. A. G. PEARCE.	Flt. Lt. C. C. SCRIVEN.	Flt. Lt. T. EELES.
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Chief Petty Officers

C.A.F.'s Lapping, R. A.	Grew, L. P. Lofts, H. S.	Clark, E. A. Wright, J. G.	Wright, D.	Smith, S. G. (C.A.A.)
A.A.1's Cecil, J. Flood, C. A.	Grantham, J. Chantler, L.	Broomfield, A. T. Rutherford, R.	Tompkins, M. L. Bailey, J. H.	Constable, P. G. Cunnell, B. E. (C.A.M.)
A.M.1's Ternent, J. D.	Mayhew, K. Thirlwall, S.	Brooks, R. Duffield, T. A.	Davidson, K. I. Holland, J.	Bain, W. B. (C.E.A.) Hancock, J. W. (C.E.A.)
E.A.'s Craggs, J. R. Prior, R. Briggs, D.	Gaffney, E. C. Fitton, R. Manser, G. W.	Dubber, J. E. Anderson, D. C. (C.R.E.A.) Appleyard, B. L. (R.E.A.1)	Trodden, J. J. (R.E.A.1) Mills, D. R. (R.E.A.1) Meredith, J. C. (R.El. Mech.)	Bland, J. A. (El. Mech.1) Davis, W. (E.El.) Garside, R. (C.R.El.)

Petty Officers

Cane, W. G.

P.O.A. F.'s Mulloy, M. J.	Sheldrake, D. C. Barnjum, H. R.	Edwards, S.	Bell, W.	Fountain, R. A.
P.O.El.'s Reeve, B.	Sherman, D. A. Vincent, D.	Surtees, B. F.	Burgess, A. J.	Genge, C. B.
P.O.El.'s Alvis, G. D. Goold, D. J. Phillips, D. E. Soper, P. D. Oliver, W. F.	King, M. A. Carter, M. T. (R.E.A.2) Gee, J. L. (E.A.2) Lewis, M. O. (R.El.Mech.2) Perrin, R. J. (R.El.Mech.2) Taylor, H. (E.A.2)	Wonson, C. J. (El.Mech.3) Campbell, J. E. (A.A.2) Gorrie, J. (El.Mech.3) Paddington, B. S. (A.A.2) Lilly, R. D. (A.A.2) O'Donnell, W. (R.E.A.2)	Robottom, D. A. (R.E.A.2) Joy, F. D. (A.M.2) Ford, A. G. (R.E.A.2) Joyce, J. R. (P.O.A.M.) Love, D. E. (R.E.A.2) Rae, W. (A.A.2)	Roughton, E. E. (R.E.A.2) Wakefield, C. (A.A.2) Thomas, D. A. (E.A.2)

L Rates-
L.A.M.'s
Acton, D. J.
Budding, A. G.
Castle, R. K.
Drury, S. R.

L.E.M.'s
Bruce, W.
Campbell, F.

L.R.E.M.'s
Black, J.
Groom, A. W.
Kingsbury, R. H.

N.A.M.'s
Arrowsmith, T.
Brady, H. E.
Dawson, C. J.
Didsbury, E. A.
French, I. G.
Galligan, B.
Garbett, N. P.
Grange, W. A.
Joynes, P. A.

E. M.'s
Bevan, W. J.
Brunton, R.
McNally, M.

R. E. M.'s
Bell, K.
Bell, W. W.

N.A.'s
Grimes, T. 1.

Stds.
Booth, D. L.
Cameron, G. J.

Ck. (S)

Gardner, D. M.
Kelly, B. F.
Ramsay, R. A.
Smellie, J. C.
Smith, E. R.
Tallant, J. A.

Dempster, J.
Harper, D. A.

Parry, R.
Scott, A. G.
Carey, G.
McGuile, S.

Keenan, J. W.
Lea, J. D.
Lyle, P. C.
McLeod, C.
Mathieson, E. P.
McKenzie, J.
McLeod, L.
McMeekin, B. J.
Nairn, A. C.
Pegg, A. M.

Burrie, C.
Cherry, P. A.
Fletcher, K.

Boyce, K.
Christie, D. T.
Goodman, C. J.

Lewis, D. H.
Ratcliff, G.

Faulkner, B. A.
Hayes, A. L.
Jilley, A.

Bain, M.

Thorns, W. S.
Tolleth, J. A.
Warner, W. J.
Weekly, D. R.
White, A.
Wilfort, S. J.

Robinson, H. W.
Saunderson, E. H.

Anderson, A. E. (L.A.)
Cairns, D. (L.A.)
Evans, D. R. (L./Std.)

Junior Rates

Powis, A. G.
Royal, S. M.
Royan, G. B.
Shane, D. P.
Smith, D. R.
Towner, I. T.
Tyler, L.
Ulyatt, G. B.
Welham, W. C.
Williams, R. J.

Hicks, T. J.
Quail, F. J.
Ritchie, I. M.

Hedges, A. F.
Lawrence, W. A.

Rowley, J. A.

Laing, R. K.
Smith, F. J.

Gilroy, B.

Wyatt, C. J.
Bridge, W. J.
Coleman, M. R.
Coppinger, J. B.
Davison, R.
Joynson, J. W.

Robinson, N.
Wilson, D. G.

Orchard, A. W. (L.S.A.)
Pearson, D. (L.A.)
Robilliard, P. C. (L./Wtr.)

Woodham, M. H.
Allen, R. M.
Allman, R. M.
Brown, J. D.
Durrington, N.
Labrooy, A. I.
Lloyd, I. D.
Osman, P. R.
Stronach, N. D.
Crowley, J. N.

Roberts, R. C.
Sparrow, C. J.
Taggart, A. R.

Phillips, L. J.
Russell, D. C.

Sharpe, P.

Thompson, B. A.
Young, E.

Sellings, G.

Holliman, K. J.
Young, D. A.
Horwood, O. J.
Smith, D. E.

Schofield, J. A.
Whittaker, P. E.

Carter, A. (L.A.)
Dulling, M. J. (L./Std.)
Everest, M. A. (L.A.)

Hardy, K.
Hutcheson, R. T.
Kelly, A. F.
Kinch, J. L.
McAndrew, L. M.
Brown, T. P.
McKenzie, J. S.
Veitch, C. G.
Young, D. G.
Raper, F.

Wakely, J. S.
Couchman, J. B.
Howard, K.

Chapman, P. S.
Sadd, K. R.

Joyce, J. J.

Hart, R. L.
Marsh, A. R.

Glasby, J. P.

849A Flight

Commanding Officer

Lieutenant-Commander W. M. FORBES

Lieutenants

GOETZ, T.
BEWICK, J.

PRIDEAUX, J. F.
GRANT, P. A. F.

SHERIDAN, J. B.
REISS, D. W.

THURSTAN, M. J.

SWANN, C.

Sub-Lieutenants

MOOJEN, D.
ORCHARD, L. P. O,

STEIN, J. R.
MORRIS, P. L,

BRAMALL, E. K.
COMER, N.

TUITE, P. A,

SOUTHON, P. F,

Chief Petty Officers

Braybrooke, A. R. (C.A.A.)
Osborne, J. R. (A.A.1)

Key, A. (A.A.1)
Huggett, T. E. (A.A.1)

Scutt, A. J. (C.E.A.)
Pring, G. R. (R.E.A.1)

Salmon, R. J. (R.E.A.1)
Reece, V. (R.El. Mech.)

Bracey, N. W. (C.A.F.)
Patterson, W. (C.A.F.)

Petty Officers

Westerman, M. D. (P.O.A.F.)
Macfarlane, M. S. (P.O.A.F.)

Hill, T. W. (P.O.A.F.)
Bigland, R. T. (P.O.El.)

Murphy, W. J. (P.O.El.)
Sainty, R. W. (P.O.El.)

Lawson, W. (P.O.R.El.)
Reynolds, M. B. (P.O.R.El.)

Sills, J. L. (P.O.R.El.)
Mason, H. E. (E.A.2)

Leading Rates

Hitch, A. J. (L.A.M.)
Lehan, M. (L.A.M.)
Kirk, P. (L.A.M.)
Botham, R. N. (L./Std.)

Davison, M. (L.A.M.)
Phillips, T. G. (L.A.M.)
Pountain, R. C. (L.A.M.)

Cardy, D. E. (L.R.E.M.)
Lapworth, B. K. (L.R.E.M.)
Thurlow, N. P. (L.E.M.)

Impett, J. C. (L.E.M.)
Properjohn, G. M. (L.R.E.M.)
Johns, M. L. (L.A.)

Chetwynd, J. (L.A.)
Payne, R. F. (L.S.A.)
Ivory, R. J. (L./Wtr.)

Junior Rates

N.A.M.'s
Corrigan, T. M.
Archer, D. J. (R.E.M.)
Lonergan, D. P. (R.E.M.)
Bradbury, T. (E.M.)
Wilkinson, J. D. (N.A.)

Best, J.
Elliott, G. N.
Croft, D. (E.M.)
Godber, C. (E.M.)
Rigley, D. B. (E.M.)
Youd, C. T. (Ck. (S))

Gardner, T.
McKenzie, M. R.
Egerton, F. (Std.)
Jones, B. (Std.)
Jones, E. (Std.)

Mason, S. R.
Ramsden, P. F.
Stone, B. J. (Std.)
Sizer, J. A. (Std.)
Spreng, W. A. (Std.)

Ross, D. R.
McGowan, P. A.
Van-de-Cappelle, M. L. (R.E.M.)
Pavitt, C. J. (Std.)
Levinson, W. J. (N.A.)

Air Engineering Department

Commanders

Commander M. ROBERSON

Commander H. A. FORD

Commander H. A. STRANGE

Lieutenant-Commander

Lieutenant-Commander R. H. RICHARDSON-BUNBURY

Lieutenants

PARSONS, L. E.
HODGKINSON, J. V.

BUCKLEY, J. G.
BODSWORTH, M. D.

BICKS, D. E.

CURNOW, N. F.

ELNER, W. G.

Chief Petty Officers

Case, M. V. (C.A.A.)
Wood, R. W. (C.A.A.)
Williams, R. F. (C.El.)
Howard, J. M. (C.R.El.)
Patterson, W. (C.R.E.A.)
Overmass, B. S. (R.Mech.1)

Cutting, J. (C.A.F.)
Cairns, P. W. (C.El.)
Staple, W. (C.A.F.)
Stracey, G. E. (C.A.F.)
Valentine, D. P. (C.A.F.)

Bending, D. J. (A.M.1)
Jones, W. J. (A.A.1)
Lucock, W. J. (A.A.1)
McKay, J. D. (E.A.1)
Davis, L. F. (R.E.A.1)

Homeyard, I. R. (R.E.A.1)
Higgs, K. W. (A.A.1)
Watton, J. F. (A.M.1)
Smith, A. M. (E.A.1)
Long, G. (A.M.1)

Crother, J. S. (R.Mech.1)
Davey, J. H. (A.M.1)
Deste, C. D. (E.A.1)
Mead, T. C. (R.E.A.1)
Taylor, I. (E.A.1)

Petty Officers

Jamieson, G. (A.M.2)
Towns, D. (P.O.A.F.)
Carroll, R. H. (P.O.A.F.)
Skitmore, C. E. (P.O.El.)

Duncanson, R. (P.O.R.El.)
Wear, J. J. (P.O.A.F.)
Kennedy, C. (E.A.2)
Hoyes, N. P. (P.O.A.F.)

McLaughlin, V. J. (E.A.2)
Hooton, P. K. (A.A.2)
Pocock, E. A. (R.E.A.2)
Cummins, J. A. (R.E.A.2)

Wheeler, P. S. (P.O.A.F.)
Mills, B. L. (P.O.El.)
Tucker, D. J. (R.E.A.2)
Cardona, R. L. (P.O.A.F.)

Lloyd, V. E. (P.O.El.)
Watson, T. (P.O.A.F.)
Harrington, W. J. (P.O.A.F.)
Willett, E. C. (P.O.A.F.)

Leading Rates

L.A.M.'s
Hankinson, K.
Glendinning, W.
L.R. E. M.'s
Perry, S. J.
L.E.M.'s
Whitworth, R. E.

Mitchell, R. A.
Fenner, R.
Thom, W. J.
Savill, D. R.

Cole, W. J.
Johnstone, T.
Jones, A.
Lynharn, A. R.

Spencer, A. J.
Wilkes, T. D.
Earl, D.
Massey, C. J.

Holloway, P. H.
Kember, D.
Hepworth, B.

Anyon, J. C.

Wilson, B.

Junior Rates

N.A.M.'s Dickson, J. C. Spicer, G. L. Botten, R. N. Huxley, R. A. Brown, D. A. Nisbet, A. Graham, M P Buckley, K	Clemson, M. P. Bowman, J. C. Mollison, J. R. Hemmings, S. Spurr, M. A. Whitwam, P. Walsh, J. Smith, P. F.	Gough, R. J. Pryse, I. G. Curtiss, C. R. Thompson, J. Davies, A. W. Gillecce, J. P. Essex, P. L. Stapleford, S. A.	Long, W. Patmer, F. R. Proulx, G. Duffey, J. F. Perkins, G. Ritchie, T. J. Hovel], A. Malik, M.	Waters, R. B. Keenan, B. A. Little, R. M. Jackson, J. W. Pitt, A. J. Wheeler, D. J. Wiles, S. W. Kabey, B.
R.E.M.'s Doherty, A. E. M.'s Isherwood, A.	Park, P. A. Hiscox, M. Aris, D. R.	Parry, D. O. Davis, M. J. Gorry, J. R.	Taylor, H. W. Thompson, P. M. Fennessy, N. M.	Hunt, J. W. Langridge, B. J.

Supply Department

Commander J. F. BILSON Lieutenant-Commander I. JONES

Victualling

Supply Lieutenant G. ANDERSON

L.S.A.'s Clinton, P.	Blonde], R. O. (C.P.O.S.A.)	Ross, J. S. (C.P.O.S.A.)	Swaine, B. (P.O.S.A.)	
S.A.'s Peacock, T. S.	Woodman, W. McLean, P. Tittle, G.	Schofield, A. White, K. Quigley, P.	Howarth, A. Fitchet, A. M.	Wright, S. J.

Naval Stores

Supply Lieutenant D. TIBBLES

Godkin, F. (C.P.O.S.A.)

P.O.S.A.'s Allison, K.	Jenkins, D.		Wellard, C.
L.S.A.'s Brown, D.	Gault, M. Williamson, A.	Dhaw, D.	Pointon, D.
S.A.'s Williams, G. Saywell, J.	Dyson, R. Graham, D.	Phillips, A. Carson, J.	Fielder, K. Shield-Allen, K.

Pay Office

Supply Lieutenant-Commander J. A. DEARLING

Sub-Lieutenant DALE, D.

Merrick, J. K. (C.P.O.Wtr.) Ringer, J. (P.O.Wtr.)	Chambers, E. (P.O.Wtr.)	Rider, B. (L./Wtr.)	Johnson, N. (L./Wtr.)
Wtr.'s Russell, C.	Dickson, R.		Meyer, W.

Captain's Office

Lieutenant D. M. NORTH

Cooper, D. J. (P.O.Wtr.)	Simmonds, A. G. (L./Wtr.)	Jackson, P. L. (Wtr.)
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Cookery

Supply Sub-Lieutenant R. HARVEY

	Timms, R. (C.P.O.Ck. (S))	Smith, R. (C.P.O.Ck. (S))	Fisher, T. (C.P.O.Ck. (S))	
Keslake, J.	Hardy, T. Aird, G.	Atkinson, D.	Thompson, B.	Chamberlain, N.
L.Ck. (S) Essl, M. Gray, R.	Cleeve, A. Cox, K. Bradley, R.	Meacock, A. Woods, G. Langdridge, A.	Huber, P. Dawson, J. Phillips, A.	Campbell, J.
Ck. (S) Gaunt, G. Nugent, C. House, R. Dodd, J. White, M. Brooks, J. Boston, F.	Chandler, K. Lintern, K. Spreadborough, L. Scott, T. Goldfinch, C. Saville, M. Sallwood, W. Hewitt, R.	Doel, M. Jones, A. C. Crawford, T. Coomer, M. Nolan, F. Tate, M. Runciman, R. Hartfield, D.	Buck, P. Simon, J. Ramsden, P. Olesksiewicz, A. Jones, H. J. Emmerson, R. McLaughlin, J. Youd, T.	Giochino, C. Cameron, D. Bugby, C. Clynne, A. Gilroy, B.

Wardroom Staff

Supply Sub-Lieutenant I. YOUNG

Supply Sub-Lieutenant P. GRIFFITHS

Mead, P. J. (C.P.O.Ck.(O)) Heslop, M. R. (P.O.Ck. (0))	Riddle, R. W. (P.O.Ck. (O)) McDonnell, J. (P.O.Ck. (0))	Dickson, J. J. (L./Ck. (O))	Glidewell, P. (L./Ck. (0))	Howard, F. (L./Ck. (0))
Ck. (0) Cope, A. J.	Williams, M. A. Moore, G. G. Edminson, R. (C.P.O.Wtr.)	Peters, K. D. Logan, D. Dean, D. L. (C.P.O.Std.)	Parks, V. G. Hewitt, F. (C.P.O.Std.)	Law, C.
P.O. Std.'s Taylor, J. J.	Colwill, L.	Gunn, B.	Simmons, W. R.	Booth, B.
L./Std.'s Jones, M. L. Amos, T. J. Poynton, K. Phillips, T.	Pemberton, J. Owen, P. J. Quinn, G. J. Lambert, P. Lewis, I. W.	Smart, B. L. Harding, P. E. Mathews, L. G. Tovey, P. Horsley, V. I.	Whitehead, A. Johnson, H. W. Precious, B. McInnes, W. D. Brookes, C. J.	Carrington, P. Smyth, H. Jones, J.
Std.'s Amos, P. Anstell, R. H. Anstall, A. M. Barraud, P. N. Blanchard, G. C. Bonell, K. Borthwick, K. Burden, E. A. Burke, P. J. Christian, P. N.	Collins, J. S. Cook, J. M. Corrigan, P. E. Cracknell, J. M. Cross, A. Dawson, W. Drake, P. J. Gibbs, M. P. Godfrey, T. W. Goodman, D. B. Graham, M.	Granner, J. T. Gray, W. M. Grima, J. A. Hailes, G. Harrison, W. R. Heron, S. M. Hutton, R. Lambert, D. W. Lewis, B. F. Lilley, S. Limb, M.	Mason, S. W. Moffatt, B. Morgan, S. Nicholls, P. C. Osman, G. B. Oxley, R. T. Parker, D. R. Parker, J. M. Paton, K. Patterson, R. J. Rogers, M. F.	Saunders, B. Stevenson, M. A. Stobbart, F. Tennick, B. W. Thorne, P. Torn, J. E. Tulloch, C. A. Walton, R. S. Whiting, R. F.

Engineering Department

Commanding Officer

Commander H. L. PRATT

Lieutenant- Commanders

BURGESS, J. (Senior Engineer) RICHMOND, H. M. (F.D.E.O.)

Lieutenants

SHIELDS, P. J. (D.C.E.O.)
SHERWIN, D. J.
HEMMING, A. P.

GOWANS, B. B. J. McD.
DANDO, A. N.
BURKITT, D. F.

COWL, B. J.
BRUCE, P.

NIELSON, J. N.
CHORLTON, M. C.

LLOYD, D. R.
TANDY, R. H.

Engineer Sub-Lieutenants

ENGLISH, J. B.

WHEADON, A. J.

HARDING, G. C.

Chief Petty Officers

C.E.R.A.'s
Handyside, W. A.

Rudkin, C. J.
Da-Silva, D.

Blake, A. J.

Bootle, H. M.

Fyfe, I. A.

E.R.A.1's
Watts, D.
Anderson, I. H.
Lillicrap, J. W.
Woffindin, H.
Wilson, A. J.

Nicholson, J.
Hannaford, J.
Harper, D. A.
Swann, V. C.
Ambrose, M. J.
Dale, T. C.

Polden, G. E.
Coard, J. L.
Giblin, J. M.
Newton, M. J.
Manton, M. J.
Smart, D. R.

Farquharson, T.
Dobson, P. J.
Mech. 1's
Jones, E.
Ashcroft, H. F.
Colenutt, R. J.

Marsh, J. W.
Johnson, J.
Strachan, D. S.
Lawless, K. J.
Jamieson, I.
Holt, G.

Ch.M.E.'s
Peet, J. D.
Hawkes, J. R.

Reece, A. F.
Binnie, C.
Taylor, C.

Langton, I. L.
Richards, B. M.
Hodges, L. D.

King, L. J.
Ashfield, D.
Price, F. J.

Warne, I. W.
Martin, G. E.

Petty Officers

E.R.A.2's
Poingdestre, P.
Adair, R.

Waterman-Walden, P.
Reynolds, K. R.
Blowers, R. L.

Harding, R. J.
Lunn, T. A.
Cook, R. G.

Hodgson, J. R.
Lee, M. G.
Flander, C. W.

Holmes, D. W.
Webster, I. D.

E.R.A.3's
Armitage, A.
Carter, C. L.
Feltham, M. P.

Laurie, R.
May, C. A.
Harrison, D.
Mech.2 and 3's

Hall, H.
Gilliam, D.
Lever, D.
Bradfield, R. J.

Baxter, D. G.
Rokins, A. R.
Embery, I. L.
Scahill, T. D.

Ward, G.

P.O.M.E.'s
Cope, K.
Creasey, I.
Edwards, J. L.
Hopkins, J. L.
Hardwick, S.
McClelland, W. K.
Martin, A. J.

Plant, J. A.
Ashwell, D. M.
Sherlock, J.
Baldwin, W. E.
Marsland, R.
Lawley, J. E.
Rodgers, J. H.
Fraser, C. J.

Kelso, W. C.
Collins, R. W.
Hearne, F. S.
Thraves, J. A.
Boston, F. E.
Ovenden, A. S.
McDougal, W. E.
Wilson, A. W.

Guthrie, J.
Thompson, P. G.
Young, C. N.
Wiltshire, M. J.
O'Connor, J.
Brash, A.
Cameron, I.
Richardson, G. G.

Buckfield, F. S.
Drew, R. A.
Heighes, R. S.
Wilks, G. R.
Bunce, R. A.

Leading Rates

Knopp, S. A.
Clover, B. W.
McCarthy, C. D.

Tester, M. E.
Gaunt, A. A.
Meyrick, N. S.

Durrant, K.
Mason, B. F.
Tolley, A.

Myres, P. J.
Toms, T. R.
Foster, J. F.

Mulley, M. W.
Drew, P. R.
White, J. M.

Webb, A.
Swift, J. E.
Jackson, D. W.
Allen, R. S.
Thompson, G. C.
Lloyd, R.
Breslin, M. J.
Wardell, D.
Robinson, T. A.
Brown, K. R.
Aspley, D. L. G.
Smith, E.
Elkington, R. J.

Bix, P. E.
Bateman, M. J.
Livesay, J. G.
Bartlett, A. D.
Cole, M. D.
Newport, B.
Bickle, D. T.
Harvey-Hall, L. L.
Phillips, R. F.
Calder, W. C.
Henry, J. O.
Shaw, D. W.
Currie, D.
Johnston, I.
Taylor, D. A.
Eccles, T.
Keenan, J. B.
Butcher, R.
Hodge, A. J.
Miller, P.
Buchanan, S. D.
Magin, M. W.
McCormick, T. M.
Dewey, R. A.
Mooney, T.
Osborn, K. L.
Durham, F. J.
Newell, B. D.
Solomon, K. D.
Fitzpatrick, J.
Nicoll, I. H.
Southen, M. W.
Jones, D. R.
Pratt, C. J.
Smyth, J. A.
Jones, T. S.
Robertson, I.
Wootton, B. J.
King, E. W.
Rustage, G. L.
Wilson, A.
Kennett, R. C.
Sibley, J. H.
Watts, M. S.
Kelly, K.

Brimsom, A.
Thirlwall, A. J.
Gardiner, R.
Chivers, B.
Townsend, M. D.
Goddard, C.
Fastwood, C. R.
Gilbert, I. R.
Gore, I. T.
Hazle, M. R.
Mace, D. B.
Hillier, D. C.
Inglis, J. D.

Smith, T. T.
Murten, D. E.
Melville, P. J.
Trudgen, S. N.
Bingham, A. D.
Robinson, P.
Underwood, J. T.
Brown, A. R.
Stewart, I. F.
Wain, R. E.
Bestwick, A.
Sweeting, S.
Walker, A. A.
Bode, E.
Taylor, R.
Wilkinson, R.
Coldwell, C. M.
Whaley, W.
Belford, T. C.
Clayton, F.
Wright, C. W.
Cockerham, G.
Dabner, B. D.
Balston, K. S.
Collins, R. J.
Brown, G. T.
Douglas, R. F.
Foster, G. H.
Bunting, C. J.
Gray, P.
Gilpin, J. H.
Dodds, A.
Hill, P.
Meekins, M. J.
Edwards, R.
Hobson, J.
Edgar, D. J.
Garnes, C. L.
Jones, A. R.
Sheehan, D. E.
Hartley, M.
Jordan, C.
Sheldon, J.
Lancaster, J.
Knott, K. Y.

Taylor, P. J.
Kellaway, C. L.
Jones, I. D.
Newman, J. A.
Kennedy, R. R.
Patterson, J. D.
Allen, R. S.
Lee, M. G.
Pike, J. S.
Asquith, J.
Lanchberry, M. K.
Scorah, R.
Boyd, A.

Junior Rates

Rahamut, A. S.
Matthews, T. H.
Lane, R. M.
Thompson, P. N.
McGregor, J. A. K.
Marshall, P.
Thomas, J. S.
Fisher, P.
Manuel, R. G.
Olerenshaw, P.
Murray, D. S.
Waterman, L. S.
Price, T.
Naylor, A. T. Y.
Taylor, R.
Rhodes, E. O.
Rooney, M.
Waites, A.
Shelton, J.
Towell, M. R. C.
Bissett, J. R.
Spivey, J. I.
Thomas, B. L.
Boland, P.
Thomas, D.
Wooldridge, M. D.
Gisby, T. W.
Watson, J. G.
Aubury, V. N.
Howard, K.
Wells, D. J.
Meyrick, W.
Wright, T.
Birch, A. A.
Bowe, D. I.
Magner, T. T.
Butler, N.
Brennan, B. T.
Rees, B. W.
Dance, V.
Grey, E.
Terry, R. H.
Ewen, J. M.
Jones, R.
Walker, C.

Mitchell, G. C.
Zak, C. F.
Dean, W.
Welsh, M. J.
Howe, T.
Elkington, R. J.
Foster, T.
Mason, D. F.
Sunley, R. S.
Ferguson, D. J. R.
McKie, W. E.
Clifford, S.
Hammond, R. W.

Malcom, D.
Russell, J. F.
Bertie, G. M.
Jackson, D. I.
Thornton, D.
Hardacre, E. J.
Rigby, R. E.
O'Connell-Davidson, J. B.
Reeves, D.
Attley, A.
Ashworth, D.
Ashton, C. B.
Brown, A. R.
Brown, D. J.
Bullocks, E.
Booth, B. H.
Burkitt, S.
Black, E.
Bowen, K. J. V.
Brown, A.
Bradley, D. S.
Baldwin, R.
Best, D.
Boland, P.
Brown, W.
Colins, L.
Cameron, J. A. G.
Chipperfield, P. J.
Crawford, W.
Croxon, R.
Daniels, H.
Donohue, T. E.
Darch, J. B.
Davidson, D. V.
Downie, B. D.
Etherington, W. R.
Eggleston, T.
Friend, R. E.
Ferguson, D. W.
Frost, S. M.
Gilchrist, A. M.
Gracey, B.
Griffiths, A. J.
Hamilton, J.
Holmes, D. G.

Southey, D.
Hodder, A. R.
Howe, T. R.
Sullivan, R.
Reed, M. C.
Rocket, M. J.
Maxwell, G. M.
Saunders, L.
Winton, A.
McRoberts, A.

Hayward, J.
Huggins, J. F.
Harris, M.
Haw, T. H.
Jones, R. J.
Johns, C.
Jarrett, A. T. G.
Lusher, M.
Larkham, D. G.
Moodie, E. G.
McFarlane, J. D.
Metcalf, K.
McWeeney, S. J.
Morris, D.
Milner, B.
McManus, A.
McGoogan, M.
Nicholas, A. J.
Norman, P. A.
Owen, D.
Pickford, D. M. S.
Powell, M. W.
Parr, M. J.
Pearson, D. G.
Philipson, E. P.
Pironi, B. D.
Robinson, N.
Rutherford, W.
Ried, N. L.
Rumfitt, A.
Ralph, A.
Roberts, D.
Roberts, J.
Richardson, B. J.
Songhurst, B. W.
Skinner, W. R.
Smith, D. W.
Sharpe, J. E.
Turner, L. C.
Whiteley, B.
Wake, D. T.
Winkworth, E. G.
Whaymand, G. A.
Wild, L.

Shipwright Department

Shipwrights

Shipwright Lieutenant-Commander J. C. HUMPHREYS Shipwright Sub-Lieutenant M. W. JONES

Chief Shipwrights

Beeston, M. Aitchison, J. E. Mundy, B. Horton, M. A.

Shipwright Ist Class

Brigden, R. J.	Ellis, D. J.	Salter, P. R.	Taylor, B. J.	Urwin, T.
Burgess, D. A.	Hoskins, N. J.	Shields, N.	Thomas, M. R.	Wedge, G. J.
Donohoe, B. J.	Leal, J. D.	Taylor, C. E.	Thompson, C. J.	

Shipwright 2nd Class

Cornwell, D. W. Raservere, P. W.

Shipwright 3rd Class

Horsley, R. W.

Weapons Electrical Department

Commanding Officer

Commander C. A. CAMBROOK

Lieutenant-Commander

Lieutenant-Commander DAVIS, B. F. L.

Lieutenants

CASTLE, J. M. GRIFFITHS, J. G. HAMBLIN, J. E. STUDWELL, E. J.

Sub-Lieutenants

DALY, V. C. WESTON, J. W. A.

Chief Petty Officers

Abery, E. G. E. (Ch.El.)	Davis, A. G. (O.A.1)	Higgins, J. J. (C.E.A.)	Moss, B. A. (E.A.1)	Scanlon, W. W. (E.A.1)
Backhouse, C. (O.A.1)	Hodge, J. R. (E.A.1)	Jesse, P. F. (R.Mech.1)	Parish, J. N. (Ch.El.)	Simcock, J. B. A. (R.Mech.1)
Beck, W. H. (Ch.El.)	Dagg, J. 1. (R.E.A.)	Kelly, B. W. (C.R.E.A.)	Roake, J. B. (C.R.El.)	Tudor, R. G. (C.R.E.A.)
Caywood, D. (C.E.A.)	Garbutt, E. K. (C."L"Mech.)	Lawson, R. F. (R.E.A.)	Stoppani, F. J. (C.O.A.)	Wood, C. (O.A.1)

Petty Officers

Blandon, B. S. (E.A.2)	Dowson, B. A. (R. Mech.2)	Holbrook, D. G. (L.Mech.3)	Murphy, R. K. (P.O.El.)	Sanders, G. P. (R.E.A.2)
Birks, A. B. (L.Mech.3)	Gilder, B. W. (E.A.2)	House, R. G. (R.E.A.2)	Needham, J. (P.O.El.)	Semke, R. L. (P.O.El.)
Burns, P. (P.O.El.)	Gorfin, J. (P.O.El.)	Howland, R. (W.Mech.2)	Norman, R. (L. Mech.2)	Thompson, R. (L.Mech.2)
Cooper, R. J. (O.A.2)	Gower, D. C. (R.E.A.)	Keating, A. (E.A.2)	Nugent, L. P. (P.O.El.)	Walker, R. A. (L.Mech.2)
Croft, W. P. (P.O.El.)	Grainger, G. H. (P.O.R.El.)	Knowles, A. (P.O.El.)	Orwin, N. S. (P.O.El.)	Wiggins, R. J. (P.O.El.)
Door, G. M. (P.O.R.El.)	Halsey, H. R. (P.O.R.El.)	Macauley, J. S. (R.Mech.2)	Nickerson, W. E. (P.O.R.El.)	
Donald, D. (O.A.2)	Hamshaw, A. (R.E.A.2)	McConnel, D. (P.O.El.)	Pattison, M. (R.Mech.2)	

Leading Rates

L.R.E.M.'s Cramer, W. H. Elliott, R.	Hawthorn, D. R. Hindson, L. Johnson, J. F.	Jones, R. D. McIntyre, D. Richards, R. C.	Ratcliffe, D. R. Vaughan, M. G. Wareham, A. J.	Walsby, K. J. Wheatly, B.
L.E.M.'s Alderson, J. Bingham, A. P. Campbell, M. J.	Coker, G. F. Davis, C. Donnelly, C. Garrod, T. F.	King, I. C. Park, B. R. Quinn, H. W. Shepherd, A.	Thompson, W. Welsh, T. Westcott, M. W. Weston, P.	Valiant, D. W. Yates, J. A.

Junior Rates

R.E.M.'s Acred, T. A. Anderson, R. Blythe, B. S. Carabott, E. S. Chapman, W. G. Clapp, C. C.	Cunningham, G. Dent, C. E. Falconer, T. M. Elcocks, R. M. Farrugia, J. F. Frisbee, R. H. Goodyear, R. B.	Hall, R. J. Hall, E. C. Harvey, J. F. Hocking, R. F. Hill, D. G. Hutton, A. D. Jackson, B.	Holness, G. F. King, R. F. King, T. B. Moran, B. W. Law, M. J. Penkethman, P. Price, G. J.	Roberts, P. J. Smith, B. E. Spilstead, J. H. Woodward, M. B.
E. M.'s Avery, N. Cameron, J. R. Carr, W. Coull, C. Dair, A. Downer, P. A. Dunsmuir, B. Ebborn-Skinner, J. Edwards, J. P. Fairchild, K. J.	Filler, J. B. Gardiner, J. Gibbons, P. Goodwin, G. G. Goodwin, R. R. Green, B. E. Harriott, W. L. Hannah, M. W. Harley, D. J. Rely, B. J. Horton, R. P.	Houston, A. Ingram, D. G. Jones, G. Kerr, D. Kiersy, J. J. Killey, R. J. Kimber, R. E. Kinnane, C. Lambert, B. G. Leslie, G. R. Lindsay, R. B.	Longstaff, R. Mackay, A. D. Maskell, D. R. McDowell, D. J. McMahon, P. J. McNab, J. A. Minns, J. R. Milligan, F. R. Mooney, F. Roberts, A. A. Russell, K. J.	Service, B. R. Smith, R. E. Smith, S. P. Stanistreet, M. R. Weaver, M. Wardle, R. Yule, A. C.

Apprentices

Blackmore, P. J. (El.Mech.) Bulling, D. J. (C.A.W.)	Castle, G. G. (R.E.A.) Chase, M. J. (R.E.A.)	Duke, R. L. (El.Mech.) Payne, R. M. (C.A.W.)	Mainwaring-Dunstan, M. (El.Mech.)	Slade, I. S. (C.A.W.) Thomas, A. M. (C.A.W.)
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Medical Staff

Surgeon Commander J. KEELING	Surgeon Lieutenant-Commander J. BERTRAM Fearnley, D. G. (C.P.O.M.A.)	Surgeon Lieutenant R. E. SNOW
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Petty Officers

Stephenson, F. A. (M.T.2 (L))	Warfield, B. (M.T.2 (N))	O'Neill, E. J. (M.T.3 (R))
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Leading Rates

Chrimes, R. (L.M.A.)

Junior Rates

Poet, M. G. (M.A.)	Gibbons, D. J. (M.A.)	Norton, B. (M.A.)	Curtis, D. F. (M.A.)
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Dental Staff

Surgeon Commander (D) R. R. B. GJERTSEN	Surgeon Lieutenant (D) N. R. ATTENBOROUGH
Mathews, G. (P.O.M.A.)	Humphreys, W. (L.M.A.)

Meteorological and Education

Instructor Commander S. TERRY, M.A.

Instructor Lieutenant Commanders

GOFFE, R. E., B.Sc.

O'REILLY, M. F., B.Sc.

YORK, A. H. R., B.A.

Bell, G. A. (P.O. (A))

Brooker, R. (L.A.)

N.A.
Daniels, J.

Edwards, R.

Wilkinson, B. T.

McSweeney, T.

Reeves, L.

Regulating Staff

Master-at-Arms J. Shade

Regulating Petty Officers

Lee, P. B.

Robertson, P.

Mulloy, F. M.

Wade, S.

Leading Patrolmen

Stevenson, S.

White, T.

King, C. R. J.

Royal Marine Band

Bandmaster L. R. GREEN

Collins, N. F. (Band Sergeant)

Bennett, A. (Band Corporal)

Dawkins, I. (Band Corporal)

Musicians
Bunch, R.
Saunders, S.
Ludbrook, J.

Lane, T.
Thorne, J.
Hargreaves, K.
Mytum, A.

Bowler, K.
Houlden, K.
Ingham, R.
Richardson, A.

Jennings, M.
Frost, R.
Tucker, T.
Russell, R.

Schooley, K.
Rowell, A. (Bugler)
Moore, P. (Bugler)

Chaplain

The Reverend P. J. BURGOYNE, B.Sc.

Roman Catholic

The Reverend J. DOOLEY

Church of Scotland and Free Churches

The Reverend A. CONN, B.A., B.Sc.

In Memoriam

Lieutenant-Commander Neil Whitwam
Lieutenant-Commander Alan Johnson
Lieutenant Dick Brown
Sub-Lieutenant Paul Dyer
Leading Seaman John Gee
Able Seaman Jan Skorupski

*Give me for light, the sunshine of Thy sorrow,
Give me, for shelter, shadow of Thy cross;
Give me to share the glory of Thy morrow,
Gone from my heart the bitterness of loss.*

G. A. Studdert-Kennedy