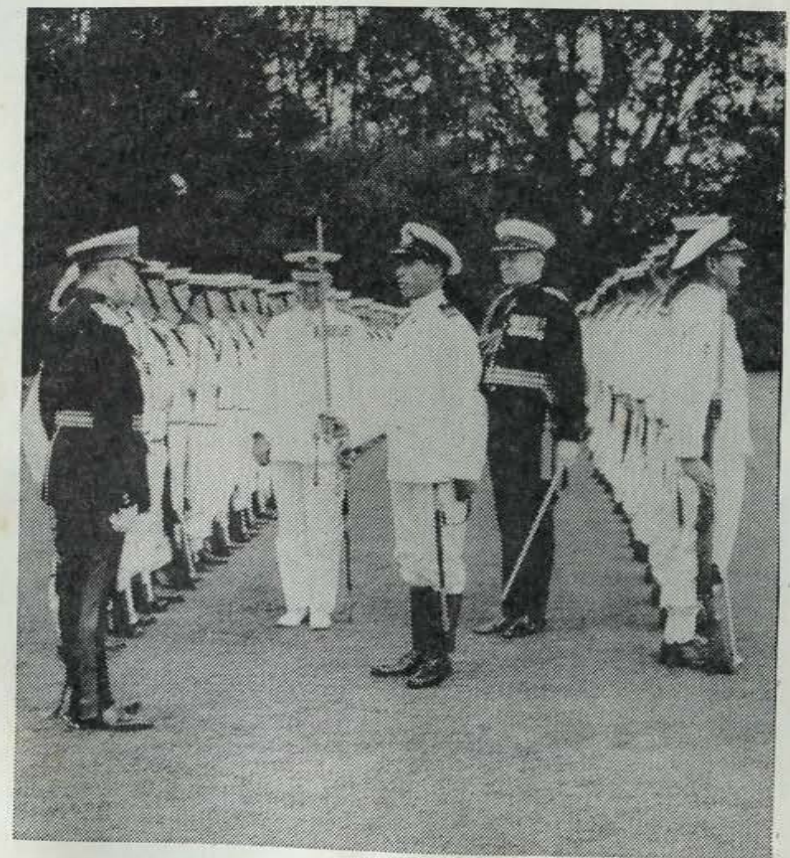


L.S.A. Damon



SLIPSTREAM



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

No. 21

JANUARY, 1959

Price 6d.



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SLIPSTREAM

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

No. 21

JANUARY, 1959

EDITOR Lt. Cdr. Harvey
SUB EDITOR Lt. Miller
SPORTS EDITOR Lt. Cdr. Hanna
ART EDITOR P.O. Edwards

As if the aftermath of Christmas and the return to the grindstone were not enough, January also brings the depressing news of the departure of SUB. LT. HOCKLEY, who has Sub Edited this journal since ??

What the Sub Editor of a professional magazine does, we have not the remotest idea. All we know is that in this organisation he is expected to produce all the ideas, write most of the articles and take the blame if anything goes wrong. All this Sub. Lt. Hockley has done with energy and cheerful enthusiasm, qualities which we will miss as much as readers will miss his widely varied contributions. However, he has been called to an important post at Flinders, where he will teach a new generation of cooks how to knock up duffs and articles for "Slipstream".

For some time we had a nasty feeling that this move might mean that the Editor would at least have to do some work. Fortunately, however, a capable and equally energetic relief has been found in the shape of LT. MILLER, so the magazine can carry on without the assistance of the

— EDITOR.

— COVER PHOTOGRAPH —

Lieut. General Sir Dallas Brookes inspects the Guard from H.M.A.S. Albatross at Canberra on the occasion of his appointment as Administrator of the Commonwealth in the temporary absence of Field Marshal Sir William Slim in New Zealand.

SHIPS OF THE ROYAL AUSTRALIAN NAVY

No. 3 — H.M.A.S. NESTOR



H.M.A.S. Nestor was one of eight "N" Class destroyers laid down in 1939 for the Royal Navy. Five—Napier, Nestor, Nepal, Nizam and Norman—were transferred to the Royal Australian Navy and the other three to the Dutch and Polish Navies.

Nestor was commissioned in February, 1941, under the command of Commander G. S. Stewart, R.A.N., and spent her first few months escorting North Atlantic convoys. Service in the Mediterranean and South Atlantic followed and on 15th December, 1941, she sighted the German submarine U. 127 on the surface off Cape St. Vincent. Nestor opened fire and forced the submarine to dive. Having made contact, she then attacked with depth charges and destroyed the submarine.

Nestor spent the next month in the Mediterranean and took part in the bombardment of Bardia prior to its capture by the 18th Army. In January, 1942, she sailed for Malaya escorting the carrier, H.M.S. Indomitable. After the fall of Singapore, she joined the Far East Fleet and spent some months escorting convoys and screening the Fleet in the Indian Ocean. In May, Nestor returned to the Mediterranean and at Haifa was joined by Napier, Norman and Nizam to form the 7th Destroyer Flotilla for Operation "Vigorous", the passage of an east-west Malta convoy. The eleven ships of the convoy were to be escorted by no less than 8 cruisers, 26 destroyers, 9 submarines and a number of corvettes.

Enemy air attacks started as soon as the convoy left Alexandria. On the afternoon of 15th June, a signal was received stating that a second convoy had reached Malta from the West. In view of this news and the steadily increasing weight of the air attack, it was decided to return to Alexandria. At 1800, off the south west corner of Crete, Nestor was straddled by a stick of heavy bombs and her boiler room severely damaged. She was taken in tow by H.M.S. Javelin, but at 0530 was badly down by the head, and, after the ship's company had been transferred to Javelin, she was scuttled by depth charges.

Losses in this convoy were particularly heavy. Besides Nestor, one cruiser, two destroyers and two merchant ships were sunk and three cruisers, one destroyer and one corvette damaged.

STATION PERSONALITY No. 21

Chief Airman Finch

THIS month our personality is the "Fire Chief". His photo appears on page 6 of this issue, complete with the two birds who adopted the Chief late last year. The Magpie arrived first and apparently spread the word that it was a good billet, as soon afterwards the Mopoke put in an appearance. Both birds have now disappeared, and it is not known whether they have found greener pastures or whether they died from an excess of live mice, which the Mopoke was most expert at catching.

Our personality joined the RANR in 1937 as a Seaman and after training at F.N.D. in the ACDICs rate he spent some time in the Kookaburra. At the outbreak of war he was sent on loan to the R.N., who were short of ASDIC trained rates—a reversal of the present trend of R.N. people on loan to us—and Able Seaman Finch found himself in the cruiser Fiji. As the Fiji had not had her ASDIC gear fitted at this time our personality accepts no blame for the fact that a Submarine was able to torpedo the Fiji without warning. She was torpedoed amidships, with the loss of five lives and damage requiring three months refit was sustained before she was seaworthy again.

The Fiji was sent to the Mediterranean and soon found herself engaged in the evacuation of Crete and here, after heavy air attacks, she was sunk off the coast. The Chief spent six hours in the water before being picked up by a Destroyer. He claims that he was not a very good swimmer when he started, but that he improved as he went along. He was returned to UK via Alexandria and eventually found himself in Motor Torpedo Boats and Gunboats of the Coastal Forces, still without any ASDICs to play with. Life was hectic but interesting in this small force and duties carried out included coastal raiding, attacks on small craft, landing of agents on the French coast and Guernsey. At Guernsey they were engaged several times by heavy coastal batteries after being illuminated by searchlights, but escaped damage on each occasion.

After a refresher course in ASDICs, Leading Seaman Finch was offered the choice of being drafted to Submarines or returning to Australia. It is hardly surprising that he chose the latter and returned to Australia in M.V. Port Fairy via Canada, United States and New Zealand. Until the end of the war he spent his time in sixty-foot patrol boats based on Townsville and later, Thursday Island. He then had a short spell in the River Class Frigate, Burdekin, and after the war finished did three trips to Japan in the "Manoora". He was Buffer of Koala, in 1947, when he volunteered to join the Air Arm and was drafted to UK with the first R.A.N. Handler's course. He returned in the Sydney, where he stayed until 1953 when he was drafted to Nirimba. From Nirimba he joined Albatross and then the Melbourne for her 1957 SEATO cruise. Since that time he has been back at Albatross and has been Fire Chief since late 1957.

Chief Finch has represented the R.A.N. at Water Polo and now is content to referee rather than play. He has always been a keen Rugby enthusiast and managed last year's highly successful Albatross Dempster Cup team. He has been in the Navy for 22 years and has no intention of taking his time just yet. However, he hesitates to offer any advice to the youngsters of today, but hopes they have as few complaints to make as he himself.

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AUSTRALIA DAY, 1959

By the time this issue of "Slipstream" reaches the eager hands of its readers, the nation will once again have observed Australia Day. Meant to be our own national day, it unfortunately ends up being just another public holiday, possibly because it comes at a time when people are still in holiday mood. There is also the fact that the actual date commemorated could be regarded as an unfortunate choice, as Governor Phillip's intentions when he arrived on our shores were concerned more with the establishment of a rather unpleasant settlement than the birth of a new nation. Our National Day might be more fittingly observed on the anniversary of Federation.

OUR PAST

But whatever the day, Australia Day should be an occasion when we count our blessings, feel some pride in the achievements of our country, and give some thought to its future. As far as the past is concerned, there is little need to dwell on our history in a magazine which is meant for Service personnel. There is far more involved in our War histories than the number of battles won or lives sacrificed. Behind all those things there lies the shining proof that men have thought, with fierce conviction, that Australia was a place worth fighting for, even in face of terrible odds. There is immense satisfaction in the thought that so many of our brother Australians put their very bodies in the path of those who sought to take away our nationhood and change our way of life. And added to these glories of our war-time past, there is also the amazing story of our internal development. Against appalling natural obstacles, our fathers have virtually tamed this vast, sun-burnt land and built a nation with an unlimited future in an incredibly short space of time.

But to dwell too much on the past without looking to the needs of the future would be an unpardonable crime at this critical time. We still have a lot to learn as a nation — there is a vast amount to be done before this huge continent is fully harnessed, and we must be alive to the dangers that threaten our nation from within and without.

OUR FUTURE

The attitude of the defeatist who cannot bear to think of the future would be a fatal one for anyone to adopt. This country would never have got anywhere in the past were it not for the hard toil of our forbears. Complacency and easy-going apathy were things they could not afford, for they had to master the elements if they wished to survive. They not only survived — they built a nation in record time. If that building is to continue, as it must, we must be prepared to show that we consider this land as something worth sweating for. And we must be prepared to admit, as they were, that we need help from outside. It is only a very narrow minded man who cannot see the importance of the contribution that New Australians are making to the further development of this country, no matter where they might come from.

As for the dangers that threaten us from within and without, it is high time that more Australians showed awareness of their existence. In the lifetime of most of us, a dramatic change has come over that part of the earth's surface to which Australia geographically belongs. A militant nationalism has stirred South-East Asia, and whilst this fact contains definite elements that are good, it is also true that behind this restless awakening there is the spectre of Communism, which seeks to harness this vast unrest to further its own ends. And so there has been a southward march, bringing a real and dangerous threat perilously close to this sparsely populated and eagerly coveted continent which is our Fatherland. And who can say with conviction that elements of this threat are not already active within our shores? The dangers to our future are surely there.

We must be prepared to meet whatever that future holds in store, and in the meantime we must make sure that our Australia is still a place worth fighting for, no matter what sacrifices may be involved.

Australia Day, 1959, should be an occasion when we give some thought to these things, to be thankful to God for the rich blessings of the past, and apprehensive for the needs of the future. This nation must be the better for our passing. We must be able to hand on to those who come after us an even better Australia than the one that was handed to us. That will only be done if all Australians, old and new, realize as so many thousands have already realized, that this land is worth fighting and dying for. And if that be true, Australia is also worth working for. Given those things, this is truly a nation with an unlimited future.



★ PORTRAIT of an old general service man among the birdies.

THE DEPUTY

(The Assistant Electrical Officer is now to be known as the Deputy Electrical Officer. The Concise Oxford Dictionary gives the meaning of "Deputy" as "Manager of a Doss House").

A Doss House wherein old tramps creep,
Is somewhere good,
A place to sleep.

The Manager, he feeds them free
And takes around their morning tea
No mean Assistant he,
His title is "The Deputy".

6

— C.J.M.

"What is this Mysterious Line?"

When FOICEA arrived at the Line hangar during a recent inspection he had reported to him in quick succession the Line Hangar, the Line AEO and ALO office, various Line crew rooms, the Line store, the Line heads and the Line Ordnance section. At this last report his curiosity must have overcome his reluctance to admit ignorance because he asked "What is this mysterious Line?"

He was told that it referred to the Line of serviceable aircraft parked on the hard standing but had become accepted as a term to cover all the activities of this section of the Station Centralised Maintenance organisation. Despite muttered comments from the rear ranks about "shooting a line" and "that's a line of flannel", this reply seemed to satisfy the Admiral. It may well be that less exalted persons than the Admiral are in the dark about this mysterious line and it is this thought that prompts these few remarks in enlargement of the above brief description.

364 Hangar is the home of 724 and 725 Squadrons. 724 Squadron flies Vampire and Sea Venom aircraft and provides jet conversion training and training of Pilot and Observer teams in the murderous arts of Night Fighting. 725 Squadron flies Gannets, Fireflies, Austers and occasionally Dakotas. The cover of the November "Slipstream" depicts only one of the services provided by this Squadron. As well as transporting VIPs, they tow targets for air to air, ship to air firings and of late, for ground to air firings by gunnery classes under instruction at Cerberus. They also provide Gannet conversion and Anti-submarine training facilities.

Maintenance of the Line aircraft is carried out under a Centralised Maintenance system by approximately eighty A, E and O ratings and 40 L and R ratings. The only ratings attached to the Squadrons are the SE staff. Other important occupants of the Line hangar are AV-CAT and her three kittens — including the only known aerobatic kitten in the world. All routine maintenance up to and including Mainchecks Three are carried out on the Line, as well as the rectification of all defects which can be made good in less than 24 hours. The larger repair maintenance tasks are carried out by MRS or LTMU.

If all the current rumours are correct, it would appear that "The Line" may soon cease to exist in its present form, to be replaced by Squadron maintenance. If such proves to be the case, those of the Old Firm assure their customers that they will continue to receive, in the proposed new structure, the same excellent service which has been provided in the past.

HOW ABOUT THIS, MR. ENTICKNAP?

The copper said, and he may be right, that I was doing sixty five
And the bloke with the "Children Crossing" sign is lucky to be alive.
"Drunk in charge," and a stolen car; I wonder how long I'll get,
But they can't endorse my licence, I'm too young to hold one yet.

7

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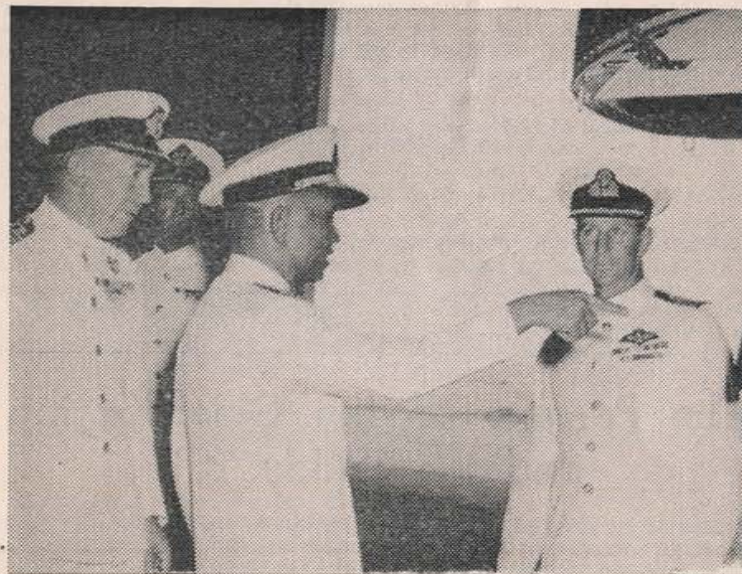
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Around The Station



★ COMMODORE FRANCISCO, C.N.S. of the Phillipine Navy, inspects a Venom during his tour of the Air Station on Monday, 19th January.

★ ☆ ☆ ☆

THE 1,000 odd faces which surged through the Gate on Monday, 5th January did not all wear the alert, eager look which one might expect after seventeen days rest and recuperation. On the contrary, it seemed to take a couple of days recuperation on board before they were back to normal. However, now that the fumes of leave have blown away, the place is its usual hive of activity only more so.

★ ☆ ☆ ☆

AS forecast by the Captain at Divisions recently, some busy weeks lie ahead. H.M.S. Albion's Air Group will be here between 13th and 23rd February. 26th February to 6th March will be occupied by the Inter-Service Sports when there will be some 600 men and women of all three Services visiting the Station. The Industrial Symposium will be held on the Station shortly after this. This is a gathering of high ranking Service officers and distinguished civilians, businessmen, scientists, etc., who will spend a week here discussing matters of common interest.

★ ☆ ☆ ☆

DESPITE blast furnace temperature on Friday, 16th January, it is understood that no one succumbed at Divisions. The Training Officer maintains that he only kept his Division on their feet by making them double mark time throughout. Most of the Recruits reckoned they would rather have passed quietly out.

THE Inspection Officer is taking his training for the Sports to extreme lengths. Just before Divisions he was seen practising for the middle distance events being paced by the Dakota on the main runway. An expensive method we would have thought but probably effective.

★ ☆ ☆ ★
AFTER much speculation, heart burning, etc., the Electrical Division moved into the Waldorf Astoria opposite the Post Office and the Station and Air Divisions into the Savoy Plaza on Roc Road. Contrary to popular belief, cooled beer is not piped to all bed spaces, but all other modern cons. are provided and the occupants are said to be well satisfied.

★ ☆ ☆ ★
IT has happened at last. After more false starts than a race at Happy Valley, Lieutenant "The Bearded One" Carmichael has been wed. His bride, the former Miss Joan Anderson, is not unfamiliar with the air world as she was for five years a hostess with A.N.A.

★ ☆ ☆ ★
REMEMBER the time the Sea Venom didn't quite make it to 21 runway and didn't quite fit between the two trees. We hear that the pilot thought it was such good sport that he tried the same trick in his fast, low-slung, semi-enclosed sports car. Similar results.

The Parable of the Chief Scribe and the Puddy Tat

Now it came to pass that there arrived in the land of the Scribes one cat, tom, medium (Consumable), which was thin from privation, and would fain have ate and drank there, and rested itself.

And the Scribe known unto all as Bardwell, and Crazy Charlie unto his brethren, spake forth, saying, "Lo this cat doth famish and thirst, let us therefore go forth and take unto it food and drink, and bid it enter this place that it might take its fill, and rest."

And they did. Two days and one night the animal did eat and rest in luxury, and it did wax fat in this land of milk and pies. And the little scribes rejoiced, saying one to another, "Lo, we have done well by this creature, and our Lord and Master who createth strange musical noises in the end office is well pleased with our labours, and perhaps will come good with a make-and-mend.

But it came to pass that on the evening of the second day the evil Chief Scribe did depart from his palace of luxury, and when he did enter into the place of the little Scribes, he did behold the cat reposing in comfort upon a throne of padded wood.

And great wrath came over him, and he spake, saying, "Get the _____ of a _____ of a cat outa here, or you won't get no _____ brew this arvo."

And the animal departed, being gently farewelled by the size 17 boot of the Chief of all the Scribes.

And from the little scribes there arose much weeping and wailing and gnashing of teeth, and they spake one of another, saying, "Woe, alas, alack, there is great grief amongst us, for the Mighty are displeased, and we seek in vain our make and mend, and sugar for the brew there is none, and the Chief of all the Scribes in his wrath permits us not to replenish it, and there is desolation in our hearts."

Here endeth the lesson.

— M. T. W.

BACHELORS ARE CLOTS

(By MONTY)

Let's face it! Since our frank and fearless exposure of the marriage allowance racket we have been inundated with letters from impecunious bachelors seeking guidance on how to conduct a courtship by remote control, while serving afloat or in untamed and isolated areas like Manus, King's Cross or Nowra.

If we exclude Princes Bridge romances and shot-gun weddings at Bomaderry, most matelots' love affairs have to be conducted largely through the medium of Her Majesty's Mails, and the successful suitor competing with local talent must be a competent writer as well as a he-man and nautical version of Elvis the Pelvis.

One bewildered bachelor seeking a spouse and the attendant financial benefits writes as follows:—"I am courting a school-teacher in Adelaide but she returns all my love-letters corrected neatly in red pencil. What should I do?"

Another poor sap whines like this: "My girl friend says my love letters are funnier than the Sunday comics, but for real passion she prefers Li'l Abner or Orphan Annie!" So there it is in a nutshell—the poor clots don't know how to write love-letters and expect us to do something about it.

Well, while we no longer believe in the old adage "absence makes the heart grow fonder", we do know that the fickle female breast can be stirred by a well framed love-letter that reads near enough to the truth to be convincing. Don't keep drumming into her how wonderful she is. This is a common mistake. Furthermore it is a lie! She isn't, you know. She is just a practical petite poppet, painted, powdered, perfumed, pomaded, permed, peroxided and plucked, pursuing purposefully a poor, pitiful permanent pay packet provider, and she has all the arts and wiles inherited from a million years of her kind.

Also, such flattery is liable to give her a swelled head and cause her to seek a meal ticket in a higher salary group, such as a wharf striker, a public servant or garbage collector.

The thing to do is convince her how wonderful you are and what a lucky lass she is to have you courting her. Also, whatever you do, keep her in the dark regarding your financial affairs. This will pay dividends later after the parson has pronounced you man and allotment, when you will be able to give her the minimum permissible allowance and reserve the bulk of your pay for such necessities as beer and poker machines. There are far too many married men eking out a miserable existence on paltry pocket money while their best nine tenths fritter away their hard earned wages on food and clothing and other fripperies.

No, our advice is to confine your letters to tender, non-incriminating declarations that could not be used against you in a breach of promise case, with the emphasis on what a great guy you are and how it is only personal jealousy that keeps you out of the Admiral's billet. Of course, you can overdo this tender stuff, like the bloke who wrote to his future allotment in the following glucose: "Darling, your sweet presence is always with me: in my hammock, in the hangar and in the cockpit. I see your face wherever I look: up the tail-pipe of a Gannet, in "C" area bathroom and even on the hindquarters of Murgatroyd. Only last night, when I was scrubbing out the cafeteria, your beloved countenance appeared before me on the deck and then floated gently down the scupper."

Also, avoid like the plague any disparaging remarks about her family. Remember, they are probably quite dear to her. Even a porcupine loves its brothers and sisters. If you must mention them, write in affectionate terms, viz, inter-alia and as follows:—

"Sweetheart, I yearn for the day when I will be united with you and your dear family. Only last night when I saw your dear old father pitched out of the pub on his ear I said to myself: 'there goes daddy', and I was overjoyed when the old fellow bit me for the rub of a quid. I regard your bodgie brother almost as my own and nearly wept when I saw those brutal coppers lugging him down Junction Street after the smash and grab job on Tuesday. How is that sweet old overnight bag of a mother of yours? How I long for the day when she will come and stay with us. Give my love to your hatchet faced sister and, of course, to your looney old uncle and ratbag aunt if they are still bludging on you."

Tender little passages of this nature will not only help win your marriage and provision allowances, but will cement for all time your affectionate relationship with her family.

Remember, the pen is mightier than the sword, and a successful postal courtship, followed by five minutes at the altar can win you more increments than twenty years of study, advancement or promotion. So go to it, you lovelorn swains. Pour your hearts into those perfumed envelopes. Seal them with a loving kiss. But beware! No woman has ever been known to destroy a love letter, and what you write today may boomerang and clout you on the back of the neck tomorrow!

As we said, **BACHELORS ARE CLOTS!**

The following article from "Country Life" is re-printed in its entirety with acknowledgements to that newspaper

"PORKER RAMSBOTTOM"

A consignment of Large White-Berkshire cross prime light porkers from a piggery where the boars have such names as Petty Officer Airman Murgatroyd, Leading Airman Ramsbottom, Naval Airman Ginger, easily topped the Christmas sale of porkers at Homebush Abattoir saleyards on Tuesday.

The draft came from the naval station at Nowra, H.M.A.S. Albatross. All the pigs were penned wearing the H.M.A.S. Albatross ribbon around their necks.

Seventeen of the consignment sold at £9 16s, and the average for the draft was £9 6s. Butchers estimated best average dressed weight at 60 lb. On weight the pigs easily topped Tuesday's sale.

A regular monthly draft of about 40 porkers comes to Homebush from the naval station. The piggery there was established in March, 1956, and the first six sows arrived in May the same year.

The present breeding stock consists of 32 sows and three boars, while nine gilts have been selected for future breeding.

The original finance was provided by the Ship's Company Welfare fund and all profits are returned to this fund for the provision of amenities, sporting equipment, etc., for the ship's company. The original investment has been returned and during the last four months all profits have been clear of debt.

The management of the farm was at its inception in the hands of Lieutenant Commander J. S. Dalloway, M.B.E., R.A.N., who was relieved on retirement by the present manager, Lieutenant Commander W. A. Perren, R.A.N., in June of this year. The Captain of Albatross is Captain V. A. T. Smith, D.S.C.

The food used for the pigs is waste from the station's galleys. Ample supplies are available as 1300 men live on the station with meals provided. The farm is registered as a garbage feeder and all food is steam cooked for one hour before being fed to the pigs.

As the station is entirely concerned with naval aviation, the inevitable naming of the boars reflects the air aspect.

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Around The Village

A new Social Committee has been formed and villagers are urged to give it their full support. In this regard, attendance at Village Welfare Meetings has been sparse (only 20 on the last occasion). If the Village is to progress, it is essential that residents attend meetings whose object is to improve conditions and provide amenities in the Village.

The Ladies' Tennis Competition has re-started and games are played every Wednesday. Anyone is welcome to come along for a hit.

Dr. Kingston's surgery hours are now back to normal.

On the Skyline! Latest score is sixteen television antennas.

Don't forget that Tombola is played every other Friday after pay day.

Best wishes to all seagoing residents for the next cruise.

Village Welfare Association

A General Meeting was held in the Village Hall on Tuesday, 20th November, to elect new Office Bearers and Sub-committees for the coming six months.

The President—Chaplain Willson—thanked all members for their willing support during the past term. He outlined the improvements that had been made during the last year and hoped that 1959 would see the completion of further amenities.

We are very pleased to have Captain Smith as Patron of the Social Committee and office-bearers for the coming year were elected as follows:

Chaplain Willson, re-elected as President.

Lieutenant Downey, re-elected as Treasurer.

Petty Officer Jenner, elected as Secretary.

The various sub-committees will be promulgated by memo.

Residents expressed dissatisfaction at the constant changes being made in the bus time-tables without warning and a committee has been appointed to investigate and make recommendations.

Arrangements are in hand for the installation of lights over the path at both ends of the Village Hall.

Volunteer carpenters are urgently required to assist in the erection of frames to guard shrubs to be planted in the gardens in front of the Hall. Volunteers please see P.O. El. Rice.

— PETTY CASH —

	£	s	d
Sep. 24. Adv. for Typist		7	6
Oct. 2. Violets for Typist's Desk		7	6
Oct. 8. Week's salary for Typist	5	0	0
Oct. 9. Roses for Typist	1	5	0
Oct. 11. Sweets for Wife			9
Oct. 13. Lunch—Typist and Self	2	15	0
Oct. 15. Typist's Salary	6	0	0
Oct. 17. Pictures—Wife and Self		7	0
Oct. 18. Theatre—Typist and Self	2	0	0
Oct. 19. Sweets for Wife			9
Oct. 20. Lilian's Salary	7	10	0
Oct. 21. Theatre, Dinner—Lilian and Self	8	0	0
Dec. 2. Extended Holiday in Country for Lilian	105	0	0
Dec. 3. Fur for Wife (Mink)	1500	0	0
Dec. 4. Advt. for Male Typist		7	0
Dec. 5. A wonderful night for Wife and Self at the Orchard	3	15	0

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Around The Village

A new Social Committee has been formed and villagers are urged to give it their full support. In this regard, attendance at Village Welfare Meetings has been sparse (only 20 on the last occasion). If the Village is to progress, it is essential that residents attend meetings whose object is to improve conditions and provide amenities in the Village.

The Ladies' Tennis Competition has re-started and games are played every Wednesday. Anyone is welcome to come along for a hit.

Dr. Kingston's surgery hours are now back to normal.

On the Skyline! Latest score is sixteen television antennas.

Don't forget that Tombola is played every other Friday after pay day.

Best wishes to all seagoing residents for the next cruise.

Village Welfare Association

A General Meeting was held in the Village Hall on Tuesday, 20th November, to elect new Office Bearers and Sub-committees for the coming six months.

The President—Chaplain Willson—thanked all members for their willing support during the past term. He outlined the improvements that had been made during the last year and hoped that 1959 would see the completion of further amenities.

We are very pleased to have Captain Smith as Patron of the Social Committee and office-bearers for the coming year were elected as follows:

Chaplain Willson, re-elected as President.
Lieutenant Downey, re-elected as Treasurer.
Petty Officer Jenner, elected as Secretary.

The various sub-committees will be promulgated by memo.

Residents expressed dissatisfaction at the constant changes being made in the bus time-tables without warning and a committee has been appointed to investigate and make recommendations.

Arrangements are in hand for the installation of lights over the path at both ends of the Village Hall.

Volunteer carpenters are urgently required to assist in the erection of frames to guard shrubs to be planted in the gardens in front of the Hall. Volunteers please see P.O. El. Rice.

— PETTY CASH —

	£	s	d
Sep. 24. Adv. for Typist		7	6
Oct. 2. Violets for Typist's Desk		7	6
Oct. 8. Week's salary for Typist	5	0	0
Oct. 9. Roses for Typist	1	5	0
Oct. 11. Sweets for Wife			9
Oct. 13. Lunch—Typist and Self	2	15	0
Oct. 15. Typist's Salary	6	0	0
Oct. 17. Pictures—Wife and Self		7	0
Oct. 18. Theatre—Typist and Self	2	0	0
Oct. 19. Sweets for Wife			9
Oct. 20. Lillian's Salary	7	10	0
Oct. 21. Theatre, Dinner—Lillian and Self	8	0	0
Dec. 2. Extended Holiday in Country for Lillian	105	0	0
Dec. 3. Fur for Wife (Mink)	1500	0	0
Dec. 4. Advt. for Male Typist		7	0
Dec. 5. A wonderful night for Wife and Self at the Orchard	3	15	0



Uncle Joss's Column



Dear Uncle Joss,

After the last lot of advice you gave me, I promised myself that I would never write to you again, but things got so bad this leave that it's a case of any port in a storm.

You'll never believe this but I got tied up with three sheilas this time and that's about six times worse than two. It all happened on the Manly Ferry. Every time I went onboard I seemed to sit next to quite a decent looking one and before I knew what had happened I found myself shooting the old line about all the Sea Venoms I had handled (Well I mean I have handled them). Anyway these three all fell for it and to cut a long story short two are coming to the Ship's Company Ball and the third will be here on the following day to see an Air Display and me doing solo aerobatics (I don't remember saying anything about an Air Display but I suppose I must have mentioned something just jokingly).

Get me out of this one and I'll tell you all about the eighteen which walked from the Chief's Mess.

—SCURRS.

Oh what a tangled web we weave,
Whenever we go on seasonal leave.

I suppose it is now too late to stop the two coming to the hop, so you will have to move fast when they do arrive. Park them in different rooms out of sight of the dance floor and tell them both that some ogre of a Chief has made you Canteen Patrol and that you will have to leave them every now and then to do the rounds. This way you can spend half the evening with each. Send them home in different taxis, explaining with tears in your eyes that your duties keep you on board. It will cost you a fortune and you will be prostrate from exhaustion, but at least you will live to see another day.

As for the third one, meet her at the Station and tell her that her mere presence in the district would put you in such a nervous state that you could not go through your act without endangering, etc., etc. She will put on a turn, but secretly she will love to think she has so much influence on you and will return on the next train.

★ ☆ ☆ ★

Dear Uncle Joss,

In an unsigned Christmas parcel, I received a large packet of rat poison and a brass memorial plaque to myself. The next post brought a dozen lilies "in loving memory of C.P.O. (me)". Knowing the regard my Section have for me, I realise this was just a little Christmas joke, but should I point out to the perpetrator (I know who he is) that it was in rather bad taste?

—REG. CHIEF.

I won't say I haven't had a few things like this sent to me in my time, but I flatter myself I've always come out on top in the end. No need to go into details, Chief, but I'm sure you can make it clear to this peanut that sending that parcel was the worst mistake he ever made in his life.

ROYAL GUARDS

A guard consists of angry men,
Pressed into service occasionally, when,
An event important enough to incur
The use of a guard is about to occur.

That the work is disliked there can be little doubt,
From the way the GI has to shout
To attain any semblance of marching and drilling,
A job at the best which is never thrilling!

As the day draws near for the dread occasion
Of the scheduled V.I.P. invasion,
The GI is likely to think that fate
Has dealt most unkindly and fears for his rate!

When finally dawns the day without cheer,
The most important day of the year,
He's likely to find the men feeling poor,
Due to effects from the night before!

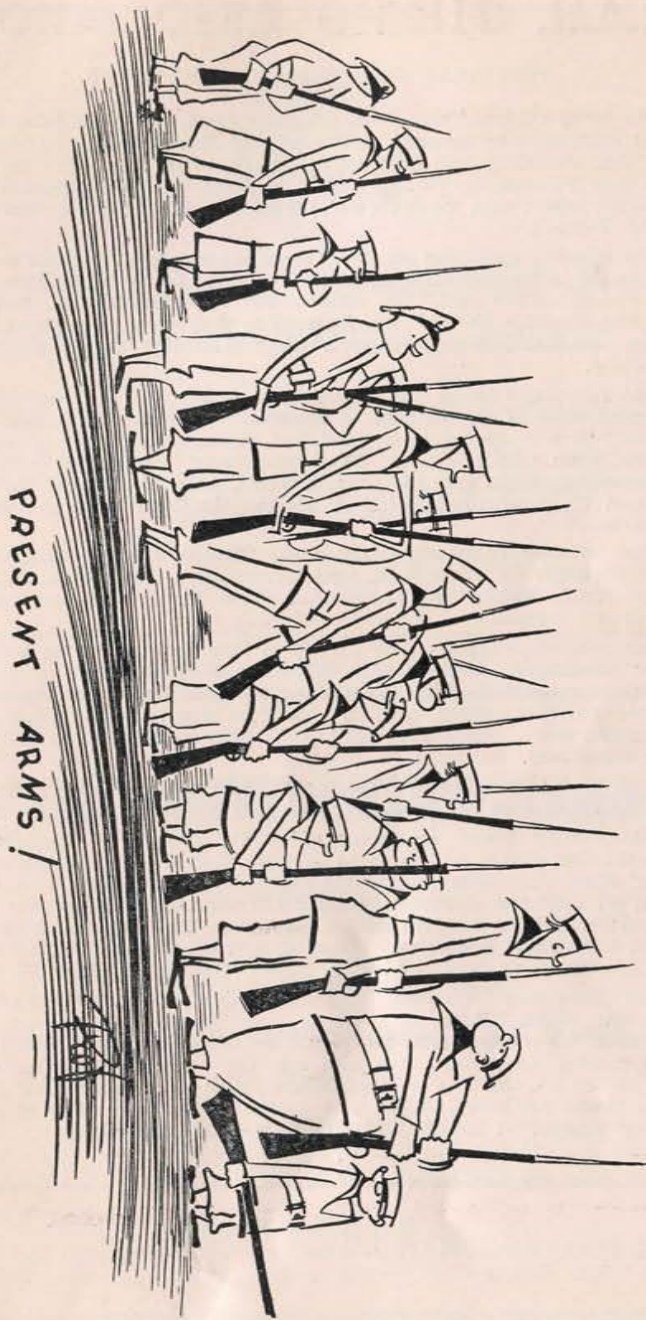
The rehearsal at eight is a dreadful affair
With the GI feeling himself near despair.
And when the time for the feared charade
Has arrived, and the guard are on parade,

The GI, his nerves all shot to pieces
Is thinking of writing a bitter thesis,
Exposing the heartlessness of man
Which hasn't changed since guards began.

And yet a miracle takes place,
Before his unbelieving face.
Which proves a well established fact,
One never knows how guards will act!

You might think they're bad, and they'll turn out well
They'll complain all along, then they'll try like hell!
So don't count your chickens before they're hatched,
No one's out of the race till their horse has been scratched.

— PROF.



R.A.N. GLIDING ASSOCIATION

NATIONAL GLIDING CHAMPIONSHIPS

The Navy Gliding Team from Albatross assembled at Benalla, Victoria, on 26th December to compete in the 1958/59 National Gliding Championships. The following two days were busy ones for us. We checked our gliders and equipment, carried out aero tows and local soaring, mixed with other teams and enjoyed the hospitality of our hosts, the Gliding Club of Victoria.

The opening ceremony on 28th December was most impressive with 16 sailplanes, 47 pilots and their ground crews lined up for inspection. Newspaper photographers and T.V. cameramen were attracted to the Naval teams and Channel 2 and the Melbourne Age gave our teams a good coverage. An aeros display followed with sky-writing, crazy flying and an outside loop.

The first day's flying was typical of each succeeding competition day. Briefing at 0900 (Task—a race to Jerilderie, 86 miles), first launch 1030. Launching was by aero tow to 2,000 feet, pilots climbing in a thermal to 6,000 feet, then setting course. Retrieving crews waiting for news of the pilots reaching their goal or landing short, then setting out to recover pilots and their sailplanes. Crews arriving back in base and checking the scoreboard.

The weather conditions were ideal with plenty of instability and thermal activity. The thermals were narrow and rough, similar to those found at N.A.S. Nowra. We found that wheat and freshly ploughed fields triggered off thermals at frequent intervals.

Competition flying consists mainly of cross country tasks set to suit weather conditions. Undoubtedly the most delightful part of gliding is cross country soaring. The attractions of local flying are insignificant compared with the joys of travelling far from base and the combination of exhilaration, worry, beauty and hard work make each cross country flight a unique adventure.

During the nine competition days, 9,000 miles were covered, 450 hours flown and over 200 landings made, all without a serious incident.

Our Nymph team, consisting of A.M.2 Strickland (Captain), Sub Lieutenant Rohrsheim and Leading Airman Barrie led the field until the last day when they were narrowly beaten into second place by a team of three pilots from the Victorian Motorless Flight Group, Melbourne. Three Silver "C" certificates were gained by Lieutenant Christie, A.M.2 Strickland and Sub Lieutenant Rohrsheim. Leading Airman Barrie and Max Kokegei missed the five hour duration leg for Silver "C" certificates by 15 minutes.

Sub Lieutenant Rohrsheim finished fourth in the individual placing—a very fine effort indeed.

During the championships we gained invaluable cross country and general gliding experience. We also left the impression at Benalla that gliding in the R.A.N. is a well established and organized recreation. We wish to thank all those people who assisted the Naval Gliding team in achieving success in the National Gliding Championships.

—G.S.

R. A. O. B. G. A. B.

LODGE ALBATROSS No. 575 — meets every Tuesday after Pay Day in the White Ensign Club Rooms, at 1930. P.O. BELL (Ext. 312).



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RING NOWRA 69

PUSSER'S PAGE

Well, away we go again with a brand new year, penniless after the Festive Season and the work piled up in great heaps. There have been a lot of changes in the last few weeks and Commander Sharp has reluctantly departed for the "Big Smoke" and the seaside resort of Watson's Bay. As the new Supply Officer, I can hope that I will receive the same great loyalty that was shown to my predecessor and that the comradeship and co-operation that so obviously prevailed in his time will be retained.

S.A.'s (S):

The Stores (S) were at full (hic) strength to farewell Commander (S) Sharp and welcome Commander (S) Lochland at the White Ensign Club early this month, and the next morning we all agreed that, in the interests of health, the Supply Officer's appointment should be a 3 or 4 year one.

S.A. Jones has been taking Italian lessons from S.A. Tentori and rumour has it that they plan a double wedding with Italian sisters.

S.A. "Monster" Morgan, the member of the staff who has been longest in Albatross, leaves us soon to become a sea-going "Monster" (or Serpent). Also leaving are L.S.A. Whitfield to Darwin, S.A. Weathered to 'Coota and L.S.A.s Husband and Olsen to D.E.E.

Officer's Stewards and Cooks (O):

We have it on good authority that L/Stwd. Law did acutally see that King-Size blue swimmer Crab at Huskisson before visiting the local pub.

We suggest that "Slipstream" run a Social Column so we may keep track of the social commitments of one P.O. Steward.

Writers:

It is with regret that we say farewell to that well-known member of the Pay Office who is joining Quickmatch to add yet another accomplishment to his already fine and impressive list of achievements, which include that of Gunsmith, Model Aeroplane Expert, Gymnast, ex-Parachutist and Commando. Unfortunately space does not permit the listing in detail of all of his noteworthy deeds which would leave "Superman" in the 'amateur' class.

Another of our friends, it is sad to note, will be leaving us shortly to resume employment out in the cold, cold world. Undoubtedly some members of the Fairer Sex of Nowra will lament his departure.

Cooks (S):

Due to the upsetting influence of Navy Office Appointments we had to say "Farewell" to S/Lt. Gordon Hockley and "Hello" to S/Lt. R. (Dick) Mills, who is his relief. Being a particularly popular Boss, S/Lt. Hockley was presented by the staff with two very smart travelling cases as a farewell show of appreciation for "being a darned fine bloke". It is hoped that S/Lt. Mills will turn out to be as good a Boss.

We were sorry to hear that L/Cook "Bluey" Harris is in Balmoral Naval Hospital after an accident in his car. (After all, five-ton trucks are rather expensive to buy these days). Fortunately, we have it that he's not knocked around too much, and should be back with us in a few weeks.

S.A.(V)s and Butchers:

Three of our S.A.(V)s planned to do a round Australia tour over the long week-end and at times fears were held as to their time of return.

Welcome to Leading Butcher Byecroft and S.A.(V) Fenton. Hope your stay at Albatross is a long and happy one.



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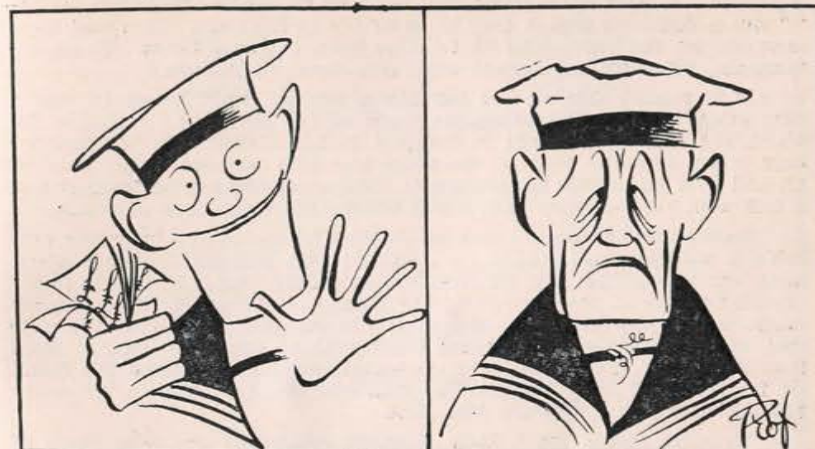
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The Tonic with a Difference SEASONAL LEAVE



Those who have taken Seasonal Leave attest to its remarkable efficacy

Obtainable at all Naval Establishments on the Commander's prescription only.

R.A.N. GAME FISHING CLUB

The club has been particularly active in the past few months, and, although no really spectacular fish have been boated, there have been some worth while catches. The vast numbers of sharks which infested Jervis Bay some weeks ago proved surprisingly hard to catch. R.E.M. Dundas landed a six foot Bronze Whaler, but the others were not interested.

Preparations are now going ahead for the club's participation in the annual competition between the Sydney G.F.C. and Newcastle & Port Stephens G.F.C. to be held at Port Stephens between 14th and 22nd February. AWB 436 has been painted inside and out (in R.A.N.C. colours to conform with the rest of the boats at Jervis Bay) and all gear has been overhauled.

Drafting, etc., has caused some vacancies in the membership quota and a limited number of newcomers can be accepted. If you are interested, contact Lieutenant Commander Salthouse in the Training Office; no previous experience of fishing is required. The annual subscription is £2/10/-.

+ The Chaplain's Corner +

"WHEN A MAN IS AT HIS BEST"

LIFE in this wide world was meant to be an enjoyable experience. Without a doubt we find it easy to enjoy life in Australia. Now and then, however, we feel more glad to be alive than at other times. Those are moments, when we have made our living most worthwhile.

It is related that in her day Marie Wilton (Lady Bancroft) was a very great actress. She attributes much of her success to a motive, for which she tells us that she is indebted to her mother. In her younger days, when first she went on the stage, she gave no heed to her voice at all and took no trouble to cultivate it. Then one evening her mother had a talk with her—a plain talk, which altered her whole idea of acting.

Somewhere her mother said, at the back of the gallery there was probably a working man. Tired no doubt he was, perhaps depressed about some worry or other, and for that reason willing to pay in a very hard-earned sixpence at the box office to be taken out of himself, to be made to laugh, and to see the show. But what was the good of all your acting to that man, the mother questioned bluntly, if he could not hear a word that you said? You could have done quite a lot for him and you didn't do it. He must have had another dull evening, and, though his worry was still there, his sixpence was gone.

"I never forgot that" Lady Bancroft related in the later years of her life. Indeed she never did. She remembered the man at the back of the gallery, and how she could speak to him, interest him, cheer him, lift him out of any melancholy that might be hanging upon him, into an easy and happy laughter, was always her first and greatest concern.

There is a motive for living, and a fine one at that, but it is by no means limited to actors. Stage or no stage, the quality of our work depends very much on the motive behind it. In making life more worthwhile for others, we make it more worthwhile for ourselves.

St. Francis of Assissi once prayed:

"Where there is hatred, let me sow love;
Where there is doubt, faith
Where there is despair, hope
Where there is darkness, light
Where there is sadness, joy.

Grant that I may not so much seek to be consoled as to console;
to be understood, as to understand;
to be loved, as to love;
for it is in giving that we receive
it is in pardoning that we are pardoned,
and it is in dying that we are born to Eternal life."

With this for his motive through life no man could fail to be at his best.

— Chaplain J. A. Willson, R.A.N.

THE IMPORTANCE OF SEA POWER—

Because the sea occupies seven tenths of the earth's surface and because geography is a major factor in world strategy, the significance of sea power will continue to be as great as it ever was.

— Rear Admiral G. G. O. Gataere, D.S.O., D.S.C.



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ANYTHING you could require

SPORTING NOTES

CRICKET

Shoalhaven District Competition:

The Station team, continuing its winning sequence, has gained two victories since the last issue and is now in second position in the competition table. In the first game, Albatross 5 (dec.) for 157 and 5 for 123 defeated Nowra Waratahs 119 and 5 for 154, outright. Good performances were handed in by N.A. Buetel 58, Flying Officer Lindemann 55, Surgeon Lieutenant Thompson 3 for 35.

In the second match, Albatross 190 defeated Kangaroo Valley 160 and 5 for 110—N.A. Green 5 for 41, Surgeon Lieutenant Thompson 3 for 48, Flying Officer Lindemann 58.

Inter Part Competition:

With the competition nearing completion, the four teams most likely to contest the semi finals are Officers 37 points, Executive 33 points, Supply and Electrical both 28 points, with Chief Petty Officers and Petty Officers having an outside chance to cause an upset.

General:

The Station cricketers are eagerly awaiting the opportunity of again playing on the turf wicket after an absence of ten years. The wicket has responded well to the considerable work and effort spent on it, and with continued careful handling, it should develop into a first class playing surface. Good luck to the eight Albatross cricketers who are still competing for the 1959 Navy team.

BOXING

Two Albatross boxers have fought in Sydney during the past month—L.E.M. Smith fought Steve Nitties at the Sydney Stadium for the right to challenge George Fleming the Australian Featherweight title holder and Steward Parsons fought Noel Stanly in a four rounder at Kensington Stadium.

L.E.M. Smith lost his bout on a T.K.O. in the eighth round. He has no excuses to offer but is confident that after a short spell from training he will be in a position to challenge the topline again. Nitties will now fight Fleming for the title and L.E.M. Smith plans to challenge the loser of that bout.

Steward Parsons won his fight at Kensington, knocking out Noel Stanley in the second round. It is hoped to organise another boxing night at Albatross in the near future and to see a return bout between Steward Parsons and Billy Blackwell from Ernie McQuillan's Gym. Fight fans will remember the stirring battle between these two when they met at Albatross last year.

It is hoped to continue the Boxing nights at Albatross and one bout provisionally arranged is that between Darcy Carr and Teddy Rainbow. The winner of this bout will be in a position to challenge L.E.M. Smith for his N.S.W. title.

ATHLETICS

Active preparations are in hand for both the Station Athletic Sports, next Thursday, and the Inter-Service Athletics, on Friday, 6th March. After the Station Sports, selections will be made of Albatross athletes to take part in the Inter Service elimination trials which are being held at Nirimba on 10th and 11th February.

A certain amount of training is going on, but the coaches recommend much more intensive effort—so GO TO IT! The track is responding well to hard work and beautiful rain and should present a creditable surface on the day.

SWIMMING & WATER POLO

By the time this issue is on sale, the Swimming Sports will have been held, so that no comment is necessary. Apart from being an occasion in themselves, the Station Sports are a preparation for the Inter Service Swimming and a number of the place getters stand an excellent chance of selection in the Navy team. **Wednesday, 4th March**, is the day. Place—**Olympic Pool, Nowra.**

Today, Thursday, 29th January, the Admiral Moore Cup will be contested once again. This is an annual affair between the Eastern Area Navy and Garden Island personnel. Last year the Navy won both the ten-man relay and the Water Polo, winning the relay in record time.

In the Interpart Competition, Electrical Department are leading the field, followed by Air Department. Mainly responsible for their Division's supremacy are L.E.M. Bushe-Jones, R.E.M. Winckel and E.M. Snell, while N.A. Sheather and N.A. Cahill have starred for the Air Dept.

There have been quite a few forfeits by the Chief's and P.O.'s teams. It is hoped that they can rally round and get teams together before the end of the season.

Albatross is still leading in the Inter Ship Water Polo competition.

RIFLE SHOOTING

Christmas cheer and the .303 do not mix. Ask the riflemen who turned out for the first rapid practice of 1959 and they will confirm this point of view. However, in spite of protestations that the R.A.A.F. had got into the armoury during leave, or that funnel-webs like the contemporary styling of a rifle barrel, better results were forthcoming.

C.P.O. Bray and P.O. Uebel were the first to recover their form, closely followed by P.O. Weaver, who has been dogged by reloading trouble.

The secret of success in rapid fire is a smooth working bolt. Of course it is desirable to point the rifle in the right direction, but a sticky bolt makes 10 rounds in 40 seconds a poor bet. It has been suggested that the new F.N. camouflaged as an S.M.L.E. would do the trick, but smooth operators (of bolts) like L.E.M. Eley scorn such subterfuge.

Average score for the rapid is around 44 out of a possible 50, with promise of further improvement. This is very creditable with the present rifles, which are by no means new and are not in the Super Accurate Class. The new rifles, expected on Wednesday, will add further to the scores and remove another one of a thousand excuses.

— A.J.C.

BASKETBALL

With the coming of the Inter-Service Sports, basketball players are reminded that the court will be available every night for those desirous of training or learning the game.

We are fortunate to have on the Station two zone referees, who will assist anyone with queries on the rules of the game.

Albatross visited Nimba on the 20th January and were keen to avenge their defeat of the previous meeting. However, the much fitter apprentices were too good for the team and we were defeated 33 to 18. A second match, which was the first of the Inter-Ship competition, was then played later in the afternoon at Penguin but the first match had taken its toll and we were soundly beaten by a much better team. Best players in both matches for Albatross were Wtr. Hiller and A.B. Moran.

Players are also reminded that a basketball camp will be held at Narrabeen Lakes National Fitness Camp in February and further details may be obtained from L.A. Bryce or S.A. Weathered.

In last year's Inter-Service Basketball, the Navy defeated the Army but were narrowly defeated by the R.A.A.F. However, this year, with the sports down here at the "Tross", we are sure that the Navy team will be victorious.



★ **PETTY OFFICER'S Inter Part Tennis Team**— Back Row: P.O. Altham, P.O. Herron, P.O. O'Shea. Front Row: P.O. Denning, P.O. Bertram (c), P.O. Staley.

★ ☆ ☆ ☆

TENNIS

Subsequent to leave, the Inter-Part Tennis Competition is well on the way to completion. Popular belief indicates a close final between Officers and Petty Officers with Petty Officers perhaps a nose in front.

In their only meeting this season the Petty Officers ran out close winners, but the Officers (participating in some hard practice) are quietly confident. The match itself should provide some good tennis, well worth watching.

Almost upon us is the Inter-Service Sports and Albatross is showing keen interest. On 15th January, the first Station trials were held and indications are that we can expect good representation. We have no less than seven players with Inter-Service experience and there are also players with good potential.

GOLF

Conditions over the last month have been too hot for serious golf and most players have been content to wait for the odd cool day for an occasional game. However, with the Inter-Service Golf only about three weeks away a small band of would-be competitors from Albatross have pressed on in the hope of being selected.

Those most likely to succeed appear to be Lt/Cdr. JOHNS, S/Lt. WILSON, P.O. O'SHEA, P.O. FISHER, L.E.M. KELLY, R.E.M. BANK-SMITH, and Ldg. Tel. BROWN. Practice games are being held at the Nowra Golf Club, which is at present in excellent condition, and trials are taking place at The Lakes Golf Club, where the event is to be contested. The first to show up in the trials was L.E.M. KELLY with a fine 79 over the tough Lakes layout.

The Inter-Service Golf was won by the Navy for the first time ever in 1957 and again in 1958, and this year we are very confident of making it three in a row.

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HENDERSON'S

(J. OAKLEY, Prop.)

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SPORTSMAN OF THE MONTH

CHARLIE MORRIS

It is with pleasure that we present Electrical Sub-Lieutenant C. J. MORRIS, photographed wearing the singlet he wore when he represented Australia at the Olympic Games held at Melbourne in 1956.

Charlie, an adopted Australian, was born in London in 1926. It is interesting to note that he was first introduced to athletics in 1951 as a foundation member of the first Services Athletic Club in Australasia — namely the Albatross Amateur Athletic Club, which was formed in that year by Frank McCaffrey (Ex Petty Officer).

In 1952, Charlie became State Country walking champion, a title he held until 1955.

During 1954, he represented the Navy at the Inter Service Sports (N.S.W.) at Cricket and Athletics (Shot and Javelin).

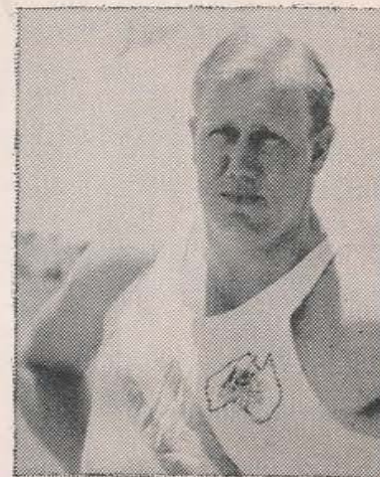
It was in 1955 he first participated as a hammer thrower when the Albatross A.A.C. were upgraded to 'B' Grade and the hammer became one of the events contested weekly.

Whilst Charlie was in England in 1955, stationed at Siskin, he represented the Royal Navy at hammer-throwing at Aldershot and was fortunate to be associated with A.A.2. Alex Valentine, Empire Games representative for Scotland, English record holder at hammer-throwing and a Rugby International. During 1955, he also met National Coach, Dennis Cullum, who still trains him by correspondence.

In 1957, he won his first Australian title and repeated the performance in 1958.

Charlie states that anyone can be a champion at any sport if they wish, but that there are no short cuts to success. Our Sportsman, who was 11.10 in 1951, is now 16 stone 6 pounds and is training on an average of 16 hours per week. Weight training is an essential part of this preparation and Charlie is 'squatting' with 385 lbs. A gallon of milk a day is part of his diet.

The most impressive character he has met during his sporting career — JOHN LANDY.



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— Admiral Arleigh Burke, U.S.N.
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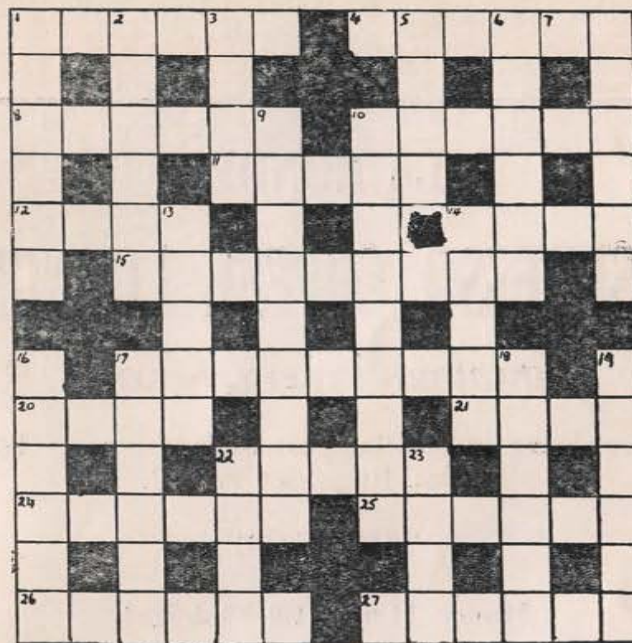
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ACROSS

DOWN

- | | |
|---|---|
| 1. A horse is put together on land. | 1. He tans in Greece. |
| 4. Straps around the tiny fish. | 2. Torment a donkey in the end. |
| 8. Put me down hard and injured me. | 3. Blow the grassy stuff !! |
| 10. On the bottom, he's tops !! | 5. A ripe turnover for shipping. |
| 12. Loch this is 'monstrous'. | 6. Lines up a group of foreigners. |
| 14. I nut it out to just one. | 7. Takes a detective to get this one. |
| 15. This is often applied to steel or Steele..... | 9. A necessity in the Army—but sailors aren't too sure. |
| 17.and this to planners or gold-diggers. | 10. What to do if you're out of stores. |
| 20. Mostly sharp with some strings attached. | 13. A step in this direction will be precipitous. |
| 21. Seize the best part of an up-turned barge. | 14. Amusing? Not in the morning ! |
| 22. Hangs around with the teeth. | 16. Little Desmond had shelter from the sun. |
| 24. Plural of 11 Across can be an unspecified number. | 17. Cattle-man found mostly on the English south coast. |
| 25. He comes to land for a start. | 18. What not to bear. |
| 26. More venturesome class of ship, no doubt ? | 19. Disapprove of it's ultimate purpose. |
| 27. Pretend to be little more than a facet. | 22. ——— and bear it, we're told. |
| | 23. And this witted is absolutely mad !! |

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