

MARCH 1959.

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SLIPSTREAM

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SLIPSTREAM

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

No. 23.

MARCH, 1959.

EDITOR Lt. Cdr. Harvey
SUB EDITOR Lt. Miller
SPORTS EDITOR Lt. Cdr. Hanna
ART EDITOR P.O. Edward
BUSINESS MANAGER Sub. Lt. Hall

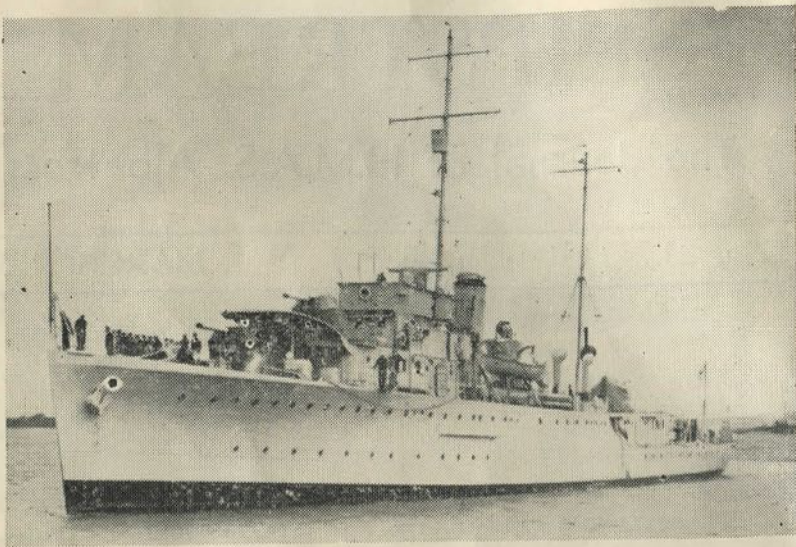
It will be a long time before any single event has such an impact on our lives as did the Inter Service Sports. The week during which the Sports took place at Albatross were memorable for us all — nerve-wracking if you were an organiser, strenuous if you were a competitor, exciting if you were a spectator, delightful if you believed in desegregation of the sexes and murderous if you were a member of Jimmy's party.

Apart from the fact that they did not salute properly, and would stamp, those sinister creatures from the Army and Air Force turned out to be quite human when we saw them at close quarters. They seemed to enjoy themselves and they behaved like sportsmen. In fact, the proceedings were refreshingly free from the "incidents" which seem to occur so regularly in serious sport these days.

We have been told that Albatross can be justly proud of its achievement and we are grateful for the praise. It was a pleasure!

— EDITOR.

SHIPS OF THE ROYAL AUSTRALIAN NAVY No. 4 — H.M.A.S. YARRA



H.M.A.S. YARRA, a Sloop of 1060 tons, was laid down at Cockatoo Dock, Sydney, in May, 1934. She was launched in March, 1935, and commissioned in January, 1936. Her armament comprised three 4-inch guns in single mountings and four 3-pounders. She had a speed of 16½ knots.

Yarra's first three years in commission were spent in Australian Home waters, and on the outbreak of war, she was employed on patrol, escort and mine sweeping duties. In August, 1940, she left Fremantle for the East Indies Station, where she soon saw action in the Red Sea against a force of Italian destroyers, an engagement which culminated in the destruction of the Italian ship, Francesco Nullo, on Harmil Island.

In the following year she took part in the suppression of the Iraqi revolt led by Rashid Ali, and later in operations which led to the securing of the Iranian ports and the oil refinery at Abadan. On 27th August she captured the Italian ship, Hilda, at Banda Abbas.

After carrying out escort and patrol duties in the Mediterranean and Red Sea, Yarra sailed for Java and arrived in Batavia on 11th January, 1942. She was engaged in the Malayan and Javan campaigns, and while under air attack at Singapore, rescued 1800 survivors from the burning troop transport, Empress of India.

At the beginning of March, Yarra sailed from Batavia as one of an escort of five merchant ships and a Motor Mine Sweeper. Having been told that Japanese ships were in the area, the convoy split up and Yarra with two merchant ships and the M.M.S. proceeded south for Australia. On 3rd March she picked up 40 survivors from a sunken Dutch ship. At dawn on 4th March, three Japanese heavy cruisers and two destroyers attacked the convoy. Yarra put up a gallant fight in an endeavour to protect the convoy, but in the face of such overwhelming odds, the action was short lived, and all the Allied ships were sunk within twenty minutes.

Thirty-three of Yarra's complement got away on two Carley floats, a length of planking and two small rafts. Only thirteen were found alive, however, when a Dutch submarine picked them up after 105 hours in the

Station Personality

No. 23

Commander Gladstone



COMMANDER GLADSTONE was born in Western Australia and joined the R.A.N. College in 1935. Before the war, he served in H.M.A.S. Canberra as a Midshipman, and on the outbreak of hostilities was in H.M.S. Sussex in the Mediterranean.

After a period with the Med. Fleet, Sussex spent some time chasing German raiders in the South Atlantic before being recalled to U.K. Home Waters for the Norwegian Campaign. Ships off the Norwegian coast were subjected to almost incessant air attack by JU 87's, but Sussex escaped damage until the day after Commander Gladstone left the ship, when she received a direct hit amidships and was seriously damaged.

After Sub-Lieutenant's Courses in the United Kingdom, Commander Gladstone joined H.M.A.S. Australia as Sub Lieutenant of the Gunroom. H.M.A.S. Australia operated largely in the North Atlantic on escort and patrol duties until the end of 1941, when she sailed for the Far East. In January, 1942, Commander Gladstone returned to the U.K. to stand by H.M.A.S. Quickmatch, which was being built for the R.A.N. The ship was commissioned in September, 1942, with Commander Gladstone as First Lieutenant. Quickmatch's first task was to support the follow-up landings in North Africa, after which she was employed on patrol and escort duties in the Atlantic, and subsequently with the Eastern Fleet in the Indian Ocean. In 1944, H.M.A.S. Quickmatch took part in the attack on Sabang, and Commander Gladstone was awarded the D.S.C. for his part in the action.

On leaving Quickmatch, Commander Gladstone underwent the long Anti Submarine Course at H.M.S. Osprey. Having qualified, he served on the staff in H.M.S. Osprey and in H.M.S. Vernon, and converted to the T.A.S. specialisation on its introduction.

Between 1948 and 1949, he was in H.M.A.S. Rushcutter, first as S.I.O., and subsequently as Officer-in-Charge, T.A.S. School. In June, 1949, he was appointed to H.M.A.S. Warramunga as Flotilla T.A.S. Officer and First Lieutenant. The ship saw service in Korea and it was here that Commander Gladstone was awarded a bar to his D.S.C., and also the American Bronze Star for mine sweeping operations off the Korean coast.

In 1952, he went to London as Technical Staff Officer, Australia House. While in U.K. he completed the Naval Staff Course at Greenwich and the Joint Services Staff Course. He returned to Australia in October, 1955, and was appointed as Commander, R.A.N. College, Flinders Naval Depot, where he remained until August, 1957.

His last appointment before joining Albatross, was in the S.E.A.T.O. Military Planning Office in Bangkok, where he was the Australian Naval Planner.

Commander Gladstone is married with two sons. His family are at present in England and will join him later this year. However, if events move as swiftly as they have in the past few weeks, he will not find time hanging heavily on his hands at Albatross.

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THE GANNET PROBLEM

SINCE THE SUNDAY TELEGRAPH edition of March 15th, there has been, in Albatross, much ridicule levelled at an article entitled "Navy Reported Secretly Dumping Faulty Planes." It is in the interest of the general public and, particularly the families of the people who fly in the Gannets, that the fallacious drivel contained in that article should be corrected and presented in a manner which acknowledges the intelligence of the average reader. Senator Gorton, the Minister for the Navy, has seen fit to make a public statement refuting the claims of the article in question, and this magazine would like to support him by placing before you a few home truths which are available for everyone to see.

Two of the most ridiculous statements were that the Gannet is a fighter aircraft and that the Melbourne carried thirty Gannets, all of which were removed from the ship. As even the lowliest of copy boys knows, the Gannet is designed primarily for low speed operation, hunting and killing submarines and, even though the staid and steady types would love to see 30 Gannets in the Melbourne, we feel that 805 Squadron would be not a little peeved losing all the speed and manoeuvrability of the Venom, never mind being unable to breed cats in the cockpits again. (Credits to 724 Squadron).

At the time of going to press, the West Australians must be wondering how it is that so many "dumped" planes are currently flying from the deck of Melbourne, ten to be exact. But, no doubt, "Rigby," in his usual inimitable style, will have the answer to that one.

Maybe you M.Q. wives are wondering, if these Gannets are so useless, how it is the kids were still being woken up at night after January 30th, by the flying buzzsaws which still flew over the Patch. Perhaps the Navy was flying them to the breakers yard by night so the SUNDAY TELEGRAPH wouldn't know? No? Well, maybe we just love night flying? No? Perhaps it's because the Gannets weren't grounded on January 30th, as the paper said.

There have been some peculiar pieces of equipment seen on the Station recently, though none really looked like an X-ray machine. For example, there was the Senior Engineer's sump, there was the Gannet that took up such a delightful, though unusual pose, on the end of the runway prior to take off, and, of course, have you seen the Phot Officer's vintage car? I wonder!

Suffice to say that no X-ray machine has been near a Gannet aircraft on this Station or anywhere else, to this magazine's knowledge. By the way, did you notice that the X-ray paragraphs took a total of eighteen lines which, we thought, would have been enough to advertise for a new reporter!

But, seriously, readers, it is well known at Albatross and aboard Melbourne that the Gannets, as originally designed, were well within the strength requirements of the Air Registration Board. It is also well known that all Gannets are now considerably modified and strengthened over and above the original state and are even sweeter to handle under certain flight conditions since these modifications.)

So, let us not discredit the actions and personnel of the Fairey Aviation Coy., or the Officers and men of the Fleet Air Arm. Neither, by publishing articles distorted beyond all recognition of the facts, ought we to place unnecessary mental worry and anguish in the minds of the families who wait at home while their men are airborne.

A democratic country should respect the freedom of the press, but in return should be entitled to expect and receive, accurate news, even though presented in a form calculated to increase the sales of the paper.

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Letters to the Editor

NORFOLK ISLAND.
THURSDAY.

The Editor,
"Slipstream."
Sir,

The spate of unpaid mess bills and reduction in consumption of Ward-room wines no doubt indicates to you that we are still on Norfolk Island.

Having heard that vaudeville was dying in New Zealand the AJASS troupe departed for that area to try and revive interest. Our first leg from Nowra to Williamtown was quite uneventful, although the Chief Instructor, who slept all the way, was under the impression that we had reached Auckland. The reaction of a bronzed member of the aerodrome construction unit to his proffered gift of a string of beads added greatly to his knowledge of Australian folklore.

The monotony of the miles of sea between Williamtown and Norfolk Island was broken only by a glimpse of Lord Howe Island and the incessant munching of the R.A.A.F. aircrew as they steadily consumed the passengers' rations (brother, were we awake to this next time).

Norfolk Island, immortalised by the Bounty mutineers and "Tales of the South Pacific," is as exciting and mysterious as Bomaderry on a wet Sunday afternoon. Every Qantas plane, on the fortnightly service, disgorges as many as three passengers, who have come to sit in the hotel or guest houses and listen to their arteries harden.

Sunday we rose at the crack of high noon and departed for Auckland. This trip was a mere 5½ hours and to maintain the Sabbath, the Captain of the aircraft, a most religious man, decided that there would be no food for anyone.

From the R.N.Z.A.F. 'drome at Whenuapai, pronounced fer-new-a-pie, we proceeded to H.M.N.Z.S. Philomel. The Directors and the ratings moved into luxurious quarters, while the rest of the troupe vanished into the lower holds of H.M.N.Z.S. "Black Prince." This ship is used by the New Zealand Navy as an accommodation ship. We were quartered in much the same manner as the R.N. used to quarter their French guests in their accommodation ships during the Napoleonic wars.

Life was quite peaceful, although we performed daily from 0900 till 1630, lecturing to R.N.Z.A.F. and R.N.Z.N. officers and ratings. A detachment from Fiji also attended and expressed considerable surprise at the white man's knowledge and wisdom.

Nights aboard "Black Prince" were so hilarious and gay that after one night it was decided that Maori Celeste would have been a more appropriate name.

The troops, however, wasted no time, and soon got to know 77 of the 78 W.R.N.Z.N.'s attached to the base. Unfortunately, No. 78 was in Sick Bay at the time.

Life blossomed when "Swan" arrived and gave a cocktail party. This gave a chance to sample again Australian beer after the hot flat insipid stuff the Kiwis drink. Strangely, the R.N. and R.A.F. officers among our troupe enjoyed the N.Z. beer tremendously.

At last life in Auckland came to a close and after a brief 1½ hours ashore we left for Whenuapai. Most of us had bought green stone ornaments, rings or ear-rings for wives, sweethearts, or both, only to find that the Maori lasses wear them as a guarantee of fertility.

Whenuapai was a pleasant spot on Friday, although rain poured down for a few hours. Unfortunately the 'drome at Norfolk was clamped and Whenuapai got less pleasant on Saturday and b—— impossible by Sunday.

However, after consultation with the oracles we sprang into the air late Sunday and soared off to Norfolk. Occasionally the winds abated and our ground speed zoomed up to the 100 knot mark.

By this time we had become friendly with the aircrew, and as a mark of friendship, the six of them halved the rations with the 12 of us.

At last Norfolk appeared, with its rows and rows of pine trees, and the Dakota dropped on to the grass strip with all the grace and agility of a brick out-house.

As it was Sunday, the locals turned out in their dozens to see the great silver bird, and we were accorded the welcome of the Jaunty doing rounds.

Monday we went walking among the beautiful sky embracing Norfolk pines.

Tuesday we went walking among the pines.

Wednesday we sat and stared at the bloody things.

Thursday — I think I know where I can get hold of an axe.

Must sign off now, as the outrigger is leaving for Sydney.

Your Old Friend,
AFFIRMATROID.

P.S. — I pine fer yew.

P.P.S. — I enclose a greenstone necklace for you and hope it damn well works.

Sir, — I would be grateful for the hospitality of your columns in order to lodge a protest, in the strongest terms against the use of official documents in H.M.A.S. Albatross for advertising commercial products.

I had always understood that the Services were careful not to lend their support to any particular brand of material. You can imagine my dismay, Sir, when I read in H.M.A.S. Albatross Daily Orders for 12th March, 1959 (thoughtfully sent to me by a member of your ship's company) that "Velvet" soap was openly advocated for the laundering of white uniforms. Such partisanship, Sir, is intolerable, especially on behalf of a brand of soap which is well known in the trade to be thoroughly harmful if not downright dangerous.

If Service policy has changed to such an extent that advertising is now accepted, then at least your Daily Orders should have recommended a reputable soap, such as "Pong," which my company modestly claims is unsurpassed for quality, price and perfume. Exhaustive tests show that "Pong" will not fade the rich creamy shade of No. 6 uniforms, but will remove the harsh blue dye from badges and collars after only one washing. Many naval ratings have also testified to the fact that after one application of "Pong," their oversize uniforms have fitted like a glove.

On first seeing the offending advertisement, my company seriously considered legal action, but has now decided that provided a solid plug for "Pong" is published in forthcoming Daily Orders, the matter will not be pursued.

Trusting, Sir, that this request will be met at an early date, I remain

Yours, etc.,

R. BAGWASH,

Managing Director, Pongwell Products Pty. Ltd.

NAVAL CONSTRUCTORS PLEASE NOTE

"While fishing off Wreck Bay, Mr. Costa saw the Viti suddenly turn round and go full stern ahead."

— Extract from local paper.



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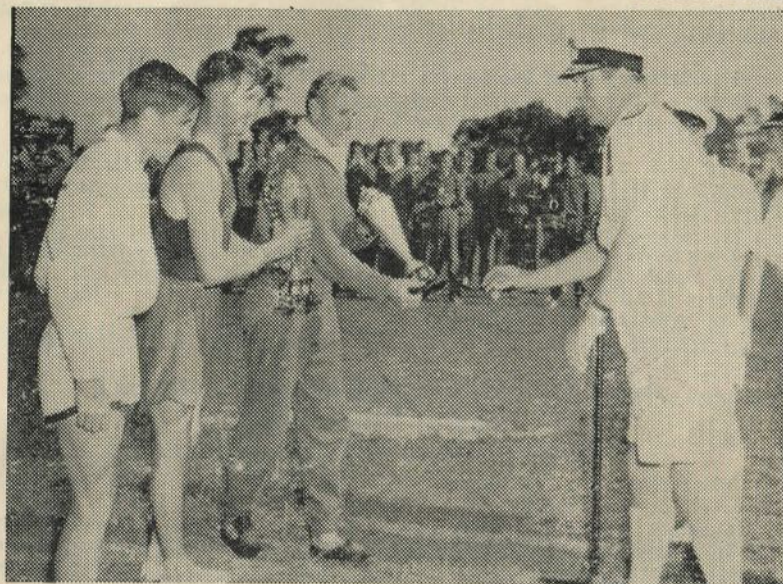
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Around The Station



★ The Navy, Army and Air Force representatives receive the Track Events trophies from Rear Admiral Harries, at the Inter Service Sports. All three Services tied for this trophy, with 44 points each.

* * * *

With the Sports over and the M.A.G. embarked, things have been reasonably quiet, for Nowra, during the latter part of this month. It cannot last, and all are advised to make the most of it.

* * * *

It is reassuring to see that Commander Learmount did not forget to hand over the Executive Officer's badge of office, a bandaged left finger, to Commander Gladstone.

* * * *

In there a Confidence Man in the house? In the course of disposing of the ADW Fireflies and Furies, it was found that one of those sold was the ornamental Fury on the Main Gate, and that two others consist of a few bits of charred metal in the Fire Pit. The situation was saved by smart work on the part of P.O. "Prof" Edward, who transferred their serial numbers to some more innocent aircraft in the ADW park.

* * * *

We have been unable to find out what happened to the person who left the oven (or whatever they use) on in the Metal Workshop and reduced the Senior Engineer's extra special sump to a small blob of molten metal.

* * * *

Despite all the efforts of the inhabitants of Stirling Block, shifting soil, planting grass, etc., the building somehow does not look as nice as it did in the first week of March.

One of the passengers in the Gannet which recently lowered its nose onto 21 runway, was Lieutenant Commander Harvey (D.S. and red headed, not the other one), an ex-Editor of this Journal. Obviously the work of some disgruntled reader, who has been nursing a grievance ever since he left. We had no idea that the Editorship was such a hazardous occupation. Incidentally, a chunk of propellor from this aircraft landed in the Sick Bay, a linear distance of 800 yards, and believed to be a N.S.W., Australian and World record.

* * * * *
 Disappointment of the Month. The D.L.C. who decided to do rounds of Stirling Block one evening during the Inter Service Sports, and found that every single girl was out watching the Basketball.

* * * * *
 We wish a speedy recovery to Lieutenant Miller, Slipstream's Sub-Editor, now laid low in the Sick Bay. Everyone misses him, particularly Slipstream's Editor.

* * * * *
 Does anyone doubt that Albatross is the premier sporting establishment in the R.A.N.? The figures speak for themselves. 55 per cent of the members of all Navy teams in the Inter Service Sports were actually serving in Albatross.

How to Make Friends and Influence People Department

(HANDS ACROSS THE SEA SECTION)

The following is an extract from the "Plan of the Day" of U.S.S. Hopewell, during a recent visit to Sydney:—

Conduct is and has been one of the big problems when our ships are in a foreign port. In Australia you will find that the people speak almost the same language as we do, that there is an excess of women, and Sydney is a big enough town to take all the ship liberty parties and not notice their existence — until a fight or crime takes place.

Remember, Australia has seen Americans before. During the period of World War II, there were large numbers of our soldiers, sailors and marines stationed here. The average Australian is glad to have us back and will not be looking for a fight, but you will find yourself with a good fight on your hands if you forget that:

They fought a lot of hard battles in World War II., and don't believe that the U.S. won the war by themselves. They fought well and hard in the Korean War and don't believe that the U.S. won that war by themselves. They don't think every U.S. serviceman is a "bloody hero" just because he sports a chest full of campaign ribbons. They don't like to have their girls taken away by some Yank who has a few more "pounds" (Australian money) than they do.

When they play "God Bless America" they sing "God Bless Our Gracious Queen" and stand up. You should stand and make no smart remarks.

THE FUTURE OF CARRIERS AND CARRIER AVIATION

While we see no substitute for the ballistic missile in deterrence of all-out war, we likewise see no substitute for the manned aircraft for the precise and discriminating delivery of conventional and tactical nuclear weapons that will be required in limited war.

— Rear Admiral R. L. Johnson, U.S.N.,
 Office of U.S. Chief of Naval Operation.

INTER - SERVICE SPORTS

IN CASE there is one person in or around Albatross who does NOT know the result of the Inter Service Sports, 1959, they were:

ARMY — 230 points.

NAVY — 187 joints.

R.A.A.F. — 123 points.

At this late date, it is not proposed to conduct a detailed post mortem, but the following notes may be of interest:

CRICKET —

The R.A.A.F. ran out convincing winners with a first innings win over Navy and an outright defeat of Army. The architect of the R.A.A.F.'s victory was their captain, Flying Officer Lindeman, also captain of the Albatross team — an unusual state of affairs. Albatross was represented by P.O. Silsby, N.A. Beutel and P.O. Kerr in the Navy team.

BASKETBALL —

The Navy was clearly superior to the other Services, although all matches were close. The contribution made by the young Apprentices team augurs well for the future of Navy Basketball.

P.O. Mackenzie, L.Air Bryce and L.S.A. Weathered were the Albatross representatives in the Navy team.

A move is to be made to re-classify Basketball as a Major sport.



★ L.S.A. Weathered scores against R.A.A.F. who were beaten by Navy 42 - 36.

BILLIARDS —

Played at the Shoalhaven Ex-Servicemen's Club under ideal conditions. The Army, unfortunately, fielded a scratch team only, and the contest was entirely between the R.A.A.F. and Navy. R.A.A.F. won narrowly, and a good time was had by all.

WOMEN'S SPORT —

The W.R.A.N.S. won the Swimming and Basketball in convincing style, but the W.R.A.A.F.'s consistent play in other sports earned them the trophy with W.R.A.N.S. second and W.R.A.A.C. third.

GENERAL —

Overall, this was one of the Navy's best showings ever. With the smallest grain of luck or better management, we might have taken the Athletics and Swimming, and although we would not even then have secured the I.S.C. Trophy, it would have put us as close to the Army as makes no matter. We have some fine young sportsmen, but then so have the other Services, and we will have to work hard to produce that extra bit of form which may win us the trophy next year.

Around The Village

There have been a large number of changes at the Patch in the last few weeks, and we extend a welcome to the new residents and wish them a happy stay.

* * * *

Last week-end, a working bee was held at the Kindergarten. The grass has been cut and a load of sand was carted from Jervis Bay to fill the sand pit.

* * * *

Congratulations to the following on swelling the population of the Village :—

Spressers, Edwards, Sheathers and McMahons — girls.
Herrons, Hawkins and Mansfields — boys.
The outlook for bachelors in 1977 gets brighter and brighter.

Village Welfare Association

ALL GOOD NEWS from the Welfare Association this month, starting off with the Village Hall. The £5 deposit is no longer required for hiring the hall for private parties, etc., just the £1 per night. So why be crowded at your parties, when this opportunity is available.

A second motor mower is now available, the coxswain being C.P.O. Jenkins, Bedford Street. The waiting time for lawns to be cut is now practically nil.

Last, but not least, is a forthcoming event. A Social Dance is to be held shortly after Easter and, judging by the last one, which was really terrific, it should be a night to remember.

— B. JENNER, Secretary.

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UP THE FISHEADS!

GENERAL SERVICE



TAKE HEART, all General Service men! Just because you are now in the land of the "Tweeties," do not forget that our Navy still does exist. Even though we hear nothing but oleos, Double Mambas, flame outs, etc., we still have our destroyers, frigates, Darings, etc., keeping the sea lanes open. When you start to get a bit depressed down here, just sing a verse or chorus of our General Service Club song to brighten you up.

(To the tune of "Lili Marlene")

VERSE 1 We are good old Pussies, who work on sea or land,
Don't spend days on end, flying round and round;
And we are always full of cheer,
We never dodge a round of beer,
We're the elite of the Service,
We are the G. S. C.

CHORUS Never been in a Carrier,
Never been in the air,
Wouldn't know a Gannet from a TAA Convair;
But now that we've seen this "Albatross,"
The Fleet Air Arm can all get lost,
We're the elite of the Service,
We are the G. S. C.

VERSE 2 What men run the Navy — Men, I said, not boys,
GSC's don't play with planes—we seafolk don't need toys.
We work hard to help this Air Branch run,
While Tweeties fly or sit there dumb;
We're the elite of the Service,
We are the G. S. C.

CHORUS, Etc

R.A.N. GLIDING ASSOCIATION

MEMBERSHIP IS OPEN to all members of the R.A.N. and R.A.N.V.R. Associate Membership is limited to three civilians. Our constitution limits officer intake to one third of total membership. At present we have 40 members on our books at R.A.N.A.S. Nowra and the R.A.N.C. Branch at Jervis Bay has 25.

COMMITTEE STRUCTURE :

R.A.N.A.S., Nowra

President (ex Officio)	Capt. V. A. T. Smith, D.S.C., R.A.N.
Chairman	P.O. C. J. Strickland
Hon. Sec. and Treasurer	S/Lt. (P) P. Vickers
C.F.I.	Lt. (E) J. Christie

Ground Engineer Committee

N.A. Spence
E.M. Mitchell
L.A. J. Barrie
N.A. J. Mihell
L.S.A. B. Haron

R.A.N.C. Branch - Jervis Bay

President (ex Officio)	Capt. J. M. Ramsay, D.S.C. A.D.C. R.A.N.
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Chairman	Lt. (P) Dadswell
Hon. Secretary	Band. Towson
Hon. Treasurer	Surg. Lt. Cdr. (D) Merryfield
C.F.I. and Ground Engineer	Lt. (P) H. Spurgeon
Committee	Cadet Mid. Stotam Cadet Mid. Page P.O. MacLeod

The R.A.N. Gliding Association is affiliated with the N.S.W. Gliding Association and the State Association is a member of the Gliding Federation of Australia (G.F.A.). The parent body for the Gliding movement in Australia, G.F.A., receives a subsidy of £3,000 from the Department of Civil Aviation. This subsidy is distributed to the various Gliding Clubs on a Membership Certificates gained basis. We receive approximately £250 per annum from subsidy.

Our training programme is well under way, with six new members making rapid progress.

AT THE CAPTAIN'S TABLE

CAPTAIN (To COW): In your opinion, was this man drunk when he returned on board last night?

OOW: In my opinion, Sir, he was certainly drunk.

CAPTAIN (to Defaulter): You have heard the OOW's evidence. What do you have to say for yourself?

N.A. J. BLOW: Sir, as I understand it, it has been the unwritten law that if you could manage to get over the brow and make your way forward under your own steam, you are not considered to be drunk. And I can definitely remember coming on board on my own and without any assistance.

CAPTAIN: OOW, is it true that N.A. J. Blow returned on board under his own steam?

OOW: Yes Sir, perfectly true. But it took him twenty minutes to get from the gate to the Guardhouse, travelling on his hands and knees, towing a live lobster on a piece of string behind him.



Uncle Joss's Column



Dear Uncle Joss,

I was born and bred on a property in Central Australia and joined the Navy because I was being pursued by the daughter of a neighbouring grazier some two hundred miles away. I assumed that there would no chance of being sent within a thousand miles of my home, but now, to my dismay, I find myself drafted to Woomera, which is only a short distance from this dreaded female's property. Naturally, I cannot find anyone to exchange drafts with me, and she is bound to find out if I go. How can I get out of it?

Yours in desperation,

— FREEMAN.

I appreciate your dilemma, but are you sure you cannot get a volunteer to take your draft? Try holding out a crafty carrot in the shape of an introduction to this girl and suggest, without actually saying so, that she is enormously rich — a property in Central Australia spells untold wealth to the average sailor. I am sure some ambitious character will fall for this one and, after all, there must be a few who are just as keen to get away from this district as you were to leave the Centre — and for the same reasons.

Dear Uncle Joss,

I would very much like to join the Navy, but only if I can be in the Regulating Branch, which all the sailors I have met tell me is the best, because you never get into any trouble and end up your career with a great big Cadillac and a block of flats and a few racehorses. How do I go about it?

— "AMBITIOUS"

I am afraid I cannot help you to get into the Regulating Branch, but I would just love to meet the people who have been giving you all this information.

DEAR UNCLE JOSS,

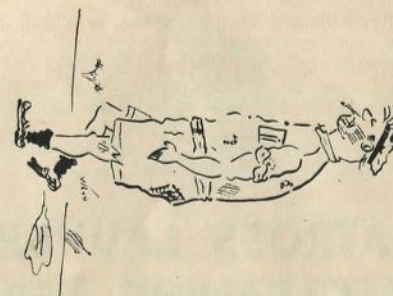
As a result of the Inter-Service Sports, I am engaged to a female shot putter. I am sure we are ideally suited, but I am disturbed by the fact that she seems determined to continue her shot putting career after our marriage. She maintains that any form of housework would ruin her style and suggests that I should do it while she chucks her shot round the backyard. When I said I didn't care for the idea, she took it very badly. Am I being unreasonable?

Yours anxiously,

"SHORTY."

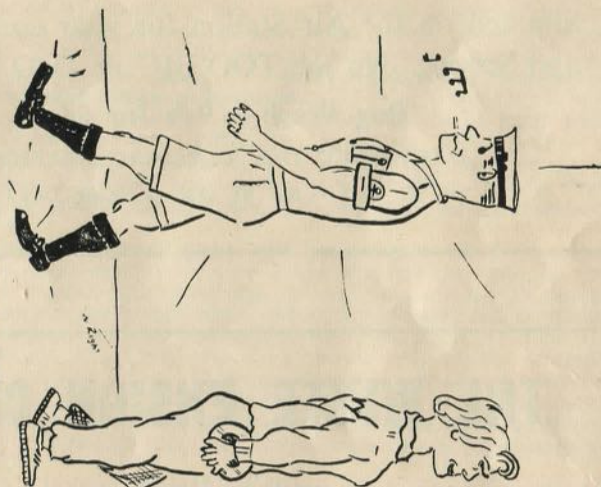
Yes, I think you are, and not too clever either! Let her get on with her shot putting and give her the idea that wood chopping, digging, humping garbage cans, etc., are just the things to develop her biceps or whatever shot puttistes use. All you need to do then is to spend ten minutes a day flicking round the house with a duster, after which you can be off to the local in a cloud of dust. It looks as if you are in for an idyllic existence.

BEFORE

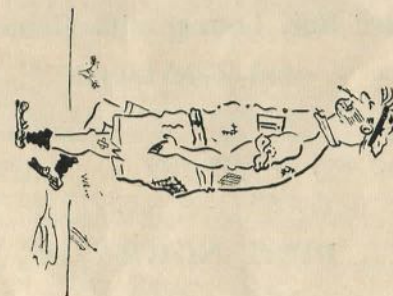


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RING NOWRA 69

ROUNDSMANSHIP

Stephen Potter, in two masterly works entitled Gamesmanship and Lifemanship has shown how the ordinary man can succeed on the sports field or in the larger field of Life without actually possessing any ability. It is clear that Potter's principles could well be applied to the Navy and would prove invaluable to the average untalented idiot who wants to Get On In The Service.

As everyone knows, nothing can make or mar a reputation more effectively than a good, or bad, showing on Rounds. This is the one occasion when the Captain or (mercifully only once a year) the Admiral sees you on your home ground and you are bound to be judged on the result.

The whole art of Roundsmanship consists of turning any situation, however desperate, to good account. Admittedly, this requires confidence and ingenuity, but with a certain amount of practice, the Roundsmanship can quickly acquire these qualities.

For instance, at twenty to ten on a Thursday morning, you are reminded that you have rounds in your office, mess, store or whatever. The place is a shambles and the Rounds cortege is approaching. Useless to attempt a last minute square off — such a device will be detected immediately. You must Create A Diversion.

Take up the nearest paint pot, oil drum, bucket of gash, etc., and empty it boldly on the deck. When the Inspecting Officer arrives, report apologetically but firmly, "I am sorry, sir, but this compartment is not ready for rounds, there has just been an unfortunate mishap." The mishap will then be closely inspected and with any luck, the other defects will not be observed.

If by some miracle, you have one compartment which is reasonably spruce, do not deliberately lead the Inspecting Officer into it. On the contrary, shut the door and endeavour to steer him past it. To any Senior Officer, such tactics are a gilt-edged invitation to carry out a minute inspection of the place and he will undoubtedly fling open the door with an anticipatory gleam in his eye. His surprise and gratification at finding it particularly smart will make him forget that the rest of your Department was really rather squalid. No comment from you is strictly necessary, although if you can manage a convincing, "Not quite up to scratch, sir — short handed," it will show him that your standards are quite exceptionally high.

Above all, the experienced Roundsmanship avoids the stock excuse, such as the mumbled, "Can't get any paint out of Stores, sir," or, "My only working hand's attending Sick Bay." Old cliches like these will be treated with the contempt they deserve, and rightly so. Whatever you do, speak up boldly, employing, for example, the following phrases:—

"We've found that D.D.T. spoils the paintwork, sir, so we've decided to leave the cobwebs to keep down these wretched flies."

"The Works Department has advised us not to paint that wall until the material has weathered." (It has been exposed to the Westerlies since 1948).

"I am trying to train the paspalum into a hedge."

"Voltage fluctuation ruins every globe we put in." (This not only conceals the fact that you have forgotten to renew the light bulbs, but the resultant gloom hides the dust that has been accumulating for six weeks).

"The writer who normally works there is in Sick Bay, sir, but he has assured me he actually prefers a chair with only three legs."

It is hoped that these few hints may assist you to achieve some success in the vital art of Roundsmanship. There is one factor, however, that is always against you and which you must never forget and that is that every Senior Officer is an ex-Roundsmanship himself.

Enp.

PUSSER'S PAGE

S.A.s (S) —

Each pay day sees a queue of S.A.s (S) at the Canteen purchasing Alarm Clocks to avoid missing the early morning "Priority Run" to the Railway. How many shares do the Regulating staff own in the Smith Clock Company?

"Wingey" O'Shea has been relieved of the onerous Priority Demand job and, significantly, we noticed one of his golf clubs by his new desk in Receipt and Despatch.

No doubt after much undercover work, S.A. (S) "Stayput" Morgan managed to have his draft cancelled and is still with us.

S.A. Jones, J. C. and L.S.A. Weathered are on their way, and we wonder whom the Writers will supply adequately to replace Writer (cum S.A.) Hensby.

An S.A. (S) wing-ding is planning to celebrate one S.A.'s first beer in three years and another's "absolute" freedom.

WRITERS —

Since last mention, things have been very quiet in the writing department.

Congratulations to Pat Lawlor on the birth of a daughter — some girl at 7 lbs 7 oz.

Seems we have very little talent on the Sports Field, no representatives in the Inter Service Athletics. One shining light in the cricket field, limbering up before his innings, pulled a muscle in the leg. Bad luck — not even one day excused duty. Would a Petty Officer, a footballer yet, tell us where he gets his hormone tablets?

At long last a house warming party is to be held in the Telfry residence, but, alas, the boys have to put on the grog. Just how lousy can you get? We hope this may give Fergie a few ideas.

Good luck to the fortunate ratings who were drafted during the month.

SECOND PUSSNICK ATTEMPT FAILS :

It is whispered in the land of the Little Scribes that the Chief of all the Scribes failed miserably in his second effort to put a pudgy tat into orbit without the aid of a rocket or nose cone.

S.A.s (V) and BUTCHERS —

One of our staff leaves shortly to face the cruel world, and we wish him all the best.

Who was picked up for a haircut on Tuesday by the Commander, had a haircut on Wednesday, and was told by the Commander at payment on Thursday that he needed a haircut?

At the moment we have a butcher doing athletic training each afternoon, and all are waiting to see how long it lasts.

COOKS (S) —

It is rumoured that a car wrecking firm was about to be organised by four of our staff, very cheap parts, cars supplied on order; but the business has fallen through. Managerial staff of the proposed business can be contacted any time in the next four months at Long Bay Gaol. It's a "Hard" world.

Two of our staff, forgetting the adage about "why give away three quarters of your food to get the other quarter cooked," recently got themselves spiced and are now participating in the joys, etc., of marital bliss. But we all wish Cook Bernhagen and Cook Monty the best for the future.

Once again we excelled ourselves, proving our versatility, by providing wholesome, well-cooked, and varied meals for our regular customers, plus some 500 Inter Service Sportsmen (and Women). Two Army and two Air Force Cooks, plus several Pussers Cooks assisted us to keep the sports people well nourished.

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Crotchets and Quavers

IT ?

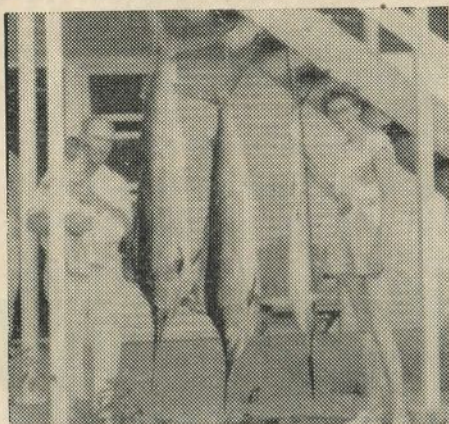
THERE IS NO ESCAPE FROM IT. It creeps and crawls into every corner. No place is sacred or hallowed to it. It is no respecter of age or size. It strikes down young and old, big or small. It penetrates deep into the sub-conscious of every mind, bearing it up, up on the crest of a screaming, shuddering wave pushing it to the brink of despair. It builds to a shaking climax, screaming and groaning. No man is safe or immune.

What is it ?

-- IL MAESTRO.

See next page.

R.A.N. Game Fishing Club



A.W.B. 436's Marlin catch at Port Stephens.

UNDER A THREATENING SKY and with cyclone Connie advancing from the North, A.W.B. 436 sailed from Jervis Bay on Thursday, 12th February, to take part in the annual Game Fishing competition at Port Stephens, between the Sydney and Newcastle clubs. After an uncomfortable passage lasting thirty hours, the boat arrived in Port Stephens and the competition started next day. Despite very poor weather, nearly all boats fished on the first week-end, but catches were negligible.

The bad weather, with winds gusting to 70 knots, persisted until Friday, 20th. Local hospitality was such that members of the crew did not find time hanging heavily on their hands, but it was a relief to see the sun and calm water, and all boats set out with high hopes for the second week-end's fishing. They were not disappointed, as some excellent fishing was to be had.

A.W.B. 436 landed three Marlin, weighing 70, 60 and 35 lbs., and caught by Lt.-Cdr. Salthouse, C.A.F. Turner and L.R.E.M. More. They also accounted for two Hammer Head Sharks and a Dolphin fish.

Jack Patten, in his boat Signa, gained an Australian record with a 170lb. Marlin. Bob Dyer, in Tennessee II., won the Shark Cup and Points Competition.

Final result was a win for the Sydney Club (for whom A.W.B. 436 was fishing) over the Newcastle and Port Stephens Club.

Despite the initial bad weather, the expedition was a success, and both the fishing and the extra curricular activities were greatly enjoyed by all members of the crew.

* * * *

The Game Fishing Club can accept more members. The initial subscription is £2/10/-. Contact Lt.-Cdr. Salthouse or Lt.-Cdr. Harvey.

Bugler Bob Green's snoring.

BALLRACE

THE PHILANDERER REPORTS

There is considerable fraternisation between 724 aircrew and an A.E.O. An attempt was recently made by the said A.E.O. to bribe the Inspection Department to keep out of the hangar. The bride — tins of nutty. That man should go far.

The Sheetmetal Shop will be opening a fish and chip bar in the near future having, by kind permission of the Senior, successfully completed trials on the deep fryer. (Fame is the perfume of heroic deeds — Socrates).

We wonder if the Senior picked up sufficient bits of the Gannet Trainer's propellers to make a new sump for his car.

The opportunity is taken of welcoming back one of our "old" (L) Officers, Frugal Fred. Our Overseas Correspondent reports that the Hong Kong Commissioner of Police had something to do with the draft from Melbourne.

Wanted to Buy — One X-Ray Machine, Gannets for the use of. Apply Captain, H.M.A.S. Melbourne.

THURSDAY HELIOGRAPH

—Pilots Demand Written Orders Regarding Fisheads
—Navy Reported Secretly Dumping Faulty Fisheads

IN SPITE OF OFFICIAL DENIALS, strong reports are circulating in Salbatross that a number of Navy fisheads were discarded after Senior Pilots claimed they were not seaworthy. The reports claim two senior pilots risked transfer to general service after a demand to the Captain H.M.A.S. Helltorn that he give them written instructions to take the fisheads to sea. The pilots demanded X-ray tests of the fisheads after visual tests showed suspected flaws in the fisheads' tails, the report says.

This is the sequence of events, the reports say. The fisheads were beached on February 29th. Head and body tests were made by Navy experts and engineers from the Hairy Crazynotion Coy., service engineers for the type. About 30 fisheads on H.M.A.S. Helltorn were checked. After the tests Senior Navy Officers told the pilots to take the fisheads somewhere, not saying quite where. But, the pilots were not satisfied with the results of the visual tests. They claimed there were grave doubts whether the fisheads would reach there. The pilots said the terrific strain placed on the fisheads when they went to sea caused major weaknesses in their tail structure, especially after 1800 in harbour.

Two senior pilots of H.M.A.S. Helltorn approached the captain, according to the reports. They put the pilots' case to him, but the captain insisted that they took the fisheads to sea. The pilots then asked the captain to give them written instructions to do so. After more discussion the captain agreed that X-ray tests should be made.

These tests, completed about an hour ago, confirmed that serious flaws existed in the fisheads, the reports say. The pilots claim the defects would have caused their tail structure to break down if they had achieved any flying speed.

The Navy has removed the defective fisheads from H.M.A.S. Helltorn, the reports say. Navy officers have arranged for X-ray tests to be made on the remaining fisheads at brief, regular intervals.

— I.O. (ex.)

+ The Chaplain's Corner +

THE IMPACT OF EASTER

NO EVENT in the history of this world, before or since, has caused such an impact on the history of the human race, that could even be compared with the effects of the first Easter Week. At a time when scepticism was widespread and the easy-going, pleasure-filled paganism of the haughty Romans reigned supreme, the minds of men were suddenly challenged. Coming from an obscure part of Roman-occupied Palestine, this challenge was destined to travel to the four corners of the earth. And as it echoed down through all subsequent generations, it was to gather strength as it went.

In those few brief sentences, we have endeavoured to sum up the mere historical evidence of the effects of the Crucifixion, Death and Resurrection of the God-man, Jesus Christ. To one who studies these events with eyes of faith, there is so much more to be learnt. The eternal truths of the purpose of man's existence, the value of the human soul in the eyes of its Creator, the malice of deliberate sin, and the shocking blindness of which the human heart is capable, are but a few of the vital lessons that can be learnt around the Cross on which the Saviour sacrificed His life.

There is no mention here of the things that science might evolve or invent to make life easier or advance our standard of living. Important as these latter things may be, they have no place among the everlasting truths on which man is meant to base his life, and until man realizes and lives up to these facts, his mind cannot be at rest. The events of that first Good Friday and the Easter Sunday which followed, teach us truths that are so basic and compelling that no human mind can be complete in its knowledge until something of their meaning is grasped and understood.

To dismiss these thoughts and forget the significance of Easter as we settle into the opportunities for extra recreation which these holidays offer, is to take the easy way out. It also means that we are suffering from a spiritual blindness, the effects of which — as history again teaches us — can be frightening.

CHAPLAIN F. LYONS.

AN EASTER MEDITATION

(By Chaplain J. A. Willson, R.A.N.)

THERE ARE MANY SCENES in the Bible, in which we find ourselves taking sides with the characters, as we do when reading any fine story. One such scene is the open mockery of Christ at the hands of the Roman soldiery, when they placed a crown of thorns on His head and a reed for a sceptre in His hand, and saluted Him, saying "Hail, King of the Jews." No Christian man could be a party to that sort of thing, and we inevitably side against those, who took part in this burlesque of allegiance. Nevertheless, much of the so-called allegiance of the West has come to match in detail the mockery of the Roman soldiers. A crown has been put on Christ's head by Western civilisation, but often it is no more than a crown of formal declaration, "King of Kings and Lord of Lords." People have stood in reverence as those words have sounded out to the stirring music of the "Hallelujah Chorus." But how many of them have really made this King the ruler of their lives, or accepted for themselves with true devotion and in humble obedience his royal decrees, "Love your enemies," "Forgive seventy times seven," "Take up the cross and follow me"? If our lives are given to self-seeking, if we put profits before people, and pride before humility, He has only the name, not the station of King. There is

(Continued on Page 34)



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ALBATROSS SPORTING NOTES

CRICKET

SHOALHAVEN DISTRICT COMPETITION

The Albatross team, after losing three matches narrowly, finished third on the competition table. However, the team was defeated in the semi-final by Nowra Warriors on the first innings, after a hard and keen tussle. This match ended an enjoyable season of cricket, during which no less than thirty-five members of Albatross participated.

I. ZINGARI COMPETITION

The Albatross team was also unsuccessful in defending the I. Zingari Shield — the honours being currently contested for by H.M.A.S. Watson and H.M.A.S. Melbourne. Nevertheless, the matches played were thoroughly enjoyed, and appreciated by all who participated in them.

INTER-PART CRICKET

In the first semi-final, Officers narrowly defeated Executive by 5 runs, to enable them to have an easy passage into the Grand Final.

In the second semi-final, Electrical defeated Supply outright, making it an Executive-Electrical final. This game was keenly contested, with Executive running out the victors, passing Electrical's score with 3 wickets still to fall. However, the "Ralph's" tail refused to shake and they were eventually all out 8 runs in front.

At time of going to press the Grand Final has yet to be played, and a close game is anticipated between Officers and Executive, both of whom have a number of capable players.

ATHLETICS

With the advent of Autumn, thoughts are turning from track and field sports to the various rugged cross country courses in the area. It is hoped to arrange a triangular cross country meeting between Creswell, Nirimba and Albatross — in the near future.

As winter approaches and another season on the track passes, it is a good time to point out to would-be athletes that success next season depends largely on the amount of training done during the winter months. Stamina and strength are as essential in all events, as are speed and technical perfection. So keep training — join the Albatross Athletic Club by contacting Lt. Carter or Mr. McCaffrey, and train with them, so that Albatross can produce an even better team next year.

It is hoped to hold the N.S.W.A.A.A. 4 x 5 miles cross country championship at Albatross this season.

RUGBY UNION

The season promises, at this early stage, to be as successful as last year's. Sixty prospective players took the field during the first trial game and from such a number the selectors must be able to build, once again, the winning combination. Keep up the interest, boys, even though early in the season you may not gain your best form and hence selection.

The first official meeting of the club was held in the cinema at 1220 on Monday, 15th March, to elect office holders for the season. Those chosen were as follows:—

President of the Club and Captain of the team to be chosen after selection of the final squad. Coach: Sub Lt. Morris. Team Manager: C.Air Finch. Gear Steward: P.O. Murray. Selectors: Sub Lt. Morris, C.Air Finch. Secretary: Inst. Lt. Coyte. Representative to the Navy Rugby Union Committee: C.Air Finch.

Practice and training will be on Wednesdays only. Details of time and place will be promulgated.

SOCCER

A successful start to the season has resulted from the two games played to date. The first, against Albion's Squadrons, was lost 0-2, the Albion team saying it was the best game they had had on their cruise. The second was a trial game versus the Nowra Soccer Club, resulting in a win for Albatross, 5-1.

Training has commenced in conjunction with the Nowra Soccer Club, and is held every Tuesday and Thursday evening at 1930 under floodlights at the Nowra Showground. Any potential players are welcome and will be given the treatment by Lt. Lovell, who is trainer for both clubs.

C.A.F. Catterall has been co-opted onto the club committee in the capacity of Secretary, and commenced his task by applying for admission to the Eastern Command Mid Week Competition. The club has given trials to 31 players so far, and it is anticipated that the standard of inter-departmental soccer will be quite high this year, the distribution of talent throughout the departments being very even.

AUSTRALIAN FOOTBALL

This year could and should see the Albatross team take top honours in the mid week competition. Last year, in only its first season, the Albatross Australian Football team did exceptionally well to be runners-up to one of the Army contingents. This year, with more organisation, improved facilities, and with the wealth of talent available, the team should once more show to the fore. Everyone is keen to see us do well, and with added impetus it seems there is nothing stopping us.

N.A. Turner has superseded P.O. McLellan as coach this season. Lt. Cdr. Hickson is President, and P.O.'s Bertram and McKenzie are assisting in various capacities. Lieut. Carter has already given the team a hard work-out in preparation for field training.

Some of last year's stalwarts have since been drafted, but others, such as LEM Mason, LEM Keay, L.Air Dunlop, and EM Clark, are still to be seen around on the training track, etc. Also several new players have arrived, and with good attendance at training so that the coach and the selectors can go to work, a powerful team should arise.

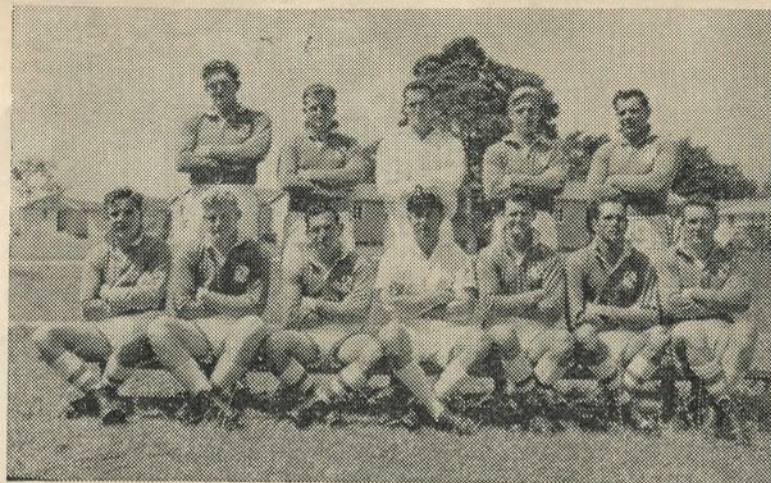
Officially, the season hasn't yet started, but a game has been arranged against the Manuka club from Canberra on April 12th. Everything seems set for a thoroughly enjoyable and successful season, and all that is left now is to bring home the bacon, and all will be well.

BASKETBALL

Since the recent Inter-Service games, interest in Basketball has grown to such an extent that for the first time in many years a knock-out competition between Departments has started. These matches, played at 1500 daily on the new court in 363 Hangar, are being watched by the selectors of the Albatross team for some hidden talent to build up the teams entered in the local Nowra Competition.

Albatross has entered two teams in the Local League this season, and with new players, such as N.A. A. Laing, N.A. R. Davies and Musician Mottam, combined with the older "hands," P.O. McKenzie, L.A. Bryce, and N.A. P. Clarke, ex-R.N. Fleet Air Arm Representative, the Station teams should go one step further than last season, when we were defeated by the bare two points in the Grand Final. However, many more new players are needed, and P.O. McKenzie and L.A. Bryce can be contacted for further information.

The new court in 363 Hangar, though very hastily prepared, proved to be of quite high standard, and from a spectator's viewpoint, very colourful.



★ THE Navy Inter-Service Tug of War Team. Back Row: Ditton, Martin, Parfitt, Higgs, Parsons. Front Row: Lt. Wakeman, Patterson, P.O. Burns (Captain), P.O. Gault (Coach), Hawkins, Harris, Brealey.

RUGBY LEAGUE

Two teams are at present participating in the Young Cup Competition being played at Berry. The final round will be played on Saturday, 4th April.

The Group 7 Competition commences on Saturday, 11th April, when the 1st Grade team will be At Home to Berry, and Reserve Grade at home to Shellharbour. This promises to be a fine afternoon's entertainment, and a good following is expected from Club supporters.

A trial match played against Bomaderry on a recent Saturday highlighted our team's lack of condition, and should provide an incentive for more intensive training.

* * * *

ALBATROSS GOLF CLUB

A meeting of the Albatross Golf Club was held in the Cinema at 1230 on Thursday, 11th March, 1959.

The following members were elected by vote to form the Albatross Golf Club Committee for the 1959 season: S/Lt. Wilson, Captain, Handcapper and Match Committee. P.O.(A) McCulloch, Secretary and Match Committee. Ch. Airman Finch, Match Committee.

COMPETITIONS

It is proposed to hold a Stroke event at Albatross on Wednesday, 25th March. (Departmental approval required for intending players). Names of players to P.O. McCulloch by 1230 Monday, 23rd March.

Main events for the year:

THE DAVIS SHIELD — Aggregate Stableford points over 5 matches, played between Nowra, Creswell and Albatross. Held by Albatross.

NAIAD CUP — Match play off the stick. Challenge events. Played between Creswell, Albatross and visiting Ships.



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CLUB K.O. — Match Play Handicap. Albatross Club members. Any player interested in joining the Albatross Golf Club is requested to contact P.O. McCulloch (Ex. 232).

Note — NON-MEMBERS OF REGISTERED CLUBS — Players joining the Albatross Club and given a Handicap, may play at Nowra Golf Club in their Open Competitions (usually Sundays and Wednesdays). All such players must hold an Albatross Handicap and Membership Card. This is a privilege extended to us by the Nowra Club. Please do not abuse it.

Golf notices will be displayed on the following Notice Boards:— Wardroom, Chief Petty Officers' Mess, Petty Officers' Mess, and Sports Notice Board in Canteen Lobby.

SPORTSMAN OF THE MONTH

TREVOR BEUTEL



NAVAL AIRMAN BEUTEL is one of the most outstanding all-round sportsmen at Albatross.

Trevor was born at Innisfail, Queensland, in 1936. At primary school he showed promise at all ball games. However, at the age of 13 years he had a "set-back," when he contacted rheumatic fever and spent six months in hospital, and was advised never to exert himself or play any sport again. Indicative of his "fighting spirit," within two days of leaving hospital, he was out on the sports field again, playing cricket.

During the time he was at the Innisfail High School, Trevor became open Tennis Champion, winner of the open 100 yards Championship, and was a member of the 1st team for Rugby League and Cricket, as well as the mosquito weight boxing champion.

In 1952, our sportsman became Junior Tennis Champion of far Northern Queensland, in the tournament held at Cairnes.

In the following year he was selected as a member of the Queensland Cricket Colts team.

Since joining the Navy in 1954, Naval Airman Beutel has represented Navy (N.S.W.) at Inter-Service Cricket in 1955, 1958, 1959, and also gained selection for Combined Services Cricket team in 1959. Trevor was a member of the Albatross team which won the Dempster Cup for Rugby Union in 1958.

This year he hopes to captain the Executive Cricket team to victory in their Grand Final match against the Wardroom.

His sporting idol — Ray Lindwall.

Trevor's advice for young sportsmen: Play hard, play fair, play sport for sports sake!



★ VERY few people noticed the arrival of this U.S. Air Force Mustang which visited the Air Station recently. Even Air Traffic Control are believed to have missed it.

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CHAPLAINS' CORNER (Continued from Page 26)

no real crown on His Head, no real sceptre of rule in His hand — only a reed. His own words come to mind "Why do you call me Lord, and not do what I tell you?"

The finest moments of our lives are those in which the King of Kings is completely in charge. When He is really regnant, love triumphs over hatred, peace over dissension, forgiveness over reprisal, courage over cowardice, and victory over temptation.

Easter is a time for renewing our allegiance to this King. Respect and admiration are not enough to offer Him. We have been content to offer Him no more for too long, with the result that our world and our lives too have remained dominated by things, which have brought regrets. Religion will continue to leave men unchanged in spirit, until this King is indeed crowned as Lord of all.

EASTER SERVICES

GOOD FRIDAY — St. Nicholas Chapel — 0930.
 EASTER DAY — 0730 — Holy Communion.
 0930 — Divine Service.
 1730 — Holy Communion
 (Church of England)

CLASSIFIED ADVERTISEMENTS

LAND FOR SALE — A corner block, 60ft x 90ft., in Nowra, with northerly and westerly views. 2 minutes from school, 10 minutes from shops. Elevated position, with electricity, gas, water and sewerage available. Contact LT. McNAY, Ext. 259, or 17 Perth Drive, Ext. 575.

SHOALHAVEN G.P.S. Ex-Students' Association Annual Dinner and Social will take place as usual on Regatta Night, 18th April, 1959. Any G.P.S. ex-Student whether from N.S.W. or Interstate will be made welcome. Any enquiries please ring Fire Officer, Ext. 555.

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).

PUZZLE CORNER



Last month's prize was won by C.A.A. McMillan. Nearly all competitors submitted the correct answers, and this month we have endeavoured to produce somewhat harder questions. Entries to be handed in to Lieut. Commander Harvey, Main Stores Office, by 1200 Thursday, 2nd April.

1. If 5 monkeys operating 5 typewriters for an indefinite period would, in the course of time, produce the whole of Q.R. & A.I. (with amendments) and if, further, 5 Navy Office writers working from 10 to 4, with a lunch break from 1 to 2, could do it in 4 working days, when would 4 Navy Office writers, working from 10 to 4, with a lunch interval from 1 to 1.45, complete the work?

2. One of the Chippies was required to bore a circular hole 3 inches in diameter through the centre of a solid sphere 5 inches in diameter, but before doing so he had to calculate the exact depth of the hole. Well, as a point of interest, what do you make it?

3. You don't need to be an Instructor Lieutenant (or higher) to see that there is something wrong with this equation:

$$2967 \text{ equals } 17$$

but by the insertion of simple mathematical symbols, it can be made correct. Re-write the equation correctly.

4. Two flies are at the bottom of a jam jar two feet round. They commence to walk around the jar in a spiral path, both starting at the same point, but fly A walks 4 per cent. faster than fly B. However, it takes a slightly steeper path, so that the two flies are always leved as regards the amount of circumnavigation; that is, A is always directly above B. Thus it is obvious that if I tell you that after one circuit A was at the top and B was 3 inches below him, you can tell me how high the jar is — or can you?

5. The height of a tree is 20 feet, and one year later is 24 feet. If its growth each year is $\frac{1}{4}$ of its growth during the previous year, what is the maximum height to which the tree can grow, regardless of how long it lives?

Answers to February's Puzzle Corner: — (1) 38; (2) 61; (3) 4.8; (4) $\frac{9}{20}$ th; (5) 3.1416; (6) $\frac{1}{2}$ inch (i.e., $\frac{1}{4}$ inch each cover).

ALL THE WORLD AIRLINES

AIRLINE COMPANIES do not show much respect for their competitors, and a favourite pastime around the hangars consists of inventing derogatory names for the rivals. These names are not calculated to instil confidence in the passengers. C.P.A. (Canadian Pacific Airlines) is said to mean Constant Prayer Advisable, and Air France is invariably known as Fair Chance. Pan American is usually referred to as Pandemonium World Scareways in the T.W.A. hangars, while Pan Am is certain that T.W.A. means either Teeny Weeny Airlines or Try Walking Across. The ancient aircraft which B.O.A.C. was forced to use immediately after the war led to the name Better On A Camel. Ansett-ANA will tell you that T.A.A. advises you to Take Another Aircraft, whereas the famous name QANTAS is guaranteed to Quell Any Nice Thoughts About Survival.

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KINGHORN STREET, NOWRA

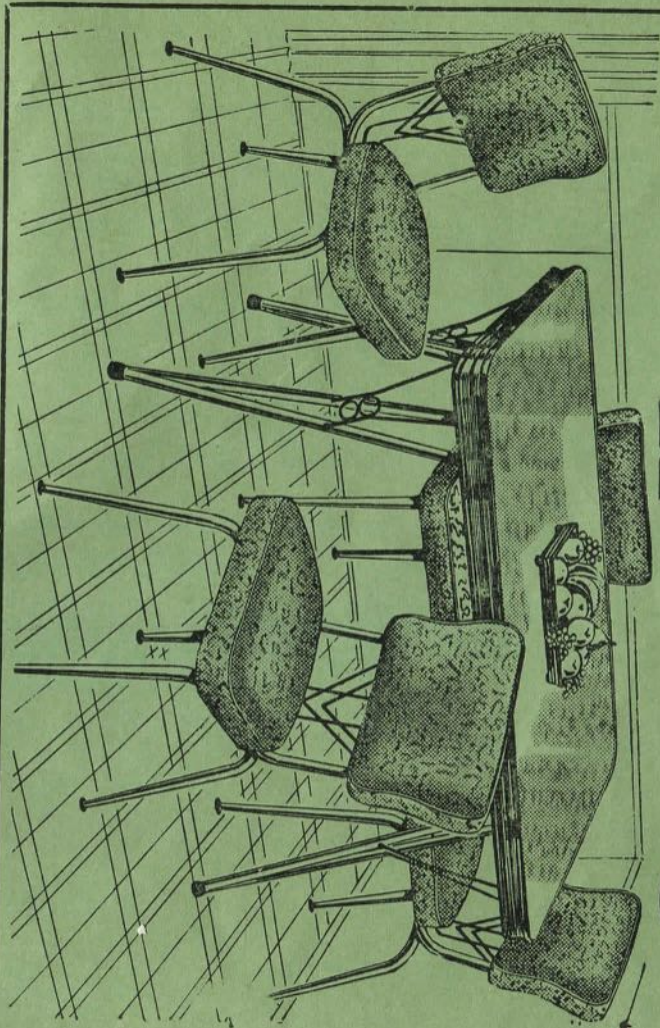
Miss A. Smith will take over this Coffee Lounge from 23rd March, 1959.

We thank all Slipstream readers for their interest and patronage during the past 15 months.
Frank and Beryl Hood.

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