

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

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

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

The following have represented the 1st XV: -

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



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



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

### Hockey

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

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

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

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



*Athletics team at the Victory Championships.*

### *Athletics*

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

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

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

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

Results: -

COLLINGWOOD	90 Points
VICTORY	79 Points
VICTORIOUS	40 Points

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

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

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

The following have represented the Ship: -

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

### *Soccer*

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

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

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

*Ship's Soccer team.*



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

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

Results : —

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

The following have represented the Ship: -

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

### Boxing

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



M.(E). Feams, Stwd. Risi

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

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

Our team in the Novices Championships was:-

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



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

### Squash

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

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

### Cricket.

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

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

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

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

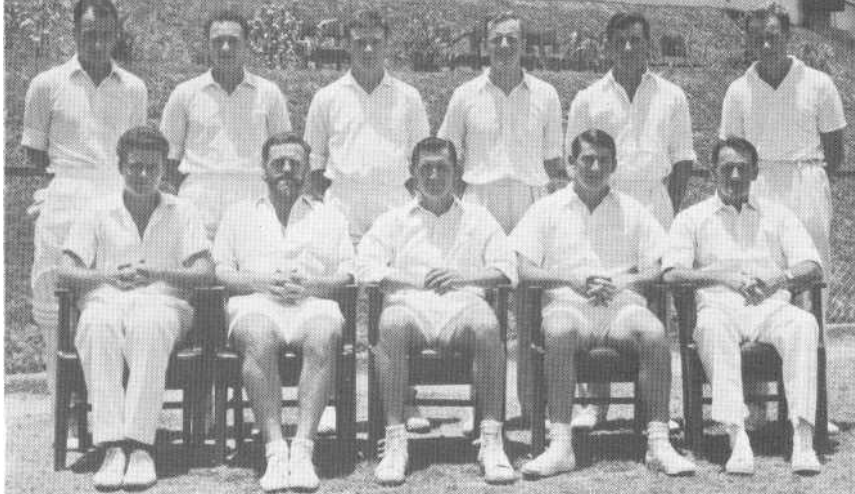
We are now looking forward to the cricket season in Singapore when we expect to have several players in the R.N. XI.

#### Results

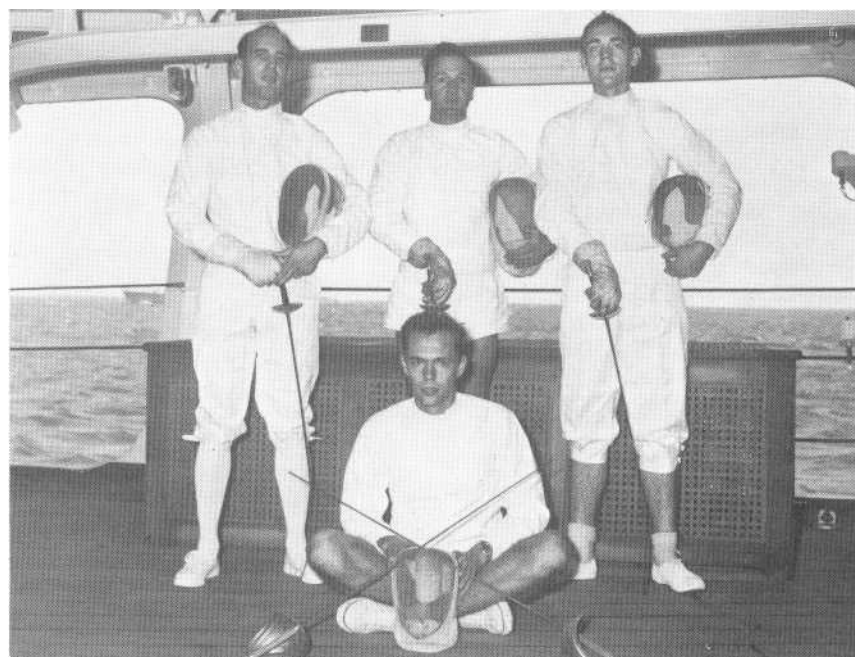
	P	W	D	L
Ist XI	6	4	1	1
2nd XI	4	1	0	3

The following have played for the XI:-

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



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



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

### Fencing

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

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

Fixtures consisting mainly of foil

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

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

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

## Basketball

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

P	W	D	L
58	41	1	16

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

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

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

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



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

## Water Polo

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

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



## Tennis

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

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

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

The following have represented the ship: -

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



## The Air Group

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



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



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



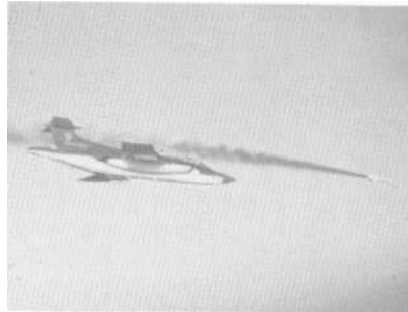
*Off we go.*

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

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

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

## 801 Squadron



*"Take that!"*

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

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



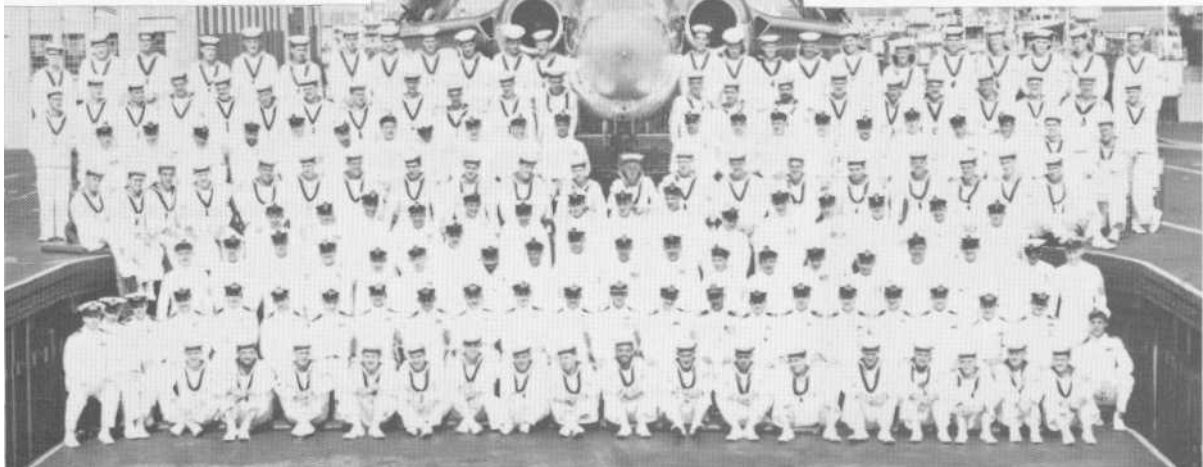
During exercise LIGTAS we disembarked as guests of the U.S.N. at N.A.S. Cubi Point for what was probably the most successful period of the Commission both from the flying and maintenance sides. Our role was



*Home again.*

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

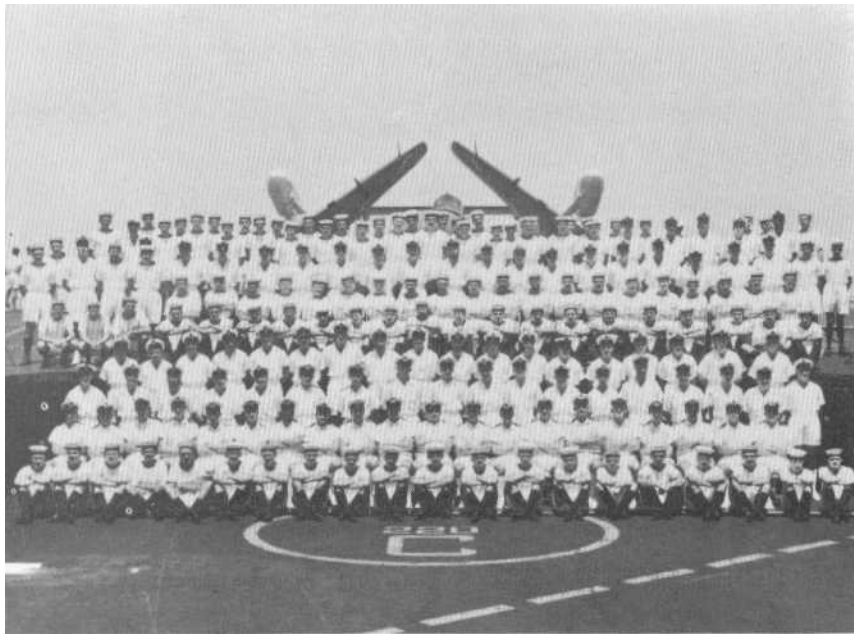
When 801 Squadron first embarked in H.M.S. VICTORIOUS the Buccaneer was hardly in an operational state and had been given few clearances, but now the aircraft has begun to find its feet due to a great extent to the many trials carried out by the Squadron. Although we have not flown as much as we would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



# 893 Squadron

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

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



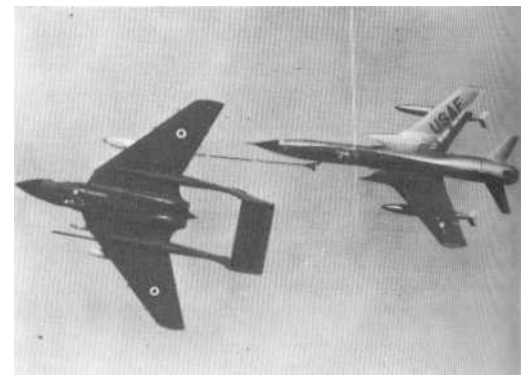
893 Squadron, June 1964.

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

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



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



Vixen re-fuelling F.105 Thunderchief.

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

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



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

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

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

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

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

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

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

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



893 Squadron Officers, June 1964.



Sub. Lt. Woolley's night barrier landing.



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

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



# 814 Squadron

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

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

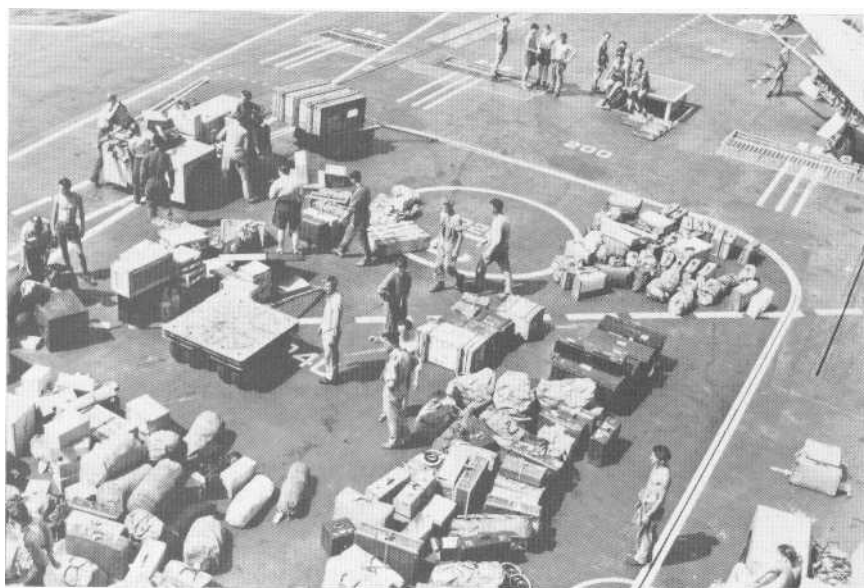
It was during our first visit to Hong Kong that the Squadron carried out its first series of trooping and assault drills. On this occasion it was the Durham Light Infantry, the South Wales Borderers, and the Second Battalion, Second King Edwards Own Gurkha Rifles who worked with us.

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

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



*The Squadron arrives.*



*Some of our gear - yet another move.*

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

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

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

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