



Victorious and Vikrant in company during JET 64.

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

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

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

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

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

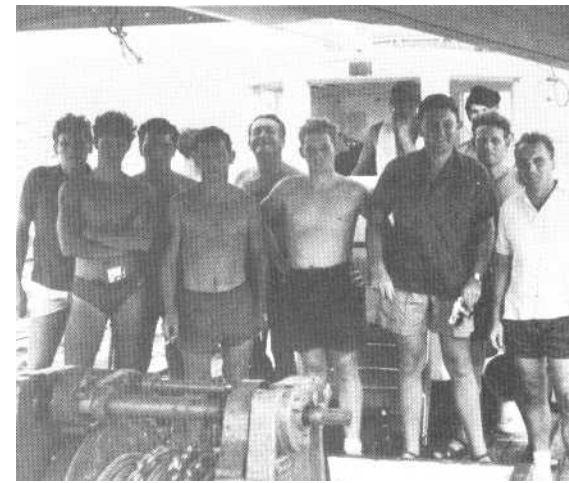
it was nice to have the extra space on deck. Finally, the entire Fleet retired to Singapore for the inevitable 'wash-up' and in our case an S.M.P. We were hosts to 900 Commonwealth guests at a monster cocktail party onboard. It was during this exercise, on 11th, that we 'Spliced the Mainbrace' in honour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

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

OPERATION BANYAN

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

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



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

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

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

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



A welcome guest: Flag Officer, Commanding Indian Fleet.

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

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

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

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



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

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

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

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

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

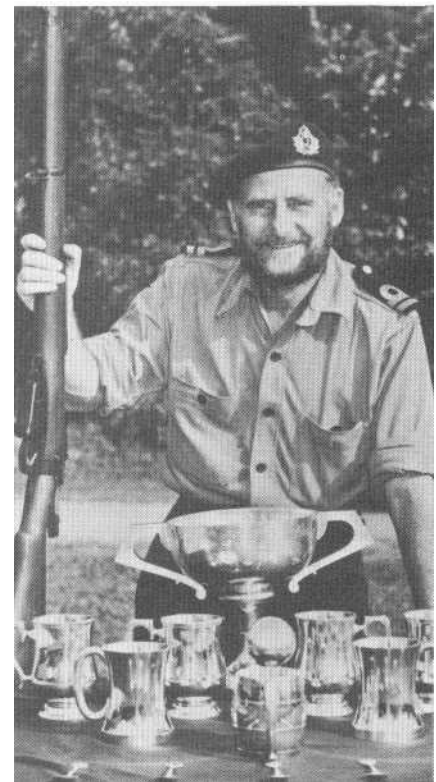
"Shortly after midnight they returned to their boat, carrying the red haired one, who must have been wounded somehow. Unfortunately I missed their departure in the morning, as I had some pressing business with another of my Sub Agents. Another agent, later in the day, signalled me that the vessel appeared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

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

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



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



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



The H.M.S. VICTORIOUS teams at the conclusion of the Far East Rifle Meeting. Standing - P.O.A. F. Ashton, R.E.A. Turley, R.E.A. Cranie, E.R.A. Armstrong, C.A.A. Nichols, Surg.Lt.(D) Grant, R.E.A. Hodder, C.P.O. G.I. Ward, L.A. Cumpson, P.O.M.(E) Caldecott, Lt.Cdr. Perry, N.A.M. Rowsell, Lt. Ramsay, Stwd. Evans, A.B. Fiest, M(E) Platt, J.M.(E) Miller, Sub.Lt. McKeay, R.E.A. Mason, A.M. Jones, Lt. Whatley. Sitting - L.S. Nundy, J.S. Harvey, J.S. Kirk, J.S. Colbourne, M.(E) Smith, J.S. Miller, E.M. Brides. The following, not in the photograph, also competed; P.O. Haynes, J.M.(E) Allen, Ck.(S) Walsh.

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

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

Meeting with several more pots for his mantle-piece.

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

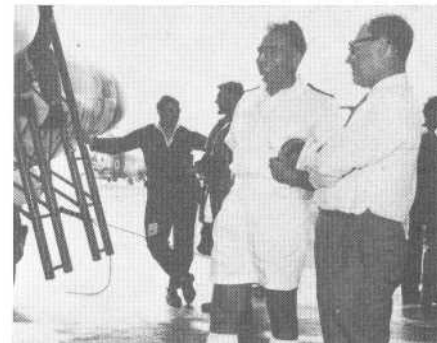
On the 13th April, we sailed again with our Australian friends PARRAMATTA and YARRA together with LINCOLN all in close attendance. HAMPSHIRE, the first of the new County Class G.M. destroyers to reach the Far East, met us and fired a Salute to F.O.2's flag. After a little private flying, we joined CENTAUR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



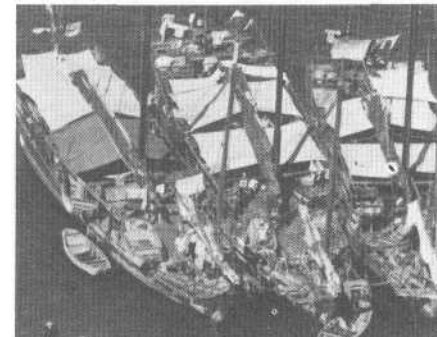
F.O.2 greets F.O.A.C. when he arrives aboard Victorious for an informal visit.

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

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



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



At Hong Kong again.



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



Jenny gets her cake.



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

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



A coy Kimomo.

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

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

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

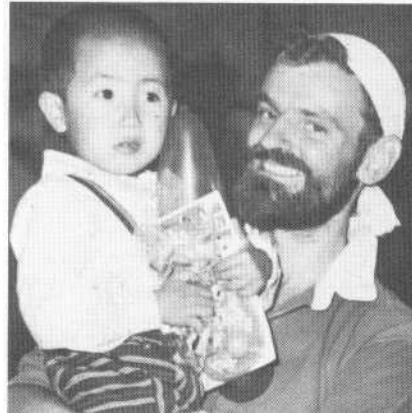
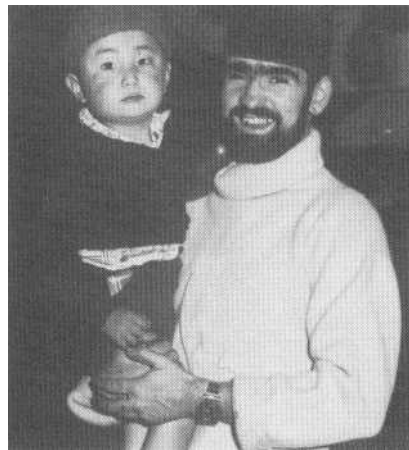


we passed through the Straits of Formosa ... "On my left, Red China: on my right, Nationalist China". The temperature began to fall, so we shook the moth balls out of our blue suits and ruefully compared their waist measurements with our own. ". . . and ne'er the twain shall meet!" Okinawa slipped by,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

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



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



The children's party at Yokosuka.



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

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

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

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

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



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





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



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



Cutting the anniversary cake after a year in Commission.



The last launch.

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

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

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

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

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

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



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

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

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

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



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

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

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

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

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

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

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

Some



of

The Captain greets Vice Admiral Sir John and Lady Hamilton.



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



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

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



our



Visitors

Beaver - mind it doesn't blow away!



Sea Balliol from Boscombe Down.



A Skyraider makes a free take-off.



Single Pioneer of 229 Squadron.



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



Deck-hockey.



Volley Ball

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



Sports Reports

Happy Hour

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

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

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

Rugby

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

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