

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

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



*Don't forget the diver!*



*The Sub-Aqua Club.*



## Gunnery Department

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

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

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

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

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

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

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

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

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

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



*Neptune's Minstrels.*

## Royal Marine Band

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

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

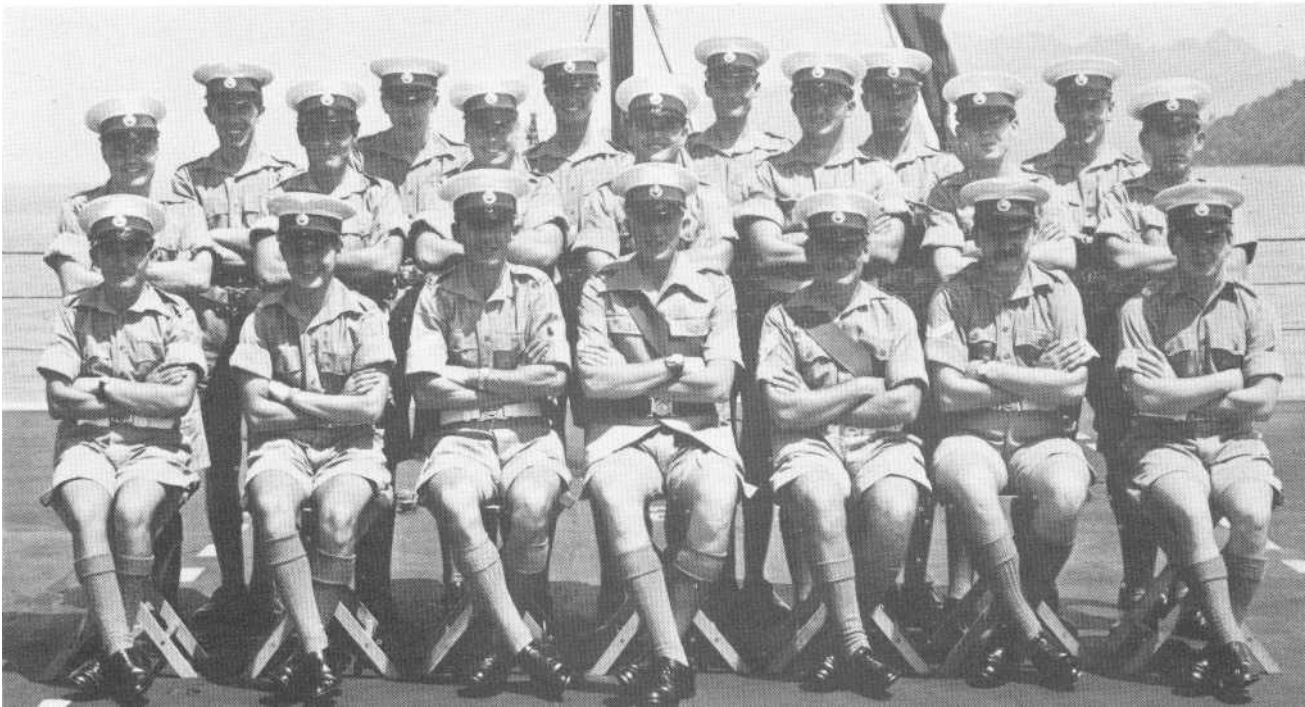
Beating Retreat is always popular, nowhere more than at Dar-es-Salaam where the Band was almost mobbed - in appreciation, of course. During a concert programme beforehand, even a football net failed to keep the crowd at bay, and after a dashing performance by the percussionist, Mne. Jones vanished under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

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

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



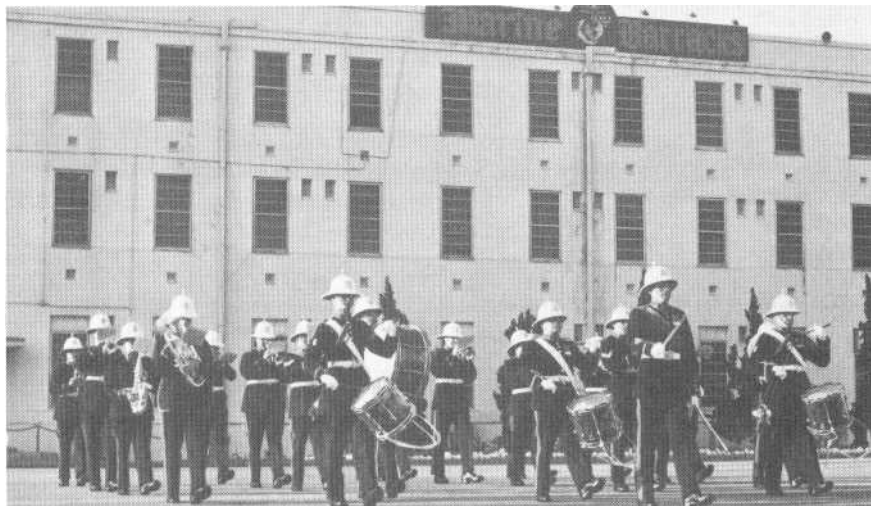
*The First Lord, Lord Carrington inspects the Ceremonial Guard at Singapore.*



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

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

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



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



# Commander's Office

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

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

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

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



## Regulating Staff

### A few vital statistics:

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

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

Heard at the Reg. Office door:

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



# The Unofficial Division Chinese

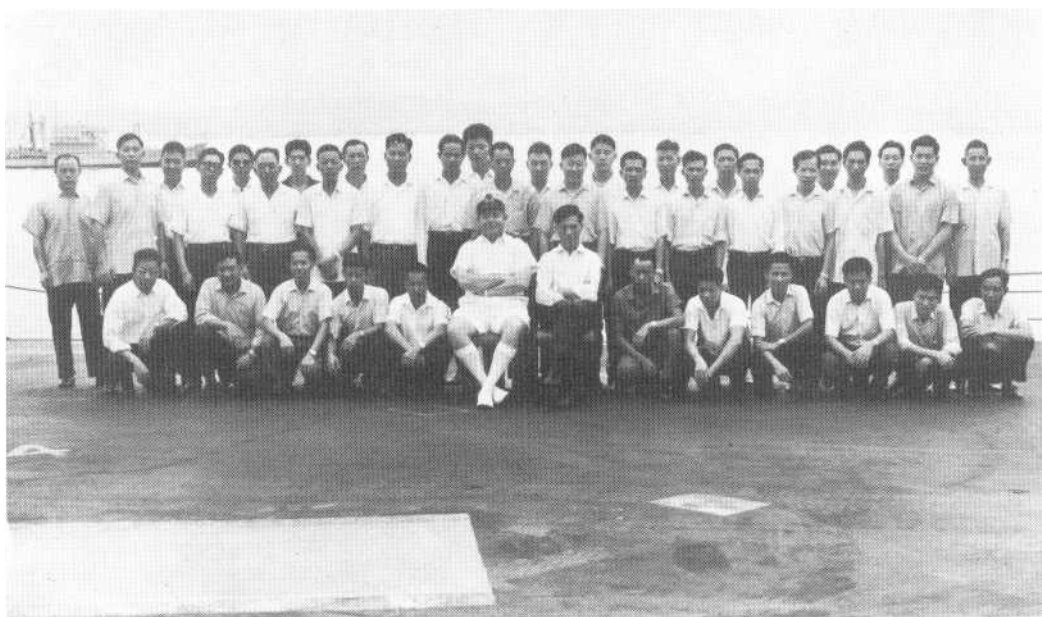
JOINING ON THE 22ND SEPTEMBER, 1963 for his second commission in VICTORIOUS, K. P. LAU has rendered yeoman service to the Ship's Company, as Number One of the Tailoring, Shoemaking and Laundry Lions.

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

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

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

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



## Bosn's Party

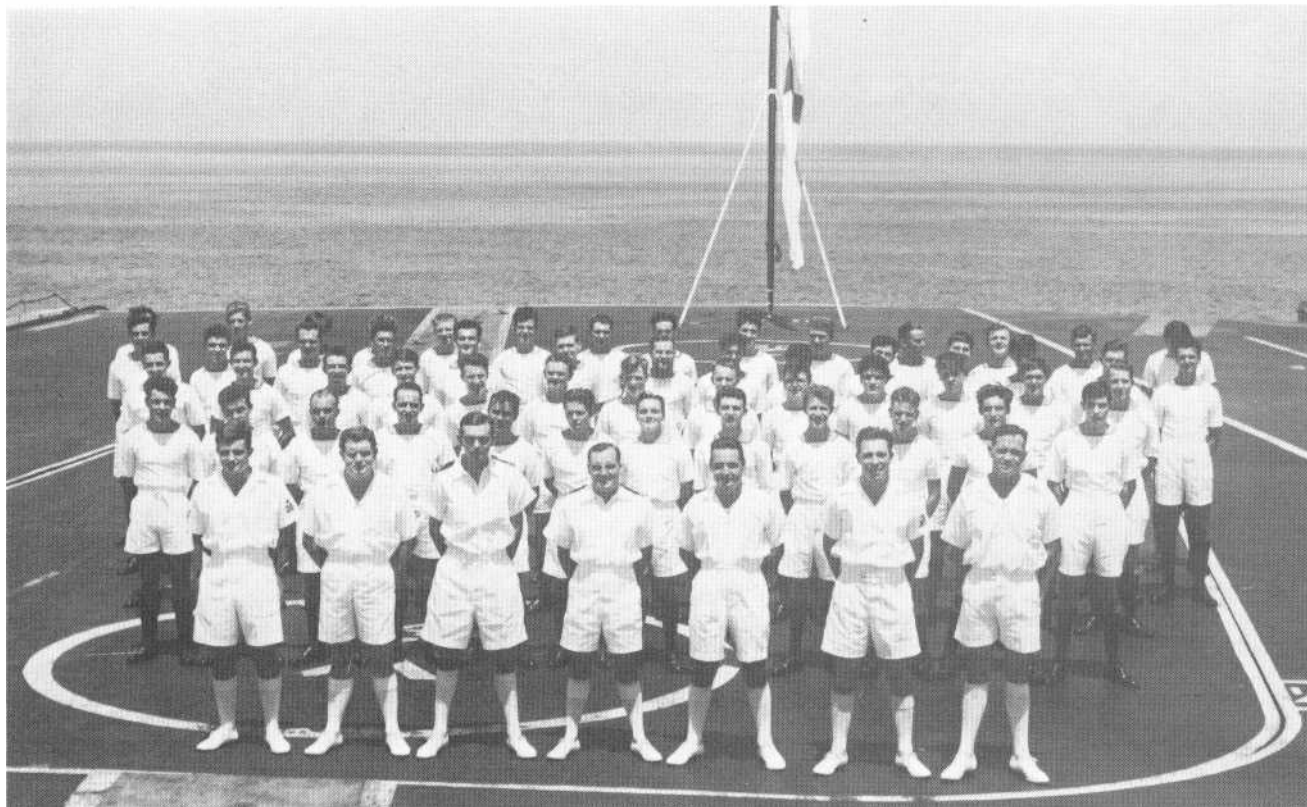
Brooms, buckets and brushes and scrubbers supplied,  
Oiling at sea they took in their stride.  
Sewing of canvas caused them no dismay,  
Nor did replenishment when underway.  
Splicing, of course, was the test of their craft,  
Passing of tows, they did this fore and aft.  
Anything anywhere, that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

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

SPIKE



# Executive Department



*Foc'sle Division.*

## Foc'sle

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

Length 104 feet

Breadth 76 feet

Size of cable  $2\frac{3}{4}$  inches

Length of cable  $518\frac{3}{4}$  fathoms

Weight of anchor 8.15 tons

Depth of water 18 inches!

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

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

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

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



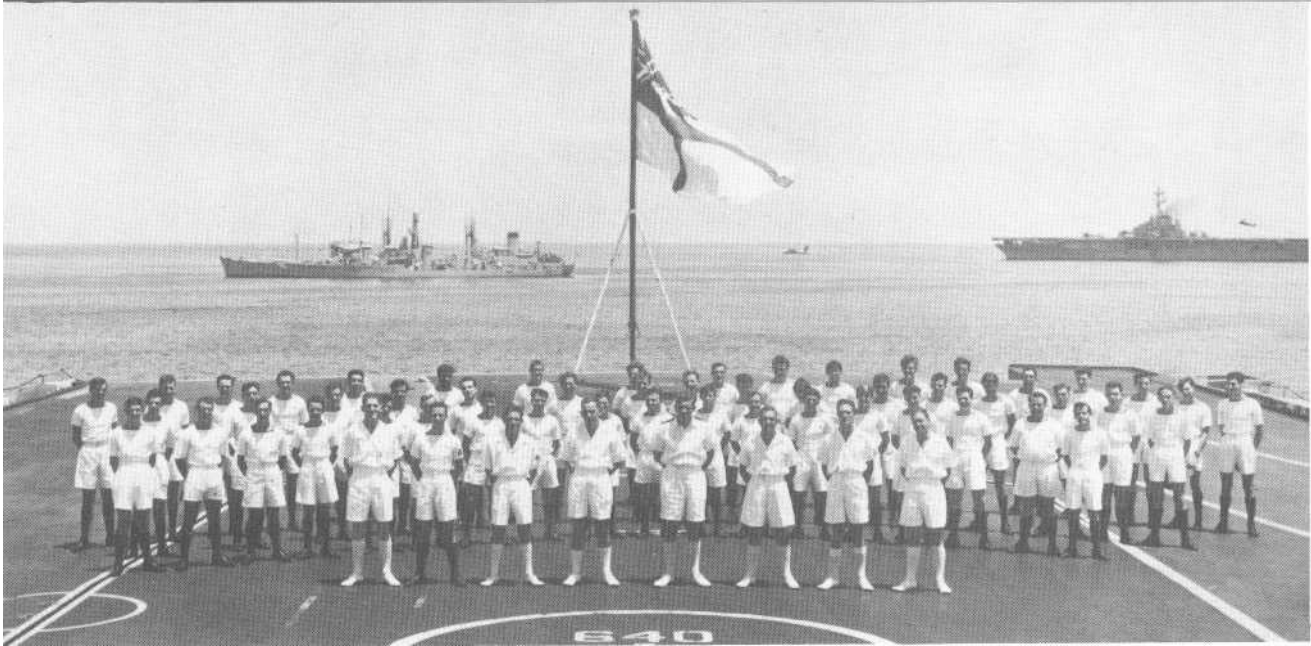
## Top Division

Divisional Officer Lt. C. Buckle.

Captain of Top P.O. J. Blunden

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

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



*Top Division.*

reading of Warrants.

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

## Quarterdeck Division

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

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

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

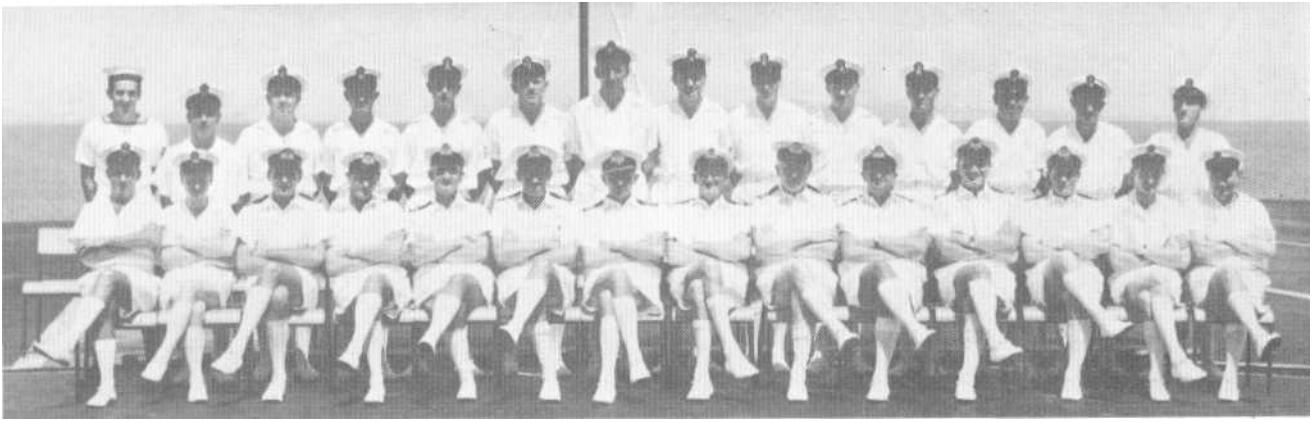
healthy hangovers at the Commander's Table after a good run ashore.

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

their various necessary and excellent ways.

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



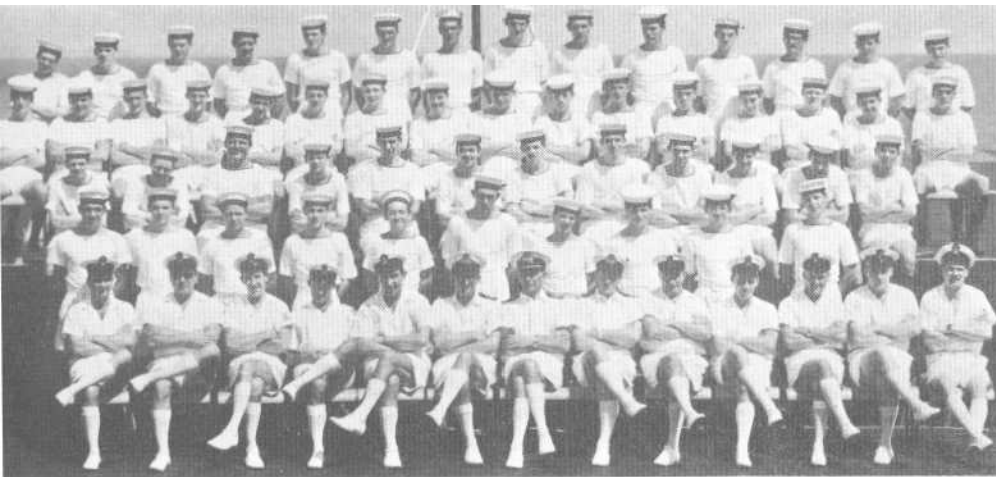


*"S and S" Officers and Senior Ratings.*

## Supply and Secretariat Department

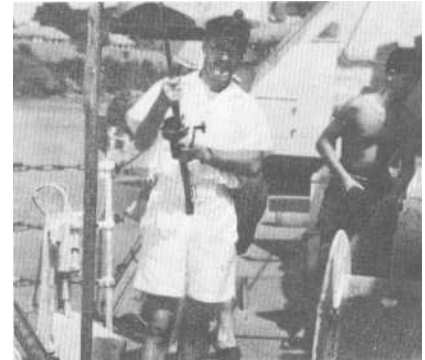
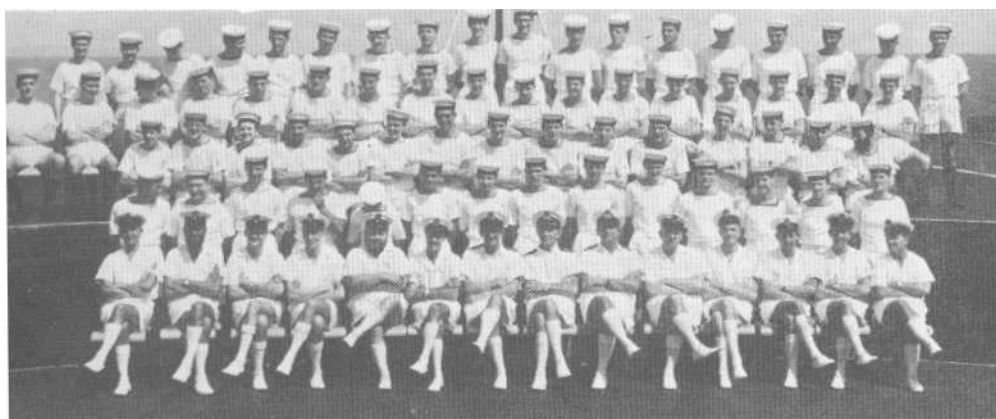


*Stores(S), Stores(V) and Writers.*



*Cooks (S).*

*Officers' Cooks and Stewards.*



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

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

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

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

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

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

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





*Christmas puds . . .*



*. . . and cakes.*



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



*One day's victuals.*

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

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

..... **and cooks all your grub** .....

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

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

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

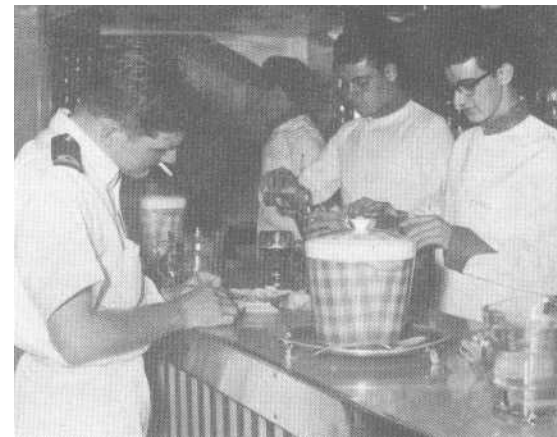
..... **in fact, which serves you all.**

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

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



*Meat . . .*



*. . . and Drink for the Wardroom.*



# H. M.S. VICTORIOUS

## OFFICERS

### Captain

P. M. COMPSTON

### Commanders

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

### Lieutenant Commanders

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

### Surgeon Lieutenant Commander

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

### Chaplains

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

Rev. I.J. Vincent

Rev. J.I. Sheehy

### 69 Carrier-borne Ground Liaison Section

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

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

### Lieutenants

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