

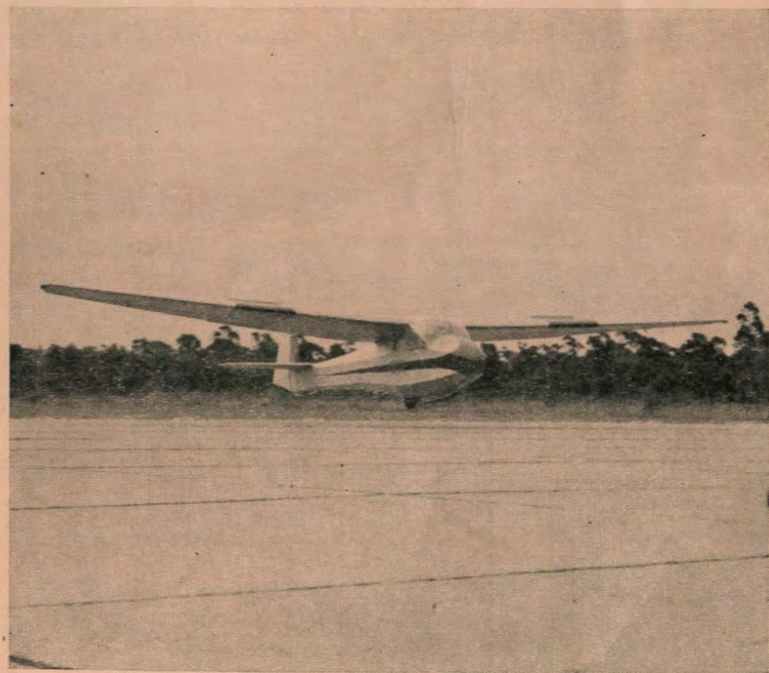
*Rusty Hargis*

45



# SLIPSTREAM

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



No. 45                      JANUARY, 1961.                      Price 6d.



*"Printing is our Business"*

Leader Newspapers Pty. Ltd.

25 Kinghorn Street, Nowra

Phone: 2 0229

Newspaper Publishers and General Printers

*This Magazine is Our Endorsement*

J  
0150.44

SHELF  
CW2-C



SHELL IS SUPER — That's for Sure

IF YOU CALL ON

**ALLAN and JOY LEAHEY**

'PHONE: 2 2473

— AT THE —

## NOWRA AUTO PORT

For Shellubrication and Mechanical Repairs.

We Specialise in Wheel Balancing and Aligning,  
Engine Tune-ups and Valve Grinds.

OPEN MONDAY to FRIDAY until 8.30 p.m.  
SATURDAY and SUNDAY to 6 p.m.

## P.P.P. Gives You . . .

- RECEIVER — choose from any top quality receiver.
- COMPLETE INSTALLATION — your complete installation and aerial (any height to 60 ft)
- COMPREHENSIVE SERVICE — A Lavis service covering all repairs and parts costs (including picture tube) for the duration of the hire purchase agreement.
- TV LICENCE — Your initial TV licence.
- NOT A PENNY MORE — you do not pay a penny more than the weekly payment for the rest of the terms period.

From 29/6 a Week

**R. S. LAVIS (NOWRA)**

LEO. PHELAN, MANAGER

119 JUNCTION STREET, NOWRA

# SLIPSTREAM

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

No. 45

JANUARY, 1961.

EDITOR - - - - - Lt. Anderson, Ext. 504  
SUB. EDITOR - - - - - Lt. Douglas, Ext. 254  
SPORTS EDITOR - - - - - Lt. Stoker, Ext. 210  
PHOTOGRAPHY - Albatross Phot. Section, Ext. 264  
BUSINESS MANAGER - - - Sub. Lt. Hall, Ext. 295  
ART EDITOR - - - - - P.O. Gray, Ext. 394

THIS MONTH we present an article on Legacy, (see Page 7), which we hope will clear up some common misconceptions about this organisation. Some returned servicemen, for instance, may be surprised to learn that they could be killed in a motor accident tomorrow, and Legacy would help look after their families.

Legacy is not a charity — it is a debt that we owe to those who lost their lives, health, careers, or home life, whilst fighting to protect the way of life which we enjoy today.

And Legacy is not a thing of the past. Statistics show that in 1970 Legacy will be supporting more families than it did in 1960.

Surely there is no more appropriate cause for servicemen to support? There are about 1500 men on the Air Station, and £1000 for Legacy would represent less than sixpence a week for each man, for a year.

However, perhaps the easiest method of collecting funds is for each Mess, Social or Sporting Club to make a bulk contribution. For instance, we could raise a surprising amount by charging extra for admission to every dance, smoko, or social function.

So it is to the Presidents and Members of Messes and Clubs that we commend this appeal, though any individual donations are always welcome.

The Armament Stores Officer, Sub. Lt. Hall, (Ext. 295), is the Station's Legacy representative, and all enquiries and contributions should be addressed to him.

Should this appeal meet with the response that we hope for, "Slipstream" will publish a progressive total each month of the amount raised on the Station. Let's see just how well we can do for Legacy during 1961.



## STATION PERSONALITY No. 45

MR. R. G. E. LODGE, A.M.I.E. (AUST.)



For the benefit of the ignorant those initials stand for "Associate Member Of The Institute Of Engineers (Australia)" and they follow the name of our Divisional Works Officer, Reg Lodge, this month's personality. Reg is well known to all of us having served here continuously since 1951, a record, I believe, beaten only by a certain S.D. Sub/Lieutenant.

The world first heard of our personality in the year 1914 when a squalling baby was born to Mrs. Lodge of Weymouth, Dorset, England. As time went on this baby grew — as babies will — was educated at Weymouth College, and commenced his career at the Borough Engineers Office. No stay-at-home, Reg polished various seats in Borough Engineer Departments all over England as a Civil Engineer, until fate took a hand and Hitler started his tantrums. After being bombed out in Plymouth, losing all his belongings, Reg lost his temper and joined the 15th (Scottish) Division Royal Engineers to extract his revenge. He became a Platoon Cdr. as a Lieut. in the 20th Field Coy. and took part in the Normandy landings, eventually fighting his way through Germany, with some help of course. Actually Reg did more than his share as he was mentioned in Despatches "For distinguished service in N.W. Europe." As he mildly puts it, they had some fairly hectic times but he will admit that the most hectic of all was leave in Brussels — ah those frauleins!

Reg was demobbed in due course but he found life too dull polishing seats in B.E.D. offices, (or perhaps it was the memory of Brussels), so back to Germany he went as Control Officer in the housing branch of the Military Government. Here he had the job of rebuilding accommodation for miners in the Ruhr Valley, converting schools and 7 storied Bunkers into hostels. In 1948 while on this work he met and became very good

friends with a famous Aussie, Lieutenant Commander Stuart Mould G.C./G.M. R.A.N.V.R. a hero of the naval mine dispersal branch who persuaded Reg to come to the land of sunshine. They both applied for positions with the C.D.W. in London, were accepted and January, '49 found them travelling to Australia on the old Orient Lines "Ormond."

After a year in the Sydney office as a civil engineer, Reg had his first contact with the R.A.N. when he became Resident Engineer for D of W at Captain Cook Dock in Garden Island. In October, 1950, he married and is now the proud owner of two girls, vintage 6 and 9. After a short time at G.I. he was considered sufficiently hardened to grapple with the F.A.A. and he arrived at Nowra as Resident Engineer in October 1951, just in time to commence the major reconstruction of both runways, (this by the way, has been going on ever since).

In 1956 D of W decided to establish a Division Works Officer for SE area of N.S.W. and Reg was appointed. This covers quite a large area — from approx. Helensburgh to the Victorian border, and inland to Bombala and up to Mittagong. It also includes Mantague Island and our Chopper boys have helped Reg in his duties by transporting him there twice. The only break he has had from Nowra was an interlude of four months at Darwin at the end of 59. There, because of his experience with the Navy, he was detailed to stop Cdr. Brash at Melville annoying the hard working D of W personnel. Some of his many duties have included the supervision of construction of the Merimbula Airfield (featured in a few mercy flights lately), and the new automatic telephone exchanges appearing in many country towns.

Only one thing worries me about Reg — when asked where he'd prefer to go next, he replied "Nowra," which makes me think that perhaps nine years with the F.A.A. is too much for the minds of even strong men like Reg.

## SHOALHAVEN TRAVEL CENTRE

Bookings and Tickets for



**AIR - SEA - ROAD - RAILWAY  
ACCOMMODATION**

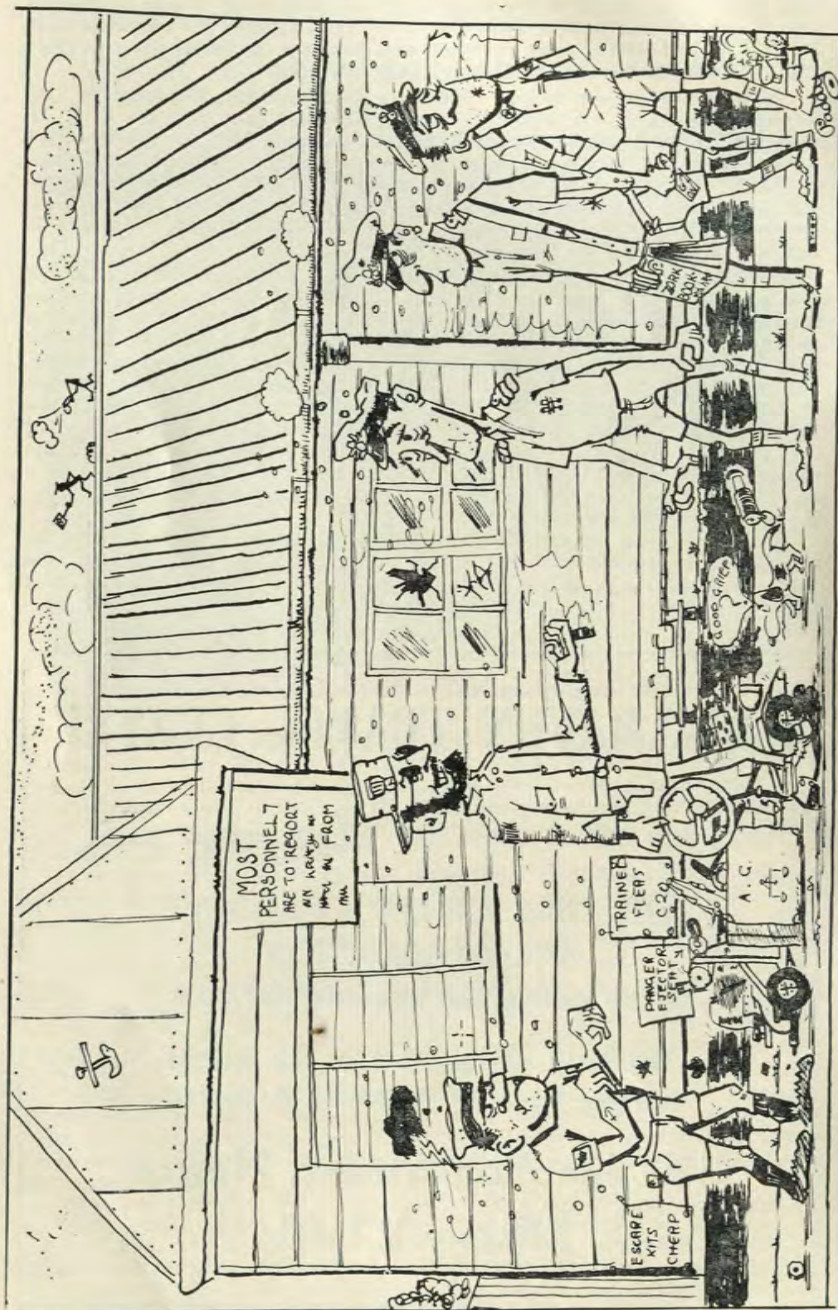
Within Australia and Throughout the World.

**We Help and Advise in All Travel  
Service Free — Warrants Accepted**

**130 Junction Street, Nowra.**

**'Phone 2 2660**





## Around The Station

This month we say farewell to the M.A.G. — We wish them an enjoyable and interesting cruise and look forward to hearing how it progresses.



The Attorney General, Sir Garfield Barwick, passed through Albatross during main leave and the car he was driving was left for a while in the M.T. Compound. The M.T. people, really on the ball, gave it a free wash, polish, grease and oil change. It turned out that the car was not the Attorney General's, but belonged to his son. Still, no doubt the gesture did not go unappreciated!



Overheard at Married Quarters:

"I'd like to see this "little Eff" who works in the control tower with my husband. The way he talks about her, she must be quite a girl."

According to a radio news report, the Firefly which flew a doctor from Canberra to Moruya the weekend before last was the ONLY aircraft available at Albatross! This sort of reporting makes one wonder how much of the news we hear every day is similarly distorted.



The newspaper "Army" reports that Major Ron Leach, of the 2nd Battalion, the Royal Queensland Regiment, is "all at sea." The reason — he has been appointed Royal Australian Naval Agent at Townsville. This appointment carries the responsibility for arranging the berthing, refuelling and victualling of all visiting Naval vessels, and planning social activities for the crew.

Not only that, but his son is an E.M. in the Navy, at present serving in H.M.A.S. Melbourne.



Our congratulations to columnist Derek Bome on the birth of a bouncing baby daughter. Does this mean bigger and better bush rescue squads. Derek?

The F.A.A. will be represented at the national air show at Avalon, Victoria, next month. This will be a sort of Australian "Farnborough," and replaces the air display at Edinburgh which was washed out last year. Let's hope the Victorian weather is kinder! (What optimism!).

## WIN A GUINEA!

This month we are offering the magnificent prize of one guinea for the best caption for the cartoon opposite.

Send your entry to any of the editorial staff, listed on the front page of this issue. Captions should not be more than ten words.

Entries close on February 13th. The best efforts will be published in our next issue.



## OUR LEGACY



**M**EN WHO SERVED overseas in war shared with one another a degree of comradeship unknown elsewhere. They shared the glory and triumph of victory and, in defeat, the steadfastness and the strength to fight back.

In times of danger, they spoke quietly of their love for those whom they had left behind and their fears that their dependants might suffer if they did not return. The man who lived pledged himself to look after the widow and children of the comrade who did not survive. So emerged Legacy.

Legacy had its origin in the Remembrance Club of Hobart, founded in 1923 by Major-General Sir John Gellibrand. This club was first a luncheon club whose aim was to give aid to returned servicemen who needed it. From this beginning, and as the result of analysis of what was really required, and constant constructive and critical thought, there emerged "Legacy" as we know it to-day.

The name Legacy was originated by Frank Selleck, of Melbourne Legacy, in 1923. Sydney Legacy Club was founded in 1926. New clubs were formed and now in Australia there are 44 altogether, and one in London. The total number of members or Legatees in all clubs is about 4,000.

The Charter of Legacy reads as follows:

"The Spirit of Legacy is Service."

"The care of dependants of comrades who served their country in War, and who gave their lives or health, affords a field of service."

"Safeguarding the interests of children is a service worth rendering and their interests include their mental, moral, vocational and physical welfare. Personal effort is the main essential. Inasmuch as these are the activities of Legacy, it is your privilege to accept the Legacy of fallen comrades."

Legacy Clubs made the benefits of Legacy available to all dependants of Ex-Servicemen who served in War overseas. It should be noted that no matter what the cause of death, a returned Ex-Serviceman's dependants become Wards of Legacy.

Statisticians have forecast that the number of widows and children eligible for Legacy Benefits will increase very rapidly during the next ten years.

Nowra Legacy Contact Group consists of 25 Legatees who, under the Chairmanship of Legatee H. W. Hawkins, care for 57 Legacy Widows and 65 Legacy children.

Nowra's area extends from Berry to Bateman's Bay. Each Legatee has two or three families to look after. The idea is that he should take the place of the deceased father and advice and assistance is given in regard to housing, employment, education, pensions and legal matters.

Where necessary the family income is supplemented by Legacy, clothing is purchased for the mother and children, school books and other school requirements are provided, medical and dental treatment is given free.

In addition, mothers and children are entertained at Christmas parties and various outings throughout the year.

When necessary, Nowra Legacy Contact Group may call upon the help of Wollongong and Sydney Legacy Clubs, where expert advice and assistance is readily given in medical, legal, educational and pension matters.

During 1960, Nowra Legacy spent £1,600 on welfare allowances, clothing, medical and dental care. All this money was raised locally. Legacy is not subsidised by any government grant.

We in Legacy believe that the whole community has an obligation to assist the dependants of those who served in war overseas, and we hope that the generosity of the public in the Shoalhaven district will be further increased so that we may be able to meet our commitments to the dependants of our deceased comrades.

The Nowra Legacy Contact Group is very grateful for the support given by members of H.M.A.S. Albatross. Without their assistance, it would indeed be difficult to carry on our work.

SECRETARY, NOWRA LEGACY CONTACT GROUP.

## CLASSIFIED ADVERTISEMENTS

**F**OR SALE — 1951 VAUXHALL SEDAN. Registered till August. New duco. First class mechanical order. £350. Inspection invited. Good clean vehicle. J. MCKANE, 94 Shoalhaven Street, Nowra. Phone 2 2402.

## FOR SALE

**1**959 F.C. HOLDEN SPECIAL STATION SEDAN. — First registered Dec., 1959. Under 10,000 miles. In perfect, as new condition. Extras include heater, sun visor, windscreen washers, Amp. meter, oil pressure gauge, tow bar, weather shield. £1,100. Finance available on £400 Deposit. LT. CHAMPION, 723 Sqdn. Extension 494.



? ?

Ever thought just how much MORE you could have saved on your TAX if you had kept an accurate record of all your medical requirements?

We would be glad to keep such a record for you on one of our

### TAXATION DEDUCTION CARDS

It's so simple . . . all you have to say is "Enter that on my card" and at the end of the financial year we will post it to you. We know that the year is half gone, but you'll need lots of things from your Chemist between now and July. Start your Tax Card now for greater savings in July at . . .

**PAUL FARRENT**

**CHEMIST**

Berry Street, Nowra. 'Phone 2 2652

## THIS I CAN'T BELIEVE

By Derek Bome

I can't believe that the village residents can be so apathetic towards the efforts of their village welfare committee. After a memo was put into each letter box in the village, only 12 people arrived at the meeting held in January. Amenities such as the village store, city prices for petrol and oils, kindergarten, bus services the play centre, bottle collections, surgery hours, child welfare nurse, hairdressing salon, dances and work done by the social committee, all seem to be taken for granted by the majority of residents. A lot of time and energy are put in by the small core of people who volunteer for the various jobs on the committee, and they shouldn't have to shoulder all the weight year in and year out. So, villagers, what about the next general meeting?

☆ ★ ☆

Navy Board are removing all the "Tates" compasses from our aircraft simply because a "Tates" compass always points in the wrong direction. It naturally follows that any aircrew that "Has-A-Tates" is lost.

☆ ★ ☆

For cricket lovers only: "Kanhai Seymour Nourse?"

☆ ★ ☆

Incidentally, the present buzz in sporting circles, is that despite many challenges by Cdr (Air's) Eleven, the Commander's Eleven has shown a marked reluctance to take up the gauntlet.

☆ ★ ☆

Some of the local shops certainly sell some trash at Xmas time. One featured kitchen thermometers as a special. The only thing wrong was that on examination, the six of them on display showed six different temperatures.

☆ ★ ☆

I hope no one is counting on winning the £10,000 that a Sydney morning newspaper is offering for the correct selection of the 10 most popular TV programmes from a choice of 30 listed shows.

During a lull in the MADDLS (a Venom had to overshoot one landing) I rang Instructor Lt. Tennent, who furnished the mathematical chances of selecting the correct 10 shows.

Working in relays doing the necessary multiplications, the odds are 233,357,048,232,000 to 1.

Boy! That's a lot of Telegraphs!

☆ ★ ☆

During the first week of the MAG aircraft doing their MADDLS, before embarking on the big giant war canoe, there were 982 movements in one day. The airfield was open for only 11 hours, giving the amazing figures of 89.27 movements per hour, or for the real statistician, one landing or take-off every 41.2 seconds.



## LIFE AT "LOSSIE"

"How would you like to spend two years with the R.N. fighter school at Lossiemouth?" — These were the words that started off a very interesting and enjoyable period of my career. Naturally enough I accepted the offer, and that started the ball rolling.

After frantic hours cleaning and much giving away of household items, we left 724 Squadron where I had been S.P., said farewell to 17 Bedford Street in the "quarters," and with more junk than a swagman, left Bomaderry Station at 6 a.m. on the first stage of our journey.

We sailed in the Orion from Sydney in August, 1958, and spent 5 weeks pleasantly enough on the high seas. I say pleasantly enough, though our young daughter who was then two, had evidently read Dr. Spock and decided it was time she went through the tantrum period. Amongst other things she managed to hurl herself off the top step of the Grand Oriental Hotel in Colombo, necessitating immediate return to the ship for repair — and again whilst father was busy buying up duty free items in Aden, she had a classical tantrum and wallowed in the Camel dust of the main street.

On arrival in U.K. I collected my Zodiac which had been ordered before sailing (alright for some!) and drove up to Lossiemouth.

Lossie hadn't changed since I was there last on O.F.S. in 1950; there were the same houses in the town and almost the same people. The Air Station however had been modernised to the extent of extending the main runway and relaying the taxiways and dispersals. The hangars and accommodation had been given a fresh coat of paint!

I was appointed to 736 Squadron, whose task at that time consisted of part one O.F.S. for day fighters, using Seahawks and Vampires. We also had one Hunter T7, but you had be in the know to get anywhere near that! To all extents it was back to the same old grind in the Vampires, occasionally being let off the leash for a jolly in the Hawks.

After several months a policy change occurred and we lost our Vampires to our sister squadron, 738, and ended up with 21 Seahawks for O.F.S. training, parts 1 and 2. Due to a kind-hearted C.O. and a bit of flannelling, I was allowed to remain with 736 as a Tactical Instructor; as I had never done a proper fighter course, a bit of study was necessary, but by nodding wisely at the appropriate times and quickly looking up the book to find the answer, I managed to remain one jump ahead of the students!

Time passed by and the seasons changed, flying in snow storms wasn't too bad, even landing on ice and snow wasn't as bad as I thought it would be, but taxiing on ice is like driving in Sydney with no brakes. After about six months on the Squadron, the Senior Pilot left, and my Lords must thought I had learnt enough, as I was given the job.

The course consisted of the usual formation flying — Battle drill Cine, Air-to-Air, and then live weapons. The Seahawk is the most magnificent little aircraft I've ever flown. It handles like a Kiddy Car and has no vices. To the old Sea Fury pilots I would say — imagine an aircraft twice as good as a Fury, and that's the Hawk.

After about a year another policy change occurred and it was decided to carry out part 2 O.F.S. on the Scimitar. Shortly afterwards our first Scimitar arrived and we settled down to learn all about it. In the meantime I had done the Hunter conversion and gained a swept wing I/F ticket.

The Hunter is a logical follow on from the Hawk but unfortunately we only had two T7 versions on the Station. It is a very pleasant aircraft to fly, but apart from checking out and gaining a ticket, I did very little other flying in it, and hence gained no lasting impression.

Then we come to the big beast! The Scimitar is a mighty aircraft, powered by two Avons, and gets along mainly by brute force. It has all mod cons, and is relatively easy to fly, the only slightly tricky bit is landing, when due to flying on the wrong side of the drag curve, both pushing forward and pulling back on the stick give the same effect — you go down! The secret is that it is all done by power. Corrections for airspeed alone are done by the control column. In the landing configuration everything dangles: undercarriage, trailing edge flap, leading edge flap, fuselage flap and air brakes. The technique being to sit there with the nose way up in the air and wait till it hits the ground, when the throttles are closed; any attempt to flare the aircraft only accelerates the rate of sink.

So far as speed is concerned, naturally enough performance details are restricted, but perhaps if I put it to you this way — that between "Secure" and "Hands fall in" at lunchtime, a Scimitar could go to Melbourne and back.



A SCIMITAR

We found that the students took quite readily to the Scimitar, once they had overcome their initial shock at the size of it.

The final policy change prior to our departure from Lossie was to reduce us to Scimitars alone, and our poor relations along the road, 738, ended up with our remaining Hawks.

The only extra-curricula flying your scribe managed to get in was in the old Tiger Moth for Air Day, etc., and a splendid trip to Yeovilton and back in a Dominie, having checked out in the aircraft the day before.

From the domestic point of view, we lived in the usual run of flats and houses before finally ending up in a splendid two storey, centrally heated Married Quarter. We managed to increase our family by one "Scot" who was lucky to end up as "Jamie" and not "Hamish."

Came the time to depart and we were extremely loathe to leave our much loved Scotland; and it was only by promising my wife that we would retire in "A wee hoose on the banks of the Spey" that I managed to get her to leave the place.

We had a splendid trip back in the Stratheden, leaving almost two years to the day since we arrived.

Summing up the trip, I thoroughly enjoyed working with the R.N. They are a dedicated bunch of aviators, who with fairly modern equipment are doing a very good job. From the personal point of view, I learnt a lot. It's a pity we hadn't had more exchanges on lower levels earlier.

N. E. LEE.



## A.M.P. SOCIETY

PROVIDES FOR

### YOU!

- £ \* Family INCOME Protection.
- £ \* Personal SAVING Plan.
- £ \* YOUR Children's Future.

AND ALL CLASSES OF INSURANCE

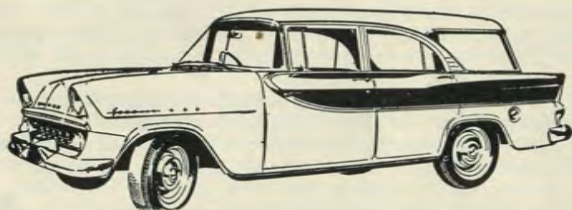
PHONE NOWRA 22679

Agent: D. L. BRAY

94 DOUGLAS STREET, NOWRA

## SEE THE NEW HOLDEN

at LAWRENCE MOTORS



Inspect the wide range of Holden Sedans and Station Sedans and Good Used Cars. Low Deposit and Easy Terms.

TEST DRIVE NOW AT

### LAWRENCE MOTORS

or phone Nowra 20264 and a car will be brought to your door.

## WELCOME TO CDR. E. Y. HOKIN

B.Sc., DIP.ED. R.A.N.



Last month we waved farewell to Cdr. Histed, so now we have the pleasure of welcoming his relief to Albatross, Cdr. Hokin. Born at Parramatta back in the dim, dark ages, he graced the schools of knowledge of Sydney High and the University of Sydney with his presence, before earning his way as demonstrator of Physics at the above Uni. He spent the next two years teaching Mathematics and Physics at Sydney and Newcastle Technical Colleges, and then finding the strain of work too much he joined the Senior Service in 1948.

For the first two years he was at F.N.D. "L" School and the R.A.N. College instructing in, believe it or not, Mathematics and Physics — this man was in a rut! A change of scenery occurred in 1950 when he had his first trip to U.K. to qualify in Meteorology. He returned via the "Grey Funnel Line" in "Sydney" and spent the next two and a half years aboard as Education and Met. Officer during the Korean campaign, (where any old shipmate will remember him as the S.R.E. Officer who was fascinated by ox-carts), and the Monte Bello cruise. His most vivid memory of this period was mistaking a Ladies for a Gents in Japan whilst on leave. At least he lived to tell the tale.

Someone with friends in Navy Office relieved him before the Coronation cruise, and he was appointed back to the College as an instructor in Astro-navigation. He was married in 1954, and almost divorced in the same year when he used his first leave sailing as navigator and cook in the "Tam O'Shanter," in the Sydney-Hobart Yacht Race. During the race he survived carbon monoxide poisoning and his own cooking and became famous for his stews, into which went everything except the tins they were supplied in. He then spent short periods as a Snotties' nurse on "Australia," "Bataan" and "Gladstone," and first arrived at Albatross" in 1956, bringing thirty-two inches of rain with him. This appears to be a requirement before one can be appointed as Senior Met. Officer at Albatross.



Sent to Nirimba as Senior Instructor Officer in 1956, he has been there since, apart from a small interlude when he and his wife circumnavigated the world in Orsova, pausing at England to reorganise the R.N. Apprentice Training Scheme. He has now joined as Senior Instructor Officer and Senior Met. Officer, and we hope he will enjoy his stay as much as we enjoy having him, (and his 32 inches of rain).

Hobbies:— One wife and child — no interest in Sloth bears or tortoises — learning uckers.

## A DAY IN THE CITY

Thank goodness its all over. Christmas is fine, but the hazards and expenses involved continue to mount with each successive year. Last year we firmly decided to do all our shopping locally and pass the season quietly, no journeying home to grandparents. One tends to weight up other factors as well, such as travelling with 3 little horrors, plus the dog and luggage in an asthmatic car, when making these firm decisions.

Thus began the leave, shopping locally, and living quietly, until with increasing impact from banner headlines in every paper we learnt that record days of spending had passed an all time high in the city rush.

For some inexplicable reason, we contrived to convince ourselves that our contribution to a second day's spending in the wicked city was essential to a Happy Christmas. And so careful plans were laid to execute a rapid day assault, after a lightning dash to the target.

Up at 6 a.m. to find the first set-back in that the milkman had not delivered; this is not surprising — someone had failed to put the bottles out.

Finally breakfasted, after waiting until a reasonable hour to wake the neighbours, in order to "borrow" a bottle.

Departure at last — 20 minutes later — but at least it was a glorious day, and we were on the road. One mile this side of Nowra:—

"Did you put any water out for the dog?"

"No, did you?"

"We'll have to go back."

"Oh, the dog can fend for itself . . ."

"Don't be cruel."

As I wrenched the car round a sign read "This road has a high fatality rate."

No sign of the dog at the house — he was off fending for himself.

Departure at last — 40 minutes late — but at least it was a glorious day although the atmosphere was somewhat strained.

The silence was broken at Wollongong. "Keep a look out for the Sydney turn-off please." We had to stop on Mount Ouseley — the car boiled and the middle horror had to get out anyway. Before Sutherland the youngest developed a raging thirst which had to be quenched; after Sutherland the quench was nonchalantly returned.

I can hardly summon the strength to record the rest of the day among the jostling, pushing, trampling hordes. The gentleman who stepped backwards and barked his ankle on the pusher felt the same way as I did, but he, being foreign here, was able to vent his feelings in a torrent of abuse which no one could understand although the meaning was plain.

After an age had gone by, home at last. "The children should sleep late in the morning, that's one blessing."

Next day at 5 a.m.:

"Where are my presents? Father Christmas hasn't been."

This year we are firmly decided to do our shopping locally and . . . .



**THE BEST FOR MILES!**  
OUR COMPLETE TYRE AND  
BATTERY SERVICE.

All Brands Available.

OUR COSTS ARE LESS IN THE  
LONG RUN.

Bardahl Oil and all Motoring  
Accessories Stocked.



**ADVANX**  
WESTWOOD PTY. LTD.

KINGHORN STREET, NOWRA  
Phone: Nowra 2 0324

Satisfaction Guaranteed

**LA RONDE**

**Espresso Coffee Lounge**

KINGHORN STREET, NOWRA

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

'PHONE NOWRA 2 2341

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



## FOR YOUR CONVENIENCE

When parking your car in the  
New Parking Area

WALK THRU TO

JUNCTION STREET THRU

**T. BASHA & SONS.**

New Rear Entrance in Egan's Lane

## REID & HERNE Pty. Ltd.

Meroo Road, Bomaderry

FOR ALL SUPPLIES OF

**BUILDING MATERIALS**

All Sawn Timbers.

Best Quality Softwood.

Flooring Material Specialists.

Bulldozers For Block Clearings.

Complete Range of Wall Linings.

Free Quotes Given for Any Materials.

— FREE DELIVERY TOWN AREA —

'PHONE: NOWRA 2 0224

## THE C.B.G.L. SECTION



Aircraft can be visually directed on to targets from the ground by an Air Control Team consisting of an experienced pilot, an Army ground liaison officer and a wireless operator. An ACT is pictured at Nowra on a training exercise — Lt. J. Franklin, R.A.N., a pilot of 805 Sqn. talks to aircraft, Maj. H. R. Mills, C.B.G.L.O., indicates the target, and Pte. D. Hall, of 71 C.B.G.L. Section, operates the wireless set.



Over the past few months the Naval Air Squadrons from H.M.A.S. Albatross have provided valuable co-operation with the Army. Highlights have been tactical reconnaissance and simulated air strikes against jungle equipped Infantry of the regular Army in the rugged country between Darkes Forrest and Holsworthy.

Air photographs have also been obtained and processed for the Army, increasing the value of tactical training. In one case a photograph of H.Q. 1 Division at Darkes Forrest was taken by a Gannet at 1100 and developed by the photographic section at Albatross, the prints being dropped from a Firefly on the H.Q. at 1330 the same day, right on target.

A pilot and observer from the squadrons, with the CBGLO visited 2 Battalion Royal Australian Regiment at Holsworthy following one exercise, for the purpose of discussing lessons learnt with the troops. The army "mule," a powered wheeled load carrier for use in the forward area was demonstrated for the R.A.N. Officers on this day.

The troops are most keen to have the R.A.N. aircraft overhead in their exercises. The Army units concerned have advised their appreciation of the R.A.N.'s ready and reliable co-operation.

The above is perhaps appropriate as a background for a brief description of the CBGL Section's (Carrier Borne Ground Liaison Section) organisation and functions.



With the development of naval air power it was found that the ability of the Navy to provide intimate support to the Army was greatly increased. To assist in ensuring close coordination, control and economical use of aircraft, a CBGL Section was and is, attached to each carrier and Naval Air Station.

In peace the section consists of a Major, Warrant Officer and a driver. In war an additional officer and two other ranks are added. The section is directly responsible to Commander (Air).

The duties of the section are to:—

Keep the R.A.N. up to date on the ground situation.

Keep air crews up to date on our own and enemy weapons, equipment and tactics; this involves arranging visits for air crews to Army units, installations and demonstrations.

Briefing and debriefing of pilots before and after Army cooperation mission.

Maintain, with Naval air staff, situation maps and intelligence data.

Provide Army survey maps for use by air crews.

Instruct air crews in methods of controlling Naval and Army gunfire from the air.

To the members of the CBGL Section, an Army unit attached to the R.A.N. and working with the Fleet Air Arm, their posting is most interesting and instructive. Whilst "at sea" for the first few weeks, it is not long before Navy lore and custom is assimilated by the soldiers of the CBGL Sections.

"FOXHOUND."

## Motor Accidents — 1960

A very interesting comparison which recently appeared in East Australia Weekly Memorandum 1/61 was a tubular summary of motor accidents, involving the vehicles attached to ships and establishments in the Sydney area. It is reproduced in full below.

Ship	Accidents	Average No. Vehicles Held	Accident Rates
ALBATROSS	8	125	0.06
CRESWELL	8	15	0.7
HARMAN	2	14	0.14
KUTTABUL	14	21	0.67
NIRIMBA	6	28	0.23
PENGUIN	21	13	1.62
WATSON	8	14	0.57
RUSCUTTER	5	9	0.56
ANZAC	1	1	1.00
WARREGO	0	2	0
SWAN	1	1	1.00
BARCOO	3	2	1.5
GASCOYNE	0	1	0
PALUMA	0	1	0
S.M. 4	8	5	1.6
	78	255	0.31

F.O.I.C.E.A. mentioned that if other establishments had displayed the same care and driving efficiency as that of Albatross and Creswell, the satisfactory figure of about one accident in the Command every three weeks would have been achieved. When one considers that the total distance covered by Albatross vehicles amounts to 450,818 miles per year, and that bus drivers in particular have frequent trips to Canberra, great credit reflects on those who drive and maintain the vehicles. Well done.

## KING'S REAL ESTATE (Nowra) PTY. LTD.

130 Junction Street, Nowra

Consult us — without obligation — with your  
Real Estate problems.

Insurance of property effected through British  
America and Western Assurance Companies.

Agents for Hospital and Medical Benefits Funds.

Phone : 20243

KINGHORN STREET, NOWRA



## ALBATROSS LAUNDRY & DRY CLEANING SERVICE

Situated on the Air Station for your convenience  
and Service. No job TOO BIG or TOO SMALL.

Bag Wash — 9 lb for 2/-

EMERGENCY DRY CLEANING SERVICE  
in at 0730 — out at 1300 — Same Day!



## OFFICERS

For the benefit of those who sometimes wonder what officers do, we print the following:

"Officers are a fortunate lot. For, as everybody knows, an Officer has nothing to do. That is except . . .

To decide what is to be done; to tell somebody to do it; to listen to reasons why it should not be done, why it should be done in a different way, and to prepare arguments in rebuttal that shall be convincing and conclusive.

To follow up to see if the thing has been done, to discover that it has not been done; to enquire why it has not been done; to listen to excuses from the person who should have done it and did not do it; and to think up arguments to overcome the excuses.

To follow up a second time; to see if the thing has been done; to discover that it has been done, but done incorrectly, to point out how it should have been done; to conclude that as long as it has been done, it may as well be left as it is; to wonder if it is not time to reprimand a man who cannot do a thing correctly; but that in all probability anyone else would be just as bad or worse.

To consider how much simpler and better the thing would have been done had he done it himself in the first place; to reflect sadly that if he had done it himself he would have been able to do it right in 20 minutes, but as thing turned out, he himself spent three weeks to do it wrongly; but to realize that such an idea would have had a highly demoralising effect on the service, because it would strike at the very foundation of the belief of all that an officer has really nothing to do."

(NOTE: The views expressed in this article are those of the author, and do not necessarily reflect those of the Editors).

## Glass' Ladies Hairdressing Salon

Cater for Ladies who value their hair.

Perming, Setting, Tinting and Bleaching.

All work performed by highly skilled stylists.

A vacancy exists on our staff for a Licensed Ladies' Hairdresser, either part time or full time work. A congenial position with good remuneration.

**D. J. GLASS**

110 JUNCTION STREET, NOWRA

Next to Newsagency, Nowra

## WATCHES

OMEGA - TISSOT - CYMA

FELCA — TIMOR — FELICIA — UNICORN

MARCASITE WATCHES — Beautiful Designs

After Sales Service — Free Engraving

## CLOCKS

MANTEL — WALL — ALARM — TRAVEL

## PENS

PARKER — CONWAY STEWART

RONSON LIGHTERS

Jewellery — Crystal — Brush Sets — Vases

Cutlery Drinking Ware

Royal Doulton Dinner Sets

Shelley Tea Sets.

MAKE A LAY-BY NOW!

**W. J. BAUGHAN**

WATCHMAKER AND JEWELLER

36 BERRY STREET, NOWRA

'Phone 2 2514

OFFICIAL OMEGA AGENT



## ✦ The Chaplain's Corner ✦

### The Church and Marriage Guidance

THE CHRISTIAN CHURCH has always felt that it has a special responsibility in regard to every young man and woman, who ask the Church to sanctify their marriage. Believing that marriage is indeed a "holy estate ordained of God" unto the mutual fulfilment of the love of man and woman and in the hallowing of the home, so that children might be brought up in the right climate of love and faith, the Church has rightly paid special attention to the preparation of every couple taking this step. To this end instruction is given concerning the Divine intention in making man and woman for each other. This part of the instruction deals with the objects of marriage —procreation, sexual fulfilment, comradeship and the necessity for monogamy, fidelity and accepting the bonds of marriage as indissoluble. Advice is gladly given so that the couple may have a clear understanding how utterly they belong to each other and so that they may attain harmony on the spiritual, mental, social and physical level of their life together. The practical aspects of family income and home budgeting and the value of a partnership are examined. Help is given so that as husband and wife they will be ready for times of testing and will assist each other on their spiritual pilgrimage through life, and the necessity for Church loyalty and for worship is placed before them. Any couple contemplating marriage should see a clergyman at least four weeks before their marriage. Service Chaplains are always glad to give this instruction if any serving member will be unable to receive it from the clergyman who is to officiate.

Further marriage guidance after marriage is also an important part of the work and ministry of the Church. Although two people are made one by marriage, it takes time to perfect their life together. This is dependent on the growth of a complete understanding of the spiritual, mental, social and physical needs of each other. This is the greatest adventure the human spirit can undertake, and it demands all that we possess. Sometimes people lack the energy to go as far as they need to go in giving this understanding to each other. Sometimes they find it beyond them for a while. If ever there was a need for spiritual help, it is surely at this point in our living. Your Church is ever ready to help and advise, and is kept very busy saving love from being destroyed by misunderstandings and bitterness in the case of couples, who have the good sense to seek the help of a marriage guidance counsellor before it is too late. The Church's counselling is even doing a tremendous amount for broken marriages to-day, and people are finding that God can help them rebuild their marriage. One of the most outstanding stories of such success was the case of the husband and wife who were present at one of the Graham Crusades in Sydney last year. Neither knew the other was at this religious meeting. Both responded individually to Dr. Graham's appeal to come back to God. As a result of accepting God counsellors were able to bring them together again. It is forever true that those who abide in His love abide in each other's love, and find more in relationship with each other than those whose marriage is not sanctified by Him.

— CHAPLAIN J. WILLSON.

## Pope's Appeal

THE HOLY FATHER POPE JOHN XXIII, after offering the Mass in St. Peter's Basilica on the Octave Day of Christmas, when four thousand white-robed "Little Singers" from 13 nations sang during the Mass, suggested a New Year's resolution to Catholics of the World. "Dare all and do all for God and for the Church." The Holy Father continued to say that one of His greatest and most constant concerns is "the participation of the Christian people in the most solemn act of the whole Liturgy, the Mass." He continued "How great is our wish that the priests and the faithful should always attend to the preparation and perfect execution of this divine act!"

"Nothing should be wanting and everything should be in perfect order at the altar; well instructed, devout and attentive servers; the priest's sermons brief but penetrating and well-adapted to the congregation, with the congregation listening with attention and respect due to the word of God; active participation with dialogue and chant, but with the insight, however, which takes the place of personal prayer, and last and above all, reception of Communion as often as possible, so that the participation in the Sacrifice may be really complete."

Every sincere Christian wishes to do his best for God, and this is one thing the Holy Father has in mind in this appeal. When we pray formally, or read the Sacred Scriptures, we are so happy when we have tried to do our best, even though there were many distractions and it was a constant effort to keep our minds on that prayer we were saying, or that passage from the Sacred Scriptures we were reading, we were making an all out effort to do something pleasing to God, and something that would be beneficial to our selves. But Our Divine Lord wishes us to have something more pleasing than anything man could procure to offer to God, that is why He gave us Himself so that we could offer Him to God — that is what takes place when the Mass is offered. It is an insult to Jesus Christ when man refuses to offer the Holy Mass. No wonder the Mass is called an Act of Love. No wonder the Holy Father, who is Christ's Vicar on earth, appeals "that priests and the faithful should always attend to the preparation and perfect execution of this Divine Act."

The Mass is a Mystery of love. We can not exhaust its meaning. Perhaps your knowledge of the Mass is very limited. If so, try to learn more about the Mass by reading about it. If you wish to have the Mass explained to you — ask a priest. When it is understood that the Mass is an Act of Love, even though its meaning may not be understood, we will, in the words of Pope John, "Dare all and do all" to assist in the offering of this Act of Love.

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

## COVER PHOTO

Our cover photo this month shows the Kookaburra ES/52 of the R.A.N. Gliding Association. Albatross members of the Association competed in the Australian National Championships, at Gawler, South Australia, last month. (See story, sports pages).



Its Some Car This

# Chrysler Simca



SEE IT!  
 TRY IT!  
 BUY IT!

AT

## Wright Motors

"THE CHRYSLER HOUSE"

63-65 BERRY STREET, NOWRA

CALL NOW OR RING NOWRA 22610

See us too, about that good Used Car!

# FIVE DAYS WITH FIVE FEMALES

(OR YOU CAN'T WIN)

(Author's note: All characters in this story are real, and if anyone appears in a bad light, it is entirely intentional).

THOSE OF YOU who have been attracted to this article by the title, thinking it might be a second "Tobacco Road" or "Lady Chatterly's Lover," need read no further; this is the simple tale of one male trying to uphold the honour of his species in his own home with five females, for part of the leave period. The opposition consisted of:—

- No. 1 girl — Author's wife. Age about 28 years.
- No. 2 girl — Author's daughter. Age 3 years.
- No. 3 girl — Author's daughter — Age 11 months.
- No. 4 girl — Friend of family — Age 26 years.
- No. 5 girl — Sister of No. 4. Age 28 years.

It all began several months ago, when, not feeling too bright at the breakfast table one morning, (I am never very bright at breakfast, but this was worse than usual), the No. 1 girl stated that No. 4 girl wanted to spend a few days with us at Xmas time, and was it alright with me? Not thinking that it was odd that I should be consulted over a matter like this, I said O.K.

I left the breakfast table, kissed Nos. 1-3 girls goodbye and joined the 0735 Grand Prix to Albatross, little thinking that the conversation had fixed me good and proper for part of my leave.

The story now shifts to an identical breakfast table some few weeks later, the only difference being that I was feeling even worse than the time before, as this was the fourth day of that grand marathon known as the Senior Officer's Study Period, which happens once a year. No. 1 girl, after solicitously cooking my breakfast of a cup of black coffee and a glass of Alka-Seltza, fixed me with a dazzling smile and quietly stated:—

- (a) No. 4 girl could definitely come the first week in January.
- (b) Could she bring No. 5 girl?
- (c) Could they stay six days?
- (d) They would come from Melbourne by car.
- (e) Was it all right with me?

We only have one cereal on the breakfast table, because I find it so hard to make decisions in the morning, so you can imagine what the answer was.

Before the arrival of Nos. 4 and 5 I had a few weeks to think about things, and I would just like to give you a rough outline in the next paragraph of the way the old brain box was working.

We knew the girls well, as we had all travelled out from U.K. in the S.S. Strathmore and had shared the same table. During the trip No. 1 girl had not always been 100% fit, because although No. 3 girl was not exactly with us, she was fairly evident. Therefore it happened that on certain evenings I had been the gallant and perfect gentleman (honest, darling), and partnered Nos. 4 and 5 at social functions. They were delightful girls attractive and obviously useful round the house as they helped me with No. 2 girl and the dhobeying when No. 1 girl had been prostrate due to a mixture of seasickness and No. 3 girl. They had a car, which meant we would have two available during their stay; therefore I could dash off on fishing trips, hop down to the pub, play golf, hop down to the pub, without preventing the harem from going out themselves.

I also had visions of being a kind of lord and master with the servant girls running around. You know what I mean:





**Superlative  
long life and  
freedom from costly  
mechanical repairs**

*VW owners know it — ask one!*

**VOLKSWAGEN**

**DALEX MOTORS**

V.W. CENTRE

Cnr. Kinghorn & Worrige Sts.,  
Nowra

PHONE 2 2473

"Bring me a cold beer, woman."

"Cook my supper, girl."

"The children are disturbing me. Amuse them."

My imagination had no bounds (well, just a few). Poor silly fool, how stupid can you get? It became obvious that the brain behind the beautiful face that sits opposite me at breakfast had been working overtime, and that a good deal of opposition planning had been going on between Nos. 1, 4 and 5 girls.

Let us now leave me happy in thoughts, and move on to the day of arrival. Nos. 4 and 5 had decided to motor through in one day, and of course it had to be the day of the cloudburst near Yass. Believing in the principle of "always create a good impression to start with," I decided with No. 1 girl that we would have a splendid meal all ready for the arrivals in the evening, which meant we would eat later than usual. When it got to 2100, my stomach was settling against my backbone, but gritting my teeth and forcing a smile, I hung on. At 2130, oh joy, a car drew up outside. I dashed out into the cold, wet and dark night, and embraced the first figure I saw. As I lay on my back in the flower bed I heard a deep voice say, "What the hell are you playing at?" Although Victoria is a pretty rough old state I did not think the girls could have changed that much, and realised I must have welcomed someone else. It was in fact a brother officer who had received a phone call at base saying that Nos. 4 and 5 would not arrive until the morrow.

Having had a shocking restless night, due to eating double whacks of supper at a very late hour, I once again was not at my best the next day. Durring the forenoon No. 1 girl had to go to the shops which left me to cope with Nos. 2 and 3, and also do a large whack of dhobeying. Yes, you've guessed it. I was just hanging out a line full of washing, dressed in my best print apron, with the washing machine working on the second lot, when Nos. 4 and 5 arrived. Really and truly the battle was lost then, as the enemy caught me at a disadvantage in the inital stage, but I was not to know that.

After explaining what was what, supplying a cup of tea and unloading the car (why do girls have so much luggage?), I expected at least one to help with, or even take over the domestics. But no. After being in the car a few hours, clothes had to be changed and unpacked.

No. 1 girl arrived back and you men know what it is like when women friends meet after a year's absence. That's right — yak, yak, yak. I had a wonderful day that day. I shall always look back upon it during future years as one of the pinnacles of my career. I was cook, dishwasher, barman, children's nurse, charwoman, the lot — but my work was made easier by the pleasant background noise of high pitched chatter and girlish laughter!

The next day we went to the beach. I eventually got the harem into the two cars by 1100, and we set off looking as if we were on three weeks safari. (Why do women need so much gear for a beach party, bearing in mind the size of their bikinis?) We arrived at our destination, and to my tired eyes the beach within 50 yards of the cars looked perfect, but for some unknown reason this was unsuitable for the females, and only suitable place was about 450 yards away. After my third trip, loaded with everything from beach umbrellas to baby's carry cot, I was a bit jaded — (the temperature was over 90 and the sand several inches deep). By the time everything was at the site the girls had had their swim and I had the option of a swim or lunch. I had the swim, managed to retrieve two lettuce leaves from the rubbish bag, and so had lunch. While the females slept I spent a happy afternoon digging sand castles for Nos. 2 and 3, and getting the gear back to the cars. For those of you a bit overweight, I can recommend beach walking, heavily laden, in hot weather.



You now have a pretty good idea how the rest of the five days were spent, and if I gave you the day by day account, it would only be repetition. The routine enforced by the females was just about the same as at Dartmoor, the only difference being there were five warders and one prisoner.

In conclusion, I would like to mention two things that amazed me.

As Nos. 4 and 5 girls were leaving, I found, to my horror, that I was echoing No. 1 girl's words, about how marvellous it had all been and do come again. Funnily enough, I meant it.

Secondly, as I girded my loins to go back to Albatross after leave, No 1 girl said, and I quote, "Why are you always so pleased to get back to work? Anyone would think that you didn't have a good rest at home, and that you have an easier time in the Navy."

So chaps, if you see me walking around looking despondent, round shouldered and overworked, it has nothing to do with the service. It's just that as far as women are concerned, you just can't win.

BY SIR PERCY.

## AU-REVOIR M.A.G.

MY APPOINTMENT CAME THROUGH on the familiar Blue Paper, to date October 17th, 1960. From that moment on I knew I would be spending an indefinite period with "The Flying Tigers."

My dear wife has been deeply affected. I went home and broke the news of my appointment at 1645. At 1647 she had great difficulty in writing the Rabbit List, as the tears were smudging the ink.

No tears from No. 1 son. He immediately placed his order for additions to the Marklin train set, and No. 2 son his order for the radio controlled double decker bus. Two days later letters started to pour in, and I seriously considered putting on a secretary to handle the fan mail. Long lost friends needed new cameras, fans, train sets, towels, orlon twin sets, and so on. I had become a hero overnight. Good neighbours came forward and kindly offered to look after the wife. I don't know what their wives have to say about it! However, everyone has risen to the occasion and I am quite sure the car will be cleaned, spark plugs adjusted, lawns mown, leaking taps repaired, and all other Sunday jobs attended to, whilst the man of the house is away, keeping our shores free from the dreaded yellow peril.

Convincing the wife that this is just another routine trip to the Far East is made doubly difficult, when the South Coast Commercial plays the "Ding Dong Song" from "Suzie Wong" with monotonous regularity at breakfast time. A smile escapes one's lips, and for a moment I am in another world, with thoughts of Wanchai, Kowloon, Aberdeen and Macao and all that goes with these haunts in the Mystic East. It is unfortunate of course, for the lovers of sweet music fine food and the "Arts" that we will not be visiting Manilla. This may have serious economic repercussions, as I cannot imagine the proprietors of such internationally famous places as "The California Club," "The Garden of Allah," or even the "Yellow Bar" being able to exist without the support of the S.E.A.T.O. Fleet.

Oh well, some must of necessity serve their country in far off places. Alas, it is the call of duty which drags us away from the peace and quietness of the "Riviera of the South." See you all in June. No callers until P.M. 15th, please.

Bye, now!

F. F. "L".

## D 14 HUT

Every Thursday

1200 - 1300

We have a fine range of Diamond Engagement Rings ready for your inspection. Below are illustrated six of our latest designs. All Rings have the "Security Setting." The Diamonds are cut with 58 sparkling facets to give maximum brilliance and quality.

Write or call for our illustrated Catalogue on Diamond Rings, and don't forget, if you need a new Watch, Signet Ring or anything in the jewellery line — we can help you.

By Allotment —  
No Interest

BU 2000

BU 2347

**Glendinning & Stacey**

208 GEORGE STREET, SYDNEY

(400 yards from Johnny's)

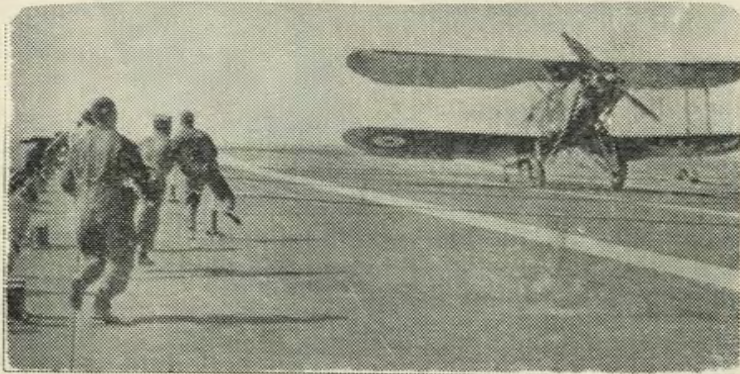




## HOW IT IS DONE

This picture, which has recently been released for publication by the Admiralty, reveals for the first time the secret of how an aeroplane lands in safety on the limited space available on an aircraft carrier. When the plane is coming down, a hook suspended from the fuselage catches in one of a series of wires stretched transversely across the flight-deck, thus effectively braking the machine's speed.

(This picture and captain appeared in "The Sphere" of 30th March, 1935. Incidentally, can anyone name the aircraft. Answers to the Editor, please).



## THE TWELVE-YEAR MAN

Once upon a time there was a sailor — a twelve year man — who decided that he wanted to leave the Navy. This sailor's mind worked in a very tortuous manner, and he decided that the only way he could achieve his aim was by going to prison for a civil offence and consequently being dismissed from the Navy.

He therefore arranged with a civilian friend of his that the friend should hold a party at his home and afterwards should report the theft of some property to the police. The friend actually handed the property to the sailor.

The sailor waited a few days, but the police didn't call on him. He therefore gave himself up to them and returned to "stolen" property, saying that he could not keep it because his conscience troubled him too much.

At the subsequent court case the magistrate let the sailor off with a good behaviour bond. It was, he said, refreshing to find a man who had erred, so willing to take his punishment. He was sure this had been just a temporary lapse, and he intended to ask the Naval authorities to take a lenient view of it.

A few days later the sailor came before his Captain's table. The Captain said that he had received full details of the case, and that he had been markedly impressed by the sailor's honesty in coming forward and confessing his mistake. Normally an offence of this nature might lead to the man's being dismissed from the Service. However, taking into account the magistrate's recommendations, he did not propose that this should be the case. Instead, the sailor lost a certain amount of leave and pay, and was reprimanded.

So you see, there is some justice in the world after all.

School re-opens next Tuesday, 31st January,  
1961, and wise mothers know that

## WOODHILL'S PTY. LTD.

have the answer to ALL their School Clothing  
problems!

Good Stocks are now available.

BOYS' and YOUTH'S SCHOOL PULLOVERS, BLAZERS, (for both Primary and High School), SHIRTS, SOCKS, TIES, SHORTS, KNICKERS, LONG TROUSERS, SUITS, WHITE "T" SHIRTS, BLACK SHOES, SANDSHOES, etc. etc. and

GIRLS' famous "Cleo" TUNICS in College Grey and Navy — with lined yoke, adjustable seams and a generous 3" hem. "Cleo" BLAZERS in both Grey and Navy, BLOUSES, Black School SHOES, UNDERWEAR, etc. etc.

Also available for the Home Dressmaker:—  
36" High School Grey Miracle Sail Cloth at 12/6 yard.

And for SPORTS and PRIMARY SCHOOL UNIFORMS, "Cesarine" in drip-dry cotton at 8/11 yard, and Regular at 7/6 yard. Blue and White check for Blouses at 3/6 yard.

If required we can arrange to have Uniforms  
made to your own measurements!

For all your School Requirements, see . . .

**WOODHILL'S** PTY. LTD.

"Nowra's Leading Store"

'Phone 2 0204



## SPORTSMAN OF THE MONTH

LIEUTENANT TONY HAMMETT,  
ROYAL AUSTRALIAN INFANTRY



OUR SPORTSMAN for this month is slightly unusual in as much as we are featuring an Army type at present on course in Albatross. Also we think it is the first time we have featured an Australian Olympic representative on this page.

Born in Melbourne, Tony started his sporting career at Elsternwick State School where he learnt cricket and Australian Rules. In 1952 he moved on to Melbourne High School and giving away Rules, he concentrated on Hockey, Athletics and Cricket, finally representing the School in each of these sports.

On leaving Melbourne High at the end of 1954, Tony went into the Army and early in 1955 started courses at Duntroon. While at Duntroon, he represented the college in cricket, athletics and hockey and went on to represent the Army in the latter two sports (Hockey club please note).

While at Duntroon he became interested in the Modern Pentathlon which consists of five events, 300 metres swim, two and a half miles cross country run, pistol shooting, fencing, and a three and a half mile cross country riding event on a strange horse. In 1958 Tony won the Australian Championship in this event and in 1959 and 1960 he was runner up. These three very fine performances secured him a much coveted trip to Rome for the Olympic Games in August of last year.

The best impression Tony formed of Rome was of its local girls, although he concedes that the city itself was also quite interesting. Apart from his little bit of sightseeing, most of his time was occupied with the

Modern Pentathlon in which the Australian team was placed fourteenth out of thirty teams. In the individual competition all did very well, finishing in the middle of the field.

When the games were completed, Tony followed them up with visits to Capri, Switzerland, Germany, Belgium, France and England, before flying home in time to commence his helicopter course on the Shoalhaven Riviera at Nowra.

For those who feel they might like a trip to Tokyo with the Australian Modern Pentathlon team in 1964, Tony recommends his training system which he says is quite simple; you just train in three of the five events (first beg, borrow or steal your horse) every day for eleven months of the year, for the next three and a half years.

---

### SOLUTION TO LAST MONTH'S PUZZLE

PUZZLE No. 1 — Yes, the space man's calculation was correct. The space ship received 145 gallons of fuel.

PUZZLE No. 2 — The clerk who was offered £500 every six months and a rise of £50 every six months had the best offer.

## Albatross Boot Repair Service

(Next door to Sportsman's Club)

NOW AVAILABLE — BLACK AND BROWN  
RIPPLE AND GOLF SOLES!

We also specialise in Women's and Children's  
Shoe Repairs.

VILLAGERS!

We pick up and deliver to the  
Village Store.

'Phone: Ext. 590



# Sporting Notes

## ALBATROSS BOAT CLUB NOTES

The objects of this club are threefold. Firstly to give all naval personnel serving in H.M.A.S. Albatross the opportunity of experiencing the thrills and trials of small boat sailing in confined waters, secondly to provide a vigorous sporting activity to those who are interested in sailing and thirdly to teach the art of sailing, racing, and small boat management to those who wish to learn.

To these ends the club is equipped with five 14 foot R.N. Dinghies, three Fireflies, two canoes, and an 18 foot motor cutter.

The Albatross Boat Clubhouse which is situated in a beautiful position on the South bank of the Shoalhaven River in Nowra, is open to club members at all times. Any competent and qualified coxswain member may take a boat out at any time, and no restrictions are placed on his authority to sail when and where he pleases.

It is however the policy of the committee to promote and organise races and regattas whenever possible.

The club meets regularly on Wednesday afternoons and at the weekends with the primary object of racing, to perfect the skill of the coxswains, and to teach and demonstrate the art of sailing. There is an inter club racing programme in progress now.

During the latter part of 1960 the club was most fortunate in obtaining the motor cutter. In view of its size and value the use of this boat is restricted to the committee members, and that has proved a tremendous boon for laying bouys, the supervision of races and — just now and then — for the rescue of capsized boats!

Members wives and families are most welcome at the club, and there is provision for other civilian members to enjoy the amenities provided.

On the 19th February a four sided regatta has been organised, R.A.N.C. v. Nirimba v. R.A.N.S.A. v. Albatross, at Jervis Bay, the R.A.N.C. Sailing Club being the host this time. Regardless of the weather, it looks like a good day coming up.

C. ANDREWS.

## ALBATROSS GOLF CLUB

Here we are again facing a bright New Year. As we all know, Albatross fared very well last year in the golfing field. Even though we have now lost one or two of our good players, we should be able to give a repeat performance this year.

The Wednesday and Friday afternoon games are again going strong at the Nowra Golf Club. After an absence of fourteen days, the sailors again made their presence felt. J. (Bunkers) Dun returned a 35-7-28 to lay claim to one poultry dinner. Keep this up Jack and Mr. Waters will pay you a visit.

After leave it is easy to see that there is a lot of work needed on our local course to bring it back into a playable condition. Any Golfer who could be spared on Friday afternoons would be greatly appreciated. These working bees will be dealt with more deeply at our next meeting. The meetings are held monthly in the Junior Rates T.V. Room. The date and time is promulgated on Daily Orders the previous day. If you are interested in joining the club, please come along.

Patronise Your

# VILLAGE STORE

STANDARD



SUPER

THE VERY FIRST AT CITY PRICES

Sales are rising because you  
know REAL VALUE is there

Let us give you a Bigger Return in 1961

Watch for and Buy those  
GENUINE Weekly Specials!



## GLIDING ASSOCIATION

On Thursday, 22nd December, 1960, the R.A.N. Gliding Association Teams departed for Gawler, South Australia, to compete in the 1960/61 Australian National Gliding Championships.

Two gliders, on a Schneider "Nymph" single seat sailplane and a Schneider "Kookaburra" two place trainer were entered for the Championships. Four pilots to each glider competed and three ground crew accompanied the teams.

Gawler was reached on Saturday, 24th December, 1960, after travelling via the Hume Highway to Wagga and then the Sturt Highway to Gawler.

After settling in at our living quarters at Gawler aerodrome which were R.A.A.F. quarters during the last War and subsequently a Migrant Centre until two years ago, we rigged our gliders for flying during the forenoon of Monday, 26th December, 1960. Several of our pilots had their first experience of winch launching at this time and soon settled down to the new technique of a considerably steeper climb than is obtained on auto tow at this Air Station.

At 3.30 p.m. on Monday, 26th December, 1960, Air Commodore W. H. Garing, C.B.E., D.F.C. officially opened the Championships with the 21 competing gliders and their teams alongside ranged before him. It was very gratifying to hear Air Commodore Garing praise the R.A.N. with a very fine effort of travelling many miles from N.S.W. to be the only representatives from New South Wales, and most of all, setting a fine example to the Army and Air Force on being the only Service represented at the Championships. He stated that he was not aware that the R.A.N. had introduced gliding into the Service as a sport but was pleasantly surprised and somewhat pleased that the Services were represented by the R.A.N. During his walk around the competing gliders Air Commodore Garing spent some time speaking to the "Nymph" team and wished the R.A.N. teams success at the Championships.

On Tuesday, 27th December, 1960, the Adelaide Advertiser newspaper published the first photograph of a competing team and this honour went to the R.A.N. "Nymph" team.

Daily tasks were set during the Championships depending on the weather forecast. These tasks consisted of triangular courses of 186 and 126 miles, free distance flights, out and return flights of various distances and straight out distance races.

A number of our pilots had not experienced soaring conditions such as those found in South Australia and they consequently found flying conditions a new experience and somewhat a little difficult to handle, until they settled down to the new technique required.

Generally, throughout the Championships, the R.A.N. Gliding Association gave a creditable account of itself, both in the air and also on the ground with generally assisting those who found themselves short of physical support through shortage of team members.

Our team members enjoyed flights of 100 miles at heights between 8,000 and 12,000 feet and remained airborne for an average of 4 hours.

The Australian Soaring Championship was won by Mr. R. (Bob) Rowe, of the Wakerie Soaring Club. This pilot flew a "Breiglieb" sailplane and was one of Australia's representatives at the 1960 World Championships in Germany.

The Wakerie Soaring Club won the Australian Team Championship with Alice Springs Soaring Club in second place.

Unfortunately the R.A.N. Gliding Association was unplaced at the Championships but some very valuable experience was gained by all who competed.

As it is intended to commence the 1961 training programme shortly, anyone interested in gliding is invited to contact Air Mechanician Strickland on Extension 216 or 361.

## LOOK AT THIS FOR NEWS!

Waltons have quite a stock of the popular 22" Walking Doll left over from Xmas and want to sell them quickly.

Normally they sell at 79/6 — NOW YOU CAN BUY THEM 59/6 !!!

- Lay-by now for only 6/-.
- She sits! She walks! She even says "Ma Ma."
- As she walks her little head turns from side to side, her flirting eyes almost real.
- She's a beauty — little mothers can comb her long hair. She's dressed in a sweet cotton striped frock with shoes and socks and pretty hair ribbons.



'Phone your order to Nowra 2 0371

**WALTONS**

KINGHORN STREET,  
NOWRA