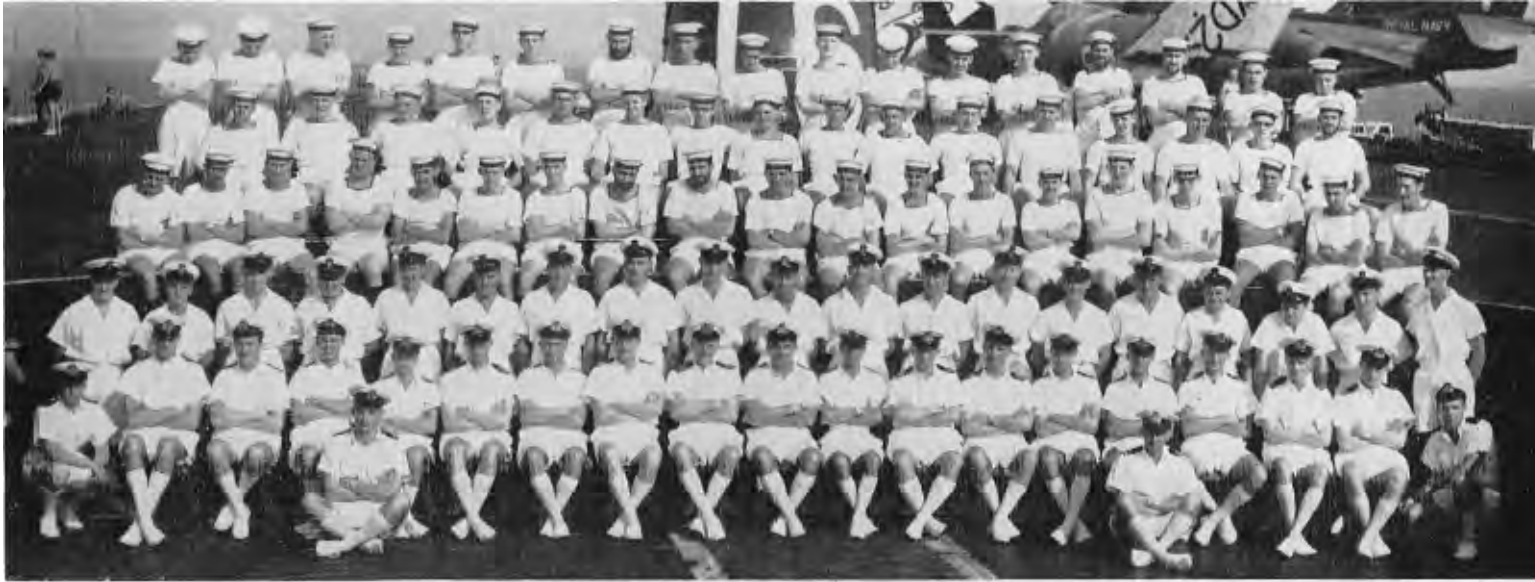


825 Squadron



The present 825 Squadron commissioned at Culdrose on 16th August, 1960, the previous Gannet aircraft equipped squadron having been condemned to the "chopping block" some two years previously.

The commission in H.M.S. VICTORIOUS has provided a considerable variety of tasks and locations requiring the squadron to operate in many other roles besides its primary one of anti-submarine.

Almost immediately after embarking for the first time on 18th October, 1960, the squadron was employed on a helicopter lift of 892 Squadron's ground party and stores from Portland.

Arrival at Malta saw the squadron disembarked to R.N.A.S. Hal Far from where anti-submarine exercises were carried out. The sporting and social side was not neglected and the squadron had its first sporting success, a combined 825/803 Squadron team winning the Ship's Hockey competition. The Senior Ratings entertained the officers one memorable evening at a well known hostelry in Birzebugga.

On the way home for Christmas (1960) leave the squadron achieved its first live helicopter rescue, a Scimitar pilot, who rightly decided that parachuting into the sea was preferable to remaining in a sick aircraft.

The squadron moved to Portland in the new year to play off a few return skittles matches arranged during the work-up, and, also to participate in various anti-submarine exercises. Before re-embarking Flag

Officer Flying Training honoured the squadron by flying from Yeovilton to say farewell.

The passage to Capetown was highlighted by the "Crossing the Line" ceremony. Two members of the squadron received special treatment, one for lifting a Scimitar pilot out of the sea, the other being discovered "turned-in" at the time of the ceremony.

Much has already been written about Capetown but suffice it to mention that 825 took full advantage of the incredible hospitality.

The start of the passage to Singapore provided the opportunity for helicopter fly-pasts at Hermanus, Port Elizabeth and East London. Helicopters are something of a novelty in these parts, judging by the crowds that turned out to watch.

On arrival in Singapore 825 disembarked to R.N.A.S. Sembawang. Apart from taking part in anti-submarine exercises in the Singapore Straits the squadron provided several acts in the international Air Show at Singapore Airport. Here rescue techniques were demonstrated and two "funnies" were provided in the form of a live witch on a flying broom stick and the "man in the original flying armchair". The squadron also took part in a search for survivors from a ships collision in the Malacca Straits.

Feeling the need for a temporary change of home the squadron visited H.M.S. BULWARK for a few days and enjoyed the luxury of this

"helicopter only" carrier. In fact the visit was enjoyed so much that the squadron followed it, almost immediately, by a visit to H.M.A.S. MELBOURNE, to take part in "Exercise Pony Express". The Australian hospitality and the "Forsters" beer will long be remembered.

Shortly after returning home to VICTORIOUS the squadron completed its 1,000th flying hour embarked. The occasion was marked by the cutting of a suitably iced cake during a short ceremony on the quarterdeck.

During the ship's refit in Singapore 825 returned to Sembawang where quite a lot of exercises were carried out with the submarines AMBUSH and TACTICIAN. A close liaison was established with the submariners and the Captain of TACTICIAN even flew in a helicopter during one of the exercises. Whilst ashore the officers were able to repay the Senior Ratings hospitality in Malta, with a dinner at a well known Chinese restaurant in Johore Bahru.

Next came Kuwait and the ship's dash to the Persian Gulf. On passage and in the gulf, the squadron was much in evidence in the Ship's sporting activities on the flight deck and in the lift wells. The ship's tug-of-war competition was won by 825. About this time the squadron achieved its 2,000th flying hour and also carried out another Scimitar pilot rescue.

A welcome change from the heat of the gulf was Mombasa where 825 members were to be seen on many of the safaries inland. Whilst operating off Mombasa two of the squadron's helicopters flew to Zanzibar for a day. This was at the request of the British Resident who required helicopters to assist the local police in dealing with unrest on the island.. It was hoped to give further assistance but the ship had to leave the area and all further



Cattle Lift

visits to the "isle of cloves" had to be cancelled.

The return to Singapore saw the squadron disembarked again to Sembawang where anti-submarine exercises were carried out and the whole of the air group were given rescue winching practice in the Johore Strait. A squadron party was held at the Union Jack Club in Singapore and judging by the quantity of "Tiger" beer consumed, it was an unqualified success.

On sailing, Exercise Fotex provided some anti-submarine exercises before the squadron thoroughly relaxed at Hong Kong. Here a useful liaison was established with the Royal Hong Kong Auxiliary Air Force. Six squadron officers were given an aerial tour of the New Territories in two R.H.K.A.A.F. helicopters. This was followed by an excellent curry lunch at their summer camp.

The visit to Subic Bay allowed 825 to assist in cementing Anglo-American relations. This took various forms and one incident is worthy of note. One squadron officer returned on board wearing an American Commander's cap, and this resulted in him being the first 825 officer to be piped on board this commission. The squadron played a major part in the joint British-American anti-submarine exercises off Subic Bay. The search and rescue department of the squadron also played its part, a Sea Vixen crew being rescued.

Whilst on passage to Aden news was received that helicopters were urgently required for flood relief operations in Kenya. This resulted in the majority of the squadron aircraft and ground personnel being disembarked at Mombasa. The squadron was split into three groups spread along 180 miles of the East African coastline. The task consisted of reconnaissance of the flood areas, visiting cut off villages with the District Officers, evacuating people, maintaining flying doctor services and carrying food. Casualty evacuations were also carried out. Sidelines included a helicopter lift of cattle across a swollen river to ensure Mombasa's meat supply, and the delivery of thunderflashes to remote villages to discourage hungry lions. In all some 186,000 pounds of food was delivered, 150 cattle transferred and 26 casualties evacuated. Many square miles of the seriously flooded areas were covered by 825 helicopters involving 340 flying hours in the 18 days engaged on the operation.

The squadron after handing over to 824 was flown to Malta to rejoin VICTORIOUS. At the time of writing it is hoped that a quiet passage home for Christmas leave will see the end to an eventful year. No record would be complete without a word of praise for Taff's technical team and Lofty's 'lectrifying lads who have kept the squadron flying so safely and fully for about 3,000 flying hours to date.

The year 1962 will probably bring with it the last few months of the squadron's present commission when we expect to pay off at the same time as "Mother", whose happy and glorious disposition and flair for the unexpected we shall sadly miss.

849 'B' Flight (The Bees)



849 Squadron is a large unit permanently resident at R.N.A.S. Culdrose in Cornwall, which supplies flights of aircraft to all operational fixed-wing aircraft carriers. "B" Flight, under the command of Lieutenant Commander A. D. Levy, had the honour to serve once more in VICTORIOUS, although, unlike our last commission, we were this time operating a more modern type of aircraft. Our role is Airborne Early Warning, and an attempt will be made to explain our task onboard. Towards the end of World War II Japanese kamikaze aircraft caused considerable damage by flying undetected below the line-of-sight radar coverage of the Fleet. A powerful radar set was designed to be mounted in an aircraft and flown at sufficient height so that the Fleet could see over the horizon with its radar and thus detect any low flying attacker. The Royal Navy had previously employed American Skyraider aircraft for this job, but "B" Flight re-equipped with the Gannet A.E.W. 3 at Culdrose in July 1960, and began working up to an operational standard, ready for embarkation in October. The Gannet, like the Skyraider, has a crew of a pilot and two observers.

The Flight's job is not only to detect low flying attackers, but also to direct defending fighters on to them. Another role is to find enemy ships, and direct our own strike aircraft on to them. During the work-up period at Culdrose we had to make use of Gannets as both fighter and target

aircraft, but we managed to include a fortnight at Yeovilton controlling Vixens and becoming used to the slightly higher speeds involved. Having worked-up aircrew and maintenance ratings we embarked crews and aircraft on 28th October, 1960.

We had trouble during the first phase of the cruise in the Mediterranean which included the loss of an aircraft and subsequent grounding. However, clearance to fly again was soon given, although at this time the ship was in a gale with her rudder jammed. We returned to Culdrose on 18th December, one aircraft early, one on time and one by crane and lighter. Christmas at home refreshed us all and we were able to patch up the aircraft and get a replacement just in time to rejoin VICTORIOUS on 26th January for the main part of the cruise.

H.M.S. Apartheid we were called, but not many of "B" Flight supported the boycott against buying South African goods or accepting Cape Town hospitality. Aden was dull, but at Singapore we flew off two aircraft to R.A.F. Tengah. These aircraft took part in the Singapore Air Show for which the Flight also provided a commentator.

We re-embarked for the big exercise "Pony Express" off North Borneo in which we expected to deal with the attacks of United States aircraft. However, a major unit of the American Fleet rather suddenly left leaving the cupboard somewhat bare. This was followed by the docking

period in Singapore when, for 5 weeks, the whole Flight was disembarked to R.A.F. Seletar where the amenities were better looking than at Tengah. When we left, the Commanding Officer signalled that "the honeys were much to our liking" to which Seletar replied, "please tell sons of Levi that bees are supposed to provide honey not steal it". As well as leaving the honeys we also said farewell to our acting, temporary, overpaid, dishonourable Courier Pee, an ancient Gannet IV, which had been loaned to us for mail and communication duties and which was suffering from acute malnutrition.

And so we departed for Hong Kong, where it is said that honeys of a truly exotic oriental flavour abound, but politics intervened and the ship turned about for a mad dash to Kuwait.

On reaching the steaming heat of the Persian Gulf we discovered to our dismay that, without our Courier Bee, we were forced to employ our A.E.W. Gannets as Royal Mail and V.I.P. aircraft. This, of course, was not the purpose for which the aircraft had been designed but we were, nevertheless, extremely popular with the Ship's Company! Towards the end of our time in the Gulf the sand, salt and heat took their toll and owing to a "technical hitch" the Bees were temporarily grounded.

This grounding lasted through a pleasant stay at Mombasa and we were cleared to fly only just in time to disembark to Seletar again. This was



Maintenance on deck



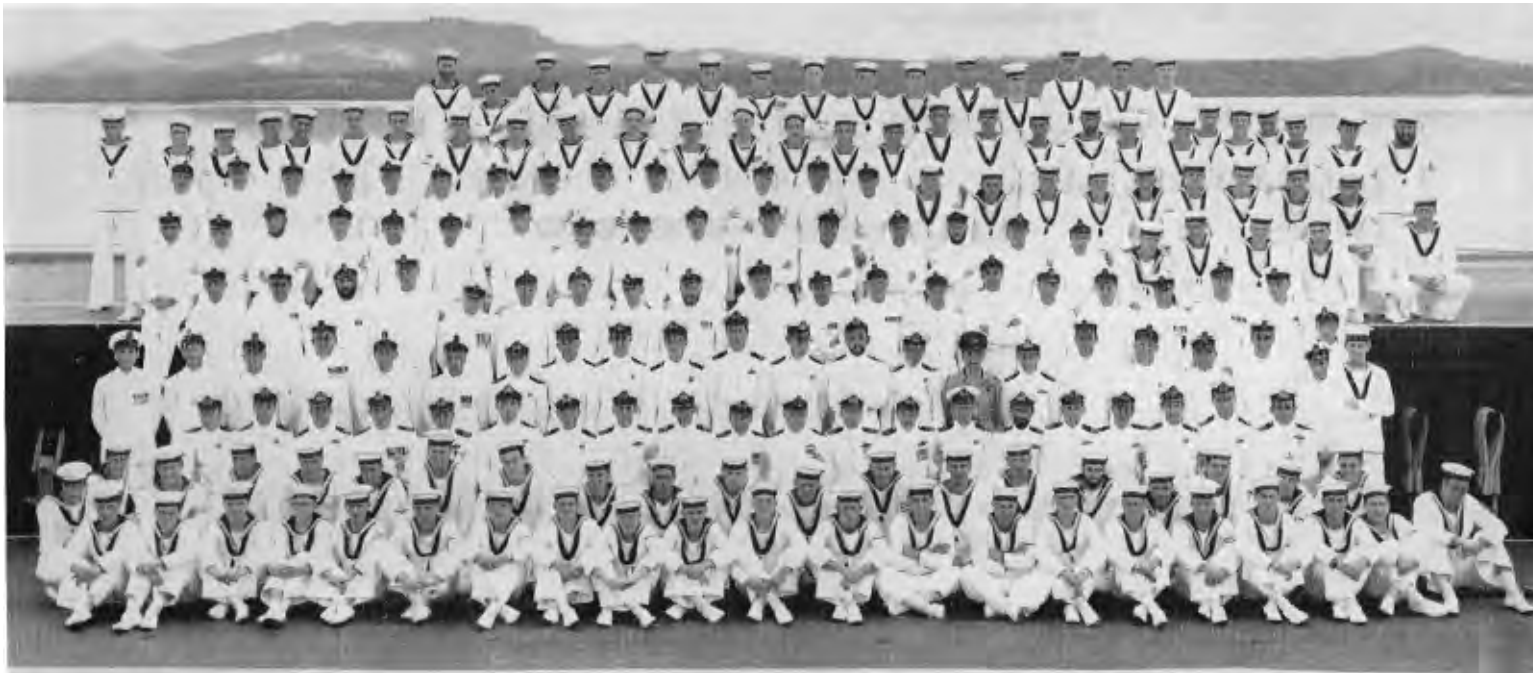
Officers' Volleyball team

again hectic with the tremendous strain on the social life, but once more we tore ourselves away heading for Hong Kong and leaving the Courier Bee in pieces in a hangar.

The visit to Hong Kong gave us a chance to do all our Christmas shopping, and an opportunity to sample the "Flowers of the East"! After this we worked with the Americans at Subic Bay and two of our aircraft operated from the U.S.S. TICONDEROGA. At last we headed home-wards via Singapore, where we stopped long enough to repair and recover the Courier Gannet from Seletar. We needed this urgently to carry our Christmas shopping ashore at Culdrose, where we hoped to find an understanding Customs Officer.

During the cruise the Flight were active in the sporting line, and in the first major competitions onboard the ratings deck hockey team reached the semi-final and the officers team won the volley-ball competition out of over 80 entries. As befits a West Country based Flight the Rees were the back-bone of the ship's rugby team, providing four or five men for every match, and we also supplied players regularly for the ship's cricket, hockey and athletic teams. Our own soccer team, which played many games, also befitted a West Country Flight. One last statistic, the Flight mustered 96 tattoos between them excluding the Flight Cook:, whose personal score of 36 disqualified him!

892 Squadron



**"STRIKE UNSEEN"
or
"WORK IN THE DARK"**

In retrospect, with pride, we can look back on the last commission and say that we have achieved the standards of our motto in more ways than one. Even the man who was found in. Boogie Street singing "This old hat of mine", with appropriate actions, did his work "in the dark".

But what has gone towards making up this "work"? Well, it all started on 21st October, 1960, when the squadron embarked from R.N.A.S. Yeovilton to work-up in the Med. For the next two months we worked and played day and night—first A.1. work, then RIP, then Army "Co-op" strikes, with the occasional run ashore to ease frustrated souls. It was (luring this period—remember?—that we achieved our record number of planned and logged sorties in one day.

Our return to Yeovilton for Christmas marked the end of the first period. While we were there we received six new aircraft and made extensive mods. to the remainder

Aberporth: Capetown: Aden: Singapore

Who would travel any other way than by "Grey Funnel" Line—and get paid for it?

The second period of the commission started on 19th January off Aberporth range for live missile firings—the record individual bag being 2 Meteors, 1 Jindivik, and 2 Scimitars! — the latter, be it noted, were caused by an unfortunate accident on deck. Then away down south to Capetown—a flypast for the Governor of Gambia on 17th February ('twas a pity there was nobody there to watch it!), a Shop Window display for V.I.P.s and reporters—and there we were: 10 days-10 fabulous, wearing days and nights of making whoopee, and off again up the East coast of Africa.

We got the O.R.I. behind us on 5th March—our commitment being C.A.P. and "Condition 1" — and then Exercise "Sea Sheikh" off Aden. The latter was an Army support exercise with the Aden Protectorate Levies and was carried out, in some cases, using live R/P over the hilly district of north of Aden.

Across the sea now to Singapore, with 10 days at R.A.F. Tengah at the end of the month. During this period we took part in the Paya Lebar Air Show with great success, but I doubt if the reporter who put a picture of R.A.N. Venoms in the paper and called them Sea Vixens ever lived it down !

6 Weeks Disembarked: 50 % Changeover

And so it went on. Exercise "Pony Express" came and went and suddenly the ship was in dry dock, our aircraft back at Tengah, and the Squadron personnel scattered all over the island—some in H.M.S. TERROR, some at Tengah, and the remainder billeted with the Army at Keat Hong. Army co-operation during this time must have been at its highest level and we found that the "brown jobs" weren't nearly as bad as we thought. Those who went on jungle patrols with the Gurkhas were made, on occasion, painfully aware of their capabilities.

During this time also we said goodbye to the "50 %" who were due to leave, and welcomed their reliefs. The new Commanding Officer, Lt. Cdr. A. Gray, R.N., took over the squadron from Lt. Cdr. D. M. A. H. Hamilton, R.N.—the respective arrival and departure being marked by an appropriate run ashore.

Frustration: Corrosion: Frustration

Half way to Hong Kong we were when we did a smart about turn and steamed back to the Persian Gulf. This marked the start of one of the worst periods in our history. Having got over the hydraulic hose trouble



in Singapore we now had to contend with exactly the same thing again plus salt-spray and sand and the excessive heat.

In spite of this we did two days and nights at readiness over the critical period of 14th and 15th July, and C.A.P. exercises with the R.A.F. on many days. Two civilian representatives joined to inspect corrosion on our aircraft, and during the course of their investigation discovered that 420 man-hours had been spent on one aircraft alone—that gave them something to think about!

But, like the good, all bad things come to an end, and after replenishing our frustrated souls and bodies at Mombasa for 10 days we left the area and its memories behind us.

This took us to the end of September, including the passage back to Singapore, and when we got there we disembarked 4 aircraft to Tengah again, where once more the handicaps of dispersed personnel had to be overcome.

Hong Kong: Exercise "Crosstie"

We sailed from Singapore on the 6th. October, did a quick army co-op. exercise on the way north to Hong Kong, and arrived on the 17th for 8 days. It is generally agreed that Capetown was the highlight of the year's visits, but without doubt Hong Kong comes next—though possibly for different reasons!

Exercise Crosstie which followed—a cross-operating exercise with U.S.S. TICONDEROGA—was marked by one unfortunate incident (though there were many others more painful in the way of sore heads and queasy tummies!) when one of our aircraft broke its nose oleo whilst landing on the American carrier. Fortunately nobody was hurt, but the speed with which the aircraft was fixed up and lightered back to us is worth many congratulations to everyone involved.

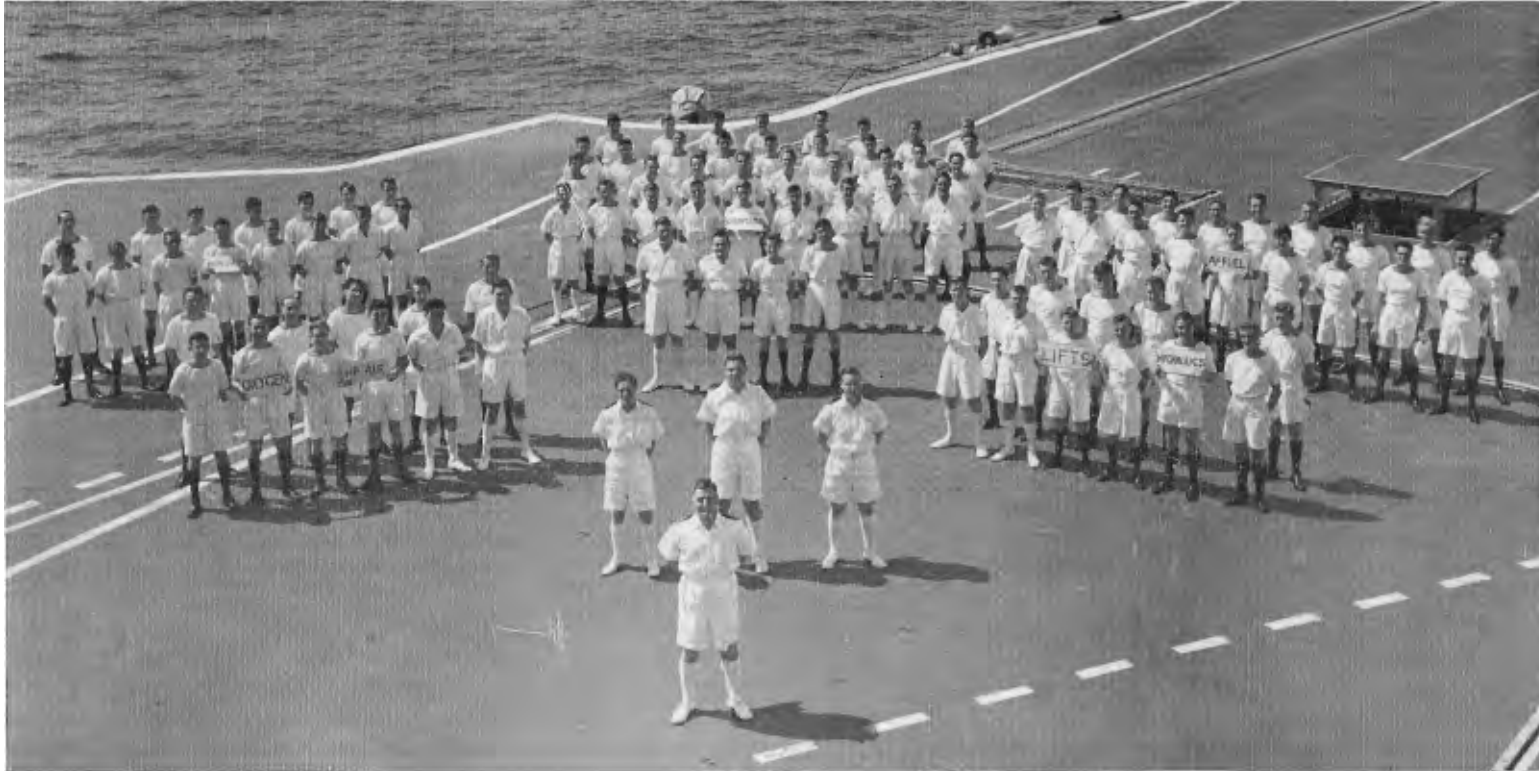
With the completion of our last major exercise in the Far East we were at last seeing the end of the tour. A quick 10 days at Singapore, with three aircraft at Tengah again, was almost disastrous, but on the 14th November we were away eastwards—homeward bound.

"Pearly Miss" and the future

in spite of many vicissitudes in her life, "Pearly Miss" continues to besport herself at every opportunity, and it is hoped that she will continue to do so. In the same way, it is hoped that the future of the squadron in the spring of 1962 and beyond will continue to prove that we not only work in the dark—we also

"STRIKE UNSEEN"

Flight Deck Engineers



Our little department totalled about 100 officers and men throughout the commission. By the end of October 1961 we had managed to dispose of over 21 miles of steel wire rope. It is doubtful if any other group of men has ever worked together so well, with the aid of such powerful and expensive machinery, to hurl so much wire into the sea! Purely coincidentally over 3,000 aircraft were launched or recovered, but we tended to regard them merely as rather noisy vehicles on which to hang our bridles. To enable these aircraft to take off and hang around in the air—what they did, or where they went, we were never really told—we had to provide them with fuel and air, and their crews with oxygen. And on their return we always stopped them.

Perhaps our real moment of glory came, with a certain amount of confusion, with the cross-operation of U.S.S. TICONDEROGA'S aircraft. The struggle to fit each one of them to the catapult was immense.

They were either too long or too short, too low or too high, but they eventually went. Their American owners were tearing their hair; our catapult crews either rolling on the deck in mirth or hanging grimly on to unfamiliar ropes and projections—but they went.

In the field of sport we were occasionally giant killers. The mighty wardroom cricket XI, be-flannelled and incogniti, fell before us. Hockey, deck hockey, rugger, soccer (both big and mini), water polo and volley ball all brought their successes. The wandering shield spent nearly a year in our office, making brief excursions to other places. We always lost it at volley ball but never failed to regain it with our tug o' war team, led by the two heavyweights, the C.E.R.A. and the Ch.M(E).

We couldn't end this tribute to ourselves without handing out one small bouquet to our brothers below. Without steam we could do nothing.

984 Squadron

The tale of 984 Squadron during the Second Commission revolves round the series of exercises which are interspersed between our ports of call and long periods of passage time.

The first phase was the work-up before Christmas 1960. Exercises followed one after the other in quick succession and we passed from Royal Flush IV to Pink Gin III to Carstex and finally to Decex. Royal Flush was the big Air Defence exercise in company with our sister carriers ARK ROYAL and HERMES and the U.S.S. SARATOGA. We worked hard but enjoyed the results and especially the successes of 984/CDS.

After Christmas our minds drifted for a time but on completion of the ship's visit to Capetown we were busy preparing for Exercise Sea-Sheikh when we and our twin 984 Carrier HERMES would be operating together.

This short but intensive exercise taught everyone a great deal about combined 984/CDS Carrier operations and was well worthwhile. The SEATO exercise "Pony Express" in April was the next full scale effort for the AIO and although the Air Defence phase was somewhat disrupted by the withdrawal of the U.S.S. CORAL SEA it gave us our first chance to demonstrate our abilities to our Far East compatriots:

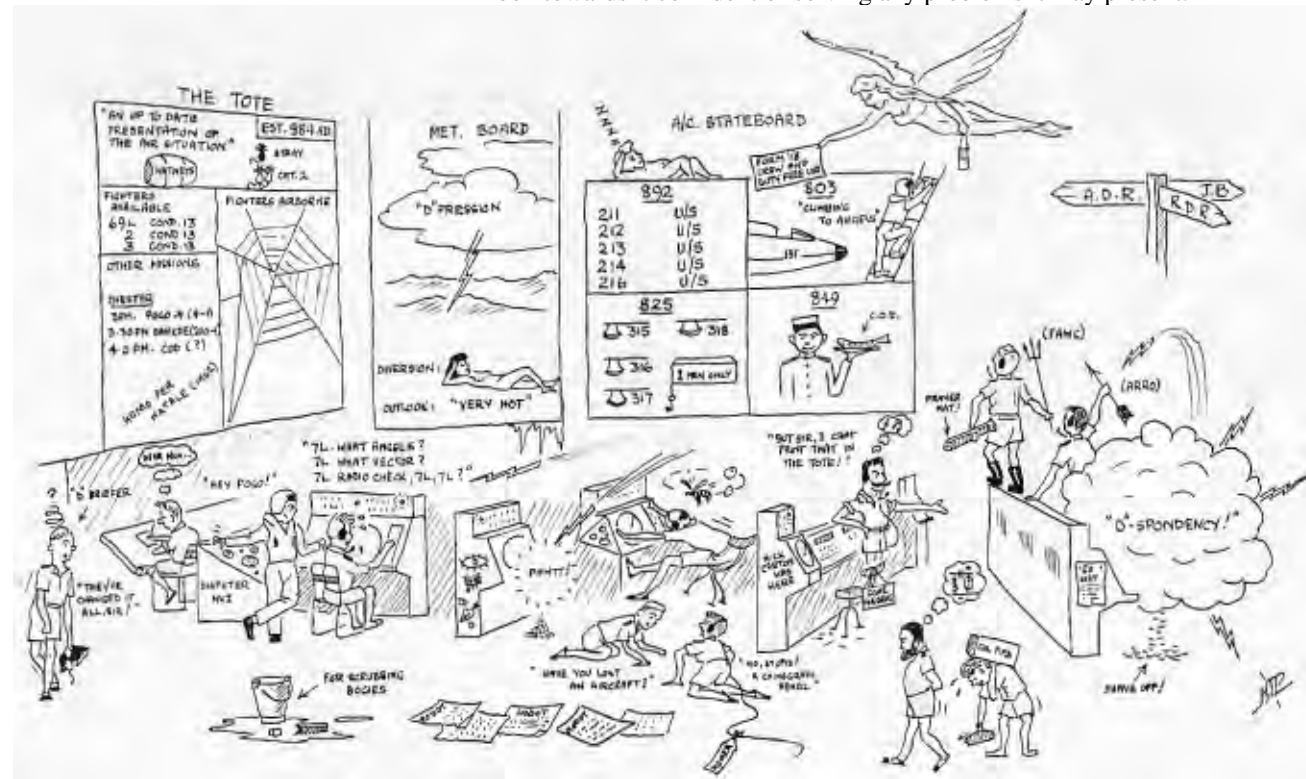
There was a big gap between major exercises in the Far East but whenever we could we took the opportunity of inviting R.A.F. Canberras to strike the ship to test our Air Defence system. We had one splendid "Battle of Britain" type day with R.A.F. BUTTERWORTH when the Australian Canberras and Sabres attacked in droves and were intercepted in droves. The other highlight was directing R.A.F. Javelins based at Tengah and as they came up asking for more presumably they liked it.

The last exercise on the Far East station was Crossie when

we operated with the U.S.S. TICONDEROGA. The Americans from the big Carrier were most interested in our system and when the two Carriers met in Subic Bay for the exercise wash-up a constant stream of U.S.N. visitors were shown round the AIO.

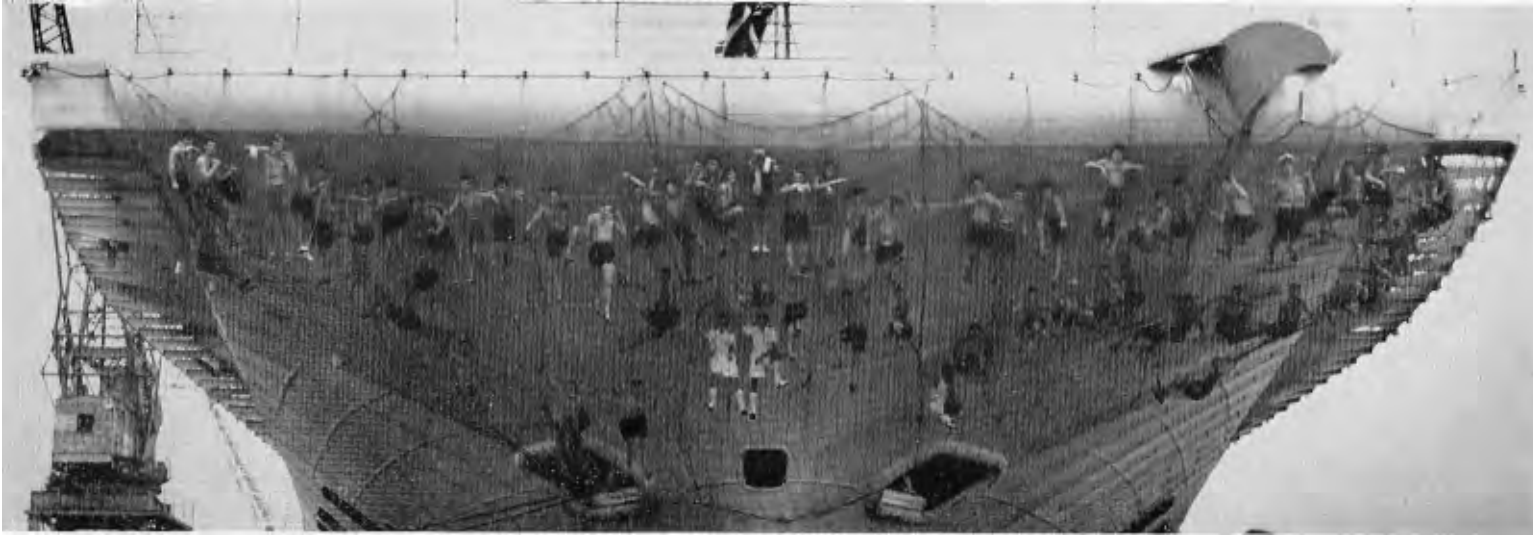
To complete our exercise story we visit the Mediterranean once more---another of the Royal Flush series, this time Number Five. The U.S.S. INDEPENDENCE was our opposite number and despite the fact that the first day of the exercise was cancelled due to a Force 9 gale we had a very busy four hours on the second day. After working long hours and practising hard for Royal Flush for many days beforehand it was comforting to find that our rehearsals had been so worthwhile and rewarding.

We hear rumours now of a Dawn Breeze to come in the New Year and look towards it confident of solving any problems it may present.



All in a D's work

Executive Department



The versatile stuntmen

Ever modest, we, the seamen, hesitate to introduce ourselves. You will find us from the truck of the mast to nine deck, and from the eyes of the ship to her stern, and we answer to many names such as "Fishead" (a term of endearment bestowed on us by "Waffoos"), or "Dabtoe", which implies rather more than a dabhand.

Except for the actual steaming of the ship which we leave in the competent hands of "stokes", the maintenance and repair of machines (which given a fair sized hammer we could repair just as well), and perhaps flying the aircraft, we have a finger in every pie. Fuelling and storing at sea is our speciality, and we provide Gunnery, T.A.S., Radar and Aircraft Direction teams. We even help in the galleys, and are newspaper magnates of that well known daily, Vicnews. You will find us everywhere, and always fighting the battle against rust and dirt.

For us as much as for everyone, this has been a commission of surprises. Our cruise started off as a round the world voyage, but about all we have been truly round is Pulau Tioman — variously described as a Tropical Paradise island to a mouldering mangrove swamp.

When we set sail for Hong Kong, we ended up in the Persian Gulf, and when we were on our way to Suez, all set for a multi-hose astern fuelling, what happens? We find ourselves passing our own hose to a derrick-less tanker and making for Mombasa.

"Flexibility", the skipper says, "you must be flexible." Well, if that's what he calls it, we are as flexible as a countess' garter. There really were

times in Persian Gulf when not one of us would have been surprised if a submarine had popped up alongside us with a "Have 100 tons of stores for you—request jackstay" signal.

Basically, we fall into three divisions, The Versatile Stuntmen up for'd, the Marriott's Charioteers and, at the blunt end, the Hoteliers.

The Versatile Stuntmen

Sometimes known as the fo'c'slemen, they run a number of nefarious activities. At sea, the cable deck is usually under about three feet of water, and a small charge is made for the excellent paddling facilities. In harbour the cable deck variously becomes a dormitory, Eastern Bazaar, cricket net or dockyard dump, and so the acrobats often retire to nets especially rigged by them beneath the flare (see photograph). The fo'c'sle "parish" also includes the Starboard Forward Gangway Space which in turn is used as the ship's front door, back door, fuelling point and venue of dockyard maties waiting for the "knocking off" syren. to sound. (What infinite patience some of them have!) We must not forget, either, the Starboard Forward Gundeck, which, with its grass green deck and snow white guardrails alone can satisfy the "cruiser complex" in visiting admirals, surveying the scene from their bridge.

Apart from turning out teams for all sports, these many-sided maestros also have to their credit (or debit) prodigious feats ashore—but these are recorded elsewhere in a little volume entitled Captain's Report Book!



The Marriott's Charioteers

Like a rose nestling between two thorns, the Charioteers separate The Versatile Stuntmen from the Hoteliers. They are rarely seen in the open air because, apart from the lower surface of the angled deck, their "parish" consists mostly of the vast areas of the interior which the Between Decks Party finds too difficult. Because of this they are called "I opmen".

Here is a note on charioteering, for the few who have not managed to cram into the Port Forward Gangway Space to watch us at work. (Clearly, then, Waffoos need not read on.)

The Marriott's Chariot, known mundanely as a Mobile Painting Platform, was designed for use when painting under the angled deck; it bears little resemblance to those seen in such splendid Hollywood epics as "Ben Hur", and "The Ten Commandments". The main difference being that it is propelled by sailor power and not horse power. It will stand two, and gives a maximum speed of 200 feet per hour in the horizontal plane before tot-time.

This may sound dull and uninteresting, after the blood, sand and mangled limbs of the Roman Arena, but driving these chariots calls for a certain degree of skill, and considerable patience. High velocities are possible in the vertical plane, especially if some of the more rotund Topmen are embarked. This is called "descent", and occurs when the driver neglects to put the securing straps over the driving handles of the chariot. Acceleration of approximately ten feet per second per second has been achieved while the crew endeavour to grab the wildly spinning handles, but with little success. They are forced to stand to attention and sing, "Nearer my God to Thee", until they hit the water. This is very exciting for the onlookers and can well be termed a "Roman Holiday".

Another facility which is almost unique to the Marriott Chariot is that of being able to drop pots of paint and/or buckets and scrubbers on passing boats or sampans which shelter from the rain under the angle, or have just come too close while looking at the mightiest vessel in Britain's New Navy. A very good charioteer has been known to inflict the following irreparable damage on a passing Southsea "Trip around the 'arbour" boat: 5 home perms straightened, 4 Summer frocks now ship's side grey, 2 Bras deflated, 1 pair of unmentionables dyed adman brown (one boggles at how the latter occurred).

This constitutes the present national record, perhaps the next commission will have more time in Portsmouth and be able to improve on it. One can but wish them luck. Incidentally, who in hell was Marriot?



The Hoteliers

There are many ways of running a Quarterdeck and about the best seems to be as one would run a hotel, and as Hoteliers the Quarterdeckmen excel. The Victorious Hotel embodies the best of all types of hotel. The Great Hotel with its enormous and splendid spaces. The Station Hotel with its perpetual phantom goods train that makes everything shudder, rock and vibrate, this is very cleverly simulated! The Guest Hotel with the strictly kept self service meal times.

Our Hotel is all of these and if there was a brochure it would say:—
Different atmosphere, gay decor, light, airy, clean. Distinctive hospitality, a place for important occasions. Dancing and cinema during the Summer Season. Provides the ultimate in comfort and individual attention for its guests. Victorious Hotel, open all the year round—special Winter terms. Prices quoted on application, The Resident Manager will be happy to give full particulars. Phone VIC 437.