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SLIPSTREAM

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



No. 41

SEPTEMBER, 1960.

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SLIPSTREAM

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

No. 41

SEPTEMBER, 1960.

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FROM — FOIC EA

TO — NAS NOWRA

I was more than pleased with the organisation and effort made for my inspection. NAS Nowra was a delight to inspect and you have shown that even with your many old and temporary buildings the RAN is capable of great achievement. 2 — The bearing and dress at Divisions was most creditable. 3. — It is clear that our Naval Air Station is an efficient establishment. — Well done.

STATION PERSONALITY No. 41

CHIEF PETTY OFFICER "JOCK" LEE



OUR PERSONALITY this month is in a slightly different category to those previously featured, in that "Jock" Lee joined the R.N. in 1940 as a "birdie" and will leave the R.A.N. at the end of this year as a slightly moulted one.

Born in the Royal Burgh of Renfrew, Scotland, in 1920, it seemed that he was destined for some connection with the sea since his first job at the age of 14 was in John Brown's shipyard working on the "Queen Mary." However, he started his apprenticeship with Babcock and Wilcox, makers of ship's boilers; and in 1938 he made his first attempt to join the R.N. As he was apprenticed, the fates were against him, but in 1940 fortune smiled and he made his way to Chatham.

After kitting up and going through disciplinary courses, down to Lee-on-Solent, and from there he knuckled down to a six months course on airframes instructed by R.A.F. personnel. On completion of this course he was drafted to Donibristle on the River Forth and then boarded H.M.S. Pegasus for a course of handling seaplanes on catapults.

This included a not very pleasant convoy trip in the Western approaches when the U-boats and Focke-Wulf aircraft had the run of the Atlantic.

In 1942 our personality joined H.M.S. Anson attached to the Home Fleet and spent the next sixteen months between Russian convoys and endeavouring to entice the Tirpitz to leave Trondheim Fiord.

Some of his fondest memories stem from this period, such as the time he told the Admiral that smoking was prohibited during re-fuelling. He was later called before the presence, and informed that he should have made his statement through the proper channels. Naturally, he collected a large amount from bets over this incident. He really established himself as the Admiral's favourite while clearing ice from the upper deck and heaving it overboard. One large chunk was not heaved far enough and — you've guessed it — went straight through the Admiral's barge.



Jock on board "Anson" inside the Arctic Circle.

It was also on Anson that Jock became a member of the select "Blue Noses" by crossing the Arctic Circle. On one of these trips our hero again confronted the Presence after being 24 hours adrift while at sea! His excuse — went to sleep in a R.U. store on deck, awaking to find the dogs on the door frozen closed, so went to sleep again for another 24 hours!

After a spell at Macrihanish, in September, 1944, he joined H.M.S. Port Quebec, one of the R.N. Aircraft repair shops, and was in Australia in January, 1945. After two or three journeys to the islands, the ship was on a return trip but altered course to Hong Kong when Japan surrendered. Thus our personality was unlucky enough to spend both "V" days at sea.

Demobbed in 1946, he felt unsettled in Civvy Street, and being keen on Australia, he joined the R.A.N. in 1948; and since then has seen service with most squadrons in the R.A.N., including the Monte Bello trip in the Sydney, and the never-to-be-forgotten trips 1957-58 in Melbourne.

Jock pays off in November this year, his only regret being that he has never completed a trip to Antarctica to boast of really sailing all the Seven Seas.

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Around The Station

Poor old Albatross! August 31 was the Station's twelfth birthday, and nobody remembered it.

* * *

725 Squadron held their annual party at the Great Southern Hotel, Berry, recently, and one character discovered that the reason Invalid Port is so called, is that a bottle of it makes an invalid of you.

* * *

Scene: Air Traffic Control — present: Air Officer of the Day, Air Traffic Control Officer, and Commander (Air).

Telephone rings — Air Officer of the Day answers.

AOOD: "Air Traffic . . . Yes, Sir . . . No, not yet, Sir . . . Certainly Sir . . ."

COMMANDER (AIR): "I'll bet you there's at least a Lieutenant Commander on the other end of the phone."

AOOD (TO COMMANDER AIR): "Will you take the call now Sir?"

COMMANDER (AIR): "Commander Air speaking . . . Yes, Sir . . . No, not yet Sir . . . Certainly Sir . . ."

ATCO: "I'll bet you there's at least a Captain on the other end of the phone."

* * *

The unkindest cut — Members of one of the Squadrons have christened one of their officers "Wing-nut" — just because his ears stick out a bit.

* * *

Overheard in D19 Mess just before Admiral's Divisions — "Has anyone got a bottle of blue-black ink? I've got a hole in my sock and my heel shows through it."

* * *

We have often wondered who thinks up some of the C.N.O's that are issued. Have you read this one?

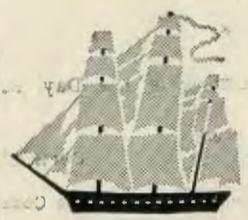
C.N.O. 549/60 — "This Order will not be issued."

* * *

At the Western Districts Aircrew Reunion at Cowra recently, a fellow kept interrupting Air Vice Marshal Hancock's after-dinner speech with cries of "What about the Navy?" It turned out that he was not paid to do so by A.C.N.B., but was in actual fact an ex-RAAF type who had been twice picked out of the Pacific by ships of the R.A.N.

NO 12

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WHY THE PONGOS ?

BY A PONGO

This question has caused much comment during the past few weeks, and it has prompted me to write this article for "Slipstream."

Basically we are here to be checked out on "uckers." If we qualify we then proceed onto choppers, following in the footsteps of those other intrepid rotary wing aviators.

Still you say, "Why?"

The Army needs light aircraft for the tactical and logistic support of the forward troops, and this includes fixed and rotary wing aircraft.



Army Aviators Training in a Service-like Manner."

The duties carried out by these aircraft are many and varied, the main ones being:—

- (a) Artillery Spotting.
- (b) Reconnaissance.
- (c) Air Despatch Letter Service.
- (d) Liaison.
- (e) Supply Dropping.
- (f) Casualty Evacuation.

For these duties we required aircraft with short take off and landing capabilities and high manoeuvrability at low speeds. We also required a pilot with a greater understanding of military methods and tactics, and very close liaison with the army in the field. With these requirements in mind, it was decided to train selected army personnel to fly light aircraft.

Flying was divided into two fields:—

- (a) Air Observation Post pilot, and,
- (b) Light Liaison pilot.

The Air O.P. pilot was trained at Canberra using R.A.A.F. aircraft with Army and R.A.A.F. instructors. This training was commenced in

CONTINUED NEXT PAGE

FAREWELL, COMMANDER



Eighteen months at Albatross — and still sane, is a good effort: though Commander Geoffrey Gladstone, a loyal “fish-head,” must at times have doubted his sanity when witnessing the antics of the “birdies.”

Joining as a Cadet in 1935, Commander Gladstone was in H.M.S. Sussex at the beginning of World War II, and spent nearly all of the war years at sea, being awarded the D.S.C. whilst in H.M.A.S. Quickmatch.

Following on a spell at shore establishments after the War, he was in Warramunga when that ship saw service in Korea, and gained a bar to his D.S.C.

After a Staff course, Executive Officer at F.N.D., and a spell at Bangkok with SEATO, Commander Gladstone was appointed Commander of Albatross, to make his name not only by his determination to keep the Station “First As Always,” but also in providing ample practice for S.B.A.’s following Wardroom parties.

Albatross wishes him luck in his next appointment and may he remember the F.A.A. with affection.

WHY THE PONGOES?

1950 and the aircraft in use was the Auster Military Mk 3. The Auster remained with this unit until 1959, when it was replaced by the Cessna 180a. This unit, 16 Air O.P. Flight, equipped with Cessna 180a aircraft, will move to Amberley this year and become part of 16 Army Light Aircraft Squadron.

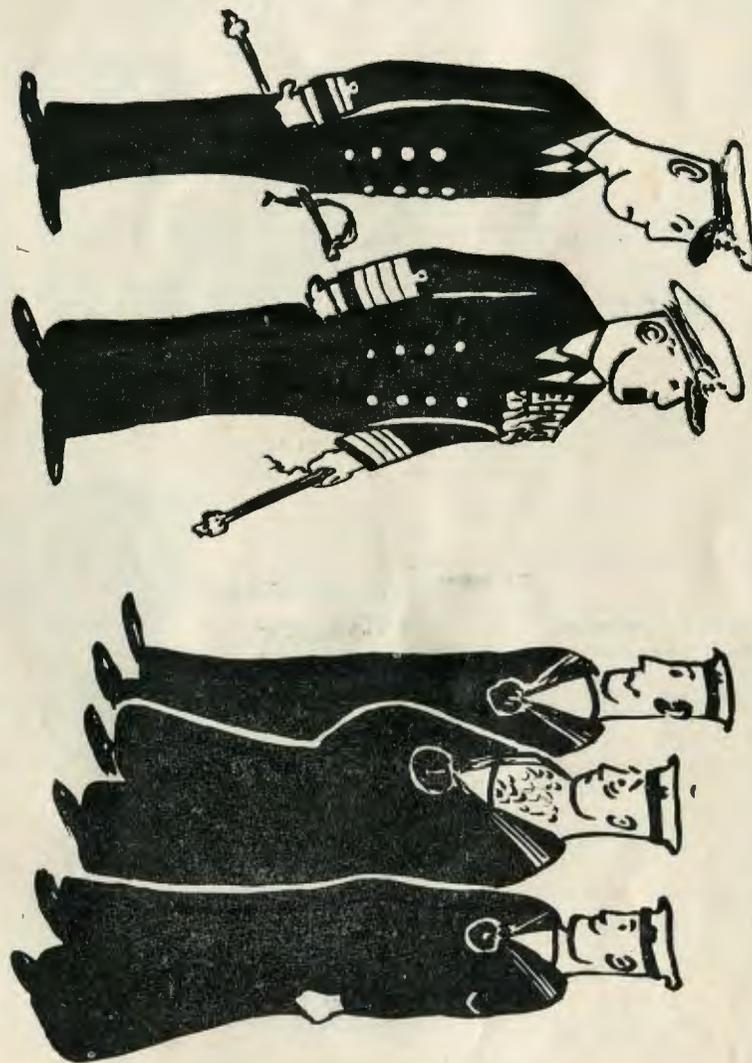
Light Liaison pilots were trained by civilian flying schools and some saw service with 1 Army Aviation Company at Bankstown. This unit will also go to Amberley to join the new squadron.

Army pilots have seen operational service with 1903 Air O.P. Flight in Korea, 1950-1954, and during the emergency in Malaya with 656 Light Aircraft Squadron.

With the formation of 16 Army Light Aircraft Squadron, it was decided that we needed some helicopter pilots. The R.A.N. offered their services, and this offer was quickly accepted.

That is why we are here. We are learning many new things, but one thing we must find out before we leave — Just where is that Golden Rivet?

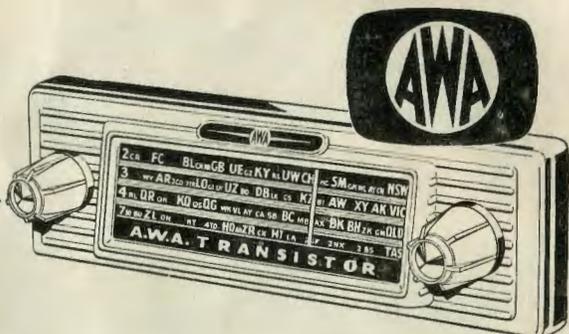
“What do you think this is, the Folies Bergere?”



Fred

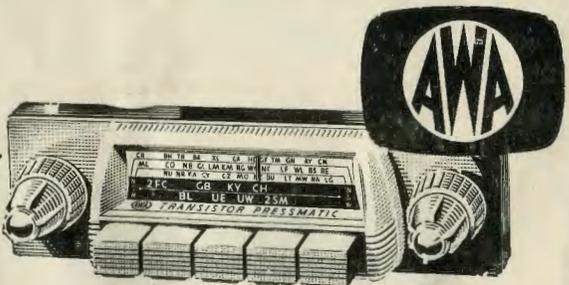
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THIS I CAN'T BELIEVE

By Derek Bome

I can't believe that this Air Station can do so much for the public and get such little recognition via radio, television, and newspapers.

Our aerobatic team, the best in the country, seems to be taken for granted by the public, while a crop-dusting prang with no loss of life nor injury rates the front page of the morning papers.

Our helicopter mercy dashes have no news value, and no mention is made of them until they are used in searches for kidnappers and escaped convicts.

Despite the efforts of our P.R.O. to correct this state of affairs, it appears as though our big news value is our disbandment in 1963.

* * *

The three hermits living in the cave were a bit stunned to see a babe in a teeny-weeny, itsy-bitsy, yellow polka-dot bikini rush past the cave entrance.

Six months later the first hermit said: "That was a nice-looking blonde."

Twelve months later the second hermit said: "She wasn't a blonde. She was a brunette."

Eighteen months later the third hermit said: "If you two keep up this squabbling, I'm going to find my own cave!"

* * *

Then there was the Leading Cook who rang Air Traffic to find out if there was to be any night-flying, and was told: AFFIRMATIVE. Then he said: "What does that mean?"

* * *

Your old Uncle Derek put on his best guernsey for the Village Cabaret this month, and it was well worth the trouble. Despite setbacks to the organising committee, a big crowd rolled up and a good time was had by all.

Looking around the crowd I thought that Fred and Ginger Brunswick were having the best time of all. The fact that they cleaned out the Tombola the night before probably helped.

* * *

It was inevitable that something like this would happen in the melee preceding Admiral's Inspection:

The three-badge able seaman strolled back to the section during the forenoon and was jumped on by the D.O.

D.O.: Where have you been?

3 Badge man: Getting a haircut, sir.

D.O.: What do you mean, getting a haircut in Pusser's time?

3 Badge man: Well, it grew in Pusser's time.

D.O.: It didn't all grow in Pusser's time.

3 Badge man: I didn't get it all cut off, sir.

* * *

This information was given to me in strict confidence, from the Inner Sanctum, so I'd appreciate it if both of you kept it under your hat.

The Captain does NOT intend to open an off-the-course totalisator in the sports hangar.



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DAY BEFORE —



DAY AFTER —



CAVORTING AT COFFS'

By GULLIVER

THE COFFS HARBOUR and District Aero Club recently extended an invitation to the Navy to take part in an Air Display to be held on September 3rd and 4th, at Coffs Harbour. The invitation was accepted and volunteers for the event (which fell on a week-end) were nominated by Commander Air.

At 0600 on Saturday, September 3rd, a patrol waggon carrying an armed party made the rounds of Married Quarters, the Wardroom cabins and various private addresses in Nowra. By 0730 enough air crew had been assembled to man a reasonable number of aircraft and they were given a briefing at the Control Tower. Some discontent was apparent, particularly amongst the married men present, but this was tactfully quelled by Lt. Commander (Flying) who simply cocked the trigger of his sub-machine gun.

The weather was loud and clear, the Met Section having failed to produce their usual week-end cold front. This was in spite of the fact that the Senior Met Officer had been handsomely primed in the Wardroom bar the previous evening, but the air crew concurred.

There was now no alternative but to man aircraft, and subsequently four Venoms, one Gannet, and one Dakota got airborne — the Venom; and Gannet to land and refuel at Williamstown, and the Dakota to fly direct to Coffs Harbour. On the northward trip the pilot of the Gannet scored a brilliant tactical victory by putting his aircraft unserviceable because one engine would not relight. He timed this move so well that he had sufficient fuel to return to Nowra, but it was too late for him to pick up another aircraft and catch up. The Venoms and Dakota continued on alone.

The Dakota, carrying the maintenance party, landed at Coffs Harbour at about 1100. It was met by members of the Aero Club, and after checking details of the afternoon's programme, the party adjourned to lunch. Coffs, of course, is famous for its crayfish, and on this occasion crayfish and beer were provided by the Aero Club.

The Air Display commenced at 1345. roughly the same time a 25-knot dust storm arrived. Various light aircraft from various aero clubs and manufacturers carried out their acts — aerobatics, streamer cutting and short take-offs and landings. Up till now there had been nothing other than light aircraft, and it was apparent that the Venoms would be the high-light of the afternoon.

The commentator had worked himself and the audience into a fever pitch of expectancy, and at long last was able to announce that the Venoms were somewhere above the dust cloud and were about to dive over the airfield to commence their aerobatics. At this moment a light aircraft flew into the circuit (having come from Newcastle) and orbited the airfield, the pilot waving to the crowds. Since he had no radio and apparently could not see the controller's light, the audience was compelled to wait until he eventually decided to land, before the programme could continue.

He had no sooner done so than a SECOND light aircraft joined the circuit. Fortunately, this one had radio, and on being informed that 8000 people on the ground were wishing him dead, the pilot landed, and the Venoms were able to commence their act (much to the relief of the commentator, who was running out of anything to say).

The Venoms completed their usual polished display, landed, and were refuelled. They were then put on static display, and 8000 men, women and children, all determined to see, touch, and if possible, taste a Sea Venom, swarmed over them. The Display concluded with more light aircraft aerobatics and joy flights.

At 1830 those taking part in the Display attended a party given by the President of the Aero Club (crayfish and cocktails) and were later entertained at the R.S.L. Club. At 0630 the following morning an armed party (by courtesy of Coffs Harbour Police) made the rounds of the Plantation Hotel, and the Navy contingent were assembled for breakfast (crayfish and aspirin).

The Venoms remained on static display during the forenoon, and aircrew stood by and answered questions to the best of their ability. After lunch (crayfish and lemon juice, since they had to fly) aircrew assembled for briefing. It was noticeable that those who had complained loudest about leaving Nowra the previous day, were now the first to complain about having to return there.

At 1330 the Venoms departed, after a low run over the city, and were closely followed by the Dakota, loaded with gifts (crayfish and bananas).

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If you require toys for the "kids" at Xmas, golf balls, napkins, jewellery, electrical goods or furniture then visit the Amenities Staff at the Education Centre. Practically every form of goods can be obtained and the prices are to "SUIT YOUR POCKET."

We have an arrangement with a transport firm which is very satisfactory and enables the goods to be delivered to your house. The payment for this transport and the payment for the article is all handled by the Amenities Staff and at the conclusion of the whole business you are given a statement showing how every penny is spent.

An arrangement has been reached with a reputable hire purchase firm for those of you who prefer to buy this way and, at the same time, still pay the price that "SUITS YOUR POCKET."

All articles, you are reminded, purchased for organised sporting clubs on the station or for messes, are exempted from Sales Tax.

If we continue at this rate we'll be giving suites of furniture and refrigerators away with £5 cheques thrown in . . .

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COLLINS TROPHY — AND BAR !

At Divisions on Tuesday, 13th September, Rear-Admiral Oldham presented the Collins Trophy for highest efficiency to 724 Squadron, "Slipstream" commissioned a 724 correspondent to comment on the award:—

HOW WE WON IT — AGAIN !

The trophy is a solid sterling silver model of a Gannet A.S. Mk I and was presented to the R.A.N. by the Fairey Aviation Company for annual competitions between squadrons of the Fleet Air Arm.

It was first presented in 1955, but the jets came on the scent in 1958, and our sister squadron, 808, had a deserved win. Since then, and until this time next year, the Trophy will remain in possession of the jets.

We have every intention of gaining a second bar in twelve months time, feeling that our greatest competitors will be ourselves. In other words, over half of our complement of aircrew and ratings will be in 805 squadron by then. During the last twelve months, 724 squadron has trained five pilots at once to O.F.S. standards, made many new records and broken existing ones many times over, in serviceability and flying hours besides making two movie films, in both black-and-white and Eastman Colour. Our complement during filming for Movietone was only four Venoms, so the squadron obtained 100 per cent serviceability during the filming.

If you too, wish to win a Collins Trophy, I'll sum up the preceding for you.

Do your task extremely well, keep to a high standard in everything you do, obtain a high serviceability rate, do more than is expected of you, make a visit to "H" hangar (to see how clean a hangar should be) and —

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TO GROW — OR NOT

PERIODICALLY THE NAVY is plagued — or blessed, depending upon your viewpoint — by people who have decided to allow their faces to remain fallow. The results vary tremendously, some look like aged Koreans, some like hairy apes, and some just "beaut."

Why does a man grow a beard, or, for that matter, some females? Is it vanity, laziness, eccentricity or a desire to prove that they can cultivate on their face what grows wild on other parts of the anatomy?

The morning ritual of scraping away at one's face is not particularly pleasant, and if one goes by photos taken at the turn of the century, the face as smooth as a baby's bottle is an innovation of the 20th century. This, however, is a completely false conclusion as archaeological discoveries have shown that razors were used in ancient Egypt and Babylonia (the keen student will still find razors of this variety in "slops").

Arab nations have always been fond of beards, and Mahomet gave it both respectability and colour. The latter was achieved by dyeing his beard red. This caused a crop of henna to spread through the Moslem world. The phrase "by the beard of the Prophet" is a reference to the red locks of Mahomet.

Henry VIII of England found sufficient time from his other exploits to order his courtiers, in 1535, to "poll their hair," while Edward VI placed a tax on beards. The Russian, Peter the Great, not to be outdone, decreed that all his subjects should pay a levy of up to 100 roubles per annum per beard — or take the rest cure in the salt mines.

Military commanders of the era were against beards as they could easily be grabbed in battle and the owners' throats cut. Perhaps the cooks at Albatross have been voicing their sentiments too loudly of recent date.

It is generally thought that the rate of growth and thickness of hair are affected by repeated cutting. If this were so Yul Brynner would have no spare time at all, or alternatively, look like a golywog. Immediately after shaving, hair grows at the rate of $\frac{1}{2}$ mm per day. After this initial burst, the rate is reduced to a steady 11 mm per month. It would thus appear possible, provided there were no shaving, to judge a man's age by the length of his beard.

Some racial groups, such as the "redskins" and Eskimos, do not have beards, which seem to be the prerogative of the white races. This seems to indicate that facial hair was not given us to protect us from the cold or the cowboys.

If you want to remove your facial hair, at least three minutes wash and lather with hot water is essential for blade razors in order to soften any beard. If you don't want to remove your daily growth, go ahead — look like an armpit — see if I care.

+ The Chaplain's Corner +

"GREATEST ENEMY"

Recently a document was published in the "Catholic Weekly" containing a series of secret instructions for the Anhutshu, one of the clans comprising the Bakusu.

"The Bakusu is a tribe of about 200,000 people concentrated mostly in Kiu province, in the eastern part of the Congo, but extending northward into Mr. Lumumba's stronghold, Oriental province.

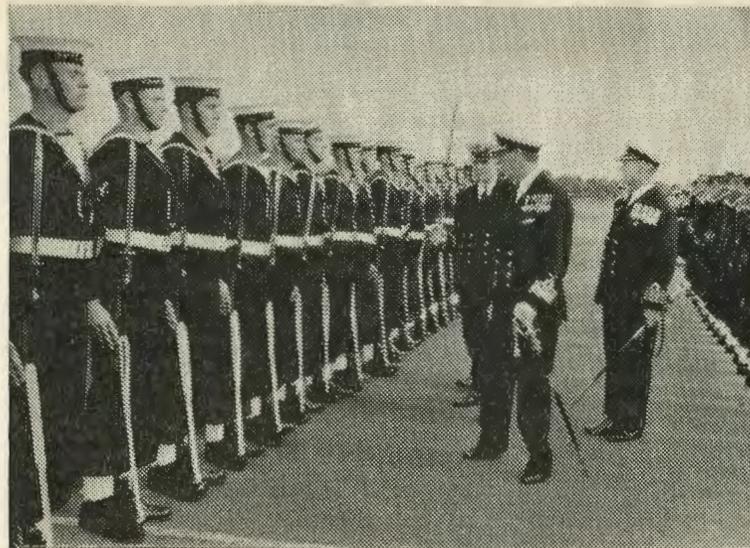
Among points in the document are:

1. Don't forget that the white man is our enemy.
2. The greatest enemy of our work is the clergy; they have the biggest monopoly over the people. We must use trickery to paralyse them; seek the greatest trouble for them so that they will not be able to rally enemies against us. Seek every false means of arousing popular opposition to them even among the faithful, so that to change the (present) teachings and impose ours, which you know.
3. The masses must be incited so that they never practice or believe the Christian religion, so that they can rebel against all missionaries and regular priests more easily.
4. It is very necessary to send our own people to all the universities of the world — the largest number of them to Russia, where we will have the most privileges."

It is not news to you that there are many in Australia who regard Christianity as the greatest enemy of the people. Why should they get this idea? The answer to this is simple. Those who call themselves Christians do not live as Christians. Yet they are highly insulted if they are reported as being non-Christian in their way of life. One of the outstanding marks of every Christian should be charity. The words of Sacred Scripture should be able to be applied to all Christians — "See how those Christians love one another." Could these words be applied to you?

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

INSPECTION — 1960



Inspection of the Guard.



The Admiral casts his eyes over a crack division—
Air No. 1.

ON EXECUTIVE COMMANDERS

"March on the guard and band!"

We can imagine the scene. Eleven hundred officers and men quivering at attention in neat orderly ranks, and the exec., a resplendent figure, standing well clear and dominating the whole show. The order — bellowed in a deep stentorian voice — echoes and re-echoes amongst the hangars, and faintly comes the reply — "Aye Aye Sir!"

Surely then, this is one of the executive Commander's greatest moments.

And here I would like to establish a point. All executive Commanders are gunnery officers. People will immediately disagree with this statement, and quote cases where executive Commanders have been T.A.S. or Communication specialists. However, consider the case of the exec. who is a communication specialist, calling Divisions to attention, taking a smart half-turn to the left, and bellowing: "Tell the guard in company with the band to proceed!"

Now this wouldn't sound quite right, would it? So I think we can safely agree that all execs are gunnery types.

It is essential that all officers and ratings are Commander conscious. Consider the case of a junior officer who decides that he would be better employed playing golf than facing the drudgeries of a normal afternoon's work.

Consequently the aforesaid officer arrives at the main gate clad in sports rig at about 1.15 p.m., and imagine his consternation when he finds the exec engaged in a friendly one-sided discussion with the Officer-of-the-Watch.

The ensuing conversation would probably be something like this:

Exec. (looking at his watch): "Where the (something) hell do you think you're going?"

Junior Officer: "Eh . . . ah . . . I (gulp) . . . that is . . . er . . ."

Exec (getting slightly red in the face): "This had better be good. Master-at-Arms! Stand by to write."

More Junior Officer: "Er . . . clandestine operation, sir, infiltrating with the local council members to find out when they are going to do something about your water supply."

The now Acting Midshipman would get ten marks for initiative but it is doubtful that even such a plausible story would prevent the situation becoming decidedly embarrassing.

However, had this junior officer been Commander conscious, this sorry state of affairs would never develop. The Commander conscious officer would first ring the Commander's Mate, determine the whereabouts of the exec., and adjust his social programme accordingly.

As for ratings who aren't Commander conscious, you can see 'em every morning mustered outside the Administration Block.

However, there is a touch of pathos with all execs., for being an Executive Commander is purely a transitory phase. I wonder if Captains ever look back with sadness (choke!) and longing (sob!) to the time when they were Executive Commanders; when they harassed the Officer-of-the-Watch, and when they roared out at Divisions: "March on the Guard and Band!"

Of course the compensating factor of being a Captain is that the Captain can harass the Executive Commander!



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A TRAVELLER'S TALE

I CANT RECALL when the decision to move from Nowra to Melbourne was made, but I do remember the problem that followed on that decision. How to move, two adults, five children, a large dog, and a houseful of furniture and personal effects? Road or Rail transport was out, far too expensive. Service channels were out also, as I was not entitled.

It was here that a policy of the previous nine years paid its dividend. The house had been furnished so that all furniture could be broken down to handy sized pieces, or ditched at a small loss. A light caravan and a roof-rack were hired, and the business of packing and stowing began.

The morning of 9th July gave promise of a day of good weather, and helped to lift the spirits that were getting a little low after a night of packing and stowing things in, on, or around the car and caravan. That morning also saw the arrival of a "famous last word" that I have not been allowed to forget, "Hurry up, I want to make the border by dusk." We made the border by dusk all right, the one between Shoalhaven and Wingecarribee Shires, a mere 15 miles away. The reason why it took so long to cover so little distance was, of course, the Cambewarra Mountains, a formidable obstacle to any car, to ours with its load it was almost impassable.

The trek started finally at 12 noon, final packing and goodbyes taking longer than expected, inevitable I suppose when women are moving from friends and neighbours. Nevertheless, apprehensive, yet impatient, a hopelessly overloaded car and caravan finally crossed the Shoalhaven River.

By 1 p.m. we had well and truly blocked the road to Kangaroo Valley. The old Plymouth struggled mightily up the lower half of Mt. Cambewarra



until a sharp bend with a steep pinch proved too much. She boiled and steamed, smoked from overheating, and finally stopped. We couldn't go up, and it was too dicey to back down. The mountain side soon filled up with a collection of cars and trucks, drivers gathered around, full of suggestions and comments, mostly impractical, some inane. Finally a bright one came through and with a lot of heaving and pushing a way was cleared to allow an empty milk truck through. The driver hooked on, and with almost contemptuous ease pulled the lot up the hill.

With a great sigh of relief we reached the floor of the Valley after a hair-raising brake and stumble run down the other side. This relief was short lived as the realisation of having to do it all again up the other side hit us. Locals stated quite firmly that Mt. Barrenгарry was not nearly so steep, following events proved just how little people sometimes know of things around them.

We had to lighten the load, that was obvious, so, out went my wife, the four eldest children, and the dog. "Meet you at the top," I said, "good-bye," and with a little more confidence set off. This time I only made a quarter of the climb before the car stopped again. Too much was being asked of a car built in 1936, and certainly not intended for this load. The prospect of reaching the Hume Highway at all now seemed very remote, remote that is, until a friendly builder from Moss Vale stopped and offered to tow me up on his way back from Kangaroo Valley. His truck was the inevitable beat-up Ford, but the engine sounded healthy, and the builder himself was full of confidence.

Shouts and cries of greeting marked the arrival of the foot party. They were in good spirits and enjoying the walk in beautiful surroundings. "We'll go on and meet you at the top," said my wife, so, rounding up the herd, set off up the mountain once more. Two hours went by, and I was beginning to worry about the builder, when, finally, he came bounding around the corner. "Sorry I'm late," he said, "the old bus played up on me."

Things still didn't look too bright, but this boy was full of confidence and soon had us hooked up. With a loud roar of engines, and a cloud of burnt oil we set off up the hill, the builder grinning cheerfully, and me wrestling with a first gear that had given under the abuse given it.

Finally, with both engines boiling furiously we topped the crest of that long, long climb. The road to Melbourne was now clear. I looked up the road, but no sign of the rest of the family. I thanked the builder and set off slowly looking for the lost members. About a mile later I came across six weary, mud-spattered figures. With tired smiles they climbed aboard, asked "why so long," and promptly fell asleep.

At Moss Vale I stopped to take stock, and it didn't look so good. Distance covered, 31 miles; petrol used, 4 gallons; oil used, 4 quarts; first gear grinding badly; tow bar bent. Melbourne seemed a hell of a long way off.

The rest of the trip was just one long grind at 20 m.p.h. The only highlights worth mentioning were blow-outs at Gundagai, Holbrook and Albury. By this time the trip had degenerated into a battle between tyre and pocket.

At long last, or so it seemed anyway, on Monday the 11th July, at 11 a.m. we reached Melbourne. Tired, dirty, broke, but immensely pleased at getting through. An experience? Yes, but never again at such odds and blithe gaiety.

Postscript:—

The car alone carried: 6 bodies, 1 dog, 1 wardrobe, 1 table, 4 beds, 2 cane chairs, 1 electric polisher, 1 pram, 2 tricycles, 2 scooters, 1 bucket, 1 kittbag and 1 travelling bag.

The total load was over two tons and I have the deepest admiration for the designers and builders of 24 years ago. They knew how to put a car together, one that would last anyway.

SPORTSMAN OF THE MONTH

SURGEON LIEUTENANT MALCOLM DARROCK



One of the newest arrivals on the Station, and one of the most prominent members of our lately victorious Rugby Union Team, Surgeon-Lieutenant Malcolm Darrock was born in Hertfordshire, England, in 1934.

About his early life he is somewhat reticent, but at the age of 13 he went to Marlborough College. He had a distinguished sporting career at Marlborough and was in the First XV, the First XI, and the College Boxing team. He left Marlborough in 1952 and entered London University in the same year to study medicine, graduating in 1958. As well as doing nothing to disprove the well known theories concerning the capacities of medical students for beer drinking, Malcolm represented the University as a Light-Heavyweight Boxer. At the time he was playing golf off scratch, and so was also in the University Golf team. As a resident at St. Mary's Hospital in 1959, he was a member of the Rugby Union team when they won the "Hospital's Cup."

Malcolm joined the Royal Australian Navy as a Surgeon-Lieutenant in 1960, and since assuming the onerous duties that go with his rank, he has allowed his golf handicap to grow to 4! Malcolm is an excellent squash player, as a number of would-be Wardroom champions have found to their cost.

Gliding Association

Owing to certain incidents and happenings, one way and another, previously reported in this magazine, we hope to bring you regular news of our operations now that we have three fully serviceable Gliders.

From April to July flying was enjoyed by those in the enviable position of being cleared to fly the high performance "Nymph" sailplane. Some very good soaring flights have been recorded in this aircraft. Our Ex C.F.I. Surgeon Lieutenant (Doc) Thompson soared for 2 hours 5 minutes to a height of 4000 feet plus, while Naval Airman (Terry) Strong exceeded this by soaring to 5100 feet on one occasion and remained aloft for 2 hours 15 minutes. Our "Kookaburra" dual trainer, prior to becoming unserviceable, was taken aloft by Sub. Lieutenant (Johnno) Johnson for 45 minutes and proceeded on a short cross country to Nowra and return at a height of 4000 feet plus, with "green ball" throughout the trip. It was observed that a cut lunch was sitting in the second seat of the "Kookaburra," prior to launching so maybe Johnno could read the thermals?

Our next best performance was recorded by C.A.A. (Darkie) Hodges with a flight, his second, in the "Nymph," when he reached 4800 feet and remained aloft for 90 minutes. He reported that Greenwell Point makes a good picture from the air. Also, Darkie made a flight of 38 minutes in the "Kookaburra."

All of these flights indicate that very good soaring conditions can be found in the vicinity of the Air Station.

Our present C.F.I. and Chairman Air Mechanician (Geof) Strickland, as first pilot and Naval Airman (Terry) Strong, had an interesting experience when returning, recently, by aero tow from the College at Jervis

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Bay. They were forced to release about 2 miles east of Nowra Hill. After releasing from the Auster the "Kookaburra," with 60 m.p.h. indicated, was on the verge of flying backwards so our C.F.I. decided on the nearest safe landing area rather than attempt to stretch the glide. The glider was subsequently returned to our hangar by trailer.

Congratulations go to Chief Writer (Spider) Webb on being our most recent soloist.

Enquiries with regard to the Gliding Association will be welcomed by Air Mechanician Strickland on Extension 361.

Australian Rules Football

WELL EARNED VICTORY by Mac

On a day when football conditons were perfect, Sydney-Naval met Newtown in the Australian Rules Grand Final in Sydney on Sunday, 11th September.

Both teams were at full strength, and ran on to the ground looking very fit, to the applause of a crowd of almost 10,000 people. Newtown won the toss, and Sydney-Naval were kicking to the Grand Stand end.

The siren blew, the Umpire bounced the ball and immediately it was hard, fast football, with both teams giving and taking the knocks. At the end of the first quarter, it was Newtown in front, leading 4 goals 2 behinds (26 points) to 2 goals 2 behinds (14 points).

The Navy boys settled down and combined better in the second quarter, gradually whittling down Newton's lead, but poor kicking kept them from getting in front. The half time siren sounded and Newtown still lead, 5 - 6 (36 points) to 4 - 8 (32 points). A highlight of the second quarter was the entertainment provided by brawling spectators, obviously trying to out-do their counter parts in the Soccer world.

Apparently Sydney-Naval were not inspired enough by the pep talk of coach John Aitkens, as the kicking continued to be innacurate. Praise must be given to Newtown's back line, as they did not let the Navy forwards gain the initiative in any department. At the other end of the ground, Sydney-Naval's backs were working overtime and defending splendidly, but at the end of the third quarter Newtown were still in front.

Coach Aitkens, really worked up, blew his top. He emphasised to the Navy players the necessity for determination, heart and speed; that to win the Premiership, they would have to give it everything they had. It worked.

In the final quarter, the Navy boys were always in the attack, their men always in front. A beautiful running goal from McNamara, followed by a snap single from the scrum gave Sydney-Naval the flag for 1960. Final scores, Sydney-Naval 9 - 16 (70 points), Newtown 9 - 9 (63 points).

The main feature of the match seemed to be the wonderful defence of both teams. However, the tenacity of the Navy players (to be behind throughout the match and come up and win in the closing minutes of play), cannot be denied.

Best players for Sydney-Naval:—

N/A Struhs for his wonderful backing up and creative movements.

Ex N/A Stivey. He gave the game everything he had and more.

REM Hilzinger. For his forceful Back Line Play.

Naval Airman Turner, undeniably the finest Rules player we've seen in the Navy for many years, leaves the services soon. Let's be sportsmen and wish him every success in civilian life, and in his future sporting activities.

And now for the 64,000 dollar question. Who is going to win the Inter-part Competition? My money is on 725 Squadron.

Sporting Notes

Basketball

It is obvious that before the recent Grand Finals in both the Shoalhaven and Army Competitions I was jubilant over our prospects. Much to my sorrow now I realise we were inclined to underestimate our opponents in both games. Comets I dealt the first blow to Navy I with a victory of 51 to 47. Generally the match was a "see-saw" effort favouring one team then the other, but when the final bell went, Comets were in and deserved their win due to the efforts of the two forwards who were set-shooting with monotonous regularity to which we had no counter.

The loss was a "Bitter Pill" for our lads as the previous two seasons ended in the same manner and the best we could achieve on each occasion was the Minor Premiership. Maybe with a little more concentration we will do better in the future.

As I did not attend the Grand Final of the Army competition at Ashfield Training Establishment it is difficult to summarise, but the scores indicate the trend of the game; Army defeated Albatross 56 to 36.

Basketballers are required for the forthcoming season as it intended that we will field teams in the Shoalhaven Competition (3) and Army midweek (1). Players are also reminded that the Inter-Service Competition will be held in November and it is possible that the bulk of the twelve man Navy squad will be chosen from Albatross players.

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INTERPART SOCCER WINNERS



Engineering Soccer Team, winners of Interpart Soccer. Back row: Brunton, Lloyd, Cole, Harman, Dodds, Wilkinson. Front row: Skinner, Walters, Butler, Sargeson, Knight.

* * *

RUGBY LEAGUE

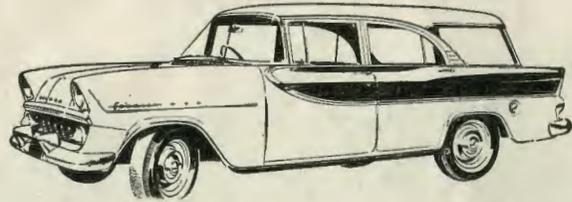
First a brief survey of the 1960 season — Albatross first entered a 1st Grade and a Reserve Grade team in the Group Seven Competition, but were unable to maintain both grades, so withdrew from the 1st Grade. During the first round, the reserve grade won only three matches and were well down the list.

In the second round, they began to function as a team and started to win matches. They were the first side to defeat Creswell, the score being 14 - 13. They continued on their winning streak during the second round and when the points were tallied for the semi-finals were in second place behind Creswell, an excellent recovery indeed. The semi-finalists being Creswell, Albatross, Kiama and Kangaroo Valley.

In the semi, Kiama defeated Kangaroo Valley, and in the second semi, Albatross defeated Creswell 20 - 10 to go straight into the Grand Final against the winner of the Creswell v. Kiama. Whatever the result of the final to be played on Saturday, 17th September, congratulations must go to all club members for a fighting recovery. Special thanks should go to the loyal club officials, namely N/A Stark, R.E.M. Parker and C/Btch. Watkins who soldiered on through the dark beginning. Also a word for our Coach, S/Lt Morris whose perseverance and faith in the team has been rewarded by such an excellent recovery.

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Hockey



ASSOCIATION HOCKEY:

At Wollongong on August 13th matches played resulted as follows:—
Minors. Woonoona 4; Albatross 0.

Majors. Albatross 1; Wollongong Rangers 0.

The first team drew a bye on the 20th, the Minors being defeated by Marcus Clarkes, 3 goals to 2. The following day, deferred round 2 matches were played;

Minors. Marcus Clarkes 3; Albatross 0.

Majors. Rangers 2; Albatross 3.

On the 27th, we were at home, our Minors winning on a forfeit from A.I.S. Ingots, while the Majors fought a hard battle with traditional enemies, Bulli, resulting in 3-2 win for Albatross. The following week our First team again tangled with Bulli to defeat them 4-3 in the Major Semi-final, while our Minors defeated A.I.S. Rovers 2-0.

INTER-PART HOCKEY:

In the matches played since leave, Air Dept. defeated Electrical 4-1; Executive and 724 Squadron had a hard 3 all game and Executive had a forfeit from Supply. At this stage 3 teams were on equal points, so making a play off necessary. In the first match, 724 defeated Electrical 1-0 but the latter team made fourth place by gaining a forfeit from Executive.

In the semi-final, Air Engineering had their hands full to defeat Air Dept., even though the final score was 5-2.

ILLAWARRA ASSOCIATION CARNIVAL:

The first Illawarra Men's Hockey Carnival took place at Albatross on August 14th, by kind permission of Captain Morrison. The weather was kind; fine with gusty Westerly winds, as 28 teams arrived to participate. Six fields were used and the elimination rounds progressed smoothly. Goulburn dominated the scene with 9 teams competing and 3 teams in the finals, their Criterions winning the Major Division and Colts winning the Minor Division. On conclusion of the matches Capt. Morrison presented trophies to the victorious teams.

In a carnival of this size, much work is needed to ensure the smooth progress of the games, and the Albatross Hockey Club were fortunate in having many willing and able helpers. To all those who assisted in any way, the Club would like to say "thank you" for your support which ensured the success of this Carnival.

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Rugby Union

Since last issue we have been eliminated from the Dempster Cup. In the last round we went down to Watson 12-3. Watson, a much improved team used the strong breeze to advantage. Our boys could not get going as a team. Davis came from the blue to score our only try. This left us to play Kuttabal in the second semi. On a count back it was found that Nirimba had shaded Kuttabal so we met the Apprentices again. A bad spell had come upon the team and we were defeated to the tune of 17-3. Our only score coming from a penalty by Peters. This last match being a semi final we are now out of the Dempster Cup, the finals of which are between Watson and Nirimba.

Golf

Since the last golf notes appeared, quite a lot has happened that is of interest to station golfers.

Firstly, Surgeon Commander Treloar has joined the Station and has accepted the position of Club Captain. We are indeed fortunate to have someone of his experience and playing ability to lead us now that the Inter-ship tourney is about to commence.

The matches take the form of Stableford competition off scratch. Teams consist of 14 players, the best 10 scores to count. All players must be members of the East Australia Area R.A.N. Golf Club. So if you wish to be considered for the Albatross team and you have not already done so, see your secretary — the joining fee is only 2/-.

On 23rd September the Navy A Grade Golf Championship will be held at the N.S.W. Golf Club and on the 30th the B Grade Championship will be held at St. Michael's Golf Club. Once again, you must be a member of the E.A.A.R.A.N.G.C. to participate in these events. Nominations for these two events must be lodged with your secretary at least one week before they are due to take place, along with the nomination fee of 8/6. This fee covers green fees and cost of trophies.

The Davis Shield matches against the Nowra club now stand at two matches each with the final and deciding match still to be played. Nowra won the shield last year but it is hoped that this year Albatross will once again bring the shield back to the Station.

We are challenging Melbourne for the Naiad Cup to be played in conjunction with our inter-ship match with them this month. We have been unsuccessful in two previous attempts to rest this cup from Melbourne over the past 18 months but we are confident that this time we will place this elusive trophy in the Albatross Trophy Case.

In the week-end competitions at the Nowra Golf Club the Navy is still well to the fore when it comes to collecting trophies. The following of our members have recently fronted the dais in this respect, Messrs. Rankine, Lane, Steemson, Humphrey, and Dun. This only goes to prove once more that Navy players can more than hold their own in civilian competitions, be they golfers, footballers, cricketers, athletes, or any other sportsmen.

Golf meetings are usually held about once a month in the Ship's Company TV Room. The dates and times of these meetings are promulgated in Daily Orders. These meetings are usually well patronised and if you wish to know what is going on in the Station golfing world then these meetings are the place to find out. So when these meetings are held do make an attempt to get along to them — after all, they are held for your benefit.

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SOLUTION TO LAST MONTH'S CROSSWORD

Last month's Crossword was won by S/Lt. Lamb, R.A.N.A.M.E.B. — £1 awaits him at the Business Manager's office.

SOLUTION:

ACROSS: 1. Map; 3. Smart; 6. Par; 8. Surely; 10. Family; 12. Offal; 13. Rival; 14. Camel; 15. My; 16. Es; 17. Demy; 18. Ming; 19. Be; 21. St; 23. Index; 24. Orbit; 26. Spode; 28. Rialto; 29. Deaths; 30. Sty; 31. Veins; 32. Ray.

DOWN: 1. Muse; 2. Parliamentary; 4. May Fly; 5. Reface; 6. Prime Minister; 7. Rays; 9. Loam; 11. Alas; 19. Best; 20. Expose; 21. Sodden; 22. Tree; 25. Arks; 27. Espy.



Last Month's Quiz Aircraft was a Sopwith "Cuckoo." Congratulations and the prize to N.A. Marsh, from 725 Squadron.

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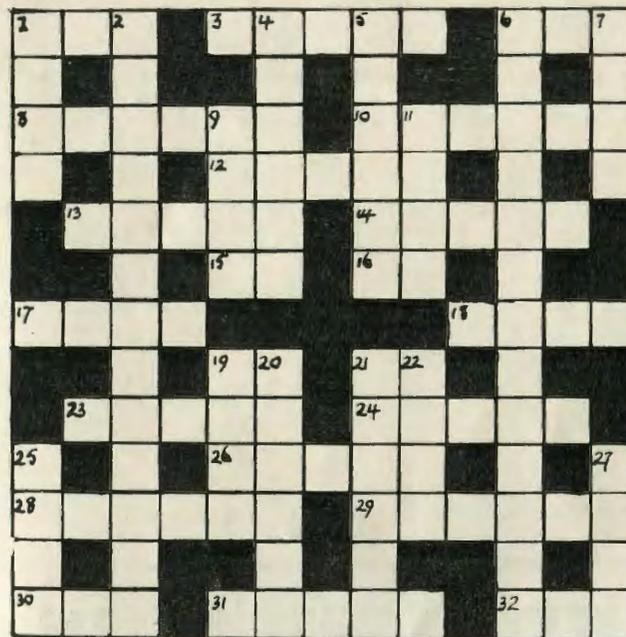
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ALBATROSS CROSSWORD

First correct solution opened 30th September wins £1. Entries to the Editor, Met. Office.



ACROSS

1. The peak of satorial splendour.
3. As Humphrey Pennyworth?
6. Fuss — about nothing.
8. Excuse a par before Don.
10. Wine glass.
12. Morning song.
13. Idolator.
14. Love to have some more of this mineral.
15. Member of the Royal Academy.
16. — and behold.
17. An Irish name for a gun.
18. Males used to strive to reach it: now its low for the opposite sex.
19. Note, with an eyeless nib.
21. Avenue (abbr.).
23. View-piece of helmet.
24. She was turned into a weeping column of stone.
26. These stop the keg from flowing.
28. The last of our winter.
29. The crown of honour.
30. Utter.

31. Hire-purchase, definitely.
32. To plough.

DOWN

1. With faith and charity, springs eternal.
2. Title, eh, Granny (Anagram).
4. Sub-tropical fruit.
5. — to be continued.
6. F.O.C.A.F. has one in blue, not green (2 words).
7. These are not needed for 6 down, we hope!
9. Cry of eastern poet to Mum.
11. Release.
19. Fashionable dandies.
20. An honourable Roman.
21. His catches are few, but his tales are long.
22. Entry pass.
25. Quantity of matter.
27. The sight after one over the eight.

PUZZLE CORNER

By LIEUT. COHEN

There are two possible solutions to this month's problems.

Three persons wish to divide 21 identical bottles of wine between them. Seven of these bottles are full of wine, seven are half full and seven are empty. Wine is not to be poured from one bottle to another or otherwise disposed of but each person is to receive the same number of bottles and an equal amount of wine. How can the division be made?

ALTHOUGH the solution to last month's puzzle is a little involved, many readers seem to have worked out the answer without too much difficulty.

Call the three boys A B and C and assume that A is the boy who proves that he is wearing a blue hat. His reasoning is as follows:

"Suppose that I am wearing a white hat. Then boy B can see one blue hat (on C) and one white hat (on A). Instantly B would realise that if he were wearing a white hat C would be able to see two white hats and would know for sure that he was wearing a blue hat. Now C hasn't claimed the prize, so B must know that he (B) cannot be wearing a white hat. If B knows that he cannot be wearing a white hat he would claim the prize because he must know that he is wearing a blue one. Once he has worked this out A realises that he cannot be wearing a white hat since neither B nor C have come forward.

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