

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.

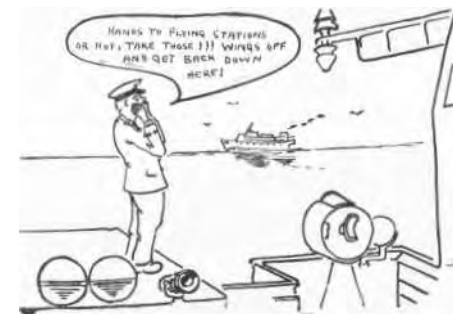
Well, what does the Communicator do? It doesn't sound much, but when you consider that there are approximately sixty personnel employed in the department and during large scale exercises it necessitates the whole department going into two watches to carry out the commitments then you will realise that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



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

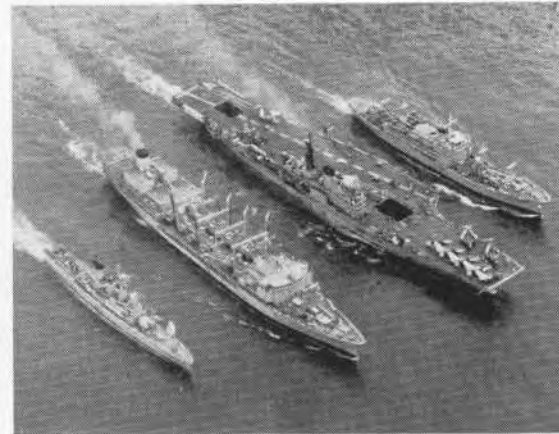
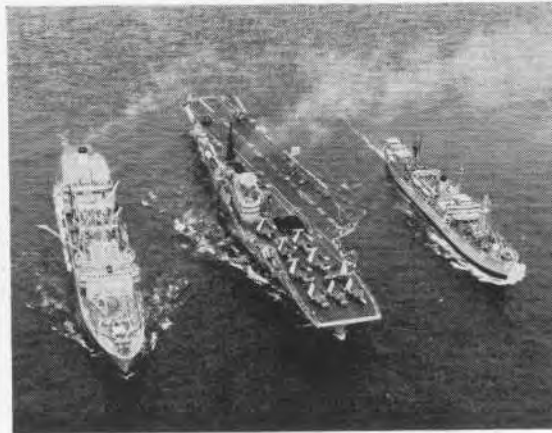
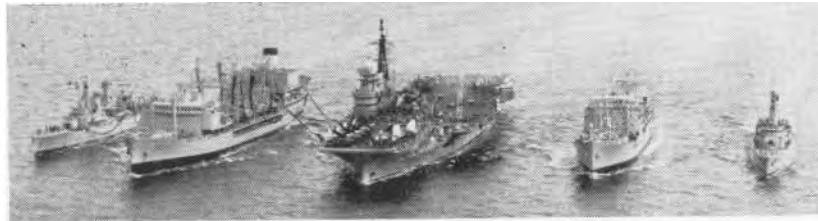
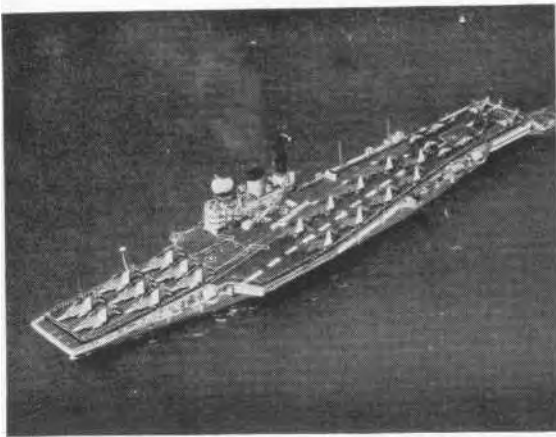


OF COURSE, IF IT DOESN'T WORK, YOU CAN ALWAYS GO - FISHING!



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*



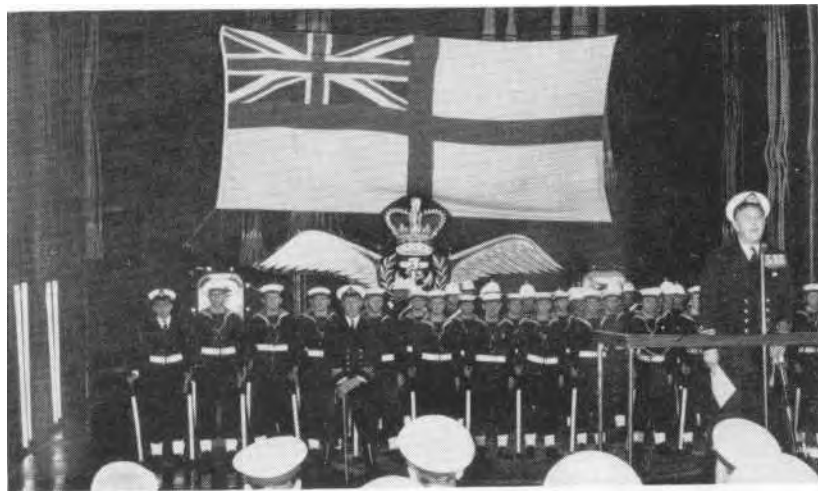
the Air Weapon Supply Party

*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 ...

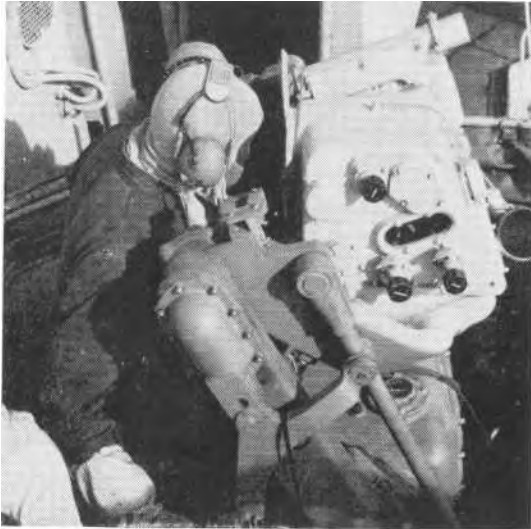


... ceremonial ...



... armed parties ashore ...

*and Gun Defence,
in which . . .*



the directors' crews . . .



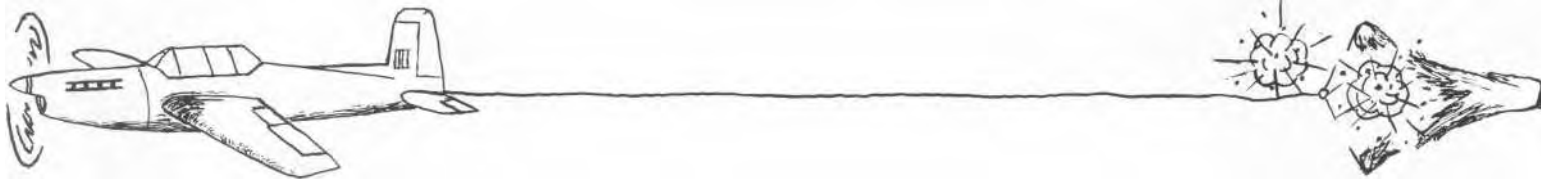
. . . the guns' crews . . .



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

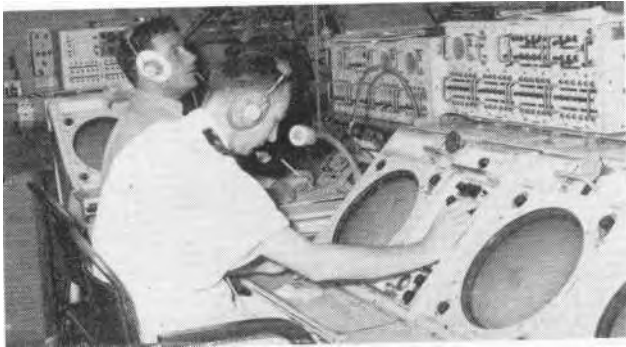


. the maintainer

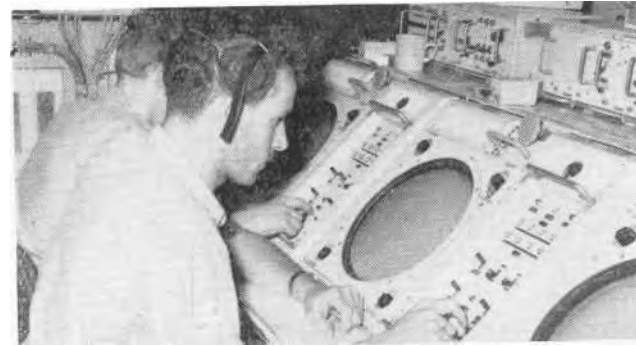


. . . have usually achieved the aim.

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 . . .



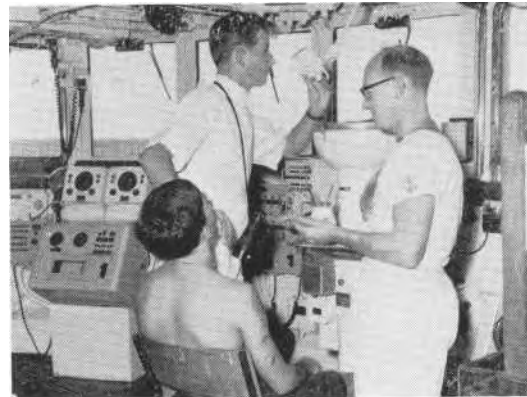
. . . watched . . .



. . . 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."

