

FEBRUARY 1959.

22



# SLIPSTREAM



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# SLIPSTREAM

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

No. 22

FEBRUARY, 1959

EDITOR ..... Lt. Cdr. Harvey

SUB EDITOR ..... Lt. Miller

SPORTS EDITOR ..... Lt. Cdr. Hanna

ART EDITOR ..... P.O. Edward

BUSINESS MANAGER ..... Sub. Lt. Hall

THIS month it is our pleasant duty to welcome members of the Army and Air Force who are visiting H.M.A.S. Albatross in order to participate in the Inter Service Sports. This is the first time that the Sports have been held in Albatross and we are particularly proud of this opportunity of entertaining men and women of the other Services at the Air Station. Commissioned only ten years ago, Albatross may not yet possess all the sporting facilities enjoyed by older Service establishments, but we are determined to show that if willingness and enthusiasm count for anything, we are Second to None.

There has been discussion recently on the question of combining the three Services and there are a hundred arguments for and against such a move. One reason why we are personally against it, is that it would destroy the thoroughly enjoyable rivalry which an occasion such as the Inter-Service Sports promotes.

Welcome again, and may the best team win!

— EDITOR



## Station Personality

### No. 22

Squadron Leader  
Cristofis, R.A.A.F.

AS personality of the month for this Inter-service issue of Slipstream we present Squadron Leader Cristofis, R.A.A.F. As an ex-Army man, now an Airman serving at H.M.A.S. Albatross, he is well qualified to appear in this issue.

He joined the Australian Regular Army early in 1939 and was a Sergeant in the 11th Field Artillery during 1940-1941, but when his Brigade was reformed he transferred to the R.A.A.F. to train as a Wireless Air Gunner. This training was carried out in Tiger Moths, Wacketts and Fairey Battles. On completing training he paid the first of his visits to Nowra, then a R.A.A.F. Base Torpedo Unit. Here he completed a torpedo dropping course, flying in Beauforts. He recalls that there are a considerable number of these Beauforts littering the bottom of Jervis Bay. Live torpedo drops were carried out, using Hudsons of No. 8 Squadron based on Townsville, the targets being H.M.A.S. Hobart and H.M.A.S. Australia and five American Destroyers.

No. 8 Squadron went to Milne Bay in early 1943, and, during its tour of duty there, was engaged constantly in torpedo attacks against Japanese shipping. The only restriction imposed on Aircrews was that the target had to be greater than 3,000 tons displacement, anything smaller being not worth the cost of mounting the attack.

There followed a period of Instructional duties in Australia, and then our personality returned to the New Guinea area, this time as a member of No. 34 Squadron flying Dakotas. At war's end this squadron was engaged in the evacuation of Australian troops who had been prisoners of the Japanese in Java, Sumatra and Thailand. These POWs included R.A.N. personnel, some of them from H.M.A.S. Perth. Squadron Leader Cristofis recalls that they weighed so little that loads of 50 plus crew were quite common.

At the end of 1945 our personality was commissioned and found himself flying the courier service to Japan. This service was followed by a tour at Richmond and Bankstown where Mosquitoes were flight accepted for the R.A.A.F. These Mosquitoes were the last of the order supplied by De Havillands and it is interesting to note that fourteen years later the fuselage of our Venoms are constructed on the same laminated wood principle used in the Mosquitoes.

After a short tour in Catalinas attached to Rathmines, our personality joined No. 10 Squadron flying Lincolns from Townsville and it was during this period that Squadron Leader Cristofis was awarded a Commendation for Meritorious Service for the part he played in New Guinea when Mount Lamington exploded with heavy loss of life.

In 1953, after completing a Gun Leader course at Amberley our per-

(Continued on Page 7)

## SOLDIERING IN THE NAVY

MOST of you have probably become used to seeing the odd "Pongo" about the Station and may have even wondered idly as to what they are doing on a Naval Station. For the enlightenment of the curious few this article will try to tell, as painlessly as possible, something of the Carrier Borne Ground Liaison Sections, (it used to be CBALS before the "Ground Liaison" replace "Air Liaison" — strange the number of people who still thing the old initials more appropriate) the small Army Units permanently attached to each aircraft carrier and air station of the R.A.N.

Despite their rather weighty title, CBGL Sections have a very practical, simple and quite important function. Those of you who read "Hornblower" and the "Navy News" (i.e. those who can't afford to buy "Slipstream") know that on the odd occasion it can drag itself away from more important things the Navy has always helped the Army — well — if not to win the war ashore, at least by pulling them out of the drink and other forms of trouble too numerous to mention, enabled the landlubber to try again. When the introduction of the "Fleet Air Arm" jeopardized the Navy's claim to being the "silent service" it also introduced some special problems into what used to be the simple business of co-operation with the Army. A part of the solutions of these problems was the permanent attachment of CBGL Sections to the Fleet Air Arm. It would appear that a lot of people are still puzzled, not so much as to whether it was a shot-gun union or not, but as to who wielded the shot-gun.

The burning question with most sailors appears to be "but what do these particular pongos do"? Most of the questioners appear to think they know the answer beforehand — and they're not very tactful about it either. But there's an alternative answer. Firstly, the Section must instruct aircrews. A lot of people will maintain that this is impossible but all these sceptics have scales over their eyes. Part of the Section's job is to assist in the training of aircrews in such things as:

- (a) recognition of our own and enemy armies and their equipment,
- (b) camouflage, indication and recognition of ground targets,
- (c) spotting for both ships' guns and field artillery,
- (d) tactical and photographic reconnaissance,
- (e) organizations and communications connected with Army co-operation; and
- (f) reading large scale maps (its a big switch from reading hundreds of miles on an air map to hundreds of yards on an Army map).

Secondly, the Section provides continuous information about the ground fighting, not only for operational use but also for the general information of the ship's company (usually in the form of a news sheet). It also provides all the data required for attacks on a shore target.

Finally, it assists in the briefing and debriefing of Army missions and passes the information obtained back to the Army. In addition to all those things, members of the Section must find time to acquire the purely Naval accomplishments of drinking coffee and playing "ukkers."

That's putting it very briefly, but when squadrons are continuously engaged in ground operations (as was the "SYDNEY" during most of its Korean service) there is more than enough for the Section to do. Though reduced to three in peace time the following five members are carried on a full strength Section.

GSO2. A General Staff Officer with the rank of Major (Lieutenant Commander to you). Usually selected because he has had considerable experience and service — NOT because he needs a rest.

GSO3. A Captain (same as a two ringer) — a second officer is necessary to allow watch and watch being kept during continuous operations.

WARRANT OFFICER or Staff Sergeant. Equivalent to a Chief or a Petty Officer. Comes from the Intelligence Corps which means that he is supposed to forecast all the things that are likely to happen —

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but never the things that do happen. Not to be confused with the Met Section.

CLERK (Writer) Intelligence. Just another file loser.

DRIVER/BATMAN. In addition to being steward to the two officers, he services and drives the jeep — (frequently and maliciously referred to as the Air Departments jolly boat). Actually the jeep enables the Section to contact the many and dispersed Army Units ashore.

The fact that the subject has been dealt with briefly and lightly is not intended to detract from its importance. Co-operation between the two services is essential at all times. The Army can never get enough air support; and co-operation with the Army could again be, as it was in Korea, the main job of the air arm of the RAN in any future trouble. CBGL Sections have played and will continue to play an important role in the success of such co-operation.

Like many other shot-gun weddings the Union has been a happy and successful one.

## NIGHT FLYING AT NAS NOWRA

(Adapted from a similar article in a recent R.A.A.F. publication)

- 1900 Pipe. "The airfield is now open for night flying."  
1925 Power failure. Ring power house to enquire about standby generators. Am told that because of economy programme compressed air bottles have not been topped up, and there will be some delay before the diesels can be started. As secondary emergency airfield lighting diesel has not cut in, ring Ground Electrical section to have it checked. Am told that the Duty E.M. has lost the key to the Airfield lighting building. Tell him to kick the door in.  
1927 Power restored. Night flying commences.  
1940 Message from Met. Officer. He appears confused and states that a front has appeared from nowhere and we can anticipate a 200 feet cloudbase and continuous very heavy rain very soon. Ask Met Man how soon "very soon" is. Met man says he is not quite certain but he will let me know as soon as he can.  
1945 Visibility decreases to zero as heavy deluge blankets airfield. Warn G.C.A. to stand by for trouble and start homing all aircraft.  
1947 Commander Air arrives in tower and asks is everything under control. Reply "Affirmative." Power fails again. No lights, no radio. Emergency Airfield lighting diesel cuts in but wrong runway illuminated. Ring for Duty E.M. but am told he is still looking for key. Tell Duty P.O. Electrician to kick Duty E.M. Commander Air leaves.  
1948 GCA reports that when going over to emergency diesel all fuses blew but they intend to replace them with barbed wire from the piggery fence.  
1950 Power restored but VHF DF not working. Duty Radio Electrician has disappeared so as last resort kick DF console in strategic spot. Lots of bright flashes and a smell of burning but set starts to work. Duty Radio Electrician arrives and complains that that is no way to treat delicate equipment. Stifle temptation to treat delicate Duty RE the same way.  
1955 Commence let downs. First three down OK. Fourth aircraft overshoots and finishes up in Commander Air's garden.  
1957 Commander Air rings and asks if we think his MQ is a rubbish dump.  
2010 Second batch of let downs proceed OK until last down overshoots and also ends up in Commander Air's garden.  
2011 Commander Air rings to say that he is shifting his family in to set up house in LTMU as that is the quietest place he can think of and he can be contacted there until further notice.  
2012 Met man arrives. Says he must have been mistaken and there will not be any rain after all as he was using the wrong chart.  
2015 Pipe "The airfield is now closed."

## LETTER FROM A LOONEY

Of course there's nothing wrong with me really. I'm as sane as you or anyone else. True, I froth at the mouth a bit sometimes and occasionally beat my head against the padded walls of this cell, but after all, we all have our little mental tics.

My trouble started when I got my first draft to H.M.A.S. Grouse, a Naval Air Station several hundred miles off in the bush somewhere. It took half-a-day in a peripatetic sarcophagus of a railway carriage to get to Real Grouse, a small town about eight miles from the airfield. I tottered out of the railway station on a hot, dry, dusty afternoon, and looked around for a bus.

There across the road was a Naval one, with H.M.A.S. Grouse on the front of it, and a crowd of uniformed sailors climbing on board it. I joined on the end of the queue, and had one foot on the bus-step when a blow like a mule-kick caught me in the small of the back and sent me flying across the road.

Sitting up and spitting out a mouthful of dust, I looked up at the fellow standing over me. He wore a grubby pair of khaki overalls, had a three-day stubble on his chin, and was carrying a nasty-looking spanner.

"Wodder yer mean," he demanded, "Getting on a Pussers' bus in civvies?"

"But I'm in the Navy," I snivelled, and showed him my I.D. Card.

"You prob'ly are," he said, "But that don't help my business, does it mate?" "If you want to travel in civvy clothes, you got to travel on a civvy bus. The ruddy Navy seems to think it can come down here and take the business from under our noses. I'd be broke in a week, if I let 'em get away with it."

"I'm afraid I can't quite see how the Navy is ruining your business by bringing hundreds of men and their families here, and giving you hundreds of extra fares," I whined.

He scowled, "Don't get smart with me, mate. The rule is: 'You only travel in a Pussers' bus in uniform on a draft-in or out.' I got to support a wife and kids yer know!"

In the end I travelled by taxi, and paid a pound for the privilege.

A few weeks later I missed a lift back from a week-end in Sydney, and had to catch the Sunday morning train. I arrived at Real Grouse on another hot, dry, dusty afternoon, but this time there was no Navy bus. I walked over to the ramshackle civvy bus and put a foot on the step. A familiar face leered at me across the steering wheel.

"And where do you think you're going, mate?" it said.

"Out to the Air Station," I said calmly. But I could feel my blood pressure rising.

"Not in this bus you're not, mate. This bus isn't goin' to the Air Station — only to the Post Office."

"May I ask why?"

"Because there's only three of yer, that's why, mate. I can't run a bus eight miles for three blokes now, can I? Wouldn't be no profit in that, would there? If there was twenty of yer, it 'ud be different."

"But doesn't the Navy run a bus to meet this train?"

"No fear they don't. Ther'd be a ruddy lot of trouble if they tried that. That ain't a draft-in train, it's just a leave train. I keep tellin' you — if the Navy tries takin' our business from us, there'll be trouble, you mark my words!" He slammed the door on my foot and drove off.

This time I shared the taxi with two other stranded sailors. I rode in the back seat, but I swear I could see the taxi-driver's smile through the back of his head.

It was some months before I was again forced to travel down from Sydney by train. This time there were NO buses there outside the station, but a lone figure stood leaning against the bus-stop sign. I could feel a small vein twitching at the side of my head as I walked up to him.

"Bus'll be here in a minute, mate," he said. "—Running a bit late, but I expect Old Joe's driving someone home. We sometimes go out of our way, you know, for regular customers," he added virtuously.

We waited. Twenty minutes later a friend of mine came past in his car and offered me a lift. As I opened the door to get in, a voice from behind me said, "All right, go on! Walk out on us if you want to! But I'm tellin' you — you better not give yer mate any cash towards the petrol, or I'll see he's had up for takin' illegal fares!"

Five minutes later, as they strapped me into a strait-jacket, I was dimly aware of an aggrieved voice explaining to the crowd, "—Never seen anything like it! He flew at me and near knocked the head off my shoulders — just 'cause the bus was a bit late!"

— GULLIVER.



"It seems like she's read that we must 'Populate or Perish'"

## STATION PERSONALITY (Continued from Page 2)

sonality went to Malaya where he flew one hundred sorties against the Malayan terrorists, flying from Tengah in Singapore. After this tour, and twelve months at Townsville, Squadron Leader Cristofis was posted to N.A.S. Nowra, as Staff Signals Officer at AJASS. He has now been here about two years and claims to be almost word perfect in Naval language, pipes and naval routines.

In his younger days Squadron Leader Cristofis was a professional cyclist and also represented Brisbane as a Junior Rugby player. He later swam for the R.A.A.F., but now divides his sporting activities between cricket and game fishing.

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## Around The Station



★ Naval Airman Nolan, eighteen months on the Boatswain's party, completes his twentieth mile of curbstone painting.

\* \* \* \*

THE peace and quiet which descended on Albatross after the MAG departed was much appreciated — but rudely interrupted by the arrival of the Albion aircraft. And rather strange shapes they are too. After looking inside one of the Skyraiders with its Airline seats and illusion of space it was not surprising to hear one of our lot asking how many Stewardesses they carried.

\* \* \* \*

FEBRUARY sees the departure of Commander Learmount from the Station and, apart from some of the Wardroom's Tennis and Cricket opponents, everyone is sorry to see him go. The Commander's peculiar position as, amongst about a thousand other things, Chief Dispenser of Justice, does not always make him a popular figure in a ship and establishment. In Commander Learmount, however, we have the rare individual who can combine firmness and sympathy and can command both respect and affection. We wish him and his family a fine journey and every good fortune.

We welcome Commander Gladstone and assure him that life at Albatross is not always quite as hectic as his first few weeks have been.

**A**N interview with Naval Airman Nolan, pictured above, produced the following interesting statistics. One gallon of whitewash will cover 76 yards of kerbing, 223 square yards of adjacent lawn, footpath and roadway and the lower two thirds of a Recruit Naval Airman.

**I**T took a while to tumble to this one. Could not understand why the canteen sales of after shave lotion, toothpaste, scented soaps, nail files and talcum powder have rocketed, along with an increase in the sales of slops and attendance at the hairdresser's. Have decided that it could only be because of the pending influx of Inter-Service Sportswomen.

**P**EOPLE in high places are queueing up to look over the new Waldorf Albatross blocks. The occupants are beginning to complain that they spend more time sweeping under their bunks than sleeping in them.

**S**ECTION officers who have been struggling to meet their commitments with staffs reduced to skeletons by Inter-Divisional sporting activities and now Inter-Service training, thought that the end was in sight. But they have been dealt a further weakening blow by the reminders in recent Daily Orders about the formation of various winter sports committees and training arrangements. If anything, the winter sports are worse — they usually mean one day off to play the game and two days in the Sick Bay being patched up in time for the next game.

**A**VCAT, the 364 hangar cat, has let it be known that she will be putting in for a draft if any of 724 Squadron pilots emulate the Albion pilot who taxied his Venom inside 363 hangar.

**W**HAT uncouth types these Air Force people are! One such thumbed a ride recently in an Albatross owned, brand spanking new Holden. Several minutes later, after being given a free demonstration of the flying characteristics of a Holden, particularly triple rolls, this ill-mannered youth took his leave via the rear window without even a "thank you" for the ride or a "sorry" for treading on the new upholstery.

**I**S this how to keep your Permanent Loan List in order? Extract from Daily Orders Tuesday, 3rd Feb.: '724 Squadron bicycle is missing. Anyone knowing the whereabouts of the cycle is asked . . .' Extract from Daily Orders Wednesday, 4th Feb.: 'Anyone knowing the whereabouts of the Main Wireless Office bicycle is asked to contact . . .'

**F**INGER trouble department. It looks like new records are going to be set this year for 'inadvertantly jettisoned canopies.' Record to date — one Venom canopy, one Gannet centre cockpit canopy.

**T**HE following notice was observed in the M.A.G. Ordnance Section after their embarkation:—

**TO THE BOYS OF THE ALBION**

Ashes to ashes,  
Dust to dust.  
If Lindwall don't get you,  
Meckiff must.

**O**VERHEARD from some bright young thing at a Wardroom party:—  
"I hear that Lieutenant Commander Wade Brown has gone to do a Revival Course."

**C**ONGRATULATIONS to Joy and Allan Leahey, proprietors of the Nowra Auto Port and one of our long established advertisers, on the birth of a fine son.

## PER ARDUA AD ALBATROSS

(A R.A.F. View of Nowra)

**W**E are in a cleft stick, or on the horns of a dilemma, or something. We have been asked, defenceless as we are in the Naval realms of Nowra to give our opinions of this same Navy — or at least to state the difference between life with the Navy and life with the Air Force, which is much the same thing. We are sheltering behind this editorial "We", because I don't want to be responsible for what we might say in the circumstances.

On arrival at a new station one always feels somewhat at sea. On arrival at Nowra this feeling becomes intensified, becomes a conviction, then a complex, as bells are rung and pipes are piped and people go ashore in the Liberty boat from the Wardroom door. We now take our lifebelt with us everywhere and if found drowned one day on the flower bed outside A.J. A.S.S. it will testify to the hypnotic power of Naval auto-suggestion. We need hardly say that we sympathise with the two Lincoln crews from Townsville who anchor their aircraft to the tarmac, sorry deck, before they disembark after landing.

We are learning, however, and now know, that when Evolutions are ordered we are not after all going to be treated to the charming sight of bearded seamen Maypole-dancing on the green, nor the same take out their sum-books at Division.

However, we do not really think that once the jargon is skimmed off there is such a great difference between the Air Force and the Navy — or at least not between an Air Force Station and Albatross (and here we have to confess that we are not expert on the species nautical much beyond the bounds of Albatross).

At Albatross the atmosphere, the routine, the shop-talk, all have a familiar ring to the light blue airman. In fact, it could hardly be otherwise as our ultimate aims are the same and most of us use aeroplanes. Of Course, from time to time, in fact everyday in our office, we do meet those as one might say 'of the other faith' — and, though they are firm believers in the rightness of their aquatic upbringing, we have always found them most receptive and sympathetic to our comparatively newfangled ways. We have also found them, to put it mildly, very sociable. This latter characteristic has caused us many a well founded headache — literally speaking. We for our part have learnt much from them about matters nautical and will take back to our own Service a lot of know-how that we didn't have before.

Actually we are beginning to think that at the end of two years at Albatross we may need a short rehabilitation course of 'unRAN' to get us into the Air Force groove. Still we think that light blue is prettier than dark blue and, in summer, khaki does last twice as long as white between washings. But despite the differences in plumage we have found it very easy to feel at home in your ship and we shall certainly pass on the 'dit' to our friends.

H.L.S.

## LO, THE ANGLER!

He riseth in the early morning and upsetteth the whole household.  
Mighty are his preparations.  
He goeth forth with a great hope in his heart,  
And when the day is far spent he returneth smelling of strong drink  
and the truth is not in him . . .

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## INTER-SERVICE SPORTS 1958/59

THE Inter-Service Sports were first inaugurated in N.S.W. in 1938 and, except for the war years, have taken place each year since. Each of the three Services take it in turn to act as host and stage the Sports.

In the twelve years in which the Sports have been held, the Inter-Service Challenge Trophy awarded for the highest aggregate points in all events has been won on six occasions by the Army and six by the Air Force. As host for the 1959 Sports, the Navy is extremely keen to "break its duck," but irrespective of who proves to be the ultimate winner, let us not forget that the principle aim of the Inter-Service Sports is to foster friendship and co-operation between members of the Services.

This year, all at Albatross welcome our visitors and invite them to share our facilities and trust that when they leave they will treasure memories of an enjoyable stay.

Discussing prospects in the Inter-Service Sports is a dangerous business, especially as the Army and Air Force have shrewdly delayed the selection of their teams until shortly before the Sports and very little information on their competitors is available. By the time this edition reaches its readers, the Cricket, Golf and Rifle Shooting will have been decided, so that we are concerned chiefly with those sports which will be taking place in the Nowra Area between Thursday, 26th February and Friday, 6th March.

The following brief notes are mainly concerned with the Navy teams, but will, it is hoped, be of interest to the other Services.

### ATHLETICS

The Navy has only won the Athletics in 1956, and is considered this year to have a very reasonable chance of success. While no outstanding stars appeared at the trials held at Nirimba earlier in the month, the Navy team is particularly keen and performances have been of a good standard. A good deal of reliance must be placed again on the old faithfuls, like L.E.M. Kelly (Albatross), P.O. Davis (Melbourne) and C.P.O. Kelly (Nirimba), but there are a few promising athletes on the way up. Probably the best prospect is sprinter R.E.M. Hayes (Albatross) who covered the 220 yards at the Nirimba trials in 22.8 seconds, equalling the Inter-Service record — clearly a man to watch.

The Army is reported to be confident, despite the recent loss of John Atterton, a mainstay of their team for some years and the holder of the I.S.S. Mile record. It is difficult to believe that only five months ago the Athletics Ground looked like a neglected car park, and was considered to be almost beyond redemption. Optimism, hard work, and regular rain have produced a miraculous transformation however, and the track now looks in very fair shape and should be firm and fast.

### BOXING

The three matches may well be the biggest draw of the Sports from a spectator point of view. A huge crowd can be accommodated in 363 Hangar where the Navy will oppose the R.A.A.F. on Thursday, 26th February, Army v. Navy on Monday, 2nd March and R.A.A.F. v. Army on Thursday, 5th March. Bouts start at 2000 each night.

Steward Parsons and R.E.M. Keech will represent Navy in the two heavy divisions and both are in good form, having had a number of recent fights. L.E.M. Brian Smith, who needs no introduction to the boxing fans, will be in as a featherweight, and A.B. Walsh will contest the lightweight division. All these are from Albatross, but it will be up to a boxer from H.M.A.S. Melbourne, Leading Seaman Des Harper, to take on the R.A.A.F.

welterweight star, L.A.C. Brian Sheahan, of Richmond. Harper's experience and Sheahan's youth and speed should make this a very interesting fight. Civilian spectators will be admitted at a charge of 15/- for all three programmes — tickets obtainable from Chief Cook Diehm. All proceeds to Legacy.

### SWIMMING AND WATER POLO

True to its natural element, the Navy has had a better record in these events than most in the Inter-Service Sports, and is full of confidence this year. R.E.M. Winkel (Albatross) has bettered the Inter-Service records in both 100 metres Freestyle and Backstroke and should be hard to beat. He will be well supported by Leading Airman Dugdale, Lieutenant Andrews and L.E.M. Bush-Jones. E.M. Snell has turned in good times for the Breaststroke and is expected to do well.

The Navy team should have an excellent chance of again winning the Water Polo, with Leading Cook Gilbert as the most experienced player.

All Swimming events will take place at the Olympic Pool, Nowra.

### TENNIS

A tie with the Army in 1953 has been the Navy's best effort to date in the Inter-Service Tennis. This year with most of the team from Albatross playing on their home courts and some team coaching by Lieutenant Dakin, the Navy's chances are better than usual. Instructor Lieutenant Reid from Watson, will again be in the Navy team as well as Master at Arms Harrell, so that the Navy does not lack a solid core of experienced players. P.O. Wran Sharp will represent the W.R.A.N.S. and is expected to be the mainstay of their team.

The loam courts are in first class order and some excellent tennis will be seen.

### BASKETBALL

The Navy has yet to win this event and this year's young and enthusiastic team will be eager to do so. The team will be drawn from Albatross and Nirimba where there are a number of very promising young players among the Apprentices. All of them are fit and in match practice and are expected to provide tough opposition to the Army and Air Force teams.

### TUG O' WAR

The Navy team is drawn entirely from Albatross and is built around the successful School of Aircraft Maintenance team which had a convincing win in the Albatross sports. Well coached and tough, they will be hard to beat.

Notes on individual competitors who will be seen at Nowra are given on succeeding pages.



### Leading Electrician's Mate Kelly — Athletics

L.E.M. Kelly of H.M.A.S Albatross has participated in eight Inter Service meetings to date. He has won the Javelin Throw for the past seven years and has won the 440 three times and the Half Mile twice. In 1954, the one year he missed the Inter Service Athletics, he won the 440 in the South China Inter Service Sports in Hong Kong.

More recently, he has been Victor Ludorum in the Albatross Athletic Sports in 1957 and 1958 and Victor Ludorum at Flinders Naval Depot in 1956.

In addition to his athletic prowess, L.E.M. Kelly has represented South Australia in Junior Baseball and while a schoolboy set a record which stands to this day — a cricket ball throw of 312 feet and a baseball throw of 386 feet 7 inches. He was also a successful cyclist at this time.

He plans to retire from athletics soon and concentrate on lowering his golf handicap. As his handicap is already down to 10 it is apparent that he has little to learn about golf also.



### Naval Artificer Apprentice Fowler — Athletics

N.A.A. Fowler hails from Taree, N.S.W., and is one of a family of five. His first serious venture into athletics was to represent Taree High School in the Combined High School Sports and since joining the R.A.N. in 1956, has shown that he has considerable promise as a sprinter and long jumper.

An all round sportsman, Fowler played Hockey in a State Schoolboys trial before his entry into the Navy, is an excellent Tennis and Rugby Union player. He has represented H.M.A.S. Nirimba, where he is an E.R.A. Apprentice, in all the above sports.

Since he has only just had his eighteenth birthday, it is reasonable to suppose that a lot will be seen of N.A.A. Fowler at this and future Inter-Service Sports.

### Lieutenant O'Donnell (Army) Athletics

Lieutenant O'Donnell was an outstanding athlete at the Royal Military College, Duntroon, and is now serving with 13 National Service Training Battalion. Primarily a Field Events man, he will be competing in the Shot Put, Javelin and Discus, but is also a first class runner and may be seen on the track.



Jolly fine throw, Sir!



### Cadet Midshipman Morrish Athletics

Cadet Morrish comes from Yarraville, Victoria, and is just 17 years of age. Shortly after joining the R.A.N. College last year he broke the existing Junior High Jump record and his best recorded effort is now 5 ft. 9½ ins., exactly his own height. Showing steady improvement, he will clearly be a force to be reckoned with in Naval athletics.

In addition to his athletic ability, Morrish is also a good Australian Football and Basketball player.

### W.R.A.N. O'Brien — Athletics

Wran O'Brien has represented the R.A.N. in the Inter-Service Sports in Victoria in 1958. A promising sprinter, she competed in the 100 yards, 220 yards and Hurdles, breaking the record for the last event. This is her first appearance in N.S.W. Inter-Service Sports and she has been training hard for the event. She is at present stationed in H.M.A.S. Penguin.

### Leading W.R.A.N. Warman — Athletics

Leading Wran D. Warman joined the W.R.A.N.S., in April, 1955 and on joining was an outstanding Basketball player who did much to win the Trophy for the Navy in the 1957-58 Inter-Service Sports. She has been a member of the New South Wales Athletic team for the 1957-58 Sports as a Sprinter, High Jumper and Discus Thrower. This is her last Inter-Service Sports, as on the completion of her engagement, she is to be married. This year, she has been selected the Athletic Captain.



### Leading Electrician's Mate Smith — Boxing

When at school at Perth Boy's High, Smith, at that time weighing only 6 stone, decided that he either had to learn to fight or he would go through school being beaten regularly by his larger and more robust school-fellows. How well he learned is evidenced by the fact that between 1945 and 1949 he had won all West Australian junior boxing titles and the senior flyweight title. He joined the R.A.N. in 1949 and has fought nine Inter Service bouts for nine first round K.O. victories. He now holds the N.S.W. Featherweight and W.A. Lightweight titles. Recently beaten by Steve Nitties, he is keen to show that his form has not slipped.

At 27, he is firm in his resolve to retire from Boxing at the end of the year. Although his three children are girls, it appears that he has a full time job refereeing their bouts.

### L.A.C. Sheahan (R.A.A.F.) — Boxing

Brian Sheahan's form is public knowledge. He has won 20 of his 22 professional contests under the guidance of the former Australian middle-weight champion, Fred Henneberry, and lately handled by Billy McConnell. L.A.C. Sheahan has fought both in Sydney and Melbourne and only recently defeated the highly rated Billy Barnes. He has also beaten Bobby Piper who is well known to Albatross boxing fans. He will be fighting here for the first time on 26th February and his bout should not be missed.

### Leading Seaman Harper — Boxing

A hard punching Welterweight, Leading Seaman Harper, of H.M.A.S. Melbourne, is the most experienced member of the Navy Boxing squad. He started boxing in 1949 under the guidance of Chief Cook Diehm (Jackie Dean) while in H.M.A.S. Australia and since then has represented the R.A.N. against the United States Fleet, the Royal Navy and the New Zealand Squadron. He has also fought professionally in Brisbane, Sydney, Melbourne and Adelaide so that what he lacks in youth and speed is amply counteracted by his vast experience and punching power.

He will be matched against Brian Sheahan of the Air Force and should provide stiff opposition for this up and coming young boxer.



### Instructor Lieutenant Reid Tennis

Instructor Lieutenant Reid joined the R.A.N. in 1951 and made his mark in the sporting field shortly afterwards by winning the Flinders Naval Depot Tennis Singles title in 1952 and representing the Navy in the Inter-Service Tennis in the same year. Lieutenant Reid has played in the Inter-Service Sports either in N.S.W. or Victoria

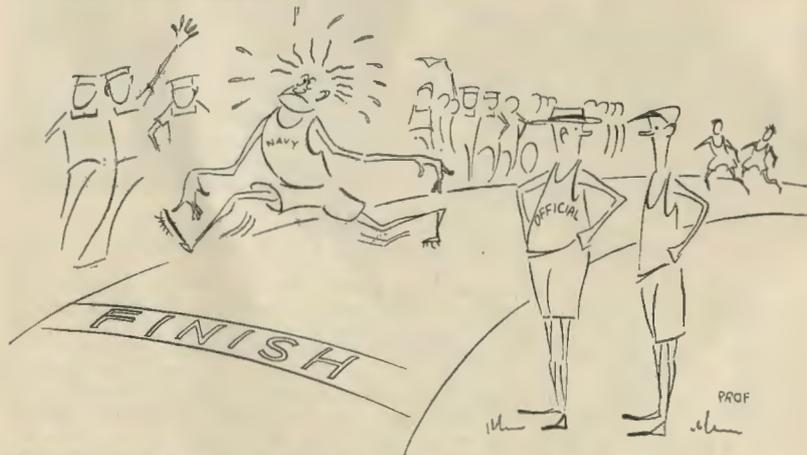
every year since 1952 and has captained the Navy team on five occasions. He is the current holder of the Navy (Eastern Area) Singles and (with Surgeon Captain Southby) Doubles Titles.

Apart from Tennis, Lieutenant Reid has played Basketball for the Navy in six Inter-Service Competitions and has gained selection in the Naval Athletics and Golf teams. In 1956, he was chosen as one of the R.A.N.'s Olympic Torch Bearers, both he and the torch covering the mile in six minutes.

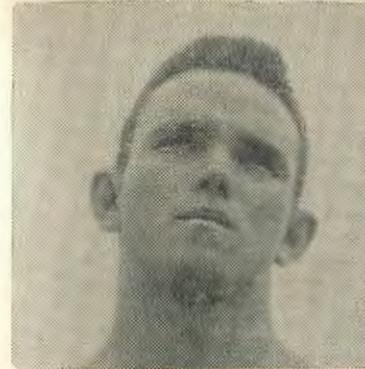
Having gained his pilot's wings while serving with the R.A.A.F. between 1943 and 1945, Instructor Lieutenant Reid has the distinction of being the R.A.N.'s only flying "Schoolie."

### Petty Officer W.R.A.N. Sharp — Tennis

Regulating Petty Officer N. J. Sharp joined the W.R.A.N.S., in May, 1954, and has played competition Tennis for some considerable time. Since joining the Service she has played in the Inter-Service Sports representing Victoria. This is Petty Officer Sharp's first Inter-Service Sports in the New South Wales area and she has been selected Captain of the 1959 team. Apart from being an outstanding tennis player, Petty Officer Sharp is an all round sportswoman.



Do you think we should tell him there is still a lap to go?



### Radio Electrician's Mate Winckel — Swimming

R.E.M. Winckel was born in Java in 1939 of an English mother and a Dutch father. Evacuated to Australia between 1942 and 1946, his family returned to Singapore for four years and finally settled in Bankstown in 1950. It was here that Winckel took up serious swimming being coached by Frank Guthrie and Don Talbot. He has com-

peted in the N.S.W. Championships each year since 1953 and gained third place in the Junior Medley in 1956, third in the 110 yards Senior Backstroke in 1957 and third in the 220 yards Backstroke in 1958. Best times —

He joined the R.A.N. in 1957 and has since been Depot Swimming 110 yards Backstroke 1 min 13.7 secs., 110 yards Freestyle 62.5 secs. Champion at Flinders and Station Champion at Albatross. As well as swimming, R.E.M. Winckel plays Water Polo and has represented Flinders Naval Depot and Albatross at Rugby Union.



### Naval Artificer Apprentice Steeden — Basketball

Born in Brisbane on 1st October, 1939, N.A.A. Steeden's first sporting interests were Australian Football and Soccer, and he gained selection in the State Schoolboys' Under Fourteen Soccer team. Since joining the R.A.N. in 1956, he has shown himself to be a useful cricketer and has become a speedy opportunist as breakaway in the successful R.A.N. Artificer Training Establishment 1st XV.

Although he had not played the game before, N.A.A. Steeden has captained the R.A.N.A.T.E. basketball since its inception and has consistently topscored. His captaincy has contributed much to the steady improvement of the establishment team and its advance to "A" Grade standard in the Parramatta City A.B.A. Competition. N.A.A. Steeden was in the Navy Basketball team in the 1958 Inter-Service Competition and we hope to see him representing the Navy for many years to come.

DO not miss the BUFFET SUPPER and DANCE, both of which will be held at the Canteen on Friday, 6th March. Supper starts at 1630 and the Dance will be from 1930 to 2300. Tickets are available from the I.S.S. Liaison Office.



### INTER-SERVICE SPORTS LIAISON OFFICE

Information regarding programme of events, results of past contests and facilities available in Albatross will be found in the official programme and in the Information Booklet. Should any further information be required it can be obtained from the INTER-SERVICE SPORTS LIAISON OFFICE.

The "confusion centre" or Inter-Service Sports Liaison Office is the nerve centre of sporting activities for this week and representatives from each service will man the centre from 0730 until completion of activities each day. They will be standing by to answer the many queries which will no doubt arise as well as fulfilling their duties which are:—

- Meeting all personnel on first arrival and before final departure.
- Checking organisation for each day's sport.
- Co-ordinating transport routine.
- Collecting and collating results and team data.

#### LIAISON OFFICE PERSONNEL

In Charge: Instructor Lieutenant R. G. Coyte.  
 Assistant: Petty Officer E. W. Graham.  
 Victualling: Regulating Petty Officer D. G. Gilbert.  
 Army: Lieutenant C. Hook; Sergeant Towner.  
 R.A.A.F.: Flying Officer G. McKean; Warrant Officer G. N. Berry.  
 If you have any queries at all, ring the I.S.S. Liaison Office--250 or 221.

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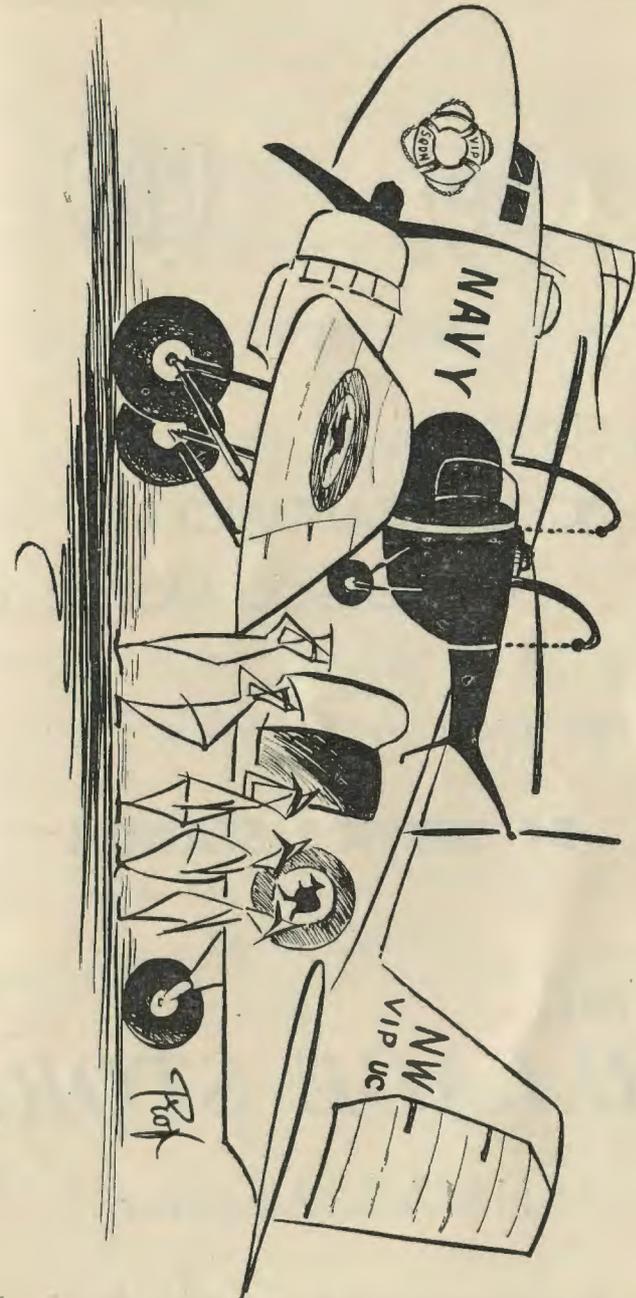
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## BALLRACE

### THE PHILANDERER REPORTS

Is it true that the newly appointed Dakota Engineer has applied for a Victorian licence for his charges under the three month residential ruling?

Shall we hear a few more cries of "Yes Sir, No Sir, three bags full Sir" emanating from a certain hangar office shortly? They tell me jobs are not so plentiful in civvy street these days. Of course, there's still a few weeks to go yet to the Golden Bowler.

It is rumoured that the Dakota aircrew kept the pacing machine away on purpose so that a certain pilot could train in secret for the station sports old crocks race. However, it is not certain if he returned in time to participate.

The Kuttabal Plummers Party high-cock-a-lorum championship was won by an Albatross team, the runners up being horsed by our newest and brightest eyed college boy.

More scandal next months folks.

4.I.C.

### SLINGS AND AROWS

This month the first step towards the amalgamation of the Air Ordnance Branch and General Ordnance has taken place. Aircraft Artificers Hibbert and Terry have been drafted to F.N.D. Gunnery School for an O.A. Conversion Course, after which they will go to sea for a couple of years in O.A. billets.

It is rumoured that after hearing about the above draft, a certain C.A.F. (O) has been cleaning and polishing his gaiters and whistle. Old friends, that have not seen daylight for a long time.

D.J.D.

Congratulations to the "Ordnance Engineering" athletic team. Petty Officer Mackie ran extremely well and made most of the points for the division. The Tug-o'-War team came second to S.A.M.(E) in the finals. Perhaps the (A) and (E) trades will give a little more help next year.

"THE SPOON"

### GREAT GUNS

It is rumoured around the Air Ordnance Section that the two R.A.A.F. Lincolns at present with A.J.A.S.S. are fitted with 4.5 inch guns. This rumour stems from the fact that a R.A.A.F. type tried to order some 4.5 inch star shells for the AJASS exercise. They could certainly damage a Sub with a 4.5 inch brick. So to protect our submarines from a horrible death, we are supplying the R.A.A.F. chaps with 4.5 inch Recco Flares.

H.O.W.

### FINANCE

The M.A.G 'O' boys have left word that they require the money for the rabbits that the stay at homes have ordered, before Fremantle, as they will be pretty short by then.

Which LAM(O) has raffled his Hong Kong address book among the M.A.G.?

IKE.

### DEPARTMENTAL SPORT

A magnificent display of enthusiasm and talent has been reported recently in one of the two Engineering sports divisions. In the station sports P. O. Mackie did much to enhance his 264 and we believe Chief Williams may even get his pension early after his splendid tug-o-war effort. LAM Smith frequently rose from his office lounge chair to organise and take part in the swimming and is believed to have quickly settled back into routine to his satisfaction.

We cannot understand how it was that the other Engineering division was not mentioned in the "Departmental final positions and points" section of the Cdrs. unnumbered memo, but we presume this was a typing error.

Although we regret that so many swimmers and athletes in the division were forced to put their first love, work, aside, to train for the supreme effort, they can rest assured their names will not be forgotten and we shall use the same inducements again next year to procure their services.

Finally, our cricket side achieved an overwhelming victory over the other Engineering mob by defeating them at cricket quite recently.

I say you fellows, do buck up!

W.A.C.

## + The Chaplain's Corner +

### Dr. Billy Graham's Australian Crusade

(By Chaplain J. Willson)

AUSTRALIA has never before had a preacher who is capable of filling the West Melbourne Stadium or the Sydney Show Ground night after night for five weeks, but the organisers of Billy Graham's Australian Crusade believe that the preaching of Dr. Graham will do this. It was no daring enterprise, however, which led them to book the Melbourne Stadium and the Sydney Show ground for such a length of time for this visiting preacher, for it was his preaching which drew 1,500,000 to hear him in England and Scotland in 1955 and 2,000,000 in his own country of America in 1957. In addition, Dr. Graham has conducted similar vast crusades in India, China, Indonesia and on the Continent. Eager to cope with the crowds expected in Melbourne the organisers have already erected a large hall beside the Melbourne stadium. This is capable of accommodating an overflow of 2,500. The hall was built by voluntary labour in three weeks.

Many Crusade records have already been broken in the course of preparing for Billy Graham. The Crusade is already backed by the greatest number of prayer groups ever known. 30,000 people are included in the Sydney prayer groups. It has been said that the concentration of prayer in Sydney for the Crusade is greater than it was at the height of the New York Crusade. In addition to these prayer groups, 15,000 people have offered their services as personal counsellors in Australia. 8,400 of these belong to N.S.W. and make an all time record for any one crusade. These helpers are recruited to assist the Billy Graham team in counselling and directing all who respond to Dr. Graham's appeal for personal decision in regard to the Christian way of life. They help to ensure that contact is made with each such person and that they are linked with some particular Church of their own denomination.

Seats may be reserved at the Showground for anybody from country centres like Nowra. The Nowra Ministers' Fraternal is now accepting bookings, and will arrange transport by bus departing from Nowra each Saturday at 3 p.m. and returning after the Saturday night meeting. The return bus fare has been kept at a minimum, viz. £1 adults and 12/6 children.

The Sydney crusade will commence on Sunday, 12th April and will continue for the ensuing five weeks.

### The Athlete's Crown

The approach of the Inter-Service Sports has presented us with the frequent spectacle of hopeful participants undergoing their daily training. Sprinting their way around the tracks or slicing through the water, they

repeat the age old and inevitable recipe for success in sport—hard training.

For the winners, when the race is won and the trophy has been accepted, the energy and will-power expended in training are considered as having been well worth the effort. For those who do not receive any trophy, there is at least the satisfaction of having tried, and the time spent in training is not considered wasted.

It was St. Paul who drew the comparison between the efforts of an athlete in training and the struggle that is necessary if man is to live his life in accordance with the "Maker's Instructions." Just as the athlete must "chastise his body and bring it into subjection," the man who wishes to have the ability constantly to prefer what is right as opposed to what is wrong must be master of his own will. If he succeeds, he attains an "imperishable crown," whereas the athlete's trophy is material and therefore perishable.

In its wisdom, the Church prescribes the period of Lent as a time of training. We are urged to forego for a time small things legitimate enough in themselves, so that we might more easily be masters of our own wills in more important things. For similar reasons, millions of Moslems, often living under pitiful conditions, undergo their annual Ramadan fast. It should be obvious to all that the idea behind Lent is not just an old pious custom, but a very serious business.

A recent Pope said that the modern neglect of Lent would inevitably mean misery for the world and be a source of public calamity and private woe. Few will doubt that the observance of Lent has declined in our time. Probably few would doubt that the threatened effects of that decline have already become obvious. The remedy, however, still rests with the individual.

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## ALBATROSS SPORTING NOTES

Despite the most intensive (we almost said frantic) preparations for the Inter-Service Sports, the Albatross sports programme has gone ahead as usual. More than usual, in fact, since the presence of Melbourne in Jervis Bay and the Albion Air Group at Nowra has given opportunities for inter ship contests in various sports

### ATHLETICS

Thursday, 5th February, proved to be a perfect day for the Athletic Sports and the ground, in use for the first time, looked smart and colourful. There was a good turn out of spectators to watch a full programme and some good performances, particularly by R.E.M. Hayes (100, 220 and Hop, Step and Jump) and the ever-green L.E.M. Kelly (Javelin, Discus, High Jump and Broad Jump). These two were largely responsible for the runaway win by the Electrical Division in the Inter Part Championship. Electrical gained 169 points, with Wardroom second with 60 points and S.A.M.E. third with 51. In positively his last public appearance on the Albatross track, Commander Learmount again won a finely judged race in the Veterans and was only narrowly beaten by Naval Airman Banks (ineligible by some ten years for the Veterans contest) in a challenge match.

Detailed results:—

Three Miles: Barratt (L) 1, Hingston (Air) 2, Mackie (Eng. Ord.) 3, Cox (L) 4, Gill (S.A.M.E.) 5, Plester (S.A.M.E.) 6. Time 17 min. 42 sec.  
100 Yards Championship: Hayes (L) 1, Holmes (W/R) 2, Carter (W/R) 3, Craig (L) 4, Kelly (L) 5, Moran (Exec) 6. Time 10.4 sec.  
Javelin Throw: Kelly (L) 1, Hawkins (S.A.M.E.) 2, Elliott (W/R) 3, Jones (Supply) 4, McGarry (L) 5, Kinross (L) 6. 171 ft. 1 in.  
High Jump: Kelly (L) 1, Kinross (L) 2, Gibbons (Air) 3, Leyton (Air) 4, Beardsley (Air) 5, Haynes (Exec) 6. 5 ft. 2 in.  
880 Yards Championship: Mackie (Eng. Ord.) 1, Hingston (Air) 2, Barratt (L) 3, Vidler (Exec.) 4, Keech (Exec.) 5, Smith (Supply) 6. 2 min. 12.2 sec.  
Discus Throw: Kelly (L) 1, Vinen (S.A.M.E.) 2, Elliott (W/R) 3, Morris (W/R) 4, Graham (Exec.) 5, Hawkins (S.A.M.E.) 6. 111 ft. 11 in.  
220 Yards Championship: Hayes (L) 1, Carter (W/R) 2, Holmes (W/R) 3, Craig (L) 4, Vidler (Exec) 5, Moran (Exec.) 6. 23.2 sec.  
Broad Jump: Kelly (L) 1, Kinross (L) 2, Hayes (L) 3, Leyton (Air) 4, Graham (Exec.) 5, Muscio (L) 6. 20 ft. 9 in.  
Medley Relay: "L" 1, Exec. 2, S.A.M.E. 3, Supply 4, S.A.M.E. 5. 4 min 5.6 sec.  
4 x 220 Relay: "L" 1, W/R 2, Exec. 3, Supply 4. 1 min. 40 sec.  
(Air) 3, Smith (L) 4, Smith (Supply) 5, Gill (S.A.M.E.) 6. 5 min. 2.2 sec.  
One Mile Handicap: Mackie (Eng. Ord.) 1, Barratt (L) 2, Hingston (Air) 3, Smith (L) 4, Smith (Supply) 5, Gill (S.A.M.E.) 6. 5 min. 2.2 sec.  
Shot Putt: Ditton (Supply) 1, Vinen (S.A.M.E.) 2, Morris (W/R) 3, Elliott (W/R) 4, Kelly (L) 5, Hawkins (S.A.M.E.) 6. 34 ft.  
440 Yards Championship: Kelly (L) 1, Conelan (S.A.M.E.) 2, McDougall (W/R) 3, Simpson (Exec.) 4, Howell (L) 5. 54.8 sec.  
Hop, Step and Jump: Hayes (L) 1, Flint (S.A.M.E.) 2, Leyton (Air) 3, Muscio (L) 4, Beardsley (Air) 5, Craig (L) 6. 40 ft. 5 in.  
Tug o' War: S.A.M.E. 1, Eng. Ord. 2, Elec. and Exec. tie 3.  
Obstacle Race: Electrical 1, Air Depot 2, Executive 3.  
4 x 110 Relay: Wardroom 1, Electrical 2, S.A.M.E. 3. 47.4.  
Victor Ludorum: L.E.M. Kelly; Runner up: R.E.M. Hayes.

### SWIMMING AND WATER POLO

The Inter Part Swimming Sports were convincingly won by Electrical with 96 points, second Air Department 48 points and third Wardroom 47. R.E.M. Winckel, L.E.M. Bush-Jones and E.M. Snell were largely respon-

sible for Electrical's win, but hard training (even during the winter months) and enthusiasm, played a large part.

In the Water Polo Competition Electrical is in front with three more games to be played, but Air Department is only one point behind. Third position is in the balance.

In the Inter Ship Water Polo Competition for the Lorraine Crapp Cup, H.M.A.S. Melbourne has come to the front with a 6-4 win over Albatross on Saturday, 14th February.

### CRICKET

#### I ZINGARI

In the last month two matches have been played. One was an outright win and the other a 1st Innings defeat.

In the match against Kuttabul on Albatross turf, Flying Officer Lindman won the toss and sent Kuttabul in to bat. Thanks to A/B Freeman 3-26, L.R.E.M. Weiss 3-10, L.E.M. Smith 2-4, they made only 67. Albatross in their innings mustered 186 for 5 wickets, Flying Officer Lindeman 70. P.O. Kerr 57. In their second innings Kuttabul, needing 119 to avoid an innings defeat almost made it in both time and runs, being dismissed for 117 with 16 minutes in hand.

The match against Watson at Rushcutter is a different story. Watson in their innings made 114 — Lt. Cdr. Brasch 34, A/B Freeman 5 for 78. Albatross in their innngs collapsed and at one stage were 6 for 28. But two fine innings from P.O. Kerr (46 in 120 minutes) and L.E.M. Weiss (47 in 51 minutes) made the total of 130 more in keeping with Albatross' record.

### TENNIS

The 1958/59 Inter Part Tennis Competition has been completed with the Wardroom running out as convincing winners. In their match with the Petty Officers, the Wardroom were on top from the start and it could be seen from their play that they intended to stay on top, for out of three rubbers, the P.O.s received only six games. The Executive team won the honour of meeting the Wardroom in the Grand Final by soundly beating the P.O.s in two rubbers. M.A.A. Harrell and C.P.O. Cumberland gave P.O.s Staley and Herron a solid lesson in team combination and power tennis.

In the Grand Final, Wardroom beat Executive 3-nil and the winners are to be congratulated on their fine team work and good play. Lt. Cdr. Hanna, Lieuts. Dakin, O'Day, McLaren, Eccleston and Sub. Lt. Wilson have all represented the Wardroom and have played first class tennis.

### RIFLE SHOOTING

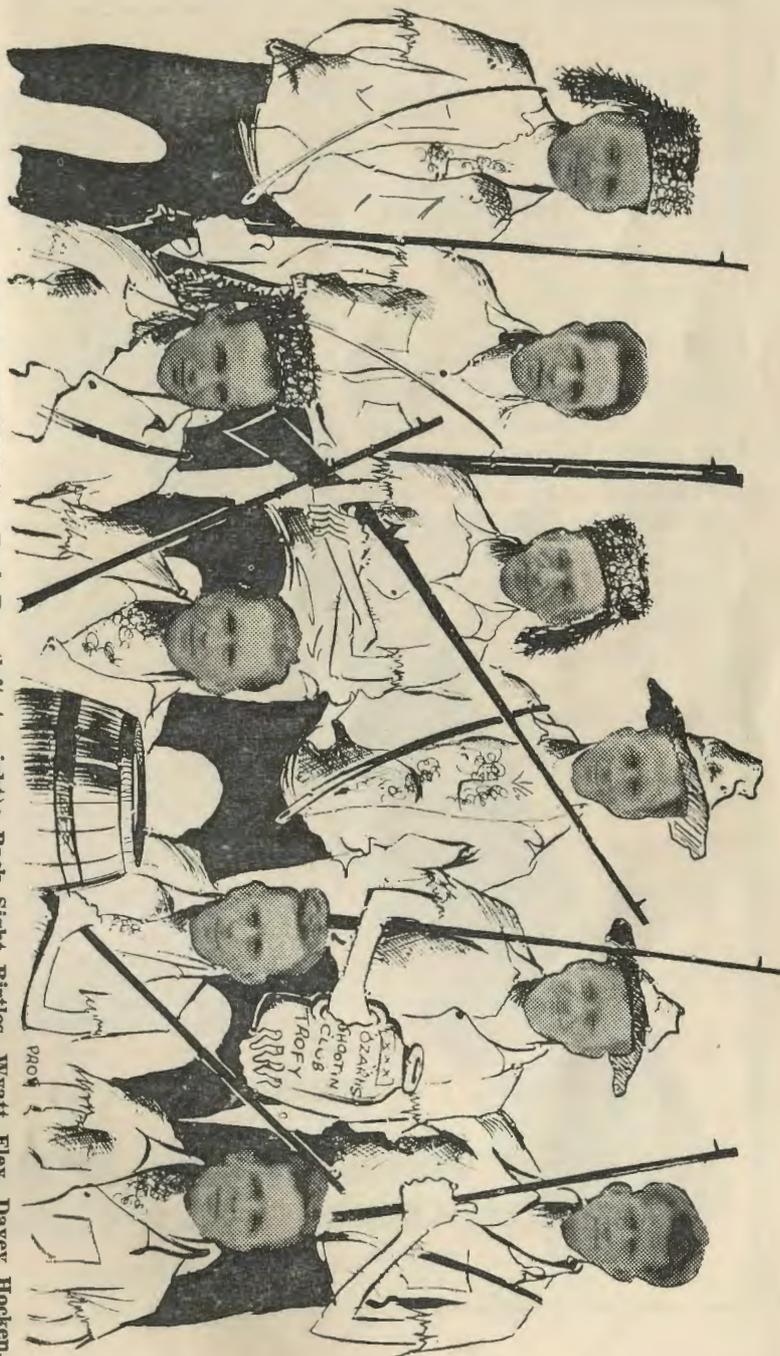
The "Super Accurate" rifles having at last been received and reverently issued, three car loads of men, armed to the teeth, set out for Canberra to shoot it out with H.M.A.S. Harman. Those who arrived before midnight were sabotaged by the Harman team and saw three bullseyes next day, thus gaining a distinct advantage over their adversaries who could only find one. The remainder, after fuel shortage trouble, arrived at 0700 and were so weary that they had no strength to twitch on the firing point and could not fail to score. As a result, Albatross won by 400 points.

Nine of the winning team took part in the Inter-Service Shoot at Anzac Range on Wednesday, 25th February, but at time of going to press, results have not been received. Details will be given in the next issue.

### BOXING

The month has been devoted to training for the Inter-Service Boxing and tonight, Thursday, 26th February, the first contest, Navy v. R.A.A.F., will be held in 363 Hangar. Of the Albatross boxers, Steward Parsons and R.E.M. Keech will represent the heavy brigade, and L.E.M. Smith and A.B.

THE SLEEPY HOLLOW SHARPSHOOTERS — Back Row (left to right): Wyatt Eley, Davey Hooken, Hopalong Bray, Cross-Eyed Carrington, Applejack Alexanderson, Front Row: Undred Up Uebel, Wun Eye Walton, Weaving Weaver, Jammy Jenkins.



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Walsh will be seen in the featherweight and lightweight divisions. We wish them every success and hope for a good attendance at the boxing, all proceeds from which will be donated to Legacy.

### BASKETBALL

As the Inter-Service Sports are just around the corner the training squad has started its intensive programme to prepare for the hard games against the Army and the R.A.A.F.

Albatross visited Watson and Nirimba during the past month in the inter-ship competition and won the former match 43 points to 31. However, the result of the latter match was not available. In the Watson match Wtr. Hiller again played well and two new players to show up were N.A. Laing and N.A. Davis

On Saturday, 14th and Sunday 15th February, Melbourne played us on our court. Both matches were very closely contested and honours finished even with Melbourne winning the Saturday match 22 to 20 and Albatross winning Sunday's game 31 to 30.

The Albatross club hopes to enter two teams in the local Nowra league which will begin in March so anyone who fancies himself a "Globetrotter" is asked to see L.A. Bryce for further information.

### SOCCER

A meeting and first trial game for the coming season have been held with encouraging results and a committee has been formed consisting of Lieutenant Commander Caws, P.O. Wright, P.O. Boulden and L.A.M. Cole. The intention is to enter a team in the Services Mid-week League, to field a Saturday social side and of course to win, once again, the Showers Trophy.

It is pleasing to see the number of "Vintage" Chiefs who have come forward to assist with the pen, towel or boots and we hope with such support to enjoy a successful season.

### RUGBY LEAGUE

The annual meeting of the Albatross Rugby League Football Club was held on 28th January. The following Executives were elected for the year: President: Lt. Solway; Secretary: S/Lt. Slade; Treasurer: Lt. Solway; Delegates: P.O. Btchr. Watkins, L/Air Martin.

Albatross' new colours, navy blue with white collar have been registered with Group 7.

Volunteers are required from team followers to act as gatekeepers when games are played at Albatross.

Training has begun and all intending players are advised to report to Lt. Carter at the Cinema at 1700 each Tuesday and Thursday where a beneficial programme of conditioning exercises will be in progress.

It is confidently expected that the close of the season will see Albatross Firsts sharing the Premiership with the Albatross Reserve Grade team Premiers for 1957 and 1958.

## CLASSIFIED ADVERTISEMENTS

FOR SALE — Two bedroom House in Bomaderry. A War Service home belonging to the estate of the late Petty Officer Hunt. Inquiries to Sub. Lt. Slade, Ext. 331.

### 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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**PUZZLE CORNER**

?

A prize of £1 is offered for the first correct solution to the following questions opened at 1200 on Friday, 6th March. Entries to Lieutenant Commander Harvey, Main Stores Office by this time. Those not serving in Albatross should put name, rank or rating and address in order that prize may be forwarded.

1. Said the new Recruit to his Divisional Officer: "When my sister, Joan, is 7 years older than I was when I was as old as she is, I shall be as old as you were when my father was as old as you are now." The Recruit is 17 and his father is 52, but just how old is the Recruit's Divisional Officer?

2. And now one for the "Ukkers" fans: How many different AGGREGATE scores is it possible to make by throwing a pair of dice six times?

3. The following problem is extremely simple—but can you do it? Two spheres stand on a perfectly flat surface so that they touch each other, If the diameters of the spheres are 12 inches and 8 inches, how far above the flat surface is their point of contact?

4. Up the Pole! Two members of the Buffer's Party were working together erecting a post which was stuck in the ground. When it was first put up, one fifth of the whole post was stuck in the ground but this arrangement was not very secure. The two ratings then decided to cut off one fifth of the entire post and to bury it deeper in the ground by one fifth of its remaining length. What proportion of the post was then in the ground?

5. Equatorial Navigation. If the earth were perfectly round and its surface were perfectly smooth, and if a man walking around the Equator travelled 24,000 miles, what extra distance would he travel if the diameter of the earth were increased by 1 inch.

6. Bookworm. Volumes I and II of a book are standing on a shelf in their correct order. The pages in each volume are 2 inches thick and the covers ½ inch thick. A grub starts on page 1 of Volume I and eats his way through to the last page of Volume II. How far does he travel?

## Note to Regular Readers

It will be observed that some of our usual features have been omitted from this issue. This has been done to make way for information regarding the Inter-Service Sports and also to make the magazine of more general interest to our visitors.

Regular articles (Around the Village, Pusser's Page, etc) will be resumed in the next issue.

## LA RONDE

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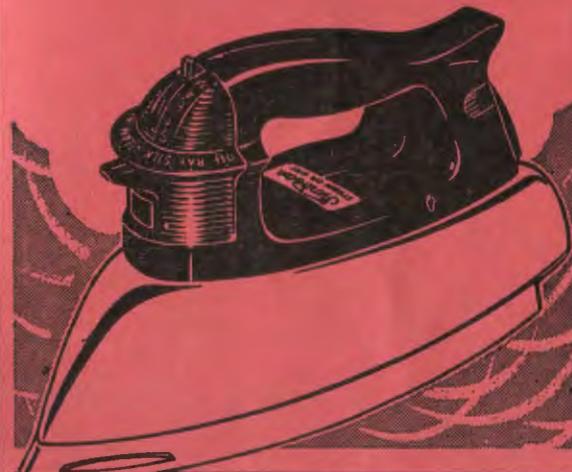
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