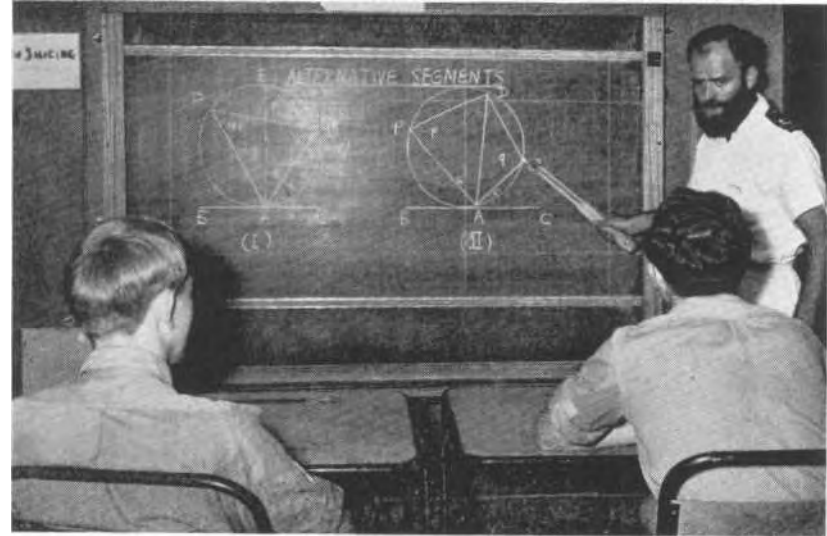


Educational Department

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 "