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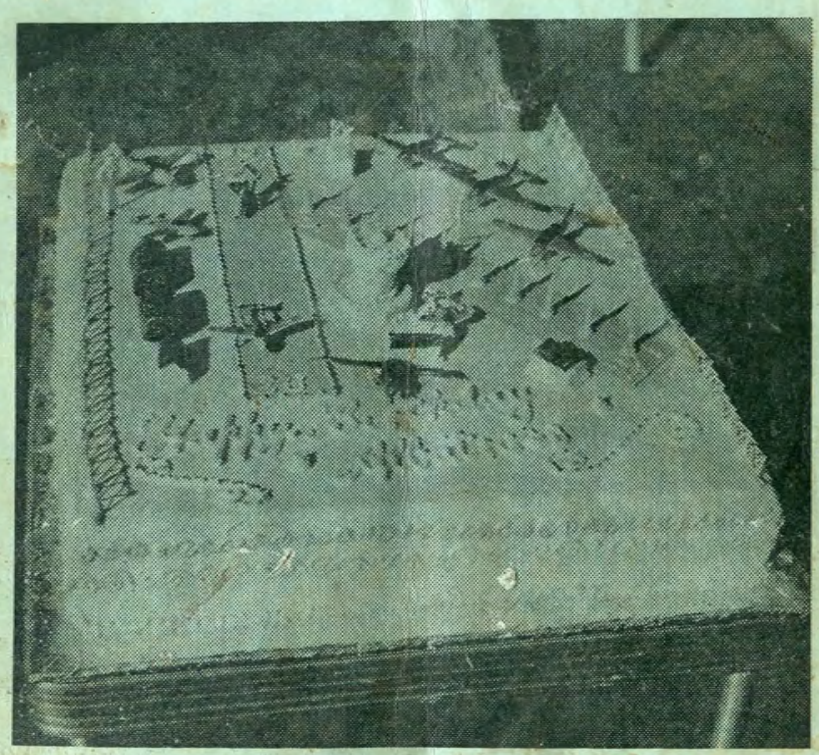

The Journal of H.M.A.S. "Albatross"

No. 16 AUGUST, 1958 Price 6d.

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The Journal of H.M.A.S. "Albatross"

No. 16 AUGUST, 1958

EDITOR: Lt. Cdr. Harvey.

SUB. EDITOR: Sub. Lt. Hockley.

SPORTS EDITOR: Sub. Lt. Sheridan.

ART EDITOR: P.O. Edwards.

BUSINESS MANAGER: Sub. Lt. Hall.

Ten Years Young

Field Marshal Montgomery said a short time ago:—

> "Today, control of the seas is a matter for ships and aircratf — all operating under Naval direction and control.
> And in the future, air support from mobile airfields on the sea may often be the only support the Army will get in the early stages of operations."

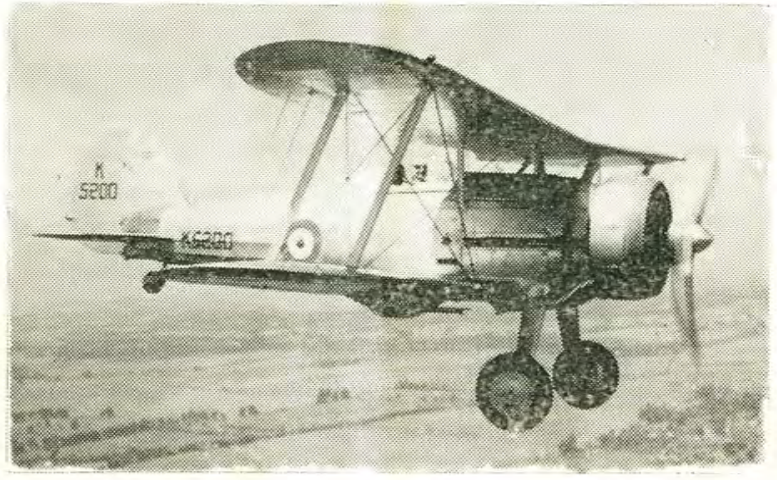
Without our backing, the "Melbourne's" value would be greatly reduced and without the "Melbourne", the R.A.N.'s value would be greatly reduced. This is our justification and importance.

Since August, 1948, "Albatross" has developed and improved immensely, and, although in April, 1956, the First Sea Lord, Admiral of the Fleet Earl Mountbatten, said in a broadcast that the Air Station was one of the finest that he had ever seen, there still remains much to be done. I am sure that the progress, in all respects, which has taken place here in the last decade will be maintained in the next.

— V. A. T. SMITH.

FLEET AIR ARM TYPES OF THE PAST

No. 5 — The Gloster Sea Gladiator



"Faith, Hope and Charity and the greatest of these is Charity". So the quotation goes, but to the people of Malta in June, 1940, they were all as great as each other. For these were the names given to three of the four Sea Gladiators belonging to 802 Squadron disembarked from H.M.A.S. "Eagle" and transferred to the R.A.F. in Malta. They were flown by their own pilots and were the sole fighter defence of the Island against the Italian air raids on the outbreak of hostilities with Italy.

The Gloster Sea Gladiator was a R.A.F. biplane fighter modified to meet Naval requirements but with non-folding wings. It was a stop gap because of production difficulties encountered with the Skua. It was a single seat, radial engined fighter armed with four .303 machine guns and it could carry a 500 lb. bomb. It had a maximum endurance at economic speed of 2¼ hours and a service ceiling of 32,500 feet. Its excellent manoeuvrability and climb performance made it very popular with Naval pilots.

At the outbreak of the War, 12 Sea Gladiators were embarked in H.M.S. "Glorious" in the Mediterranean. During the Norwegian operations in April, 1940, these Sea Gladiators carried out fighter support for the Army after the 18 R.A.F. Gladiators previously landed from the "Glorious" and operating from a frozen lake had all been damaged or destroyed.

It is interesting that there were never more than 15 Sea Gladiators available in the front line in 1939-40 in both the Mediterranean and Home Waters. However, this small number of aircraft was engaged in nearly 50 fights, an average of 3 per aircraft. In these combats, 10 enemy aircraft were destroyed and 7 damaged for 2 Gladiators damaged.

"Faith", one of the Malta Gladiators, is still preserved in the armoury of the Palace of the Grand Masters at Valetta, Malta.

Station Personality No. 16

C.P.O. CK. (S) DIEHM

Chief Petty Officer Cook (S) Diehm began a professional boxing career in September, 1941, which was to lead him to every capital city in the Commonwealth and also to many of the large provincial towns.

He boxed under the professional title of 'Jackie Dean', and among some of his best performances was his defeat of the N.S.W. Featherweight Champion, Danny Simmons, in a non-title bout in February, 1944. Another contest that may be remembered by fight fans was the match between 'Jackie Dean' and 'Kid' Bennyon the Fijian Lightweight Champion. This "battle" went the full 10 rounds and was declared a draw.

A tribute to the boxing skill of 'Jackie Dean' is the fact that he was never knocked down in any of his 51 professional bouts, nor do his features reflect anything of the onslaughts of the past.

Our personality joined the Service in June, 1943, and a point of interest was the fact that at this time he tipped the scales at 7 stone 12 lbs., having just previously fought, and defeated, Australia's Flyweight Champion Al' Thomas. His weight is now 13 stone 8 lbs., a silent tribute to Naval Victualling.

In October, 1943, Assistant Cook Diehm joined H.M.A.S. "Shropshire", which sailed soon after to join the American 7th Fleet in the landings at Cape Gloucester and Arawe.

Our personality maintained a high state of physical fitness and boxed in Inter-Service and Inter-Fleet contests at every opportunity until 1949.

In November, 1948, L/Ck. Diehm joined H.M.A.S. "Australia" and was immediately elected to train the Fleet Boxing Team.

H.M.A.S. "Australia" was to be his 'home' for 5 years with a short break ashore at "Albatross", where he was promoted to Petty Officer Cook, before again returning to "Australia".

In 1953 the Fleet Boxing Team was drafted aboard H.M.A.S. "Australia" under P.O. Ck. Diehm and for the first time since before the War defeated the Southern Command boxing team.

After 2 years in "Penguin" P.O. Ck. Diehm joined H.M.A.S. "Sydney" where he was promoted to C.P.O. Ck. He spent 2 years aboard "Sydney" and during this time he maintained an active interest in Boxing.

From the "Sydney" C.P.O. Ck. Diehm came to "Albatross" again recently, and is once more taking a leading part in the production of a Boxing Team.

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1948 AND ALL THAT

On the morning of 20th May, 1948, a staff car and a number of three ton trucks left H.M.A.S. "Penguin" for a wild section of bushland geographically situated behind a landmark known as Nowra Hill. The expedition's object was to set up a Naval Air Station at a disused airfield originally built as a R.A.A.F. base in 1942, occupied for a short time by the U.S.A.A.F. and used by the R.N. in 1945 and 1946. The advance party, headed by Commander Rhoades, Commander (S) Hatherell and Lieutenant Commander Pugh, consisted of 2 stores C.P.O.'s, 1 R.P.O., 1 Stores P.O., 1 P.O. Cook, 10 S.A.'s, 1 (Cook (S) and 3 A.B.'s (T.T.D.). They were a merry band. Commander Rhoades, the Executive Officer, was frequently the only officer available to muster the hands, the P.O. Cook and his mate had to clean the possum nests and ant hills out of the galley (now the site of Mr. Hawkins' laundry) before a meal could be prepared, while the remainder of the party had to chop wood. Even the Stores Chief had a sense of humour — he used to play the bagpipes for relaxation.

There were no lights and no roads for the first "draft in" and as the winter of 1948 was particularly wet and bleak, it was a case of moving from point to point in a dust storm or a quagmire. In fact it rained so much that there was much speculation that "Albatross" and not "Sydney" would be the first flat top to reach Jervis Bay. Our lads kept in good spirits however and canteen hours were frequently extended as a matter of necessity to combat the cold and the wet. Work hard and play hard was the rule and most of the time was taken up unloading 10 and 12 truck conveys of stores which invariably arrived at 1530.

The first canteen was situated in what is now the Petty Officers' Mess tap room. It was later transferred to a building opposite the Post Office which was recently demolished to make way for the new accommodation blocks and was a far cry from the present day structure.

The Guard House was on the opposite side of the road from the present building and boasted a fuel stove. It was a pleasure to return on board on a cold, wet night to find tea and toast, prepared by the Quartermaster, waiting. Q.M.'s had their worries too. At one stage, the galley was being regularly broken into and a dark face would appear unexpectedly at windows; rather than make his way from the Guard House to the accommodation area, the middle watch Quartermaster often preferred to stay on watch until daylight before shaking his relief. The crisis passed when the police warned off an itinerant and unusually hungry aboriginal.

The only liberty boat was an Austin ambulance which served the purpose quite well until, returning to the Station one night, it failed to negotiate the approaches to a bridge and landed upside down in a ditch. A'l available hands were called out and successfully turned it back on its four wheels. Libertymen were then granted the cold comfort of an open sided three ton truck for transport.

At 0900 on 31st August, 1948, divisions were assembled on the quarter-deck to witness the commissioning ceremony of H.M.A.S. "Albatross", Captain R. G. Poole, R.N., in command. That evening a Commissioning Dance was held in the Cinema and "Albatross" was well and truly launched. The 140 guests consumed 176 gallons of beer.

One week after commissioning a howling westerly helped blow in the first class of Recruit Naval Airmen. After the comparative luxury of Flinders Naval Depot, they were a little shaken to find only six accommodation huts, a galley, a victualling store and canteen in use in the present "C" and "D" areas.

October, 1948, saw H.M.A.S. "Kanimbla" bring out hundreds of R.N.

ratings on loan service and for entry in the R.A.N. as well as many tons of stores and equipment necessary for "knitting up" an Air Station. As the months went by, the tempo of work increased.

On 7th December, 1948, the Chief of Naval Staff, Admiral Collins, arrived by Dakota to inspect the Air Station. He was met by a ceremonial guard and the duty watch who had been formed into a wild animal patrol on either side of the runway.

The New Year found "Albatross" busily preparing to greet H.M.A.S. "Sydney" and the 20th Carrier Air Group. As the ship was well laden with stores and equipment, it was necessary to ferry all aircraft ashore. In preparation for the first Decanter, the road from Jervis Bay was sealed and widened, a mock up of a Firefly IV being used to ascertain what obstructions would have to be removed.

On the arrival of "Sydney", in May, 1949, a Police escort and all available transport were at Jervis Bay to meet her. The Fireflies were transported by low loader and the Sea Furies towed stern first with their tail wheels attached to the rear of three ton trucks.

The night the 20th C.A.G. arrived saw the fire tender in action for the first time. It seems that during the Wets session the welcome extended by the General Service component of the Station became a little heated and the fire hoses were used to cool things down. In fact the only thing missing was a fire.

Of the original Advance Party, two members, Stores P.O. O'Shea and Mr. Pusell, Naval Store Inspecting Officer, are serving here today, together with Chief Airman McCreath, Petty Officers Baldock, Hill, McLoughlin and Burns, who were in the first Recruit Course. These and others can testify to the astonishing progress made since the early days of "Albatross II".

— F.A.S.

LETTERS TO THE EDITOR

DEAR SIR,

As a normal citizen, and a resident of the Married Quarters, with no more than the normal quota of civic pride, I find myself disgusted at the unsightly "garages" that are 'mushrooming' around the Village.

Surely some standard must be set before these abominations get out of control, and turn the 'Quarters' into a "Shanty Town".

I'm the first one to agree that a garage is a must where an expensive vehicle is concerned but, well, I ask you ? ? ?

— "WINGEING WINNIE"

DEAR SIR,

We wish to take this opportunity, through the medium of your columns, of thanking our hosts on the voyage from Pearl Harbour to Suva.

It is also gratifying to learn that the Chief Petty Officers (who were our hosts) did not suffer the nervous break-down that was anticipated.

It is not often that a pair of Globe-Trotters are treated to this rare and enviable experience.

Yours faithfully, "The Happy Wanderers".

HOW TO FLY A HELICOPTER

BY AN EXPERIENCED OPERATOR WITH ONE HOUR'S SOLO TO HIS CREDIT !

Ever been for a trip in a chopper ? Looks easy doesn't it ? A simple pull of the stick to the left or the right (depending upon where you're sitting) in the middle forward and you go forward — to the right and you go to the right, etc. That's what it says in the Pilot's Notes or words to that effect — couldn't be simpler, really.

Let's have a go ! First, of course, you've got to make the blades (or rotating aerofoils) go round. This, of course, involves starting the engine. S'lightly open the throttle, flick a switch here and there and — surprise — fire in the intake ! Your instructor (its always advisable to have a chap who's done it before with you on the first trip) will sort this out for you, and, when the danger is over, you may return and re-embark. When the engine is started and the throttle is opened up slightly, there will be a loud thud followed by a series of odd grinding noises whilst the blades engage. Be careful not to pull up the stick on the left or right (depending upon where you're sitting) or the chopper will unexpectedly rise, undoubtedly before you're ready.

First taxy forward — this is a complex operation which I'll describe in the next lesson — to a spot where there are not too many obstructions, then, take off. Once airborne, it is probably best to let go of everything and hope for the best. You may continue going up, you may go sideways, backwards or forwards. It is probable that you will perform an evolution combining at least three of these manoeuvres.

Whatever happens there is nothing you or I can do about it. When you appear to be just about hitting the deck again, try pushing the middle stick forward. You will either hit the deck, in which case the flight is over and you may be able to sign off in the 700, or, more probably, you will perform a complex crab-like manoeuvre at an angle of 45 degrees to straight ahead.

From here on it is just like flying an ordinary fixed wing aircraft with a few minor exceptions. For example, you can neglect the A.S.I. (it is unlikely you will have time to look at it anyway, and, if you do, the shock may well be too much for you), instead concentrate upon the REVOLUTIONS PER MINUTE, particularly of the rotor. If you are used to flying gas turbined power aircraft, you will probably think the rotor is not going round at all. However, if there is a tremendous racket going on all round you, accompanied by a violent shaking, it is more than likely it is. It is most important that you should keep these r.p.m. steady at a reasonably constant figure otherwise either (a) the blades will fold up and you will plummet to the earth, or (b) they will go round so fast as to carry you up skywards never to be seen again. I cannot hope to explain how you keep those r.p.m. constant because, frankly, I don't really know.

In case, however, you should accidentally become airborne by yourself in a chopper — try juggling with the stick on the left, up or down (according to your mood) and give the grip on the top of the stick a twist or two. If you have any success, please let me know how you did it afterwards.

The normal procedure for landing is to "come to the hover" and this is really the "piece de resistance." Assuming you wish to land on the golf course (say the 19th green); aim at the 19th green and when roughly over the top at a height of (say) 20 ft., pull back the middle stick until you stop going forward. Now remember those r.p.m., are they still constant ? Of course they're not; well juggle away until they are. Pay no regard to what's going on around you — its advisable not to look out anyway, you will undoubtedly suffer an immediate coronary. As the 4th tee goes by at about 100 knots make a further effort to "come to the hover" or at least stop. When you think you may be nearly stopped, slam the stick on the left towards the deck and hold your breath — then wait for the ambulance.

— J. L.

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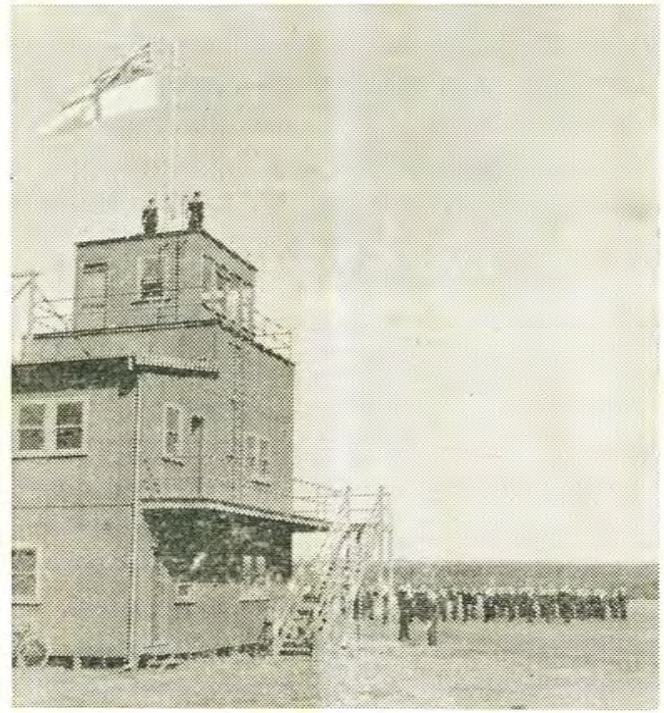


H.M.A.S. "ALBATROSS II"

The Commissioning Ceremony, 31st August, 1948

* * * *

"Albatross's" tenth birthday seems to have put a lot of people in a sentimental mood and the Editor has been inundated with photographs of callow looking Naval Airmen whom it is difficult to recognise as the authoritative and awe-inspiring Chiefs and Petty Officers they are today. Despite the usual sighing for the good old days, none will deny that things are a lot more comfortable today.

* * * *

Everyone is glad to see the M.A.G. back from leave after regaling the regulars at their respective locals with hair raising tales of the cruise. There does not seem to be quite the burning enthusiasm for the next cruise that there was for the last.

* * * *

It is understood that a large quantity of calendars and -er - art studies is now available for distribution by Leading Hands of Messes.

Inspection preparations are rising to a crescendo and for the first time in a longish Service career we have seen the old adage, "If it moves, salute it; if it doesn't, paint it", actually put into practice. All we need is a fine day to bring out the highlights on the blush pink round the messes, and we ought to get top marks.

* * * *

A number of Senior Officers, including Rear Admiral Burrell, are now gathered at AJASS for a week's Study Period. They include U.K., New Zealand and American Naval and Air Force Officers as well as their Australian counterparts. Three distinguished civilian scientists are also taking part in the discussions.

* * * *

It was sad to see the late (there must be a better way of putting it) Commander (E) deposited so unceremoniously outside the Nowra brickworks when Sycamore XD 653 blew its top. Considering he was only learning to fly the beastly thing at the request of the chopper boys, we reckon it was adding insult to injury.

* * * *

We welcome Mr. Foster Wilson, the new manager of the White Ensign Club. We understand he comes from the managership of the R.S.L. and Bowling Club at Bombala and before that was Assistant Manager of the Dee Why R.S.L. Club. While at Dee Why, he took a keen interest in the Dee Why Surf Life Saving Club, which is one of the strongest club in the Commonwealth. Mr. Wilson is keen on organising social activities for the younger members of the community.

* * * *

Very nice to see "Short Circuit" again. We were beginning to think it had gone the way of "Sea and Sand Saga". Congratulations to the new Editor for such a sparkling issue.

* * * *

We admire the spirit of the Naval Airman who changed the name of his car from Vauxhall to Vanguard after it had gone up in flames without leaving the ground

* * * *

COURT NEWS — Statement of the Month. "I drove carefully round the silent - er - policeman." Black Mac to the Judge.

* * * *

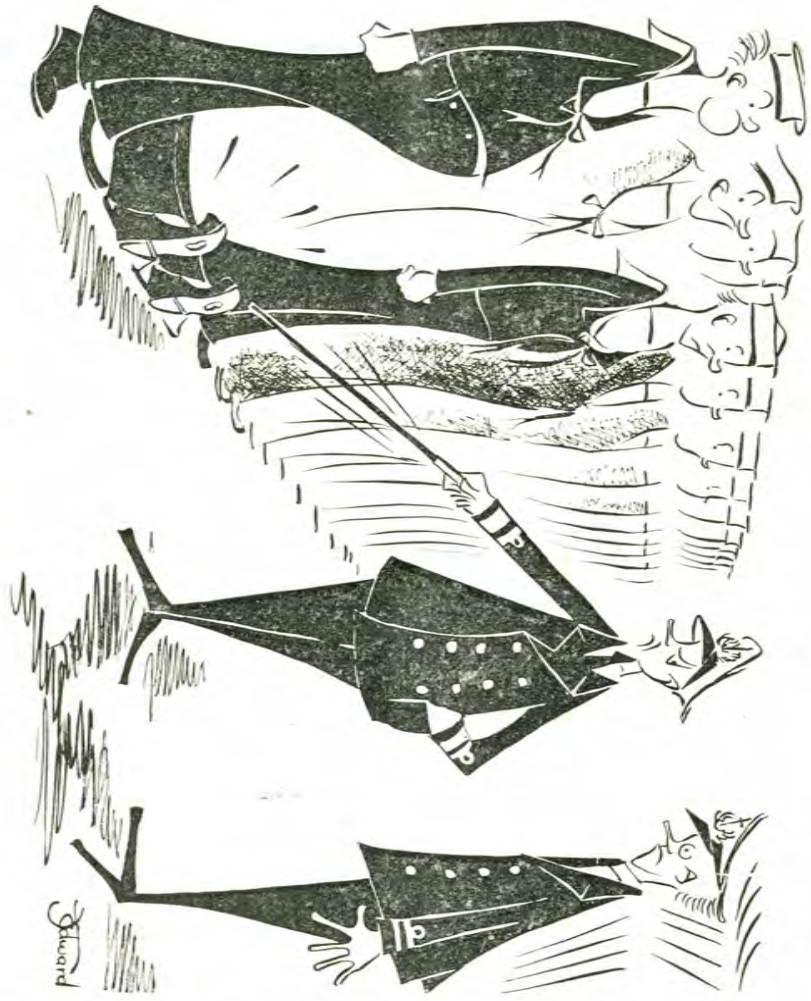
Welcome back to Charlie Morris, who, although not actually wearing a gold medal, acquitted himself with honour at Cardiff. His account of the Australian team's encounters with the Press (which seem to have been more exhausting than those with other Commonwealth athletes) appears on another page of this issue.

* * * *

No one realised that the P.O.'s Mess Committee was so numerous until an invitation was received from Miller's Brewery to sample their products. No less than fourteen braves turned up and did justice to the occasion.

* * * *

We're all wondering what the Editor is planning ! The Station Waggon suggests a bigger family, or is this "Slipstream" really a lucrative business ?



WAS IT ALL TRUE?

By Sub. Lieut. C. J. MORRIS

(Member of the Australian Empire Games Team — 1958)

To many people who followed the fortunes of the Australian Team at the Empire Games, the news accounts, reported statements and titbits of news that were issued by the English Press must have come as a surprise, for their content was not as friendly as would have been expected. What then was behind the sensational headlines that confronted the daily reader in England? Firstly, the hard core of sensationalism induced a natural indignation and consequently the public demanded more news and bought more newspapers. In a country with some ten capital newspapers, competition is great and the more drastic the news, the better the sales. Secondly, the major so-called Sports writers have not the technical know-how to write on the finer technique points of the events in the Empire Games and so rely on the catch phrase, the twisted saying and a garbled truth for the context of their articles.

In the next few paragraphs, a few of the more prominent headlines will be explained as they appeared on the spot. The first illustration, and the most important from the Australian point of view, was the famous "Gold Medal Statement". Talking at a press conference, the Australian General Manager, Mr. Bill Young, stated that at the end of the Games he would have forty medals in the safe. The statement, which was the answer to a direct question, was then written up as Boastfullness, "Aussies Have Big Heads", etc. In actual fact at the end of the games Bill produced thirty six gold medals and would have made the forty comfortably if the ladies had won the 4 x 100 yards relay on the track. What the Sports writers forgot was that Bill counted each one in the relays and not just one for that event.

Before the Games started the swimmers, training in the Empire Pool, at Cardiff, found that the time set aside for their training was insufficient for their purpose. No other pool of international dimensions was available at that time and the Committee governing training was approached to see if the training times could be increased. The technical Committee agreed at once and the matter was forgotten. That is, until next morning when the headlines read, "Australian Swimmers Grumble at Training Facilities". Now on the face of it and looking at the headlines only (a habit we are all prone to) one would think that the swimmers did not like the pool. Much lower down the article in small print one could find why the training programme was altered and how it was done.

For the cyclists, here's one to think about. "Australians Launch Complaint Against England's Gold Medal Winners". Here are the facts. International rules state that a bike may not be changed during a race and during the 120 miles road race the leader and eventual winner suffered a puncture. He borrowed another bike, completed a lap, changed back to his own, and finished the race. Australia's Cycling Manager and Frank Brazier the silver medal winner, naturally voiced a complaint. The committee met and heard the evidence and it was decided that, as well as the puncture, the winner had also had a broken spindle. Therefore he was entitled to change his cycle. But the headlines speak the so-called truth.

Our greatest "FRIEND" over there was one Desmond Hackett, who writes for the Daily Express. His parting shot at the Australian Team was in a special article (by this, we were really big time, own articles and all) with one inch banner headlines, "Aussies Refuse To Run For Fair Ground Prizes". This was to do with the British Empire versus the United Kingdom match arranged by the "News of the World", a Sunday newspaper. In this

article, the Australian athletes were accused of refusing to run as the prizes were not good enough. To anyone who knows athletics in this country this statement is laughable. In many years in the athletic field, the most expensive prize collected by the author was one for four pounds, of which one pound came out of his own pocket. The prizes at the White City match were so good that some of our athletes specially requested to run in order to try and be in on the good stuff. It can only be presumed that Desmond wanted something to write about. On the last day of this two-day match, Australia was represented in every track event and most on the field.

What was the average person's reaction to the storm of anti Australian matter in the newspapers? In the main it seemed that most people just couldn't care less. Warm welcomes awaited the teams wherever they went and people went out of their way to be friendly. Most of the stars endeared themselves with their frank approach and clear cut statements when interviewed over T.V. and radio, and despite the newspapers, that tradition which is Australia's right on the sports field was more than upheld.

The team members themselves were as fine a bunch as ever left these shores and they were led in grand manner by Bill Young. All were unanimous in their praise of this man as a most capable manager.

Bill, incidentally, was the manager responsible for pulling out the cyclists at the Empire Games, at Vancouver, when they were all set to win their events. One has only to be in his presence for a little while to realise what a personality this man is.

One final story for the road — Scene San Francisco Airport. In the foyer of a small book shop, inside Dawn Fraser idly browsing. She picks up a book called Sexations and two seconds later emits screems of laughter. Three seconds later seventy-six members of the team were all trying to peer over Dawn's shoulder, whilst the proprietor tries valiantly to save his book stall. Ethics do not permit the telling of the story which elicited so much laughter, but to those of you who own the book you know the one about the snake charmer . . . . well . . .

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FOR SALE — Kreisler Panoramic Radio (cost 26½ guineas). 1954 Standard "8", beige with blue hub caps. Contact Lieutenant Dedman, Pilot Training School. Ext. 450.

FOR SALE — 1952 Ford Anglia (Tourer). 10 h.p. Colour Green. Mileage 30,000. Price £275. Contact Lieutenant Penfold, 725 Squadron.

FOR SALE — Hoover Washing Machine, purchased one year ago but only used for 3 months. Price £63 (new). My price is £40 of nearest offer. Apply Chief Buffen 213.

Around the Village . . .

The newly formed Ladies' Basketball team has got away to a good start, having already played two practice matches which went well except for a few aches and pains. Any one interested in playing can meet the rest of the team outside the Village Shop at 9.15 a.m. every Tuesday.

* * * *

The newly formed Women's Social Club has been meeting regularly. At Christmas they are giving a party for the orphans of the "Inasmuch Home" and members of the club will produce presents for the children.

* * * *

Congratulations to all mothers and fathers of new arrivals to the Village this month. From what we hear the stork has been working overtime.

* * * *

A library is now operating in the Village Hall. Joining fee is 5/- and 6d. is charged for each book drawn out. Joining fee is refunded on the member withdrawing from the library.

* * * *

The Kindergarten age limit has been lowered to 2½ years. Each child will be given a week's trial to see if they will settle in satisfactorily.

* * * *

REPORT FROM VILLAGE WELFARE COMMITTEE

A Committee meeting was held in the Village Hall on Tuesday, 5th August. Minutes of this meeting are posted on the Village Store N.B.

Many social activities are being held this month, and need the support of all Villagers to make them a success. Tombola was played on Friday, 15th, a good gathering attended. Next game will be held next Friday — pay week.

It is hoped everyone is taking advantage of the free shrubs and trees available at the Station Nursery. Don't forget the Spring Garden Competition to be held soon.

A night of Boxing was held last night in aid of the Welfare Association funds, also don't forget the Dance being held on Friday, 29th August. Refreshments are available and Tombola will be played before the Dance.

The Naval Wives Club meeting, held on 7th August, was combined with an exhibition of handicraft and sewing. These articles may be made at sewing class each Monday evening at Nowra Tech.

The Village Dramatic Club hopes to make a name for itself, having chosen to work under the title 'The Villagers'. The club has linked up with The British Drama League, which supplies books of plays. There is room for several extra male actors in plays now being produced.

The Club meets in the Village Hall on Thursday evenings at 8 p.m.

(Sgd.) P.O. RICE, Hon. Secretary.

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Uncle Joss's Column

DEAR UNCLE JOSS,

While I was on leave recently a parcel arrived inadvertently addressed to my wife, and, naturally, she opened it and to my horror it was none other than a pair of my pyjamas which I had left ashore in Pearl Harbour.

Since this little episode things haven't been the same because I told my wife that I had stoppage of leave while we were in Hawaii.

How can I get out of this one?

—"WAIKIKI WOLF".

The answer seems to be to buy several pairs of pyjamas the same and post them to yourself; your wife will soon get the idea that you are the victim of a joke in poor taste, and, besides, think of the pyjamas you'll have.

DEAR UNCLE JOSS,

I have been thinking very seriously of doing one of two things, and so great is my dilemma that I have decided to ask your advice.

My problem is that I'm undecided whether to get married or 'shoot through". You see, Uncle Joss, I don't like the Navy, nor do I like the girl very much.

If I get married I can't 'shoot through' and on the other hand if I 'shoot through' I can't very well get married?

—"APPY ARRY".

Real trouble, Appy. The solution seems to be fairly simple. Stay in the Navy and get married. After all, you don't have to go home and Navy pay is so good these days you will be able to support the girl and not miss the cash.

DEAR UNCLE JOSS,

I am on board a ship which was sunk during the war. At the time, my life was somewhat complicated (confidentially, I had women trouble) and I was relieved to find that I had been listed among those missing. However, I have recently heard that my girl, who has not married has won a large hotel in a lottery. How can I cash in?

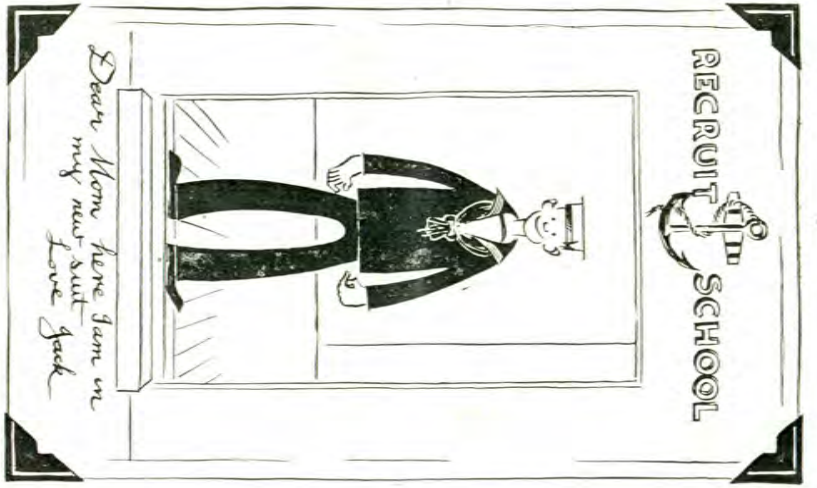
—"THE BOLTER".

I don't approve of your attitude or your morals. However, you could, I suppose, call her up from Garden Island and make out you have just got in after a particularly long stretch of seatime during which you have had time to ponder on the error of your ways and will she forgive you, etc. Take care to mention that you have not seen a newspaper or heard a radio broadcast for months. If by any chance, the ruse works, I think that in all fairness you should call on me with a concrete expression of your appreciation.

To "GRASS WIDOW". I realise that your problem is a very real one, but I'm afraid it would be impossible for me to accept your invitation.

THE RAKE'S PROGRESS

1



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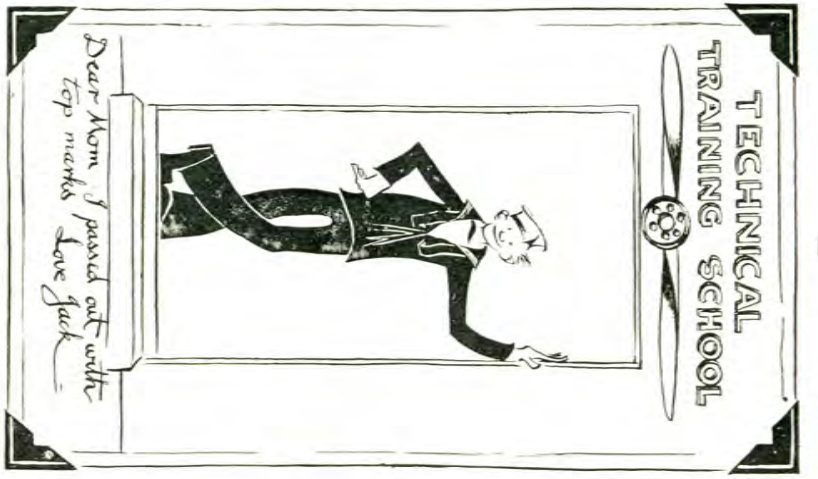

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THE RAKE'S PROGRESS

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THE RAKE'S PROGRESS

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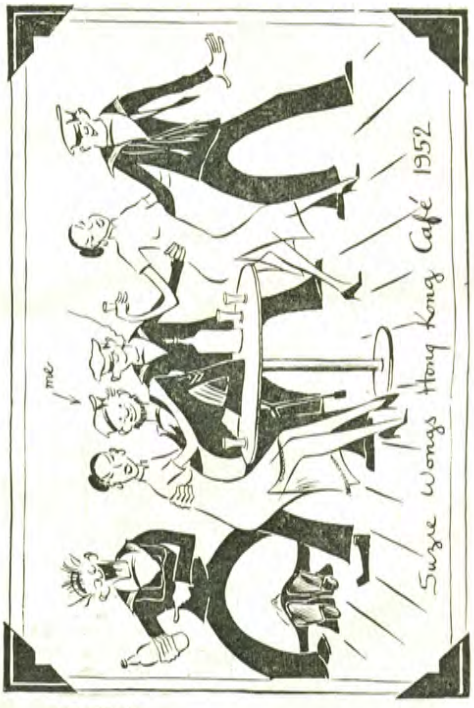

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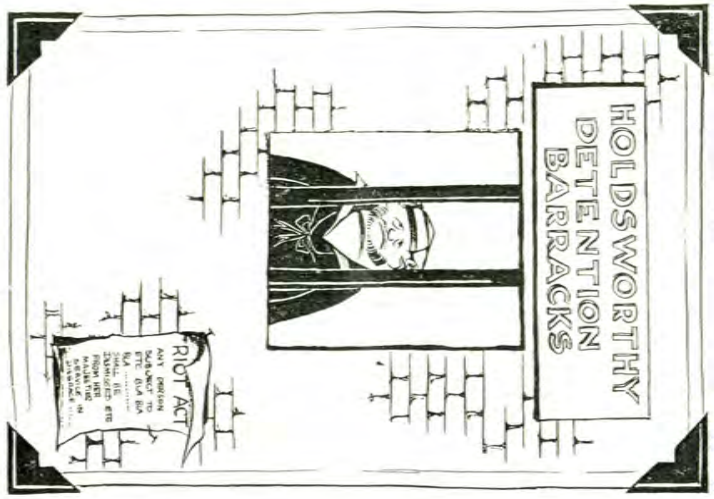

THE RAKE'S PROGRESS

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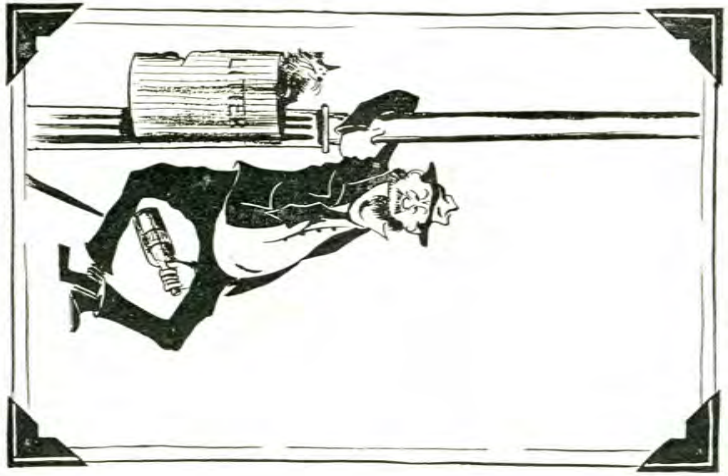

PUSSER'S PAGE

There is a sad dearth of news and our friendly enemies the Ballracers have been most unprovocative. It has, however, been most illuminating to see the production by very slow stages in the Metal Workshop of a secret weapon vaguely resembling a torpedo but with a rash of rough spikes. This mystery has been sweated over by a team of highly skilled men for some weeks. Could it be a present for the Pussers ? Could it be a steak tenderiser ?

It is pleasing to note that the Pussers despite their multifarious and arduous duties have been putting up a very creditable performance on the playing fields and even if we don't win we have made the victors work for their laurels.

This is the H.M.A.S. "ALBATROSS" tenth birthday edition and all Pussers wish the Fleet Air Arm a long, happy and prosperous future with many more birthdays.

—R. S.

S.A.s (S):

It's been enough to drive a Regulating Stores Chief into matrimony — drafts in and drafts out galore — a P.O. and killick volunteering to spend a couple of weeks in their old ship — extra-departmental calls on the few remaining hand and a mass exodus of the high priced help for moral leadership courses. The only bright spot has been the return of a lost sheep who had defected to the Engineers.

The welterweight champ. of Fitzroy took a long count.

Has the non-dry varnish been placed on C. 17 deck to stop the lucky pennies rolling ? It is problem enough avoiding sticking to the comfortable new beds without having to watch the deck too.

Big goings on at the patch. Mrs. Haywood settling in but watching the drafting forecast and Mrs. Haron off to the U.K. for 12 months' holiday. Husband Brian has promised to send "Slipstream" over to her.

S.A. (V)s and BUTCHERS:

One of these days the Captain will open the switch box in the Butcher's Shop, and, unless this does the trick, he'll be surrounded by some red faces.

The tension is easing in the Supermarket, the Red Balance is falling like the thermometer on a Summer's day after a cool change.

What's the betting the 'Brew Boats' are back for Xmas ?

Our new Butcher, (ex-Cook (S) Currey) was asked to enter the Chamber of Horrors and bring back a side of Pork. He produced a Side of Bacon. Not a bad guess, but it could bode ill for the future.

Time marches steadily on; birthdays come and bithdays go. Some Juvenile members of our staff have learned to respect their elders, after chellenging them to a tennis match recently. The net result, after 8 sets, was O'd'uns 8 sets and, you guessed it, Young'uns nil.

WRITERS:

The Chief is developing an ulcer over the amount of "Office Time" lost in renovating the "Donga" and its surrounds. We now have a permanent "Dodger" who spends all his time "Tideying" up our abode, so this should relieve the situation.

STEWARDS and COOK (O):

Is there any signifigance in the fact that 90 per cent of the Cross Country running team is made up of Cooks (O) and Stewards ?

Some nasty character did suggest that the good food which the poor Officers didn't get had something to do with this high percentage of stamina in the one department.

We're all coasting along quietly waiting for the 'new management' to make its presence felt. In fact we've begun to talk in whispers, so tense is the atmosphere.

The odds are short about the new Mess Manager taking the Division over too, especially as our esteemed D.O. of long standing is leaving us in the not too distant future.

COOKS (S):

We've certainly churned the extra 'vittles' out this month, Police Ball, Scout Cubs, the 'Hyper' Super Guest Nights, etc., have all tested the Gastronomic Delicacies produced in our decrepid factories.

We'll cater for anything, anywhere, anytime. Nothing's a trouble, that's us. (Providing it's legal).

The current Station personality has made a strong recommendation that his offsider, Petty Officer Armstrong, be suitably employed in a capacity to which he seems best suited, Officer in Charge, Woronora Crematorium.

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ANYTHING you could require

— BALLRACE —

M.A.G.:

It was indeed a happy homecoming for those of us of the M.A.G., and the termination of leave has left many of us suffering from recreational fatigue and many, no doubt, are pleased to be back in the fold at N.A.S. Nowra. Reminiscences of the cruise however are to be retained in the memory and cannot again be committed to paper, (due to pressure from within the M.A.G.). The group that performed such sterling feats has now disintegrated into different departments at "Albatross". It is to be hoped that our successors find the next embarked period as satisfying and successful, 'and that the hospitality along the route as warm and generous as ever.

M.R.S. "A":

After a period of sterling work on the "Line", Lieutenant Coward has now arrived at the "Factory" to see how the heavy maintenance is carried out to feed the insatiable aircrews. We received him with as much joy as the "Line" lost him with regret.

C.A.A. Price has received a new nickname since he has been organising the painting of the hangar. He isn't a lover of whisky either.

We take this opportunity of farewelling some of our staff who are joining the M.A.G. and welcoming the ex - M.A.G. men back to the fold.

GRANNY'S LOT:

For uninterested readers, Granny offers the following uninteresting snippets of information:—

The only example of a perfect triple-pun comes, naturally, from America. Three sons left home to start a cattle-raising industry, and they asked their mother for a name for their ranch. She suggested 'Focus' which is the place where the **sun's rays meet.**

Some day an enterprising quiz-master might ask you the two words in the English language containing all five vowels in their correct order. Unless you know that they are 'facetious' and 'abstemious', you won't win the sixty-four dollars.

If ever you get hold of a rhyming dictionary, you will be surprised at the number of words that have no rhyming equivalent . . . . a few from memory are 'silver', 'sugar' and 'month'.

'Imagination' was given to Man to compensate him for what he isn't, and a 'sense of humour' was provided to console him for what he is.

'Punctuality' is the art of guessing correctly how late the other party is going to be.

A 'high - brow' is a person who enjoys a thing until it becomes popular.

'Success' consists of mak'ng enough money to meet the ob'igations you wouldn't have if you didn't have so much money.

— "GRANNY".

CROSSWORD COMPETITION

The usual handsome prize of £3 is offered for the first correct solution opened. Entries must be handed in to Lieutenant Commander Harvey, Main Stores Office, by 1200 on Thursday, 4th September, at which time the draw will be made.

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THE CHAPLAIN'S CORNER

A COMMON ERROR—

"I might not have any religion in me,
but I never do any harm to anybody."

Such is the basis of a not uncommon heresy that one is likely to hear several times in the one day. Whilst it is nice to hear that somebody avoids doing harm to others, it is depressing to find such people thinking that there is nothing else they are required to do.

The saying must be a very old one, because we find that it is explicitly dealt with in the world's most ancient literature, and, as even the most casual reader will find, it is not well received. The treatment it gets is summed up in a few words: "Without faith, it is impossible to please God," and those words don't just hang in the air. They are carefully aimed, and the target selected is the person who bases his life on the heading above.

It was said of old, on the highest authority, that all the Commandments boiled down to two, and the second of these amounted to "doing no harm to anybody." But the one that came first was by far the most important, and it was given such emphasis that its priority is beyond doubt. It amounted to putting God before all else, and having done that, then to have regard to others. Without fulfilling the first, "doing harm to nobody", doesn't get us far. In other words, man has duties towards God, and they are far more important than anything else, even duties towards those around us. Appealing to the fact that we "do no harm" is a very feeble justification of failure to observe duties towards God.

There are some, no doubt, who seem to perform their duties to God, but then nullify or mock their religion by consistently doing harm to others. The fact that such people may have some dust in their eyes, does not justify the dust that we may have in our own.

CHAPLAIN F. LYONS, R.A.N.

THE CASE FOR CHRISTIANITY

After a ten day Moral Leadership Course, held this month in Sydney, one of the students said that the course had convinced him "that he was not doing nearly enough to help the cause of Christianity". With 40 other students he had been considering the case for Christian Faith and Practice in this world. His conclusion was the result of a survey of Christianity at work in our world. The rest of the team became equally sure that we cannot afford to allow Christianity to die out.

An examination of history had made it clear that, when Christianity has been allowed to disappear men have degenerated to the level of beasts, as when Hitler turned the youth of Germany away from the ideals of the Sermon on the Mount and the final outcome was the horror of the concentration camps and the atrocities of Belsen. It was also discovered that Christianity is responsible for the sort of sacrificial living we can see any day in people, who devote their spare time and resources to the cause of crippled children or to the Red Cross.

Another important finding was that the Christian Church has become a tremendous influence in international affairs. The course learned how Syngman Rhee put down his arms after learning from Dr. Nolde, a member of the World Council of Churches, that 170,000 people expected him to sign the Armistice. The Armistice was signed the next day. There will never be a summit talk without a member of the World Council of Churches being on the spot to make it apparent that the Church is behind every attempt at peacemaking. On the family level, without Christianity it was

(Continued on Page 36)

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SPORTING NOTES

RUGBY LEAGUE

In our last issue mention was made of our "A" Grade side still having hopes of winning a stray game ere long. Well, their faint hopes and prayers bore fruit when they easily thrashed Kiama at Kiama to the tune of 24 points to 12, and Albion Park 11 points to 10 at Albion Park last week. The closing stages of this game had the sailor spectators widly excited with strong local encouragement and exhortations to the "Birdies" to weather the storm. Reserve Grade wins gained recently were 9 points to 2 against Nowra, and forfeit points against Jamberoo.

RUGBY UNION

For "Albatross", events have moved very slowly on the Dempster Cup front. The side has been awarded forfeit points against "Nirimba" and gained 2 comp. points in the drawn match with Destroyers and Frigates, 17 - all. An exciting incident occurred for "Albatross" in this game when Dest./Frigs. took a penalty kick at "Albatross'" goal; the ball fell short, was caught on the goal-line by N.A. Hoskins, who instantly tore the length of the field and placed the ball down on enemy territory to equilize the final score at 17 each. Last week at Trumper Park, against "Penguin", good movements and excellent understanding by the Station side culminated in an easy win by "Albatross", 34 pts. to "Penguin's" 3 pts. This victory takes us to second place on the Cup list, three comp. points behind "Watson". The play of Harkness and Keech was outstanding even though about two-thirds of the team scored tries. A good find was E. M. Martin, who turned out well as centre.

BOXING

Boxing nights have always been a favourite entertainment with Air Station personnel and they can look forward to a full programme of this sport tonight, Thursday, 28th August, in 364 Hangar. In recent years the majority of interservices Navy boxers have been supplied by "Albatross".

BASKETBALL

The first round of the Nowra Basketball competition finished last week with "Albatross" team being the only side unbeaten. During this round our side scored 321 points whilst only 75 points were scored against it. It was inevitable that some dressing room criticism would be directed against Navy for their big scoring when playing weaker opponents and any suggestion that we should ease up is absolutely ridiculous. It is a well-known fact that an individual or a team's game is vastly improved when up against clever opposition, and it will please us if we can always keep up to the standard the "Nowra Leader" writes: "The Navy team played in superb fashion in the basketball competition on Monday night. The teamwork of the Navy lads is now reaching a standard which is very disturbing to opposing teams."

1st Round results are:— Navy 36 d. Comets 9; Navy 60 d. Anglicans 9; Navy 53 d. Panthers 13; Navy 22 d. Teachers 17; Navy 102 d. C.Y.O. 9; Navy 48 d. Warriors 18.

AUSTRALIAN FOOTBALL

The above title have superseded the old one of "Aust. Rules" as announced by the Victorian Football League, and about time, too.

We are most confident that the Combined Services Trophy will be reposing in our trophy case before long. Both semi-finals of this comp. will already have been played when "Slipstream" goes to press and results will be too late for inclusion. "Albatross" side has forged well ahead in recent weeks and up to the time of the semi's was undisputed head of the league table with 42 points. Next come "Watson", 1st Field Regiment, No. 7

Squadron, 2nd Battalion, etc. The game against "Watson" played at "Albatross" was interesting enough as regards football, but the Station side found no difficulty in downing them 12 gls. 13 bhds. to 3 gls. 3 bhds. This was in retaliation for our defeat when we went down by 5 pts. against them at Trumper Park in June.

At Liverpool a couple of weeks back our team showed superiority in all departments by trouncing No. 7 Squadron, third leaders, 20 gls. 21 bhds. to 6 gls. 7 bhds. Naval Airman Stivey, still an excellent goal-sneak, enjoyed his second game in 18 months by knocking up 8 goals. Keay and Mignon with their effortless roving were real headaches to the Army side; whilst Clarke and Irvine proved practically impassable in the backline with their long, clearing dashes. The "Birdies" ruckmen, although at a disadvantage against taller and heavier opponents, battled hard and showed their fitness in the closing stages and good understanding with the rovers on the forwards line. Other scorers were Keay (4), Mignon and O'Donnell 2 each, Mason and Thompson 1 each.

The final and grand final are set down for 3rd and 10th September at Trumper Park. A big day for "Albatross" followers will be Sunday, 14th September, when Sydney Naval Club meet "Albatross", at the Nowra Showground.

SOCCER

Since our last issue, "Albatross" team has played only one match; this was against Combined Ships and Establishments, which resulted in a comfortable win of 4 goals to 1 for the Station side. Play was very ragged in the first half but in the second our team was combining well, Sargeson and Shergold being the outstanding players.

Two Showers Trophy matches set down to be played at the Station were cancelled by the opposition on the days we were to meet them.

Navy won the inter-services soccer series which was recently concluded; it is good to know that seven of our boys made the team. In the game versus Army, which was drawn 3 - all, Steemson in goal played extemely well but was unfortunately injured and had to retire. Navy gained a win of 4 goals to 1 in the match with R.A.A.F. Sargeson and Cole combined well on the left wing, enabling Sargeson to net the ball four times — however, one goal was disallowed. Others whose play was worthy of mention were Theakson, of Submarines, and Williams, of "Albatross".

It is not widely known in the Services that this soccer series is only classed as one of the social games in the Annual Interservice Sports, and although it was won by Navy, no points are credited to its score towards the Challenge Shield. The team is not entitled to the usual I.S.S. blazer pocket badges either, but it's certain "Albatross" Ship's Company congratulate their shipmates who competed.

INTER - DIVISIONAL

Electrical and Air Dept. entered the final Rugby four with 26 points each, Executive 20 and Petty Officers 15. The two semi-finals saw some ding dong efforts on the part of the opposing forces doing their best to grind each other into the ground. The first semi-final saw Electrical defeat Air Dept., 14 points to 9, after a hard but dull match. Petty Officers met Executive in the second semi, which brought forth much better football. In this match the team which P.O.'s managed to "scratch up" went close to vanquishing the "Ralphs", then, 15 minutes before full time, Exec. stacked on some very fine football to swamp the P.O.'s, 22 pts. to 11. It is thought that the full-time halves of 40 minutes apiece may have had a bearing on the result.

In the interpart soccer, Electrical are undisputed leaders and cannot be dislodged out of the final four. Second, third and fourth places are difficult to forecast at the moment as six teams are knocking at the door and still have vital matches to play.

★ **THE Electrical Division Rugby Union Team, winners of the Inter-Divisional Competition. BACK ROW: Winkle, Carpenter, Harkness, C.P.O. Cox, Kirby, Griffith, Davis. CENTRE ROW: Higgs, Woods, Corkill, Tait, Julius. FRONT ROW: Doyle, Hall, Oakley, Smith, Craig.**

The Aust. Football comp. has been cancelled down to Executive, Electrical, and P.O.'s with Supply being in the position to oust S.A.M.E. from fourth place in the event of their defeating Officers in their last fixture match.

Officers have come up well in hockey to gain admittance in the final four. Actually Chiefs are top of the wazir and S.A.M.E. are a close second. If Executive can defeat Supply and Officers in its next two (and last) matches Petty Officers will be pushed out of the final four.

Divisions are reminded that next Wednesday, 3rd September, the Station Annual Interpart Cross Country run will be held. Divisions competing will be as laid down for the winter games. Teams of ten men are required, the first five runners of each team to arrive home will count towards the Aggregate Shield. There will be trophies for first, second and third runners to cross the line.

THE CAPTAIN AND NASHO

We are still wondering why "Navy News" ommitted the last verse of "The Captain and the Seaman", which appeared on page 10 of the 8th August number. N.N. readers will recall that the poem told of the plight of a leave hungry N.S. seaman who was caught while trying to get ashore in a nine gallon keg. On confronting his Commanding Officer, he stated that he was homesick for Mum, a tale that was most sympathetically received by the Captain to the astonishment of Number One. Here it ended, but the punch line is contained in the final stanza:—

"But as the lad was marched away
No longer glum, now smiling glad,
The Jimmy thought he heard him say,
"Thanks, Dad."

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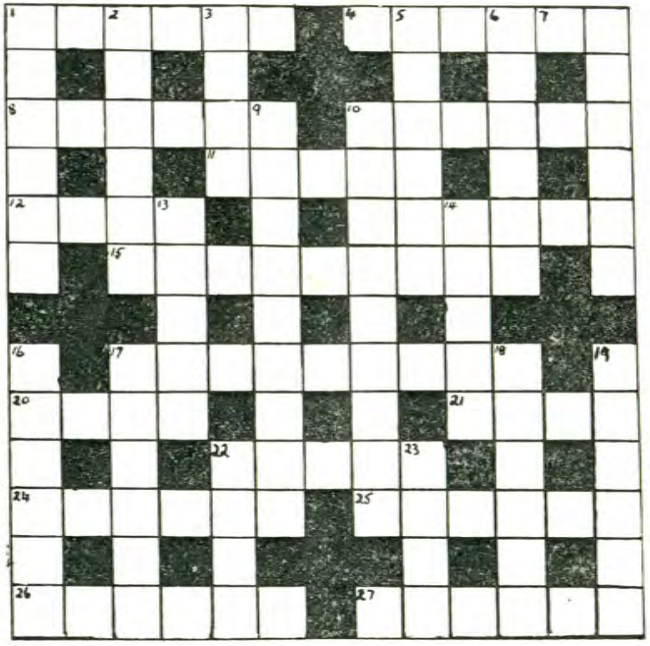
ALBATROSS CROSSWORD



ACCROSS:

1. You in it, or it in your car — Either can mean trouble!
4. A cap with the lid on can look serene.
8. Word flowing from the broken master.
10. Is this the time for jumpers?
11. Completes with mainly misfortunes.
12. Steals from the rear of No. 2.
14. Put this on and acquire knowledge.
15. 'Not Wanted on Voyage'.
17. An impossible illusion — strictly rustic. 4.5.
20. Tiny particle from the moat.
21. Ha! The French are in good shape.
22. 15 Across will be back on this, if caught.
24. Confused rental for a stag.
25. Alice knew a mad one.
26. A real tiny saint puts us on guard.
27. Sorry for little more than a heron.

DOWN:

1. Break the rooster as a last one.
2. Beats in both Rob's temples.
3. In the book is an elf a little upset.
5. Slip up on one's face.
6. Big Ben has some famous ones.
7. Get Sid to make a condensed selection.
9. Very popular time for 'leaving'.
10. Sounds like a lethargic order — 4. 5.
13. Nearly all of 8 in the bathroom.
14. It would be a trial — without one.
16. Ban a Naval vessel and find some fruit aboard.
17. A ship is sometimes found in one.
18. Get a holiday from the least errand.
19. Service for the Cloak and Dagger.
22. The robes that contain the finest.
23. Almost 21 and I dislike it intensely.

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JAPANESE WRESTLING

Judo, or Jiu Jitsu, as it was called in its earliest form is a style of wrestling which does not differ greatly from some national forms developed in Occidental countries. It is uncertain how long it has been actually practised by the Japanese, but the first school of Jiu Jitsu was established in 1532. Other schools of this sport were founded during the next two centuries and each had its own methods of applying holds and regulating contests. In 1882, Doctor Kano cleverly combined the desirable features of these several methods and thereby founded a new sport and gave it its present name of Judo. The superiority of Judo was recognized immediately and the older schools of Jiu Jitsu passed into oblivion.

Judo is essentially a defensive sport. With certain exceptions, the standing throws of the Judo expert differ little from the buttock throws and trips used by the freestyle performer. Judo does not pretend to be a method of offensive fighting from standing. Once the Judo performer throws an assailant to the ground, he endeavours to terminate the contest, either by strangling his adversary into momentary unconsciousness, or by applying sufficient pressure against a joint, usually the elbow, to compel him to resign. Sumo, Judo, and Freestyle are all taught in the schools and universities of Japan and their educators feel that individual sports of this type have a very definite place in the training of future citizens.

The Sumo wrestler is entirely naked except for a silken girdle and he faces his opponent in the centre of a 15-foot circle. The objective is either to force his opponent to step outside the circle, or to throw him so that any part of the body, except the feet, touches the ground first. The sport is losing ground in Japan because of the increasing number of broken necks suffered.

INSPECTION HINTS

Don't just be Second to None, se Head and Shoulders above the Rest by following these useful tips at Inspection Time:—

Venom Flame Tubes with daises peeping out of the holes make a most effective decoration in messes, offices, etc., especially in Engineering Sections where they will show you are Taking an Interest. You can easily laugh off questions on how you got the Flame Tubes.

Why not knock up a "Trophy Case" for your mess out of a few sheets of perspex and fill it with binoculars, aircrew watches, tailwheels, etc? It will add interest to the hut and provide a lively talking point during Rounds.

The Admiral will never talk to you at Divisions if you look the same as all the other men. Pink fluorescent socks are a good dodge if you want to attract attention, or, if you are in square rig, why not try a **bow** tie?

Try and capture that homely, lived in look in your mess by hanging a few Pusser's hams, sides of bacon, ropes of onions, etc., from the rafters. A keg of home brew in the corner will complete the illusion of the old bush homestead and is sure to cause a deep impression.

Indoor plants are definitely the thing these days so transform your section into a cool, green leafy bower by planting paspalum, stinkwort, kikuyu, etc., in old paint tins on the deck. In no time the vegetation will have overrun the place and effectively hidden the holidays in the paintwork.

THE FIRST EVER

On Friday, 3rd October, the **FIRST** NAVY BALL is being held in the Sydney Town Hall. This could be considered the first ball of the Waratah Festival.

The Ball is for all serving members of the R.A.N., dress being uniform. Henry Willis and his fifteen piece orchestra will be providing the music for dancing from 2100 until 0200. The massed bands of the R.A.N. will provide an inspiring spectacle as they "Beat Retret".

The price of the tickets is 3 Guineas for a Double. A sit-down, three-course meal, plus two bottles of beer is included. Sounds pretty good value ! An unlimited supply of cold bottled beer will be provided at 3/1 a bottle. Spirits will have to be brought by those attending.

A strong buzz is circulating that those attending from "Albatross" will be granted a "make and mend" from mid-day on the Friday.

This is an ideal opportunity to meet past and present shipmates in a slightly more exclusive atmosphere than the "Rock and Roll". Come along and bring your wives and sweethearts — but not both.

For enquiries and tickets, contact: LIEUT. BERGER, A.D.R., on 256 or 260; or PETTY OFFICER BERTRAM, Dental Surgery, on 387.

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discovered that home and family life disintegrate because of the lack of the ideals of love and loyalty, which Christianity alone can supply.

These were but a few of the findings that led No. 17 Moral Leadership Course to decide that the cause of Christianity would not be allowed to languish as far as their belief and support was concerned. Twelve of the students on this course were from "ALBATROSS". With nine students from the Air Station on the previous course and with more than 30 from previous courses we should be well off for leadership in regard to Christian Faith and practice.

CHAPLAIN J. WILLSON, R.A.N.

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