



SLIPSTREAM

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



No. 37.

MAY, 1960.

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SLIPSTREAM

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

No. 37

MAY, 1960

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WINTERY WEATHER IS UPON US. No longer can the Met. Office be blamed for a cold snap — it's Nature! Occasionally now, those poor down-trodden toilers answer the phone and are startled and uplifted to hear congratulations for a warm day.

The bitter north-westerlies bring in their wake trouble for many gentle citizens. Getting up in the morning is a bind, particularly when every Tom, Dick and Harry has surfaced before you, and taken all the hot water. If, by casting aside the blankets at 0500, you've managed to shower, then it's 6 to 4 on that the electricity lines have blown down — and pity the blokes with electric shavers.

Married men fare worst! Wives seem incapable of chopping logs themselves; they object to cleaning out the grate; and even the most hen-pecked husband jibes a little when, after warming a section of sheet, he is ruthlessly pushed over into the cold half of the bed to make room for the weaker sex.

There is a bright side, of course — comparison with other places. Very rarely does water freeze at Albatross; but Scotland has registered 12 degrees below freezing for six days on end; and the waste of Siberia holds the record for low temperature of minus 150 degrees! Some idiot measured it! And the Russians are welcome to it!

If we can only hold out for a few months, it will be all over.

Then will arrive the gay southeasterly, bringing rain and cloud with the occasional flood! But at least, it's warmer.

Around The Station

CNO 209/60 advises that the Journal of Naval Gunnery has ceased publication due to "lack of support and material." Issue No. 2 will be the last published.

Well, "Slipstream" has at least reached thirty seven issues, but we often wonder if our demise would meet with the same lack of concern from our readers, (always excepting the schoolies).

☆ ☆ ☆

It's difficult thinking of new ways to report the routine news, so when the usual forgetful officer turned up on April 19 in whites instead of blues, we blessed the patriotic turn of his mind which made him match his so-WHITE uniform with a glowing RED face and a shiny BLUE Zephyr.

☆ ☆ ☆

With Derek Bome you just can't win. Because "Slipstream" printed a small get well sentiment during his recent indisposition, spicing it with a little humour, Derek took offence. His revenge was terrible to see — literally. He began to flaunt — nay brandish, the brightest shiniest yellowest dressing gown ever to vibrate in Married Quarters. His neighbours, Editor and sub-Editor, were duly chastened and hereby regretfully record his rapid recovery.

☆ ☆ ☆

When the U.S.S. Halibut, the first atomic submarine to visit Sydney, arrived at Garden Island, it was reported that "reporters, cameramen and Australian Naval Officers were not allowed on board."

Pressmen in future will be more careful of the company they keep.

☆ ☆ ☆

Nothing further is to be printed in "Slipstream" about the redundancy or otherwise of the various branches of the R.A.N. The author of the last piece is confined to bed with a painful swollen knee, but we hasten to deny reports that it was caused through continual bending of the leg in abject apology to the Instructor Officers.

☆ ☆ ☆

The one-man vendetta conducted by ex-Naval Airman against the Wardroom's lack of sporting leadership has produced another thrust. Ex-Naval Airman says that in the open squash tournament now being run on the station there were 29 starters. From the Wardroom — two.

☆ ☆ ☆

Sport? The rugby match between Air Dept. and 725 Sqdn. produced a broken finger, two sprained ankles, a broken and dislocated shoulder, a badly sprained knee and a pulled neck muscle.

☆ ☆ ☆

"Personality of the Month" in our last issue was the Commander's typist. If you got past the photograph you may remember that the article contained a little sarcasm directed against Yvonne's typing abilities. "Slipstream" has since received 752 letters offering evening coaching to Miss Roux, but we feel sure the Commander is happy with her as she is.

STATION PERSONALITY No. 37

LEADING AIRMAN (O) E. COTTRELL



WELL Known at Albatross by those who attend Divisions, Leading Airman Eric Cottrell was born in Brisbane and educated at Southport State High School. Soon after leaving school in 1946, he reported to Brisbane recruiting centre, eager to join the Navy for at least 20 years. The Chief Writer there talked him into reducing this to a two year engagement in the Interim Force as a seaman. After brief spells at Flinders and Kuttabul, Eric was drafted to Darwin. There being no ships going that way, and no air passages available, he was sent by train to Adelaide. From there he went by train to Alice Springs, with 12 other ratings and a butterbox of provisions between them. The last leg of the journey from Alice Springs to Darwin was completed in a bus, of sorts. The whole journey took three and a half weeks.

While in Darwin Eric was quartered in the old Legislative Assembly buildings, until accommodation was built at H.M.A.S. Melville. He spent much of his time there as ship's company postman. His stay in the North

was uneventful except for one occasion when he was engaged in demolishing old ammunition dumps. The explosion of one particular dump resulted in the collapse of the QANTAS office ceiling in the Darwin Hotel.

In 1949 Eric paid off and after a year as a linesman's offsider with the Brisbane City Council, re-enlisted in 1950 after some argument. The argument arose with a chief writer, as to whether the chief writer should perform the swearing-in or whether this should be done by the Port Chaplain as at Eric's first enlistment. The argument was eventually settled, but the chief writer, not one to forget a grudge, talked Eric into joining the Air Branch, with promises of a long and prosperous future in it.(!)

After returning to Flinders for three months, Recruit Naval Airman Cottrell came to Albatross for the first time in 1950. Since then he has seen many changes in the place, though he himself still lives in the same temporary accommodation as in 1950.

He joined 805 Squadron that year, and after a work-up in Vengeance, went to Korea on Sydney's second tour of duty there. This was followed by the cruise to England with Vengeance and back with Melbourne. Eric was attached to Air HQ in the Melbourne and was soon at sea again on the first SEATO cruise.

He returned to Albatross for a spell of animal husbandry at the bomb dump in 1957 and it was there that he first met Buffalo, now one of the well known station pets.

In 1958 he again joined Melbourne, this time with 816 Squadron, for the Honolulu cruise. Of his time at sea, Eric says only that "he enjoyed it like the average bachelor."

Eric was married last March and will be going back to 816 Squadron later this year. He will be missed by his friends at Air Ordnance, amongst other things for his "Roundmanship."

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THIS I CAN'T BELIEVE

By Derek Bome

I can't believe that this challenge will be ignored. Lieut. W. E. Callan of 724 Squadron is appealing, on behalf of a Petty Officer serving in Quick-match, for collection of silver paper. The story is that the P.O.'s daughter has gone blind, and she can obtain a Seeing Eye dog by providing the equal weight of dog in silver paper. Now, that's a lot of silver paper, so get your mess, your section, your home, your pub, your club, working now.

★ ★ ★
Albatross has never been found wanting, and I'm sure we won't shirk this appeal. Lt. Callan will organise the collection; Slipstream will acknowledge the collections.

NOTE: Lager Lover's League members will be granted permission to forage in hotel dust-bins for cigarette packets!

★ ★ ★
"Even though you have only been with the firm six months, you show outstanding keenness and an alert brain for business ventures. You have integrity and respect; your seniors speak highly of you. You have executive potential, and you are now promoted to Senior Vice-President. What do you say?"

"Gee! Thanks, Dad!"

★ ★ ★
The vicious buzz is that "Affirmatroid" of AJASS was laid low in a Rugby Match by an Instructor Branch hired assassin.

Holland Mulbill, the noted Naval author of "Saga of the Sky," which was published in lift-out novelette form in the last issue of "Slipstream," (incidentally, the Supply Officer reports a decided drop in toilet paper demands since the lift-out publication), is no relation whatsoever to the "Shoebill," reputed to be the ugliest bird in the world. They are not at all similar in appearance, the shoebill being easily identified due to the fact that it has only one head.

★ ★ ★
Did you hear about the two sailors, both keen horse fans, who stayed on board over the weekend to see "Gigi," because they thought it was the life story of Tulloch.

★ ★ ★
The big DC 6B, bearing the markings of the U.S. Navy, rolled to a halt in front of the waiting V.I.P.'s at Canberra Airport. The ladder went into position, the aircraft doors opened and Admiral Hopwood, C-in-C American Pacific Fleet started down the steps. At the foot he stopped, thrust out his hand, and in a good old Yankee drawl, heard quite clearly fifty yards away, exclaimed "Hello Henry; Howareya?"

Then Admiral Hopwood and Chief of Naval Staff, Vice Admiral Henry Burrell moved together towards the waiting guard.

WELL DONE, THE GUARD

Copy of a letter received by Admiral Harries from the Governor-General's Military Secretary:

I am writing on behalf of his Excellency the Governor-General to thank you for the guard of honour provided at the Royal Easter Show.

His Excellency was most impressed by the turnout and bearing of the Guard and wishes you to pass on to all its members his congratulation.



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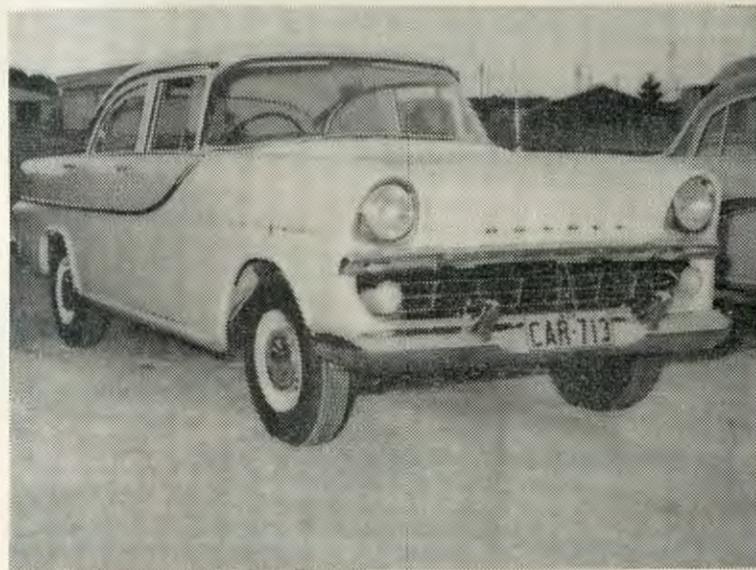
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I JOIN THE MULTITUDE

By Our Roving Reporter

OWNERS OF CARS at NAS can be divided into three broad groups — those who own (and roll) VW's, those who own Holdens, and the rest. Until a couple of weeks ago, I was in the latter category, but as is almost inevitable, I joined the other quarter of a million Australians who own Holdens. As a result of my rashness, Ye Bosse detailed me off this month to write a brief review of the 1960 Holden Special FB Sedan.



Why buy a Holden? I am probably sticking my neck out here, but I consider that before a motor vehicle earns the right to be called a car, it must conform to certain minimum standards of size, power and comfort — otherwise it is simply a runabout. Accepting that principle — and it automatically excludes the many baby cars — there are two very good reasons for buying the GMH product. Firstly, value for money; no other car (I repeat, car) costs as little as does a Holden, or holds its price as well. Compare the Holden Standard FB's basic £1094 with an A/60 (£1160), a Fiat 1800 (£1649), a Ford Consul (£1200), a Ford Zephyr (£1318), a Humber Hawk (£1597), a Morris Marshall (£1398), a Simca Vedette (£1495) or a Vauxhall Velox (£1393). Secondly, ease of obtaining service and spare parts: I think I can say quite safely that for the bloke in the bush — and let's face it, Nowra is in the bush — no other car can be serviced by such a large number of specialised garages, from which relatively cheap spares can be obtained quickly, as the Holden.

Now, what can one say about a car that has been reviewed in the many motoring magazines by experts, by blokes who have carefully driven the car over arduous test routes, who have measured accurately the performance, the acceleration and all the rest of it? Well, despite the fact that the Holden has performed well in trials, rallies and races, it is essentially a car designed to cater for the motoring needs of the average Joe who has a

wife and a couple of kids who wishes to have a reliable, comfortable car with sufficient power for normal requirements. The new FB succeeds in providing all these needs.

The FB is an attractive car, following the current car-fashions with a larger and more curved windscreen, a lower bonnet, and with tail fins incorporating elaborate tail and turn lights, provision also being made for a backing light. Personally, I would like to have seen a few extra inches — about four — in the width in order to balance the length and to provide a more comfortable ride for six adults — as it is we have to be pretty narrow individuals to sit in comfort.

Even though the wrap-round windscreen protrudes into the front door space it is high and there is ample room for even the lankiest of drivers to climb in comfortably. Once inside, there is plenty of leg room for all. Visibility from the driving position is excellent, all four corners of the car being visible. The driver is presented with a most attractive dash layout. As is the case, unfortunately, with most modern family cars, instrumentation is poor, the only instruments being a fuel gauge and a speedo — the latter with a band of colour replacing the normal needle. Warning lights are provided for water temperature, oil pressure and generator. I feel that there are many drivers like myself who like to know a little more about the engine performance than these indicate.

Once under way the true value of the Holden become apparent. The changes in the much proven Holden engine are few — the bore has been increased and the compression ratio increased. This has resulted in a slight increase in power, but this is more than compensated by increased weight, so that overall performance remains much the same. One of the real pleasures when driving a Holden after many years with a car which required much gear changing is the feeling of increased power and the smooth flexible performance of the six-cylinder engine. To pull away without any effort or judder in top from 15 m.p.h. gives great satisfaction. I could enthuse at length about the pleasures of driving the FB but don't worry, I won't. Try it for yourselves.

The maximum speed of the Holden in top gear is not really high — 80 m.p.h. — but on most occasions even such a speed as this is impracticable. What is important is that the car will maintain a steady 60 without any effort on the part of either the engine or the driver, making long distance driving a pleasant experience. If you are the type of driver who always wants to beat the other bloke away at the lights, the FB will get you to 50 through gears in 14.2 seconds.

These days, no car is cheap, but I feel that the Holden provides more value for money than most. However, it is a pity that a car that is, by and large, excellent, has some failings when it comes to small details. The vacuum operated windscreen wipers are poor and designed to leave large areas in the centre of the windscreen unwiped. The rear vision mirror is tiny, so one cannot make full use of the vision provided by the large rear window. The tool kit is very basic — even the equipment provided for such a simple task as changing a wheel is awkward and badly designed. With many people around who are not averse to removing trifles from parked cars I like to have a car which locks completely, but this is not so with the FB. The bonnet catch is external so that the engine compartment is always open to the dishonest. Any Holden owner lost an engine lately? 4-ply tyres are standard — let's have a decent set of 6-ply provided on a car of this weight which spends a great deal of its life on bad roads. These are all small points, I know, but there are many who read of GMH's large profits, and, like me, feel that they could be attended to.

The FB has had a few teething troubles which are being modified and overcome. Indeed what new car — apart from a Rolls, doesn't have some snags? After only a couple of week I reckon I've bought the right car for me, indeed the right car for most of us.



“Yes, but isn't Wednesday afternoon Sports afternoon, Sir?”



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"CRESWELL" CORNER

Sister Helen Frisby, of the R.A.N.C. Jervis Bay is one of the small number of nursing sisters who, at F.N.D. last year, formed the R.A.N. Nursing Service. She transferred to Jervis Bay almost twelve months ago and since then the attending list at the College Sick Bay has increased considerably.



First Term has ground to a halt; the Masters and Cadets have scurried off to the four corners of our vast Continent, to refresh themselves for a renewed assault on the bastions of higher learning.

It seemed reasonable for those of us left behind to anticipate a period of peace and relaxation. At the very least, we felt there would be a slackening off in the tempo of life in the sticks.

Alas, this was not to be, for reasons many and varied. Firstly, the leave period coincided with an almost complete change over of the Ship's Company, and one is constantly faced with the danger of being run down by removalists' vans or the more pressing danger of being constantly called upon to say farewell to the departing spirits.

New faces are beginning to appear in all corners, and gradually, the pioneers of Creswell are being replaced by city slickers, whose first task must be to adopt a completely new approach to life. The time of wagon trains, primus stoves and such modern conveniences has passed. A new era is upon us.

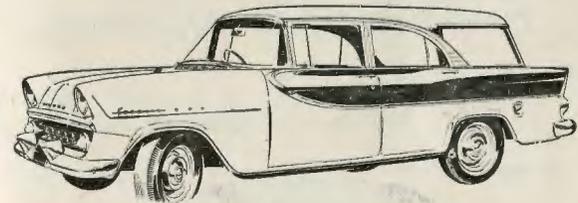
Coinciding with the domestic upheavals inherent in such a migration of the Fifty-Eighters, we have the advent of a Work-Study Group. This group of nine distinguished officers from various ships and establishments has come to be indoctrinated into the mysteries of work-study under the baton of Commander R. H. Thompson, D.F.C. As an uninterested and unindoctrinated worker who may study, but has never studied work, the first impression gained was that the main function of the group was to diligently seek out some careless fellow who could be caught working, in order that they might have some work to study. Then the true secrets of work could be revealed to all and sundry. The benefits of this are at once obvious. No longer will we work simply to do a job. The new system must surely call upon us to study the work first in the hope that we may find it not worth doing after all, and so go off to our game of golf with an untroubled conscience.

It has been reported that one very important result has already emerged from the Work-Study course. Apparently it is now possible to make three pieces of toast in the time that it previously took to make two and a half pieces. This must have far-reaching implications.

To add further variety to the life of Creswell, this week has also seen a Conference of Naval Chaplains. Chaplains of all denominations from the Eastern Area descended on us for a day. No report has yet been received of an amalgamation between our two groups of visitors, but one Chaplain was heard to remark that the extra half-slice of toast would be greatly appreciated, probably as a burnt offering if all else failed.

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Around The Village

We offer congratulations on new arrivals to the Sprakes, Hallidays, Shaws, McPhersons, Pavys and Halls.

☆ ☆ ☆
Three cheers for the Social Committee. The dance in the Village Hall on 6th May was a great success, despite the elements, television and the broadcast of the Royal Wedding. Mrs. Morrison, the Patron of the Village Association, was present with Captain Morrison. Mr. and Mrs. Hickey seemed to enjoy every minute, and delighted the non-dancers with their dexterity and amazing vitality.

☆ ☆ ☆
Mrs. Hennings, too, shook a nifty hoof. Spot prizes were won by Mrs. O'Donnell and Mr. Linaker, and Mr. and Mrs. Hennings. The lucky entrance ticket was claimed by Inst. Lt. Downey, who had ticket No. 13. —

"Thank you" to P.O. Lister and the hard working Social Committee.

☆ ☆ ☆
Oh, this weather! Several village residents are now minus garages as the result of the high winds.

☆ ☆ ☆
Hear that Mrs. Brunswick forfeits her title of the Tinniest player at Tombola to "Derek Bome" — may he have a successful reign.

☆ ☆ ☆
Mrs. Sherbourne is organising a "Market Day" for the 18th June to help the P. & C. All residents please help. Donations of cakes, tinned groceries, shrubs and articles for a "White Elephant" stall will be most welcome. Afternoon tea will be served. There will be a prize for the best decorated bicycle or tricycle, this to be done by the child himself. Roll up and support the worthy cause on the 18th.

☆ ☆ ☆
A "Slipstream" Oscar to the television owners who had open house for the showing of the Royal Wedding.

THOUGHT FOR THE MONTH

Into every driver's mind as he hurtles towards an oncoming car at a comfortable seventy miles an hour there must at some time have flashed the thought: "Suppose this guy coming at me is drunk." It's a playful little homemade thriller, a gruesome whimsy to relieve the moment's boredom, but the real joke, the hidden topper, is the considerable statistical chance that he is . . . !

(Apologies to Bergen Evans).

STATION PETS No. 4 "LASSIE"



Born on the Station approximately two and a half years ago.
Mother "Jazza."
Father "?"

When old enough to fend for herself, Leading Sig. Macgregor took her as a family pet, living in married quarters for some time until moving to their new home at Mt. Druitt early in 1959. There Lassie had her first litter consisting of four dogs and three bitches, of which only one survives.

The Macgregors being very proud of their new home did not take kindly at all to Lassie digging up lawn and garden, so she was given her walking ticket. Co Davis being asked, if, on his way back to Nowra on the weekend, he would deposit her somewhere near Wollongong, but, being soft hearted like most of us Lassie completed the journey back to Nowra without the drop at Wollongong.

Once on the Station Lassie soon found a good friend and master in Kev Hammond, Chief Ship't. To and from the cabin or during the course of daily routine Lassie may be seen following her master like a shadow.

During the week 23rd-30th March, Lassie's usual dignified gait had been reduced to an awkward waddle, and on the night of Wednesday, 30th March, 1960, Lassie had her second litter, six dogs and five bitches, eleven in all (which is a record for N.A.S. Nowra).

After the happy event, news spread like wildfire, Lassie was ill! Lassie was having her litter! Lassie was dying! The one least concerned was Lassie, tending to her business as would be expected of any proud new mother.

At the time of these facts being compiled mother and family are progressing very favourably, all but one of the pups surviving.

Father presumed to be of Alsatian extraction.

ALL PASSES
MUST BE
SHEWN



" 'n a pass to last year's Xmas Party at 'Johnnie's', 'n a pass to last week's Dogs at Dapto, 'n ere's a pass-out to the movies in town . . . "

DO YOU KNOW YOUR ALBATROSS?

Some figures have come to light revealing the area of the Station. Albatross can be divided into airfield and surrounds; married quarters; Nowra Hill; T.S.; H/F D/F site, and Jervis Bay satellite.

Check your guess of the area below.

STATION AND SURROUNDS: 1000 ACRES; MARRIED QUARTERS: 87 ACRES; NOWRA HILL: 11 ACRES; T.S.: 19 ACRES; H/F D/F SITE: 320 ACRES; J.B. SATELLITE: 992 ACRES.
TOTAL: 2429 ACRES.

FORECAST — CONTINUED RAIN

(With acknowledgements to the "Northern Territory News")

The Northern Territory's most contankerous rainmaker, Billy Hooker, is on the warpath again. After weeks of muttering and spear-rattling in his bush camp near the MacArthur River, he has — for the second time in three years — set out to "drownim Borroloola."

A few days ago, Billy began rubbing the sacred rainstones. And WOW — DOWN CAME FOUR INCHES in a single night! Since then, it has poured and poured. And Borroloola and its black and white inhabitants are — to put it mildly — all wet.

Worried natives have sent a deputation to where old Billy glowers beside his campfire. But they say he just goes on chanting his rain song, ignoring their pleas. The trouble started a week ago, when Billy claimed that someone had stolen his sugar ration. He told the assembled tribesmen that he wanted it back — or else!

Back went Billy to his wurley where he sat down to wait. Tension grew as the culprit failed to confess himself. Finally, his patience gone, the irascible old sorcerer set out to teach the tribe a lesson. He vowed he would flood the entire blacks' camp unless he got his sugar back. Those who were not drowned in the deluge would be so weak that they would not be able to hunt, he warned. All the wood would be soaked and wet, no one would be able to make a fire. And — a dig at the more civilised Yanyulas — even matches would be too wet to strike.

Billy is now busy with his stones, bones and magic dilly-bag. And even white residents are getting worried at the deluge he's producing.

The tip is that he may soon get an official present of sugar to sweeten him up. Billy Hooker is the Territory's most famous rainmaker. But his reputation has its up and downs. Old-timers say that he has never forgiven the Yanyulas for hurling him into the MacArthur River — rainstones and all — a few years ago. They did this when he started a storm that he couldn't stop. For two years after this Billy sulked in the bush.

But last year his standing zoomed again when he emerged the winner of a rainmaking "war" with another embittered wizard, Yellow Fred. Billy had decided to retire, and Fred agreed to buy his gear. But when he had half of it, he refused to pay up, so Billy hung onto the second half. Then each set out to over-awe the other — Billy threatening to "drownim Borroloola" in the process.

Fortunately for the township, Yellow Fred gave it up and disappeared.

And now Billy reigns supreme — provided he doesn't go too far, in which case he may find himself in the river again!

EYE FOR BEAUTY DEPT.

Was sitting out in camp the other afternoon, watching a solitary kite-hawk wheel higher and higher against the blue sky. I don't think the bird quivered a wing once in ten minutes as it soared in great circles above us.

Old Harry, who was sitting nearby, pointed a gnarled black finger at the bird.

"Pretty one, that one, eh Al . . . more better than aeroplane. No noisy pfella that one. 'E just fly because 'e LIKE to. AN 'E GO WHEREVER 'E WANT."

FAMILY DAY, 1960. — The audience shows interest in the artistry of gliding.



+ The Chaplain's Corner +

The Workman

We read in Genesis 3, 17 "with labour and toil shalt thou eat thereof all the days of thy life," also in 19 "In the sweat of thy face shalt thou eat bread till thou return to earth." From this moment man is a workman. Work is good in itself. It is disturbing when one considers the widespread desire to shorten hours and create more leisure hours. This desire shows how far the true idea of work has disappeared.

Many are inclined to forget that the common way of Salvation is through ones work — workman or housewife. The most important work of all is that of the family. What the workman does is for his family. As we read in the Gospel we find that Jesus spent the greater part of his life in the company of Mary, His Mother, and St. Joseph, His Foster-Father; thus giving us the example of a perfect family. In St. Joseph we see a combination of the true virtues of Workman and Father. It is not easy to have the true virtues of Workman and Father, but we must do our best to possess them no matter what the cost, because so much depends on us in the establishing of Christian Labour. Pope John XXIII teaches that Christian Labour is built on the application of the Gospel and the Social Teaching of the Church, because on these alone can it be built in truth and in charity. Such a work should be carried out in gentleness, meekness and patience, realising always the need for love and understanding. We must endeavour to spread that "it is not in hate that the solution of problems is to be found, but in the voluntary, coherent and decisive practises of the Holy Gospel." (Pope John XXIII). In this we know that we are not alone, but that the Lord is with us" with a strong hand and with an extended arm" (Deut 5:15). Also we will remember "What doth it profit a man if he gain the whole world and suffer the loss of his own soul?"

CHAPLAIN L. J. BRESLAN.

The Brotherhood of Man

The brotherhood of man has become one of the conditions for the continued existence of mankind on this globe. This is not only true for the great powers of the world. The time has come, when we can no longer continue making world policies as if 1000 million people living in China, Japan, Malaya, India and Africa did not exist. The Commonwealth Prime Ministers are rightly showing great concern at present over the folly of the unbrotherly apartheid policy of South Africa. Such a policy is not only wrong, but it is also dangerous anywhere in the world, where these peoples are rapidly advancing and rising to power.

There is a growing realisation that brotherliness can only become a national attitude as it becomes characteristic of our immediate relation-

ships. By practising it towards our fellow countrymen, we may learn to practise it everywhere.

Christianity has always taught that it is our duty to be a brother to all regardless of whether we like our neighbours or not. If our natures are antipodes apart, if we admire what he detests and hate what he loves, if we cannot hold social intercourse because we discover too many antipathies, private friendship may be impossible. But we can nevertheless give him an exact justice in all our dealings with him. We can always refuse to do evil to him or speak evil of him. We can always maintain an attitude of good-will towards him and wish for him good fortune and happiness. We can ever stand ready to help him to fullness of life in so far as circumstances make it possible, and we can always refuse to place any obstacles in his path. If we have a difference with him, we can differ with him as one man to another, openly and honestly, and without childish petulance. Such an attitude is the brotherly spirit, and it can flourish where private friendship is impossible.

Through the activity of the World Council of Churches countless numbers of refugees are now looking upon us as brothers perhaps for the first time. More than 2,000,000 dollars have been given or are now expected towards the 6,300,000 Dollars World Refugee Year Programme of the World Council of Churches. Australia's share in this target is £500,000. Those who have seen the appalling circumstances of refugees, who number 25,000 in India, 1,000,000 in the Middle East and as many more again in camps in Greece, Austria and Germany, feel that our quota ought to be at least £1,000,000. Donations to this fund should be addressed to "World Refugee Year Appeal," 3rd Floor, 16 Hunter Street, Sydney.

By J. WILLSON.

FALLIBLE PHOTO



Guess what is happening here, then turn to Page 34 for the solution.

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Page 170

WINTER — AND DIVISIONS IN BLUE



★ Sub.-Lt. Bessell-Browne is congratulated by Captain Oldham on obtaining his Observer's wings.



★ The Captain inspects the Air Division.

FILMS — CAN YOU REMEMBER?

Your correspondent — a square if ever there was one — has decided that the day of the good film is quickly passing, to be replaced by the childish humour and mass production of gory violence on Television.

While there is yet time, and as nostalgia twirls in the brain, let us resurrect some old favourite films. No one will question that talkies were better in our time, the actors could ACT and our girlfriends would openly take half-a-dozen hankies in to a tear-jerker!

HOW FAR BACK CAN YOU REMEMBER? 1950? 1940? or, daddy-O, back to 1930? Here are some dates:

1957. Charlie Chaplin in A KING IN NEW YORK.
1955. Appearance of James Dean. Death of James Dean.
- 1953-54. Hitchcock presents REAR WINDOW. The opening of Cinemascope. Eartha Kitt makes her debut.
- 1951-52. THE RIVER. Chaplin in LIMELIGHT. First appearance of Audrey Hepburn.
- 1950-51. Debut of Marilyn Monroe and Marlon Brando. Japan presents RASHOMON.
1949. Carol Reed's THE THIRD MAN. Yul Brynner appears.
- 1947-48. La Lollo makes her bow on the screen, Dirk Bogarde appears. Lawrence Olivier plays HAMLET.
- 1943-45. HENRY V. MEET ME IN ST LOUIS. WAY TO THE STARS. WE DIVE AT DAWN. Jane Russell exposes herself for the first time, Danny Kaye begins his career, so does Ava Gardner and Frank Sinatra.
- 1941-42. FANTASIA. CITIZEN KANE. THE MALTESE FALCON. First appearance of Orson Welles, Deborah Kerr, Betty Hutton, Gene Kelly.
- 1939-40. STAGE COACH. THE GRAPES OF WRATH. That three-hour marathon, GONE WITH THE WIND, starring Leslie Howard. Chaplin in the wonderful propaganda film, THE GREAT DICTATOR. We first see Greer Garson, William Holden, Betty Grable.
- 1937-38. DEAD END. SNOW-WHITE AND THE SEVEN DWARFS, Walt Disney's first full-length cartoon. Leslie Howard in PYGMALION. Barry Fitzgerald, Rex Harrison, Bob Hope make their bows.
- 1935-36. Hitchcock presents THIRTY-NINE STEPS and SECRET AGENT. John Ford stars in THE INFORMER. Chaplin presents MODERN TIMES. H. G. Wells' THINGS TO COME. Some famous names first appear: Ingrid Bergman, Henry Fonda, Paulette Goddard, James Mason, Judy Garland, Deanna Durbin, Dorothy Lamour.
- 1933-34. PRIVATE LIVES OF HENRY VIII. We first see Vivien Leigh, Lucille Ball, Ralph Richardson.
- 1930-32. THE BLUE ANGEL. ALL QUIET ON THE WESTERN FRONT. Charlie Chaplin in CITY LIGHTS. There are numerous debuts: Bogart, Crosby, Cagney, Gable, Olivier, Tracy, Wayne, Ginger Rogers, Bette Davis, Gracie Fields, Anna Neagle, Joan Blondell, Robert Donat, Cary Grant, Shirley Temple, Mae West.

CARE TO GO BACK A BIT FURTHER? THEN READ ON . . .

1929. Alfred Hitchcock presents BLACKMAIL, the first British talkie. Debuts — Joan Bennett, Jimmy Durante, Jean Harlow.

1927-28. Al Jolson, THE JAZZ SINGER. These make their first appearance — Jean Arthur, Joe E. Brown, Frederick March, Claudette Colbert, Janet Gaynor.

1924-26. Mickey Mouse appears, along with Joan Crawford, Myrna Loy, Gary Cooper, Marlene Dietrich.

1920-25. Remember these names? Victor MacLaglan, Norma Shearer, Adolph Menjou, Charles Boyer, Greta Garbo? They made their first films.

AND BACK BEYOND 1920 . . .

Leslie Howard first appeared in 1919; Ronald Colman in 1917; Oliver Hardy in 1915; Harold Lloyd in 1913, and

Technicolour was first shown in 1915; Charlie Chaplin made his first film in 1914; Cecil B. de Mille began in 1913; and in 1895, the first movies were shown.

Can you remember any outstanding films of your youth? Write in to the Editor, and name them, with the actors — perhaps they can be resurrected and shown at Albatross.

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GARDEN MAGIC

By Our Expert

May is with us . . .

You should have the majority of your bulbs for the Spring showing planted, however, depending on your views, you may have your Tulips left to go. You will find that on the average you will get the best established stock from Victoria. (Fact not prejudice, as I don't come from Victoria) The Dutch are the best people to buy from as they have been growing bulbs for centuries. (Tesselaar, Van Berkles and Boekels). When you plant them make sure, above all that they are not likely to get "wet feet," tulips dislike this above all things. Put them in about four inches deep and make sure that the soil underneath them is well firmed down. If the roots have to struggle into hardish ground they will cause more sturdy growth and in addition give the long stemmed bloom more support than a bulb rooted in soft ground. A little sand underneath them will tend to keep them free from disease and help drainage. A word of warning if any of your tulips have striped blooms and they are not a striped variety, pull them up and burn them as they are diseased and in time if you leave them around they will only affect your sound stock. Dipping the bulbs in a MILD solution of Phenyl, $\frac{1}{2}$ cup to a bucket of water, may give any bulb a little extra resistance to disease, in particular Gladioli benefit from this.

Now is the time to start thinking of the spring display in terms of annuals as well as bulbs; and in addition the odd winter flowering plant to give your garden colour when it most needs it. Ever heard of BULBIN-ELA ROBUSTA? It is a South African flower which produces a 3 foot spike of golden flowers in the middle of winter. Your wife will love this one. And then you have the regulars, pansies, violas and the stocks. All of these give an unparralled show in early spring and are frost resistant.

Seedlings should be going in now, do it in two batches and the blooms will be spread over a much longer period. NERINES or Spider Lilies should be going in if they are not in already. Now is just the right time to plant your citrus trees, don't forget the Myer lemon is the most hardy of all the lemons if you have previously had trouble in their cultivation.

Thinking about shrubs? How about a Waratah for that odd corner? The Albert Rosses who go to Sydney will find that they can buy fine little plants at River Ridge on the way for four shillings each, good value. This shrub is only reliable in New South Wales (TELOPEA SPECIOSISSIMA) so don't waste your time trying to take one home to Victoria, it most likely will refuse to survive. If you do plant a Waratah keep super away, give plenty of compost, avoid overheating of the soil with thick mulch, and do not spare water in the summer. If brown leaf appears or growth appears to be retarded give urea or sulphate of amonia. The Waratah is of the same family PROTEACEAE as the King Protea of South Africa which produces blooms of pink and silver up to 12 inches across and is frost resistant.

For a hedge I don't think you can beat PHOTINIA GLABRA RUBRENS. A glossy green 3 inch leaf which on opening several times a year shows up a reddish bronze and particularly gives glorious spring colour. The more you clip them into shape the more colour you get.

I can tell readers where they can get most plants mentioned in the monthly articles if they wish to know and I will answer what queries I can or find out the answer, but please, I am not a Botanical expert.



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SPORTSMAN OF THE MONTH

C.A.F. ALLAN CLARK

ALLAN CLARK was born in Victoria and started his sporting career by playing Australian Rules Football for Northcote 2nd Eighteen. He transferred to the League in 1947 playing the last two games of the 1947 Season with the Carlton 2nd Eighteen. At this time, he was a member of the Fitzroy Swimming Club, won the Club Championship for three years in succession, and swam in the final of two state swimming titles.

Allan joined the service in March, 1948, and seven days later represented the R.A.N. in the Inter-Service Swimming. He was soon playing football for the Flinder's Naval Depot team in the Mornington Peninsula League. Proceeding to U.K. in 1948 he horrified his father (as he would have done any true Australian Rules fan) by learning to play soccer and rugby. In 1949 he represented the Fleet Air Arm and the R.N. in swimming. He returned to Australia in 1950 and joined the Illawarra Club in the Sydney Australian Rules Competition. He won the Club's award for the best and fairest player in 1952 and was also the Captain of the team in that year.

When the Illawarra Club disbanded Allan played for Balmain. He proceeded once more to the U.K. in H.M.A.S. Sydney for the Coronation Cruise and was a member of the Ship's Water Polo Team which defeated the Ceylon Olympic Team. Whilst in Canada on the return journey Allan became interested in underwater fishing, bought some equipment and began the new sport on return to Australia. He continued to represent the Navy in Inter-Service Swimming and played one match with the Navy Water-polo Team. Marriage curtailed Allan's sporting activities somewhat and in 1958 he broke his right arm in three places, which ended his football career completely.

Allan went to the Far East in H.M.A.S. Melbourne in 1959. In 1960 he represented the R.A.N. in the Inter-Service 200 metres Freestyle.

Allan is a foundation member of the Albatross Underwater Club and this is now his main sporting activity. He has helped to design and build an underwater ski and his weekends are spent exploring the bed of Jervis Bay at 4 knots.

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WANTED



A Pint Sized Knowledgeable Cox'n

One cox'n is needed for a rowing four; specifications: not more than 10 stone in weight; not to measure more than a quarter of a pick-handle across the backside (reference: the above photo); and to have a G.I.'s thundering voice.

If you think you fit the bill, then apply to L. A. Rule, Ext. 248. If you are selected, then you will be expected to partake of the life of the Albatross Boat Club. To do this successfully, you need a strong grip of a language other than English, a filthy pair of shorts, and no sense of humour.

Life in the Boat Club has tremendous social advantages. Our frequent BAR-B-Q's are invariably held on a pay night, and are always cordial functions. You also have the benefit of meeting several of the Club Notables.

A SLIGHT UNDERSTATEMENT

(With acknowledgements to GROUNDEL)

"We were cruising along when all at once the co-pilot said No. 3 engine was on fire and about to drop off. We then quickly feathered No. 1 engine. Right away we thought it would be a good idea to put out the fire, so we pulled the extinguisher lever, except that it turned out to be the jettison for fuel.

"We had to put on the Sperry pilot so that we could be free to handle all the valves and things. We set the Sperry to go downhill, and we were getting close to the emergency airfield, when we asked the tower for the runway and he gave us 13, so lined up on 31.

"I then reached down and disconnected the Sperry pilot, except that I got hold of the cut-out levers and that stopped all the engines. We put the landing gear down and just a little way out we put full flaps down, but without any power and that was too much, and we weren't going to get over the fence, so we pulled up the flaps, except that it was the landing gear.

"At this point we got confused, and that was how the accident happened."

DO YOU KNOW YOUR SPORT?

It is popularly supposed that the game of hitting a ball a few yards, then walking up and hitting it again, was first invented by the half-civilised inhabitants of North Britain. This is not so — the Royal and Ancient Game of GOLF was first played in Roman times. And in France, an ancestor of the game involved striking a ball from tee to target, each player in turn having a bash, to knock the ball into a difficult lie for the next hitter. This game was soon altered — experience showed that the ball found difficult enough hidey-holes with only one man hitting it.

Golf was first played on "links lands," i.e. the area of barren country between the sea and the cultivated fields. Today, all the cunning of the engineer is applied to designing a course, with only a few basic ideas:

There should be three to five long holes, (450 to 550 yards); three to five short holes (130 to 200 yards), and the remainder of the eighteen any length between, scattered with as many hazards — bushes, ditches, bunkers, — as the designer thinks fit. Also, weather conditions and human fallibility help to make the golfer play an infinite variety of lengths, types and trajections of shot.

There is a limit to the help a golfer can get from his clubs — he is allowed to carry fourteen. For most of us there is seven too many!

The mass-produced clubs of today are designed to send the ball different lengths — there are usually four woods; and irons from No. 2 to No. 9, which get shorter and more lifted as the numbers increase. (Some genius, American, of course, has designed the all purpose club, on which you dial the number you want!).

Finally there is the putter, with which to pat the ball into the hole — but some experts advise using the putter from up to 30 yards off the green, if the grass is well-mown.

Four things affect the way a man plays golf:—

(a) physique; (b) experience at the game; (c) innate golfing intelligence; (d) temperament.

To bring everyone to even terms, the handicapping system has been evolved — if your handicap is 24, you are given (free), that many strokes to deduct from your score. (A player of average week-end ability should be in the range 12 to 16). Changes of handicap are made by a committee, and some cautions are necessary here: If a man says he has been put up to 16, DON'T congratulate him; but if he says "as a matter of fact, the blighters have pulled me down to six," then a pat on the back is in order.

Thinking of taking up the game? Then before you visit a course, borrow a "Book of Rules," and learn off by heart the section on "Etiquette of Golf." There's as much etiquette involved as in lunching with the Lord Mayor. Every rule is the commonsense rule of good manners, and woe betide you on a course if you do the wrong thing!

Jargon for the beginner:

BENDER: Curving, usually unintentional, as in "He bent it neatly around the tree and onto the green."

PAR: The correct score for any hole (the number of strokes a GOOD golfer should take if every shot is sound and luck does not exist).

BIRDIE, EAGLE, ALBATROSS: 1, 2, or 3 less than Par.

BOGEY: One more than par.

BUNKER: A trap, a sandpit.

You Want It?

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What Is It?

What You Want!



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(400 yards from Johnny's)

DIVOT: The piece of turf removed by the club; either by a good iron shot, or inadvertently by the poor stroke, Etiquette says — replace it.

FAIRWAY: The grassed area between tee and green, sometimes cut short.

GOLF WIDOW: Wife of a golfer.

HEAD UP: The action of lifting the head to see where the ball went, before you hit it. Results in gaining ten yards, and cutting the ball about

HAZARDS: Those places that the ball fiendishly delights in getting into.

RABBIT: The cheerfully inadequate golfer.



GOLF CLUB NOTES

It is with regret that the club bids farewell to its Captain, Lieut.-Cdr. Robinson, who has left us to take up a new appointment in Navy Office. The growth of the Albatross Golf Club to its present strength may be attributed to his efforts. Temporarily, the vacancy has been filled by Lieut. Eccleston.

The event of the month was the match between the respective teams of the Club President and Captain. A very pleasantly warm day saw Lieut. Cdr. Robinson's team romp home comfortably. By a slight misunderstanding however, it was the victors who initiated the refreshments.

Running concurrently with the above match, the Snow Collins Trophy was contested. R.P.O. Fathers was the proud winner of the prize, a new golf club, having amassed thirty seven Stapleford points. The Nowra Golf Club "A" Grade winner was Leading Writer Humphrey who added another dozen balls to his considerable collection of trophies.

No word has yet been received from the Eastern Area Golf Association regarding fixtures or membership cards. The latter will be distributed when available.

Due to a few minor setbacks the inter-part golf is slightly behind schedule. The current scores are as follows:—

Air Dept. 5; 725 Sqdn. 15; 724 Sqdn. 5; Exec. 15; Supply 5; S.A.M.E. —; Eng. Dept. 15; Elec. Dept. —.



SOCCER

Since the last issue of "Slipstream," the Albatross Soccer Team has gone from strength to strength, having beaten Nirimba twice to the tune of 9 goals to 2 and 7 goals to 1.

In the two matches old Bill Bailey scored 7, Knobby Clarke scored 4, Brian Sargeon 2 and young Jimmy Urdez 3 goals.

The following week Albatross beat Penguin at home by 3 to 1, Sargeon scoring 2 goals and Urdez 1. Judging by these results it looks as if the Shower's Trophy will come back to roost at Albatross.

When we played at Nirimba I observed that Jack Spratt was Nirimba's goalkeeper and this may have had some bearing on the number of goals we scored against them, as Jack's an old Albatross player.

It is hoped to organise a few week-end games in the very near future; in fact we have received an invitation to play Bulli Surf Club in the first week-end in May. We have of course accepted. The Station Inter-part competition has not begun yet, but it will have done so before this goes to print. With regard to the Inter-part competition, it is understood that approval has been given for the Chief Petty Officers' Mess to enter a team. All wheelchairs are being overhauled and oiled in preparation for this happy event.

AUSTRALIAN RULES

The 1960 season got well under way with a visit by a R.A.A.F. team from Sale, Victoria, and an interesting match resulted in a win for Albatross by 12 goals 8 behinds - 80 points, to 8 goals 4 behinds - 52 points.

It was the first game of the season for both sides, and the lack of match practice revealed a need to iron out some rough patches before long. Both victors and vanquished relaxed at the Sportsmen's Club after the game, to conduct post-mortems and lick their wounds.

Albatross already has 50 men under training and will develop a team capable of reaching the same successful conclusion as in 1959, although the opposition is reported to be much stronger this year. Our old friend and stalwart Ralph Turner is Captain and coach, and has Col Mason as vice-captain to ably support him. The administrative side is being dealt with by Lt. Cdr. Hickson, Darkie Harris and Leading Writer Hill.

All members are reminded that they have now been registered in the Sportsmen's Club, and to get there when the game is on. (The social game, that is!).

It is realised that there are many keen players who may not make the mid-week representative team. Every effort will be made to arrange other matches in which these players will be assured of a game.

We are at the moment going from strength to strength, as the results of our three latest games are:

We defeated Watson by 25 goals 27 behinds to 0 goals 1 behind; Kuttabul by 25. 21 to 4.1; Police by 10. 6. to 3. 3. (The police put up a good fight).

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HOCKEY

The Illawarra Men's Hockey Association Knockout Competition for this Season was completed at Kelly Park, Wollongong on Saturday, 9th April. I am pleased to announce that the Association's Shield has now joined the 1959 Premier and Minor Premier Trophies in the Station Trophy Case.

All members of the team agree that, of the three trophies, this Season's was the hardest to win. Albatross began playing Australian Industrial Steel No. 1 in the Semi-final. It was a fast-moving evenly-contested match. Both teams were pressing for a breakthrough in the early stages and the majority of play took place between the two 25 yard lines. Albatross eventually went to the lead by scoring a corner and a goal but shortly before time, our opponents drew level. With the score even at full time it was necessary to play a further five minutes each way. This extension resulted in a win for Albatross. In the final we played Wollongong Rangers who were fresh, not having played earlier in the day. This match was very fast but the Albatross teamwork eventually took them to a three-one victory.

Albatross participated in four competitive matches in the Knockout Competition, and we scored 13 goals whilst only 3 goals were scored against us.

Winter sports began on the Station on April 19 and the Inter-part Hockey is again under way. Air Engineering won last year and it is hoped that this will be a good competitive season.

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TENNIS CLUB TOPICS

Since the last issue of "Slipstream," the winter competition in Sydney has commenced, and two matches have been played. Albatross received a bad start in the competition by being beaten by the summer camp finalists by five sets, 40 games to three sets, 27 games. R.P.O. Butler played well in a marathon No. 4 singles to win 5-6, and N.A. Jackman won the No. 2 singles 6-3.

N.A. Jackman and E.M. Kirkman, after being beaten in their first doubles, combined well to take their second doubles 6-2.

The results of the second match were much brighter, with Albatross having a narrow win against 1st Field Regiment No. 1. N.A. Carroll played well to win 6-3, and C.P.O. Eastgate succeeded in winning his singles 6-1.

Our doubles team won their matches, 6-2, 6-2. The results of this match showed a good combined team effort.

The Club takes this opportunity of offering their appreciation to the 1st Field Regiment for their hospitality, and the organisation with which the matches were played.



FALLIBLE PHOTO:

Determination being
shown in a
Broad Jump.

SOLUTION TO LAST MONTH'S CROSSWORD

Last month's crossword was won by R.E.M. Barrow, from Air Radar.

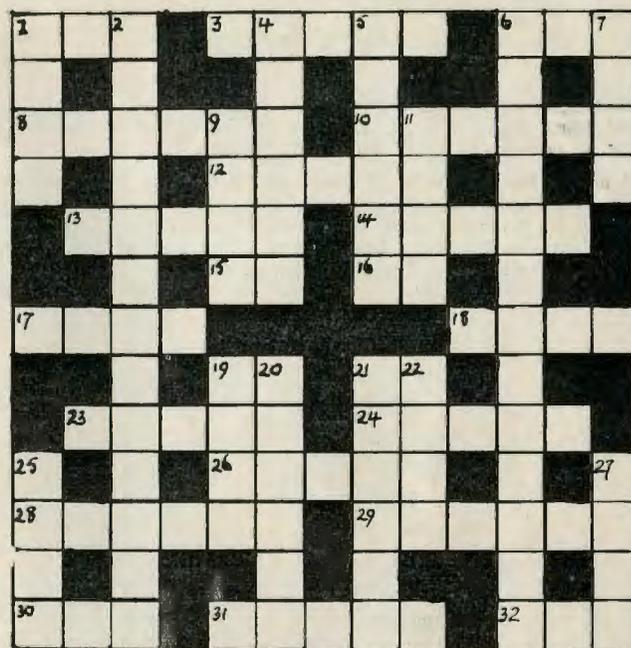
SOLUTION:

Across: 1. disciplinarians; 8. need; 10. apse; 11. minute cells; 12. rustle; 13. arabic; 14. unspent; 15. monitor; 17. asides; 19. runnel; 20. allowing for; 22. idle; 23. gins; 24. Netherlands Navy.

Down: 1. dangerous action 2. seem; 3. peruse; 4. incense; 5. amoeba; 6. alps; 7. speak carelessly; 9. dirty puddle; 10. Alsatian dog; 16. Juliana; 18. slower; 19. regard; 20. a let; 21. riga.

Prize for this month is £1. Solution to the Met. office by 3rd June.

ALBATROSS CROSSWORD



ACROSS:

1. Shade of May 1st.
3. Side of any army.
6. Glass bottle.
8. Cadavers.
10. Good-humoured cross-talk.
12. Examine the metal content.
13. It started with water.
14. Homes for the beat generation.
15. Russian speech in the U.N.
16. South-paw?
17. Very small. Male cat?
18. The illegal bookmaker who is not out in turning.
19. Written afterthought.
21. Order of Merit.
23. Greet the bird.
24. The bachelor's point of no return.
26. The navigator's nightmare.
28. A site for trees.
29. Comment on an ailing animal. (3,3).
30. Opposition to 15 across.
31. Legends.
32. The cards cause sleepiness.

DOWN:

1. The bear is not covered with this.
2. Tall parent. (5, 8).
4. Donkey is roped in to a card-game.
5. Did Miller take a step too far?
6. No visible means of support (3, 10).
7. An uncommon mixture of artist and Army engineer.
9. Labour for wages.
11. Indian nursemaid.
19. South American Country.
20. The look of the snake-like fish in the pig's home.
21. Statement of the idiot on seeing 20 down.
22. Haar. (Scottish).
25. Great number.
27. Disciplinary action for the cheeky child.

PUZZLE CORNER

By LIEUT. COHEN

This month's puzzle endeavours to compromise between popular request for more coded puzzles, and the threat of the sub-editor to resign if he has to proof-read any more BXOGDQR.

The police were anxious to track down a gang of subversive agents who were suspected of meeting under the guise of a charitable club. They were unable to place a spy at one of these meetings, unless he could be equipped with the password that would allow him to get in. A leading suspect was arrested on a minor charge, and on him the police found the following greengracer's bill:

3 lbs Mushrooms	1/ 4/0
1 large lettuce	1/6
6 lbs. Parsnips	6/0
2 lbs sprouts	5/0
4 lbs peas	5/4
8 lbs beetroot	5/8
5 crowns celery	15/0
2 lbs beans	3/8
4 lbs potatoes	2/0
5 cucumbers	4/2
	<hr/>
	£3/12/4

This bill was passed to the crypto department for examination, whereupon the password was quickly revealed.

WHAT IS IT?

SOLUTION TO LAST MONTH'S PUZZLE

The solution to the first of last month's puzzles has much in common with the letter from A.J.A.S.S. — the quotation of figures that appear correct, and then drawing completely erroneous deductions from them. The answer is that the figures given — 3×9 equals 27 plus 2 equals 29 is completely meaningless. Firstly, the 9/- includes the tip; all we can say factually is that each man paid $8/4$ for his dinner and each man contributed 8d. to the waiter's tip. Thus, 3 times $8/4$ is 25/-, plus 2/- tip, plus a shilling back on each equals 30/-. There are three sorts of lies — white lies; damned lies; and statistics!

The answer to the problem concerning the seven links of gold is that the chain need only be broken once — at the third link. The traveller then has one broken link; a double link, and a piece of chain of four links.

On the first day he gives the inn-keeper the single link. On the second day he gives the double link and takes back the single. On the third day he gives the inn-keeper back the single link. On the fourth day he gives the four links, and takes back the other three. And so on.

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