

On arrival at Malta later in October we got down to sport on the 90th principle starting with a whole series of interpart games against *Eagle*. Of seven games played, they won 4 to our 3. Our 1st XI game with them was very good indeed but on Malta's full-sized No. 1 ground their fitness proved superior and they were unlucky not to win. At the final whistle the score was 1 goal each, and both players and spectators had enjoyed a first-class game.

After Malta, we visited Toulon where we started our Inter-Divisional League and K.O. competition. Divisions were divided into five separate leagues; the winners of each league then played off on a K.O. basis. Oh! those Toulon grounds with their shale and rocks; many players carried memories of these for quite a few weeks, but at least we got the competition under way.

Two 1st XI games were played at the base stadium which we noticed with interest was a dual-purpose ground, being used for both soccer and rugby. After Gib. and Malta it was nice to be on a grass pitch again, even if it was pretty solid beneath the surface. Our opponents in both games were the local navy command team. It was obvious after the first few minutes that their standard of play was high and their fitness, compared with ours, higher still. Goals against us were inevitable due to their swift-moving forwards, who were more than a match for our defence. After ninety minutes' of heat and frustration, our team left the field somewhat weary and exhausted and with five goals chalked up against them. But with two goals to our credit and a determination to do better in the next game.

We took the field for the second game with a few changes to our previous line-up but despite valiant efforts by all players the Frenchmen were too strong and too fit and again we were well and truly run off our feet. The game was somewhat marred by frayed tempers on our opponents' part, an attitude which was unnecessary as they had the upper hand throughout. In fairness to them it must be said that they produced some very nice football and a few of them, though somewhat individualistic, were nevertheless fine ball players.

Moving on to Messina, in Sicily, we played the local base team on a ground, the surface of which we were by now growing to accept. The markings, where they existed, were poor but at least there was a goal either end and eleven players on each side. We were the first to draw blood, but it was against ourselves. The right back passed back to L.M.E. Holt in goal, a good move except that Holt was not where he might have been and the ball was safely netted. This acted

as a spur and it wasn't long before the equaliser came after some good play by our forwards. After half-time the tempo increased and the Italians started to get rattled. A team with eleven players each telling the other what to do seldom succeeds. However, it was to our advantage and while they argued we put another three goals in the net.

Back then to Malta in December, and the continuation of our league and K.O. competition. As always happens in leagues, we had a draw in two sections but eventually the five league winners were as follows :

1. Electrical "B"
2. Quarterdeck
3. F.X.
4. 803 Squadron
5. Supply and Secretariat.

These then played in the K.O. competition and again after two draws earlier 803 Sqdn. and Elect. "B" arrived at the final. It was considered that both the F.X. and A.X. teams were unlucky not to reach the final, but then that is sport. The final was played on the No. 1 ground before an ardent and enthusiastic, if partisan, crowd of spectators. Unfortunately there was perhaps more energy and vigour expended in this stand than on the field, or perhaps the teams lacked big match temperament; but neither team could settle down and produce the form of their earlier games. The second half, however, saw 803 Sqdn. on the ascendance and eventually their faster moving forwards and stalwart defence proved too much for the tiring Electricals. 803 finally left the field with the game and the cup well in hand.

Our first and second XIs had a full and happy innings during our stay, playing against the following teams :

1st XI v. H.M.S. *Ausonia* (lost)

2nd XI v. *Armada* (won)

1st XI v. *Phoenicia* (won)

2nd XI v. *Hal Far* (drew)

1st XI v. *Falcon* (won — this was their first defeat for a long time and proved a most interesting game).

2nd XI v. *Sheffield* (won)

1st XI v. *Bermuda* (won)

1st XI v. 7th D.S. (won — this game was memorable for the fact that six out of the seven goals we scored were put in by Stwd. Nisbett, our inside left, and this was his last game for the ship. A memorable and splendid performance from a young player who always gave of his best and whose services and spirit we still miss.

In February 1959, after a spell at home we were soon on our way back to Gibraltar with a full sporting programme ahead of us consisting of Aircraft Carrier Squadron competitions and Home Fleet competitions.

Our particular goal in the football world was the King's Cup. We started off with a couple of trial games to convince ourselves, and some of our occasional intrepid followers, that we had in our 1st XI the best possible players from the ship.

We were drawn in the lower half of the draw and our first game was against the 4th D.S. Neither team played like cup winners, nerves got the upper hand, and a high wind across the pitch did all it could to prevent the ball entering either goal. There was no score until after half-time when we eventually put in two and our opponents replied with one. The game gave us little confidence for further rounds.

In the semi-finals we met the 6th D.S. who had previously beaten *Gambia* and *Appollo* combined. Having got through one round, we quickly settled down in this our second game. The team obeyed instructions and produced copy-book football which, in turn, paid dividends in the form of goals — five to be exact, and none against.

And so to the Final. Against a team, of which it was said throughout the fleet, "couldn't lose." This was *Birmingham*, and what an impressive record they had. Against *Eagle* (with whom we had drawn some months previously) they had won 7-1, and had beaten the 1st D.S. 2-1. They hadn't lost a match at Gib. and were both fit and confident. We were fairly fit, not very confident, but very determined.

After rain in the morning which settled the dust, the afternoon was bright and, thankfully, the wind had dropped. There was a cup-final atmosphere amongst the many hundreds of service and civilian spectators, the former of which had produced a formidable array of drums, rattlers, bugles and assorted instruments, all of which produced a cacophony of sound.

The formalities over, the game was on and tension mounted from the start among players and spectators alike. Both teams quickly settled down and some first-class football followed. It was soon evident that *Birmingham's* forward line was fast and clever and our defence was hard-put to keep their line clear. Occasionally our forwards took the initiative and in one of these attacks our centre forward, A.B. Dearing, found himself inside the six-yard area with the ball at his feet and an open goal before him. To our horror he managed to clip the ball over the bar and play quickly returned to the other end. Our defence soon realised they could not afford to give an inch to *Birmingham's*

quicksilver forwards, for any moment a goal could have been scored and the large crowd was tense as play swung rapidly from end to end.

Ten minutes before half-time, disaster struck when our centre-half and captain, L.M.E. Chant, fell heavily on his hip after going for a high ball, and collided with an opponent. He was carried from the field and despite frantic efforts from S.B.A.s and others, he could not return. To an already hard-worked defence, this was a bitter pill, but it only made them all the more determined to stave off disaster and, if possible, turn the scales.

During the opening minutes of the second half, it seemed as if it would only be a matter of time before *Birmingham* broke through and scored, and one could feel the tension mounting. And then the impossible happened. R.E.M. Clarke received the ball from a goal clearance and set off down the right wing. By clever football he passed two opponents and cut across to the centre of the field, where he passed a third player and cleared out to A.B. Blake on the left wing. Blake collected, passed an opponent, and started cutting across towards the goal. With a terrific roar the tension in the crowd broke as the ball rocketed from Blake's foot into the corner of the net and the first goal had been netted. The enthusiastic applause was well-deserved by the ten men who had achieved the impossible. This success put heart into our team who continued to produce fine football, while still having to play that much harder and faster to cover the gap left by the injured Chant. *Birmingham* didn't panic, but merely stepped up their endeavour to equalise. Getting their energy from no-one knew where, the defence, time after time, broke up the attacks and got the ball away to our forwards, who constantly menaced the *Birmingham* goal. In one of these attacks A.B. Blake again stormed across the goal with the ball at his feet and with a clever shot had the goalkeeper completely beaten and the second goal was netted. It was a popular goal with the crowd, which gave the team terrific applause and encouragement.

With little time left, both teams were feeling the strain but the tempo did not slacken and *Birmingham* had all stops out to avoid defeat. Time and again they broke through, only to be foiled by L.M.E. Holt's accurate timing and anticipation in goal. From one of his clearances the ball again went up field and out to A.B. Smith on the right wing. He pushed it inside to N.A. Davis who had come across from inside left. Deftly passing an opponent he crossed the ball to his left foot and cracked it into the corner of the net, a clever and well-placed shot which left the goalkeeper standing.



Winners of King's Cup at Gib.

No further goals came before the final whistle, when two tired and weary teams lined up before the C.-in-C. Home Fleet. The injured Chant limped from the sideline where he had spent the majority of the game, to receive the coveted King's Cup and the teams received their winners' and runners-up medals. It has been a truly great game and will be long remembered by players and spectators alike.

The following represented the ship :

L.M.E. Holt

L.S.A. Bridgewater A.B. Gresham

A.A.4 Manser L.M.E. Chant L.Ck. Bartlett

(capt.)

A.B. R.E.M. A.B. N.A. A.B.
Smith Clarke Dearing Davis Blake

Before leaving Gib. we started an inter-departmental K.O. Competition which we finished off back in Pompey. There were some good games in the competition in the final of which Air met the Engine-room and emerged victorious.

On our trip North to Rosyth in June 1959 we only played one game and that was against R.N. Rosyth. We used the match to try out some new talent which proved sufficiently good to ensure us a 3—2 victory.

Over then to Scandinavia where at Aarhus we were invited to play a Norwegian XI whose ships were also visiting Denmark. The organisers of this game evidently had little idea of the teams relative strength for the eventual score was 17—1 in our favour. In fairness to our opponents, the score rather belies the game, which was thoroughly enjoyed by both teams.

At Oslo we put out a 2nd XI to play a Norwegian base team who beat us to the tune of 4—2. The following day we joined forces with *Tyne* to play a 2nd Div. side named Sandaker F.C. We provided eight players and *Tyne* the remaining three. It was a good game of soccer and most enjoyable to watch, but it was soon obvious that we were somewhat out of our class. The final score was 4—1 against us but it was good experience to meet such a fine team of ball players who were also superbly fit.

Our next 1st XI fixture was played during our visit to Boston, U.S.A., in July 1959. We played a team calling themselves Boston Celtic which was composed of Scots and Irishmen with the exception of the goalkeeper who was a Greek. Like most things in America, the pitch was full-size-plus, and a herd of buffalo would have appreciated the length of grass.

As often happens abroad the question of substitutes came up. We mentioned F.I.F.A. rules but were politely informed that this was America and, as we were soon to learn, they had their own interpretations of the rules governing substitutes.

After much panning with cine cameras, the game started and it wasn't long before we were on top and had netted our first goal from A.B. Dearing. This called for their first substitute, who duly took the field. It was not long before our second goal came through R.E.M. Clarke who, after bringing the ball across from a pass from Smith, had the goalkeeper well beaten with a hard drive into the corner of the net. Just before half-time Celtic retaliated with a good goal through their inside right. The second period saw at least two more substitutes on the field and within minutes the equaliser came. By now the heat, the size of the ground, and the endless band of substitutes began to tell, and we were soon with our backs to the wall and often to the ground. It was only a matter of time before our weary defence succumbed to their opponents, and it was only the fine goal-keeping of L.M.E. Holt which kept the final score

down to 5-2 against us. Against considerable odds he played a great game. No-one was sorry when the final whistle went and we were a very weary team as we left the oversized field. From the changing room we were taken to the club-house where, judging by the reports of those who stayed, we more than held our own. Our opponents were kind enough to return the remainder of the team to the ship at approximately 0330 the following morning. They, the remainder, were convinced that the game was well worth playing.

It had been an experience, but in future we will try to enforce F.I.F.A. rules if teams must employ substitutes.

At the time of going to print we are once again in Pompey. We have lost three of our first team stalwarts, namely L.S.A. Bridgewater, who captained the team since we lost L.M.E. Chant, also A.A.4 Manser, and that scheming hard-shooting forward R.E.M. Clarke. We sincerely hope that our losses will be other teams' gains, and we wish all three many happy seasons elsewhere.

And now I must close to land and watch yet another trial game in the perpetual search for more talent.

HOCKEY

ALTHOUGH A FEW GAMES were played soon after the ship commissioned in January 1958, hockey did not really start in the ship until a series of trials were held at Portsmouth just before we sailed for the Mediterranean in September. These trials, although unfortunately not embracing Squadron personnel, gave a good indication of our capacity and, suitably stiffened by known Squadron talent, two enjoyable matches were played in Gibraltar in October. There the ship drew against a strong Army side but were soundly by the Gibraltar Hockey Association who fielded a well-knit and fast-moving team.

Our next hockey match was played at short notice against *Eagle* at Malta for the Aircraft Carrier Squadron Cup in October. This proved to be a good, fast game in which we were beaten 3-1, but play, which took place in quite unaccustomed heat as far as we were concerned, was considerably closer than the score suggests.

There was no hockey in Toulon or Messina — neither grounds nor opponents being available — but several ship's games and inter-part games were played on the Corradino pitches in Malta during our stay there in late November and early December.

In the ship's games we were generally successful and had the satisfaction of ending a long, undefeated run on the part of Hal Far's 1st XI, while our 2nd XI beat a team put out by Bighi Hospital. During our second spell in Malta over Christmas an inter-part hockey competition was held and eight teams took part. Squadron teams proved their worth during the competition and 849 Squadron XI ran out the eventual winners. To celebrate their victory the Squadron made the splendid gesture of presenting the ship with a Challenge Cup for future inter-part competitions. Mention should also be made of several matches played on Hal Far's ground during our weekends in Marsaxlokk.

During our time at Portsmouth in the early part of 1959, weather conditions ruled out much hockey, although we beat an XI from *Vanguard* in the only match played. We made up for this lack of hockey, however, by several games played at Gibraltar when the Fleet gathered there in preparation for "Dawn Breeze." In the Fleet competition we defeated *Bermuda* quite easily but succumbed once more to *Eagle* in the semi-final, after a hard and exciting game. Play took place on what can only be described as a

mud patch and, although we led 2-0 after a mere two minutes, we were unable to maintain our advantage and finally went down 4-3, the winning goal being scored within a few minutes of full-time.

More inter-part games were played at Portsmouth in April and in June and, despite the attractions of both summer and other winter games, we were able to field virtually three different XIs at Rosyth, all of whom won their matches against local establishments.

On balance the ship has won more games than it has lost, but the great point is that more than fifty players have appeared for the ship and over twice

that number have taken part in inter-part games.

This certainly shows that hockey is more popular than is commonly supposed and this compensates for our inability to build up a trained 1st XI owing to our constant moves.

It would be invidious to pick out individuals who have played for the ship, but mention must be made of Lt.-Cdr. Macdonald, who led the team for most of the commission, and also of that small but select group of umpires — in particular Cdr. Button and R.P.O. Wiles — who made all our games more enjoyable by their knowledge of the rules and ability to enforce them.



Ships Hockey



ATHLETICS

IT HAS NOT BEEN the kind of commission in which one can concentrate on producing a really good Athletics team, and indeed we have not had the opportunity to compete in any of the Fleet events. However, we snatched the chance of having one ship Athletics meeting at Pitt Street at the end of the ship's trials period in 1958. The heats were run on Monday, 22nd September, and Finals Day the following day. Finals day dawned favourably but at dinner-time a large and ominous black cloud appeared to the Westward. It began raining five minutes before the first event and by halfway through the afternoon the heavens had really opened and this continued for the remainder of the day. It rained very hard the the ground was soon under water, but the events went on as scheduled and all concerned entered into the spirit of the occasion with remarkable cheerfulness and enthusiasm. In spite of the weather all who turned up enjoyed themselves.

We were very grateful to the Captain's wife, Mrs. C. P. Coke, for judging the baby show and subsequently presenting the prizes and Athletics Trophy. She and a large number of other wives and families entered into the spirit of the occasion, helping to make the day a success.

In spite of the conditions, some very creditable performances were recorded and in particular we would like to mention N.A. Craft, who won the 100-yds and 220-yds sprints; S.A. Payne, for a fine performance in the 3 miles; A.B. Millam who won the 1-mile; and the children of Lt.-Cdr. Hammond who came 1st and 2nd in the Children's Race. Finally congratulations to the Executive Department, organised by A.B. Rawlings, for winning the Athletics Trophy. This success was repeated in the Flight Deck Sports held nearby a year later, details of which appear below.

RESULTS OF ATHLETICS HELD AT PITT STREET,

23rd September, 1958

Final Points	
Executive	247
Air	225
Wardroom	190
Engine Room	144
Supply & Secretariat	110
Electrical	78

FLIGHT DECK SPORTS

Saturday, 8th August 1959

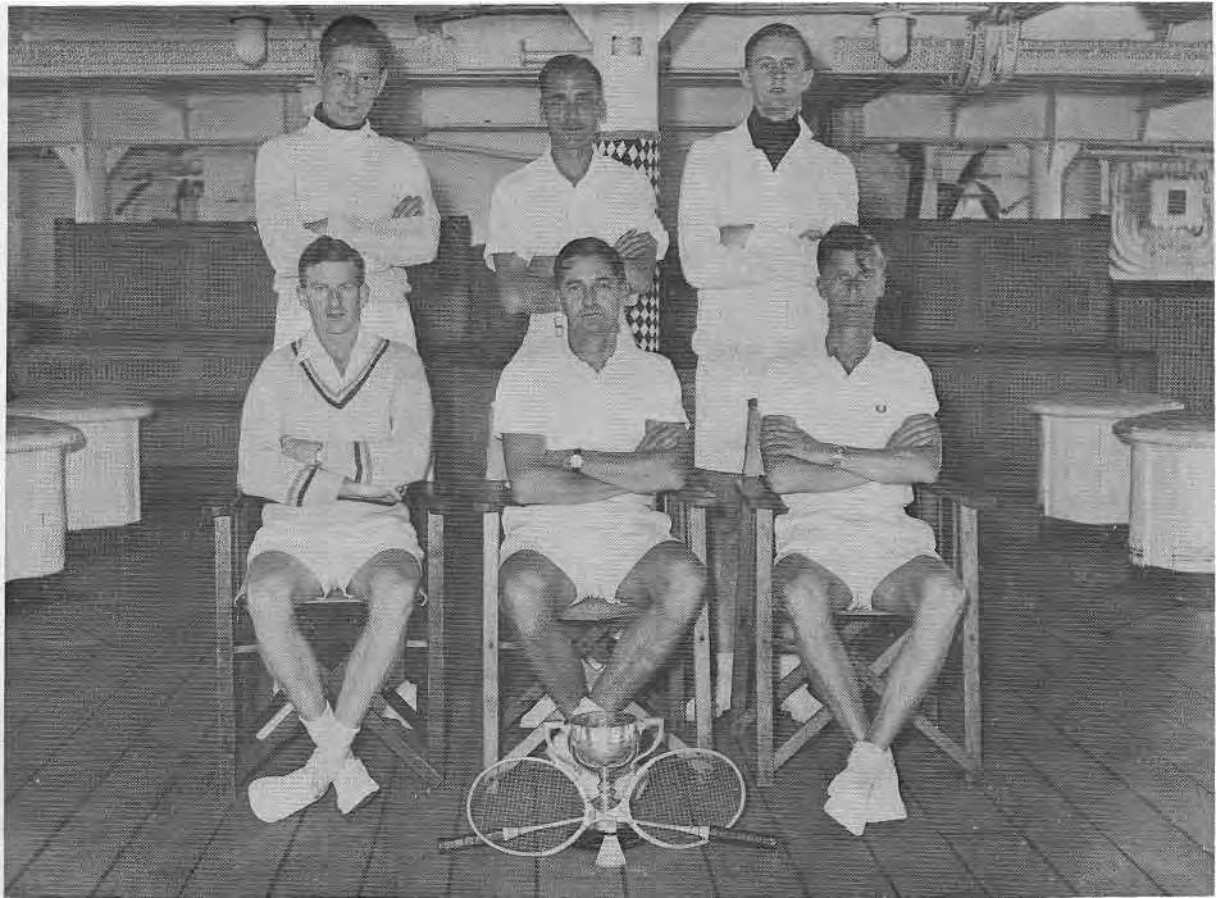
This occasion took place when on passage from New York to Portsmouth. It was a light-hearted affair which was closely competed for by most departments and in spite of a chilling northerly breeze as we neared England, was much enjoyed by all who took part. We were most grateful to Vice Admiral Charles Evans, the Flag Officer Aircraft Carriers, for presenting the trophy to the winners, again the Executive Department, organised by A.B. Rawlings.

Detailed results were:

Event	1st	Dept.	2nd	Dept.
100 yds.	N.A. Craft	Air	L.S. Brewerton	Exec.
220 yds.	N.A. Craft	Air	E.M. Chidwick	L
440 yds.	A.B. Smith	Exec.	L.S. Brewerton	Exec.
880 yds.	A.B. Smith	Exec.	S/Lt. Griffiths	WR
1 mile	A.B. Milham	Exec.	A.B. Rawlings	Exec.
3 miles	S.A. Payne	S&S	N.A. Bennett	Air
120 yds. Hurdles	A.B. Gresham	Exec.	E.R.A. Hunt	E.R.
High Jump	L.S. Cleary	Air	A.B. Jackson	Exec.
Long Jump	A.B. Gresham	Exec.	A.B. Mellish	Exec.
Discus	A.A. Valentine	Air	N.A. Wildmore	Air
Shot	A.A. Valentine	Air	N.A. Wildmore	Air
Javelin	N.A. Harper	Air	R.E.M. Higgs	Air
4 x 110 yds. Relay	Wardroom		Engineerom	
Medley Relay	Executive		Air	
20 x 110 yds. Relay	Air			
Tug-o'-War	Executive (Top Div.)		Royal Marines	
Band Race	N.A. Self (Bagpipes)			
Veterans' Race	S /Lt. Thompson		Cdr. Waller	
Boat Race	Electrical			
Children's Race	Susan Hammond		Sarah Hammond	
Event	1st		and	
20 X1 Shuttle Relay	Executive		Wardroom	
Circle Medicine Ball Comp.	Executive		Supply & Sec.	
Ball Dribbling Relay	Supply & Sec.		Electrical	
Scotsman's Tot	Wardroom		Executive	
Tunnel Ball Relay	Executive		Electrical	
Chariot Races	Wardroom		Executive	
Boat Race	Equal 1st — Executive & Air			
Articles of War	849/893 Sqdns.		Electrical	
Wagon Wheel Obstacle Relay	849/893 Sqdns.		Supply & Sec.	
Tug-o'-War	Wardroom		Electrical	

Final Points

Executive	69½
Supply & Sec.	58
Wardroom	57
Electrical	56
Air	51
849/893 Sqdn.	47
Engine Room	32
803/894 Sqdns.	0



Badminton team

BADMINTON

BADMINTON HAS OF NECESSITY been a sporadic sport in the ship. During the initial sea trials early in 1958 there was that peaceful period with no aircraft embarked when the hangar was available as a sports stadium.

A badminton court was marked out in B hangar by P.O. Smith and various players and embryo-players appeared each evening as if from nowhere to try their hands at the game. The Captain, Commander and Commander (Air) were regular attenders.

Those who were not used to the game found it more energetic and exasperating than they had anticipated. On the other hand, more regular players were somewhat confused by the slippery deck and the

fact that the shuttle disappeared from view when it reached the battery of overhead fluorescent lights. The lighting was improved and plastic birds were obtained instead of the expensive feathered variety which had a very short life under these conditions. The racquets also suffered as the gut was not intended for oily swarf picked up from the shuttles.

Everybody enjoyed the evenings despite the heat and towards the end of the sea trials a Wardroom versus Ship's Company match was played, in which the Wardroom was pipped.

Once the squadrons had embarked, the sport had to be confined to privately-arranged games ashore, but whilst at Gibraltar in March 1959 we were challenged by H.M.S. *Eagle*, the holders of the Aircraft Carrier Squadron Trophy, the Curacoa Cup. The contest was played at the Garrison Gymnasium and *Victorious* won by six matches to three.

The team on that occasion was: Lt.-Cdr. M. K. Faulkner, Lt. A. M. Ford, S Lt. J. B. Fletcher, O.A.3 M. C. Gardner, P.O. J. Smith, S.P.O. (S) J. M. Silson.

SAILING ACTIVITIES

WE STARTED THE commission with two motor whalers, three dinghies and one old-pattern whaler. Sailing gear was supplied for the dinghies and old pattern whaler, the rig for the motor whalers being still under process of design.

Up to August 1958 the boats competed whenever possible in the P.C.S.A. weekly sailing races, but because of our movements it was impossible to win any pots as the races were on a points basis. At weekends "exped" parties went away from time to time. Boats were borrowed from shore establishments and very useful and entertaining trips were made. Sub-Lt. Wells made a successful passage to *Christchurch*; Lieutenants Claro and Collins tried on two occasions to sail around the Isle of Wight, but the weather and foul winds beat them.

August 1958 saw the return of the wooden whaler and the third motor whaler was embarked. As we still had no gear for these boats we now only had four dinghies.

On arrival in the Med. in October we were soon challenged by H.M.S. *Eagle* to sail for the Albemarle Trophy. This cup is raced for by dinghies and is competed for by the Aircraft Carrier Squadron. *Eagle* had successfully retained this cup for two years. Two boats were raced by officers and two by ratings. Lt. King won the race by a very comfortable lead and so won the trophy for *Victorious*.

Early 1959 saw us back again in Home Waters and little sailing took place until May. L.S. Bricknell took over the job of dinghy master and did some sterling work getting the gear ready for the sailing season. Sailing gear arrived for the motor whalers and this proved a full time job. The motor whalers were tried under sail in race against *Centaur* whilst anchored in Cardigan Bay, N. Wales, in May. Unfortunately the wind was too light and the race was abandoned. The motors proved their worth and saved an exhausting pull back to the ship.

Later in May the Britannia Royal Naval College, Dartmouth, invited a party of sailing and sporting types over and using the college boats had two races in the afternoon. *Victorious* acquitted themselves with a 2nd in the first race and a 1st in the second race. We lost on final points but everyone was quite happy for a wonderful afternoon spent on the Dart.

Recreational sailing has taken place throughout the remainder of the year and P.O. Williams was enthusiast enough to spend the afternoons sailing whilst in New York.

WATER POLO



Waterpolo team

PITT STREET BATHS had their first view of Vic's Water Polo Team in February 1958, when we started up a team for the commission. We had a nucleus, and all we needed was practice. This was obtained in the shape of the Portsmouth Command "B" League, for which we entered. This entailed playing six shore establishments, during our times alongside. It has been said that it was always easy to tell when the Vic was playing, as the air was filled with such remarks as "Hit it an," "Up here, Charlie," "Yes, Jan," always in the loudest of voices. Apart from deafening our opponents we also managed to score more goals than five of them, so becoming runners-up in the League. L.S. Brewerton figured prominently in these matches, whilst the forward line of A.B. Rawlings, Marine Hatt and Lieutenant Allen had a fine understanding scoring 46 goals against 6.

Our biggest disappointment was perhaps losing to H.M.S. *Eagle* in a cup match at Ricasoli, but as we had only just arrived and after leave, perhaps it was understandable. However, we were not discouraged, and practised until the water became too cold, and found that in A.B. Gaslonde we had a really brutal full-back. Opponents were scarce and it was not until June 1959 that we played seriously again, this time against the water babies of H.M.S. *Caledonia*. They proved how unfit we were — quite conclusively. So, each morning after this, the team could be observed running up to *Caledonia's* Swimming Bath for training. Four days later, feeling much fitter, we played them again, this time showing them the way home by two goals. M.E. Barrow adding, in this match, to the noise, an enormous amount of unrehearsed splashing, further intimidating the opponents.

L.S. Brewerton has had one or two games in goal for the Navy team, whilst E.R.A. Keeping is the regular Navy centre-half. I feel sure that with the latter playing his first game for the ship, the outing holds quite a considerable surprise for the opposing team.

The team has been: L.S. Brewerton, A.B. Gaslonde, E.R.A. Knowles, M.E. Barrow, A.B. Rawlings, Mne. Hatt, Lieut. Allen; and on occasion: Lieut. Bartlett, C.A.A. Rollo, L.S. Slade, S/Lieut. Highton.

SWIMMING

RUNNING CONCURRENTLY with the Water Polo Competition was a swimming competition, for which we were entered as well. In this we won all six matches and so won the Portsmouth Command "B" League cup. Training was perhaps intermittent, but it was remarkable to see the number who turned up for a non make-and-mend swimming afternoon at Ricasoli in September 1958.

Whilst in Rosyth we were invited to participate in a Swimming Gala with H.M.S. *Caledonia* and the Carnegie Swimming Club of Dunfermline, the reigning East Scottish Champions. Due to circumstances beyond our immediate control, we had to withdraw from the Ladies' events, so had all our time available to try and concentrate on the Men's events. We did not win, neither did we come second, but did not disgrace ourselves, finishing only four points behind the winners.

We have not as yet had the opportunity to demonstrate our prowess further, but I feel sure we will be willing the next time a challenge is issued.

The team has been composed of the following: A.B. Gaslonde, M.E. Barrow, E.M. Chowler, Mne. Brown, Mne. Hatt, L.S. Brewerton, Mne. Smith, A.B. Rawlings, Lieut. Allen.

An inter-Departmental Swimming Gala was held at Pitt Street in May 1959 which was enjoyed by all. The Executive Department were the eventual winners with the Wardroom coming second.

CRICKET

OPPORTUNITIES FOR PLAYING the summer game have not been very numerous during the commission.

In the first dockyard period after trial matches were played at the U.S. Officers and the Men's Grounds, against Portsmouth Squadron, Lee-on-Solent and Albion. In these we held our own. Exercises at sea occupied the major part of the 1958 season.

1959 saw us playing matches in such widely-spaced places as Rosyth, Portsmouth and America. It was always difficult to raise a fully representative side, but the players who appeared gave good accounts of themselves. Outstanding performances were those of C.A.A. Ritchie and L.M.E. Scott at Staten Island, New York, A.M. i Bezzant at Boston, Commander Tippetts and S/Lt. Fletcher at Fettes College, Edinburgh. In America, too, Cdr. Petrie-Hay, our Supply Officer, gained the distinction of catching two former Test players in consecutive games.

The Air Department won the 1959 Inter-part Competition. They comfortably disposed of the Ward Room in the Final. L/Air Anderson was their star performer.

Our thanks are due to S/Lt. Hodges for some very competent efforts in the white jacket and A.A.4 Bateman for his cheerful help with the score-book. Maybe some of us will be lucky to have a fuller season's cricket in 1960.

BASKETBALL

BASKETBALL IS PROBABLY one of the lesser-known games played in H.M. Ships, and fixtures are usually scratch ones. The *Victorious* team did not start playing until September 1958 when we got our first game, and victory, at Gib. With one other fixture before Christmas, we only practised at Toulon, and then found very good opponents at Messina.

This was the best game of the commission so far; we lost 75-60, but the whole team played well and gave Messina a good run for their money. E.R.A. Knowles, the captain of the team, distinguished himself by personally scoring 35 points. He was well supported by L.S. Brewerton, who scored 17.

We tried to take the Aircraft Carrier Squadron Basketball Cup from *Eagle* at Malta and Gib, but failed. During our last visit to Gib, the Home Fleet raised a side to play the Combined Services, Gibraltar. *Vic.* provided four of the team of ten — Knowles, Brewerton, E.R.A. Hiscock and L.T.O. Barrie. The Home Fleet won 42-35.

Out of season we beat H.M.S. *Caledonia*.

Scores

Victorious v. Army Hospital Staff

Gibraltar	W.	66-3
v. Messina	L.	70-
v. H.M.S. <i>Eagle</i> (A.C.S. Cup)	L.	34-49
v. H.M.S. <i>Eagle</i> (A.C.S. Cup)	L.	34-36
v. H.M.S. <i>Caledonia</i>	W.	42-33
Home Fleet v. Combined Services,		
Gibraltar	\V	67-46

"EXPED"

DURING THE COMMISSION, "expedition" sorties of a wide variety have been undertaken. These have ranged from climbing Mount Etna to descending into some of the deepest pot-holes and caves of Gibraltar, France and the United Kingdom. Canoe journeys from such places as Toulon and Torquay, not to mention a similar venture in Norfolk, Virginia, proved very popular. Hill climbing and skiing in the Cairngorms, sailing expeditions in the fiords of Norway, all provided good use for the variety of "expedition" gear with which the ship is equipped.

This equipment caters for almost every conceivable form of expedition. Besides the more obvious items such as tents, sleeping bags, primus stoves, "outward bound" clothing, and so on, the ship is well provided with a number of folding canoes, skis, and speliological equipment.

Exped activities got off to an early start on board when in September 1957 two expeditions were organised, one to go hill-walking in the Black Mts. of Wales, while another vanished into the middle of the Mendips pot-holing and caving. Both were extremely successful but unfortunately an M.E. who was on the hill-walking expedition developed appendicitis but was successfully operated on in the Ebbw Vale Hospital.

The next exped was a novel one which took place in October and was designed as a survival and initiative test. Life rafts were launched and floated down the river Wye from Hereford to Chepstow.

During November and December there were two further expeditions. The first of these was an escape and evasion exercise in the New Forest, while in the second, the object was to reach Cranmere Pool in the middle of Dartmoor and was designed as a survival and endurance test.

After this there was a slight lull in exped activities due to the period of sea trials but in March a large scale expedition went to Scotland in order to do some hill-walking and skiing in the Cairngorms. The party used the hut given by the Nuffield Trust in the Rothiemurchus Forest. This expedition was an immense success, so much so that it was repeated the following year in spite of the distance.

During May there were further sorties to Wales hill-walking and to the Mendips caving where the stalwart "Speluncars" vanished into Goatchurch cavern to crawl and stumble through the dripping darkness.

During the summer there was little chance for exped owing to the time which was spent at sea. However, a very successful trip in pinnacles up the Seine was organised when the ship visited Le Havre.