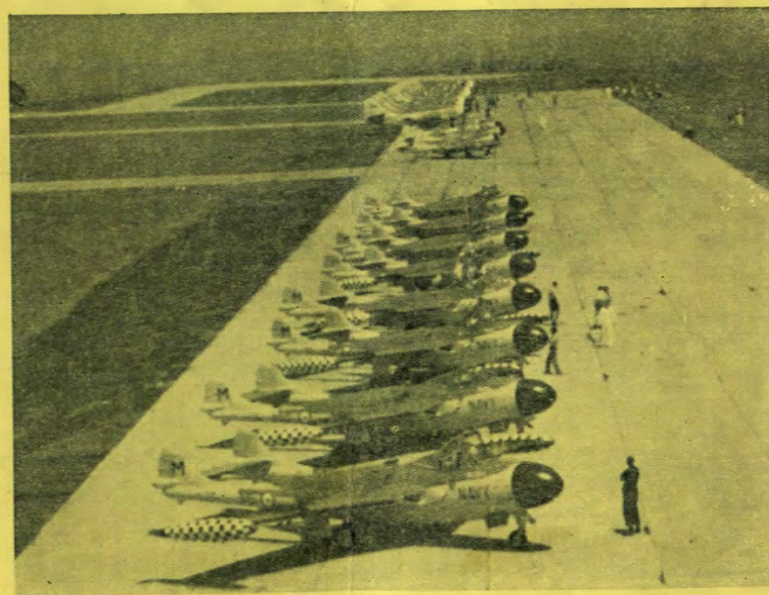




# SLIPSTREAM

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



No. 46

FEBRUARY, 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  
0150.45

SHELF  
CW2-C

40804

**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. 46

FEBRUARY, 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

### FEATURES

Round the Station . . . . . Page 3  
Personality No. 46 . . . . . Page 4  
Derek Bome . . . . . Page 9  
Chaplains' Corner . . . . . Page 24  
Sportsman . . . . . Page 32  
Sports Notes . . . . . Page 34

### OUR COVER

- ON JANUARY 31, 805 and 816 Squadrons embarked in the "Melbourne." Our cover shows their final line-up before departure. In the foreground 805's new checkered tip-tanks show up smartly.

## EDITORIAL

SINCE THERE is no major event worthy of celebration this month, we find ourselves short of Editorial material, and our thoughts turn introspectively towards "Slipstream" itself. Gathered here are a few facts about the magazine which may be of interest.

"Slipstream" was founded in April 1957, and has appeared every month bar one since then, the one exception being June 1957. Its first Editor was Lieutenant Tony Batten, an Observer, who left the Navy the same year. Leader Newspapers were the printers, and have remained so ever since.

It started as a 20-page journal with a page size of 4x7 ins., and a circulation of 500 copies. The first few issues disappeared so fast that the circulation was soon increased. In December 1957 there appeared the first of the twice-yearly "king-size" issues, which are produced at Christmas and on the April anniversary. In July 1958 the magazine blossomed forth for the first time in its present standard page size, while the number of pages has increased to 40 for an average issue and up to 60 for a "special."

The one thing that has remained unchanged is the "Slipstream" banner on the front cover. This was designed by the magazine's first Art Editor, Naval Airman Heron.

The circulation, though not particularly large, covers a wide area, and penetrates to some unexpected places. In addition to the copies sold locally 50 go to the "Melbourne" each month, and one to a faithful reader in "Vampire." There are regular readers in Queensland, Victoria, W.A., S.A. Manus Island, and even in the Gunnery School at F.N.D., (where reading is done during off-duty hours of course). Copies are also posted to the Admiralty and the Ministry of Aviation, in London, where ex-AJASS types now working there assure us that they are read from cover to cover. The magazine's most out-of-the-way reader is Commander Swai Suwong Pong of the Royal Thai Navy, who receives his copy in Bangkok each month.

But basically of course, "Slipstream" is intended for the men of Albattross and their families, and we trust that every man who can afford sixpence a month buys a copy. The magazine is on sale on the last pay-day of each month, and is available in the vicinity of pay musters.

Readers will be pleased to know that next month a new Editor, Instructor Commander Hokin, takes over the reins, so a sharp upward trend in the standard of presentation can be expected. We hope to see you then on March 23rd, with your sixpences clutched in your hot little hands, rushing the magazine stands.

EDITOR.

Junior officer to another: "You know, Jones is very disorganised. He's getting married next week and he hasn't even found her a job yet."

☆

★

☆

Notice in the Sick Bay: "FOR THE MAN WHO HAS EVERYTHING  
— A shot of penicillin."

## Around The Station



A Naval Airman complained bitterly this month when he was sent to "Penguin" for a two weeks' ABCD Course. The main reason for his complaint was that he had been married only the week before. A case of putting the heart before the course.

☆

★

☆

For a small navy we seem to get a fair amount done. During the last financial year the R.A.N.'s 18 ships steamed more than 405,000 miles, and called at 238 ports. Of these, 41 were overseas. Aircraft of the Fleet Air Arm logged 10,000 flying hours and covered nearly 1,500,000 miles. The number of uniformed personnel fell by 70 during the year to a total of 10,629.

☆

★

☆

Written on the blackboard in 725 Squadron's briefing room:—

"Oh little White Card, what is your fate?

You haven't had much use of late.

They do their flying V.F.R.,

And when it rains, they go by car."

☆

★

☆

A chap we know went water ski-ing on Jervis Bay with a well-known Aircrew identity recently. There were three fellows in the boat, two up front and this chap facing aft down in the stern. One of their wives was on the skis. All went well until the skier fell off.

"She's off!" cried the fellow facing aft, and the driver swung the boat round. As he did so, the passenger up forrard with him, who had been sitting on the gunwale, fell overboard. The driver grabbed at him, but the weight was too much, and the driver went over, too.

The driver had been holding onto the throttle lever, and this snapped off and was still in his hand as he hit the water.

Meanwhile our friend in the stern sat happily facing aft, unaware of what was going on up forrard. Suddenly he saw three heads in the water behind the boat, instead of the one he had been watching. He looked around and found himself alone—and not just alone, but in a strange boat with no trottle control.

It says a lot for his nerve that he survived and brought the boat back undamaged.

☆

★

☆

An ex-Fleet Air Arm character, now flying with QANTAS, sends us this story:—

Three men arrived at the gates of Heaven and asked St. Peter for admission. St. Peter asked each of them what he did for a living.

"I'm a doctor," said the first man.

"Sorry," said St. Peter. "I can't let you in. No one ever gets sick here."

"I'm a dentist," said the second man.

"Sorry," said St. Peter. "We never have trouble with our teeth."

"I'm a psychiatrist," said the third.

"Come right in," said St. Peter. "We need you. We've been having a bit of trouble with God lately. He thinks he's a Boeing pilot."

## STATION PERSONALITY No. 46



### LIEUTENANT A. L. BARTLETT, R.A.N.

HE WAS BORN at Portchester, England, a village founded B.C. by the Romans (who, incidentally just beat Arthur there), and situated at the head of the Portsmouth Harbour. The village cricket team's home ground is within the castle walls — an early precaution against an away win.

In 1919 at the age of fifteen he became a shipwright apprentice in Portsmouth Royal Dockyard, the most interesting work during his apprenticeship being the reconstruction of H.M.S. Victory to her Trafalgar day condition. He joined the R.N. in October, 1926, as an N.S.4 and after the usual training he was drafted to the fleet repair ship "Assistance" which was commissioned for the Mediterranean. The ship was a coal burner with a bunker capacity of 4000 tons and "coal ship" days were in every sense the blackest days of our personality's career. The commission lasted three years and almost ended in disaster on the way home; but the ship just survived gales off the coast of Portugal and reached Portsmouth five days adrift, after taking eleven days for the 1100 miles from Gibraltar. During the storm he was surprised when an unheard-of trysail was retrieved from the canvas store and rigged on the main-mast. He had thought he was in the modern days of coal and steam. By May, 1928, he had passed H.E.T. and the professional exam for Warrant Shipwright, but there was a long waiting list.

After leave, a year was spent in the cruiser "Concord," which did little except steam in circles in the English Channel for radio experiments (they'd heard of it by then); then in March 31 came a draft to the battle cruiser "Hood" which carried one seaplane and a catapult. "Hood" served in the Home Fleet with cruises to the West Indies and the Med, and was the finest looking example of Naval architecture Arthur has seen. The outstanding event of this commission was the Invergordon mutiny, which caused our hero to be placed under armed guard for the only time in his career. However, it was merely to safeguard him whilst he operated the cable holders to get the ship to sea, on conclusion of the mutiny.

In 1933 came his first billet ashore to the submarine depot H.M.S. Dolphin, followed by a period in R.N.B. Portsmouth and then to Chatham in '35, for a drawing office course prior to promotion. This was followed

by a diving course at Whale Is., and then a draft to the battle cruiser "Repulse." After six months in Repulse he was drafted back to Dolphin to await promotion, which came in December, '36, during the short reign of Edward VII, after a wait of eight and a half years.

His first appointment as an officer was to the netlayer "Guardian," the smallest ship to carry a shipwright officer. It had a W.O.'s mess of three, one of whom was the previous First Lieutenant of Albatross, Lt. Cdr. J. S. Dallaway, then a newly promoted gunner. The highlight of this period was the Review at Spithead for the coronation of King George VI, which meant ceremonial dress as shown in the photograph, then compulsory for all officers. (After the war the cocked hat, complete with case and padlock, brought five shillings, but there were moments during the review when Arthur would have sold it for much less).



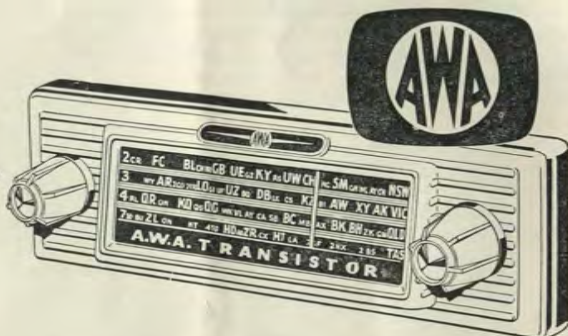
● OUR PERSONALITY first encountered the Air Arm on board H.M.S. Hood. Above, a seaplane staggers into the air from Hood's quarterdeck.

January '39 brought an appointment to the largest ship to be inflicted with a Shipwright Officer. This was "Caledonia" a boys' training ship of over 6000 tons, which had been the White Star Liner "Majestic" and, for a time, the largest ship in the world. Plans had been made for the wartime evacuation, and in September '39 our large boy and some two thousand small ones moved to Base X, which proved to be a holiday camp at Douglas on the Isle of Man, afterwards named H.M.S. St. George. The first jobs there were to black the place out for possible air raids, and to get rid of enormous stocks of empty beer bottles and other rubbish.

In September, '40, he was appointed to the destroyer depot ship "Woolwich," which sailed in convoy from Liverpool, via the Cape, to Alexandria. The escort through the Red Sea was the old "Parramatta," and fortunately the combined broadsides of both ships were insufficient to awaken the Italians, who then occupied Somaliland and other areas in the vicinity. The next two years were very busy, controlling a staff of sixty on repairs to destroyers and corvettes, particularly at the times of Crete and the siege of Tobruk. Every job had to be estimated in hours, and any method could be used to avoid sending a ship to the dockyard. On one occasion Chippie found that the old "Vendetta's" bridge was not attached in any way to the hull; gravity had kept it in position long after the boundary angles had rusted away.

Australia's Most Advanced  
**TRANSISTOR CAR RADIOS**

A.W.A. Transistor  
 "Cruiser"  
 44 GNS.



Crystal tone from stations near and far . . . no matter where you drive, you will get more from the "A.W.A. Transistor Car Radio" in pure tone, greater power and longer range reception!

A.W.A. Transistor  
 "Pressmatic"  
 49 GNS.



EASY TERMS CAN BE ARRANGED TO  
 SUIT EVERY POCKET!

Have your A.W.A. CAR RADIO installed by skilled technicians at

**WOODHILL'S** PTY. LTD.

"NOWRA'S LEADING STORE"

Berry Street — 'Phone Nowra 2 0204

Rommel's advance in 1942 caused "Woolwich" to be ordered to Port Sudan, where the sea water temperature of 93 degrees ruined sixty tons of meat stowed on the deck of the main refrigerator compartment. The work of removing this and building a false deck was both nauseating and arduous, in the hottest weather our personality had experienced. However, with the build up of the Eighth Army "Woolwich" returned to the comparative coolness of Port Suez, where Arthur was relieved and sailed home, again via the Cape, in SS "Stratheden."

After leave came an appointment to H.M.S. Stopford, a Combined Operations Base at Bo'ness in Scotland. October '42 to April '44 was spent preparing craft for the Med. and Normandy landings. After completing a shallow water diving course at Whale Is. Chippie found himself at Copra with a Landing Craft Recovery Unit. So, early on D Day, he was landed in France with a strange collection of chippie's tools. The landing involved a "bottle" from a Lieut. Col. for exposing himself to snipers, when he had merely sat on top of a truck cabin to keep his feet dry, whilst it drove ashore. The job was clearing the beaches of wrecked craft, tank traps and any other obstacles, and had its moments for the first few months.

The unit returned to U.K. on Christmas Eve, and in January '45 Lt. Bartlett discarded his khaki and trotted onto the "Duke of York," which was refitting at Liverpool to become flagship of the British Pacific Fleet. V.E. Day was celebrated at Malta, and the "Duke of York" then came at high speed to Sydney. Admiral Fisher was embarked, and the ship had joined the fleet only a short while when the atom bomb brought a sudden end to hostilities.

It was a great thrill for Chippie to be in Tokyo for the surrender ceremony, and at sunset Admiral Fraser expressed the combined fleets' emotions by having the massed bands of all British ships combining the hymn "The Day Thou Gavest Lord Is Ended," with the usual bugles, and the hauling down of the ensigns of all the allied nations. The rule of "last out, last home" applied, as "Duke of York" and "Anson" remained on the station for almost another year, taking turns as guardship at Hong Kong, interspersed with visits to Japan, Sydney and Hobart. He returned home in July 1946 and was promoted to Commissioned Shipwright in the same year. This rank was later changed to Senior Cd. Supt. and then to Supt. Lieut., so he is now in his fifteenth year in the rank after nine years and ten months as a Warrant Supt. (The latter would have been ten years, but for a wartime decision to speed up promotion).

Oct. '46, another appointment to Scotland to the depot ship "Cochrane," was followed the next year by a trip back to his home port of Portsmouth. This was for the purpose of fitting out the "Aurora," renamed the "Chung King," for transfer to the Chinese Nationalists. Fortunately he did not accompany the ship to China because, on arrival there, the Chinese crew decided to transfer their allegiance to the Communists and sailed the ship to a Communist port. There she was bombed and sunk by the Nationalist Air Force.

Our personality served in his first carrier, "Indomitable," in '48 and was to stay with her for three and a half years; during which time the most interesting port visited was Stockholm (but he won't say why). In August 1951 he received his final R.N. appointment; to the establishment at which he joined the Service, R.N.B. Portsmouth. During 1953 he was again present at the Spithead Review, on the occasion of the coronation of the present Queen. Having qualified for the Civil Service, it wasn't long after his retirement in March '54 that he commenced a new job. As luck would have it this was to take charge of the new Home Ports Married Quarters Scheme at Portsmouth, for the Navy. Starting from nothing, this developed into over 2000 homes in four years, but when the opportunity arose for employment in the R.A.N., being bored with M.Q.'s he answered the call and arrived at "Albatross," where M.Q.'s are but one section of the Register of Naval Assets.

# THIS I CAN'T BELIEVE

By Derek Bome

I can't believe that an old digger like Daisley would ever have been seen going astern. It can work out pretty expensive, can't it, John?

★ ★ ★

These little incidents were alleged to have happened many moons ago, so any reference to living persons is their own fault.

At a meeting of C.P.O.'s Mess Committee, a motion was put forward to use surplus mess funds to purchase a chandelier. The motion was carried, but the Mess President stood up and voiced a word of warning.

"Gentlemen, before we go ahead and buy this chandelier, let us be sure that there is someone in the mess that can play it."

★ ★ ★

The Commanders Table:—

Commander: "Who is making these allegations?"

Master at Arms: "I am the allegator, sir."

★ ★ ★

One of the CPO's, who had paid off, wasn't able to find a job in the cruel world. He eventually applied to a circus in response to an ad., for an elephant trainer. After some of his service experiences, he thought that this job would be a piece of cake.

The elephant, a big genial piece of meat, responded to a most unlikely name of "Nuts." The chief's job was made relatively simple by the obedience of Nuts. At the command of "Sit down, Nuts," Nuts promptly sat down; at "Roll over, Nuts," Nuts promptly rolled over. As the chief and Nuts seemed to have a genuine fondness for each other, the chief was given the job.

On the first night, 15 minutes after his act started, the chief stormed into the manager's office and demanded his pay, because he was leaving.

"What happened?" asked the manager.

"What happened!" cried the chief, "Did you ever stop to think what would happen when someone shouted "Chocs, minties, cigarettes, peanuts!"

★ ★ ★

Probably a little-known fact to most of us is that the R.A.N. band has "cut" three long-playing records, three 78 records, and one 45 record. E.M.I. the record company which handles the discs is more than pleased with the sales, as is the Treasury, which cops all the royalties. One of the LP's is titled "Marching Down Broadway," a disc containing selections from the successful musical comedy shows, which has sold more than any other recorded marching band music in Australia.

★ ★ ★

No names — no pack drill, but this was the best piece of Gamesmanship I have ever had the pleasure of witnessing. One of the pilots from the Air Department, who drives a light blue Commonwealth Holden car, was batting for the aforementioned department against engineering, (small "e" please). As sometimes happens, the ball hit the pads, and off went the Chief of all pilots to run some cool leg-byes.

The Umpire raised his arm, and the Chief, after finishing the run, thought he had better straighten the lad out on umpiring. So in a paternal voice — "Lad, the way to signal leg-byes is to raise your arm AND pat your leg."

The umpire stared, horrified, gulped and said, "But you're out LBW, sir."

Now don't tell me that wasn't a great try, and I didn't mention one name either.

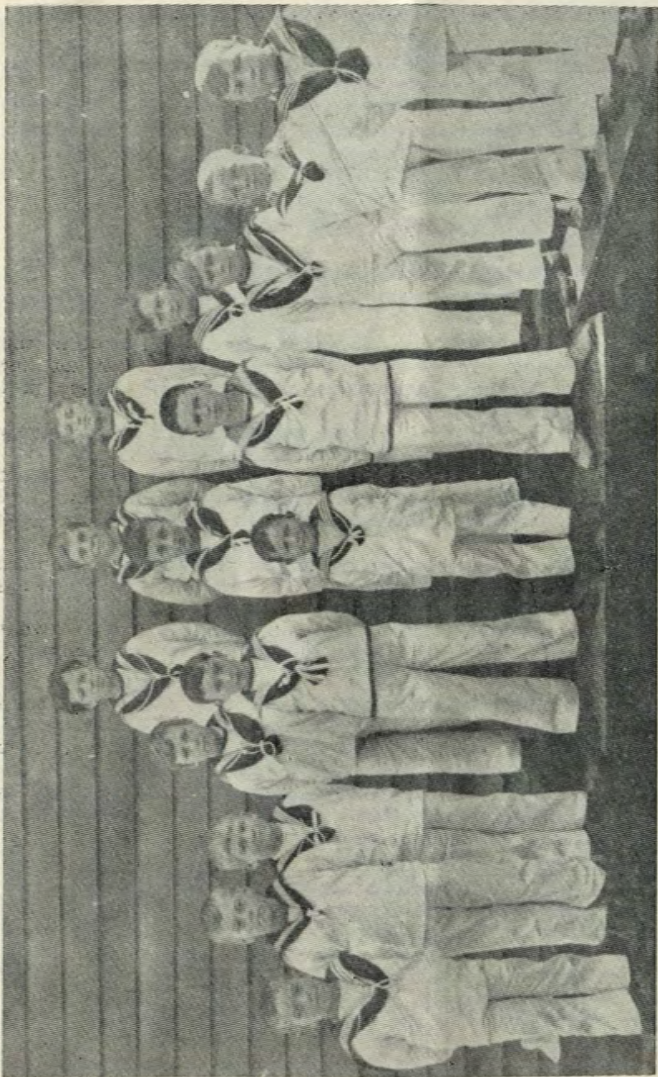


"Walk that without a safety net! Are you mad?"

Heard the one about the Admiral and the Bishop who couldn't stand the sight of each other? Well, the Bishop sighted the Admiral in full dress uniform, standing on the platform at Central Station, so walking up behind him, tapped him on the shoulder and said: "I say, porter, could you tell me the time of the next train to Brisbane?" The red faced Admiral swung round, and recognising the very portly Bishop, looked him up and down, from his gaiters and black stockings to his frock coat, and snarled: "At 1515; but in your condition, Madam, I shouldn't travel."

★ ★ ★

Two junior officers were discussing a not very popular Senior One. Said the first: "I hear he's changing his faith."  
Returned the second: "You mean he no longer believes he's God?"



**FAMILIAR FACES AT AJASS**

- WHILE leafing through our photographic file recently, we came across the above photo of members of a Senior Officers' Study Period at AJASS, taken in July, 1959. Among the course members may be found a few faces familiar to us all.

**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!**



WHERE ARE THEY TODAY?

● THIS interesting old photo, taken about 1918, shows a group of young members of a school cadet corps, in the dress of those days. It is interesting to speculate where all these young fellows are today.

## FACTS REGARDING ELECTRICITY

TRADITION HAS IT that Lord Kelvin, when addressing students at Glasgow University, posed the question: "What is Electricity?" and one student raised his hand, which produced the retort: "Well, if you know the answer, you know more than I do." None the less, we present this month an article on "The History of Electricity"

The Greeks invented electricity. They did it by rubbing amber with cat's fur. This made the amber attract small particles, and the cat's fur stand on end. It was only natural, really, as the cats didn't care much for being rubbed on amber. The Greeks didn't do anything else about electricity, as they were busy at the time with a war.

The next to do anything was an Italian called Galvani. Galvani found a way to make frog's legs twitch by electricity. Neurotic frogs could twitch all right without Galvani, but nevertheless the discovery was very important, and it led Volta to invent his cell.

Volta's cell was very useful and very popular, and he made a great deal of money out of it; hence the expression "Volta's Pile." Volta also invented volts, which are the things which push amps around the circuit. Actually amps weren't invented until fifty years later, so the volts had to push around on their own for a bit. This gave rise to static electricity. Static electricity is very interesting, but not very useful, and is used mostly for lightning.

After Volta, the electricity business became very brisk. Ampere invented amps. Ohm invented ohms. Watt invented watts. Milly invented milligrams, and Meg invented megohms, the latter showing the early influence of women on electricity.

However, it has since been proved that all these were really invented by a Russian called Serge Arkover, but he didn't mention it at the time as he was on night duty.

The turn of the eighteenth century was now nigh. It turned after 1799 as predicted, and electricity went along at a great pace.

Coulomb invented coulombs. Henry invented henries. Eddy invented eddy currents. Gauss invented geese, and Baden Powell invented Boy Scouts

At this stage electricity was getting along very nicely when Clerk Maxwell put the whole thing on a mathematical basis and took half the pleasure out of it.

The greatest inventor of all was Faraday. Faraday was sickly as a youth, but he got better, and invented electro-magnetic induction. Faraday was also a prolific experimenter, and some of his experiments are classics. He conducted the Ice Pail experiment; the Butterfly Net experiment, and the Faraday Cage experiment. He also experimented with electricity.

After Faraday, the electricity business got very big, and it wasn't long before people started selling it for money.

This took the other half of the pleasure out of it, and gave rise to a vast hierarchy now under the control of administrators and policy makers. These are very important people, and are always busy making politics. They are naturally of much more account than the old-fashioned types, who only made the electricity.



## 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.

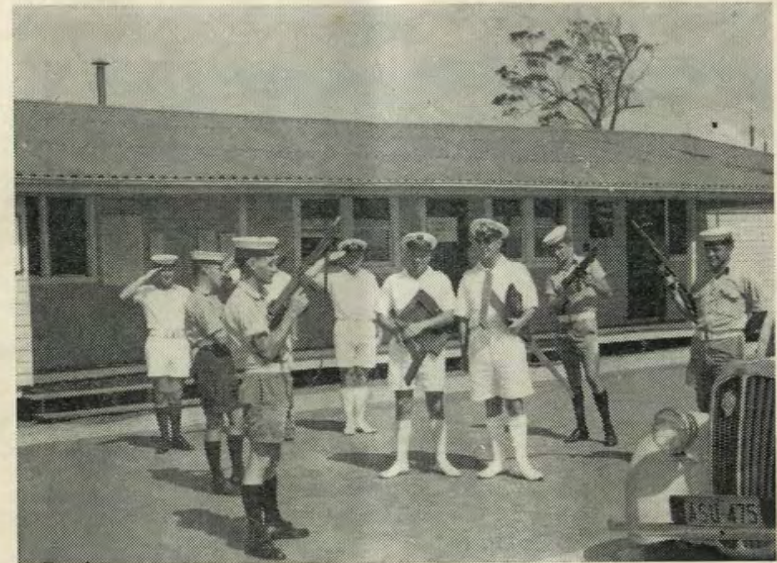
Write or call for our illustrated Catalogue on Diamond Rings, and don't forget, if you need a new Watch, Signet Ring or anything in the jewellery line — we can help you.

By Allotment —  
No Interest

BU 2000 BU 2347

**Glendinning & Stacey**  
208 GEORGE STREET, SYDNEY  
(400 yards from Johnny's)

## WHAT GOES ON HERE?



A recent photo taken at the main gate. Two officers are shown proceeding ashore in a private vehicle under a strong security guard. Why???

EXPLANATION: Little do you know dear reader, that within our midst we have a couple of rocket experts, one of whom has written a book entitled "Werner Von Braun and I." On this particular day they were off on a little jolly to Wollongong, to give some lads at the Methodist Boys' camp some of the good oil on unexploded weapons and how not to fiddle with them. The following extract from the "Daily Telegraph" tells all:

"DAILY TELEGRAPH," TUESDAY, 24th JANUARY, 1961.  
ROCKET EXPERTS

"Two Australian Naval Rocket experts are lecturing 40 young boys at the Methodist Boys' Camp at Mount Pleasant. They are Lieutenant A. Sara, and Sub-Lieutenant J. Daisley, chief lecturers on Rockets at the Jervis Bay Naval College."

The recruit had just joined the Navy and wasn't quite adjusted to the life. Very early the bugler sounded wakey-wakey, the lights went on and the leading hand bellowed: "Okay, youse guys, all out!"

"What time is it, Sir," the recruit asked.

"0430," answered the L.H.

"Man," the novice said. "You'd better get to bed and get some sleep. We got a big day ahead of us to-morrow."



"Not so much rudder!"



"Well, we made it!"

# A Line From 805

805 Squadron,  
H.M.A.S. Albatross.  
25th January, 1961.

Lt. Cdr. (Flying),  
H.M.A.S. Albatross.

Sir,

It was noted to-day that Sea Venom No. WZ 907 temporarily housed in the domain of 816 Squadron, had been garishly and unattractively adorned with the trade mark of a well known battery manufacturer (and what we are led to believe is also the emblem of a lesser known Squadron).

We, the members of 805 Squadron are quite prepared to humour the avarice of our Sister Squadron — indeed the desire to possess one of our Jet Interceptors to complement the antedeluvian equipment unfortunately thrust upon them, is most understandable. However, we feel Sir, that this matter should be brought before your notice in your official capacity as Station Flying Safety Officer, lest in a burst of misguided exuberance our propellor-driven brotherhood should consider themselves capable of flying the aircraft upon which their covetous hands have fallen.

Not wishing to take undue advantage of our more fortunate circumstances, we are quite prepared to organise a course of ground and flying instruction under your supervision, with a view to ultimately bringing our Sister Squadron up to the requisite standard for Sea Venom flying. This will be, of course, a lengthy business and "day, fair weather, solo only" categorisation is all that can be expected.

Forwarded, Sir, for your approval before submission to Commander (Air) in the hope that this may stir the said Squadron to bear their burden with better grace and spirit, knowing that enlightenment could be theirs in the foreseeable future.

805 ALL WEATHER FIGHTER SQUADRON,  
ROYAL AUSTRALIAN NAVY.

---

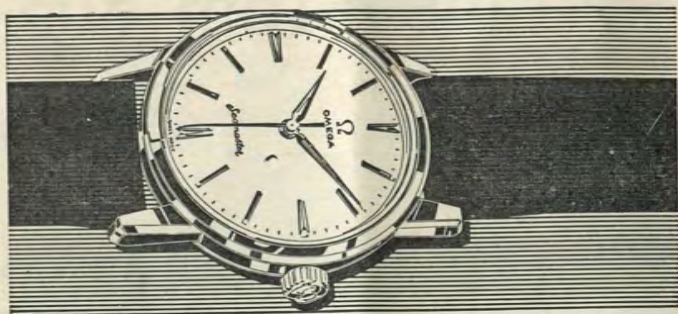
Commander (E) spent a harassed afternoon investigating the acute water shortage early this month, and returned tired and depressed to his office. Wise cracked one of his staff: "Never mind, Sir; there's plenty of water in the aircraft fuel filters."

☆

★

☆

A sailor had been giving a certain blonde the once-over at a party. Finally he moved over. "Pardon me," he said, "I'm with the Navy. Who are you with?"



### WATCHES . . .

Omega, Tissot, Cyma, Unicorn, Timor, etc.  
Parker and Conway Pens, Ronson Lighters,  
Cutlery, Crystal, Dinner and Tea Sets, etc.

**W. J. BAUGHAN**

WATCHMAKER & JEWELLER

36 BERRY STREET, NOWRA. 'Phone 2 2514

## 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

## "SOUTH PACIFIC" FOR NOWRA



SHOALHAVEN Musical Society's next production, "South Pacific" by Richard Rodgers and Oscar Hammerstein II, will be presented for Nowra audiences at the School of Arts, next month.

"South Pacific," one of the most popular musical comedies ever staged, will have a seven night season, and will be presented on March 22, 23, 24, 27, 28, 29 and 30.

Jean Wilson (pictured), plays the leading role of Ensign Nellie Forbush and is teamed with John Wakeling in the role of Emile de Becque. Jean, in private life, is the wife of ex-Chief P.O. Doug Wilson who was at one time stationed at Albatross.

## The Quiet Defaulter

ONCE UPON A TIME there was a sailor who was drafted from one ship to another, but was unable to join his new ship immediately, as it was still overseas. He was therefore sent to a shore establishment, to wait for a couple of weeks until his new ship returned.

While at this shore establishment the sailor committed an offence against Naval Discipline, and was summoned before the Captain. Unfortunately, the sailor's kit had not yet arrived, and he had no No. 2 uniform to wear for his interview with the Captain. With some difficulty he managed to borrow a set of No. 2's from a friend who took the same size, and in these borrowed plumes he paraded at Captain's Defaulters.

Even more unfortunately, the sailor's service documents had not arrived at the shore establishment. However, there was an officer available to defend him who was quite well acquainted with the sailor, so it was decided to proceed with the case.

After all the evidence had been heard, the Captain, who had noticed that the sailor was wearing one good-conduct badge, gave his verdict—Forfeit one good-conduct badge, and some stoppage of leave and pay.

Now it so happened that the sailor had never had a good conduct badge, having served less than four years in the Navy, and he didn't know whether to admit that he was wearing a borrowed uniform (in itself an offence) or to keep silent and hope for the best. He was still undecided when he was marched out, having said nothing.

A few days later he joined his new ship. His new divisional officer was somewhat confused when he received information from the shore establishment that the man had been deprived of a badge, especially when his documents showed he should never have had one. The D.O. referred the matter to his superiors, who in turn passed it on to their superiors, who — and so on. As far as is known, someone somewhere is still trying to sort the matter out.



**WHO  
IS IT?**

**(You know  
him)**

For Answer see  
page 30.

**"JUST —"**

Here I sit in Crewroom  
Nothing on my mind,  
Aeroplanes are all U/S  
What a ——— bind.

Suddenly a thought occurs,  
I think I'll write a ditty,  
But I don't know a thing to say  
What a ——— pity.

I heard about a small blue book  
I don't recall the name  
If only I'd remember —  
What a ——— shame.

The editors of this blue book  
Might do the right thing by me  
But I don't recall the headline  
What a ——— stymie.



**"and when we sail, sell on the second-hand market!"**

If I knew the name of this small book  
I'd put an advert in it  
Then I know I'd make a start —  
Just a ——— minute!

There's one there upon the shelf  
Same size and just as snooty,  
This one's name is SLIPSTREAM  
You little ——— beauty!

I still have written nothing  
But I'll send it just the same  
And sign the darned thing NINO  
What a ——— name!

## DIFFERENT AIRCRAFT—SAME BOMB



● **THE AIRCRAFT** are different, but the weapons are the same. This old photo shows a group of airmen, (who we suspect are R.N.), arming up a Swordfish with bombs. It will be noticed that these bombs are the same 10½ lb. practice ones as used today. Is the fellow in almost-whites just curious, or does he really know what he's doing with that bomb?

"On this side of the garden," instructed Lieutenant Commander (Flying): "I want you to put some salivas. Now, what would you suggest for the other side?"

"Well, Sir," pondered Naval Airman Dedhed. "Maybe it would be a good idea to put some spionias there!"

☆

★

☆

The farmer was working on his land near the camp when he spied a paratrooper. He yelled: "Soldier you must have been in awful trouble to parachute down in this terrible gale."

The soldier hollered back: "Mister, I didn't come down in no parachute. I went up in a tent"

☆

★

☆

Said Mama Firefly to Papa Firefly: "Isn't Junior bright for his age."

## 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

For Appointments 'Phone 2 2269



## 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!

## + The Chaplain's Corner +

### An Example of Obedience

In the second chapter of St. Luke's Gospel, we are told a story about the Boy Jesus when he was twelve years old. "And His parents went every year to Jerusalem, at the solemn day of the pasch. And when he was twelve years old, they going up into Jerusalem, according to the custom of the feast, and having fulfilled the days, when they returned, the child Jesus remained in Jerusalem, and His parents knew it not." And not finding him they returned into Jerusalem, seeking Him. And it came to pass that, after three days, they found him in the temple, sitting in the midst of the doctors, hearing them and asking them questions." . . . . "And he went down to Nazareth and was subject to them. . . . And Jesus advanced in wisdom and age and grace with God and men."

This passage from St. Luke brings before our minds the two-fold nature of Jesus. As Man, Jesus is the Son of the Virgin Mary; as Man, He advanced in age and wisdom. When we continue reading this passage in the Gospel we are told that when His Mother said to Him "Son, why hast Thou done so to us?" He answered "How is it that you sought me? Did you not know that I must be about My Father's business." In these words He refers to His Divine Nature. He calls God His Father, and thus proclaims Himself to be the Son of God. He is God.

Jesus, then God and Man, remains in obedience for almost thirty years of His thirty-three years on this earth. "And He went down with them and came to Nazareth and was subject to them." Who was obedient? It is God the Creator of Heaven and earth. To whom is He obedient? He is obedient to a creature; the Son of God is obedient to man. Why did Jesus give us this example of obedience? (a) to make satisfaction for the disobedience of sinful man; (b) to give a greater example of obedience to all children and inferiors. Not only have we an example of obedience to all re the Commandment "Remember Thou keep Holy the Sabbath Day." He went to the Feast at Jerusalem and remained for three days in the Temple. By doing so he shows that we ought to like to be in the house of God, to listen to the word of God, to appreciate the Great Gift of the Holy Sacrifice of the Mass and Holy Communion. As Christians we ought to follow the example given us by Christ. In everything we do let us say to ourselves: "Jesus, I will do this for the love of Thee."

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

### The New Archbishop of Canterbury

Dr. Arthur Michael Ramsey will be the 100th Archbishop of Canterbury, and it is fitting that so impressive a figure should succeed to this high position at such a time. Few will doubt that Her Majesty has appointed the greatest man in the Church of England to its highest office. It is a matter of great satisfaction to all Christians that the new Archbishop shares his predecessor's devotion to the cause of Christian unity. In an interview given before his nomination, published in "Time and Tide," there is the expression of his belief that the future of Christianity depends simply and solely on the degree to which it brings physical and spiritual help to the world's underprivileged and underfed.



DR. RALPH MITCHELL

## SHOALHAVEN CRUSADE 4th to 19th March

Under the auspices of the Nowra Ministers' Fraternal a Crusade will be conducted between the above dates in a large tent erected on the Nowra Recreation Ground situated near the Hospital. Except on Sundays and Mondays meetings will be held each night at 7.30 p.m. The speaker at these meetings will be Dr. Ralph Mitchell, who is a member of the Billy Graham team, and who is at present in Australia conducting the Hour of Decision Session on the radio. This renowned preacher will visit Albatross on Tuesday, 7th March, and an opportunity will be given to hear him for 10 minutes in MRS or H hangar during the afternoon.

### CRUSADE CHOIR

A united Church Choir will lead the singing during the Crusade. A special invitation is extended to any naval personnel who would like to join the choir, to be present for the inaugural choir meeting in All Saints' Church of England, Nowra, on Monday, 20th February at 8 p.m. A choir of 100 is needed for each Crusade meeting.

## 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

## Free Enterprise v. Nationalisation

SHORTLY BEFORE CHRISTMAS a small group of serious minded young Australians and one Foreigner, who live out in the wilds of the airfield, decided that the farming on the camp needed a boost, and that competition for the pig farm was the best way to go about it. So it was decided to start a "chook farm."

The reason for the decision was threefold. Firstly, to maintain an outpost of free enterprise; secondly, to save money by producing cheap eggs and Christmas dinners; and thirdly, because of the lack of ideas on how to spend all our extra money left over after pay day.

By the time this reaches print, the new arrivals should be happily installed in a large, well built, wooden, tin, wire, sealing wax, and chewing gum "chook house." Any rumours that state it was originally built for Elephant breeding, or that a special four wheeled yellow, portable hen house has been donated, are completely unfounded, and should be regarded as malicious small talk.

We plan on eventually having about 100 birds, with a further space allotted for the next 100, provided, of course, that the 724th Fast Pursuit Group and the 725th Slow Search Group do not scare them to death.

By the way, if you find the side of your office, or the roof or the fence missing, don't complain, but be glad that you have been honoured to help maintain an outpost of free enterprise.

FOOTNOTE : — Any chicken sexers who read this, ring 271, as we may be able to employ you.

## Shoalhaven Bottle Exchange

BOTTLES FULL OR EMPTY

SCRAP METAL — SCRAP BATTERIES

SCRAP — SCRAP — SCRAP

HIGHEST PRICES PAID!

J. S. Hollingworth

PHONE NOWRA 22192

## 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 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



**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

## ARMY RIG

**WHY DO** some members of the Army wear jungle green uniforms and others khaki? Why are caps worn by some, slouch hats by others and even berets by others? These questions have been voiced by many since the commencement of the No. 2 Army Helicopter Course in November, 1960, and the incredulity of the Station at such apparent individuality in dress has its obvious origins in the very standardization of Navy dress.

Basically the Australian Regular Army (ARA) wears khaki, with the exception of units known as "Field Force," part of First Infantry Division, which are, both by standard of training and scale of equipment, ready for operations overseas at very short notice. These elements of First Infantry Division wear jungle greens, as also do the First Special Air Service Company (ISAS) and the Commando Companies of the Citizen Military Forces (CMF). The remainder of the ARA and CMF wear khaki drill for summer as well as field dress. Both the ARA and CMF wear khaki battledress in winter as barrack, guard or drill order, but in the field both revert to either jungle greens or khaki drill as explained earlier.

Army personnel on courses still wear the dress appropriate to their units and therefore it is quite normal to see Army personnel of different units on courses clothed in both jungle green and khaki. It is likely to be only a question of time before all Army personnel are wearing jungle green for summer and field service dress.

The variations in headdress worn are largely based on tradition. In units where NCOs and private soldiers wear slouch hats (Hats khaki fur felt) or navy blue berets, the officers and WOs wear caps, except on ceremonial parades and in field training, when all ranks wear the slouch hat. However, various types of berets are worn by certain units and these are worn by all ranks at all times.

The black beret is the headdress of the Royal Australian Armoured Corps, being adopted from that worn by the Royal Tank Regiment (British Army), which in turn adopted the black beret from the French Army regiment, Chasseurs Alpins, with whom they worked in close co-operation in France in World War I. The red beret is worn by airborne troops, in the Australian Army, First Special Air Service Company based at Perth, W.A., also by the Airborne Platoon, Royal Australian Regiment based at Williamstown, N.S.W. This beret is the traditional headdress of British Commonwealth airborne forces, renowned by the "Red Devils" of Arnhem and is at present worn in the British Army by the Parachute Regiment.

With the introduction of Commando Companies to the CMF, the green beret of Commando troops was awarded to commandos who complete their necessary introductory course and tests, including cliff climbing, parachuting, frogman operations and physical fitness. Commandos in training for the qualifications to wear the green beret wear a navy-blue beret.

Scottish companies of the new CMF infantry battalions retain the blue highland bonnet as well as the kilt and other regimental items of highland dress, which they wore as members of Scottish battalions prior to the reorganization of the Army in 1960. An example in Eastern Command (N.S.W.) is the former 30th Infantry Battalion N.S.W. Scottish Regiment which is still represented in dress and tradition by its members who are now serving as A Company (N.S.W. Scottish) 2nd Battalion The Royal N.S.W. Regiment.

Whilst on the subject of headdress, it is interesting to note that the Army has adopted the U.S. pattern steel helmet, enfacing a gold stencilled "Rising Sun" badge on the front of the helmet.

One major distinction in dress, that of regimental or corps shoulder titles is being dispensed with. These curved patches in corps colours and



bearing the title of the wearers corp or regiment, worn at the top of the sleeve below the shoulder, may be replaced by corps or regimental initial-ed slip-ons on the shirt shoulder straps. In any case badges worn on cap, hat or beret identify the wearer's corps or regiment.

Officers badges of rank backing cloth and all ranks lanyards vary in colour according to corps or regiment. Scarlet backed stars or crowns etc., are worn by Artillery, Infantry and Provost officers, gold-backed by Armoured Corps, blue-backed by Signals, dark-blue by Engineers, etc. Medical Corps officers wear maroon-backed badges of rank. Lanyard colours vary from gold for Armour, to white for Artillery, blue for Engineers and Signals, rifle-green for battalions of the Royal Australian Regiment to scarlet for all other infantrymen, and so on through the other corps of the Army.

The reason for the considerable variety in dress is basically one of "esprit-de-corp," in corps and units being able to identify their comrades-in-arms, particularly in battle, thereby deriving strength and comfort in a common purpose, that of defeating the enemy. The origin of this tradition probably lies in the dawn of history when primitive man, identifying himself as a member of a family or small tribe, sought to identify his fellow tribesmen in battle by a particular pattern of warpaint or headdress. Feudal lords in the Middle Ages dressed their footsoldiers and servants in colours and styles of uniform of their own particular choosing. This custom was continued in British and Continental armies in particular, until at least the end of the nineteenth century, when regiments of infantry and cavalry, for example, wore uniforms of distinct regimental pattern and colour.

From the days of the "thin red line," the hollow square and flanking cavalry attack, when both sides faced each other, bands playing, colours flying, all dressed in brightly martial uniforms of red, blue or gold, with white cross-belts and breeches, warfare on the land developed into a battle between concealed forces — forces dressed in earth-coloured clothing, and seeking success in battle in their ability to destroy the enemy from concealed defences, or by attack by night and in fog and smoke.

In the khaki uniforms suited to Europe, India and North Africa, in the jungle greens for the South West Pacific Area, the variations in dress are small, as the need for concealment dictates; but they are still as necessary for the soldiers of today, as they were for their forbears of a thousand years ago, for identification of units, and through this, strength by "esprit-de-corps."

DOCTRINA VIM PROMOVET.

## WHO IS IT

(Answer to Photo on page 20)

Well, for the not so bright boys, the bearded gentleman is our one and only First Lieutenant, Lieutenant Commander Perren. Regarding the beard — thereby hangs a tale. P.O. Perren was proudly sporting his facial fungus in Bombay in 1940, as the photo implies, when an Indian gentleman approached and started to talk to P.O.P. in his own language. That finished it! Off came the beard. Incidentally, the Torpedo Officer in the "Hobart" at that time was a Lieutenant T. K. Morrison, and the Stores Petty Officer a certain Alan Salway. Small world, isn't it?

## 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 2 2610

See us too, about that good Used Car!

## SPORTSMAN OF THE MONTH

- TEX -



- HIS coach looks on whilst Tex (back to camera), limbers up with a brisk run round the training track.

OUR SPORTSMAN this month has been selected not only for the record of his achievements, but also for the wide variety of his sporting interests. A younger man might well be proud of these achievements. When one considers our Sportsman's age they are truly startling.

Tex, although his exact date of birth is unknown, is at an age when most athletes are ready and grateful to hang up their spikes. Not so our Sportsman. Not only has he shown no inclination to retire, but in fact in his latest sporting exploits he has bettered all his previous figures.

Consider, for instance, his record for the high jump. As is well known, Tex is employed as a night watchman at the Albatross Pig Farm. He spends much of his time jumping the fence at the Farm, and though the First Lieutenant has raised the height of the fence three times already this year, Tex continues to clear it with ease. His latest figure for the high jump is 6ft. 9ins., and there is every indication that he can do better.

As a sprinter or cross-country runner he is equally at home. Although his times have not recently been clocked, it is reliably reported that Tex can easily outpace a Landrover travelling at 40 knots, even when pursued across the difficult rough country in the centre of the airfield. On one such occasion, he cleared a ditch 25ft wide in one leap, which also seems to indicate an aptitude for the long jump.

Tex no longer plays rugby, but there are signs that in his day he excelled at the game. Anyone who has seen him escape being tackled by a circle of six men detailed by the First Lieutenant to catch him, can vouch for the fact that his footwork is still magnificent.

Like all true sportsmen, Tex's manner is one of quiet modesty. He is one of those big gentle fellows, with the most placid of natures. Your reporter questioned him closely about his reasons for leaving the Pig Farm so frequently to visit the Air Station. It has been noticed that the incidence of young semi-Alsatians round the station has shown a sharp increase of late, and it was thought that this reflected another of Tex's sporting interests, hitherto unsuspected. However, when questioned, our Sportsman maintained an air of gentlemanly silence.

### YOU COULD HAVE WON A GUINEA

Last month we offered one Guinea for the best caption submitted for one of our cartoons. The only suggestions forthcoming were from members of the "Slipstream" staff, so the prize was not awarded. It would have been an easy guinea for someone!

## 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.

# Sporting Notes



● MRS. MORRISON presents R.E.M. Winkel with one of his trophies at the Station swimming championships.

## Station Swimming Championships

The Station swimming championships were held on Wednesday, 25th January. The weather the preceding week, had been cold and many people who entered failed to appear for their heats, with the result that, excluding relays, there were only ten swimming finalists and five diving finalists. Five Divisions were represented in relay events.

The weather on the day of the finals was ideal, and a small crowd which included a number of wives and children, watched a quite enjoyable programme. After the last event Mrs. Morrison kindly presented the prizes to the place getters in each event, and the Champion's Cup to R.E.M. Winkel.

Well done all those who competed and congratulations to the Electrical Division for winning the inter-Department competition.

Next time, let's see all Divisions represented.

## Gun Club

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

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

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

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

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

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

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

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

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

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

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

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

## 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

## Albatross Golf Club Notes

Although summer time is usually considered a slack period for the adherents to the Royal and Ancient game, the enthusiasm of our golfers has been maintained during the warmer weather. Since the end of leave period the Club has played two representative matches, both against H.M.A.S. "Melbourne."

The first match was the second round match in the E.A.A. R.A.N. Golf Competition, played at Nowra Golf Club on Saturday, 21st January, when the home team maintained their unbeaten record in the series and ran out the victors by 196 points to 168. This was the first time in the series that our total has been below 200, but perhaps it is understandable in view of the fact that certain of our regular players have left the establishment.

Our second meeting with "Melbourne's" golfers took place on Wednesday, 1st February, at Jervis Bay course, when we defended the NAIAD Cup. A very interesting match was held, and again "Albatross" were successful, winning by 7 matches to 4. One highlight of the rubber was a most creditable hole in one by Cdr. Axford, of "Melbourne" at the 9th hole, which was almost repeated later in the afternoon by C.P.O. Wakefield, his ball coming to rest some two inches short of the hole. Unfortunately, Cdr. Axford's ace was the cheapest on record, due to depleted beer supplies in the South Coast area at that time.

Closer to home, the local course, we hope, will shortly show signs of improvement. It is hoped to improve the existing tees by top dressing and re-levelling. This is being carried out by working bees on Friday afternoons, commencing at 1300. All the greens have been top dressed recently and are already showing signs of improvement. A recently appointed greens committee is working hard to keep on with these improvements, and with the help of all members there is no reason why such improvements cannot be maintained.

## Tennis

We must start off by apologising for the lack of support we have given this fine magazine. However, the scribe's attack of tennis elbow is on the mend, so we should be able to keep you up to date with our activities in the future.

At the moment the big interest in the tennis world is the Station Championships, both singles and doubles. For those interested, the draw is held in the sports office and the rules governing the matches can be obtained from the Sports Officer or the P.T.I. We are looking forward to some keen competition, and also for players to strengthen the station team. P.O. Herron and L.E.M. Harris have teamed together for the doubles again, and should do well. They will have to get past some good players in L.E.M. Kirkman, E.M. Semlar, A.A. Dickson, C.A.A. Eastgate, C.A.A. Mitchell and A.A. Wallis.

Albatross is still in the first four in the Eastern Command tennis competition, which is played in Sydney. We suffered a defeat and two forfeits in the first round, but with one match to play before the semi-finals, we have only been defeated once in this round.

In the Interpart tennis, Electrical Division are leading, but they have not played Engineering as yet.

— FOOT FAULT.

## 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**

## 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.



● THE gate takings at the fifth Test were an all time high. We feel that the attendance at this interpart cricket match at Albatross must also have set some sort of a record.

### Bowls

Although we are a comparatively new sport in the Navy, we are gaining strength from week to week.

Under the guidance of Chief Gardiner we started off about three strong last June, but at present it takes two station waggons to transport us to Berry Bowling Club on Wednesdays. Incidentally, on the road home the conversion of the Station Waggons to Panel Vans is much appreciated by the bowlers who have wearied themselves by a hard afternoon on the green.

Now that Bill Gardiner has gone to the great "War Canoe," the can has been tossed to "Abdul" (Jackpot) Hamilton) and "Buck" Howells.

Having won the Inter-Service competition last year, we have been maintaining a strict training schedule for the past six months, and at present we are confident that we will give a more than fair showing at the Inter-Service competitions in March.

"Tubby" Lambert and Norataki" Dickie are both capable of being leads for the Navy team at Moore Park.

Bob Brown, Ted Bryant and Ron Champion are also under the eagle eye of the selectors, and are so keen that they have been known to collapse of heat prostration as the sun is sinking in the west.

An old friend, "Antics" Jeffries, is leaving just as he is showing the form of which we know him capable. However, we wish you good bowling in Victoria, Alex, although the greens are closed for the winter, because of the rain.

THANK YOU, GENTLEMEN. BOWLS AT YOUR LEISURE.  
— JACK HIGH.

We have the

# Solution

for those

## Summer Skin Troubles!

From Innoxia, there are treatments available for every skin problem. Whether it be sunburn or acne, it can be treated with these scientific products.

SOLUTION 41 speaks for itself. Recognised as the leading aid for oily skins, blackheads and blemishes.

Please ask for the assistance of our trained Innoxia staff.

*Paul Farrent*

CHEMIST

Berry Street, Nowra. 'Phone 2 2652

## Albatross Judo Club

(By Ho Sool)

With the South Coast Judo Gradings coming off in early March, the members of this club are working hard to attain maximum efficiency in all throws and techniques for the Yellow Belt. Several of the members are also working up to the Orange Belt standard. Most of us hope to come back from the Wollongong Club with the belt for which we are training.

Now that the MAG has embarked we have lost three of our members for the duration of the cruise. They are Eddie Lamb, our instructor, Warren Walters and John Vernon. The club is always on the look-out for new blood, and anyone interested in learning Judo should either come down to the Gymnasium on a Monday night after secure, or on Wednesday sport afternoons. Contacting the club President, L.R. E.M. Stewart, on 404, will also get the details of the club for any intending members.

## Albatross Boat Club Notes

Recent inter-club races on Wednesday afternoons have been highlighted by fantastic weather conditions, and on one occasion these ranged from a dead calm to a howling gale in a matter of a few minutes.

At the start of one race with light winds and a fast flowing tide, it looked like an ideal opportunity for practice with spinnakers on the run down wind.

The order to set up spinnakers put the cat amongst the pigeons in no uncertain fashion; the boat house had seldom seen such a commotion and turmoil.

Off to a good start, all the boats crossing the line within seconds of one another, then two or three smart tacks up to within a few feet of the windward mark, then a dead calm, not a breath of air from any direction, leaving five frustrated coxswains to sweat it out against the tide. A most disconsolate bunch of mariners.

On what might have been the downward leg the breeze suddenly freshened with gusts from north and south and east, with an occasional dog's breath from the west to complicate matters. By this time all but the most experienced of us were baffled and bewildered, confused and confounded, and it must be admitted that there is nothing more nauseating than to find one's spinnaker wrapped neatly around the rudder. Indeed, most tiresome!

The finish of this particular race was marred by some despicable cad, some infamous oaf, some dunder-pated jobbernowl, some drivelling strawbrained sawney, who forced the winning boat to foul the line marker. Purely by accident, naturally.

The resultant tempers were soon tempered by a fierce tropical rain storm that greeted us at the boathouse.

We have it on good authority that the air temperature near the Shoalhaven bridge heats up alarmingly on Wednesday afternoons, providing excellent thermals for the benefit of the Gliding Club. We feel this is probably caused by the blithering hotheads trying to sail under the bridge, and the blistering language issuing from the golf course nearby.

— C. W. A.

# TRADE-IN YOUR OLD WASHER ON A MODERN NEW



## Pope Timer or Hoovermatic Washing Machine

This is the RIGHT time to trade-in, because you can save at least £30, could be more, on one of these two.

### SHOP AND SAVE NOW!

No Cash Required for Immediate Delivery!

NO INTEREST Terms available also!

'Phone 2 0371 or call in today

## WALTONS

KINGHORN STREET,  
NOWRA