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SLIPSTREAM

THE JOURNAL OF H.M.A.S. ALBATROSS



No. 34

FEBRUARY, 1960.

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SLIPSTREAM

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

No. 34

FEBRUARY, 1960

EDITOR - - - - - Inst. Cdr. Histed, Ext. 268

SUB. EDITOR - - - - Surg. Lt. Thompson, Ext. 393

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PHOTOGRAPHY - Albatross Phot. Section, Ext. 264

BUSINESS MANAGER - - - Sub. Lt. Hall, Ext. 295

Cover Photograph

Farewell to England's most popular ambassador, a man of the people—
Field Marshal Sir William Slim, K.G., G.C.B., G.C.M.G., G.C.V.O., G.B.E.,
D.S.O., M.C., LL.D. (from four universities).

Sir William, born in 1891, joined the army and during the First World
War served in Gallipoli, France and Mesopotamia. At the end of the war
he joined the 6th Ghurka Rifles and continued serving with the regular
army. In 1945 he was appointed Commander-in-Chief of Allied Land
Forces in South East Asia. In 1948 he was appointed to Britain's top
army post, Chief of the Imperial General Staff, in which capacity he
served until 1952.

Sir William was sworn in as Australia's Governor General in May,
1953, in succession to Sir William McKell.

EDITORIAL

THIS MONTH, there is plenty of ammunition, and a page of "Slipstream" as a gun, but unfortunately the targets are elusive and indistinct. We investigated the water and electricity situation, as these services loom large in the thoughts of livers-in and inhabitants of the Married Quarters.

Live wire "Slipstream" reporters have delved in muddy waters in an endeavour to sort out the causes and effects. Their investigations are detailed on page 6. Your respectable Editor undertook to analyse the facts and apportion blame. The results are unsatisfactory, for in no case can it be said that anyone was shortsighted or lax — only a combination of random accidents have left us gasping in the dark for water.

IF there had not been floods last year — **IF** a hot spell had not struck in January — **IF** a transformer had not broken down — **IF** trees did not grow limbs across power lines . . .

One thing can be said. All authorities are doing their level best to rectify the situation. We are assured by Mr. Stow, the Council engineer, that we can waste as much water as we wish, from now on. And Lieutenant-Commander Benner is positive that no more electricity cuts are ahead.

One bouquet, rather wilted, must be presented to the Nowra Council, who acted decisively and courageously — they did not dither. Rationing of water was introduced to all inhabitants of the area, and the full resources available to the Council engineer were swung into action to remedy the situation.

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THE GOLDFISH CLUB

As "Slipstream" is fresh out of stories about guys who have "hit the silk," we found a body who has qualified for another famous gathering — The Goldfish Club.

NT 375
LOG ENTRY: August 31st, 1950. Firefly No. 205, self solo. D.L.P. H.M.A.S. SYDNEY. Over bows into sea 30 miles S.E. Eddystone Light. Picked up by H.M.S. WILTON.

In ideal flying weather, and calm sea, the airconditioner was battling with cigarette smoke in 817 Squadron Crew Room. A few rude remarks about the C.O. were lazily chalked on the blackboard, while bodies were indolently turning the pages of doubtful magazines.

The amplifier declared that Firefly 205 was staying down after the next landing — my turn now.

Take off — around the circuit — in the groove — cut — four wire — take off — etc. — a piece of cake.

On my fifth landing the "wheels beat me"; the oleos bucked the aircraft into an awkward attitude where the application of power would have resulted in a "torque stall," endangering the crowd in the "goofers," so, stick forward and into the barrier.

Firefly 205 hit the top of the barrier, shed its undercarriage and flaps and coasted gently down the centre line of the flight deck. No worries — she would obviously come to rest.

But she didn't — on over the bows, and a prow impelled by ten thousand tons of steel did its best to mangle the poor aircraft.

Still no worries — my only thoughts were "This isn't happening to me," until remembering the date I had for Saturday night, common sense indicated that it was time to "get the hell out."

The fuselage was reluctant to part with my company — when I finally got clear, I was still streaming astern, being towed by the R/T lead which I had failed to disconnect. Slipping my helmet remedied this matter.

It was kinda dark down there, and I had not the faintest idea which way to head — the C02 bottle would not inflate my Mae West, but luckily the kapok which fitted in the Mae West shoulders in those days started me in the right direction.

The water gradually grew lighter, and on breaking the surface I saw the Sydney three quarters of a mile away, while the seaboat from H.M.S. Wilton was rapidly approaching.

A short stay in Wilton, then back to my ship, where friendly remarks showed how concerned my shipmates were: "Christ! I'll have to return his camera after all!" "He'll be O.K. to do his duty tomorrow night." "Thirty thousand quid written off just like that, and I'm having all this trouble clearing up those lost plates."

Two minutes below the surface — I estimated I spent 30 seconds going down, and 90 seconds coming up. As bodies rise in seawater at 4 ft. per second — how far down did I go?

STATION PERSONALITY No. 34

C.P.O. KENDERDINE



MANCHESTER, ENGLAND, is a great city and needs no-one to sing its praises, least of all its natives. That does not prevent them doing so. One Mancunian, when told that a film was to be made about Birmingham entitled "England's Second City" merely shrugged and said he had always understood that that would be London.

Manchester's sons and their products penetrate to the darkest and least civilised corners of the earth helping to spread wisdom and banish ignorance. So to the Observer School in September, 1954, came C.P.O. Kenderdine to help found the academy under Lt. Cmd. McIntosh and inculcate the principles of Morse code, airborne radar and R/T procedure into the pupil observers.

This was the Chief's first sight of Australia. Following a regular R.A.N. training course, he had passed through Skegness, Gosport, Worthy Down and St. Merryn during 1942 and 1943, graduating with Telegraphist Air Gunner's wings, and having flown in Sharks, Lysanders, Swordfishes and Albacores. (Alright you scornful subbies and misanthropic middies — try telling the bright young things of 1975 that you flew Sea Venoms and see what change YOU get. Not a missile man? You ancient Daddy-O).

Following graduation Chief Kenderdine visited Ceylon in 1943/44 serving in 756, 847 and 810 Squadrons, and flying in more high speed biplanes, before converting to the latest in naval monoplanes, Fulmars and Barracudas, and embarking for a brief commission in "Illustrious."

Return to U.K. came in November, 1944, and the Chief flew the remainder of the European war as part of the crew of an anti-submarine patrolling Barracuda. They contrived in 1945 to sink a Nazi midget U-Boat, first discovering the vessel by radar, and then straddling her in a depth charge attack which left no survivors.

Civilian employment after the war proved unattractive in spite of the charm and allurements of Manchester, so when an R.A.N. recruiting advertisement came to his notice in September, 1948, Chief Kenderdine was soon once more tapping out dots and dashes from the rear seat of a naval aircraft. The 21st Carrier Air Group formed at St. Merryn in April, 1950, and the Chief became a fully fledged observer of 817 Firefly Squadron.

Passage by H.M.A.S. "Sydney" to Australia and a work up at "Albatross" were preludes to service off Korea between August, 1951, and March, 1952, when 817 Squadron was largely employed on interdiction tasks. No aircrew casualties were suffered by the Squadron during this period.

At "Albatross" in April, 1952, 723 Squadron R.A.N. was first formed, under Lt. Gledhill with Lt. Hickson as Senior Observer. Chief Kenderdine joined this Squadron on FRU work until he returned to 817 in December 1952 to join H.M.A.S. "Sydney" in time for her Coronation trip to London. Return via Canada, U.S.A., Jamaica and Honolulu rounded off a cruise which could be featured in any Navy's recruiting material.

The Chief then converted to helicopters and was aboard "Vengeance" when the Queen, in the "Gothic," was escorted round Australia. Followed the formation of the Observer School and then Chief Kenderdine was involved in much arduous rescue work at the time of the floods in February, 1955. Two of his pilots, Lt. Cmd. Farquharson and Lt. Cmd. McPhee, won the O.B.E. for their work in this period, during which many people were rescued.

A time on "Melbourne" as "Assistant Ops," a further stretch as an 817 Observer, and more SAR work on 723 Squadron then followed and bring our time to the present, finding the Chief once more instructing at the Observer School, which was re-opened in July, 1959.

Our present pupil observers are fortunate in having as an instructor this month's personality and doubtless ingest much wisdom in many subjects at the hands of Chief Petty Officer Kenderdine.

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WATER — ELECTRICITY

THE FACTS

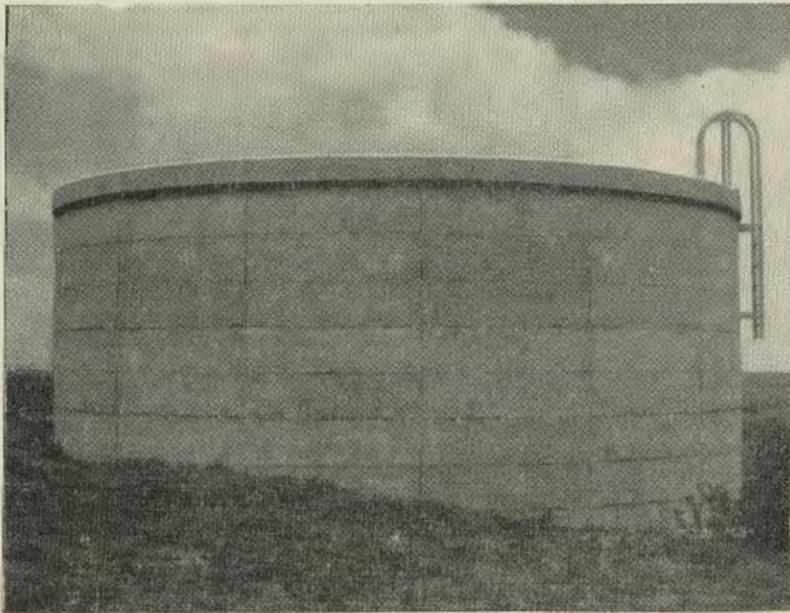
Apart from our R.N. friends, who classically wash only in the Spring, all Albatross personnel have recently suffered from water and electricity restrictions, and "Slipstream" thought a few facts on the whys and wherefores might prove interesting.

WATER

In normal conditions, the total water supply for Nowra town and Albatross is pumped from Burrier, which is just up the Shoalhaven apiece. This provides good clean water not normally requiring filtration, except in times of heavy rain, when it becomes muddy.

Much nearer, but yielding perpetually muddy water, is the Flat Rock dam, holding a million gallons. This is solely used to supply the Paper Mills, which consume three quarters of a million gallons daily.

At Burrier, a horizontal tunnel 130 feet long, 6 feet high and 4 feet wide leads from the river to a sink in which operate two reciprocating pumps. Heavy floods in January, February and March last year drove silt into the tunnel, but as there was plenty of space left for water flow, the major operation of clearing the tunnel was not envisaged, until October, and the biggest monthly rainfall ever, practically filled the tunnel with debris, leaving only six inches of clear space below the roof. From then on the tunnel had to be cleared.



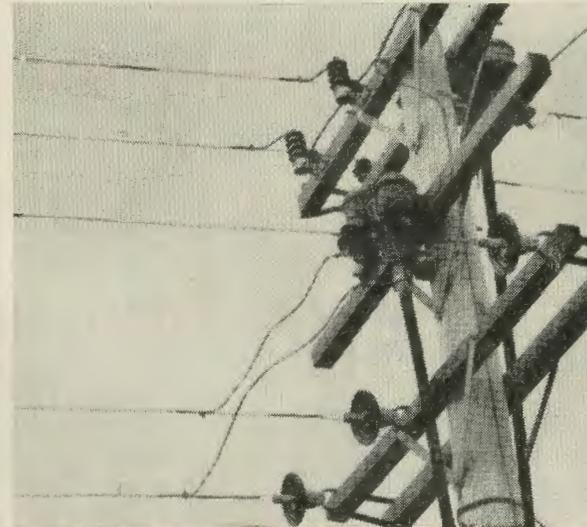
More than we can use — the Reservoir on Nowra Hill.

But before plans for a cofferdam around the mouth of the tunnel were completed, the hot spell arrived in January. The council acted swiftly — the Paper Mills voluntarily cut their consumption, at a cost to them of £100 per day — the Flat Rock water, partially filtered, was used for the town supply, and between 8.30 p.m. and 4.30 a.m. each night, Nowra townspeople were cut off while Albatross reservoir, holding 350,000 gallons, was supplied.

Meanwhile, the engineers worked three 8-hour shifts per day to clear the tunnel.

The pumps could supply only 100,000 gallons per night to our tanks at Nowra Hill, against a normal daily summer consumption of 150,000 gallons. Result — no car washing, watering of gardens, etc.

On 10th February, the tunnel was cleared, so now there is water to spare.



The flaw in electricity distribution — a photo of the power lines, liable to fouling by children's kites, and branches, etc.

ELECTRICITY

There are several entirely unrelated reasons why we have been subjected to power cuts with little notice. Clearance of trees and shrubs from overhead power lines accounts for some Depot cuts. A little warning is usually given.

Shoalhaven Shire Council weekend maintenance causes other interference, and their warnings of these are usually broadcast on Friday nights.

Recent unexpected cuts have resulted from a sudden failure at Port Kembla, and a transformer failure in Perth Drive.

Normally with mainline breakdowns, the Depot can happily generate its own electricity, but so far volts from this source have not reached Married Quarters, although a connecting power line has been installed.

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Around The Station

Someone likes "Slipstream," as each number sells hundreds of copies. But you, our favourite reader, what do you think? Will you tell us? Praise we like but it's a caviar we can do without. Criticism, favourable or not, is our meat, and we are not getting enough. We're making it easy, the editorial page now carries our telephone numbers.



Our road accident map last issue sparked a lot of comment, and was followed by a couple of week-ends which provided enough material for a further exercise in horror-mapping. Ask the Sick Bay . . .



Fed-up with smoking expenses? Then join ASS: Anonymous Smokers Society. You leave the weeds strictly alone until you're screamingly twitchingly taut, when you phone ASS and a member is sent at once with whom you get absolutely stinking.

One useful idea arising from the Gannet incident on January 26th was to fit Gannets with for'd hooks to stop them rolling backwards after a runway arrested landing. It was discarded because it was considered that it could do nothing that a pair of ordinary chocks couldn't do. Except of course, be there when needed.



Sorry to keep on about these road accidents, but really . . . if you'd a pleasant holiday weekend at your favourite hobby of parachuting, wouldn't you think you were at least entitled to an uneventful journey back home by road? Nothing doing mate, they pranged good and hard and spent some days in Sick Bay musing on the injustice of it all.



A well known C.P.O. recently had the tedious task of marking a target at Beecroft Range. Extreme accuracy was needed to position four drums at a fixed distance apart, and each 100 yards from the target.

Our chief decided on the mathematical approach, and cut a cord exactly 100 yards long with which he spent half a day marking a circle on the ground around the target.

While this was going on, the range party was enjoying a well-earned rest — in fact, one character was doing a quiet spot of fishing!

The markers were finally positioned — then the Chief had a ghastly thought! He approached the fisherman and casually asked where the fishing line had come from. Our character gave an equally casual answer: "I cut it off that big ball of string you had, Chief."

The range party are re-marking the target area at Beecroft. Present circle is 100 yards minus the length of a fishing line.

"CRESWELL" CORNER

By Captain Ramsay, R.A.N.



It has been suggested by the Editorial Committee that "Creswell" might like to contribute a few paragraphs each month to "Slipstream."

I welcome this suggestion, and hastily volunteer to contribute the first item from Jervis Bay.

The absence of "Albatross" personnel from Jervis Bay in the last year or so has caused me to feel that there might be some misunderstanding about the use of the College facilities by Naval people who had been in the habit of using them when the hotels were operating.

Let me point out that we who are borne on the books of "Creswell" are only the temporary custodians of the Naval College buildings and grounds, and that we do not lay claim at all to ownership of the beaches and foreshores of Jervis Bay.

As custodians we are naturally responsible for the security and upkeep of the grounds and the man-made amenities such as the swimming pool, golf course, etc., but while we find it necessary to keep out trippers, we would welcome Naval personnel and their families to make use of them.

I would therefore like to extend an invitation to all Naval personnel at "Albatross," together with their families to come to Jervis Bay, park their cars in designated car park areas such as the gravel area behind the dressing sheds; swim from the beach or the swimming pool; play golf on the golf course; hike through the bush; buy "goffers" and ice cream at the canteen; and generally make themselves at home and enjoy themselves.

The only conditions I would like to impose are those which would normally be imposed by any tenant or custodian of property, and that is that no interference is made to gardens or buildings; no litter is left around the area; the speed limit of 20 m.p.h. is observed; that people are respectably dressed; and that they report to the Quartermaster at the Administrative Block on arrival, so that we may know who is in the area. Except for a first familiarisation drive through the College, the cadets' area around the Quarterdeck is out of bounds.

Those who wish to play golf are invited to join the R.A.N.C. Golf Club, for the nominal subscription of £1/-/- per annum.

It is our practice to challenge strange cars and strange people, and if anyone is challenged, all I expect is a polite reply to the effect that they are "Albatross" people here by invitation.

Next month we will give a potted version of the history of Jervis Bay.

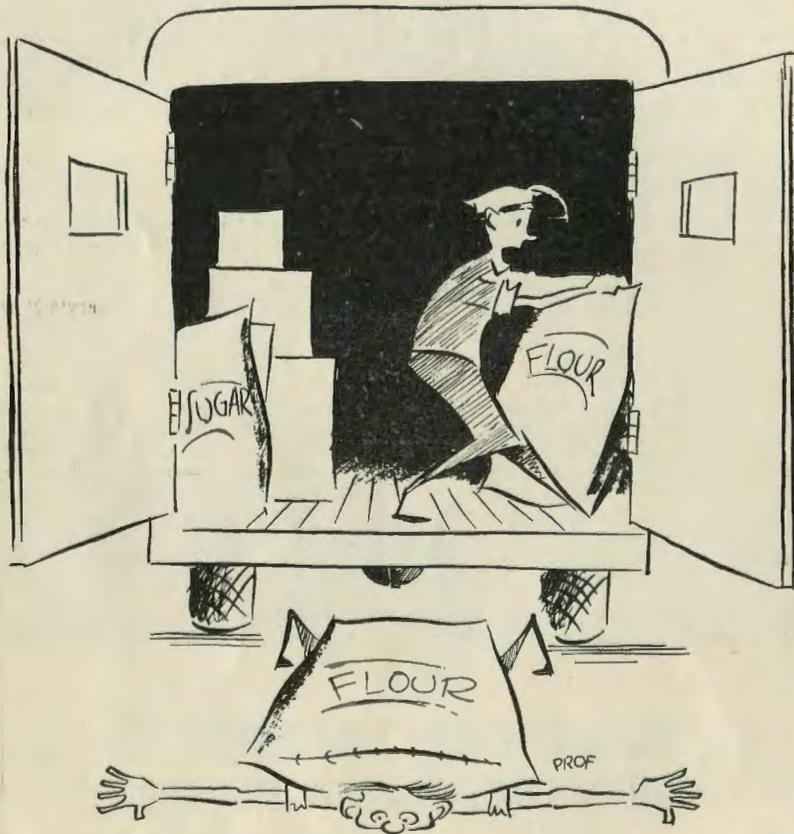


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"Another one coming up — ready?"

THIS I CAN'T BELIEVE

By Derek Bome

I could hardly believe it, but I had the pleasure of being in the Control Tower at Canberra when the F.A.A. gave a farewell fly-past to Sir William Slim. It was a splendid effort, in very difficult flying conditions. Without the fly-past, it would have been a very tame farewell, and everybody, I think, was of the same opinion. Unless Cabinet buck up their ideas, Viscount Dunrossil's farewell in some year's time WILL be a tame affair.

☆ ☆ ☆

Need a good job when you get outside? This job promises money, adventure, outdoor life and all that is needed is a minimum of capital. Interested? Well, here's what you need — a blackboard and easel, chalk, binoculars, a pair of tweezers, and a jam-jar with lid. And now off we go, into the darkest jungle we can find, to discover a large clearing — the larger the better, cos then we get a bigger haul.

Set up the blackboard and easel, and write on it
 $2 \text{ plus } 2 \text{ equals } 5$

This display will attract many large elephants, who will stand and gape at the poor arithmetic of the white man. Once we have sufficient elephants to make the expedition profitable, grab the tweezers and the binoculars. Look at the elephants through the wrong end of the binoculars, and then pick up all the little elephants with the tweezers, and put them carefully in the jam-jar and screw down the lid tightly.

The first safari leaves Callan Park, Sydney, first week in March. Hurry, hurry, hurry. Names to the leader and organiser, D. Bome, Esq., C/- "Slipstream."

☆ ☆ ☆

You know how the Pope has these large audiences in the Vatican? Well, the seating arrangements for these audiences require careful planning, and one chapple was given the job all to himself. His title? I thought you'd never ask! PAPAN PEOPLE SEATER!

☆ ☆ ☆

Took a trip recently out to the Nowra Golf Club with the junior Instructor from "O" School. Was very impressed with the lay-out of the Golf Course, but it paled into insignificance beside the "Poker Machine Player's Delight," a machine with FOUR pay windows. If you get four jokers in these windows, 25 lovely greenbacks are yours to take home. While sipping the pale brown amber fluid, a haggard looking character with bloodshot eyes raced to the bar and changed a fiver into fifty 2/- pieces. "This will make £23," he muttered . . .

But it's still a nice looking course.

☆ ☆ ☆

I am not going to hazard a guess about how old the Captain is, but if he ever decides to play cricket with the Executive side, "You can put down your glasses!"

Playing for Wardroom against Creswell, he knocked up a nice 49 and when he bowled, it was obvious he had played the game before.

I couldn't believe it till I saw it, but this is the only pig, cattle and air station in Australia. If one can forget the striving for operational perfection by our aircrew and aircraft, and sit back and enjoy the mural setting, we could see some heartmoving sights. Like the night the pigs were let loose across the runway just as night-flying was due to commence — like the cows striving desperately, gallantly but in vain to fertilise the M.A.G. concrete hard standing — like the same cows keeping the greens on the golf course in perfect condition by eating weeds, and putting the grass into place with their dainty little hooves.

☆ ☆ ☆

It seems that most of these juvenile delinquents have got their minds like concrete: All mixed up and set hard.

☆ ☆ ☆

Congratulations to the cracker of the jackpot at the White Ensign Club — congratulations again on it being your 21st birthday — and congratulations a third time for the lovely keg that was turned on!

And while the Ensign Club is in the news, how did the seven-pound kingfish get attached to the halliards?



The Guard from H.M.A.S. Albatross being inspected by the Governor-General at his farewell.



- C.N.O. 862/59. When H.M.A. Ships visit outlying islands, evidence of the visit should be left to establish continued sovereignty.

SYDNEY MORNING HERALD — Thursday, January 28 News Item —

RUNAWAY NAVAL TORPEDO

A runaway torpedo travelled about 2 miles around Pittwater yesterday before crashing on Scotland Island. It was launched from the Navy station at Taylor's Bay . . .

SYDNEY MORNING HERALD — Friday, January 29 —

Recruiting Advertisement.

. . . . with an almost uncanny quietness a modern torpedo whispers through the water, guided by a marvel of engineering intricacy. And behind its accuracy and efficiency . . . is the work of the Ordnance Artificer. There are vacancies now!

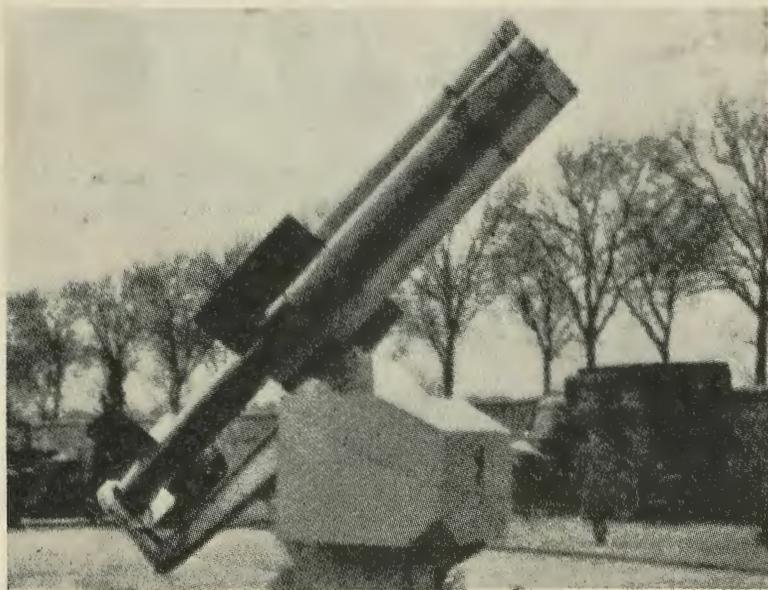
MISSILES WE MAY ONE DAY SEE

"SEASLUG"

The Admiralty said "We require a ship-to-air missile," so Armstrong Whitworths collaborated with the Sperry Gyroscope Co. and quickly produced one. The result, SEASLUG, became the Cinderella of guided weapons. Conceived in a hurry, christened with a most inappropriate name, it caused sneers from the makers of more sophisticated weapons, as reports filtered through of failures, explosions — but quietly, the designers learned from the earlier mistakes and amended their prototype.

Now, the missile stands as a guide to other designers, for SEASLUG is producing fantastic results, as evidenced by the words of the Captain of H.M.S. Girdle Ness, following extensive trials: "It is extremely accurate — a most excellent addition to the Fleet armoury."

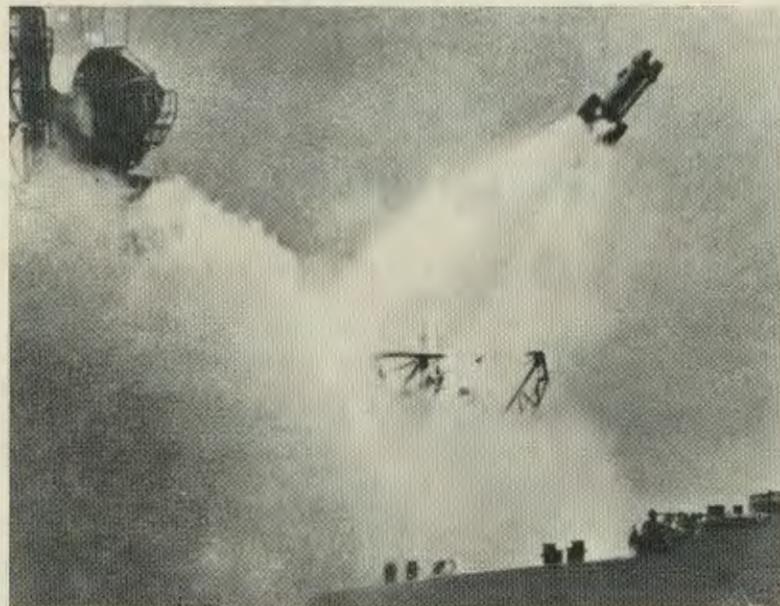
SEASLUG is 20 feet long, and has a 5 ft. wingspan, the body diameter being 19 inches. It is assisted off the launcher by four solid-propellant boosters, which fall away when the main motor fires. Its take-off weight is almost two tons, of which half is booster weight. At full speed, it reaches over 1500 m.p.h., having a range of more than 20 miles.



"Seaslug" on Launcher

In tests at Woomera, the guidance system had to be slightly off-set, as too many target aircraft were being destroyed by the missile. In one famous test flight, when two SEASLUGS were fired at once, one destroyed a target aircraft, while the other verged around and hit the largest piece of wreckage left by the first.

SEASLUG forms the main armament of four new County class "super" destroyers, being built for the Royal Navy. They will be mounted on a triple launcher, on the quarterdeck, fed from large magazines below. In the magazines the rounds are stored on trollies on a rail system, being moved hydraulically through a test room to a rammer which elevates them onto the launcher when required.



"Seaslug" being fired from H.M.S. "Girdle Ness." The boosters have not yet fallen away.

FOR SALE — 1955 HOLDEN SEDAN. £535. Clean car. Full record of servicing available for past 25,000 miles. Must be sold by 2nd March. Also For Sale — Good Kerosene Frig, £8. Please contact Sqd. Ldr. Sheppard, Ext. 440.

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Around The Village

Our population grows apace! We congratulate Mrs. Vought, Mrs. Holroyd, Mrs. Trimble, Mrs. Reid, Mrs. Warne and Mrs. Miller.

☆ ☆ ☆

Reminder to all those who lose things in the village. When any articles are found, a notice is put up in the Village Store. So have a look there first!

☆ ☆ ☆

We're seeing again a lot of old faces, that had been lost to the big city — Nowra. Anyhow, welcome to you all, and to the newcomers we say, it's quite refreshing to see you, and here's hoping yours is a very enjoyable stay.

☆ ☆ ☆

The village Welfare Committees are getting under way, with new ideas for your entertainment. Roll up to all the functions, and support the organisers. The effort last Saturday in cutting the paspalum was very commendable, and appreciated by all. Comments heard while the mowing was in progress:

"We never get any peace here on a Saturday."

"I'll bet they leave the grass on the verge and expect us to clear it away."

☆ ☆ ☆

We hope that next time the Social Committee arranges a meeting, it doesn't clash with "The Untouchables" on T.V.

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✦ The Chaplain's Corner ✦

MAGNITUDES

For some time now astronomy has been confronting man with the magnitudes, in which he must think of his universe. Stars are known from which the light, travelling at 186,000 miles a second, would take 220,000 years to reach the earth. The light by which we see the cluster started on its long journey from it to us somewhere about the time when primaeval man first appeared on the earth. "Through the childhood, youth and age of countless generations of men" declares Sir James Jeans, "through the long pre-historic ages, through the slow dawn of civilisation and through the whole span of time which history records, through the rise and fall of dynasties and empires, this light has travelled steadily on its course, covering 186,000 miles every second, and it is only just reaching us now."

If there is any realm of thought within which the Christian soul should move with strength and assurance it is the realm of vast and mighty things. If he is afraid of vastness he has not read the Prologue to John's Gospel, nor the VIIth of Romans. There are magnitudes before which man must bow: and there are magnitudes which exist to serve him.

There is the measureless love of God for man. Who can measure the love that accepted and endured the Cross in the process of saving this world and ensuring that man should not lose his way.

There is the measureless forgiveness of God. We may talk about the magnitude of our sin, but there is no sin too great for God to forgive. The magnitude of His forgiveness has ever been one of the most astounding and wonderful experiences, which man has had.

There is the measureless power of His Spirit. God is infinite in power, as He is in Wisdom, love and mercy. His infinite power is available to every man. A mighty plus is added to life, when God is with us. This power can be as real in our life as atomic energy. Indeed it is stronger than these mighty aspects of nature, since it is the power of God. The fusion of man's strength with God's gives the capacity to do what man alone cannot accomplish. Man, with God, can save the world.

Such are the magnitudes, which exist to serve man and to make him the most marvellous thing in the whole universe.

CHAPLAIN J. WILLSON.

GENE TUNNEY; D'AUVERGNE

Although he was not outstandingly rugged and strong, Gene Tunney fought his way to the heavyweight championship of the boxing world, mainly by skill and courage. In speaking about courage he declared: "History contains many lessons of physical and spiritual courage. None appeals so much to me as that of De la Tour d'Auvergne, a French poilu of the French and English wars. D'Auvergne was placed as a night-watch at an outpost with orders to shout the alarm if the enemy attempted a surprise attack during the night. The alarm would naturally prepare the camp and prevent a wholesale slaughter of the army. Alone in the dark night, D'Auvergne was suddenly surrounded by three English soldiers. Holding a lance against his heart, one whispered "Give no alarm and your life will be spared."

"D'Auvergne could have heeded the urge of self-preservation, ignored duty and saved his own life — but sacrificed the lives of his comrades.

No.

'Rise, the English are here,' he shouted. "As the lance pierced his heart he renewed the alarm. Lying on the ground with his life-blood oozing from his wound, he continued to give the alarm."

It might appear that you are not called to such heroic deeds as D'Auvergne. In fact you are. To be a good Christian according to the teachings of Christ, and not as you consider how 'a good Christian' should live might require an heroic act. Have you got the courage?

CHAPLAIN L. J. BRESLAN, R.A.N.

Motorised Mowers Now Clamourously Competent



The efficiency experts have struck again! No more can a quiet quarter of an hour be wasted while waiting for the nearest machine to become vacant. No longer will we hear the plaintive cry "Chief, can we borrow the mower for half an hour?" Sighs of regret are heard from those stalwarts who knew the location of every machine on the Station, and know also the necessary approach to each guardian.

Henceforth, we shall see long echelons of mowers cutting 100 ft. swathes of hay — shades of the great wheat belt!

Next to fall beneath the axe of efficiency, of course, will be the dozens of cosy, intimate teaboats that flourish in dark nooks and crannies. Imagine one gigantic teaboat, belching steam and power, feeding long lines of patient midgets holding tin cans!

The mechanical age is upon us!

THE SHORT SERVICE OFFICERS' COURSE

PAY-ATTENTION-THIS-WAY! (As those who have done the Short Service Officers Course know, this is a favourite O.K. phrase with Gunnery Instructors, second only to "Eyes-right-as-you-were!") So stop shuffling at the back there, and pay attention.

The title of this course always causes a certain amount of confusion. It is not a Short Course for Service Officers, nor a Service for Short Course Officers, nor even a Service Course for Short Officers, but a Course for Short Service Officers, lasting about fourteen weeks. In this time they learn all that a Cadet learns in three years at the Naval College and one year at sea.

The Course covers all aspects of Service life, from seaman-ship to one-up-manship. The latter includes such valuable subject-matter as "O.K. Phrases for Officers." These are invaluable to Officers keen to progress and some examples are:—

(1) "Carry on Chief."

(2) "What the devil are those men doing over there? (There are always men over there doing something, and it gives an Officer something to say).

(3) "Yes, yes, I know — but why?" (This is handy when you don't know anything about the subject, but hope that you may learn something from the explanation why).

(4) "Will you have a gin sir?"

A large portion of the Course is devoted to Duties of Officer of the Watch. This includes Maintenance of Discipline, Rule of the Road, etc. Maintenance of Discipline covers such matters as how not to smile when a three-badge A.B. tells you it is cold tea in the bottle in his bag while the S.R.E. plays "Sweet Rose of Tralee" in the background. Rule of the Road consists mainly of learning various little rhymes, such as:—

"Green to green, or red to red,
Perfect safety, go ahead."

(One Officer of the Watch subsequently used this rhyme with disastrous results when he recalled it as:—

"If ahead both lights are seen,
Perfect safety, go between.")

Of course the really vital one for an Officer of the Watch to remember is the old one:—

"If in danger or in doubt,
For *X?!*!X* sake get the Captain out."

(This explains why Captains have that tired look).

There is also a short course in Etiquette — ("Before hitting anyone with a bottle always make sure it is empty."). But of course it isn't all book-work. Quite a lot of the time is devoted to Parade and Physical Training, and it is here that each man gets a chance to express his individuality.

The average Class consists of two Surgeon Lieutenants, two Chaplains, (one left and one right-footed), six aircrew, and a Sub Lieutenant Regulating, with perhaps an Instructor Lieutenant and some Reserve Officers thrown in for luck.

Whatever their abilities in their own specialisations, most of these men have never been on a Parade Ground before, or have been dodging it for so long that they have forgotten which foot is which. The Sub Lieutenant Regulating is usually deaf, due to his cauliflower ears, the Surgeon Lieutenants find the whole thing extremely distasteful after the free-and-easy life at College, one of the Chaplains is necessarily always out of step, whichever foot the Class decides to step off with, and the G.I. must not shout at the Reserve Officers, since they are men away from home for the first time, or else Cabinet Ministers.

Consequently, with this mixed bag, some spectacular effects can be obtained by three quick changes of direction on the march. This usually results in the Sub Lieutenant Regulating following anyone he thinks has heard the order properly, the Surgeon Lieutenants walking off over the horizon, the rest of the Class trying to march through a wall, and one of the Reserve Officers telling the G.I. what he did wrong.

But perhaps, the most valuable part of the Course comes at Flinders Naval Depot, during rifle-shooting at the range. The O.I.C. Rifle Range is a Leading Seaman who we will call "Jones." Leading Seaman Jones is due to retire shortly, after twenty years or so in the Service, and there is nothing he likes better than to spend the time reminiscing over his experiences.

He has a wealth of useful tips, such as the one that if you arrive in a strange port and don't know where to go for entertainment wait till the First Lieutenant publishes the list of off-limit areas.

He likes to keep the Officers at the Range happy, by telling them little jokes, such as the one about the three schoolgirls who were interviewed by their headmistress . . .

The headmaster asked them each in turn what their fathers did for a living. The first said her father was a Major in the Army, and the second that her's was an Air Force Flying Officer. The headmistress nodded approvingly. Then she turned to the third girl.

"My father plays the violin in a house of ill-repute," said the third girl.

Five minutes later, after the headmistress had been carried in hysterics from the room, the first two girls turned to third, "Is that really true about your father?" they asked.

"Of course not," replied the third girl. "My father's really a Naval Officer, but you don't think I'd tell the headmistress that do you?"

Jones always laughs heartily after he tells this one. His audience is often strangely quiet.

VISITOR TO A.J.A.S.S.



With the Fleet Air Arm taking up all our time, we tend to forget that Albatross houses the Joint Anti-submarine School, and we may not know that it is a model of efficiency, fitted with the latest equipment for A/S games.

For all our overseas visitors a trip to A.J.A.S.S. is a must, and above we see Air Marshal Sir Edward Chilton K.B.E., C.B., Commander-in-Chief of Coastal Command, arriving at the Station for this purpose in January.



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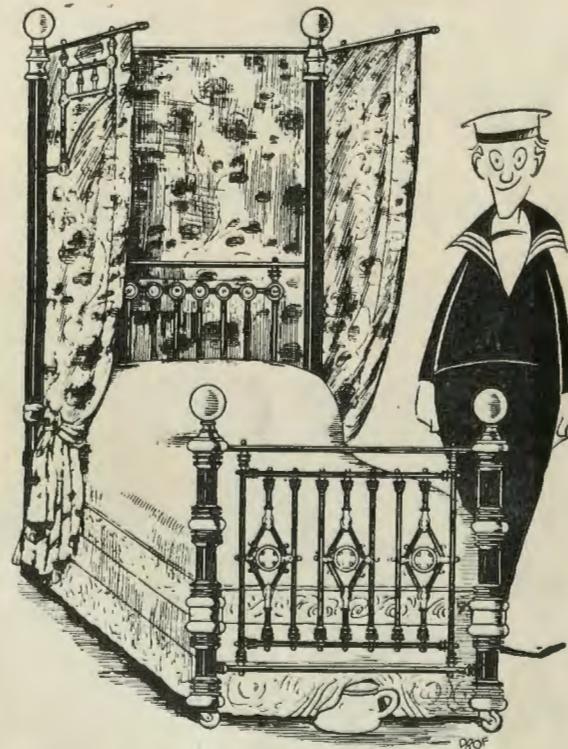
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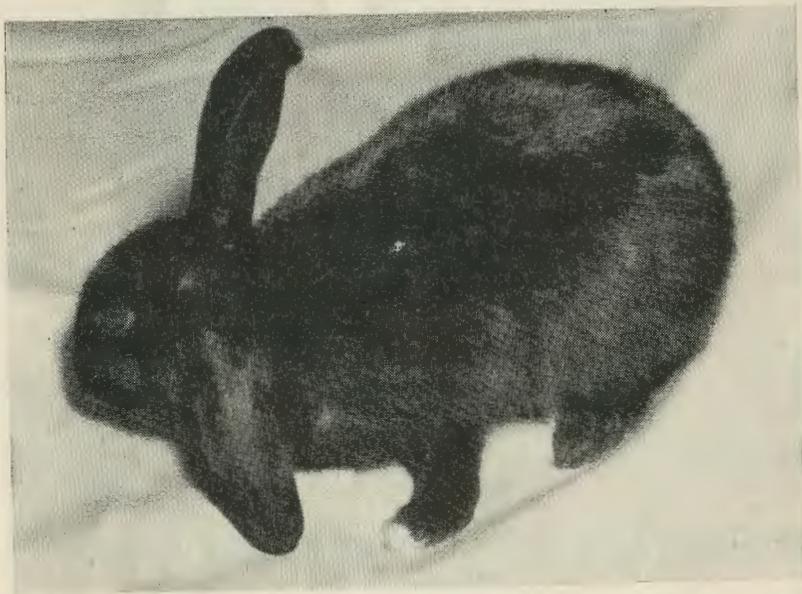
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STATION PETS — 1.



Having heard through the "lettuce-line" that H.M.A.S. Albatross was a very place for rabbits, a young member of this species decided to make it his home. He was fortunate enough to step into a vacant niche as a Kentish rabbit had just wandered further afield in search of new pastures.

To look at him, our new friend is definitely unlike the common or garden rabbit, but as this is a common failing of most Albatross rabbits it should not invoke much comment. There is something odd about his ears. One ear is carried erect, this position obviously being retained to enable him to hear all the buzzes that fly around the air station. As rabbits are a frequent topic of conversation at the station, he is bound to be interested and surprised as he can have no idea how varied his species is! The other ear is carried in a "dipped" position, can it be that



this wise little bunny is endeavouring to secure his position on the station by trying to carry this ear at the "salute" thus showing a suitable mark of respect to the various ranks?

As yet no one has been able to communicate directly with the newcomer altho' many efforts have been made. He steadfastly refuses to take notice of such polite, nautical phrases as "Hey-you" but hops on his way quite regardless of all and sundry. It must be admitted that so far this sound-barrier does not appear to worry him. However, should there be anyone on the camp who can imitate the noise of a crisp juicy-lettuce-leaf-ready-for-eating, will they please communicate with any member of C.12 Mess.

So far he has shown the tru indomitable spirit of members of H.M.A.S. Albatross and shows neither fear nor favouritism; during the early days of his sojourn here he refused to turn tail and run when faced by an Alsatian. If he could read this article surely he would be very proud to know that he is the only rabbit on the air station whose owners are proud to acknowledge his very existence, truly he is a rabbit "second to none."

E.M.H.

FAREWELL, FIGHTING SHIP



For some years now, the disposal of H.M.A.S. Hobart has been a foregone conclusion, yet the news that she was offered for sale, announced by the Minister for the Navy, Senator Gorton, brought sad thoughts to many old hands.

After fighting her way through the Second World War, then submitting to the indignity of sitting for years in Athol Bight, she is now to suffer her crowning shame at the hands of the ship-breakers.

Though the ship goes, her name will live — and we salute her.

How to be a better driver

2. — Using the Brakes

WHEN a good driver uses his brakes, the action is so smooth that passengers are virtually unaware of it.

Here is a simple test to discover how "smooth" YOU are.

Find a quiet, level side-road and put a large basin on the floor in front of the forward passenger's seat. Place a jug, three-quarters full of water, inside the basin.

Then try to carry out a series of trial stops, at various speeds, without spilling any water out of the jug.

Although, of course, the brake pedal is one of the most important controls of a car, and many beginners cannot resist the temptation to keep on using it, watch how seldom a really experienced driver applies his brakes. He covers the ground quickly, but his brake lights hardly ever come on at all.

He uses two excellent methods of keeping his speed in check — both of which, incidentally, give longer life to his tyres and brake linings.

The first method is releasing the pressure on the accelerator pedal, technically known as deceleration; as the engine slows down it acts, through the transmission, as a brake on the road speed.

The second method is the use of the gearbox. The lower the gear engaged, the more powerful the braking effect of the engine. If you haven't already done so, test this for yourself by changing down through the gears on a straight clear road.

When brakes do have to be used to slow down or stop, remember the following rules:

1. If the road surface is at all treacherous, apply the brakes lightly. Ice and grease can increase braking distances by as much as ten times.
2. Don't touch the brake pedal if you get in a skid. You will only make matters worse.
3. Never brake while actually negotiating a corner or bend, particularly when travelling fast. There is always the danger of the car pivoting on the front outside wheel.
4. On a straight, level road, apply brakes firmly but progressively. The expert driver should be able to stop his car without the slightest jerk by releasing the brake pressure entirely during the last few inches.
5. Avoid late or harsh braking, which tends to make the rear of the car lift and the nose dip. This additional weight thrown on to the front wheels not only makes the steering heavier, but affects the general stability of the car, particularly at the rear.

Disc-brakes, which are now being fitted to an increasing number of production cars, and power-assisted brakes require less effort from the driver than the more conventional systems. When out for the first time in a car fitted with these more powerful brakes, it's a wise precaution, for the comfort and safety of all concerned, to get the feel of them without delay. Try them at several speeds — slow, medium and fast — until you are happy about the reaction to your pedal pressure.

Whatever your type of brakes, never forget to test them after a flooded road or water splash. Once water gets into the drums, the brakes are completely useless.

If this happens and you get no response from the brake pedal, drive along slowly with it partially depressed, so that the brake shoes are making slight contact with the drums. The frictional heat will dry out the brakes and they will start to grip again. Do not, however, rely on them to the full until you are satisfied that they are working.

Many motorists ask how long brake linings can be expected to last.

There is no infallible rule. But as a general guide, the "hard" driver, who wears out a set of tyres in 10,000 miles, will probably do the same to his brake linings. Similarly, the driver who nurses 30,000 or 40,000 miles out of his tyres will most likely get much the same performance from his linings.

So make a point of having the brake drums removed and the linings examined for wear every time you fit a new set of tyres.

Fallible Photo — What is it?



ANSWER ON PAGE 42

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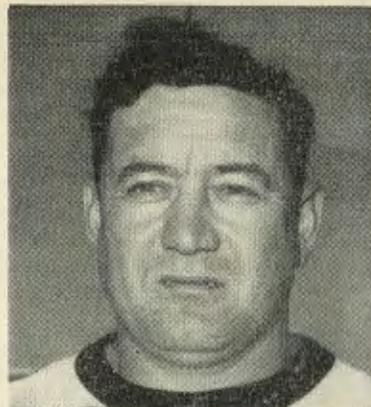
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SPORTSMAN OF THE MONTH

"Paddy" Gascoigne

AN OLDTIMER who has excelled at most sports and who is now an outstanding athletics, swimming and diving coach is C.P.O. (Staff P.T.I.) C. A. GASCOIGNE.

Born at Mayfield, Newcastle, his family soon moved to Perth, and Paddy attended the Fremantle High School, being a member of the school soccer team which won the All Schools Pre-

miership. He was also in the team which won the Inter-High School Life Saving Championship, and as a 13 year old was the 440 yards and 880 yards junior champion.

Our sportsman's ambition had always been to join the R.A.N., and his interests followed a nautical vein. At 11 he joined the Sea Scouts, and at 12 he competed in his first State Sailing Championship, being "bailer boy" in the crew of the 16 foot skiff "High Flyer."

Three years later, while on a weekend excursion to Rottneest Island, the 14 footer in which he was sailing capsized, and the crew were washed ashore six hours later.

Six months later, in the same boat, Paddy and his crew were run down by the river steamer "Zephyr" — that finished the boat, and nearly Paddy.

At 14 years of age, our sportsman joined the Claremat Swimming club, competing with the same team as Percy Oliver, the Australian and Empire backstroke, freestyle and medley champion.

In 1941 Paddy joined the R.A.N. with 30 other lads from W.A. After competing their initial training, 27 were drafted to H.M.A.S. "Perth," and only 9 of these were saved when "Perth" was sunk.

After various drafts around Australian waters, our sportsman went to the Mediterranean, serving as Leading Seaman in H.M.A.S. "Geraldton" and "Cessnock." Whilst in "Geraldton" he was a member of the ship's unbeaten Water Polo Team. At times the team would swim half a mile to the opposing team, play the game, then swim back to the ship.

On two occasions he fought in the Services Boxing Tournament at Alexandria, winning his division, the first time as a lightweight, the second as a welterweight. Back in Australia in 1945, he did his P.T. Course at F.N.D. in 1947, the year before the Inter-Service Sports were re-introduced in Victoria.

Paddy has represented the Navy at Athletics, Swimming, Diving, Waterpolo, Tug-o-War, and Rifle Shooting, and the Combined Services at Rugby Union. He is a Stampfl — trained athletic coach, and, as well as being an examiner for the R.L.S.S., is one of the few Australians who have received a Certificate of Thanks for services rendered.

The most impressive character he has met during his Service career is Mr. "Judy" Patching, an ex-P.T.I., who was starter for the Athletics at the last Olympic Games, and who is a possible Manager for the Australian team for the next games to be held in Rome.

Paddy enjoyed the three years on the staff at the R.A.N.C. and is looking forward to his next draft, where he will be a foundation member at the Boys' Training School which will commission shortly in Western Australia.

Sporting Notes

ALBATROSS TENNIS CLUB

Congratulations to Lt. Cdr. Hanna and C.P.O. Cumberland who won the Depot Doubles Championship 6-2, 1-6, 8-6 from P.O. Herrod and L.E.M. Harris. The champion pair combined well to win a hard-fought match. In the first set they attacked the net at every opportunity and won the set 6-2, but in the second set P.O. Herron and L.E.M. Harris settled down to placement return and with P.O. Herron serving better and L.E.M. Harris playing well, they won the set 6-1.

In the third and final set Lt. Cdr. Hanna and C.P.O. Cumberland varied their game to a tossing and slower return of the ball. This had the effect of slowing their opponents' game down and forcing them into a series of errors where C.P.O. Cumberland at the net was putting them away for winners.

In the last two games Lt. Cdr. Hanna and C.P.O. Cumberland did not lose a point and so won the set at 8-6.

The final matches in the Inter-Part will soon be played and in this event I forecast that the Grand-Final will be played between S.A.M.E. and Electrical with the later ultimate winners.

Executive have been considerably weakened by the loss of Lt. Dakin who has now "paid off."

Albatross Tennis Team has been having good wins in Sydney against the Army Teams.

Our best win so far was when a team consisting of R.P.O. Butler, L.E.M. Kirkman, N.A. Jackman, N.A. Alexanderson won eight sets forty-eight games to two games, a very good win to a very strong team.

A Depot Singles Championship has been suggested to the Sports Officer and this is likely to take place after the Inter-Part, so watch in the Sports Weekly for arrangements.

Don't forget there is a Tennis Club at Albatross and more players are cordially invited to join this club.

Ring C.P.O. Dickson, Ext. 469.

ALBATROSS BOAT CLUB

FOURTEEN FOOTER N.S.W. CHAMPIONSHIP

During the Anniversary weekend the Club travelled to Bega to swell the numbers at the N.S.W. 14 ft. titles, being staged by the Wallagoot Lake Sailing Club.

After a trip down, made exciting by the collapse of the boat rack on the truck we found we still had all 5 boats available to compete in the "B" class event.

Sailing against the Moths, V.J.s and 12 ft. Skiffs, we managed to put up a reasonable performance, despite the keenness of two coxswains for swimming.

N.A. Skold redeemed himself by taking out 2nd place in the "B" class, and also by taking the trophy for the most successful Naval Coxswain.

The three heats were won on handicap by P.O. Tiffin, Lt. Davidson and John Stevenson.

So to sum up, the weekend resulted in a good result for the Club and a good time socially for all who participated.

New members ring the Hon. Sec., Lt. Tennant, Ext. 248.

ATHLETICS

The Inter-Part Competition is well under way now, the points leaders being Electrical and 724 Squadron, both of whom have scored maximum points in their matches to date.

A match has been arranged against Nirimba and R.A.N.C. at Jervis Bay on 2nd March. It is a great pity that we will be without our stars, P.O. Mackie and R.E.M. Hayes, together with other stalwart team members, who will be enjoying a pleasant cruise to Adelaide and Hobart at that time. However, we should be able to muster a reasonable side now that interest in the Inter-Part Competition is increasing. No unknown stars have so far been discovered but these weekly competitions are of great value to all those who need experience before this coming match.

We say goodbye this month to C.S.P.T.I. Gascoigne, our Athletics Team Manager who is on draft to W.A. to the new Junior Recruits Training Establishment where his experience and enthusiasm should help build at least a few future Navy representatives.

For the rest, keep training and don't forget the Sports Day is 23rd March, only a few weeks to go.

GAME FISHING CLUB

At present members are spending all their spare time preparing the boat for the annual outing to Port Stephens during early March.

This is the big occasion on the calendar when the leading game fishermen from Eastern Australia concentrate and pit their skill against the shark and marlin.

We hope to be back in time to have a full report for the next issue. Lt. Weil, 271, will be pleased to answer any inquiries.

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ALBATROSS SWIMMING CHAMPIONSHIPS

Thursday, 11th February



1

110 Yards Freestyle Championship

1st R.E.M. WINCKEL
2nd CK. RYAN
3rd P.O.(EL) BUSHE-JONES
Time: 1 Min. 8 1/5 Sec.

110 Yards Breast Stroke Championship

1st R.E.M. LAWSON
2nd Lt. FARTHING
3rd N.A. JONES
Time: 1 Min. 33 3/5 Sec.

110 Yards Backstroke Championship

1st R.E.M. WINCKEL
2nd E.M. BAUCHER
3rd N.A. REYNOLDS
Time: 1 Min. 23 3/5 Sec.

Novel Ty Event

1st E.M. HULL
2nd Lt. TENNENT
3rd C.P.O. COX

4 x 55 Freestyle Relay

1st ENGINEERING
2nd ELECTRICAL
3rd 724 and 816 SQUAD-
RONS (D/Heat)
Time: 2/10 4/5.

55 Yards Butterfly Championship

1st R.E.M. WINCKEL
2nd E.M. SNELL
3rd R.E.M. LAWSON
Time: 34 Sec.

Diving Championship

1st N.A. JONES
2nd L/STWD. SHIRDON
3rd M(E) LAMONT



2

220 Yards Freestyle Championship

1st R.E.M. WINCKEL
2nd N.A. BAYES
3rd P.O. BUSHE-JONES
Time: 2 Mins. 44 Sec.

4 x 55 Yards Breast Stroke Relay

1st 724 SQUADRON
2nd ENGINEERING

Novelty Event

1st E.M. KINROSS
2nd N.A. BURGRAFF
3rd S/Lt. MORRIS

4 x 55 Relay (Medley)

1st 805 SQUADRON
2nd ELECTRICAL
3rd 816 SQUADRON



3

TOTAL POINTS

724 & 816 SQUADRONS (Draw)	49
ENGINEERING	44
ELECTRICAL	38
805 SQUADRON	31
EXECUTIVE	8
S.A.M.(E)	6
725 SQUADRON	5
AIR DEPT	2
SUPPLY	0

Points for Aggregate Shield 1959/60

724 SQUADRON	9½
316 SQUADRON	9½
ENGINEERING	8
ELECTRICAL	7
805 SQUADRON	6
EXECUTIVE	5
S.A.M.(E)	4
725 SQUADRON	3
AIR DEPT.	2
SUPPLY	1



4

The Captain presents prizes to . . .

1. LT. VALLACK
2. R.E.M. WINKEL
3. C.P.O. CLARKE
4. P.O. BUSHE-JONES



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BASKETBALL

With the resumption of the Civilian Competition on Monday, 22nd February, 1960, we have entered two "A" Grade and one "B" Grade teams which is a good indication of the growing popularity of the game on the Station.

There will be more to be said re the Civilian Competition in our next issue. Inter-Part games are improving further owing to the interest being shown by all Departments. Recent "draft-ins" have included many good players, particularly for the Electrical Department. They include E.M.'s Ruby, Giles, Hellsinger and Murphy — Engineering have the services of M.E. I. Snoxall. Most teams have been boosted by internal drafting, particularly 725 Squadron, who now has the services of N.A. Struhs.

With eleven games to complete the final round, it would be difficult to predict the winners just yet.

"A" Grade and "B" Grade players are still required for all Station teams and Inter-Part games.

Names to P.O. Mackenzie or Department Reg. Offices.

CRICKET

The Zingari Shield has been narrowly won by "Melbourne" (76 points) with "Albatross" (71 points) an unlucky second.

To have beaten this strong team pointlessly and find ourselves second is heart-breaking.

A social match was played last Sunday between Albatross and Melbourne, this being the last opportunity of challenging the Shield winners this season.

Once again Albatross won a keenly fought match and we look forward to the "duel" with Melbourne next season.

Albatross, beaten outright by Berry in the Shoalhaven competition by only 19 runs, now have no hope of making the finals this year — so close and yet so far.

Inter-Part semi finals are just to hand. Supply defeated 725 Squadron 1st Innings; Executive defeated Engineering 1st Innings.

It is hoped to play the Grand Final on the Turf Wicket after the Inter-Service cricket is completed.

Nearly forgot — congratulations to our cricketing Doctor Thompson who achieved the hat trick — a man to watch in the future.

TABLE TENNIS

Once again, following a successful season last year, a start is being made to form a league to commence play in April. Last year Albatross fielded two teams and did not finish in disgrace. This year we hope to do better and perhaps give the top teams a fright, so it is up to you.

A pre-season meeting will be held at a date to be decided and at that meeting we hope to select Secretaries to attend a league meeting in Nowra on 4th March, 1960.

Open championships in A, B and C grade will be held on 17th and 18th March, prospective enterants should contact Petty Officer Telfer on Extension 329 for further details.

ALBATROSS GOLF CLUB

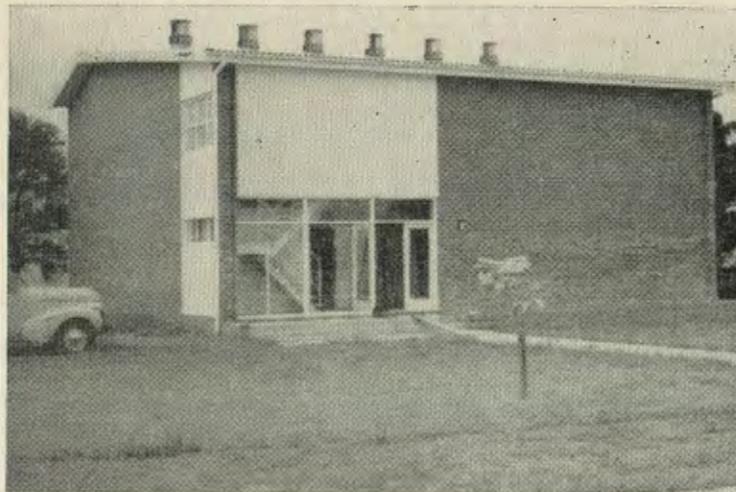
The first event to take place during February was the long awaited challenge match — Officers versus Ship's Company. This turned out to be one of the most enjoyable golf afternoons the club has yet had. The captain of the Wardroom team (Lt. Cdr. Robinson) must have been at his persuasive best and must be congratulated on fielding such a large team from the "blunt end." Whether or not there was some ulterior motive in his persuasive tactics is not known for certain but it has been suggested that he saw the "writing on the wall" and came to the conclusion that the more officers he could produce to play in his team, the less his share of the cost for the "niner" would be!!!! However, 17 wardroom stalwarts hit off (each murmuring "Nihil Desperandum" under their breaths) against 17 selected from the might of the ship's company, the result being a win for the ship's company by 14 matches to 3. The "niner" was duly produced that evening in the Sportsmans Club where both winners, losers, and a few supporters gathered to toast each other and wind up a very good day.

On Saturday, 13th February, Albatross played Melbourne for the Naiad Cup on the Nowra Course and after a very close and exciting tussle Melbourne retained the cup by winning 7 matches to 6. It will not be until later in the year that we shall have the opportunity of challenging them again — but we will get that elusive cup to Albatross yet. There were some very fine performances put up by Albatross players but I think credit for the most outstanding performance of the day must go to Ned Kelly, who, whilst playing against Lt. Cdr. Johns, was 6 down at the turn but fought back so well that he had squared at the 18th (having rattled home in 34 for the back nine) and was just pipped for the match at the 19th. Hard luck, Ned — you put up a great fight.

On Wednesday, 10th February, the club captain and secretary represented Albatross at a meeting in Sydney to discuss the formation of an inter ship/establishment golf competition. Over 300 golfers from the fleet and establishments in the East Australian Area were represented. The following is a brief summary of the proposals that were agreed upon at the meeting and which have now gone before F.O.I.C.E.A. for his approval:— A club to be formed and called The R.A.N. East Australia Area Golf Club with both officers and ratings eligible for membership. The club to be affiliated with the N.S.W.G.A. The club to promote and run an inter ship/establishment golf competition throughout the year. The competition to be Aggregate Stableford points off handicaps. Teams to consist of 16 players — 8 A Grade, 8 B Grade. B Grade handicaps to be 20 and over. East Bros. have offered to donate a shield for annual competition to be known as the East Bros. Shield. Once F.O.I.C.'s approval has been obtained, full details of the club and competition will be promulgated — so watch for it.

The inter-part golf competition is now under way and a greens committee has been formed in an endeavour to make and keep our own course in as good a condition as possible for these matches. The following volunteers comprise the Greens Committee — C.P.O. Wakefield, P.O. Love, P.O. Starke. They will be glad to hear from anyone able to give an hour of their time on Friday gardening afternoons to help with the various jobs that need doing. It is for your benefit, so try and give a hand whenever possible. Your help will be very much appreciated.

A stock of the 1960 edition of the "Rules of Golf" have been purchased out of club funds for gratuitous issue to all members. This book is invaluable both to the beginner and to the veteran. Copies may be obtained from the club secretary.



The new squash courts, now open to all experts and beginners.



SQUASH

Squash is a game which has made great strides in Australia in recent years.

It has been described as the game for young and old, men and women, a game in which you can get the maximum amount of exercise in the minimum of time and which can be played in any weather, in any season, at any time of the night or day.

The Services have found that the game is ideally suited for Aircrews since it conditions the body, and smartens the co-ordination of eye and muscle, and can be played during breaks in the flying programme.

For those who have read the rules and wish to test their knowledge, try to answer these:

QUESTIONS

- (1) Can a player, having won the right to serve first, put his opponent in?
- (2) If the server throws the ball up then catches it in his hand, does he serve his hand out?
- (3) Does a player have to serve from any particular service box at the beginning of a game or hand?
- (4) If a player strikes at a fault and then says he did not intend to, can he claim a let?
- (5) If the server stands with one foot within the service box but with the other on the line outside, and in the act of serving lifts the foot that is within the box off the floor, is it a foot fault?

Answers on Page 42

PARACHUTING

Albatross membership of the N.S.W. Parachute Club has now increased to sixteen members.

Not all of these all qualified jumpers as yet but we hope to have a full jumping team before June.

To celebrate the First Anniversary of the formation of the N.S.W. Parachute Club there will be a field day at Camden on Saturday 27th February.

Events will include mass drops, sky diving and delay drops, this will be followed by a Barbecue Dance at the Camden Inn Hotel, admission 10/6 late licence, steak supper.

All enquiries to L/Air Park, Ext. 259.

WEIGHT TRAINING CLUB

The activities of the club have been restricted lately due to disorganisation caused by painting out "D" Hangar. However, a few real stalwarts have refused to be beaten by all the confusion and I think it is really a classical example of determination shown by these lads. Prominent amongst them were N.A. Ryan, L.A. George Egarroff (who is now on board with the M.A.G.) and several newcomers including N.A. Stubbington and Hammond.

The accent has been more on free-standing exercises and conditioning work-out for footballers lately, often as many as fifteen or twenty turning up and really going hard at it.

Anyone who wants to get fit and stay fit would do well to follow their example — it doesn't matter if you play sport or not, you are still welcome for these work-outs. Then if you want to progress to weight training contact L.A. Hawkins, Ext. 516.

LA RONDE

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Hours: 11 a.m. till Midnight,
Sundays: 4 p.m. till 10 p.m.

GUN CLUB

When shooting with a rifle it is definitely advantageous to use the sights provided, but in the case of the shotgun this is not always true.

The hand holding the barrel follows the eye and instinctively points the gun where you are looking.

Disregard the sight on the end of the barrel — if you hunt with that you will never catch up with the target.

Use the sight to see whether the gun is properly aligned, when it is in shooting position, before you call "PULL," that is when the sight is useful.

The secret then, is to look in the right spot.

You must gauge the flight of the target and look where you think the shot ought to go.

Most targets are lost by undershooting, particularly those going away to left, or to right, so you must "LEAD" the target.

Just how far to hold ahead of a target is something on which no hard and fast rule can be laid down.

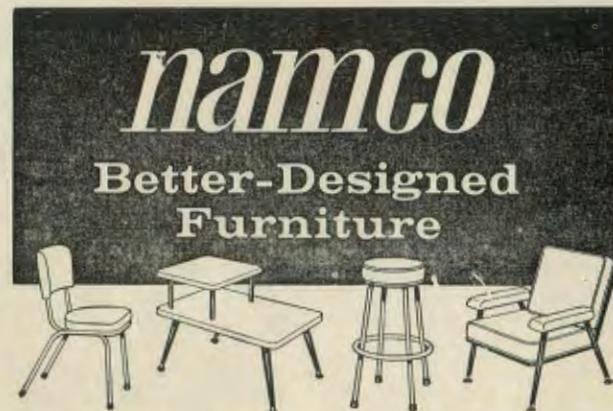
An instantaneous calculation must be made to determine the actual flight path gauging speed, rate of climb and angle of deviation.

This will come with constant practice, but bear in mind that the load of shot does not get to the mark in a bunch, it arrives stringing along to a certain extent and consequently if the lead has been a little more than necessary, the tail end of the load will often break the target, the bulk of the shot having crossed the line ahead of the target.

Finally on the question of pointing, don't stop swinging the gun when you pull the trigger.

Swing with the target and keep swinging until you see the target break — learn to shoot in quick time on all targets, especially straight aways, but avoid shooting like snap shooting.

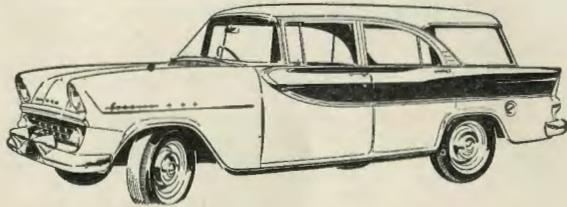
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ANSWERS TO SQUASH QUESTIONS

- (1) Yes.
- (2) No, provided no attempt is made to strike the ball.
- (3) No, he may serve from either service box, provided he changes over after scoring a point.
- (4) No.
- (5) Yes, one foot must be within the box and on the floor.



SOLUTION TO LAST MONTH'S CROSSWORD

ACROSS: 1. Godiva; 4. Theban; 8. Banana; 10. Bronze; 11. Idiom; 12. Limb; 14. Seal. 15. Submerged; 17. Blemishes; 20. Salt; 21. Rise; 22. Atoll; 24. Unmade; 25. Yoicks; 26. Ensures; 27. Horror.

DOWN: 1. Gobble; 2. Denims; 3. Veni; 5. Harm; 6. Banked; 7. Needle; 9. Adam's mate; 10. Boorishly 13. Built; 14. Sewer; 16. Assume; 17. Blames; 18. Sircar; 19. Censor; 22. Adze 23. Loco.

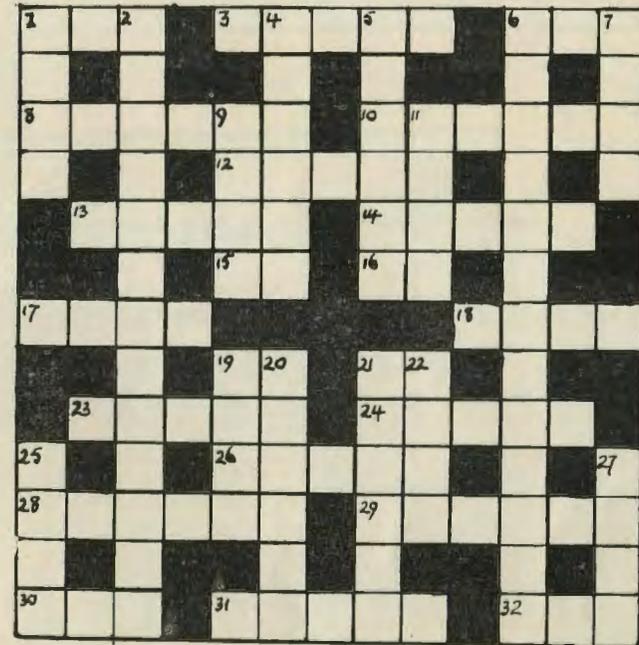


ANSWER TO FALLIBLE PHOTO

Cigarette Ash, scattered on a table.

ALBATROSS CROSSWORD

Perhaps we made the puzzle last month too hard — no solutions were forthcoming to win the fabulous prize! This month, the answers are much easier — members of the Meteorological office are ineligible to compete!



ACROSS

1. Some people step on it, others burn it.
3. Dread. (Anagram)
6. This isn't for'd.
8. Floating headgear.
10. Neptune was this — of the sea. (Two words).
12. Same again.
13. Pungent.
14. Idiotic.
15. Musically after "la."
16. Anglican.
17. Small lizard.
18. The last was murdered in Russia.
19. An afterthought — in letters.
21. Often take away the number.
23. A rumour? Of course.
24. It's hot in India.
26. Fry-up your left overs.
28. Neck-cloth.
29. Ed was pleased about being late.

30. Consume.

31. Latin, that is.

32. Regret the French street.

DOWN

1. Put about — sneeringly. hunt legal.
2. This document makes the house-
4. Ridicule.
5. Flamboyant.
6. Rot in a dim star. (Anagram)
7. L'il Abner's brother.
9. Up tide.
11. Leon is upset on losing his friends.
19. The home of angled architecture.
20. Narrated.
21. Eights, but not for rowing or wearing.
22. Burned up the flue.
25. Perfection came.
27. Unemployed.

