

MAY 1959.

25



# SLIPSTREAM



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

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# SLIPSTREAM

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

No. 25.

MAY, 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 sees a return to Squadron Maintenance after almost two years of what was known, laughingly by some, as Centralised Maintenance. It is not our intention to discuss the pros and cons of the two systems, but it is interesting to note that one of the reasons advanced for the return to Squadron Maintenance was that whereas Centralised Maintenance might be better for the machine (the Squadron enthusiasts did not concede this), Squadron Maintenance was unquestionably better for the man — better morale, more esprit de corps and so on. This is encouraging.

Developments in recent years have tended to put technical considerations before human ones to such an extent that the ordinary unbrilliant person might begin to wonder whether he is really necessary, other than on the Friday afternoon gardening sessions.

News items such as that describing how an elderly Chinese gentleman equipped with an abacus won a calculating race with an electronic brain fill us with joy, so in a rather different way, does the re-introduction of Squadron Maintenance. In short, in the Man versus Machine battle, we are solidly on the side of Man.

EDITOR.

## OUR COVER PHOTOGRAPH

This is the first occasion on which we have used a sporting photo on the cover, but the Dempster Cup team has been so outstandingly successful to date we think they have earned the right to appear on our cover.

This lineout took place during the match versus Watson and Ch. E. A. Horton is flying for the ball, with Ch. R. E. Duncombe, L.A.M.(O) Martin and L.S.A. Lewis in support whilst Ldg. Steward Ditton, Lt. Jackson and R.E.M. Winckel all have their eyes on the ball.

## Station Personality

No. 25

Lieut. (P) G. R. Rohrsheim



**M**OST of us at Albatross have been entertained on special occasions by the skilful handling of the Glider Club's Kookaburra glider and as our personality of this month we feature the Club's Chief Flying Instructor.

He learned his gliding at Port Pirie during 1954-1955 when, with nine other enthusiasts he contributed towards the cost of a Kookaburra glider and the Port Pirie Gliding Club was formed. How well he learned to handle this glider is evidenced by his local displays and by his performance at the National Gliding Championships at Benalla last year when our personality earned fourth highest individual score, gained his Silver C Gliding certificate and helped the Albatross Club gain second place.

Before he became interested in gliding Lt. Rohrsheim had long had a passion for motor bikes and began riding at the tender age of fourteen when he rode to school, quite illegally, on a 1926 "Flat Tank" A.J.S. presented to him by his father. When he was sixteen he rode in his first dirt track race and when 18 he won the Australian Five Mile Dirt Track Championship riding a 48 H.P. J.A.P. He repeated his success in 1950, lap speeds for the one mile track averaging 80 m.p.h. and top speeds in the straight to 100 m.p.h.

About this time our personality, with one companion, attempted a private Redex run to Darwin in a 1948 Vauxhall. However, 100 miles north of Cooper Pedy they holed the sump of the car and suffered some delay whilst they chewed enough chewing gum to plug the hole so that they could limp to the nearest sheep station. Here they soldered a jam tin lid over the hole and set out once more, only to break a rear spring and they were forced to return home ingloriously by rail. A second attempt the next year was more successful and they covered the round trip of 3760 miles in ten days.

In 1954 Lt. Rohrsheim decided that he would like to try some powered flying and for four months, each weekend, he motored to Adelaide to take flying lessons with a flying club, and after 48 hours in Austers and Tiger Moths he earned his license. He then decided that there must be a cheaper way of enjoying flying and in late 1955 he joined the Navy.

He trained at Uranquinty where he won the Flying Trophy for his course and at Point Cook where he won the award for the highest aggregate points on course. He is now flying with 724 Squadron.

Lt. Rohrsheim also admits to a keen interest in the clarinet but his cabin neighbours appear to be of the opinion that his clarinet playing falls short of the standard he has reached on the motor bike, in gliders and aeroplanes.

## LOCAL INDUSTRIES

No. 2 — Nowra Co-Operative Dairy Co. Ltd.

**T**HE NOWRA CO-OP. DAIRY CO. LTD. was formed in 1901, its original building being situated in Bridge Road on the site of what is now the Apex Park and playgrounds. Output in those days was 6-8 tons of butter per week requiring a milk intake of less than half a million gallons per year. In 1939 the butter factory and storage were embodied in the present buildings at the railhead at Bomaderry, and last year the Company handled 7,000,000 gallons of milk and 500 tons of butter.

Milk is received from the local dairy farmers in the early morning and is processed as soon as it arrives. Each supplier's consignment is measured, samples taken for testing and the milk selected for bottling passes straight to the pasteurisation machine. Here it is heated to a temperature of 163 deg. F. for a period of 16 seconds and is then immediately chilled to 35 deg. F. and then bottled. No milk is held at the factory, the bottled milk being delivered to the customer less than 24 hours after it is received.

Butter is made in a factory-sized version of the old fashioned farmhouse butter churn and is automatically cut, weighed, wrapped and packaged in half pound and pound sizes.

After the cream has been separated for butter-making, the skimmed milk which remains is piped over the roadway to the adjacent Casein factory. Here the skimmed milk is deliberately soured, then steam cooked to bring about separation of the curds and whey. The whey is pumped off and discarded and the curds are passed through hot and cold washes, then pressed, ground, dried at 200 deg. F. and ground a second time. The resultant powder is the Casein which is then graded and packed. The finest grade is shipped to Japan where it is used in the manufacture of high class paper whilst other grades are used in glue, paint making and other industrial processes.

Another subsidiary of the Dairy Co. is the plant producing dairy and poultry meals. This plant makes use of normal grain foods such as oats, barley and wheat which are milled, and to which are added, depending on the type of meal being produced, various proportions of the following high protein foods — pea meal, sorghum, linseed, copra and lucerne. These meals are all sold locally, output averaging, in times of good pasture, 22 tons per day.

The Company maintains its own laboratory, where routine tests of both incoming and processed milk are carried out to specifications laid down by the Milk Board. The milk forwarded by each supplier is sampled weekly and tested for cleanliness, butter fat content and for its keeping quality. And each batch of bottled milk is tested after pasteurisation for the presence of bacteria, for water content and also to ensure that its butter fat content is correct. The laboratory carries out routine checks on the dairy and poultry meal production and all the laboratory facilities are available to assist any of the local dairymen who seek its advice.

Since 1947 the Company has maintained a veterinary service to assist farmers to safeguard the health of their livestock, to increase milk production and to maintain or improve quality. Another service provided to the dairymen is a noxious weed and soil testing service to advise on ways and means of stimulating the growth of pastures and crops.

The latest project in hand is to install a cartoning plant so that milk may be packaged in non-returnable containers which will meet the demand of tourists, factory canteens and sporting bodies.

## MIDWAY TO SUCCESS

Seventeen years ago, in May, 1942, Australia faced the greatest threat in her history. Since the devastating Japanese attack on Pearl Harbour on 7th December, 1941, the Japanese had rapidly advance southward and, by the beginning of March, 1942, occupied the whole of South East Asia, the Dutch East Indies and Timor. In February, Darwin had been bombed by 150 Japanese aircraft and heavily damaged. The enemy was at the northern gate of Australia and there appeared to be every likelihood that he would attempt an invasion of the mainland.

These fears were strenghtened when on 20th April a Japanese Task Force sailed from Truk and captured Rabaul in New Britain and Tulagi in the Solomons. Allied intelligence had a few days warning of this move and was also aware that it was the preliminary to an invasion of Port Moresby. Accordingly a powerful Allied force was moved into the Coral Sea. This consisted of the two U.S. carriers, Yorktown and Lexington, 8 cruisers (including H.M.A.S. Australia and Hobart) and 11 destroyers.

The invasion force for Port Moresby was covered by the Japanese light fleet carrier, Shoho and four cruisers, while a striking force of two fleet carriers, Zuikaku and Shokaku, two cruisers and six destroyers entered the Coral Sea from the east. On 6th May, the enemy invasion force was sight-



ed off the eastern tip of New Guinea. On the morning of the 7th, American aircraft attacked and sunk the carrier, Shoho. Australia and Hobart were heavily attacked by shore based aircraft, but were not damaged. Later in the day, a U.S. destroyer and an oiler were sunk by Japanese aircraft. On 8th May, both sides sighted the other fleet's carriers simultaneously and air strikes were launched as a result of which Shokaku, Yorktown and Lexington were all damaged. Later a violent explosion rocked the Lexington and she had to be abandoned and sunk. However, the Japanese had suffered considerable losses, including 77 aircraft, and their commander ordered both invasion and striking forces to return to base.

Tactically, Coral Sea was a drawn fight, but strategically it was an Allied victory. The Japanese failed to seize Port Moresby or gain control

of the Coral Sea. It was also noteworthy for the fact that it was the first major naval engagement in which not a single surface ship of either side sighted the enemy. To Australians it seemed that a threat of invasion had been averted; in fact it is now known that the Japanese did not intend to land on the Australian mainland at that particular stage, but it is reasonable to suppose that an invasion would eventually have been attempted had Port Moresby been occupied.

For some months, the key operation in Japanese Naval strategy had been a planned attack on Midway, a small island west of Pearl Harbour. The reasons for this were to obtain a base from which an attack could be made on Pearl Harbour and, more important, to draw out the main U.S. Fleet and destroy it. For this operation, a huge Japanese Fleet was assembled consisting of 11 battleships, six carriers, 16 cruisers and over fifty destroyers as well as numerous miscellaneous craft. Simultaneously another large force was to invade the Aleutian Islands to the north of Midway. For these operations, the Japanese Combined Fleet mustered over 200 ships, a fleet which was superior in all departments to the U.S. Pacific Fleet.

Between 24th and 27th May, this huge armada started to move out of its bases. By this time, however, Allied intelligence had succeeded in breaking the Japanese codes and had a good knowledge of the enemy's intentions. As a result the garrison on Midway was reinforced and all available U.S. ships, 3 carriers (Haktown, Enterprise and Hornet), 8 cruisers and 14 destroyers, sailed from Pearl Harbour before the end of May and concentrated north east of Midway. Poor visibility shielded the Japanese force at first, but at 0530 on 4th June, American aircraft sighted the enemy fleet. The first Japanese air strike against Midway had been flown off an hour before this and over a hundred aircraft attacked the island and did considerable damage. Shore based aircraft from Midway counter attacked, but scored no hits.

Up to this time, the Japanese did not realise that U.S. ships were in the vicinity and even when they were sighted by a reconnaissance aircraft, no carriers were reported. Consequently the first attack by carrier borne aircraft took the Japanese Admiral by surprise. The first wave of torpedo bombers suffered terrible losses and inflicted little damage, but they were swiftly followed by dive bombers which struck the fleet carriers, Akagi, Kaga and Soryu and by noon these three ships were sinking. The surviving Japanese carrier, Hiryu, launched two attacks against the U.S. carrier Yorktown damaging her so badly that she had to be abandoned. This blow was swiftly avenged, however, when dive bombers from U.S. Enterprise attacked and sunk Hiryu. Thus all four Japanese fleet carriers were sunk for the loss of only one U.S. carrier.

One more success sealed the victory. The cruisers Mogami and Mikuma collided and were both damaged. Having been sighted by a Catalina, the two ships were attacked by shore based aircraft and carrier-borne dive bombers and Mikuma, the ship which had sunk H.M.A.S. Perth the previous February, was sent to the bottom.

The Japanese Admiral still sought to engage the American Fleet, but knowing that he commanded vastly superior surface forces, the Americans refused to be drawn and retired towards Pearl Harbour.

Despite the fact that Japan still possessed a considerable fleet, the sinking of her carriers and the loss of virtually all her front line aircraft, swung the balance of Naval power in the Pacific in favour of the Americans. From this time on the Japanese Navy was forced back on the defensive, while the U.S. Navy steadily increased in strength and aggressive ability.

The Battle of the Coral Sea was of the greatest importance to Australia and is rightly celebrated, but it was Midway which can now be seen to have been the turning point in the war against Japan. The American Commander-in-Chief understated the case when he said in his report of the action, "I think we can fairly claim that we are now Midway to success"

## Around The Station

If "Slipstream" gets into print this month it will be a minor miracle—the Editor is on leave, the Sub-Editor has once again fallen into the clutches of the Sick Bay Staff and the Business Manager is making like Pete the Pirate with only one good eye.

The current SEATO exercises are obviously being conducted in a sporting fashion. A U.S. Destroyer passed a light line to Melbourne by securing it to a baseball and having one of their big hitters send the line on its way with a mighty clout from a baseball bat. Not to be outdone, the Captain of the Melbourne sent for that "slimly" built thrower of hammers, and securing a light line to a two pound chipping hammer, our Charley proceeded to hurl the hammer with such success that the Destroyer will bear from now on a constant reminder of the occasion in the shape of a noticeable dent in her superstructure.

Keen young Officer of the Watch bought this one. Zealous in his duty, he asked a civilian employee passing through the main gate what he had in the box he was carrying. When informed that the box held rabbits, OOW became really interested and closed in for the kill. Was his face red when the box was opened — it did contain rabbits — real, live, furry floppy eared rabbits.

At time of writing it looks as though we are going to need a salvage section to salvage the salvage gear lost in the recovery of the Venom which was so successfully deposited in the swamp by Lt. Vickers.

It is probably a very old story, but we only heard it recently. Shortly after delivery was taken of one of the first R.A.N. Gannets in the U.K., the pilot had occasion to land it at a R.A.F. Station where the Gannet had not previously been seen. As the pilot climbed out of the aircraft he saw a Group Captain staring unbelievably at the machine. "Son," said the G.C., after a long pause, "there was no need to paint NAVY on the side of that thing."

### VILLAGE WELFARE NEWS

Next important item for this month is the advancing of the date for the next General Meeting to June 10th, when it is hoped to re-organise committees and obtain the decision of the majority regarding future dances and tennis functions, etc.

All residents are urged to come to this meeting, if possible, which commences at 8 p.m. Another item for the ladies is that the Hairdressing Salon is now operating in a limited way but by the end of the month with new equipment being obtained will be in full production. For appointments see Mrs. Dalby, 22 Bedford Street.

### VILLAGE SCHOOL "MARKET DAY"

The Village School "Market Day" will be held at 2.30 p.m. on Saturday, 23rd May. There will be Stalls, Teas, Merry-Go-Round, Mad Hatters' Competition, Films, etc., and you are requested to give your support to this worthy function. This is the first large scale effort to raise funds for the school since the 1957 fete.

### AT THE CAPTAIN'S TABLE

CAPTAIN: "Well, Naval Airman J. Blow, this is the third time you have broken your leave since we arrived in the Far East. Have you an excuse this time?"

N.A. J. BLOW: "Yes Sir, I have a good excuse, but I am too ashamed to use it."

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AUSTRALIAN RULES

Back Row: R.E.M. Manton, L/A Beardsley, N.A. Chatterton, N.A. Stivey, N.A. Coles, N.A. Tilleyman, A/B Freeman, E.M. Snell, P/O Bertram. Centre Row: L/A Harris, Wrt. Winter, N.A. Jeffrey, Wrt. Hillier, N.A. Turner (Capt), L/R.E.M. Mason (V-Capt.). Front Row: S.A. Reilley, L/A Wilcox, L/R.E.M. Keay, R.E.M. Allan, N.A. Itchins, O.E.M. Clarke.

## Combat Survival

You'll either come back on the same flight or you won't,  
If you come back, you have nothing to worry about;  
If you don't, you still have two chances,  
You'll evade or you won't,  
If you evade, you have nothing to worry about;  
If you don't, you still have two chances,  
You'll escape or you won't.  
If you escape, you have nothing to worry about;  
If you don't, you still have two chances,  
You'll come out alive some day, or you won't;  
If you come out alive, you have nothing to worry about;  
If you die . . . well, you still have two chances.

## Letters to the Editor

U.S.S. YORKTOWN,  
MANILA.

The Editor,  
"Slipstream."

Sir,

Having been back from New Zealand a whole week it was decided that I should proceed north to see if anyone in SEATO had heard of AJASS.

The first American I told I was from AJASS shook my hand warmly and said "a great little country, AJASS," and complimented me on how well I spoke English.

However, to start at the beginning. I proceeded to Richmond and together with 10 others and a F86 Sabre, was herded into a Hercules transport.

We arrived at Darwin several hours later completely deaf as the machine has a high noise level. If the army proposes to use them as troop transports, they'll have to form a special battalion of deaf mutes — might not be so hard anyway.

Administrative delays held us at Darwin for 3 days. Fortunately it was the dry season and we only had continuous light rain as opposed to torrential downpour. At the end of the second day I visited the Naval Depot and enquired about the prospect of a civil air passage to Singapore. The staff treated me with all the courtesy and respect that I would have got if I'd asked to borrow the crown jewels for a week-end.

Picking myself up from the muddy road I returned to the airfield to watch the water ski-ing.

The Hercules proceeded at 24,000 feet to Singapore at about 289 knots. This machine has an air conditioning system with an extremely wide range. You can freeze down aft or you can bake up for-ard.

Eventually I reached MELBOURNE which was to be my home for a week. The ship hadn't changed much since my last visit except that in odd spaces and lobbies one occasionally came across a dab of dry paint.

My cabin on 4 deck was of the usual squadron variety and resembled an upholstered telephone box. Fortunately only two of us were required to share it so we were both as comfortable as a pair of Indian fakirs.

The week over, I transferred to the U.S.S. YORKTOWN. This ship displaces 42000 tons and carries 23 S2F's, 14 helicopters and 4 Banshees and 1 Admiral.

The Americans have a weird system in as much as they don't believe that a pair of wings on a naval uniform indicates that the wearer is incapable of anything but flying. Accordingly, the Admiral, the Captain, the Executive Officer and most departmental heads (including the P.M.O.) are aviators. The two exceptions were Supply and Engineering where apparently you don't even need to be an aviator.

The ship is an electronic marvel full of radar, radio and navigational aids, many of which are unknown to us. All the equipment works well and has a high serviceability rate. This is probably due to the fact that there is no L department and electrical upkeep is in the hands of the engineers. Incidentally, engineering is the only department that does not have a Commander in charge. As it is a large ship, even by their standards, the job is done by a Lieutenant Commander.

Minor specialisations, such as Direction and Communications are carried out competently by aviators, as a respite from their more arduous primary duties of flying.

On the communications side CEYLON was well to the fore with a classic signal detailing dress as "No. 10A optional shorts."

Exercise Sea Demon followed the usual trend of SEATO exercises. Sometimes the subs won, sometimes they lost. Big improvements have been made in A/S warfare and equipment and in one exercise starting at 0900 we weren't torpedoed until 0905.

Despite the battle, life on YORKTOWN continued smoothly with breakfast at 0615, lunch 1100, and dinner 1700 and hunger pains from 2100.

The air conditioned wardroom is extremely comfortable and if you feel energetic you can take the escalator to the flight deck for a breath of fresh air.

Actually the set up is so comfortable I'm much to lethargic to continue writing so will close for now.

Your old friend,

AFFIRMATROID.

The Editor,  
"Slipstream,"  
H.M.A.S. Albatross

Dear Sir,

We are sponsoring a talent quest, the "Starmaker Quest," and it was suggested that I contact you in regard to some publicity in your magazine. If you are not able to help us, please don't worry — but if you can, we will be extremely grateful. I am not sure about the kind of matter you would want, but how's this:—

### SEARCH FOR LOCAL STARS

Are there any chaps interested in dramatic art who have not yet joined the Nowra Players? There have been, and there still are several Navy personnel belonging to this talented group, and many hours pleasant fellowship and company are guaranteed to those who decide to join their ranks.

At the moment the Players are striving to build their own "Little Theatre" in Nowra. Part of their all out campaign for public support is their sponsoring of the "Starmaker Quest." This is a talent quest open to all residents of the Shoalhaven Shire (Navy included, of course). All types of items — classical or modern, vocal or instrumental, ensemble or solo — are eligible.

The Players are keen to receive entries from Albatross — (it's not often the public of Nowra have a chance to see what you can do) — to add colour to their programme, so what about it chaps? Entry forms are available from Mess Secretaries. Closing date for entries is the 5th June, so don't waste time. The first prize is £20 in cash, plus a T.V. audition and a radio appearance. It's well worth a try, and in so doing you will be helping a grand group of people and a very worthy cause. The "big night" is Wednesday, 24th June in the Nowra School of Arts and plans are well underway to make it a big success.

Yours Faithfully,

VILMA GIBBS,  
Publicity Officer.

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## THIS I CAN'T BELIEVE

BY DEREK BOME

I can't believe that "Wheels" car is AGAIN in the hands of the insurance assessor, but it's a fact.

### AIRMINDEDNESS

Oh! The pain of it.

Well known crazy eggbeater pilot doing a refamil in a Gannet asked without hesitation "886 Taxi-Take-Off."

### O.O.W.

No he is not permanent, he is just watch on, stop on!

### SPORT

You can say all you like about Aussie Rules and Rugby but the fact remains, Aussie Rules is the money spinner of the two codes. Last year admission prices netted the Victorian Football League £284,681/11/3 from 2,712,875 paying customers. Even Newspaper Kiosks in Melbourne are now decorated in the various league teams colours.

### HORSE TO FOLLOW

Appearing in this column each month will be the name of a horse this writer expects to win at any one of his next three starts. Starting today—MAGARIS — in Melbourne. Brisbane Cup Special — FOXMARA.

### FEARLESS FORECASTS

The 1st stage of the new tower will definitely be in operation in July, while the second stage will be working early in 1960.

### GAG OF THE MONTH

What did the envelope say to the stamp?  
"You're a square, but you send me."

### MATRIMONIAL SCOOP

All old ship-mates of the "Curacao Kid" will lament to know that "The Kid" goes off in June, as does Lt. Powell.

### INTERESTING STATISTICS

Borne on board H.M.A.S. Albatross are 1,265 souls. 157 Officers; 269 C.P.O.'s and P.O.'s and 839 Junior Rates.



"A very nice pond, but where are the fish?"



## COMMUNICATIONS COMMENT

WE DARE SAY that all of you at one time or another, have seen a typical Naval Signal, (if not, then trot down to the MSO and we'll show you some — hundreds of 'em in fact), but how many of you realise just what else is there on that signal apart from the address and actual text? Do you pause for a while and contemplate on the labour of love (well, labour anyway) that has gone into it since its birth, processing, transmission and eventual delivery to you!

Communications are one of the most vital things necessary to a modern fighting service. We say 'one of the most vital' because undoubtedly, the F.A.A. consider themselves as first, as also do the Electrical people, the Radar Direction mob, the Engineering Branch and the Gunnery Experts, but, with our tongues in our cheeks, we only have this to say:— "Where would any of them be today in this modern age without Communications?"

Just what is "Communications"? To answer that as briefly as possible, we are two sub branches; visual signalling done by Tactical Communication Operators (formerly signalmen), and Wireless signalling, done by Radio Communication Operators (formerly telegraphists), working together under the one heading of "Communications." Our combined task is to get the basic thought or idea of the originator, as rapidly, accurately and with maximum security to the addressee as we possibly can. Naturally we are not infallible, but very modestly, we would point out that our percentage of success in attaining this object is very high indeed.

Here at Albatross, we are roughly divided into three groups with slightly different commitments — the Central Receiving Room (CRR) in the Tower, the Main Signal Office (MSO) and the Main Wireless Office (MWO), both situated alongside the Captain's Office, in our own little reinforced concrete building. The CRR is our main operational office, as all aircraft communication with the ground is either done from there (morse and HF Voice), or passes through this office via remote lines from the Transmitting Station and the MWO to the Air Direction Room. From the CRR we are also the only radio link between "Watson" in Sydney and any ship in the area when they are exercising with out aircraft. We tell them when the kites have left, and they tell us when they arrive, so everybody in the Control Tower keeps happy and not in a panic when out of VHF voice touch

The MSO is the centre of our administrative signal traffic. Here we handle all types of signals about anything and everything, collectively referred to as "bag and hammock signals." Your pay, drafts, welfare, leave, naval and air stores, victualling supplies and even garden fertiliser enquiries pass through here. These are sorted out and transmitted by teleprinter landline on our Tape Relay Network to their respective addresses. Of course most of them need an answer, and other ships and authorities have enquiries to make of us, so "IN" traffic just about balances "OUT" traffic.

The MWO (alongside the MSO) provides radio links with ships in the area, emergency radio links between shore establishments if the landlines for our teleprinters became U/S, communications for (shudder) AJASS exercises, Radio Telephone facilities to ships in the area and pipes reception from the VHF receivers across to the CRR in the Tower. The Crypto Office (CYO) is also here through another little door, and all signals which are too "Hush-Hush" to go in plain language, are passed through where the operator encrypts them and hands back a version completely unintelligible to any person except the operator in the CYO at the office of destination (he hopes).

That signal you saw this morning, or the one you will no doubt (?) race off to find now, do YOU know what all those seemingly gash words, letters and numerals mean which can be found at the top right and along the bottom? They are there for a good reason we can assure you. We will tell you in later editions of "Slipstream," as we hope to have a series on Communications in Albatross, bringing to life a few of our personalities and actors (and we have some ACTORS). In the meantime, we do hope you now have a vague idea of just what our place in the scheme of things really is.

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# BALLRACE

INSPECT HIVE,  
R.A.N.A.S.  
11th May, 1959.

Dear Editor,

It may be of interest to T.D.C., that a small, though otherwise healthy, physical specimen of a Chief A.A. recently tried to rid the M.R.S. 700 office of the Inspect Pest by the simple expedient of using a fly spray loaded with D.D.T. whilst the pest was in the office in force.

It is not generally known that the Inspect Pest builds up quite a fair resistance to such devices as this, and the uninitiated may easily fall prey to their own weapon. The after-effects on the user amount to loss of voice for a few days and result in much amusement in the pest's nest.

The easiest way to eliminate the pest is, first, side with them and gain their confidence. One can easily do this by looking after the pest when in your household; be nice to him and don't provoke him. You will find he is amenable to this treatment, though, if all is not well with your house, he will still attack, sometimes without warning but always ferociously!

He can protect you from other pests, such as the regulation breed, if you will follow in his technical ways and keep your nose clean. Should you do all these things and one day find yourself drafted into the hive of the Inspect Pest you will be hospitably received and soon will no doubt also find the urge to take up arms against the common enemy the Worker Pest.

Yours Inspectionally,

KING OF THE INSPECT PESTS.

## IN MEMORIAM

It is with humble duty and reverent feelings that we record the passing of C-G, Dodds and Dickie from this page. Alas, they are no longer of our world and we feel for them.

In their life now passed, they were respected for their many deeds of goodwill and Servicemindedness, their steadfastness on divisions, their willingness to work on through the morning teahour. Oftimes have we rung fair Dodds, yea, even at 0815 of the clock, and found him ever ready to give of his humble brain. C-G has given of his best in ceegeeing the choppers and was always to the fore with a kindly word for his neighbours who perhaps made a clang. Young Donald D. always had a ready smile and cup of tea for any casual visitor at 1000 of the day and his service will long be remembered.

Therefore, all ye members of ye old and ancient order of the purple stripe, have two minutes silence this day at 1300 in remembrance of this trio. Thank our lord and master they have left us and wish them a long stay wherever they may be.

D.L.P.



★ THE latest addition to the M.T. Pool is shown being acceptance tested by a vintage couple.

## PUSSEY'S PAGE

### STORES (S):

"Fools rush in where angels fear to tread." The Stores Department challenge allcomers to Volley Ball during the lunch hours.

Noticed a number of SA(2)s walking around in life preservers and with a slight roll after a recent draft note was published. Once again "Stayput" Morgan was in early with his school money and managed to evade the draft.

Now that the Supply Rugby Union team has a good price about itself, watch out Executive in the finals.

It is not clear whether Lt. Cdr. Harvey has gone on leave to Young or is undergoing a "Rejuvenation Course" to grow Young again.

Lt. Stevens has left us for a warmer climate. The quiet easygoing life of the Victualling Dept. should be a pleasant change after the pandemonium of the Main Stores Office.

Supply Hockey team has commenced its winning run and are reported to be seeking favours of the Chief P.T.I. to have the maximum number of games played before the DSO returns from leave.

### S.A.s(V) AND BUTCHER:

Our late Stores Officer (V) has now become "Uncle Al," Mine Host of the firm around the corner and we all wish him well.

Newly rated CPO Butcher Watson was horrified to find that the tailors had sewn his well-deserved CPO's badge onto the arms instead of the lapels of his uniform. He must have ordered the job done "on the cuff."

Galvanized-iron tycoon, SPO Denning, may be seen any Friday taking sheets to Ryde where he is rumoured to be building luxury flats.

### COOKS (S):

Congrats to Ray Thomas and Des Waite, our two new "hookies."

Understand that Mrs. Chief Cook is off to Melbourne for a few weeks so it looks like our "Chubby Chief" is going to be a grass widower for a while. No wild parties please Chief — we are short of staff as it is, and sick heads do not make for superior cheffing.

Several "Chefs" tried to drink a fiver's worth in one session. Result? Full tanks, blurred vision and thirty shillings change. Better luck next time boys. Include Bluey Harris and you are sure to make it. I am told he has his own niner built in — he certainly has room for it.

### STWDS AND COOKS(O):

It is with genuine reluctance that we bid a fond farewell to our book-keeping steward from the mess office and the rumour has it that N.Z. is going to be sorry in the near future. Best of luck, Frank.

It is reported that whilst a certain astute bod was cleaning up for Captain's rounds, his Father was making a worse mess by chipping the paint from the deckhead. Just like the good book — these things are sent to try us.

A message from the staff to the Chief. Get well slow.

Miracles shall never cease. The Chief Cook at divisions and as a sign of the times, the Wines Chief had his suit overhauled in case.

The staff are sorry to hear of the draft to FND of Ldg. Cook(O) Pye. Also the chief cause of the Wardroom Mess Manager's grey hairs is leaving us — DEE.

### WRITERS:

What with drafting, Echo 6, recreational fixtures, painting and absentees, life has been proper hectic like.

The appearance of the Chief Scribe in the Canteen and the Cookery Officer in the White Ensign Club have been of little value — no handing out of goodies or discounts.

Who was the flabbergasted one who commented on the use by a social delinquent of the contrivance designed for the all highest only to find it was the all highest in possession?

A certain Leading Scribe has had cause to regret not reading B.R.'s issued by shore-side keepers of the law who have taken a dim view of his discarding his scrap metal in the gutters of the local metropolis without giving them the option to make first hand pickings.

## Our Minor Local Industries — by Monty

(WITH APOLOGIES)

This month our special representative, Miss De-Meanour, tells us of her visit to the Bominjerry Sand-Paper Factory, which is situated about ten minutes walking or four minutes running from the "Bominjerry Arms."

"It is so thrilling!" she gurgled as she gargled a couple of aspirins. "The loveliest looking bodgies . . . I mean boys, work there and the manager is a darling. Why, I had hardly met him when he made a date for Wednesday night, and he told me his car is almost certain to break down! Well, we started off in the paper cutting room, where gash files from Albatross are carefully cleaned off and cut to size by two girls armed with scissors and tape-measures. Secret and Confidential files are treated in a special dark room, so security is full maintained. After cutting and trimming, the sheets of paper are carried by messenger to the glue room, where two hep-cats, working to jive music, apply glue to one side of the paper with paint brushes. They then pass the sheets out to the "runners" who are such nice boys with long hair, bodgie side-boards, black leather jackets with "Hi-Baby!" painted on the back, tight pants, dirty necks and riding boots. The runners take the glued sheets, sometimes as many as two at a time, and ride hotted up motor cycles to either Huskisson or Shoalhaven Heads, depending upon whether coarse or fine sand paper is required.

"On arrival at the beach, the boys rub the glued side of the paper in the sand until an even coating is obtained, and then race back to the factory where the grains are counted and trimmed down to an even texture by rubbing down with real sand paper.

"The sheets are then taken by a boy on a push bike to the "Slip-Stream" printing works, where the grade, brand and maker's name are printed on the back by the Sub-Editor with the aid of a 'Kiddies Rubber Printing Kit. The finished product is then returned to the factory, where the sheets are assembled, graded and packed in bundles of nine, neatly labelled 'average contents 12 sheets,' just like they do on the match boxes! One man in the factory, an obvious 'square,' protested that this was unfair to the public, but he was fired on the spot. I should think so, too!

The emery paper department is also very interesting. Here the glued sheets of paper are coated with emery powder which is obtained by grinding down emery wheels on special emery wheels revolving on high speed emery wheel emery wheel grinders. Th surplus emery powder is dipped in flour and sold as face powder for synthetic blondes. Oh, and I forgot to tell you . . . some of the files from Albatross are so sticky they don't even need glue, particularly those about the new Control Tower!

Yours with a hot cha-cha!

VERONICA DE-MEANOUR.



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RING NOWRA 69

## NEW ORDER IN THE SICK BAY

By means surreptitious and methods questionable, the editorial staff has acquired a document which is considered to be of interest to all personnel, in that it belies the popular belief that the Sick Bay is staffed by emotionless, hard-hearted, routine ridden, document dictators devoid of vocation, bereft of sympathy and lacking in love. Quite the contrary, we find that such is the open-hearted concern and unquestioning tenderness inherent in the souls of our medical staff that special briefing and instruction is needed, and is provided, to ensure that unnecessary attendance at the Sick Bay is not encouraged, that minor ailments are not over treated, that malingers do not go undetected and that the Sick Berth staff do not overwork themselves.

It has obviously cost the writer of the document a prodigious effort in determination and selflessness, and his heart strings are patently being tugged with agonising severity as he sets pen to paper to produce "Epistle to Healers." Such is our admiration and praise of his soul-searching that we print the document in full, without further editorial comment. Only the names are changed to protect the guilty.

### SPECIAL MEDICAL INSTRUCTION. CONFIDENTIAL

Records show that the number of attendances at the Sick Bay have recently been increasing. This trend is disturbing, implying as it does, a lack of the toughness, unconcern and cynicism which must temper all our dealings with patients. Accordingly, for the guidance of the staff, the following points are noted, with relevant case histories.

(A.) The medical practitioner is peculiarly dependent on the veracity of the patient for an accurate and helpful history of symptoms. The guiding principle must therefore be that all patients are untrustworthy until proved otherwise. Certain measures are available to assist this evaluation of patients reliability, perhaps the most efficacious being the hypodermic injection (colloq. "jabs" "needles"). This will discourage the half hearted malingerer. For those made of sterner stuff whose complaints remain unchanged in spite of daily assaults, recourse should be made to the special hook-ended needle, with, as an added refinement its use direct from the steam sterilizer. The combination of heat and pain has proved most effective in reducing the attending list.

(B.) Never should anyone receive attention in the Sick Bay without waiting at least 60 minutes — cushions, magazines, etc., should not be provided. This delay will deter a significant proportion of patients from seeking attention.

(C.) It is impossible to be genuinely ill on the following days:  
(i) When Captain's rounds of the Sick Bay are due.  
(ii) When divisions are being held.  
(iii) Mondays.

(D.) Sports injuries should invariably be treated with a knowledgeable frown, a professional grunt and the remark "Well what do you expect when you play that silly game?" If the patient unwisely persists in seeking attention for his damaged portions, manipulation without anaesthetic has proved its worth as a reliable method of treatment. Statistics show that only some 10 per cent of patients return for a second session.

(E.) All complaints of abdominal pain are to be blamed on naval food and patients should be placed on a strict unattractive diet, with the administration of suitable strong purgatives.

(F.) Never forget that you know much better than the patient whether or not he is ill. Constantly remind him of this, and it will inculcate in him a touching confidence in your abilities.

(G.) All coughs are to be ascribed to smoking and patients must be told that the cough will persist as long as they smoke. Patients with a cough who don't smoke are malingerers.

#### ILLUSTRATIVE CASE HISTORIES

(1.) ABLE SEAMAN WEEKNEES:

Diagnosis: fracture of both legs, sustained at Aussie Rules. Treatment: One day's rest in bed then discharged to light duty.

Remarks. Firmer treatment was obviously needed in this case; this sort of pampering will encourage him to report sick every time he breaks a leg.

(2.) PETTY OFFICER TWICER:

Diagnosis: double vision. Treatment: daily eye exercises at the Sick Bay, duration indefinite.

Remarks. This man will clutter up the premises for weeks. Issue of an eye shade would have cured his double vision and kept him out of our hair.

(3.) NAVAL AIRMAN KOLLICK:

Diagnosis: acute appendicitis with abscess. Treatment: operation and drainage, duration 14 days with 14 days sick leave.

Remarks. It could be that this man was not a malingerer — cases like this are difficult to assess objectively; in future similar cases will be transferred to other hospitals.

(4.) SUB.-LT. TRANQUIL:

Complaint: pain on prolonged sitting. Treatment: Supply one air cushion.

Remarks. How gullible can we get? This is a recognised wardroom complaint, endemic in all areas and climes. A perfect case for the hooked needle treatment, injected into the painful areas daily for one week. Cure rate 100 per cent, usually after one treatment. Air cushions indeed!

(5.) LEADING SICK BERTH ATTENDANT NOMOANS:

Complaint: headaches, persisting during working hours. Treatment: Asprin, three-hourly

Remarks. One can be too firm . . . this man may have been dangerously ill. He should have been put to bed immediately, with sick leave to follow. The erring staff have been suitably admonished and it is felt that such gross dereliction of duty will not occur again. Noblesse oblige.

The burden, at present nobly borne on the broad shoulders of the Sick Berth staff, should be considerably eased by the judicious application of the principles outlined above.

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### Chaplain's Corner Continued

It has often been observed that a marriage has greater security and stability when the partners share a common loyalty outside their relationship which takes precedence even over their loyalty to one another. Temple Gairdner understood this well when he prayed "That I may love her with the perfect love of a perfectly whole heart, cause me to love Thee more than her most of all." Those, who are bound together by a mutual love for God, have the advantage of spiritual ties between each other, which nothing can ever break.

## + The Chaplain's Corner +

### THE LESSON OF TIBET

IT IS more than seven years since the armed apostles of Communism invaded the remote and peaceful land of Tibet. Since that time, certain "agreements" were forced on the rulers of that country, and an attempt was made at some form of "co-existence."

As time went by, few Tibetans were happy with the new arrangements. Eventually a resistance movement arose, and as a result of its efforts in 1956-7, the communisation programme was indefinitely postponed and certain people who had assisted the Reds were removed from positions of influence. But the "Liberation" of the Tibetans so concerned the kindly Red Tiger that the situation was not allowed to rest at that. And so the second drive came, much earlier than was anticipated, and its harshness provoked a general revolt which brought the battle into the heart of Lhasa, home of the Dalai Lama.

The young spiritual leader of Tibet was obliged to flee. The deadly weapons of modern warfare were turned against an ill-armed peasantry struggling to be free. Reports show that the slaughter has been appalling, and the ominous roll of trucks carrying the enslaved has filled the streets. We have been told that some rebels have opposed the brave new world brought by the Red benefactors, who wish to give Tibet better roads, freedom from flies, and the ultimate economic solidarity made possible by the "Ant-Hills" — the labour communes already so notorious in Red China.

The Tibetans are thus to be forced at the point of a gun to adopt the inhuman system of Godless Communism. Their spirited attempt at resistance shows how much they preferred their own way of life and the spiritual standards and values of which the Dalai Lama was the figure-head. But high up in the Himalaya mountains, the light of freedom has gone out in the same fashion as it has been extinguished in so many other places.

But Tibet, like Hungary, Northern Viet-Nam, and the rest, will soon drop out of the news and be forgotten. For some reason most of us still refuse to read the writing on the wall. Some day it might suddenly dawn on us — the Reds do mean what they say when they pledge themselves to crush all opposition by force so that they may rule the world.

F. LYONS.

### "TAKING THE GAMBLE OUT OF MARRIAGE"

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

Whenever the Church protests against gambling practices, some bright spark always comes back with the rejoinder that life is a gamble and marriage is the greatest gamble of all, meaning, I suppose, that you cannot be certain how it will turn out.

It is true that every marriage has great possibilities of happiness or of unhappiness, but it is not true that the element of risk of marriage failure cannot be removed. This would be true only if there were no cure for selfishness. The fact is that when Christ takes possession of the human heart no longer can any man or woman be content to live merely for their own satisfaction, but it becomes their chief end to make life a satisfying and worthwhile experience for others, and to this end do they live. That is why Christ is able to eradicate all risk of unhappiness, distrust and infidelity from marriage. This He does by causing each partner in marriage to view the life committed to his or her keeping as the most sacred responsibility that could ever come our way.

(Continued Foot of Opposite Page)



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## ALBATROSS SPORTING NOTES

### ALBATROSS GOLF CLUB

During the past month members of the club played in competitions at Albatross and Nowra. At home Lt. Berger continued his run of success taking out the 18 hole event. The Handicapper dealt with players who returned cards under their handicap. Club membership is still increasing and competition is very keen.

Last week Albatross played Nowra in the 1st round of the Davis & Co. Shield. Nowra won the round by 491 points to 455. There was a good field of nearly 50 players. The Singles Stableford run in conjunction went to R. Machonachie (Nowra), 37 points on a count back from G. Ball (Nowra).

Best Nowra player, J. Calcraft. Best Albatross player, R. Kelly. Other Navy players to win balls were M. Cundy and L/SBA Passfield.

Albatross has held the Davy Shield for the past two years. Nowra players are confident that this year will see the Trophy in the Grey's Beach Club House. (We don't agree). Next round will be played on Wednesday, 3rd June.

### BASKETBALL

Since the last issue of Slipstream, the Station Basketball teams have progressed rather favourably, so much so that neither the No. 1 nor the No. 2 team has lost a game in the competition matches. The improvement in the No. 2 team is the most outstanding and no doubt next season a number of 2nds players will be running with the 1st Squad.

At the time of going to print we are able to include the 1st players who have been selected to represent Shoalhaven Area in the South Eastern Area Competition against teams from Bega, Illawarra and Nowra. Players selected are Wtr. Hiller, P.O. McKenzie, N.A. Clarke and N.A. Laing.

Internally the game has progressed very well and the competition is well under way. The progressive scores are:— Executive 6, Electrical 4, Supply 4, 724 Squadron 2, Air Department 2, 725 Squadron 1, S.A.M.(E.) 1 and Air Engineering 0.

The interest is such that two teams have provided their own singlets. Electrical has purchased singlets ashore, dyed them green and has had numbers sewn on and now really look the part. 724 Squadron has singlets dyed blue which indicates they are very keen too.

Basketball is becoming very popular throughout the Station and personnel wishing to learn the game may attend training runs in 363 Hangar daily between 1200 and 1300.

### HOCKEY

The Illawarra competition is now in its third week. Albatross in its first two matches proving successful. On Saturday, 2nd May, Albatross defeated St. Michael's No. 1 by 4 goals to 3 then on Saturday, 9th May, defeated Wollongong Rangers at Albatross 2 goals to 1. At the knockout carnival at Manly on 3rd May, Albatross were unlucky to be beaten by 2 short corners in the semi-finals by Illawarra No. 1 who were the eventual winners of the 2nd Division competition, Albatross being unlucky only to have 10 men as REM Caught sustained a broken leg in the second match.

INTERPART. At the time of writing, Executive and Engineering appear to be the outstanding teams at present with Executive undefeated. Pedro Pederson (Electrical) is proving a thorn in the side of all teams with his outstanding goal keeping.

## RUGBY UNION

The Dempster Cup side has showered itself with glory so far this season. In the first match against Kuttabul it was victorious by 50 points to 3 and has since beaten Watson 29 to nil, Penguin 38 to 3 and Nirimba 41 to nil. In four games our boys have scored 158 points and have had 6 only recorded against them and this they feel would be an all time record for the competition.

The most pleasing feature of play (apart from winning) has been the bright open football that has been played. Proof that our success has come from team work and sensible and controlled passing of the ball, rather than reliance on "star" players, may be had from a study of the score sheet. Of the 24 players selected to form the training squad 15 different players have grounded the ball for the 36 tries already scored.

N.A. Beutel leads the individual scoring list, having scored 6 tries and kicked 11 goals.

The hardest matches will be played after June leave when teams from Melbourne, Destroyers and Frigates, will be conquered. It is hoped that the excellent condition and combination will not be lost during the leave period.

The competition and interest in the Inter-part Rugby Union has also been very good with the Executive side being the outstanding combination. At this stage Executive being unbeaten after four games tops the ladder with 8 points, S.A.M.(E.), Electrical and Supply are next with 4 points each and Engineering, 725, 724 and Air Department have 2 points each.

## SOCCER

Since our last report the station team has played three games, winning on each occasion. Cresswell were beaten 7-0, RAAF Regents Park 8-1, and Watson Reserves 10-1. The latter was the first game in the Eastern Command league and that against RAAF Regents Park a league trial game, so there is some reason for considering that a certain amount of success may be achieved in the league, consisting finally of eight teams.

The club record to date stands at 5 games played, 4 won, 1 lost, 30 goals for and 5 against and 20 players have been played. With this record and the performances displayed so far the M.A.G. players will find it hard to break into the side when they return. The defence looks particularly solid.

At the time of going to press Electrical is top in the inter department sports, closely followed by Executive. The league reads: "L" 4 points, Exec. 3 points, 724, 725 and air, 2 points each, "E" 1 point and S.A.M.(E.) and Supply 0 points. Supply should get away from the bottom of the table shortly with the aid of their South Australian representative goalie Jack Spratt. S.A.M.(E.) too should elevate themselves with the aid of Len Bolden and Warren Walters who were both considered for the N.S.W. Association side to play Hearts of Midlothian, 724 has a star in Darkie Cole who was also considered and Air still has a say in the matter with "Crash" Bailey who tucked away 4 goals for the station against Watson Reserves.

## AUSTRALIAN RULES

Over the past month, Albatross has proved itself to be far superior to its opponents with overwhelming victories against both the Army and other Naval teams. The only team to test our strength was the Army contingent, Area Command, who made us battle to take out the honours.

Games played to date in the mid-week competition have been against Area Command, Watson and Penguin-Kattabul. We travelled to Cedula to play the Army and it was here that we were treated to a most savoury lunch with the fitting farewell later in the day. This has proved to be our hardest match with resultant scores showing us victors by 9 Gls. 16 Bds., to 6 Gls. 4 Bnds. Perfect position play by L.Air Wilcox and exceptional drive from N.A. Stivey at centre turned the tide in our favour.

Watson were our guests the following week and Albatross displayed expectant form in a runaway win of 33 Gls. 27 Bnds., to 1 Gl. 3 Bnds. In this game the backs had it easy, so little was seen of them, but the forwards were hard worked and used their opportunities to effectiveness. Very few players had the opportunity to show form, but those who did stand out were L.Air Beardsley, with 14 goals to his credit, and once again, N.A. Stivey. Many thanks to P.O. McLellan who donated his services as umpire for this game.

The next week saw us at Trumper Park where we were opposed to Penguin-Kuttabul and once more we ran out easy winners. S.A. Reilly and LEM Keay shared the honours for the day in a victory of 26 Gls. 17 Bnds., to 1 Bhd.

Our next game is against Destroyers and Frigates at Albatross and these results will appear in the next issue. Meanwhile, the Coach still insists on training to bring out the best in all. His efforts are clearly evident as can be seen by the team's list of victories, so let's see the results still as pleasing when the next issue goes to press.

The inter-departmental games have progressed favourably, and with the round almost complete Executive stand out as the team to beat. So far they have remained undefeated with their closest match against Supply, who failed by the narrow margin of two points. Executive have a solid all round side with a few "veterans and stars" included to add the necessary drive.

Supply run second, followed by Electrical, Air Department, Air Engineering, SAM(E), 725 and then 724 (who have not yet raised a team). The "four" is still open with any of the first 6 still able to make the finals.

## RUGBY LEAGUE

The First Grade seems to be slow to start this year. Perhaps it's because they're slow to train. The Reserve Grade drew their first blood on Saturday, 9th May, and have high hopes of climbing to the top.

Training time has been changed to 1615 at No. 2 Ground. It is hoped that all players will be available for training.

The Sports Officer is still looking for the player who ploughed up six feet of No. 1 Football Ground with his nose while playing in a trial match the other week.

## TABLE TENNIS

A Table Tennis Club is being formed to enter a local competition. At present only one Albatross team has been entered but if the response of players is strong enough it is hoped that more teams will be able to enter future competitions.

All interested contact L/Air Mickan.

## WINTER ATHLETICS

Weekly cross-country handicap races held on each Wednesday afternoon continue to attract a dozen or so stalwarts. R.O. G. Wilson, a recent arrival from F.N.D. is beginning to show form and could quite easily emerge at the end of the season as the Club's best distance man. However, he may find himself more at home on the track during next summer.

Eighteen year old N.A. Frank Vidler has all the attributes of an up and coming miler. With little or no experience this athlete is completing every event in very good times and with apparent ease.

N.A. T. Davey, our keenest member, struck a bad patch recently when an injured ankle had to be encased in plaster for over two weeks. Up until then he showed great promise and had P.O. Mackie and E.A. Barratt quite worried. The plaster, however, has now been removed and Davey is once again "rarin' to go."

A big event only three weeks or so away is a triangular cross-country challenge match between Creswell, Nirimba and Albatross. Each establishment will field a team of ten athletes. The event which is to be held over a 4½ mile course at Creswell will take place on Thursday, 11th June.

Winners of handicaps held on the Air Station to date have been N.A. R. Gill, N.A. D. Hannah, L/A "Bob" Connellan and N.A. D. Simpson.

Two short sessions of track and field coaching have already been held under the leadership of Secretary Frank McCaffery and sprint coach Lieutenant B. Carter. Mid-winter coaching and track training will be intensified if the numbers justify it. You are asked to come to these sessions or contact Lieutenant Carter or Mr. McCaffery or indeed any member of the Athletic Club if you are interested. Private coaching can be arranged if necessary. It would also be greatly appreciated if any experienced athlete who is not at present actively engaged in any other sport, would come along from time to time and help in the instruction of new members.

## WEIGHT LIFTING CLUB NOTES

We haven't seen a certain rotund fellow down at the gym lately. He is usually found down there bench-pressing 200 lbs or more to the accompaniment of much snorting and bellowing. His favourite noise as he struggles with this tidy poundage is "oo - oo - mm - pa - ah!" Unfortunately the 'flu has claimed the character in question but we hope to see him in training again shortly. If Lew keeps on improving at his present rate we'll have to buy more weights and he a completely new wardrobe of clothes. It could be an expensive hobby.

Congratulations Norm Hogg on reaching 200 lbs in the dead lift. You'll now have a good excuse for complaining of a stiff back.

Is it true that Shorty Dale has taken up tumbling and an Adagio act? I believe his back somersaults (with barbell) are terrific.

Our heartiest thanks to the various departments who have contributed towards the manufacture of our equipment. It has proved to be ideally suited for its purpose. The gymnasium is also excellent and with the extra weights acquired training is now easily carried out.

It is good to see the Club members participating in so many sports. Training with weights will prove to be of great value to these sportsmen as it has done for top class athletes in all fields of sport.

Other chaps doing well on the weights:— N.A. Gordon, bench-pressing really well; N.A. Simonsen, doing much better all-round now; N.A. Alexander, good potential.

The Club headquarters are still situated in the old A.J.A.S.S. building down near 724 Squadron hangar. New or prospective members are asked to contact L/A Llewellyn or L/A Hawkins on Ext. 230.

## HENDERSON'S

(J. OAKLEY, Prop.)

### Pioneer Dry Cleaning and Pressing Service

SMITH LANE, NOWRA — 'PHONE 451

Our Pick Up and Delivery Van is available for your requirements at the H.M.A.S. Albatross Cinema

FROM 12 NOON TO 1 p.m.

EVERY MON., TUES., THURS. and FRIDAY!

Married Quarters Pick Up and Delivery Service every WEDNESDAY and SATURDAY!

Depots also at VILLAGE CANTEN and PETTY'S STORE.

## LA RONDE

## ESPRESSO COFFEE LOUNGE

KINGHORN STREET, NOWRA

Specialising in Late Suppers and Afternoon Tea Parties. — Enquiries Invited.

'PHONE NOWRA 341

Hours: 11 a.m. till Midnight,

Sundays: 4 p.m. till 10 p.m.

## SPORTSMAN OF THE MONTH

“MORRIE” MORRIS



ALTHOUGH no longer playing the more vigorous sports at which he excelled, S/Lt (Reg) S. A. Morris is actively connected with sport as a referee and coach and is helping to foster the sports which have given him so much pleasure in the past.

Morrie was born in North Sydney in 1926 and at an early age he joined the Leichhardt Police Boys' Club, where he learnt wrestling. Jimmy Caruthers, who was later to become the World Bantam-weight Boxing Champion was attending the Club at the same time. It was mainly due to the coaching given him by his father, a prominent Rugby League Referee, that he was chosen as Captain of Dulwich Hill School Rugby League team and later selected to represent N.S.W. as a member of the Combined School Boys' team, which visited Queensland in 1941.

Surf swimming throughout the year conditioned Morrie sufficiently to enable him to be accepted as a member of the South Narrabeen Surf Club at the age of 15 years. As a result of the experience gained while a member of the Surf Club Wrestling Group, Morrie reached the final of the N.S.W. Welter-weight Wrestling Championship, being narrowly defeated by Smoky Stunell, who later was selected to represent Australia at the 1956 Olympic Games.

Our sportsman joined the R.A.N. in 1944 and his sporting prowess was soon discovered. In 1944 he played Inter-Service Rugby Union in Victoria and was a member of the F.N.D. Firsts, which won the grand final. Whilst in Far Eastern waters Morrie captained the Shoalhaven Rugby League Team to victory in the Shanghai Cup in which 8 teams competed including H.M.S. London and H.M.S. Amethyst.

In 1950 and 1951 Morrie represented Navy in Inter-Service N.S.W. Waterpolo whilst serving at Albatross, and in 1957 Morrie was Captain of the successful Penguin Rugby Union Team which defeated Albatross in the final of the Dempster Cup, played at Trumper Park.

This year Morrie swam for the Wardroom in the Curry Cup Obstacle Relay at F.N.D. and is coaching the Albatross Rugby Union Team which has high hopes of retaining the Dempster Cup.

### CLASSIFIED ADVERTISEMENTS

FOR SALE — BOWRAL — LAND, 50x150. All services avail. Fenced. Will sell for V.G. £250 or near offer. Contact: Lieut. McQuestin, Ext. 302.

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).

## WOODHILL'S PTY. LTD.

FOR

## QUALITY BLANKETS

Be warm this Winter with “ONKAPARINGA” the  
BLANKET with a 12 YEAR'S GUARANTEE!

	Plain Colours	Multi Checks
63x90	£8/15/0 pr.	£9/3/0 pr.
72x90	£9/15/0 pr.	£10/5/0 pr.
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## “ONKAPARINGA” TRAVEL RUGS

PRICED from 84/- to £7/8/6 each

FOR QUALITY AND SERVICE SEE

**WOODHILL'S**

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“Nowra's Leading Store”

Berry Street — 'Phone Nowra 4

# ALBATROSS CROSSNUMBER

We had a certain number of complaints about the difficulty of last month's Crossnumber and as the winner was Instructor Commander Fennessey it could be that the complaints were well founded. Accordingly, this month's Crossnumber is somewhat easier.

A prize of £1 will be given to the author of the first correct solution opened. Entries to be handed to Lt. Cdr. Harvey, Main Stores Office, by 1200 Thursday, 28th May.

	1	2	3	
4			5	6
7				
8		9		10
		11	12	
13				

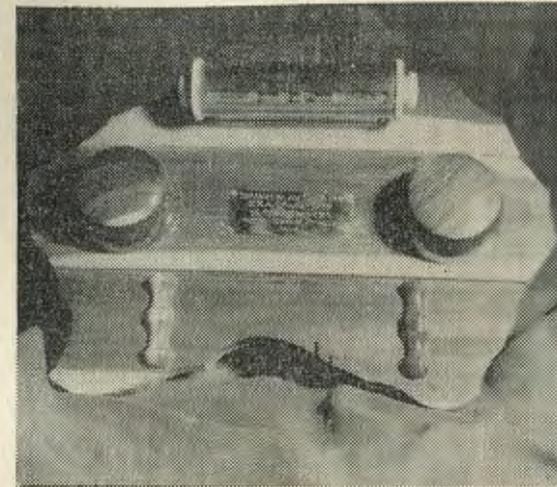
## ACROSS

1. A cube.
4. Square root of 8 across.
5. Last 2 digits of 1 down.
7. Product of 2 prime numbers.
8. Square of 4 across.
10. A square.
11. Sum of 9 down and 10 down.
13. Palindromic number.

## DOWN

1. 13 across divided by 10 across.
2. See 4 down.
3. Half of 1 across.
4. Palindromic number which is equal to a cube plus 2 down.
6. Twice 10 across.
9. See 11 across.
10. See 11 across.
12. A prime number.

NOTE: A Palindromic number is one which reads the same backwards and forwards, e.g. 17671. A prime number is indivisible by any number except itself and 1.



★ PICTURED above is the Mulga wood ink and pen stand which the Welfare Committee purchased and forwarded to Stwd. Meadows, of the "Albion," in appreciation of his fine running performances for Navy in the Inter-Service Sports.

## "What, No Parrots?"

Sovietski Flot (a Soviet Naval publication) recently described "cursing" as a remnant of the past and complained that many comrades of the Navy and others display their lack of "culture" in this way. (Note: In the Soviet Union "remnant of the past" is a term of opprobrium).

The article went on to say that the tattooing of "whole picture galleries" on chest and biceps was a hold-over from a terrible era when sea-wolves wore beards and earrings and had to prove their manliness with sparkling staccato verbal volleys.

The custom among Navy men of cutting down visor caps, flattening the hats like pancakes and narrowing their bell-bottom trousers was also criticised. One young Lieutenant was said to have tried to turn himself into an old sea-horse by using acid to tarnish his glistening shoulder insignia.

(Ed. Note: Next thing we know they will be wearing their shorts too short).

## SEA DOG BISCUITS

The following advertisement was recently sighted outside a produce merchant's shop:

**EX NAVAL BISCUITS SUITABLE FOR ALL BREEDS OF DOGS**  
Fortified with Milk, Protein, Glucose and Vitamins  
3 Packets for only 1/-

SERVING THE SERVICE!  
**CHUCK'S CHANCY CHARIOTS**

OPEN DAY AND NIGHT



**SYNCHRO MESSED GEARS!**

FOR A REALLY ROUGH RIDE — TRY OUR  
 ROVER RODEO SERVICE

**Our Drivers Have a License for Everything!**

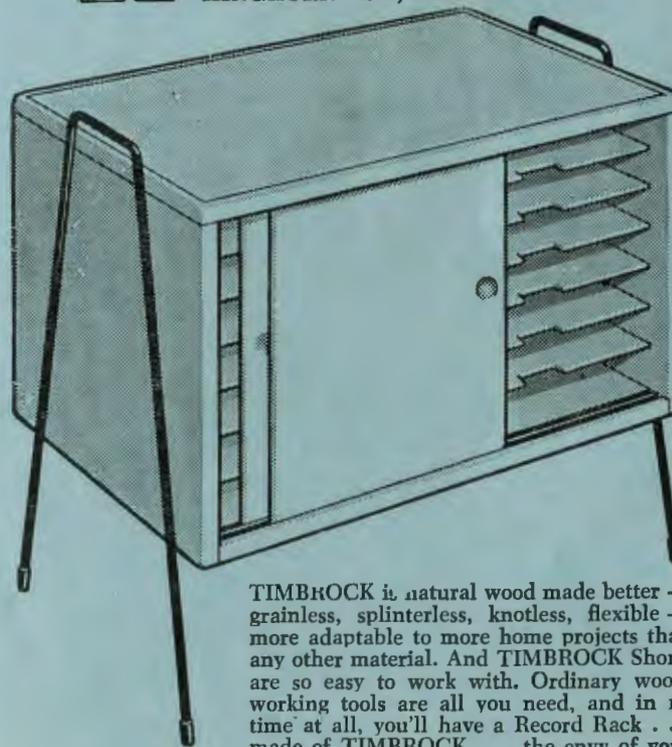
FOR THE THRILL OF A LIFETIME — USE CHUCK'S  
 CHARIOTS AND CHANCE IT!

**T** is for **Timbrock**  
 HARDBOARD

Available in handy off-cuts  
 from 2/3 each at



**WALTONS-SEARS**  
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TIMBROCK is natural wood made better —  
 grainless, splinterless, knotless, flexible —  
 more adaptable to more home projects than  
 any other material. And TIMBROCK Shorts  
 are so easy to work with. Ordinary wood-  
 working tools are all you need, and in no  
 time at all, you'll have a Record Rack . . .  
 made of TIMBROCK . . . the envy of your  
 friends (think of the money you'll save!).