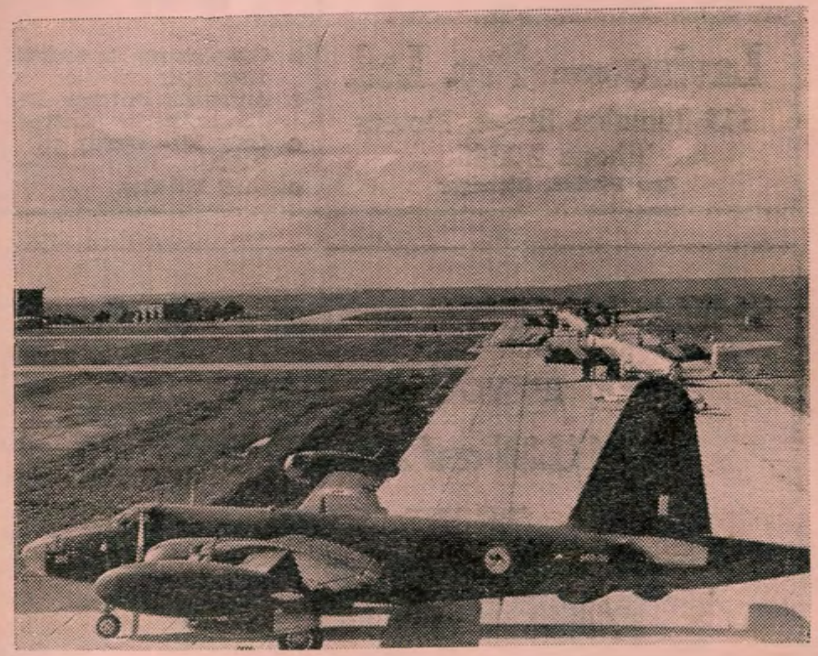


48



SLIPSTREAM

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



Special Birthday Issue

No. 48

APRIL, 1961.

Price 1/-



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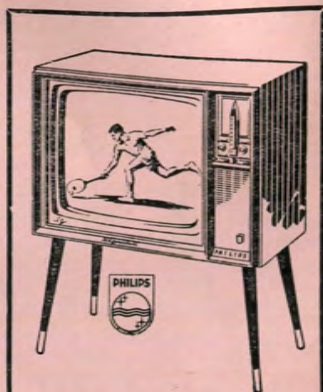
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SLIPSTREAM

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

No. 48

APRIL, 1961

EDITOR - - - - - Cdr. Hokin, Ext. 268
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

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OUR COVER

Whose Airfield is this? We see a Neptune in the foreground with Lincolns in the distance — during one of the recent AJASS exercises.

EDITORIAL

THIS LAST MONTH at Albatross has been notable for the presence of the Industrial Mobilisation Course for one week, two extended AJASS exercises and otherwise normal routine training. With the MAG away in the Far East, the establishment is relatively quiet.

"Slipstream" is now celebrating its fourth anniversary and at the same time is losing two of its stalwarts.

Lieut. Murray Douglas, our Assistant Editor, is returning to civilian life in Queensland early in May, and I take this opportunity of wishing him well for his future career with many thanks for the past efforts he has made to provide entertaining copy for "Slipstream."

Sub. Lieutenant "Nobby" Hall, our worthy Business Manager, has at last been eased out of the Air Station after 11 years of continuous occupancy — Melbourne's gain is our loss, for like the proverbial duck that is serene on top of the water and paddling like fury underneath, he has done a mighty job in keeping "Slipstream" out of the red and liaising with the many advertisers we have in Nowra.

We will be hard pressed to replace both of them.

The Industrial Mobilisation Course

THE FIRST SYMPOSIUM of the 1961 Industrial Mobilisation Course was held for one week at Albatross in March. Thirty two students, composed of representatives from the Services, Defence, Supply, Labour and National Service, P.M.G., Health, Universities, Railways, Banking Commerce and a wide variety of Industry assembled at Nowra for the first of a course of 47 lectures and 20 visits to industrial organisations that will last till the end of October.

In principle the Industrial Mobilisation Course follows the pattern set by the United States Industrial College of the Armed Forces. This organisation was established in 1924 and is currently studying the problems of the planning and administration of the mobilisation of the American Economy in time of national emergency. The Australian Course has been progressively developed to meet the requirements of the Services and Industry in the light of experience gained over the last eight years.

The objects of the course then are to give selected officers of Government Departments an understanding of the problems associated with industrial mobilisation and at the same time to give the representatives of Industry an understanding of the material requirements of the Services on mobilisation.

Most of the topics listed in the course are covered in seven broad groups — natural resources, secondary industries, public utilities, manpower, defence forces and world economics.

It is evident that the Services and Industry cannot continue to live in mutual isolation until such time as war begins and then rely upon the hasty establishment of civil and service organisations. A maximum of co-operation must be achieved in peace time. This is required to meet the present day conditions of defence bearing in mind that preparedness for defence is a fundamental part of our civil responsibilities.

The Industrial Mobilisation Course then, by bringing the Services, allied Departments and Industry together to examine mutual problems will achieve a great deal of the co-operation necessary for effective defence planning.

"They Buried Him Among The Kings"

SOMEBODY asked the other day what the inscription on the tomb of the Unknown Warrior in Westminster Abbey was, but could not help them. Then, out of the blue, we found it in the Service page of the "Sydney Bulletin." Here it is:

"Beneath this stone lies the body of a British warrior, unknown by name or rank, brought here on Armistice Day, 11th November, 1920, in the presence of His Majesty King George V., his Ministers of State, the Chiefs of his Forces and a vast concourse of the Nation. Thus are commemorated the many multitudes who, during the Great War of 1914-18, gave the most that man can give, life itself, for God, for King and Country, for loved ones, home and Empire, for the sacred cause of justice and the freedom of the world. They buried him among the Kings because he had done good toward God and towards His house."

A Letter From The Naval Board

The following letter was recently received at "Albatross":

"I am directed to convey the Naval Board's pleasure in forwarding the following text of a letter which the Minister has received from the Minister for Shipping and Transport:—

"I feel that I must write and thank you for the most valuable assistance which was given by the Naval aircraft at the International Aerial Pageant, held recently at Avalon.

"They gave a most interesting and thrilling exhibition and played a most important part in the programme. I appreciated your ready co-operation in making them available."

Although this air display was carried out by comparatively few, this letter reflects on "Albatross" as a whole. After all, everyone in "Albatross" has a part to play and, it is obvious, is playing it well.

Fourth Anniversary of "Slipstream"

It is now four years since "Slipstream" started in April, 1957, in a humble way. The fact that it is still a lusty publication is indicative of the thought and energy put into it by previous editorial staff members and the numerous contributors, and the interest in it from all Albatross personnel.

However, the success of the venture and its use as a medium of information and humour to all Ship's Company depends to a very large extent on the articles submitted. At the moment we are fortunate to have a few enthusiastic regulars who manage to get something out each issue, and a couple of good cartoonists, ably aided by the Phot. Section. Nevertheless the flow of articles is not as good as it could be and it is hoped that even more and varied articles of general and service interest will be forthcoming.

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LAY-BY NOW FOR MOTHER'S DAY

MELBOURNE NOTES

A GENTLEMAN'S AGREEMENT was signed on Sunday, 4th March, and a halt was called in "Exercise Jet 61." The flight deck of "Melbourne" resembled an Olympic Stadium, and a very successful sports afternoon was held. High jumps, mile runs, tug o' war, shot putt, etc., were all participated in.

816 pulled to victory in the tug o' war, winning all heats. In overall victory, the Flying Tigers were tops. 805 came in second, followed by a string of ships' departments.

It was a god day for MAG, and showed that the long hours of "Jet" had not sapped the energies of the Air Group.

Individual performances were creditable, among which may be mentioned E.M. Craig (running), E.M. Kinross (jumping), and the tug o' war with Chief Cox at the helm.

The chariot race was a really humorous affair — a' la Gannet nose-arms — one man rides the nose arm, two men act as horses, and off they go from a standing start around the flight deck on a circuitous route. The greasy flight deck proved to be a real Becher's Brook and left a heap of bodies and nose arms. However, only a few bruises resulted and beyond a few greasy backs and several headaches, everyone survived.

With the advent of monsoonal rains our water rationing problems were solved — everyone on the flight deck was drenched — laundry worries were over, as all clothes were laundered in situ. Drying, what with the wind and temperature, took 15 minutes only.

A page in the unserviceable column of one Gannet reads:

"Water in Radio" — U/S.

Clearing entry was as follows:

"Water in radio tested in salinometer in Engine Room — found serviceable. Radio still U/S."

Unfortunately one of our prize helicopters was lost — transferred to SM 4 on permanent loan !!!

After "Jet" was completed, 39 ships steamed into Trinco for "Jet Wash-up." Ten thousand matelots took the town by storm after 18 days at sea. No real incidents occurred, which is creditable for such a lot of "hair letting down." The wet canteen seemed to be the main venue, which is not surprising for anyone who knows Trincomalee.

Figures from "Jet Wash-down" just to hand from the wet canteen — £2000 worth of beer was sold, 6,000 rounds of bread eaten, and three bottles of coke.

The big ship anchored in Bombay on Saturday, 18th March, about 2½ miles offshore. Prohibition, of course, is in force in India, and a very large number of personnel were issued with an important document known as a Tourist Permit, and each serial number was prefixed, strangely enough, with A.A. The permit was valid for two days' stay, and entitled the user to one unit. As Sunday was out for buying liquor, only the Saturday was available for consuming the unit, which amounted to 26½ fl. ozs. of spirits, or 3 quart bottles of wine, or 9 quart bottles of fermented liquors of strength exceeding 2 per cent of alcohol by volume, or 27 quart bottles of a strength not exceeding 2 per cent of alcohol by volume. However, there were no reports of any who went to extremes in the last group to get their quota's worth in an eight hour drinking day.

Everyone seemed to go ashore at some time to see the sights. Despite Independence, people still sleep in the streets, snake charmers still charm cobras, and birds are still kept in cages !!!

Bombay proved to be an interesting port and there were few who did not enjoy the official visit. All concerned ashore did everything in their power to make the visit a memorable one.

Next port of call is Karachi. More about that later.

— F. L. L.

HISTORY OF H.M.A.S. ALBATROSS

THE AIRFIELD AT NOWRA was originally constructed for the R.A.A.F. during World War 2 and was used by the R.A.A.F. from May 7th, 1942, until 15th October, 1944. During this time the main flying commitment was centred around an Operational Flying Unit engaged in Torpedo Attack Training, using Beaufort Bombers. In addition to Australian aircrew, 16 officers and 62 enlisted men of the U.S. Navy and Army Air Forces were trained between June and August, 1942.

In October, 1944, the airfield, together with Jervis Bay airfield, was transferred to the Royal Navy as a shore base for the British Pacific Fleet and the first carrier based aircraft from the Fleet landed at N.A.S. Nowra on 9th February, 1945.

It is of interest to note here that No. 724 Squadron, at present one of the Squadrons here at Nowra, had as its forerunner a communication Squadron attached to this station in 1945. Upon the cessation of hostilities in 1945 and the subsequent departure of the Royal Navy, the airfield was reduced to "care and maintenance" and flying ceased until 1949.

In December, 1947, the station was given a new lease of life as workmen commenced repairing the facilities to receive the first units of the new-born Australian Fleet Air Arm. On August 31, 1948, the station was commissioned by Captain R. G. Poole, R.N., as H.M.A.S. Albatross. The Executive Officer was then Commander R. Rhodes, D.S.C., R.A.N., who was in 1952 to become the first Australian Captain of H.M.A.S. Albatross.

On 2nd June, 1949, H.M.A.S. Sydney, commanded by Captain R. R. Dowling, D.S.O., R.A.N., arrived in Jervis Bay and disembarked the 20th Carrier Air Group, consisting of No. 805 Sea Fury Squadron and No. 816 Firefly Squadron, together with their men, supplies and reserve aircraft. In 1950 the "Sydney" returned to England to pick up the 21st Carrier Air Group, comprising No. 808 Sea Fury Squadron and No. 817 Firefly Squadron. With the outbreak of the Korean War, the Air Group system was abandoned, and 805, 817 and 808 Squadrons went off to war in H.M.A.S. "Sydney" in late 1951, leaving 816 Squadron and a flight of 805 Furies behind as a training reserve.

In 1952 H.M.A.S. "Vengeance" was loaned to the R.A.N. whilst the construction of H.M.A.S. "Melbourne" (delayed by the fitting of new inventions, such as the mirror and angled deck) was completed. To equip H.M.A.S. "Vengeance" with aircraft, a new Squadron, No. 850 Sea Fury Squadron was formed. At the same time, the first of the second line squadrons for training and communication duties, No. 723, was formed. At this time helicopters were introduced into the R.A.N.

In June, 1954, 850 Squadron was disbanded and in August, 1954, No. 851 Firefly Squadron was formed as an Anti-Submarine training squadron. In the same period, No. 808 Squadron (Sea Venoms) and Nos. 816 and 817 Squadrons (Gannets) was re-formed in England ready to embark in H.M.A.S. "Melbourne," which was completed in October, 1955. In June, 1955, No. 724 Squadron was formed to provide facilities for training pilots in Operational flying of Furies and Fireflies.

May, 1956, saw the return of the "Melbourne" from England and Nowra was then at its best with No. 808 Sea Venoms and Nos. 816 and 817 Squadron Gannets, No. 723 Squadron Helicopters and communications, No. 724 Squadron O.F.S. training, and Nos. 805 and 851 Squadrons providing Advanced Fighter and A/S training respectively.

The very intensive daily flying programme saw days where in excess of one thousand aircraft movements in all weather conditions were recorded.

At the same time, ant-like activity around the airfield began to show results and new hangars, concrete hard standings, new runway surfaces, and even an occasional brick building appeared, one after the other. The black iron buildings built to last a couple of years during the war (but still surviving fifteen years later) began to be replaced by substantial brick living quarters, raising the standard of living considerably.

After a series of changes of policy between 1956 and 1958, the Front Line strength of the Fleet Air Arm finally settled down at 10 Sea Venoms in No. 805 Squadron and 10 Gannets in No. 816 Squadron (the same two Squadrons as in the original 20th C.A.G.) backed up by No. 723 Squadron with Helicopters, Austers and Target Towing Fireflies, No. 724 Squadron with Sea Venoms and Vampires and No. 725 Squadron with Gannets, Gannet Trainers and Dakotas, which is the situation as it is at the present time.



VITAL STATISTICS

1. RUNWAYS — 150 feet wide, 6700 feet long with 300 feet of concrete at each end.
2. MOVEMENTS — Maximum number of movements in a day, 1063, on 8th October, 1958 (M.A.D.D.L.'s included).
3. FUEL USED — Avtur — Average weekly, 43 288 gallons. Highest weekly, 114,915 gallons.
4. HOURS FLOWN, Yearly average for the last six years, 10882 hours. Highest yearly total, 14166 hours (1957).
5. MAXIMUM No. OF AIRCRAFT on establishment at any one time — 73 (August, 1956).
Of the future, who knows?

Late last month we were pleased to have a visitor to Albatross from the Royal Canadian Navy, Lt. Cdr. John Kennedy, the executive officer of New Glasgow, one of the frigates that recently visited Sydney on a goodwill mission.

Lieut. Cdr. Kennedy is a Fleet Air Arm pilot with 500 hours up in Furies and took the opportunity of keeping his hand in whilst in Australia with a few trips around our countryside.

The Landing

The First Press Despatch from H.M.S. London, 25th April, 1915.

It was a beautiful night, lit by a very bright moon, and the sea was absolutely calm. At one a.m. the ships arrived off the appointed rendezvous, five miles from the landing place and stopped. The soldiers were aroused from their slumbers and served with a last hot meal.

A visit to the mess decks showed these Australians, the majority of whom were to go into action for the first time under the most trying circumstances . . . to be cheerful, quiet, and confident. There was no sign of nerves or undue excitement . . .

At 1.20 a.m. the signal was given from the flagship to lower the boats, which had been swinging from the davits throughout the night. Our steam pinnaces were lowered to take them in tow. The troops fell in to their assigned places on the quarter deck and the last rays of the waning moon lit a scene which will be ever memorable in our history . . . By the side of the soldiers, the beach parties of our splendid bluejackets and marines were marshalled, arrayed in old white uniforms dyed khaki-colour . . . these men were to take charge of the boats, steer them ashore, and row them to the beach, when they were finally cast off by the towing pinnaces. Each boat was in charge of a young midshipman, many of whom have come straight from Dartmouth, after a couple of terms, and now found themselves called upon to play a most difficult and dangerous role like men . . . it was a strange contrast to see these youthful figures, clad in every kind of garment that could be scraped together for shore work, and carrying revolvers which appeared almost as big as themselves, standing side by side in the dim light with these giants from Australia.

Commanders, Lieutenants, and special beach officers had charge of the special towing parties, and went ashore with the troops. At 2.5 a.m. the signal was given for the troops to embark in the boats, which were lying alongside, and this was carried out with great rapidity, in absolute silence, and without a hitch or an accident of any kind.

Each one of the three ships which had embarked troops transferred them to four tows apiece, consisting of three boats, each towed by a steam pinnace, and in this manner men of the covering force were conveyed to the shore.

More of the Australian brigade were carried in destroyers which were to go close in shore and land them from boats as soon as those towed by the pinnaces reached the beach. At three a.m. it was quite dark, and all was ready for the start.

The tows were cast off by the battleships, the ladders taken in, and the decks cleared for action . . . Then we steamed slowly towards the shore, each of the battleships being closely followed by her tows, which looked exactly like huge snakes gliding relentlessly after their prey.

I do not suppose the suppressed excitement of this last half-hour will ever be forgotten by those who were present. No one could tell at the last minute what would happen. Would the enemy be surprised, or would he be ready, on the alert to pour a terrible fire on the boats as they approached the beach?

The whole operation had been timed to allow the pinnaces and boats to reach the beach just before day-break, so that the Turks, if they had been forewarned, would not be able to see to fire before the Australians had obtained a firm footing and, it was hoped, good cover, on the fore-shore.

Exactly at 4.10 a.m. the three battleships, in line abreast four cables

apart, arrived about 2500 yards from the shore, which was just discernible in the gloom. The engines were stopped, guns were manned and the powerful searchlights made ready for use if required.

The tows, which up to this time had followed astern, were ordered to advance to the shore. The battleships took up positions somewhat further out on either flank, for to them was assigned the duty of supporting the attack with their guns as soon as the light allowed. Very slowly the twelve snakes of boats steamed past the battleships, the gunwales almost flush with the water, so crowded were they with yaki figure. Then each lot edged in towards another so as to reach the beach four cables apart. So anxious were we on board the battleships that it seemed as if the loads were too heavy for the pinnaces, or that some mysterious power was holding them back, and that they would never reach the shore before day-break, and thus lose the chance of surprise. The distance between the battleships and the boats did not seem to increase, but only for the reason that we steamed very slowly in after them, until the water gradually shallowed.

Every eye and every glass was fixed on that grim-looking line of hills in front, so shapeless, yet so menacing in the gloom, the mysteries of which those in the boats, which looked so tiny and helpless, were about to solve. Yet for some time not a sound and not a light was heard or seen; it appeared as if the enemy had been completely surprised and that we would get ashore without opposition. The stars, showing above the dark outline of the hills, were frequently mistaken for lights in our nervous state. On the bridge a sharp-eyed signalman would suddenly call out, "There's a light on shore, sir," but then, after a brief examination it would be pronounced a star, and the discoverer would retire in confusion.

The progress of the boats was, indeed, slow, and dawn was rapidly breaking, so that at one time it did appear as if they would never land covered by the darkness. Something definite did happen. Exactly at 4.50 a.m. the enemy suddenly showed an alarm light, which flashed for ten minutes, and then disappeared. The next three minutes after its appearance passed in breathless anxiety; we could just discern the dull outline of the boats, which appeared to be almost on the beach.

Just previously to this, seven destroyers, conveying the other men of the brigade, glided noiselessly through the intervals between the battleships, and followed the boats inshore.

At 4.53 a.m. there suddenly came a very sharp burst of rifle fire from the beach, and we knew our men were at last at grips with the enemy. I believe the sound came as a relief to the majority, as the suspense of this prolonged waiting had become intolerable. This fire lasted only a few minutes and then was drowned by a faint British cheer, wafted to us over the water. How comforting and inspiring was the sound at such a moment! It seemed like a message sent to tell us that the first position had been won and a firm hold obtained on the beach.

At 5.3 a.m. the fire intensified, and we could tell from the sound, that our men were firing. It lasted until 5.28 and then died somewhat. No one on board knew what was happening, although the dawn was gradually breaking, because we were looking due east, into the sun, slowly rising behind the hills, which are almost flush with the foreshore, and there was also a haze.

Astern, at 5.26, we saw the outline of some of the transports, gradually growing bigger and bigger as they approached the coast. They were bringing up the remainder of the Australian and New Zealand division.

The first authentic news we received came with the return of our boats. A steam pinnace came alongside with two recumbent forms on her deck, and a small figure, pale but cheerful, and waving his hand, astern.

They were one of our midshipmen, just sixteen years of age, shot through the stomach, but regarding his injury more as a fitting consum-

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mation to a glorious holiday ashore than a wound, and a chief stoker and a petty officer, all three wounded by that first burst of musketry, which caused many casualties in the boats just as they reached the beach.

From them we learnt what had happened in those first wild moments. All the tows had almost reached the beach, when a party of Turks, entrenched almost on the shore, opened up a terrible fusillade from rifles, and also from a Maxim. Fortunately, most of the bullets went high, but, nevertheless, many men were hit as they sat huddled together, forty or fifty in a boat.

It was a trying moment, but the Australian volunteers rose as a man to the occasion. They waited neither for orders nor for the boats to reach the beach, but springing out into the sea, they waded ashore, and forming some sort of rough line, rushed straight on the flashes of the enemy's rifles.

Their magazines were not even charged, so they just went in with cold steel, and I believe I am right in saying that the first Ottoman Turk since the last crusade received an Anglo-Saxon bayonet in him at five minutes after five a.m. on April twenty-fifth.

It was over in a minute. The Turks in this first trench were bayoneted or ran away, and a Maxim gun was captured. Then the Australians found themselves facing an almost perpendicular cliff of loose sandstone, covered with thick shrubbery, and somewhere half-way up the enemy had a second trench, strongly held, from which they poured a terrible fire on the troops below and the boats pulling back to the destroyers for the second landing party.

Here was a tough proposition to tackle in the darkness, but these Anzacs are practical above all else, and they went about it in a practical way. They stopped for a few moments to pull themselves together and to get rid of their packs, which no troops should carry in an attack, and recharged their magazines.

Then this race of athletes proceeded to scale the cliffs without responding to the enemy's fire. They lost some men, but did not worry, and in less than a quarter of an hour the Turks were out of their second position, either bayoneted or in full flight.

After the events I have previously described the light gradually became better, and we could see from the "London" what was happening on the beach. The shore in front gradually opened up as the sun rose, although, shining as it did directly in the eyes of the ship's gunners, they were not in a position to support the attack in the early hours of the morning.



The Chaplain's Corner



The Unforgettable Lesson of Anzac Day

April 25 is a day that makes us Australians feel that it is better to die with your spirit clean and unbroken, than to go on for another score of years of so-called success, pile up a lot of money, and die fat and old and unloved in a bed, with your spirit shrunken to nothing, killed by complacency, smothered by success, suffocated by the material security you have gathered round.

Anzac Day is our recognition of this. Together we thank God for fellow countrymen, whose valour in two world wars and in other campaigns has

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stamped Australia as a country, where men are prepared to put others before themselves and country before personal gain.

They have become for ever a part of that splendour of the race that always will be proudly handed down, and to keep which unsullied will be our chief ambition as people. And down the generations, others will look up at them, till they, too, will be ready for the crisis and the sacrifices of their day, ready to give all, throw away life itself, upon the generous adventure to which their times will call them

"O may I join the choir invisible
Of those immortal dead who live again
In minds made better by their presence: live
In pulses stirred to generosity,
In deeds of daring rectitude, in scorn
For miserable aims that end with self,
In thoughts sublime that pierce the night like stars,
And with their mild persistence urge man's search
To vaster issues."

For the men of Anzac that prayer is answered. It is for us to show that we too shall not allow personal interest to stand in the way of national service and the continuation of that priceless freedom, which it is our privilege to enjoy.

CHAPLAIN J. A. WILLSON

☆

★

☆

ANZAC

The word "Anzac" as we all know is the short for Australian & New Zealand Army Corps. To me this word describes very well those men and women who are remembered on this day "Anzac Day," and from whom we can learn a lot. These men and women should be an inspiration to all of us. To me every letter in this word "ANZAC" has a distinct meaning.

"A" — the first letter in the word adore. This letter reminds me of adoration, and the only One who is adored is God. It is the first letter in the word "Anzac" which tells me that my first duty is to God. It also tells me of the first Commandment of God which tells me to adore one God, and these men and women gave their lives so that we would be free to practise our Religion by which we give to God what is His due.

"N" — reminds me of the word noble. These men and women were known for their qualities of character. They are admired for their loyalty to God, their country and their fellow-men.

"Z" — reminds me of the word zeal. They gave a hearty service. They suffered untold hardships. Perhaps we could better describe them by saying that their actions were inspired by the lack of thought for themselves. They were most unselfish. They were fighting for a cause, and they did spare themselves for this cause.

"A" — reminds me of the word army — an organised body of men and women. Is not the first essential in an army UNITY? This letter then reminds me of the necessity of unity, no matter what one's creed or class may be, in the fight against Communism. This brings me to the last letter of "ANZAC."

"C" — Above I am reminded of the necessity of unity. "C" tells me that this unity must be cemented. It must be a firm unity. It must be a concrete one. We must be united in our prayer for the world in general. United in our prayer for the rulers of the world that they will realise that a true and lasting peace for the world can be procured only by basing that peace on Him Whom the first "A" in "ANZAC" reminds us — GOD.

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

Around The Station



How obliging can you get? Normally when a foreign aircraft visits the Air Station, hordes of gremlins turn out during the night and paint kangaroos all over it. However the crew of the R.A.F. Shackleton that visited "Albatross" this month, beat everyone to it. They did the job themselves.

☆ ★ ☆

Congratulations to those who maintain the Station Golf Course. The condition of the course has markedly improved lately. Let's hope the standard of play does the same!

☆ ★ ☆

Well, they've done it at last! Sub Lt. (Knobby) Hall leaves "Albatross" in September, after 10 YEARS here, to join the "Melbourne". The appointment list says that he will be Air Explosive Officer, so watch out "Melbourne".

☆ ★ ☆

On the subject of painting again. We have heard from reliable sources that some fiend painted a kangaroo and anchor on one of the Army trucks from Tianjara recently. Underneath were the words "The Mad Painter Strikes Again!" Obviously a Peanuts fun.

☆ ★ ☆

During night flying the other night the occupants of the control tower were startled to hear a loud crash close at hand. One of them rushed out on the balcony, half expecting to see an aircraft ground accident. However all was dark and silent. Then, immediately below him, he heard a scuffling, and shining his torch downwards he found the solution. The Duty Medical Officer, driving his car without headlights, and unfamiliar with the territory, had driven into the flower bed.

☆ ★ ☆

High above Nowra flies a hawk—the fastest, deadliest, most handsome, powerful bird for miles around. In long lazy circles he flies, keeping watch over his domain, monarch of all her surveys. Suddenly he hears an unfamiliar noise, and looks around, startled. Nine and a half tons of Gannet hurtles towards him at two hundred knots. . . . Another cherished illusion is shattered.

Two of the lads were struggling home following a session at the bar after night flying.

"It takes me an hour or sho to get to shleep when I get home," one stated.

The other replied: "Thash funny, I always fall asleep ash soon ash I hit the bed."

"Sho do I," added the first. "My troubles hittin' the bed."



Wouldn't It!

HISTORY OF SHIRE OF SHOALHAVEN

THE SHIRE OF SHOALHAVEN in which we are situated is an important part of New South Wales. It has an area of some 1800 square miles, a coast line stretching from just south of Gerringong to just north of Bateman's Bay, of about 70 miles and population of 21,000.

Nowra, standing on the Shoalhaven River with a population of six to seven thousand, is the hub of the area.

The river on which it stands was discovered by that great explorer and surgeon, George Bass, in 1797. He named the lower part of the river with two words, Shoals Haven, because of the number of shoals he had to navigate to find sheltered water.

In the course of time the river became known by its present name of Shoalhaven. Bass came up the river to about the position of the bridge.

Another early Australian of note who spent a lot of time exploring in the area between Gerringong and Jervis Bay was John Oxley. He also penetrated some way up the Shoalhaven River.

The real start and foundation of the Shoalhaven district was made by Alexander Berry. He was another Surgeon and had emigrated from Scotland.

It is reported that in 1822 he visited the district and from the top of Nowra Hill, just outside this station, he asked the Government for 10,000 acres. This request was granted on the condition that he would employ 100 convicts.

This team set about developing the rich dairying district which now exists.

The Nowra bridge over the Shoalhaven was built in 1884, and only, as a few of you may know, stopped rattling last year. Rail connection with Kiama was established in 1890, but despite some determined efforts, has never been brought across the Shoalhaven, and we are now told is never likely to come across.

PARABLE OF A SALESMAN

"AND IN THOSE DAYS, behold, there came through the gates of the city a salesman from afar off, and it came to pass as the day went by he sold plenty. And in that city were they that were the order-takers and they that spent their days in adding to the alibi sheets. Mightily were they astonished. And it came to pass that many were gathered in the back office and a soothsayer came among them. And they spoke and questioned him, saying, 'How is it that this stranger accomplished the impossible?' Whereupon the soothsayer made answer: 'He of whom you speak is a hustler. He ariseth very early in the morning and goeth forth full of pep. He complaineth not, neither doth he know despair. While ye gather here and say one to the other, Verily, this is a terrible day to work, he is already abroad. And when the eleventh hour cometh, he needeth no alibis. He knoweth his line, and they that would stave him off, they give him orders. Men say unto him 'nay' when he cometh in, yet when goeth he hath their names on the line that is dotted. He taketh with him the two angels 'inspiration' and 'perspiration' and worketh them to beat hell. Verily, I say unto you, go and do likewise.

TINNERS

WE'D BEEN LIVING on "Tinnners" for weeks now, and were thoroughly fed up with it. Admitt-dly there was a variety — if you could call it that; we had tinned snags, tomatoes, "bully" and "Yipee" beans. Things could have been definitely worse, but after seeing — and eating — them for so long, the mere mention of itned "scran" put a murderous glint in our eyes.

Such was life when we pulled into a tiny port "up north" but suddenly it looked much brighter as a launch put out to us and landed a large mailbag on our deck. All hands gathered around for the opening ceremony, and with all the importance befitting such an occasion, the Postman broke the seal and up-ended the contents on to the deck.

A disappointed groan rose from the ship's company — officers and men alike — as only a half dozen letters and a large parcel tumbled out.

The letters were all for the ship's "Perso." ratings, so all interest centred on the parcel. A label proclaimed that its owner was "NOBBY" HALL, of four mess.

Four mess mustered smartly and whizzed Nobby and his parcel on to the mess deck.

Mouths were watering fast and furious at the thought of breaking their tinned diet—if only for one meal. Nobby had removed the string and outer wrappings. He tore the lid off and brought to light a letter.

He slowly sank on to a locker, and in a saddened voice spoke to his messmates. "Listen, boys":

"My dear son," he read, "we at home know how hungry you must get at sea, so we have been getting together this parcel for some months now and we hope that you and your pals will enjoy it.

"With the rationing and shortage of food it was rather hard work gettin' the things, but we managed.

"There are tinned tomatoes, tinned sausages and tinned beef.

"Good eating and good luck, son.

"Your loving Mother and Father.

"PS. We nearly forgot, there's also some tinned pork and beans."

With one accord, an anguished whisper rose to the deckhead — "Wouldn't it tin yer?"

Shipnaming Waste

Who has not exclaimed at the waste when a bottle of champagne is broken over the prow to name a ship? Americans, who dislike buying bubbly to pour into the sea, can now buy champagne-less bottles for the purpose.

On the market is a long-necked be-ribboned bottle guaranteed to break — the good omen essential to all successful launchings — at even the frailest swing by a frail wife of the chairman of the shipping company.

And to ensure complete satisfaction, the bottle is filled with a non-alcoholic liquid that foams exuberantly for the benefit of photographers.

It is a tradition among seamen that ships launched with root beer and other non-alcoholic beverages groan for the rest of their days at sea.

Two politicians were arguing and one said: "There are hundreds of ways of making money, but only one honest way."

"And what's that?" jeered the other.

Retorted the first: "Ah! I knew you wouldn't know."

Air Traffic Control Definitions

It is axiomatic that when dealing with specialised subjects, all concerned should be familiar with the technical terms involved. Air Traffic Control is one of such entities, and in order to appreciate properly the problems involved, the following definitions should be committed to memory:—

1. Airfield — A Blasted Heath (Hamlet).
2. Aerodrome Traffic — All traffic on an airfield. This includes the Local Hunt, the Dept. of Works steam roller gone off the boil, and someone's wife driving up to the duty runway to pick up husband from dispersal.
3. Authorisation — Wishful thinking.
4. ATC Clearance — A method of compelling a pilot to fly a route and altitude he otherwise would never have chosen.
5. IFR Traffic — A concentration of numerous aircraft over a given point, each demanding the same route and each having the same priority.
6. ATC Controller — A cynic (subsidised by the railways) and dedicated to the task of discouraging travel by air.
7. Control Area — Air space in which only one Centre has authority to disrupt the flow of air traffic.
8. Cruising Altitude — Any altitude other than the altitude requested by the pilot other than the last altitude last approved by ATC.
9. GCA Let-down — The blind leading the blind.
10. Flight Plan — Any information from the pilot which the observer can manage to lose, or otherwise with-hold from ATC.
11. Holding Pattern — Laughable term applied to the dog fight in progress over the radio facility serving an airfield.
12. IFR — Conditions under which pilots cannot see how closely they just missed colliding, or conditions under which the other fellow is always flying at your altitude.
13. Procedure Turn — Any means of changing direction.
14. Reporting Point — A location over which pilots occasionally verify their positions during clear weather. Note:— It is considered unsporting to report over such positions within 5 minutes of ETA.
15. Radar Surveillance — By God and by Cause.
16. Separation — That condition achieved when two or more aircraft fail to collide.
17. Tower — Glass solarium in which tired and worn-out ex-aircrew controllers regard aviation with amazement.
18. Taxi Track — Part of the airfield reserved for MT performance testing.
19. VFR — The whitish grey stuff that goes by your wing tips when climbing and descending in accordance with visual flight rules.
20. VFR Traffic — Aircraft on collision courses.
21. Control Instructions — An impossible solution to an unsolvable problem issued by an incoherent controller to an uncomprehending pilot.

(NOTE: This article was received from RAAF sources, but it sounds familiar doesn't it?)

Water is composed of two gins. Oxygen and Hydrogin. Oxygen is pure gin. Hydrogin is gin and water.

☆

★

☆

The Crusaders suffered many hardships on their way to the Holy Land. Many of them died of salvation.

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THIS I CAN'T BELIEVE

By Derek Bome

For those of you who were unable to attend the quarterly meeting of the Lager Lovers' League, the main item on the agenda was a discussion on how to compete with A.A.A. The best suggestion was to start up a T.V. programme entitled "The Unquenchables."

★ ★ ★

Old Uncle Derek put on his best guernsey to pop into the Wardroom the other evening, when the single officers entertained the Red Cross Nursing Staff. It was a great treat to see some of "the old time greats" come out of retirement and show the young gallants how to go about it all. Among the five most prominent I saw were I'll have to finish this next month as five officers have just arrived to mow my lawn and polish the car and frankly, it is becoming embarrassing. They've been here every day since.

★ ★ ★

Personality of the month?

The O.O.W. who talks to his dog on the phone. Mind you — he's a very intelligent dog.

★ ★ ★

Then there were the two lunatics who were riding along together on their bicycles when the 1st lunatic stopped and let down his back tyre, explaining "My saddle is too high."

The 2nd lunatic promptly dismounted, turned his handle bars back to front with the aid of a spanner, saying to the 1st lunatic "I'm going back! I'm not going riding with a fool like you."

★ ★ ★

I was impressed by the Naval Airman at the Captain's Table, who described his mother-in-law, as being so narrow minded that she could look through the keyhole with both eyes at once.

★ ★ ★

A Chief Stoker was struggling over a difficult question on a H.E.T. paper a few days before Xmas. Finally he gave up and scribbled in the blank for the answers: "God only knows. Merry Xmas!"

On his return from leave he received his paper back with the following notation by the Instructor Officer: "God passes, you fail. Happy New Year."

★ ★ ★

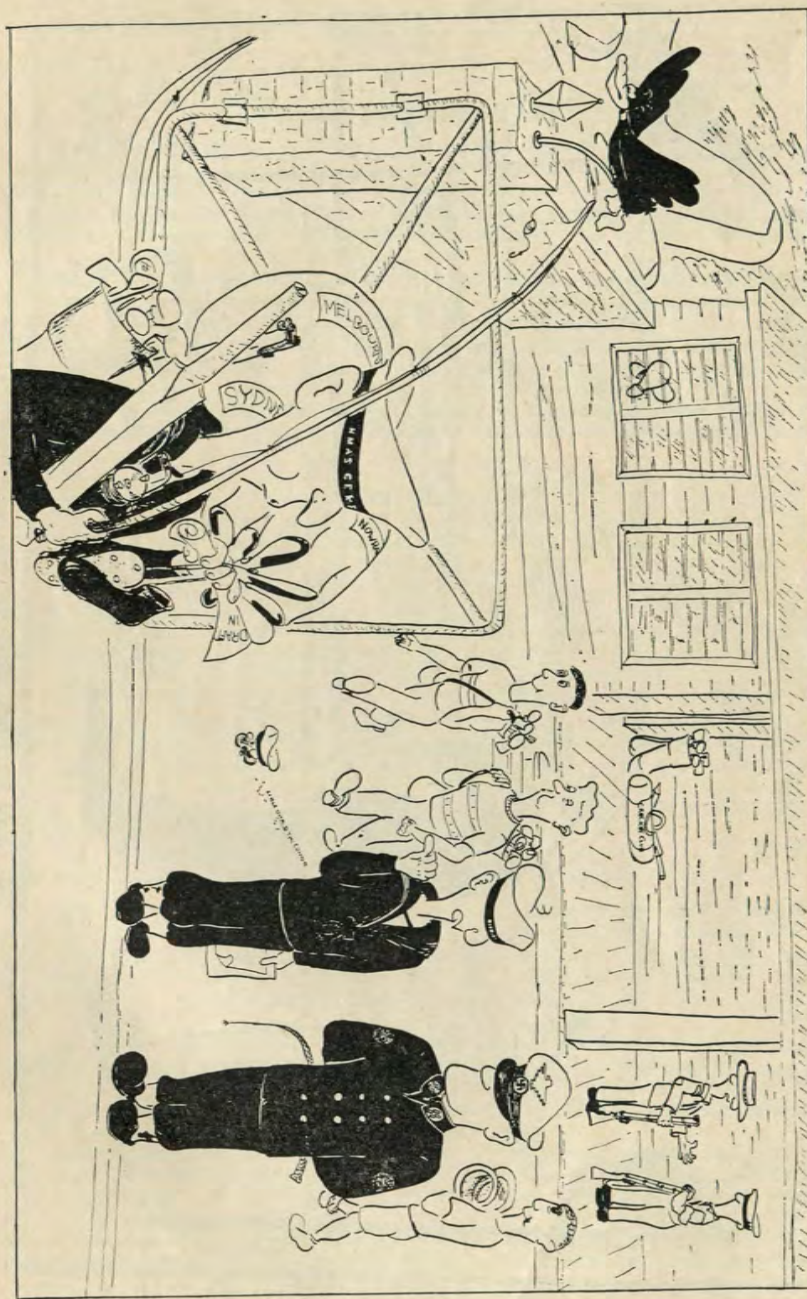
Did you hear about Commander (S) who thought the fish he caught was too small, so he got two friends to help him throw it back?

★ ★ ★

"You know," one neighbour said to another, "I've never seen a child as badly spoiled as your's."

"He's not spoiled."

"Sure he is! Come out and see what the fire engine did to him."



He got the buzz quickly, master.



"I say, G.L., isn't it about time we got some clay pigeon?"

Sporting Notes

RIFLE CLUB ACTIVITIES

The last month has certainly been a very busy and also a very successful one for the club. It has been busy, because the club members, besides their normal trips to the Nowra Range, have been engaged in making new targets and the club now owns targets for both application and snap shooting practices. This was made possible by the generous co-operation of the Chief G.I. C.P.O. Cowan.

On Thursday, 30th March, the club held its first general meeting. The purpose of the meeting was to draw up a constitution and to make a set of rules. The office bearers' positions were confirmed as follows: President, Commander Gray; Secretary, P.O. Daniels; Treasurer, P.O. Leslie. The Constitution was drafted and duly accepted and a committee consisting of P.O. Uebel, P.O. Weaver, and P.O. Daniels was elected to draw up a set of rules which will be discussed at the next meeting on 20th April.

Thanks to a very energetic committee, the new club is flourishing and all members are showing a very lively interest.

JUDO CLUB

On Sunday, 30th April, this club will have 9 representatives at the Police Boy's Club, North Wollongong at the Judo Gradings. Those attending for the actual gradings are Max Stewart, Bernie Butler, Allan Arnell, Jim De-Silva, Jim Stewart, John Magor, Peter Kemp, Jim Grandison and T. P. O'Connor. The grading is an examination consisting of a demonstration of our skill in executing given Judo techniques before Mr. B. Knyvett who holds a 2nd Grade Black Belt, he is also instructor at the Y.M.C.A. in Sydney. The examiner for the ladies of the Wollongong Club is Miss M. Wilson who has held the Australian ladies championship for the last 4 years. She is also the president of the Victorian Judo Association. We will be giving, at the Nowra Church of England, Boy's Society, a demonstration of Judo and unarmed combat. This event will take place on the 17th of this month. We would also like to see some new members of the Wardroom. Anyone interested is invited to contact LREM Stewart on extension 404 or Wtr. Magor on extension 205 or 206.

H. SOOL

ALBATROSS SAILING CLUB REPORT

On the 19th February the members of the Club spent a most pleasant day at Jervis Bay, competing in a regatta against the R.A.N. Cadets.

The first race began immediately after lunch and all twelve 14 foot dinghies and two whalers started well into a light westerly breeze. Two larger yachts "Sabrina" and "Tom-o-Shanter" sailing independently started ten minutes later.

Within a few minutes the goats were sorted from the sheep, and a number of boats failed to round the first buoy on the first attempt.

In this race our team did not distinguish itself — no excuses are made — in the second race I think we showed a considerable improvement and gave the Cadets and ourselves a real competitive run.

During the last month the boathouse on the river has been the centre of great activities. A minor flood caused a landslide in front of the dressing room and a new sea-wall had to be built. A dozen members completed this work in a day, and in spite of the sweat and the mud all of us enjoyed the job tremendously, and particularly the picnic lunch of hot pies and gallons of strong tea. A little later in the month our new wall was tested by a real flood, which swamped the whole of the boathouse and grounds to a depth of six feet. Everyone turned to, the boats were floated

to higher ground and the area evacuated. Came the dawn, and we were left with the shed and surrounds enshrouded with a six inch layer of slimy mud. Further valiant efforts by all the members cleared the whole area in one day, and intra club sailing was resumed without interruption. C.W.A.

ALBATROSS GOLF CLUB NOTES

On Wednesday, 22nd March, the Golf Club entertained members of Nowra Golf Club at the Station course, to what was voted by all our visitors as a most successful afternoon. The main event of the afternoon was a Four Ball Best Ball versus Par, which was won by P.O. Lane and E. "Pop" Williams with a very creditable score of 9 up. The smile on "Pop's" face had to be seen to be believed. S/Lt Wilson and J. Hobbs were runners up with 7 up on a count back from three other pairs also on 7 up.

In the singles event, the A grade was won by Cdr. Treloar with 3 up, closely followed by S/Lt. Wilson on 2 up. B grade went to P.O. Lane with 4 up (attention handicapper), and S/Lt Morrill closely followed with 3 up.

Of the novelty events F. Williams managed to get nearest the pin on the 4th hole, and K. O. Harrison won the Bradman Trophy with eleven down. K. O.'s new sticks apparently have not been trained for the Albatross circuit.

Captain Morrison presented the trophies to successful players at the conclusion of the game, at a social in the Sportsmans Club. The captain of the Nowra Golf Club, Mr. A. Lamond, thanked the Albatross Golf Club for a most enjoyable day. He added that he was surprised at the excellent condition of the greens and congratulated the greens staff on their preparation of the course.

In all this afternoon was voted as a most successful outing. However, the success of such a day can only be accomplished by a lot of hard work by others. Firstly the civilian greens staff who did a great job in getting the course in first class shape. They were helped immensely by others who gave their own time in assisting the cutting of the fairways. Then there was the First Lieutenants party who worked all day before the game cutting the surrounds of the greens and tees, and finally those who assisted with the catering and nineteenth hole arrangements at the Sportsmans Club following the game. To all these helpers, many of them not golfers, we say thank you for a job very well done, and you can be assured that your labours were very much appreciated.

As far as this establishment is concerned the RAN EAA golf competition for 1960-61 is over. With a creditable win over Penguin by 211 to 122 Albatross completed the competition undefeated, and thus win this inter ship event. Congratulations to all those who played with the team, an average of over 20 points per player in all matches is very creditable.

The team can expect a challenge for the Naiad Cup from Creswell shortly and as this match is likely to be played at Jervis Bay, we had better watch out. The Jervis Bay course is tricky and local knowledge is a big advantage.

THIS MONTH'S TIP: Short shots to the green are best played with an iron of the least loft, which will allow the ball to pitch on the green and run to the pin. A highly lifted shot may look spectacular, but the result may well be disastrous.

RUGBY UNION

Rugby Union training has been under way for over a month now, and a most successful season is forecast. The rollup at training has been really outstanding with a wealth of talent apparent even at this early stage. After viewing the prospects in action in the two trial games held, much enthusiasm prevails among the supporters.

Coach Bob Connellan has been training the team hard and his keenness is rivalled only by the Squad itself. It the team doesn't win it's first com-

petition game at Albatross on the 19th April, it won't be for the lack of physical fitness.

To maintain the interest and enthusiasm, two trophies have been already purchased to be awarded to the best Forward and the best Back. Points to be awarded by the three selectors and the referee.

It is rumoured that the coach has already received a leave pass from his wife to celebrate the winning of the Dempster Cup.

AUSTRALIAN RULES

With the summer sports almost completed, we turn once again to Football, and 1961 season promises to be a bumper year for Albatross in this particular code. Having last year's Premiership win over 2nd Battery R.A.R. of the Army still fresh in mind, new and old members alike are now hard at training to gain selection in the first eighteen for this season. Last season a record number of twelve team members won selection on the training squad for Inter-service. This should be the case again this year.

Training has been in full swing since January 23 under the guidance of that old stalwart Col Mason. With Col on the job the result is that, some very fit and keen Footballers are now ready to go into the opening game on the 19th April.

Some of the old faces to show out in training include Col Mason (Capt. Coach for '61), "Swampy" O'Donnell (V.Capt.), Buck Ryan, Barry Fallon, Glen Fisher to mention a few. Little has been seen of Allan Mignon since election to office as Secretary of the club. Come on Allan, you're being left well behind.

Welcome to the training squad Ray Johnston (this lad looks set for a good season), also Bobby Earle, "Nipper" Vandenberg, Barry Templeman, Tom Lewer, "Mike" Fields and all the others. Back from the high seas, "Nobby" Clarke, Bill Snell, Norm Farquhar, Clem Conlan, and "Big" Bernie Jeffries.

Summing up this season seems to be set for a better year than '60 with eleven teams in the Competition. Have heard that the Army are out to lower the Albatross colours. However, we know they've got the task ahead and they'll have to produce first class football to have any such ambition fulfilled.

On going to Press, it grieves me to report that a very promising Ruckman in Tom Moss had the misfortune to be weighted with a broken ankle, broken during training. Hope you make a quick recovery Tom, and that it isn't too long before you're back with us.

Well, Birdies, and others, watch the Albatross kill all comers again this season. Here's hoping.

THE MAD PUNTER

ALBATROSS UNDERWATER CLUB

The Underwater Club has recently been re-organised and has been very active in the Jervis Bay area, with varying success. With the coming of winter however, it is expected to sort out all weather stayers from the fair weather players.

The Club is very strong in numbers at the moment and some good fish have been taken recently by Sub Lieutenant Morris, L.E.M. Suter, N.A. Baker and even the Secretary managed a couple. C.A.A. Gardiner landed his first meal of crays for the season on our last outing inside the bay, after having attempted to fish the rough seas off Currarong.

It takes some time for any new members to get acquainted with the hazards of the sea (sharkes), which brings us to chaps like Hans Hass Holten, who, whilst alternating between hooking defenceless sharks and running on the water to escape the offensive ones., shoots pocket size bream (saves going to the shore to unload the catch).

On the social scene, the Club held a mixed social in the White Ensign Club on 23rd March, which turned out very well and everyone had a good

Value of equipment exceeds £400, this includes four Penn fishing reels imported from the United States.

During the early days of the club it was impossible to obtain this type of reel in Australia. The Penn reel is first class equipment used by expert game fishermen throughout the world and is capable of landing deep sea fish up to 2,000 pounds. Albatross Club has also two shark reels which sell on the market at £109. Due to skilled workmanship by depot personnel it was possible to manufacture these reels at H.M.A.S. Albatross.

The Club operates each weekend from Jervis Bay with the Navy owned work boat (AWB-436) which has had several major modifications to enable game fishing to be carried out. Modifications include a harpoon platform mounted forward and a wooden canopy amidships for protection in rough weather. On the stern a fishing seat complete with harness and footrest has been fitted for the anglers use. Other additions include a two way radio and Blue Ray cooking stove.

Albatross deep sea men sail from the Naval College to Bowen Island where there is good grounds for catching Bonita, a useful bait for deep sea fishing. After obtaining sufficient bait the fishermen move out to sea from Jervis Bay where they angle for Marlin, Tuna and Hammer Head Sharks.

Several very fine catches have been made off J.B., one worthy of a mention is a Blue Pointer Shark (Mako) of 10'6½" in length and about 500 pounds, caught by Chief Turner.

Trips are sometimes made away from home to the Game Fishing Championships off the East Coast of Port Stephens. On one of these fishing excursions to Port Stephens the boat won the Bob Dyer trophy for the heaviest Marlin landed.

The club at present has 25 active members who carry out maintenance on the club's boat.

The Albatross Game Fishing Club hopes in the future, to further expand its activities and new members are always welcome.

Joining fees are £2/10/0 per annum and anyone interested in becoming a member can contact the club secretary Lieutenant Sara on extension 542 or any of the following four boat captains, C.A.F. Turner, P.O.EL.(A) Durant, P.O.A.F.(E) Lees and P.O. P.T.I. Tichener.

TENNIS

Since the last edition of Slipstream, we have had the Grand Finals of the Station interpart and the finals of the Station Singles and Doubles. Congratulations go to LEM Peter Harris who figured in all three events.

In the Singles Semi-finals REM Topper was defeated by LEM Harris and CAA Eastgate was defeated by LSA Wilson. LEM Harris won the finals and becomes the Station champion for 1961.

The finals of the Station Doubles Championships was between LEM Harris and PO Herron v. AA Dickson and CAA Eastgate and congratulations go to LEM Harris and PO Herron who played well to become Station Doubles Champions.

Engineering played Electrical in the finals of the inter-part and defeated them by two rubbers to one, they then went on to the Grand Final to play 724 Squadron and again had a two rubbers to one victory. I have heard somebody say, "It is just as well Engineering (who have been knocking on the door for the past couple of years,) won this year as they will be all too old next year." Their team consisted of CAA Eastgate and AA Dickson, AA Warfield and CAF Schmidt and AA Gilroy and PO Sharland.

This week is the last round of the summer comp. in the Eastern Command in Sydney. There are three teams jockeying for top honours at the moment. They are 2 B.O.D., 2 Base Workshops and H.M.A.S. Albatross with the fourth berth being filled by 2 R.A.R. We have a very good show of winning it this time. This week's match against 2 Base Workshops should be a good pointer as to the final result.

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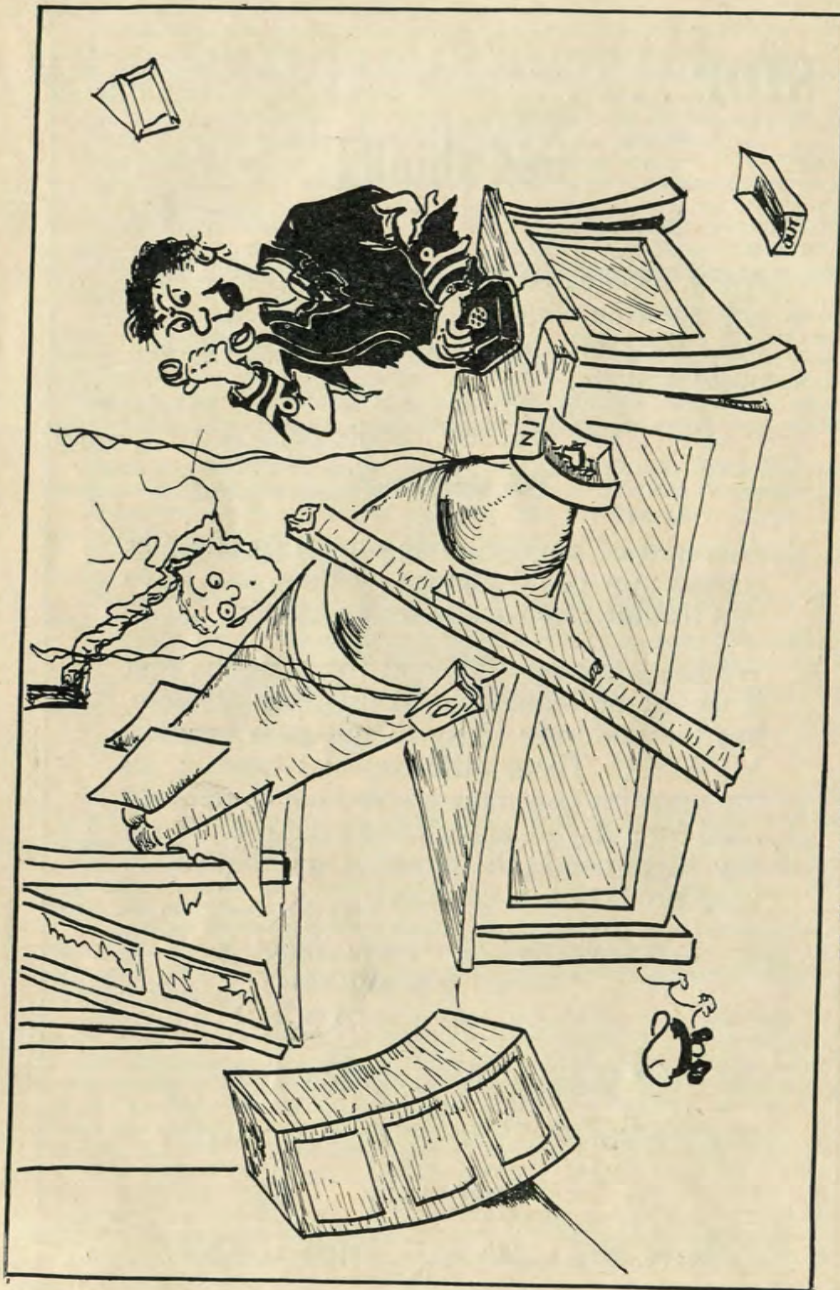
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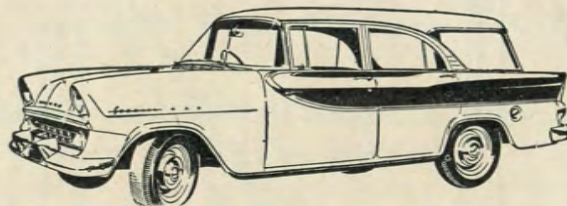
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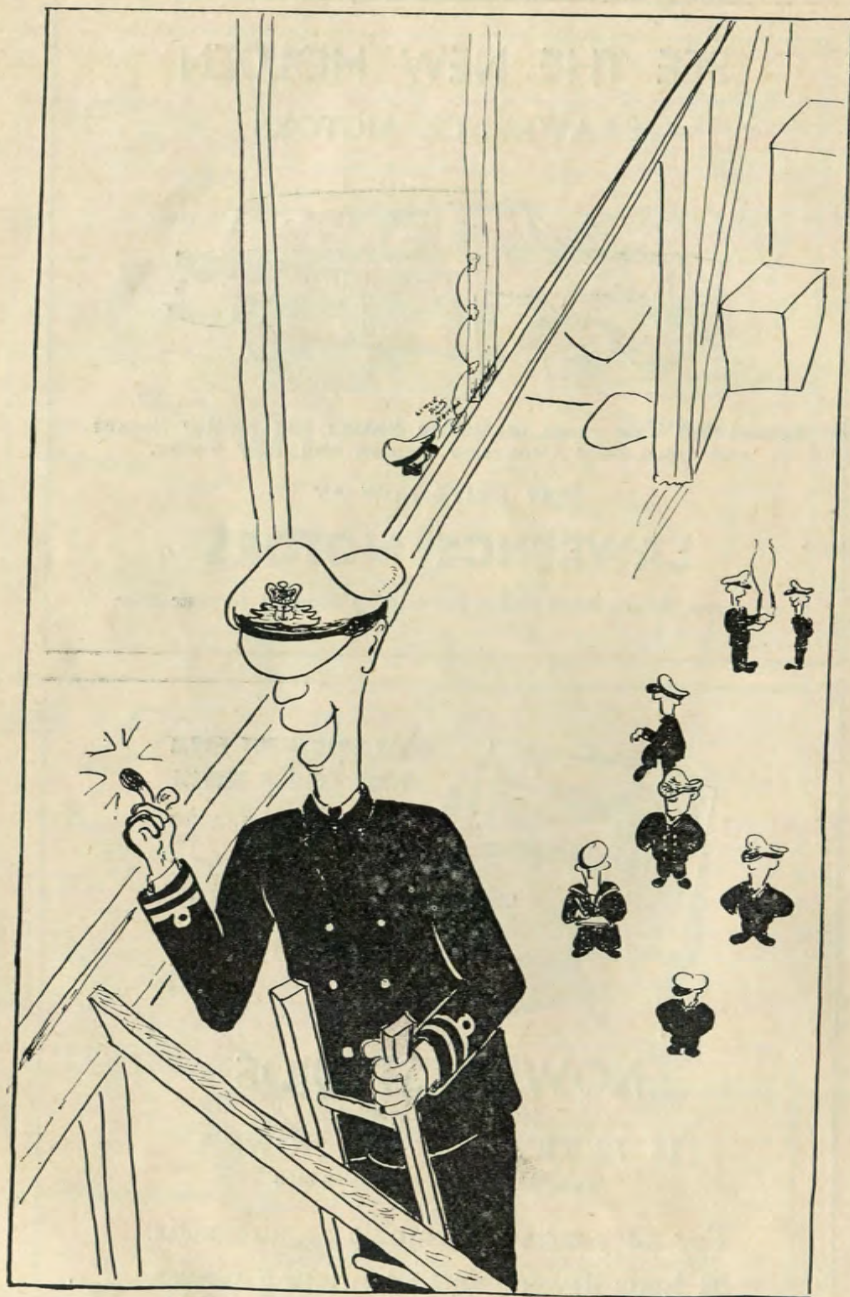
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Who said they couldn't play on an empty stummick?

BAND NOTES

The Station Band is once again home from yet another tour.

Together with the Band of H.M.A.S. Watson, and augmented by five musicians from F.N.D., this combined band under the direction of Lt. Commander G. Hooker, M.B.E., L.R.A.M., A.M.U.A., R.A.N., went to Adelaide to take part in the Navy's 50th Anniversary celebrations.

Accommodation was the R.A.A.F. station, Edinburgh, fifteen miles from Adelaide. This station is cloaked in security as it is the stopping place for all R.A.A.F. and R.A.F. planes going to or coming from the rocket testing range at Maralinga.

The band arrived in Adelaide on Wednesday, 15th. Thursday was spent rehearsing at the base and many R.A.A.F. eyes popped when Beat Retreat was rehearsed.

On Friday, the band travelled to the sound shell in Elder Park to rehearse and test the broadcast balance. Within minutes a crowd of several hundred had gathered, and from the applause, thoroughly enjoyed this impromptu concert. This was to have been a rehearsal for the Sunday night concert. Unfortunately the weather turned against us on Sunday and the concert had to be cancelled.

Saturday saw the band at the Victoria Park Racing Club, where a marching display was performed.

On Monday, a Beat Retreat Ceremony was carried out at the Adelaide High School. On completion of this the band was taken to the television studios of ADS 7 to cut a video tape of a programme which was shown later that evening.

On Tuesday, at lunch time, the band led the Officers and Men of the visiting destroyers, Vendetta and Anzac, as they marched through the city. Tuesday evening the band performed Beat Retreat and Ceremonial sunset on the wharf alongside Anzac.

On Wednesday, Beat Retreat at Woodville High School and then all gear was taken to Adelaide station and loaded into the train ready for our departure later that day.

If you have ever travelled from Adelaide to Sydney by 2nd class rail you'll know exactly how we felt on arrival.

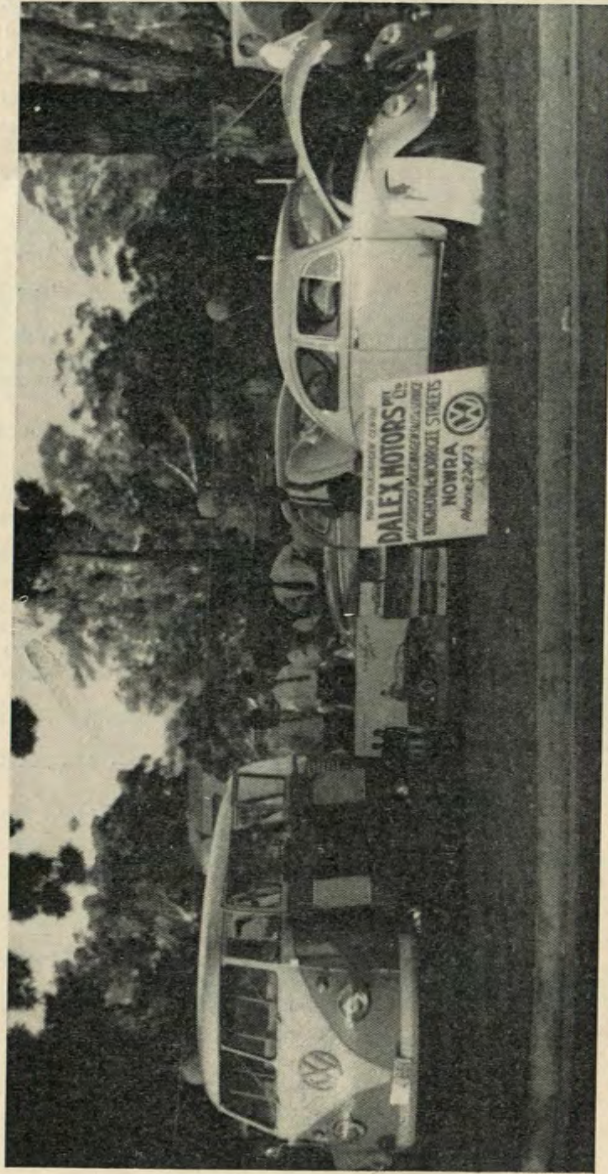
— MAESTRO.



Queen Elizabeth was a Virgin Queen and she was never married. She was so fond of beautiful dresses that she was never seen without one on.

JACK AND KITTY

The night was dark when Jack set out
 To court old Joe Brown's daughter,
 He kinder felt as if he must
 And kinder hadn't oughter.
 His heart against his "Front" it throbbed,
 His feelings had a tussle,
 Which nearly conquered him despite,
 Six feet of bone and muscle.



The candle in the window shone
 With a doleful glimmer
 And Jack felt his courage ooze
 And through his fingers simmer,
 Says he: "Now Jack, don't be a fool,
 Take courage, shaking doubter,
 Go on, and pop the question right
 For you can't live without her."

So Jack he kinder raised the latch
 His courage also raising,
 And in a moment he sat inside
 Old Brown's crops a-praising.
 He tried awhile to talk the farm
 In words half dull, half witty
 Not knowing that old Brown well knew
 His only thought was — Kitty.

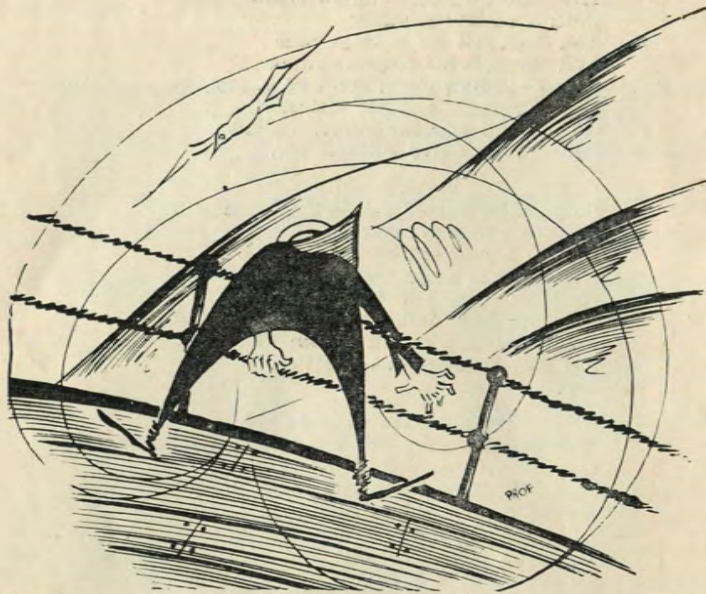
At last the old folks went to bed
 The Brown's were but human
 Old Brown was something of a man
 And Mrs. Brown a woman,
 And Kitty she the pitcher took
 And started for the cellar
 It wasn't often that she had
 So promising a feller.

And somehow when she came upstairs
 There seemed a difference in the chairs
 And Jack had drank his cider
 And Jack was close beside her
 His stalwart arm dropped round her waist
 Her head dropped on his shoulder
 And Jack — well he had changed his tune
 And grown a trifle bolder.

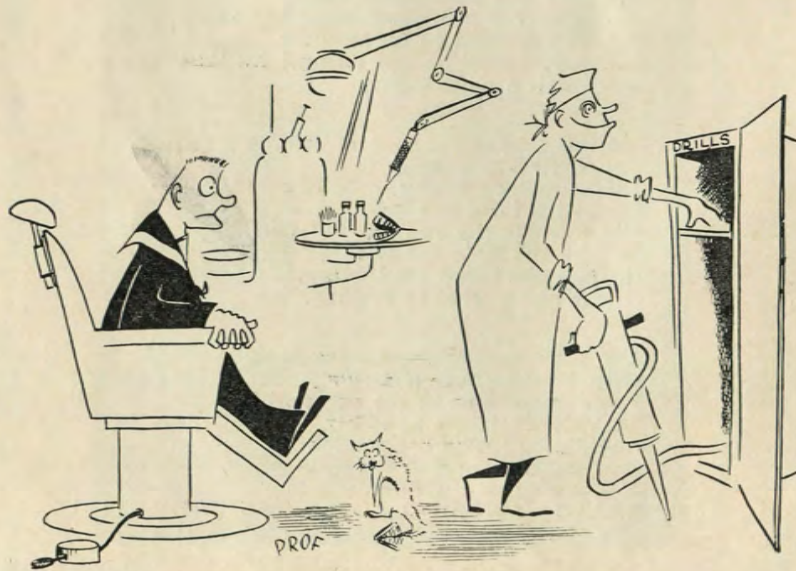
But this, if you live long enough,
 You surely will discover,
 There's nothing in this world of ours
 Except the loved and lover,
 The morning sky was growing gray
 As Jack the farm was leaving
 His face was surely not the face
 Of one half grieved or grieving.

And Kitty she walked smiling back
 With blushing face and slowly
 There's something in the humblest love
 That makes it pure and Holy,
 And did he marry her you ask?
 She stands there with the ladle
 A-skimming of the morning's milk
THAT'S JACK WHO ROCKS THE CRADLE!!!!

ANONYMOUS



Weak stomach be damned — he can throw as far as anyone!



I'm afraid there's a small cavity at the back

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STATION TYPICAL No. 2



The First Lieutenant's Party

After a few weeks of teaching at the mountain Sunday school, the teacher decided to test her class and started with one of the older girls, by asking:

"Nancy, who was the first man?"

"I'd ruther not tell," Nancy replied.



Bit of a Boomerang, wasn't it, Smithers ?

The Annual G.P.S. Ex-Students' Regatta Night Dinner will be held as usual this year at the R.S.L. Hall, Nowra. Any eligible personnel invited. Please contact S/Lt. Hall, Ext. 295.

They Haven't Changed



—From THE BULLETIN, September 12, 1891.

THE BRITISH AUXILIARY SQUADRON

YOUNG AUSTRALIA: "So you have come to protect our property, our mothers, our wives and our sisters."

OFFICER OF SQUADRON: "Yes, don't you know, and to marry the latter — if there's — aw — money in it."

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A perfect fit, if I may say so, sir!



No, your pour first — I insist

ANTICIPATION OF ADMIRAL'S

There was movement on the Station
 For the word had passed around
 That Admiral's Rounds were on the way;
 And he'd pounce on any litter
 That was lying on the ground,
 So all hands gathered to the fray.

All the tried and noted cleaners
 From the huts both near and far
 Were mustered in the messes overnight.
 Then all was made prepared
 For the anti-litter war,
 And loins were girded for the fight.

Oh the Teepol and the Harpic
 Were consumed there by the ton
 And the Corticene shone dazzlingly bright,
 And the paint was thickly plastered
 On the buildings one by one
 Sure! the Station was a ——— stirrin' sight.

Then the Commonwealth Works Department
 Had to do its little too,
 And dug up all the open space around
 They pushed holes in our water main
 And telephone cables too,
 And every other vital line they found.

Then to give us all a taste
 Of the things that were to come,
 The Big Boy's staff came down to see around,
 And they poked in every corner;
 And looked under every drum —
 A truck would balk at all the muck they found.

When the inspection was all finished
 And the evil-utions too,
 One opinion was easy then to hear,
 From a multitude of people
 With a multitude of tastes:—
 "Thank ——— it only hits us once a year!"

COME TO

BASHA'S

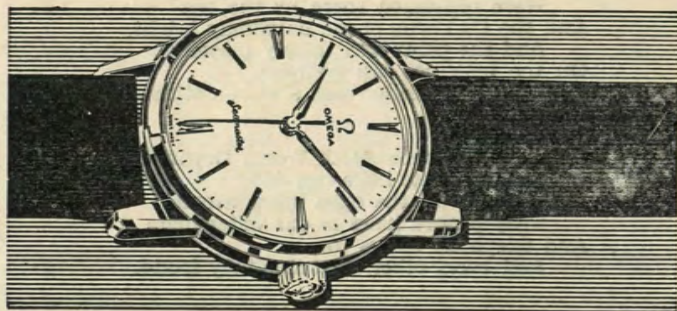
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DON'T GO NEAR THE WATER



The horse and mule live thirty years,
and nothing known of wines and beers.

The goat and sheep at twenty die,
with never a taste of Bourbon or Rye.

The cow drinks water by the ton,
and at eighteen is mostly done.

The dog at sixteen cashes in,
without the aid of rum or gin.

The cat in milk and water soaks,
and then in twelve short years it croaks.

The modest, sober, bone dry hen,
lays eggs for nogs, then dies at ten.

All animals are strictly "dry,"
they sinless live and swiftly die.

But sinful, ginful, Bourbon-soaked men,
survive for three score years and ten.

And some of us, the mighty few,
STAY PICKLED TILL WE'RE NINETY TWO.

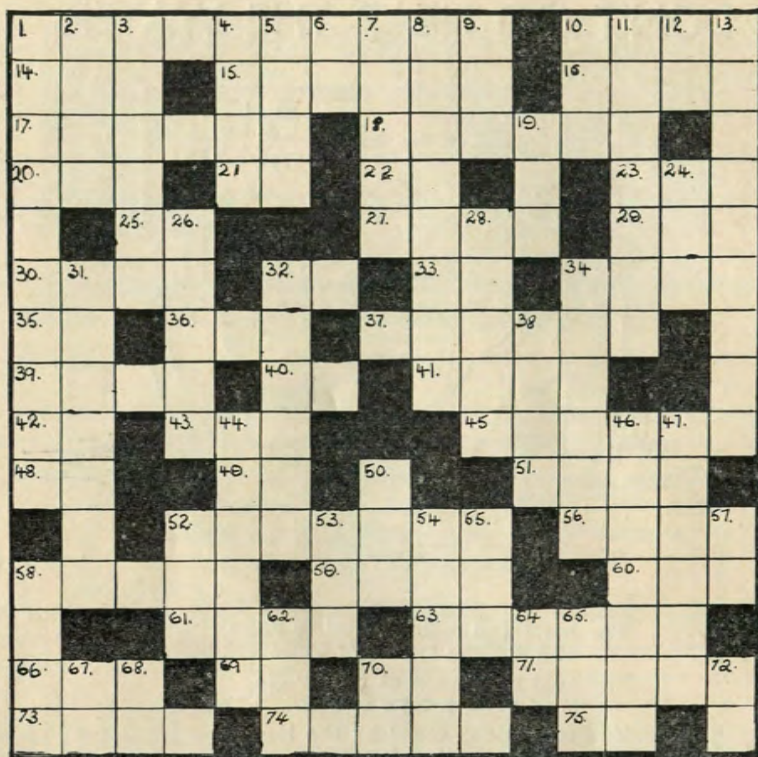
—With acknowledgement to the 'bloke'
who wrote it ???

The Admiral's daughter was in the living room with the young Sub
for over an hour, when the Admiral asked Mother:

"What do you suppose they're doing in there?"

"Oh," said the mother, "I suppose they're doing the same thing we
did when we were young."

With a roar, the Admiral leaped out of his chair and charged for the
him on the spot!"



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ACROSS

1. Associated with fowls.
10. Shuffle then mix lead.
14. Copy.
15. Regions above.
16. Golden Eagle.
17. Dr. Verwoerd's stand.
18. Think highly of.
20. Small insect.
21. Water line. abbr.
22. American State. abbr.
23. Initials, well known Chemical Industry.
25. Preposition.
27. Small birds.
29. Combined Services. abbr.
30. Brave person.
32. In that way.
33. Elizabeth Regina.
34. Portable shelter.
35. "the reverse of" pref.
36. Pinch.
37. Goblins.
39. Same as thou.
40. Behold.
41. Part of the feet.
42. Eastern Australia. abbr.
43. Type of spanner.
45. General
48. First two letters of frozen vapour.
49. Compass point.
51. Golf mounds.
52. Venetian canal boat.
56. Up star.
58. She, does not have to pay this kind of tax. (2 words).
59. Wind catching apparatus.
60. Domestic animal.
61. Storage for grain.
63. Series of stairs.
66. Tar, art,
69. Anonymous club not in the J.R.C.
70. That thing.

71. Perfect female of bee.
73. Case for needles.
74. Seasonal flower.
75. Extinct Service. abbr.

DOWN

1. Acasperhut. anag. (Good for a fall).
2. Javanese tree.
3. Of the Gods.
4. Thicket.
5. Ultimate destination of sailors.
6. Mother.
7. Occasion.
8. Agnostic.
9. Explosive. abbr.
10. Pay off.
11. Coats.
12. Article.
13. Sea monster.
19. Printer's measure.
24. Container.
26. Sounds.
28. Cavalry unit.
31. Intensify.
32. Abdominal organ.
34. Examiner.
38. Team. anag.
44. Lack of Oxygen.
46. Instructs.
47. Property.
50. Large snake.
52. Sag in reverse.
53. Military award.
54. Raises.
55. Everybody. .
57. Street. abbr.
58. Type of underground mutton.
62. One circuit of course.
64. Type of educational test.
65. Weapon.
67. Be present.
68. Affectional address. (Fr.)
70. Into.
72. Negative.

Estimated time of completion is 40 minutes. An occasional peep at the dictionary is allowed. To start off with there is no nourishment in one across. The answers will appear in the next issue of SLIPSTREAM.

The animal which displays the greatest attachment for man is woman.

☆ ★ ☆

An eavedropper is a kind of bird.

☆ ★ ☆

If at first you don't succeed, try a different girl.

THE WRECK OF THE FIREFLY

"Sere with argent-lidded eyes,
Amorous, and lashes like to rays." — Tennyson, "The Arabian Nights."

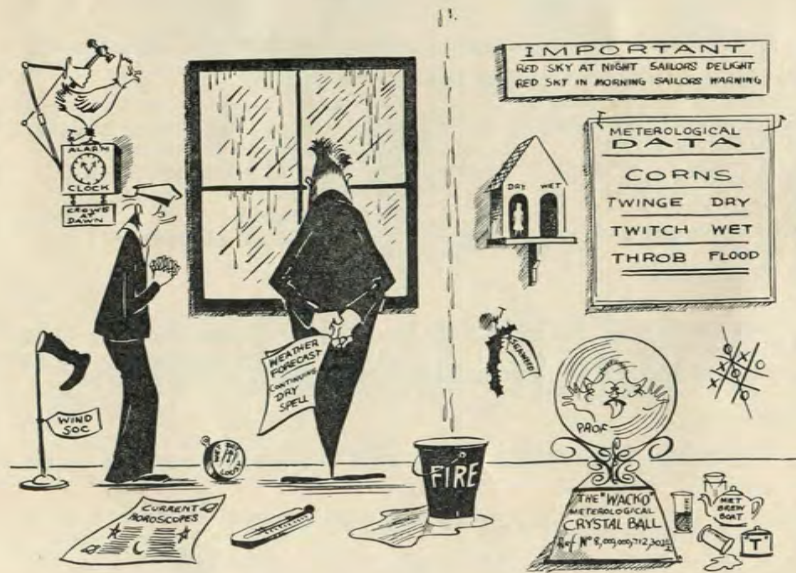
A CERTAIN GRACIOUS LADY from the servicing station across the airfield considered herself to be such a masterpiece of perkish beauty that, urged on by the recommendations of her many naughty friends, she entered herself in that show of shows, the Royal Sydney Agricultural.

After weeks of beauty preparation (including a face-lift by the House of Dickie, "Foaming Amber" shampoos by W.E.T. Canteens Ltd., and pedicures by la Cumberlande) the great day arrived when, accompanied by Albatross Paul III, she was pitted in competition against all the other champion matrons of her kind. With a Sophia-like stir of her bosom and a Gina-like swirl of the hips, she quickly surveyed the other contenders and decided they were just a bunch of hams.

But what a shock this lissome nymph received when the judge took one derisive glance at her retrous' features and shouted together: "Get out of here with that * x * x o * and take her back below." Her charm, her friendliness, her willingness to bear with others, even the most boar-ish, wereto no avail against the udder massiveness of Peakish Grand Sabrina IV or the expansive beam of Winnie Heaving Sternly II.

And so it was a fallen idol that returned to the servicing station across the airfield, crestfallen to a degree unsalvageable by the House of Dickie, yet bearing, so it is thought, several prospects of success in future years, thanks to seamanlike initiative.

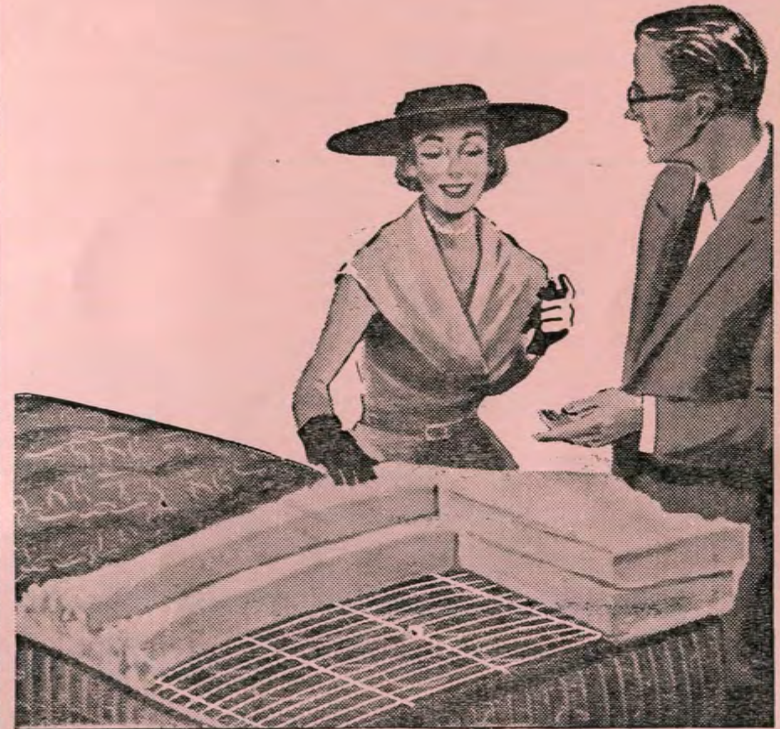
— D. L. Y.



It was a good try, sir; better luck next time.

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