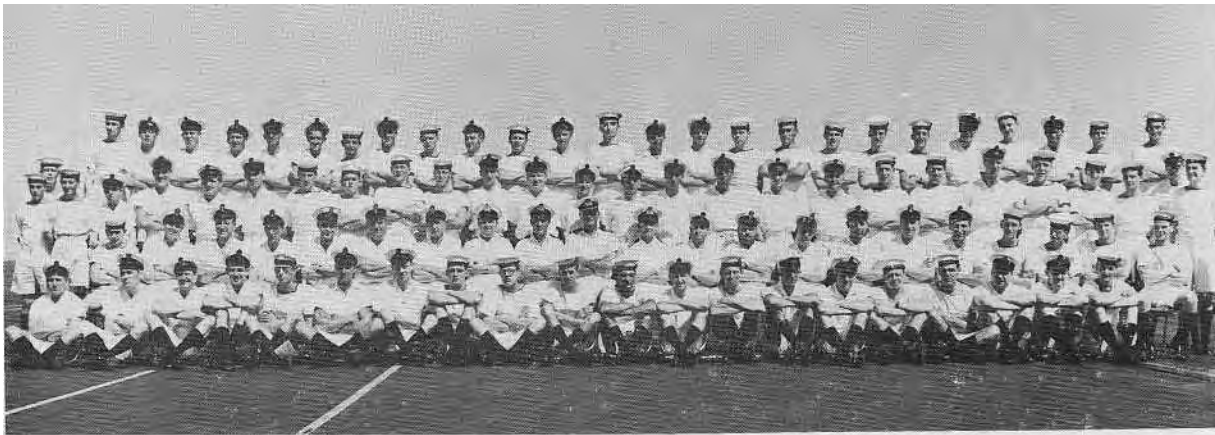


have a mental glimpse of the S-men who started it on its way there, and who are still digging deep into filing cabinets and clanking away single-mindedly on typewriters.

The Officers' Stewards and Cooks do not come into contact with the Ship's Company as much as the rest of the Supply and Secretariat department, but all the same much of their work is unseen and unrecorded. Serving food and drink in a spotless wardroom is in itself a major task, but during the hours before the Stewards have polished brass, arranged tables and cleaned cutlery in preparation for everyday ordinary mealtimes. In cabins, bathrooms and flats too the endless silent task goes on, and the after end of the Ship remains immaculate. So when you next come cursing cropper down the ladder from the Quarter-deck, do not swear too loudly. Instead, remember those S-men who polished it so well!



*Officers' Cooks and Stewards.*

The smallest hard-working section of the Supply and Sec. on board are the Officers Cooks. Proof of their unassuming behind-the-scenes work is brief to the outsider, being usually confined to a mouth-watering aroma of good food that has drifted into the Wardroom flat. But to the officers who have relished swiftly prepared sandwich snacks or vast banquet-like Mess Dinners their culinary skills have been a continual reason for praise.

Thus the remaining five strong vertebrae of H.M.S. *Victorious'* Supply and Secretariat backbone slip easily into place.

However, all work and no play will make a Pusser a dull boy. The Supply and Secretariat of H.M.S. *Victorious* have never failed to provide a team in any sport they have been called upon to play. In soccer, cricket, hockey, athletics, volley-ball and deck-hockey, a team of Pussers has always been there.

Playing their part to the full, whether it has meant a complete team of Jack Dusty's for one game or Chef's for another, the department has never been let down.

To pass from the general to the particular. To look at the Supply and Secretariat Department from the inside and at the characters and happenings that have made us the steadfast backbone of *Victorious*. Our first Commander (S), Commander Henderson, unfortunately left us at the beginning of 1959 after the fine start he gave to the running of the Department. No-one though would have wished him to remain as he left for the higher world of the Admiralty, and the rank of Captain (S). Commander Petrie-Hay was his immediate relief and he soon became well-known, for he introduced the more than popular choice system of messing and "cheesey-hammy-eggy" main dishes in the Forward and After dining halls, and this soon won the admiration of the hearty eating Ship's

Company. With him as the figurehead, the Department progressed more and more throughout the Commission.

Our Deputy Supply Officer, Lt.-Cdr. Bradbury, left us in August 1959, and was relieved by Lt.-Cdr. Erskine. The DSO had been on the ship long before it had commissioned and had seen the Supply Department grow from the days when there were no stores or offices at all aboard H.M.S. *Victorious*. Even with so many branches within the Department he still found time to encourage the sporting side of the S. and S. and it flourished with his advice.

Lt. Botting has been the guide of the "Sea-Going Ironmongers" (Naval and Air Stores Department) throughout the commission and despite the enormous store-ships in Portsmouth, Gibraltar and Malta and the collecting of air-mail stores at every port we visited, he has remained to tell the long tale.

S.C.P.O. (S) Holmes has frightened away many a would-be customer from the Main Naval Store with his ferocious appearance of stiff beard and deep voice,

at those that have braved the storm have found perfect service. L.S.A. (S) Shepherd as the oldest member of the Staff has wisely volunteered for the next commission, and S.A. (S) Williams has proved Himself a first-rate entertainer with his S.R.E. Programme and his performance as Santa Claus on board at Malta in Christmas 1958, whilst S.A. (S) Paine has continually disappeared from the ship on lengthy expeds. or other sporting activities both at home and abroad.

For the majority of the commission the head of the Sea-Going Grocers (Victualling Department) has been Sub.-Lt. Joyce. He too has organised store-ships across the Northern Hemisphere from pusser's rum in Portsmouth, England, to buying "all-American" turkey and chicken in Norfolk, Virginia. S.C.P.O. (V) Cooke has passed his exam. for Supply S/Lt. and hopes soon to be leaving the Lower Deck, whilst S.C.P.O. (V) O'Kelly with broughish good humour brought a sparkle to his "Slops" and the Ship's hockey eleven. L.S.A. (V) Hoff has the distinction of being the tallest man in the Division and consequently the ship's best volley-ball player, whilst S.A. (V) "5 amps" Watt has had as many true romances throughout the Commission as Henry VIII had wives throughout his life.

Lt.-Cdr. Kingsley, who received promotion at the beginning of the year, has been the central figure of the Pay-Office Scribes (Writers) throughout vast pay-money changes, which have included Maltese pounds, Scottish fivers, French francs, Danish Kroner and American dollars. His right-hand man amidst the shekels has been C.P.O. Writer Patch, who has also worked tremendously hard as Welfare Committee *Ships' Cooks.*

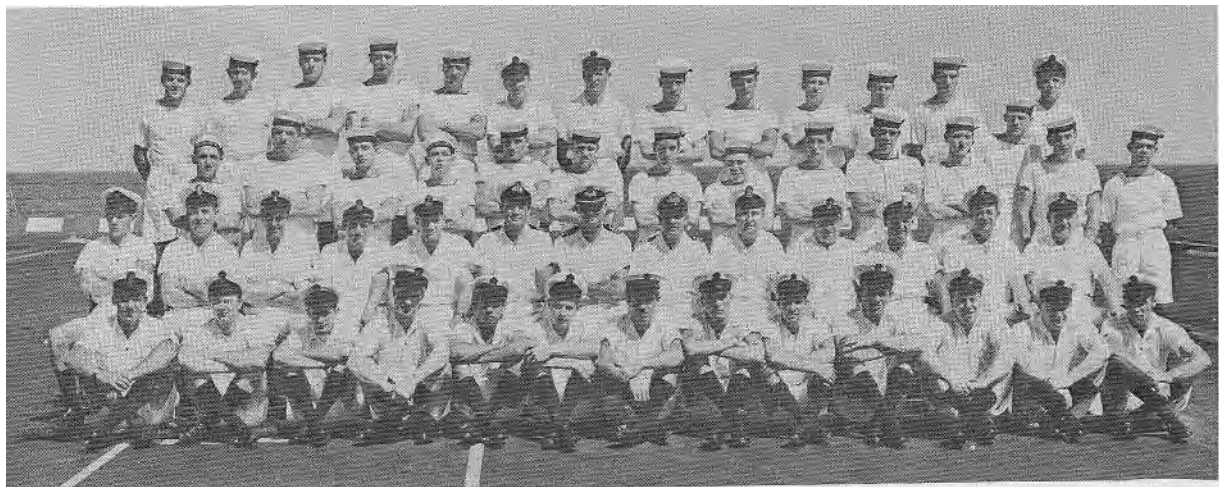
Secretary. P.O. Writer Hesk acquired one of the best sun-tans in the Division, and Writer Lane had the distinction to be the first member of the S. and S. to leave the ship after completing a full two-year stretch on board.

The OTHER Scribes of the Captain's Office have had as their distinctive Officer throughout the Commission Lt.-Cdr. Codrington, the Captain's Secretary. The assistant Secretary has been Lt. Kirby, who relieved Lt. Claro when he left for a smaller ship early in '959.

Always just visible hard at work behind an ever-increasing pile of official papers, AFO's and inkwells, has been the diminutive P.O. Writer Wilson, whilst Writer Cheyne between bouts of his now famous accordion playing and broadcasting has been the only non-leading rate in the Office, owing to the swift promotions of Leading Writers Brand and Stalker.

Lt. White has had the immense task of Cookery Officer and Boss of the Ship's Company Chefs (Cooks (S)), being always ably assisted by C.P.O. Cook (S), Ayling and Sharpe. He has organised some fabulous meals for the ratings at sea, which must surely go down as the best anywhere, anytime, in the Royal Navy. From nine-choice salads with every possible trimming during the hot sticky weather in the United States, to giant roast turkey lunches on Sundays in U.K. Waters. Down in the spotless Bakery a select band of chefs, under the observant eye of C.P.O. Cook (S) Golding, have kept the ship supplied with bread and been the first in the Royal Navy to make their own meringues for a sea-going ship's company.

The Chefs have always turned out good food for the outlandish hours of night-flying suppers, and Leading Cooks Owen and Hogg have kept a perpetual middle watch with the "Kye" in the Forward galley whilst



at sea. Leading Cook Bartlett has smoothly organised the Chefs in everything from Uckers to Soccer whilst representing the ship in the latter himself. P.O. Cook Robinson, due to his own good cooking, it is rumoured, has added another two inches to his girth since the ship commissioned.

Down in the Wardroom Lt.-Cdr. Griffin and Sub. Lt. Overy have been in power over the Officers' Chefs (Cooks (O)) and the Plate-layers (Stewards). Catering ordinarily for over two hundred Officers is no mean task, and the branches have worked continual wonders. Even more so during the gigantic cocktail parties held whilst at every port in America, which required every Cook and Steward to be always turned to, and consequently little shore leave. The same too during Exercise Shop-Window when every day there was a tremendous increase in numbers in the Wardroom. C.P.O. Cook (O) Cooke throughout has spurred on his Officers Chefs to de luxe cooking wonders, climaxing with a regal spread of food for the Admiralty Film Dinner held on board.

To the fore in all these rushed and hectic periods has always been C.P.O. Steward Mansley. P.O. Steward Rowe with his ever-ready humour has entertained the ship brilliantly and professionally on many occasions with his cartoon drawings and guitar playing. Leading Steward Stewart has had the full-time, all-hours job of the Captain's valet, whilst Leading Steward Haines has driven the Plate-layers and Chefs into Divisional Sporting activities. These are a few of the personalities of the S. and S. on board H.M.S. *Victorious*. However, it is the hundreds who have not been mentioned by name that really count, for without their hardworking co-operation the few could not attain the limelight.

The Trumpet-blowing of the S. and S. is now dying away. Some of the unseen, unsung hands of the Department have been brought to light. The Pussers are now on the map. With this at last attained, the Supply and Secretarial can consider this first hardworking commission of H.M.S. *Victorious* at a close, and be satisfied in the colourful memory.

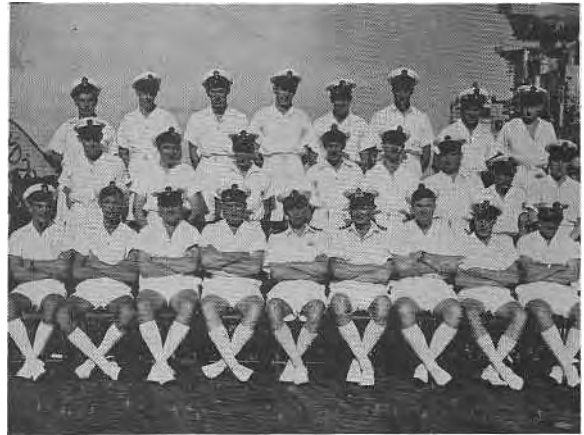
# THE ENGINE ROOM DEPT

FOR MANY IN THE Engineroom Department, the first commission of the new *Victorious* started well before January 1958. Some of us still recall the delights of *Tracker* (the L.S.T. that served as accommodation ship) and the fun (!) of trying to start one of those b\_\_\_\_ diesel firepumps at fire party muster each evening. The main task at that time was to ensure that all the new systems and pieces of equipment passed their trials satisfactorily. (Several times, while this work was being carried out, a jet of steam, water or oil would issue from some incomplete or badly assembled pipe system. This was always a source of wonderment as, it appears, the acceleration of a dockyard matey under these circumstances exceeds even that of a steam catapult during a "Light Shot."  
*E.R.*



*E.R. Dept. Officers*

*E. R.*



*E. R.*

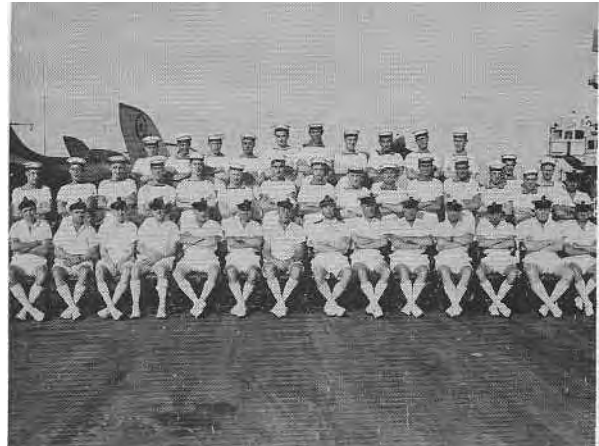


In fact they used to move so fast that the jet of oil or water rarely caught up with them. There were one or two occasions when it did, but that is another story.)

As the day of the final inspection drew nigh, work increased to a crescendo . . . and then suddenly stopped ... to allow dozens of "Mr. Mopps" to scrub and paint until the ship shone like a new pin. When the inspection was over the chaos returned even more swiftly than it had departed as all those last-minute jobs were completed. Commissioning Day arrived and the few "Old Sweats" who had carried their "mics" over from *Tracker* the day before, welcomed the newcomers aboard and helped them to settle into the new and strange surroundings. Life was not so simple at first and, until people had found their way around below, fires and floods were the order of the day. To preserve its new and shiny appearance the Canteen Flat was carefully swilled out with pure, clean, feed water on several occasions. Someone was even known to clear H.Q.2 (the home of those denizens of the darkest depths, the Double Bottom Party), by filling Pi reserve feed tank to 101% full when someone had left the cap off the sounding tube. Our motto could easily have been the same as that of the famous Dam Busters ... "Après nous, le deluge!"

Then came our first basin trial. It was found by the "Newboys" that in this modern day and age the Navy's Latest Carrier did not obey the tradition of only being able to proceed to sea by kind permission of the Chief Stoker. In older ships he donated the necessary box of matches (which are not a rate book item), while here it was only necessary to twirl a handle. When those below had recovered from this shock, the boilers were cautiously warmed up and, like a giant stirring from a long winter's sleep, the main engines came slowly to life.

After this "Engineers' Field Day" the finishing touches were put on and we were ready to proceed to sea for the trials. When the great day arrived the watch went below at 0700 and by 0715 had succeeded in putting the fire out under the one and only steaming boiler. It seemed as though the "Giant" was reluctant to leave and the whole ship became beautifully still and quiet. Seconds later, people on 5 deck were nearly killed in the rush as some of the sleepy heroes on 2 deck came alive and dashed down from their messes to start the diesel generators. By 0800 we were back at our normal harbour state but, true to the traditions of the "Purple Empire," the engines were ready (just!) by the time "Obey Telegraphs" was passed to the Officer of the Watch in the Machinery Room.

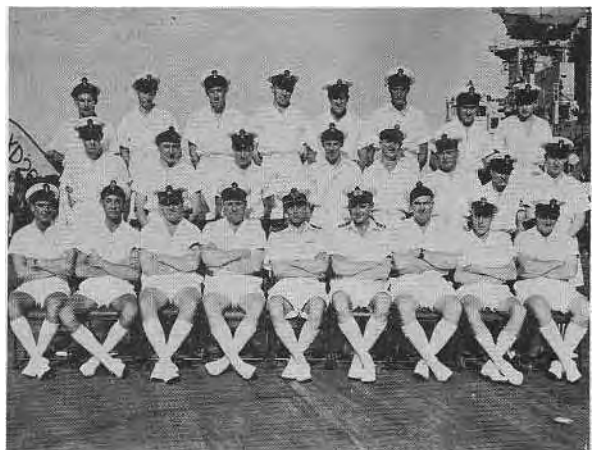


*E.R.*



*STBd. Watch of E.R.A's Mechs.*

*Port Watch of E.R.A's Mechs.*



So no harm was done, except for a few more grey hairs appearing on "Senior's" head. We steamed slowly out of harbour, and as we did so, certain events took place which started us asking that question which has never been answered . . . WHY do they always take photographs of the *Vic* when the Chief Stoker has paused to roll a "tickler," and happens to be making a small(!) puff of smoke while his attention is diverted?

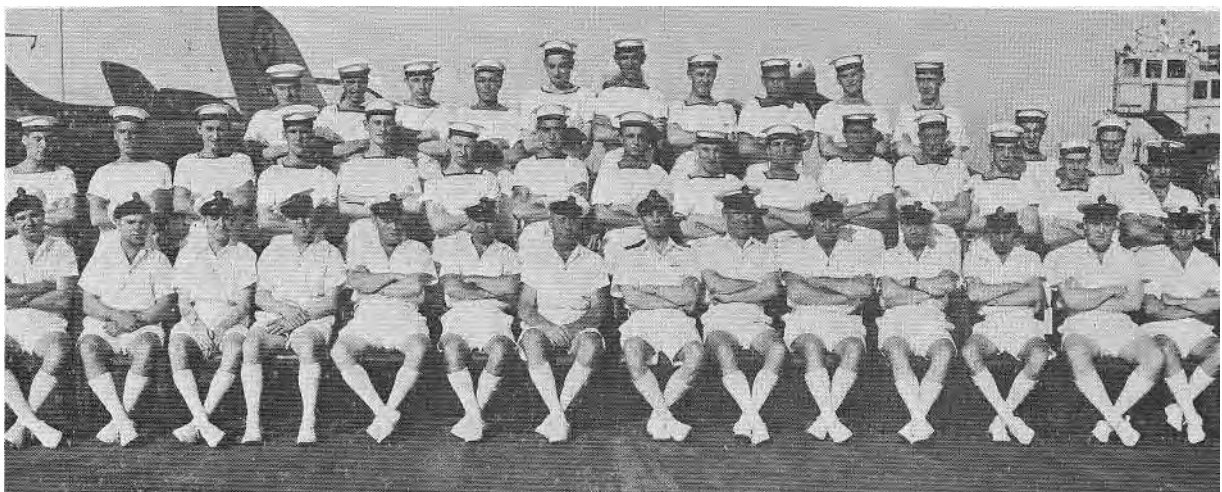
During the trials period several interesting and unusual (thank goodness!) events took place down below. When we had nearly reached maximum output on one of our first full power runs the star-board boiler room reported that the fire had gone out under S2 boiler and that Leaky Tube Drill was being carried out. This caused considerable consternation in the M.C.R. but P.O.M. (E) Lees and his excellent crew, working in near-scalding conditions because of the escaping steam, soon had things under control and the boiler out of danger. Later, as a result of this episode, Lees received an award from the Lott Trust Fund, presented to him by the Captain in recognition of the cool way he had retained control of an almost intolerable situation, and had continued to increase power to maintain steam pressure on Sr boiler while controlling operations on S2. Lt. Snarey and his merry men were soon at work and, with the aid of a "Chopper" which ferried out a new boiler tube, soon repaired the damage. It must have given Cdr. (E) great satisfaction when he was able to report to the Captain that "Dockyard assistance is not required."

Another phenomenon, which was not quite so spectacular, but nevertheless rather disturbing at the time, was when it was discovered that a flange on one of the propellor shafts had apparently moved aft and was rubbing against the shaft brake. This fault soon

made itself evident on the other shafts too. Eventually the creeping movement stopped and a repair was effected by machining metal off some very heavy bits of shaft locking gear in our workshops on board. Many theories were expounded on the reason for the shafts suddenly growing, but the most likely one came from Cdr. (E). He said that the lower part of the ship was the old riveted structure, which is fairly flexible. As the welded upperworks cooled they tried to contract but were prevented from doing this by the lower part of the ship. When we did the first full power runs the after end of the ship received a good shaking, allowing the riveted joints to flex, and so shrank, thus giving the impression that the shafts were growing.

While these odd troubles were being sorted out down below the Flight Deck Engineer's Department was busy curing the teething troubles experienced with the catapults, arrestor gear and aircraft lifts. Eventually we were ready to get down to some serious steaming and, after making our farewells we left for the "Med." This raised the problem of air-conditioning. In this field we all come second to that huge electronic monster, the 984 radar and its associated systems. When the first of us joined the ship some vital parts of this set were cooled by a lead off the firemain. This was all very well, until a certain person pulled the chain in his heads on the bridge. This started another "chain" of events, which culminated in that big tickler tin above the bridge coming to "a grindin' 'alt!" This state of affairs was obviously unsatisfactory and the dockyard soon changed the system to chilled water cooling. As two of the four air conditioning plants (Blue and Yellow) have to be used for this all the time, cooling of the messdecks suffers when one of them fails. i.e.:

*'Red' Watch of M(E)'s*



With Green to Green and Red to Red,  
It's cool enough to go to bed.  
But Green to Blue or Red to Yellow  
Make 2 deck like a fiery 'ell-'ole.

At sea the concentrated flying programme kept us all busy and left no time for maintenance. This was carried out during our short periods in harbour and included such jobs as boiler-cleaning. There were a few consolations to make up for this, but spending Christmas in Malta wasn't one of them!

We returned to Portsmouth for a much-needed, short breather before heading for Gibraltar and Exercise Dawn Breeze.

### SPORT

Although many of the "Troggs" down below are generally very reluctant to partake of large doses of fresh air, the Department was fairly well represented in the sporting field as well as in other activities.

The Ship's First Eleven football team contained no less than seven of us, and three of these, L.M. (E) Holt, L.M. (E) Chant and M (E) Boucher have retained their positions in the team, earning medals in the team that won the King's Cup at "Gib" earlier this year. On a slightly lower plane the Engineer room Chief and P.O.s had a team to be reckoned with and did very well in the Inter Part K.O. Competition, while a combined team of Senior and Junior Rates excelled themselves by becoming worthy runners-up in the Ship's Departmental Knock-Out Competition.

A large proportion of the Ship's Rugby Fifteen was composed of Engineer room personnel, with such well-known names as Lt. Thomas, Sub.-Lts. Brown, Turvey, Highton and Maclachlan and Mechanician Houston upholding our good name in this hardy sport.

In the more gentlemanly sport of cricket we acquitted ourselves honourably without, unfortunately achieving any very notable results. We were represented in both the Ship's First and Second Elevens, our two most notable players being Sub.-Lt. Brown and L.M. (E) Scott.

Our experts in other fields were: Hockey — E.R.A.s Scott and Layt; Basket Ball — E.R.A.s Hiscock and Knowles; Water Polo — E.R.A.s Keeping and Turner; and we also produced one or two badminton and tennis stars.

The experts in the gentle art of boxing were M (E)s Richardson and Hugget, and these two gave good account of themselves in the Fleet Championship match held on board H.M.S. *Eagle* at Christmas.

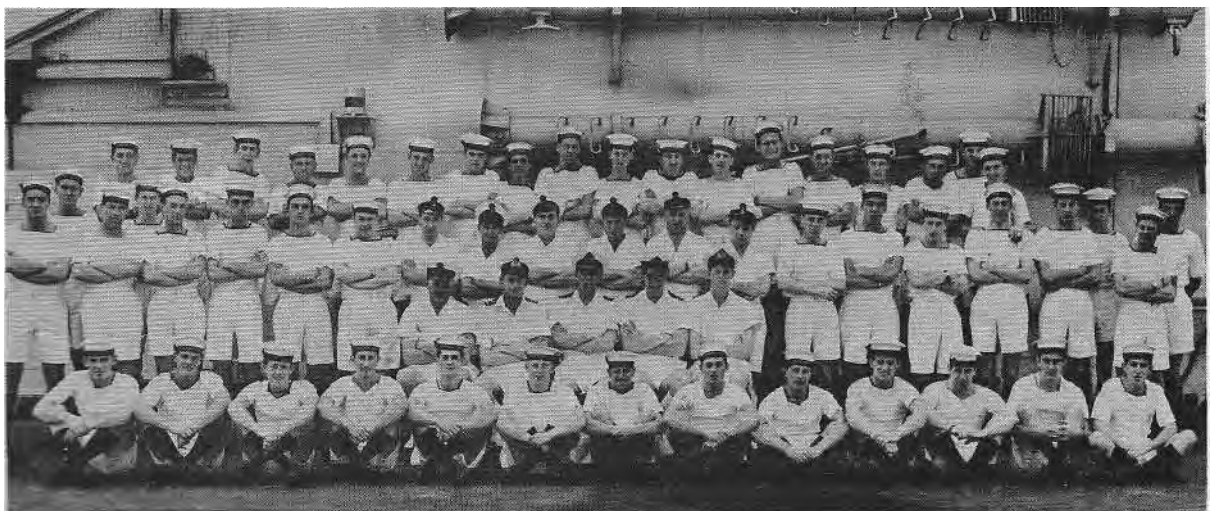
Our deck hockey teams became very skilled at legal murder and their celebrated West Country Defence was feared by some and respected by many.

Altogether, the general effect was to remind the rest of the ship that we were not to be ignored, and it was even rumoured that we were prepared to field a baseball team, but that no opposition was forthcoming when our prospective opponents became aware of our interpretation of the rules.

Several "Expeds" were led by Engineers, the notable ones being Sub.-Lt. Brown with his canoes at Toulon, Sub.-Lt. Maclachlan and his band of followers who went up into Spain from "Gib" with their skis to find some snow, and Sub.-Lt. Raleigh who led a canoe expedition to make archeological discoveries at Norfolk, Virginia.

Last, but not least, we must mention our indoor sportsmen, who can hold their own with the best, and we have yet to find anyone to beat our horizontal champion who shall, nevertheless, remain nameless.

### 'White' Watch



THE  
EDUCATION & METEOROLOGICAL  
DEPT

EDUCATION DEPARTMENT

*"Give instruction to a wise man and he will  
be yet wiser."* PROVERBS Ch. 9, V. 9.

ALTHOUGH IT IS OFTEN said that education in its formal sense is a forlorn hope in a carrier, it does not follow that the ship's education department has nothing to do, and *Victorious'* first commission has certainly borne this out.

At the beginning, way back in January 1958, the usual difficulties of finding a schoolroom were encountered and work started in the Marines' Greatcoat Store. This was soon turned into a Quiet Room and the educational effort was — thanks to the co-operation of the Air Department and the persuasiveness of the Education Officer — transferred to the Air Training Lecture Room which, despite being rather warm and noisy, proved quite a reasonable arrangement.





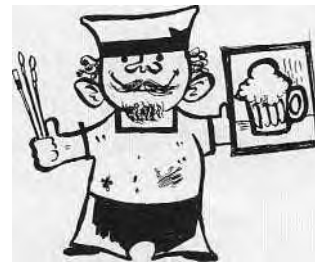
Correspondence courses in a wide variety of subjects, ranging from Painting and Decorating to Refrigeration Practice, have been popular, particularly with those about to go outside, while among the more miscellaneous educational activities must be mentioned lectures for the ship's company on coping with radiation hazards from atomic bombs and an attempt to keep the ship's Sub.-Lts. (E) men<sup>l</sup>ally agile during their time at sea before their courses at Manadon. The Department has also done its best with various mathematical problems presented to it from time to time.

Advantage was taken of our cruises abroad to run educational tours for the Juniors and, on occasion, the word educational has been somewhat stretched. Perhaps the most memorable one was a visit to the D-Day beaches at Arromanches in Normandy by way of Caen and Bayeux, helped by splendid weather laid on by the associated Met. department. It was considered, however, that the living beauties on the beach at Deauville on the way back made a greater impact than did the older ones depicted on the Bayeux Tapestry which had been inspected earlier. Visits were also made during our time in the Mediterranean in the Autumn of 1958 to Toulon and its surroundings, and to Taormina and Mount Etna in Sicily.

Throughout the commission the ship's libraries have been well used, particularly during our periods at sea; true adventure and Westerns have regularly headed the popularity lists and, although the latter can hardly be defined as educational, they are certainly recreational which, after all, is one of the aims of education.

The department has also provided short talks on the S.R.E. about places the ship was about to visit. Sometimes these have been given from first-hand knowledge but, perhaps more often, from information culled from books and leaflets — with what effect on truth it is difficult to assess.

Play readings and quizzes have also been arranged at various times but, as these came under the Education Officer more in his capacity of Entertainments Officer, an appreciation of them — if that is the right word — may be found elsewhere.



*From painting to refrigeration*





#### METEOROLOGICAL DEPARTMENT

*... When it is evening, ye say, It will be fair weather: for the sky is red.*

*And in the morning, It will be foul weather today: for the sky is red and low'ring. O ye hypocrites ...."*

*MATT. 16, v. 2 & 3.*

The ship's Meteorological Department, although comparatively small, has never lacked customers for its wares partly, no doubt, because of the inordinate interest the English (and the Scots, Irish and Welsh) take in the weather.

Starting off at the beginning of the commission with one officer and three ratings, the department attained its full strength of three officers (two, let it be said, with educational duties as well) and four ratings by the time we left for the Mediterranean in September 1958, and the team has been kept pretty busy ever since, particularly during flying periods at sea.

Two general weather forecasts have been issued each day the ship has been at sea or at an exposed anchorage, while aviation forecasts and Met. briefings have been given as required — often over twenty-four times in a day. In addition forecasts have been supplied to ships in company and we have faithfully recorded and reported our own weather observations for the benefit of the experts in weather centres in the Admiralty, Malta, Halifax (Nova Scotia, not Yorkshire) and other places.

Over and above this the department has been called upon to pronounce on the arrival time of radio-active fall-out, the desirability of going into whites, temperature and humidity conditions on the Messdecks, whether the quarterdeck will be suitable for the cinema, what the weather was like at home, and chances of arrival of wives in Malta.

Variations in time and place have allowed us to experience a wide range of weather from icy winds and snow in the Clyde in that first February, to the sultry, hot and sticky times in Virginia in the summer of 1959.

The best wind we managed to provide was one of 50 knots off Portland Bill in February 1958. At times, especially in home waters, it seemed as though a permanent patch of fog sat over the flight deck, while much of the flying off Malta in the autumn of 1958 appeared to take place along a frontal line! Nevertheless, we have had our share of good weather and most will recall a week's splendid weather at Toulon and a couple of good days at Aarhus; incidentally, on both occasions the department was, to some extent, stood down but this must surely be a coincidence.

It may not be appreciated that to produce our forecasts nearly half a million separate weather observations have had to be plotted on the charts and to provide these the B.W.O. and L.R.R. have used up some ten miles of teleprinter paper.

Technically the department has had its moments and we believe that the meteorological powers-that-be have been made aware that the ship was at last in commission. All visitors to the Met. Office have been suitably impressed by the Met-Fax machine which picks up weather charts in much the same fashion as radio pictures are received; the more thoughtful of these visitors have suggested that the machine does away with the need for Met. staff — suggestions which have always been refuted, we hope convincingly. Our one big disappointment has been on the ballooning side, but, despite efforts by all concerned, 984 just does not handle gas-filled balloons moving at 20 knots as well as it copes with Scimitars moving at speeds near that of sound.

All in all we feel reasonably contented with our efforts during this first commission — a feeling undoubtedly helped by the knowledge that people's memories of forecasts — good, bad and indifferent — are remarkably short-lived.

Finally, taking heed of the saying that all work and no play makes Jack a dull boy, all members of both Departments have taken an active part in the ship's sport and, between them, have run the ship's cricket, rugby and hockey.

