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# SLIPSTREAM

No. 49

MAY, 1961



Price 6d.



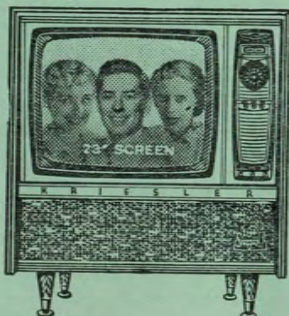
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# SLIPSTREAM

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

No. 49

MAY, 1961

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### OUR COVER

We are indebted to "Prof" for this month's cover, which ably sums up the new era of high adventure.



## EDITORIAL

**T**HIS MONTH has been made notable in that the United States of America succeeded in putting Cdr. Shepard U.S.N. 150 miles up into space, and with his successful recovery by Naval helicopter. Coming so quickly after the Russian achievement, his flight has naturally caused great rejoicing in America. Our cover expresses the new "Knight in Armour" era, whilst his simple statement "Boy what a whale of a ride!" contrasts with the pretentious phrases extolling the Party by his Russian counterpart.

This month also sees the anniversary of the Battle of the Coral Sea in May, 1942, when the tide of Japanese aggression was held by the ships of the United States and the Australian Navies, later to be turned by the battle of Midway. The Flagship H.M.A.S. Australia (Captain H. B. Farncomb R.A.N.) and H.M.A.S. Hobart (Captain H. L. Howden R.A.N.) were effective members of the 17th. Support Groups of Task Force 17 led by Rear Admiral F. J. Fletcher in U.S.S. Yorktown. For the loss of the aircraft carrier Lexington and 68 aircraft, the Japanese lost the aircraft carrier Shoho and the destroyer Kikusuki and 91 aircraft, shot down, with the carrier Shokaku crippled and the destroyer Yuzuki and mine layer Okinoshima badly damaged.

The Battle was the first set back of the Japanese since Pear Harbour and this setback can be attributed directly to the escape of the U.S. Carriers which were at sea when the initial Pearl Harbour raid took place. The outcome of the battle completely disorganised the Japanese — Port Moresby expedition. The Japanese support force was no longer capable of fulfilling its function and the invasion force retired in disorder.



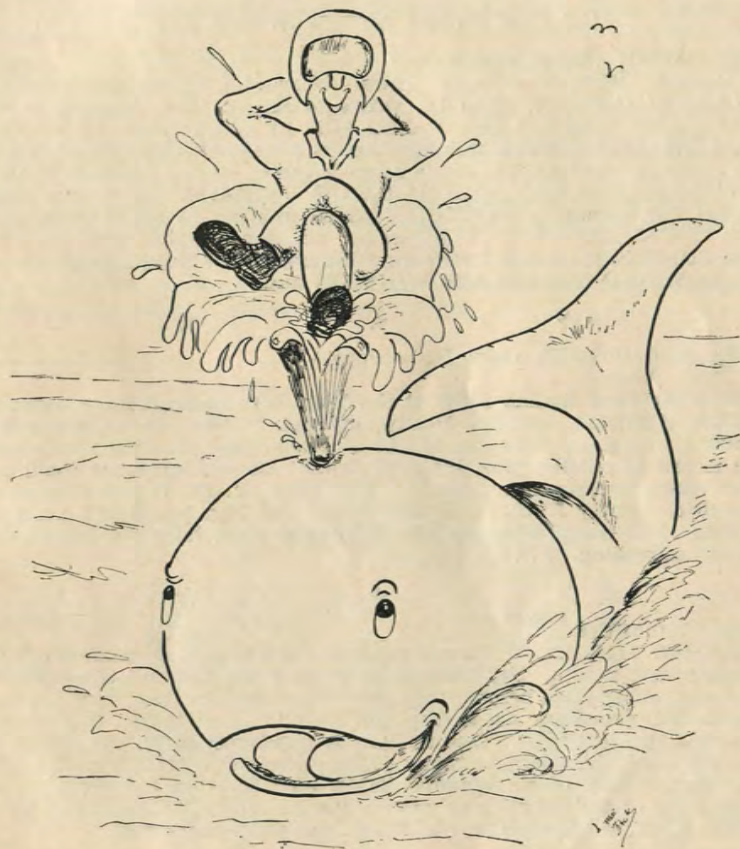
### Pistol Point Election

Who said the spirit of the Wild West was dead!

At a recent Welfare Committee Election for the Engineers Dept. the secret ballot system was used, the ballot box being improvised from an old biscuit tin of a well known brand.

In accordance with para. 3 of Commanders Memo 14/61, C.P.O. Denehy ensured that the vacancy was filled by using stand over tics. Here we see the ultimate winner N.A.M. (O) Mignon casting his vote.

Your article I've read, my friend,  
And like the half you pilfered best;  
Be sure the piece you yet may mend —  
Take courage, man, and steal the rest.



Boy, what a whale of a ride!



# Around The Station



(AS THE PRESS MIGHT WRITE IT)

ERIC BAUME (Daily Telegraph).

Mistake! Mistake! Mistake! Naval Airman J. THROGMORTON of H.M.A.S. ALBATROSS, NOWRA, writes to tell me that I erred in my ANZAC DAY broadcast over RADIO 2GB by stating that the NAVY'S flypast over Martin Place was late. Seems I had my times mixed. Sorry NAVY! — Incidentally, the name reminds me of an old WORLD WAR 2 pal of mine, ADMIRAL SIR CHARLES Q. THROGMORTON, who commanded the battleship REPULSIVE which was put at my disposal as a WAR CORRESPONDENT! I remember well the occasion, back in 1942, when SIR CHARLES and I were enjoying one of our regular poker games at 1 DOWNING STREET with WINSTON and . . . . .

☆ ☆ ☆

NEWS FOR WOMEN (Any Daily Paper)

My Dear Petunia,

Had the most darling night at the Wordroom Ladies Dining Night at H.M.A.S. Albatross recently! Really, my pet, it was fab! Those suave officers are so glam, don't you think? One handsome, dashing young man kept us all in stitches with his droll tricks! Do you know, he could actually make his face turn green! — But honestly! Oh it was a night to remember! Simply EVERYONE was there! Too bad you didn't make it, my dear! But there, I'm sure your invitation must have got lost in the post or something . . . . .

☆ ☆ ☆

TIME MAGAZINE

ARMED FORCES:— Navy's top brass leaked a close-guarded secret to sailors last month. The message — High-flying 724 and sub-crushing 725 would amalgamate before May's end. The crash announcement sparked hope-loaded guesswork as to the new squadron's strength. Opined one high-ranking Lieutenant, "One thought is uppermost in all our minds — Does the news mean half as many duties all round?" TIME'S on-the-spot psychologist, (one of six hundred TIME men covering the event), telegraphed the overall reaction as one of "electric apathy." Capitol Hill buzzed that J.F.K. would comment at week's end press conference.

☆ ☆ ☆

RECIPE OF THE WEEK (Sun-Herald)

This week's recipe is sent to us by Officer's Cook Slim of H.M.A.S. Albatross, Nowra. He writes — "All officer's cooks at Albatross were issued this month with BR6A, Warnes Everyday Cookery Book. This prompts me to send you the following recipe for 'Wardroom Sweetcake'."

Ingredients: One 2 lb. cookery book; one tin treacle; two quarts of ice cream.

Place cookery book in saucepan and boil for 2-3 hours, until soft. Spread treacle between pages, cover with ice cream, and serve cold. Delicious.

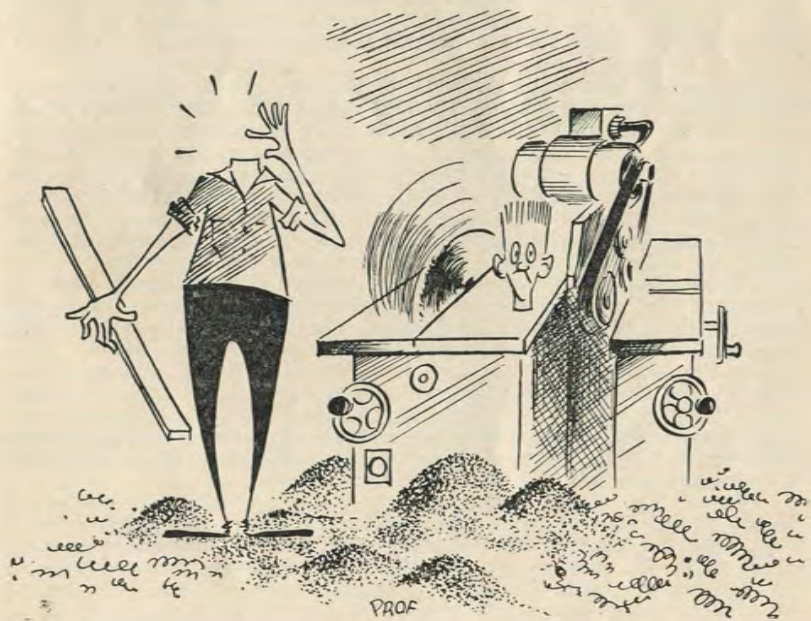
BOOK REVIEW (Sydney Morning Herald)

In returning to sociological research after several Memos set in more pleasant climes, the Commanders Office demonstrates that it is not the contemporary setting which makes its works grand failures, but rather that it attempts the sort of theme Tolstoy might have chosen, without his genius as a novelist, or without his recognition of the Memo as an art form.

Commander's Memo No. 17 of 61 is not a success as a contemporary novel. It is a short, monolithic structure which, because it is the work of a mind of considerable power and highly charged emotion, is reflective, sombre and uninteresting. Uninteresting that is, because it is too lacking in the right tensions and subtlety of characterisation that its subject demands.

The story is unfolded in a series of blunt sentences — "Security Patrol — torch, night stick, whistle — sentries — loitering — apprehend intruder — three blasts on whistle — telephone." How much more could Dickens, for instance, have made of all this — the sufferings of sentries on a cold night, the tension, the sudden climatic burst of activity, the subsequent arrest and the slam of the cell door behind the offender.

Reading this slow-moving chronicle of a thousand martyrdoms, one can only wish, as Pepys did about the Puritans, that such good people would either conform or else not get caught.



"Oops"



## ROYAL NAVAL AIR SERVICE

EVERY YEAR since the conclusion of World War II, it has been the custom in Australia to commemorate the anniversary of the Battle of the Coral Sea during May. Apart from the strategic aspects of this action it holds a place unique in history in that it was the first naval action in which the surface forces did not get within visual of gun range of each other — the result of the battle was determined by carrier borne aircraft.

It is also of interest to remember that 1961, apart from being the 50th Anniversary of the foundation of the Royal Australian Navy, is also the 50th Anniversary of the aircraft landing aboard a ship, when Lieutenant Eugene Ely U.S. Navy, successfully landed aboard U.S.S. Pennsylvania lying at anchor on 18th November 1911. The flight deck was a structure about 120 feet long built over the quarterdeck with a slight upward slope. At the foremost end a canvas screen was rigged as a barrier. The arrestor gear consisted of 22 wires rigged athwartships at intervals of 3 feet with a 50 pound sandbag at each end. Hooks on the aircraft engaged the wires in the accepted manner. Lieutenant Ely established two firsts in naval aviation as he had also made the first take off from deck the year before in a 50 H.P. Curtiss biplane using a downward sloping platform built on the forecastle of U.S.S. Birmingham.

About the time of these experiments in America the Admiralty began to explore the possibilities of aircraft for naval use, and a course of 6 R.N. officers underwent training in 1911. In the same year Lieutenant Samson made a successful take off from the battleship H.M.S. Hibernia and similar trials were carried out on three other ships. However, as far as Fleet aircraft were concerned the policy until 1917 centred mainly on seaplanes. In 1913 the first aircraft to carry a torpedo, got off the water at Calshot, flown by Lieutenant A. Longmore R.N., later Air Chief Marshal Sir Arthur Longmore. The aircraft was a Sopwith seaplane powered by a 225 H.P. Sunbeam engine.

One month before the outbreak of the First World War, the Royal Naval Air Service was formed. By 1918 it had some 3,000 aircraft and a personnel strength of 72,000. Most of its work was carried out ashore in support of the Army and squadrons were employed in the air defence of the British Isles against raids by Zeppelins. The fact that its major role was in short range attack work did not prevent farsighted officers from planning the beginnings of a bomber force of considerable size. Rear Admiral Murray Sueter who headed the R.N.A.S. on the Board of Admiralty earned the unflattering title of "The biggest damn fool in the Navy" when he ordered a heavy bomber of hitherto unheard size capable of reaching Berlin. His staff requirement for the aircraft seems strikingly simple and is related to be "I want an aircraft which will be a bloody paralysier." The war ended before this revolutionary machine came into service.

On the outbreak of war three cross channel packets, the Engadine, Empress, and Riviera, were converted at Chatham for the carriage of seaplanes. Each carried four aircraft and from these ships was launched the first offensive sortie by seaborne aircraft. On 25th December they raided Cuxhaven and Wilhelmshaven, and later aircraft from Engadine took part in reconnaissance missions at the Battle of Jutland.

Meanwhile a further packet, Ben-my-Chree was converted and sailed for the Dardenelles. She had originally been intended to use her aircraft to torpedo the German ships Goeben and Breslau, however these took refuge in the Black Sea and Ben-my chree took part in reconnaissance of the Gallipoli Peninsula. In August, 1915, two of his aircraft were hoisted out with torpedoes and 45 minutes of fuel. The first under Flight Commander Edmonds crossed Bulair Isthmus and torpedoed a Turkish merchant ship lying off Inge Burnu. The second was not so fortunate as it had engine trouble soon after take off, however, the pilot landed and



Sopwith Triplane Fighters of No. 1 Squadron, R.N.A.S. 1918

taxied within range of a Turkish tug which he torpedoed by simply releasing the weapon, and then taxied out of the way.

Various devices were tried out to find ways of operating aircraft with the fleet. Some of the more hair-raising ones being the short take off on a platform built over the guns of a battleship turret, and a single aircraft being towed on a flat top lighter by a destroyer. At 30 knots plus the natural windspeed and full throttle it got airborne — if the spray did not cause the engine to stall. All of these methods so far tried meant that there was no way of recovering the aircraft after its mission.

The constant search for ways and means continued until 1917 the first deck landing aboard a ship under way was made by Squadron Commander Dunning D.S.C. in a Sopwith Pup. H.M.S. Furious at this time was a conventional ship with a 200 foot flight deck built forward. The landing was effected by flying up the starboard side with the ship into wind and when abreast the funnel the aircraft was sideslipped to port and landed on. A party of fellow pilots assisted in the landing by grabbing the wings. In a similar experiment without assistance a few days later Squadron Commander Dunning's aircraft burst a tyre, slewed over the side and the pilot was drowned. The next step was to erect a deck abaft the funnels, however, the funnel gasses caused so many aircraft to crash that the pilots expressed a preference for ditching. Reconstruction of the Furious finally saw her in service in 1925.

The first carrier with a flush deck was H.M.S. Argus, converted from a liner. She was too late to take part in any operations, but embarked a squadron in October 1918. Argus survived with many modifications right through World War II, although her role was by then purely training.

In April 1918, as a result of Parliamentary decisions the Royal Naval Air Service and the Royal Flying Corps were amalgamated to form the Royal Air Force. It was not until 1921 that the navy was to again have the availability of air striking power when the Fleet Air Arm was formed as a wing of the Royal Air Force. From that date until the navy once more "owned" and operated its own aircraft is another story.



# THIS I CAN'T BELIEVE

By Derek Bome

Well at long last I know that more than two people read this column. You might remember last month I mentioned the party in the Wardroom for the Red Cross Blood Transfusion nurses? Well, I said I didn't have time to mention the names of the 5 "old-time greats," who shone most at the party. And then as soon as the copies hit the newstand, 25 chaps rang up to say "thanks!"

☆ ☆ ☆

One of the Chiefs that work in the 1st Lt's yard got a flat tyre right outside a lunatic asylum, that was built on a high cliff face. He got the tyre off, but when he was putting the spare on, he knocked the wheel nuts over the side of the cliff.

As he thought for a way out of his problem a voice said "I suppose you are wondering what to do now."

And looking up he saw the head and shoulders of a young man looking at him over the wall of the funny farm. "Well yes! As a matter of fact I am," said the Chief.

"Why don't you take one nut of the other three wheels and use those on that wheel, and then just drive slowly into town, and get some nuts in there.

"Say," said the Chief, "that's a great idea, what are you doing in a place like that?"

Said the young man "I'm mad, not stupid."

☆ ☆ ☆

The Cinema Officer didn't show much humour in March. Wouldn't you if you had the chance put

"LOVE SLAVE OF THE AMAZONS"  
on with  
"TARZAN'S GREATEST ADVENTURE"

☆ ☆ ☆

The last Village Dance was a good effort, and everybody there certainly enjoyed themselves. Take my advice if you want to wake up stiff and sore, dreary-eyed and pale, step up to the Village Hall for the next dance — the last before leave.

☆ ☆ ☆

And remember men, if you keep your head when all those around you are losing theirs, you haven't assessed the seriousness of the situation.

☆ ☆ ☆

If Brian Courtier has studied his Manual of Advancementship, he should come second on his helicopter conversion course.

☆ ☆ ☆

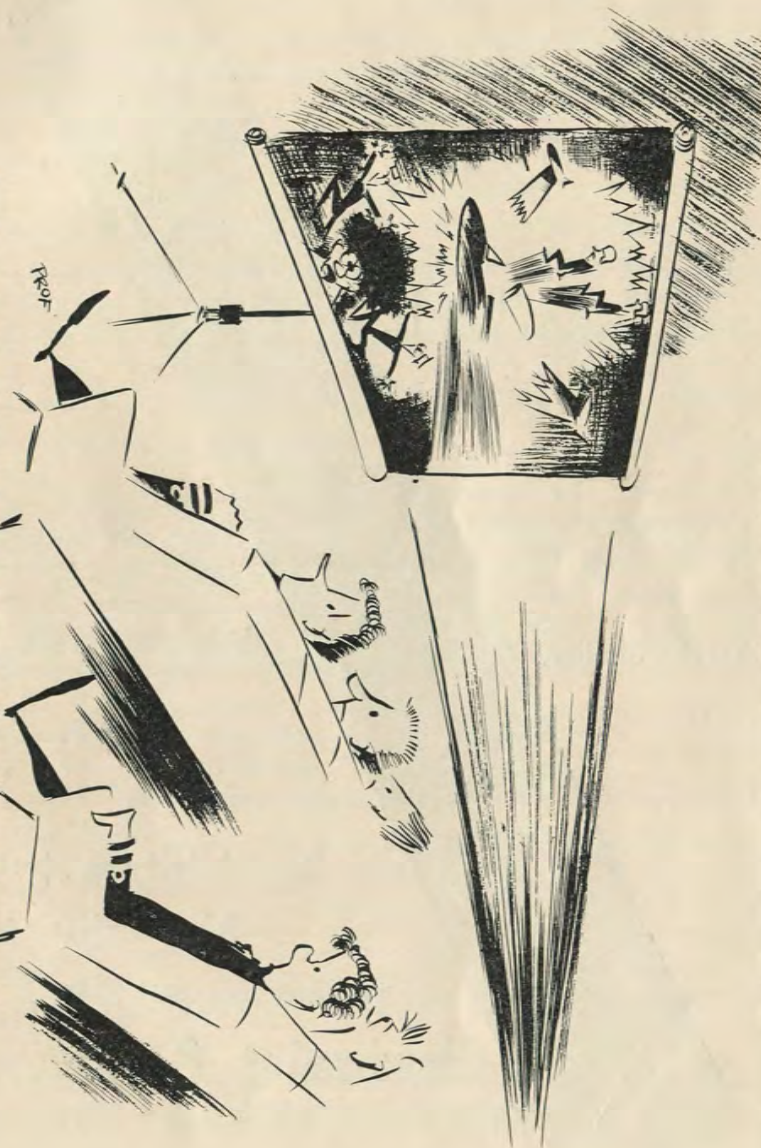
Heard at the White Ensign Club:— "The trouble with hitting the jackpot is that it takes so long to put the money back into the machine."

☆ ☆ ☆

## EPITAPH

Here lies the body of Mary Ann Lowder,  
She burst while drinking a seidlitz powder.  
Called from this world to her heavenly rest,  
She should have waited till it effervesced.

At this moment, Fothergill and Snodgrass decided to become Fish-Heads."





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## The Use of Lap Safety Belts in Cars

The Lap Safety Belt was originally used to prevent a pilot from falling out of a plane during the loop. This prime use has tended to make the motoring public regard safety belts as exotic and only to be used for the safety of pilots. The lap safety belt however has a place in the motor car of today. The following figures and observations as set down by J. H. W. Birrell, M.B., B.S., in the Medical Journal of Australia, will it is hoped impress on a car owner or driver the increased safety in driving which can be gained through use of a lap safety belt.

In investigation of the Seat Belt the following was observed, Safety Belts, while cumbersome, and, indeed, something of a nuisance, are without doubt the best temporary measure to guard against severe injury and death in a collision.

Reports are based on the findings of 1000 automobile accidents with at least one person injured per crash. There were 2235 vehicle occupants involved, of whom 1678 (74.5 per cent) were injured to some degree. It was found that 50 per cent of the injured people suffered minor injuries only; 6.5 per cent sustained a fatal injury. At least one third of the injured people required definite medical care, 50 per cent of these requiring admission to hospital.

Head injuries were most common, followed in order by injuries to the extremities, the torso and the spine. Multiple injury was very common usually of the head injury combined with injury to other body areas.

A study of the ejection of the occupants of crashed vehicles was made (Tourin 1958). It was found that ejected occupants have five times greater risk of fatality than those not ejected. A comparison of the observed with expected fatalities based on simultaneous consideration of the ejection risk, the accident severity and the seat area occupied, demonstrated that the prevention of ejection from passenger cars could have reduced fatalities among passenger car occupants in the study of 25 per cent.

As a result of this study on ejection two preliminary controlled experiments were set up which used the paired comparison technique commonly employed in medical research to evaluate the effective use of various remedies. The following were derived from the use of 46 matched pairs of persons.

- (1) Users of seat belts experienced less risk of becoming injured (to any degree, including minor) than the ejected non-users.
- (2) Users of seat belts had less risk of sustaining moderate to fatal injuries (injuries requiring medical treatment) than the ejected non users. The incidence of injuries of this type was almost 80 per cent lower in the users of seat belts.
- (3) Users of seat belts had less risk of sustaining a dangerous or fatal injury than the ejected non-users. The frequency of their injuries of this type was over 85 per cent lower.

An extension of the same work completely confirmed the usefulness of the Safety Belt as already indicated by the above. The study shows that "with due regard for the influence of specified accident factors, users of safety belts sustained 35 per cent less "severe-fatal" grade injuries than did non-users." The belts frequently reduce "severe-fatal" injuries to "minor."

"Won't seat belts encourage the wearers to drive faster?" There is no doubt that the wearing of a seat belt makes one feel much more secure and allows better driving control, particularly when, unexpected, difficulties in the road situation are met at speed. If anything the tendency with a belt is to drive more steadily, since the very presence of the belt is a reminder of the possibility of a crash. Apart from the cost, this may be the major reason why some automotive industry leaders will not install lap safety belts as standard equipment. A potential buyer, seeing a new car with seat belts may receive a suggestion, consciously, or subconsciously, that he could crash — and that might stop him buying.



Two other advantages of lap belts are worth mention. Firstly, their use renders driving much less fatiguing, particularly for a nervous passenger in a car travelling on bad roads. Secondly, their installation in the rear seat is a step towards stopping the pernicious habit of carrying babies and young children in the front seat, or, worse still, allowing them to stand on the seat with their noses against the windscreen. This habit virtually ensures head injuries for the child, even in the event of sudden braking, apart from actual collision. One finds incidentally, and perhaps surprisingly, that children need little encouragement to wear seat belts.

A driver may ask "What if the wreck catches fire?" Few wrecked vehicles catch fire. In the Cornell series (of tests) only 0.5 per cent caught fire or were submerged in water, and the proportion in Victoria would be possibly even less. All lap belts have a quick-release catch requiring only fractions of a second for the victim to release. It can be unfastened equally quickly by a would-be rescuer.

Another objection is "Can't the belt cause rupture to the abdominal viscera?" The human body has a great tolerance for stress across the pelvic area. Restraint by a lap belt is roughly at the level of gravity of the body, but also it is across the strongest part of the body frame. It has been shown at Cornell (De Haven et alii, 1953), by virtue of the investigation of 800 people surviving aircraft accidents with lap safety belts, that the human body is easily capable of breaking a 3000 lb. test belt without evidence of injury to the abdominal viscera — apart, that is, from some bruising of the hips.

"Won't I still hit the windscreen or the dashboard?" This question is sometimes asked. This is obviously the case with a lap belt, but (and this is the important point, by virtue of the restraint of the trunk and some slight control over the upper part of the body) the impact of the head blow is reduced to between one-third and one-quarter of the impact without the belt (Tourin, 1958).

The increase in safety through a reduction in the number and severity of injuries by the use of the lap belt is large for an item costing a little over £4 per person.

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## PERSONALITY OF THE MONTH



MR. DOUGLAS

“JUTS” JORDAN

Electrical Overseer

Garden Island Staff

MR. JORDAN, known as Juts by all his friends, is a familiar figure to most personnel who have spent much time at Nowra, as he has been visiting at regular intervals since the inception of Albatross as a R.A.N. Naval Air Station.

Born in 1902, we first hear of Juts as a Boy Entry in the Tingira, joining the Navy on the 17th July, 1916, at the age of 14. Life was hard in the wooden walled training vessel but nevertheless it was only one year later that Juts was in the U.K. joining the Battle Cruiser “Australia” the flagship of the 2nd Battle Cruiser Squadron.

One of his early memories was a night engagement in the North Sea with the crack German battle Cruiser Von Der Tann when as a sight setter on the forward 4” armament, he ranged on the gun flashes of the enemy.

Later he was present at Scapa Flow, when “Australia” at the head of the Southern Line of ships led the German High Seas Fleet to surrender and of course was an eyewitness to their subsequent scuttling during the dark hours of that night.

He recalls with interest that just prior to the Scapa Flow incident the whole German Fleet assembled at Burnst Island opposite Edinburgh in the Firth of Forth, and it was the light cruiser “Melbourne” that had the honour of leading them out into the North Sea.

Another memory is that of a proposed convoy run to the Baltic to obtain precious food supplies for the home front. His ship was replaced at the head of the line by the R.N. cruiser “Cassandra” which on leaving harbour, down the fairway, hit a mine and sank with large losses of life. Such is fate.

A bright memory was the occasion of a revue by the King, George V, in the destroyer “Oak,” of the Second Battle squadron, including such ships as Australia, Indominatable, and Inflexible of Falkland Island fame, along with the U.S. “battle wagons” Texas, Oklahoma, Arkansas, Delaware and Pennsylvania, just prior to their return to the United States at the end of the war.

His first experience of the Naval Air Arm was when Sea-planes were shot off the forward turrets of Australia, Melbourne and Sydney during the war, using a flimsy construction of railway lines and sleepers — however unless the planes could land in a calm sea, to be hoisted inboard by the main derrick, they ditched or flew to a shore base.

In 1919 the “Australia” accompanied five J class submarines, towing the J4 from Colombo to Western Australia. Admiral Dumaresq and the Captain “Claudy” Cumberlidge are men he can remember of this period. Juts was then a Leading Torpedo Operator.

He became a Petty Officer in 1922 at the age of twenty without sufficient time for a badge. Some of the later ships he served on were the destroyers Huon, Stalwart and Success. In 1926 he paid off from the Navy and after a short period of miscellaneous work, joined the staff of Garden Island serving under the Electrical Assistant.

After some quiet years doing minor work during the depression era we next hear of Juts about the time of Munich installing the VC/VF gear aboard the “Scrap Iron Flotilla” Stewart, Vampire, Vendetta, Voyager and Waterhen. The tempo of work increased as the war approached and some of the jobs he was involved in at the outbreak included conversion of Arawa, Westralia, Johann de Witt, Christian Hygens and Slamet as armed merchant cruisers and the conversion of Gool, Givai, Alfie Camm, Mary Camm and many Red Funnel trawlers as mine sweepers.

As an electrical overseer at Mort’s Dock, he participated in the construction of 14 corvettes in 22 months as well as two Indian corvettes. Other ships he overseered were Gascoyne, Hawkesbury, Lachlan and Macquarie.

One interesting job he remembers is the complete rewiring of the U.S. fast tramp “Alhene” which collected two torpedoes between funnel and mainmast, the hole made being big enough to drive a double decker bus through, the ship being held together by the keel and main deck only.

For the British Pacific Fleet major work was done on Quality, Quickmatch, Kempenfeldt and the large floating dock A.F.D. 17.

At wars end, the task did not stop as all the converted merchantmen had to be refitted to be handed back to their owners. Thirty three ships in all were thus handled in three years.

Juts now became associated with Albatross among other Eastern Australian Establishments arriving here on Tuesdy, 7th Februry, 1949. During that year he overseered the YG Beacon, ANCPN6, and the HF/DF, FV5, VHY/DF and 8 vehicles with ATSAR8. July, 1950, saw him again for seven months at G.C.I. He was at Watson in 1951 installing the ATTC and the 3rd W/T but he was back again in 1952 installing another 6 channels of KFC(X).

The year 1954 he was in the A.J.A.S.S. set up whilst 1955 saw him at Watson with the Action Speed Tactical Teacher and the whole of the T.A.S. School. In 1957 A.J.A.S.S. was modified to its present state, and in 1958 he removed 277 from Nowra Hill to its present site. In 1959/60 he was as is still tied up with K.F.C. and the New Control Tower.

Quite a lot of achievements for any man and a record to be proud of. Popular with all who come in contact with him and especially with his tem of work-mates, Albatross owes a great deal to the efficiency of his untiring efforts and skill.

A young C.W. candidate was about to meet a board of officers convened to interview applicants for commissions. He spent all the previous evening shining his shoes, and thinking of all the questions he might be asked. When the fateful hour arrived he was prepared for anything — anything but the higher-than-usual doorstep. To the Commanders and Captains composing the board, the young man sprawled unceremoniously before them and seemed to present a hopeless situation. With a sigh the C.W. got up and dusted his uniform. “Well,” he said, “at least I fell into good company.”



## THE LAST STAND OF THE YARRA

WHEN the Japanese storm burst at the end of 1941, H.M.A.S. Yarra was in the Mediterranean. She had a long period of service between Bel-el-Mandeb and Tewfik before joining the Inshore Squadron. One of her last jobs on the Tobruk Ferry was to escort in company with her sister-sloop Parramatta a cargo of benzine fuels and explosives to the Tobruk garrison. A fortnight later she was making south again through the Canal. Her crew must have thought themselves doomed for ever to the smell of the Red Sea ports in her flats. But this time she was headed for a wider sea. Her final act was to be played alone on a distant stage.

Leaving Aden at last on her tail, Yarra proceeded to Colombo where she met survivors of the Repulse and Prince of Wales. After their long service in foreign waters the thoughts of Yarra's men must have yearned for home. But Australia was not yet. On January 6, 1942, Yarra turned into the Sunda Straits.

From Tandjong Priok, Yarra went at once on convoy escort to Singapore. The rest of January and the whole of February were spent in the alarms and excursions of this duty. Commander W. H. Harrington, R.A.N., who had been in charge of the ship through the whole of her Red Sea, Persian Gulf, and Mediterranean service, was withdrawn to another appointment, and, on February 11, his place was taken by Lieutenant-Commander R. W. Rankin, R.A.N.

As the final tragedy was developing at Singapore towards the end of February, Yarra was detailed to join a convoy with refugees. The enemy air strength was daily more formidable and the ships suffered frequent attacks. At Palembang in Sumatra, Yarra left the convoy to take up the tow of H.M.A.S. Vendetta, which had been refitting at Singapore when the climax came. Yarra towed her safely into Tandjong Priok.

Leaving Batavia again on February 27, Yarra joined a convoy heading south. The ships were soon spotted by Japanese planes and in the Sunda Straits were attacked continuously for eleven hours. Yarra was short of ack-ack fire. She sustained a good deal of damage, but shot down five aircraft.

The next job was to pick up survivors from a torpedoed Dutch tanker. They were hardly aboard when Yarra had to defend her convoy from an enemy submarine. The supply of depth charges was still healthy and Yarra beat off the submarine with patterns.

The convoy was making for Tjitajap on the south coast of Java, but its progress was slow and not until March 2 were the ships ready to enter port. By then the military situation had dangerously deteriorated and they were advised to go direct to Australia.

The convoy divided; and Yarra, with two merchant ships and a small motor minesweeper, headed for home.

Again the convoy was a slow one. The depot ship Anking was laden with wounded, the tanker had a precious cargo of oil fuel, the minesweeper had been damaged, and Yarra's own speed was at best not more than 16 knots. Forty-eight hours after leaving Java the ships were still in the danger zone. Their heaviest armament was the three 4-inch guns of the sloop and a 4-inch gun carried by one of the merchant ships. Yarra also had four 3-pounders and a half a dozen machine-guns. This was not a formidable array against the enemy, especially as ammunition for the heavy guns was in short supply, and the tanker was carrying a dangerous cargo.

At dawn on the 4th March, Yarra's look-out sighter ships on the horizon. As their masts and tops loomed through the heat-haze of the tropical morning they were thought to be an Allied squadron on the way north to the battle area. They were coming fast: destroyers 'low-hung between the bow-wave of their utmost power' followed by cruisers. As visibility cleared they were identified as four Japanese destroyers and three heavy cruisers. The contrast of their power and numbers with the little

convoy imparted to the ensuing action a quality that was at once pathetic and awe-inspiring.

Rankin and all his men knew that they had no hope of saving their ship. Their duty was to their convoy. Rankin gave orders to make smoke, and signalled to the merchant ships to run for it while he drew the fire of the enemy.

The Japanese cruisers opened fire at twelve miles and came on at thirty knots, a speed which hopelessly outran the convoy. Rankin was not yet within hitting distance. To engage the enemy and give the other ships a chance of escape he had to close the range. He then gave the order which must surely rank as one of the most glorious in British naval history: 'I intend to charge the enemy. Full speed ahead.'

A hail of shells came at them. But 'we opened with our No. 2 gun.' One of the gun crew shouted down the ammunition supply that they had scored on a cruiser.

'Within a minute or so of emerging from the smoke, there was a loud explosion amidships when a salvo struck us, demolishing the sick-bay, killing the doctor and sick berth attendants and the Javanese seamen (rescued by Yarra from their wrecked ship), who were housed in this part of the ship. During all this time we were still heading at full speed towards the enemy.

'In less than a minute after the first salvo we were hit by the second salvo. This blew the bridge and the wireless room to pieces.

'Immediately following this the third salvo struck in the vicinity of the officers' wardroom. The muzzle was blown off No. 3 gun and the mainmast was carried away.

Rankin was killed by the second shell and Lieutenant-Commander F. E. Smith, R.A.N.R., the First Lieutenant, took over command and by his coolness and courage did much to sustain the morale of the men.

Most of the enemy fire had so far come from the cruisers, which kept out of range and continued to pound the little ship with their 8-inch guns. One shell pierced the engine-room. The ship could no longer make speed. The decks were awash and it seemed that the Yarra was sinking. But she still had way on and one seaman took over the emergency steering gear and made to ram one of the destroyers which had come near. 'There was little more that they could do; Yarra had fought off crushing odds for nearly three hours.'

Lieutenant-Commander Smith now gave the order to abandon ship. He personally supervised the launching of the floats and helped the men to get away.

Some of the H.M.S. Stronghold's survivors, sunk in an earlier action, were prisoners aboard one of the Japanese cruisers. 'About twenty minutes to half an hour (after the commencement of the action) we were taken on deck and shown, as they tried to impress us, the might of Japan's navy. The Yarra was the only ship left afloat and we could see flames and a great deal of smoke. The two destroyers were circling Yarra, which appeared stationary, and were pouring fire into her. She was still firing back as we could see odd gun flashes. The three cruisers formed a line and steamed away from the scene. The last we saw of Yarra was a high column of smoke, but we were vividly impressed by her fight.

The rafts and floats had pulled away from the burning ship, when, shortly after nine o'clock, Yarra went down.

'Altogether thirty-three men, including two Dutchmen and three Chinese, had reached the two Carley floats, and together they drifted for five days, watched by the greedy sharks and attacked by mollyhawks. There was scarcely any water, and their food was flying-fish eaten raw. Each day saw the little band diminish, but, when hope was at its lowest ebb, the immensity of space threw out a helping hand in the shape of a Dutch submarine, which by chance had surfaced at sunset near them. Ten more days and they were in Colombo.

Of Yarra and the entire convoy there were thirteen survivors.



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## IS YOUR FI - HI?

No. 1

After my usual sumptuous dinner one night about a year ago, my better half, no doubt under the impression that I was in a good mood, tentatively suggested we purchase a Radiogram. I lowered my Pilots' Notes and grunted that "I'd see."

I saw —

(a) In the average commercial radiogram, the cost of the actual sound reproduction equipment accounts for only 15 per cent to 30 per cent of the price you pay.

(b) The overpriced earshaker is capable of reproducing only one half (frequency-wise), or less, of the musical information on a modern disc recording; and this, so distorted, that I'm always amazed to recognize the tune.

(c) The expensive little black disc with the hole in the middle has had, at best, all of its higher frequencies plowed off in the first playing on one of these monstrosities.

Why then, do people buy radiograms and appear to like the noise they squirt out?

The answers are, that the great majority aren't cognizant of any thing better being obtainable — the average Yeti thinks he's pretty well off with his hair coat, since, like most of us, he isn't aware of the wonder of central heating), and the human ear like most of our senses, has the ability to become inured to discord, (some foreigners think WE are aromatic).

It's obvious that, to get value for money, we must enter into the Nirvana of High Fidelity. For any given amount, we can, by buying components with at least pretensions to high fidelity standards, and joining them together in a balanced reproducing system, get an immeasurably higher quality of sound than from the dread radiogram.

How can we get this paragon Hi-Fi?

First some "CAN NOTS" (to finally scotch the radiogram).

You CANNOT have High Fidelity with

- (1) A record changer or automatic stop.
- (2) Speakers in the same cabinet as the turntable. These two are basic and most important. However, except in exceptional circumstances, you also CANNOT have —
- (3) Crystal pickups.
- (4) Spring loaded pick-up arms.
- (5) Small turntables.
- (6) Sapphire needles.
- (7) Speaker enclosure volumes less than a couple of cubic feet etc.

To obtain high fidelity we must firstly, I feel, learn all that we can about it, before we convert good pounds into good sounds. The very name High Fidelity is somewhat ambiguous. If we use the word "fidelity" it would seem that we should not qualify it. Fidelity is a synonym for faithfulness about which no comparatives are usually allowed. A wife is faithful to her husband or . . .

We don't say high perfection, but the High Fidelity of today is much near perfection than that of ten years ago, and ten years hence, the High Fidelity will be higher still, so the term "High Fidelity" isn't such a misnemer after all. We are aiming at perfection of the reproduced sound, viz, it is to be exactly the same as the original, be it classical or R. & R. (ugh).

So much for names; let's get to the sticks and stones of it. Our reproducing chain is made up of these links — Programme source, Preamplifier, Amplifier(s), Loudspeaker(s). THE PROGRAMME SOURCE supplies the initial sound signal and can be either Tape, Disc, Microphone,



Radio (AM or FM). Disc is your best bet here. Compared to tape, it is very much cheaper for a given quality standard. We shouldn't be misled by the fantastic performance claims made for the domestic tape recorder (Professional tape recorders with an ACTUAL F.R. of 40 cps — 10,000 cps x/- 2 db. at 7½ ips. cost around £1,200 which range, though with greater % distortion, can be matched by a £20 turntable rig). Also it is cheaper for a given recording on disc than on tape, and if you think that you'll record your own from a disc you obviously have first to buy the Hi-Fi rig to do it; and to top it off, you are doubling up on distortion content! Microphone is out, because who wants to hear 'little sister, Annie' singing "Swannie," amplified a million times, even if it is undistorted electronically. (It would probably sound better distorted anyway).

RADIO is out for a main programme source because A.M. sound is severely limited in frequency and dynamic range, and F.M. is still in the bud, in Australia, worse luck. However, we could add a tuner as a subsidiary.

The Preamplifier sorts out which Programme Source is being used, matches it, amplifies it, and sends it on to the amplifier. The Preamplifier also incorporates tone controls, allowing us to adjust the sound to suit our listening conditions, volume controls, loudness contour control, phasing etc. etc., depending upon how complex (or expensive) we wish to get.

The Amplifier merely boosts the whole shebang up to where, not only you can hear it, but most of your relatives obtain similar benefit. Both Preamp, and Amp. are considered the strongest link in the chain, having advanced toward our goal of perfection much farther than the other links. Since each link must obviously be as strong as any other in our chain, we can afford to economise on these two items relative to the rest, and only about 25 per cent of our total outlay for a given system should be spent on these together, of we are to maintain balance.

The Loudspeaker is the worst chain weakener of which I know. Conversely (or consequently), it offers the largest variable with which the embryo audio-electronic expert can experiment. The enclosure is of equal importance as the speaker unit itself, especially in the lower frequencies, and, once the basics are mastered, enclosure making offers much scope for the inventive mind and dexterous saw-hand, which we all fondly imagine we possess, to customise the speaker to our very own ear.

To this end and to learn all the good-oh phrases, next month we will start at the bottom of the class, to learn a bit about the ear; frequency response; distortion; dynamic range, etc. etc., (If the Ed. can stand the decline in circulation).

N.B. While Hi-Fi still returns value for money here in Australia, most of us have access, at one time or another, to the markets of the East, where the best of the British equipment (uniformly very good), and American (some very very good, some very very bad, but all with Hi-Fi in big letters across the front) can be acquired for a song, relatively. So, if you come to think along these lines, and can glean some knowledge of what is good and what is bad from this series, then you will surely save on the rabbits next milk run up North.

C. J.

A young lady with a touch of hay fever took with her to a dinner two handkerchiefs, one of which she stuck in her bosom. At dinner she began rummaging to right and left in her bosom for the fresh handkerchief. Engrossed in her search, she suddenly realised that everyone was watching her fascinated. In confusion, she murmured, "I KNOW I had two when I came!"

★ ★ ★  
A certain character sent a sample of his home brew to a laboratory to be analysed. A few days later he received the chemist's report:  
"Dear Sir, — Your horse has diabetes."

## Dining Out ?

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"It's been paid for Jack, and the lady wants you to join her."

## HAD ANY GOOD A25's LATELY ?

Well Join in the Chorus.

A Sea Venom wanted to come in and stop,  
The ball in the mirror went out through the top,  
He tried to pole forward down into the wires,  
Bang went his nosewheel and so did his tyres.

Chorus                   Cracking show — I'm alive!  
But I still have to render my A25.

Another came in with his engine unwound,  
And though he was high, said he would not go round,  
He floated and floated and it looked quite grim,  
But he caught number six and the blighter won't swim.

Chorus  
He was coming round finals all set in the groove,  
With everything going so nicely and smooth,  
When suddenly up went the ship's stern we hear,  
So he climbed up the roundup but minus his gear.

Chorus  
Some think "slow on finals" will just do the trick,  
If you make it there you'll be stirring the stick,  
Then when the sink gets you you'll drop like a rock,  
The fan hits the deck and off low-pressure cock.

Chorus  
We had a boost off on one very dark night,  
A bolters the same so pull back with your might,  
We thought we would go up but "over-rotate"  
Must "Canopy eject" before it's too late.

Chorus  
To ride in the right seat you have to be hep,  
If the pilot keeps speed up, then flyings no sweat,  
But coming round finals you start to go, when  
The speed falls below that one hundred and ten.

Chorus  
The "vertical take off" don't get away when  
They load up their chopper with too many men,  
With forward speed on they are right in the pink,  
But hovering drop in the water and sink.

Chorus

This could have been a question on a S.A.M.E. part 11 specialist qualification paper: "Define a nut and bolt and explain the difference, if any."  
This might have been the answer:

"A bolt is a thing like a stick of hard metal, such as iron, with a square bunch on one end and a lot of scratching round 'round the other end. A nut is similar to a bolt, but just the opposite, being a hole in a little chunk of iron sawed off short with wrinkles around the inside of the hole."





Hey, wait for me fellas, I aint got my surf board off yet.

## Sick Limericks

Willie made a guillotine  
And on it slew his cousin Gene.  
Said mother, coming with a mop,  
"These messy games have got to stop."

Sure, deck your lower limbs in pants;  
Yours are the limbs my sweetening.  
You look devine as you advance —  
Have you seen yourself retreating?

We constanetly hear O'Flannagan say  
"I gave him a piece of my mind,"  
Which is why, when so much has been given away  
So little remains behind.

Here's a little proverb that you surely ought to know:  
Horses sweat and men perspire, but ladies only glow.

In vine veritas, they say,  
Yet lying is so much the custom  
Of certain folk, the safest way  
Is, drunk or sober, not to trust 'em.

Of this strange drink, so like the Stygian lake,  
Which men call Ale, I know not what to make.  
Folk drink it thick and void it very thin.  
Therefore much dregs must need remain within.

You hesitate if you shall take a wife.  
Do as your father did — live single all your life.

How comes it that in Beryl's face  
The lily only has its place?  
It is because the absent rose  
Has gone to paint her husband's nose?

Come hither, husband, my picture is here.  
What think you, my love, don't strike you?  
I can't say it does just at present, my dear,  
But I think it soon will, it's so like you.

Now, when you cut me dead and say that I'm  
Not kennel-bred, nor pure of pedigree,  
I'll think how often that old Mongrel, Time,  
Has cocked a leg against your Family Tree.

A pair of newly-weds stepped into their hotel elevator. "Hello darling," murmured the pretty operator. There was a chill silence all the way up, but when the couple reached their floor the bride exploded, "Who was that hussy?"

"Now don't you start anything," the groom said worriedly. "I'm going to have trouble enough explaining you to her tomorrow."



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STATION TYPICAL — No. 3



The Cafeteria Messman

Bella is toothless; yet when she was young,  
She had both teeth enough, and too much tongue:  
What should I now of toothless Bella say?  
But that her tongue has worn her teeth away.



Teacher (to boy sitting idly in school during writing time): "Henry, why are you not writing?"

Henry: "I ain't got no pen."

Teacher: "Where's your grammar?"



## + The Chaplain's Corner +

### WHY SO FAST?

I SUPPOSE IT IS TRUE TO SAY that man is busier to-day than ever before. More things compete for our time and energy than we can possibly deal with. To keep abreast of the times is an insuperable task for most of us—"the times" move so fast!

Not only do we have books, periodicals, newspapers appealing to us from every quarter; not only has the radio brought the whole world to our own fireside, clamouring for a hearing, but television is equally insistent in its claim upon time in many homes.

Speed as well as time is one of our idols in this wonderful new world man has discovered. The craze for speed may well be symptomatic of modern man's mental maladies. We have even achieved supersonic speed—faster than sound—so that what happens, happens without warning, only after you have felt the blow will you hear the cautionary words: "Look out! He's going to hit you."

We have more and more machines to do almost everything that we want, and that can be done for us, so that we live a "press button existence" to-day.

One of the stock defences for this kind of life is that we must save time. I would put the not important question: Save time for what? "Time is no object" in the East, so we are told, therefore they have any amount of time there. In the West time appears to be of the essence of our lives, therefore we complain that we have no time.

We may travel at amazing speeds, we may do things and go places, ever seeking in activity to escape from thought and self, but sooner or later, in some quiet moment, we must face the question: "What is it all for?" or "What does it all amount to?"

I once saw a cartoon depicting a country railway station. Tied up to a barrow was a dog, which looked about as miserable as a dog could possibly look. A belated traveller stood beside the porter in front of the creature. Said the traveller: "What's the matter with the dog, he looks pretty glum?" "And well he may," replied the porter. "You see, he's chewed up his label, and he doesn't know where he's come from, or where he's going, nor does anyone else, either." Now that is not an unfair commentary on much of our modern life. No sense of direction, living without purpose or aim, such are not inappropriate descriptions of masses of our fellows.

We are continually devising improved, speedier, more efficient means to unimproved ends. We have more and more mastery of the powers and forces of nature, whilst we have less and less knowledge of what to do with them.

Life, surely, does not consist in doing more and more things faster and faster, and in less and less time, else must we not ask ourselves: "What is the final end of all this—a whirlwind?"

Direction, purpose, aim are our paramount needs to-day. Some of us have the temerity to believe that we know what man really wants and what alone will make him happy; we believe it is set forth clearly in the high ethical religion of Christianity. The guidance men and nations need today is to be found, as it has been found before, in the Gospel of Jesus Christ.

Jesus did not seem to be ever in a hurry; few lives have been apparently, but deceptively, simpler, yet Jesus lived more fully, deeply, purposively, and did more in those few, quiet years, than all the rest of mankind, rushing and fussing, and everlastingly going somewhere and doing something. Maybe, if we take time for reflection on this we shall learn something of the secret of it. —CHAPLAIN J. WILLSON, R.A.N.

## JOHN THE BAPTIST

JESUS WAS COMING NEAR THE END of His hidden life. He was about to show Himself to the world as their Redeemer. The word of the Lord was made known to John in the desert of Judea. "The word of the Lord was made unto John, the son of Zachary, in the desert" (Lk. 3.2). John then set about preparing the way for the Lord. "And he came into all the country about the Jordan, preaching the baptism of penance for the remission of sins" (Lk. 3.3). He clothed himself in camel's hair, girted himself with a leather girdle, and his food was wild honey and locusts. His message to the people was one of penance. "Do penance for the kingdom of heaven is at hand." He appealed to them to repent of their sins, and to amend their ways. His message should ring in the ears of all who call themselves Christians, but whose lives are far from those of a Christian. The mark of a Christian is love—love for God, and love for our neighbour. It is not enough for us to say that we are followers of Christ, we must show that we are by our actions. Anyone can call himself a Christian, but does his actions show him to be a Christian?

John's call to penance effected many. They listened to his teachings. John then prepared them for Christian Baptism. There were some of the Sadducees and Pharisees present among the crowd. John knew that they were not interested in the truth. He addressed them in a very stern manner "Ye brood of vipers, who hath showed you to flee from the wrath to come?" (Mt. 3.7) These regarded themselves above having to do penance. As we look around the world there are many who have the same idea about themselves. They offend God by sin but I wonder if they ever ask themselves what am I doing to show God that I am really sorry for my sins? and that I am making the effort not to fall into future sin.

There were others present when John spoke to the Sadducees and the Pharisees. They asked him "what shall we do?" And he answered said to them: He that hath two coats, let him give to him that hath none; and he that hath meat, let him do in like manner. And the publican also came to be baptized and said to him: Master, what shall we do? But he said to them: Do nothing more than that which is appointed you. And the soldiers also asked him, saying: And what shall we do? And he said to them: Do violence to no man, neither calumniate any man; and be content with your pay" (Lk. 3, 10-14). These words of John so impressed them, that they thought that he was the promised Redeemer. But John made it clear to them that he was not. He pointed out to them that there was One coming Who was greater than he. "I indeed baptize you with water; but there shall come One mightier than I, the latchet of whose shoes I am not worthy to loose" (Lk. 3.16). As we think on this reply of John, we can see his great humility. "I am not the Christ. I am not worthy to loose the latchet of His shoes." Humility is a very precious treasure. It means that we know the truth about ourselves. Sometimes we are frightened when someone tells us about ourselves. We should follow the example of John the Baptist. Be humble. Have a good look at yourself and see if you are really the person you thought you were. If you are not, then take action and try to make yourself the person that you thought you were, or the person you would like to be.

As we think on the mission of John I think we could find some help in trying to make ourselves the persons we should be. John's mission was twofold. (a) to preach penance to the Jews and prepare them by his example and word, thus to make them ready for the grace of redemption; (b) to tell them about the Redeemer. He did this so well that even the hard-hearted publicans, and the rude soldiers were moved. He pointed out to them two things:— The necessity of good works:



"Every tree that bringeth not forth good fruit shall be cut down and cast into the fire"; "He that hath two coats, let him give to him that hath none, and he that hath meat, let him do in like manner." The second, John pointed out to them, was the duty of justice: "Do nothing more than that which is appointed you"; "Do violence to no man, neither calumniate any man, and be content with your pay."

John gave a very striking testimony of Jesus. This you have known but to what effect? Have you improved in recent days, weeks, or even years? or are you content to keep in your old ways. Perhaps it might be well for you also to listen to those words of John the Baptist: "Do penance, for the kingdom of heaven is at hand."

— CHAPLAIN L. J. BRESLAN, R.A.N.



## THAT'S LIFE

Marchin' here, marchin' there,  
Admirals sure get in my hair.

Cleanin' this, paintin' that,  
Workin' weekends, feelin' flat.

Socks need darnin', shoes is worn,  
Hat's all battered, suit is torn.

Gettin' worried, feelin' blue,  
Don't quite know just what to do.

Tried to make some money fast,  
Luck ran out and horse ran last.

Can't afford a run ashore,  
Can't think when I've been so poor.

Admirals comin' soon they say,  
Always seems to be that way.

Looks as tho' I'll be in strife,  
Not to worry — that's just life.

Wouldn't it!

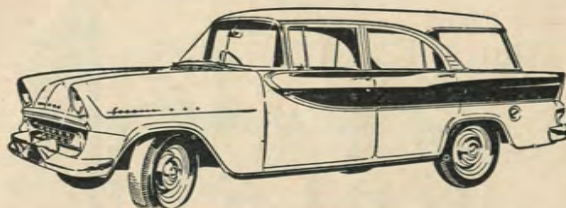
When I was stationed on Christmas Island, Great Britain's nuclear test base in mid-Pacific, it was staffed entirely by men.

The base store had been without greeting cards for some time, and when a new shipment arrived, those of us with various family anniversaries in the near future hurried to make the best selections. As we crowded into the shop the assistant said, "There's no need to rush. They're all the same."

Sure enough, they all read "To My Dear Husband" — all 4000 of them.

R.A.A.F.

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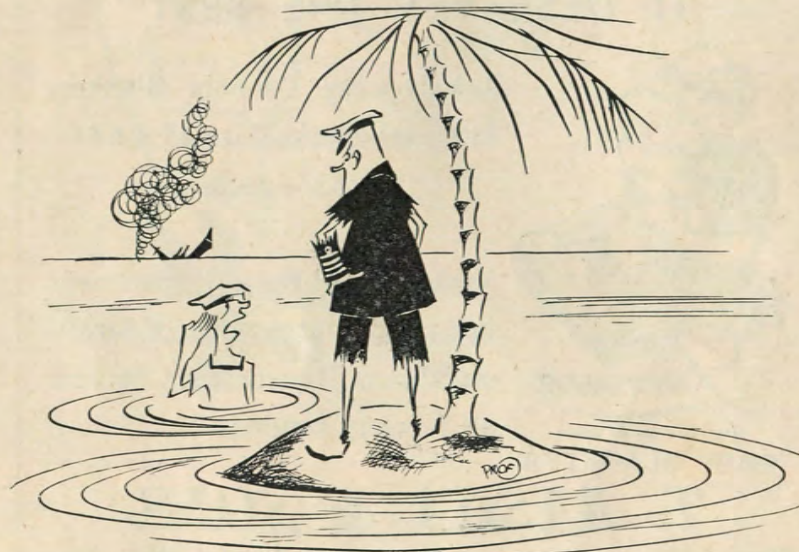


ON THE SPOT FINES

*Fred*



For exceeding the speed limit, I hereby award you 3 days Number 9.



Whe-e-ere's the Wessex?

*Thank You!*

she said as she snuggled down with her

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## SPORTING NOTES

### BOWLS IS AN INTERESTING SPORT

THE GAME OF BOWLS is no longer the preserve of the older generation. It has become increasingly popular with the younger player. The standard of bowls has increased as the margin for skill has become most marked, due to the enthusiasm and extra competition of more and younger players.

Outdoor bowls must not be confused with the indoor variety, as there is no comparison between the two games. At all times the variety of playing surfaces, the wind factor, and even changing pace of the greens have to be taken into consideration.

It is an accepted practice that all players are graded in a club, according to their skill and experience.

When a new player commences to play, it is the duty of a skilled and experienced bowler to sponsor him and endeavour to point out the basic principles of playing, the etiquette and rules of the game.

Without a doubt, it is one of the most sociable games of all. A series of articles will be published in the succeeding issues of "Slipstream" to explain the finer points of the game. In the meanwhile all personnel wishing further information in view of becoming a playing member, may join the recently formed Albatross Bowling Club, and are requested to contact any of the committee.

Surg L/C (D) Howells, president; P.O. Bryant, vice president; S/L Dickie, secretary; Lt. Hamilton, bowls captain; P.O. Lambert.

A game of bowls can be played: (1) Singles; (2) Pairs; (3) Triples; (4) Fours.

(1) In Singles they play to 31 up. (2) In Pairs, 25 ends. (3) In Triples, 24 ends. (4) As decided by Match Committee.

Positions of Play — The Leader: The player who plays first for his team. The Second: Plays second and keeps the score. Third or Measurer: Plays third and measures the bowls to determine who is shot bowler and the number of shots scored at each end. Captain: Plays last and directs the strategy of play.

The next article will be devoted to etiquette, rules of bowls and current news of the activities of the club.

— ABDUL.

### ALBATROSS UNDERWATER CLUB

The weather has been a bit hard on the spearmen lately, causing cancellation of the barbecue set down for the end of April at Jervis Bay, and generally making conditions rough in the bay. The water temperature appears to have dropped considerably and rubber suits are fast becoming the rig of the day.

Since the last issue of "Slipstream," the club has been invited to represent Navy at the U.S.F.A. contests held monthly up and down the coast and championship events which will probably take us interstate. A trip North at the moment would certainly be welcome, more so in the coming months.

On Anzac Day a couple of chaps and myself went down to Jervis Bay to investigate the buzz that the Wobbygongs are very active and probably the best fed fish in the bay at the moment. After some time in the freezing water I speared a fair sized "Mowie" only to lose both fish and spear to a big wobby and be paced back to shore, while the two spears can confirm that it is possible to swim overarm with a knife in one hand and a speargun in the other. The Wobbygongs have been given a lot of space in the newspapers recently, as having attacked spearmen, but on reading the accounts, all sharks have proved to have been "legal" inasmuch as they were either wearing spears or had been provoked.



The club was fortunate in having the use of a work boat from "Cresswell" for our last outing, although we were restricted to the breakwater area due to bad weather. We used the boat as a base about 100 yards off the breakwater, and really got among the fish, the "Mowie Mangler" bagging eleven of the twenty-eight fish caught. It is hoped that we will have the use of a work boat in the future when the rains wash out the roads normally used to get to the good spots, so that we can keep up the outings during the winter months. Contrary to popular belief, rainy days do not affect spear fishing a great deal, conditions mostly depending on wind and cloud affecting visibility. We had a good catch at our last meeting and earlier in the week C.A.A. Gardiner landed some very nice fish, including a 40lb. groper.

— THE BIG FISHERMAN.

#### RUGBY LEAGUE — ALBATROSS DEFEAT MILTON 9-3

The following is a report of the match, Albatross v. Milton, played at Albatross on Saturday, 29th April, 1961:

From the kickoff the Albatross forwards got possession of the ball and thoroughly tested the Milton pack with ten minutes so'ld running. E.M. Hickey was very prominent in the forwards, backing up continually and tackling low at all times. From a scrum on Milton's 25 yard line the ball went quickly to centre L.E.M. Russell who sliced through the opposition to score in the corner. L.A. Struhs just missed a very difficult conversion. Albatross 3, Milton nil.

Albatross forwards continued to drive towards Milton's line, despite strong opposition, till Hickey passed quickly to Brealey, who sent Clements over for a try. Still no goal. Score 6-nil.

Milton, not to be outdone, pressed hard, but good tackling and kicking by fullback Struhs kept them at bay. During one Milton rally, winger Wilkinson saved a certain try but was badly hurt and to be carried off the field.

After half time, Milton fought back to score wide out, but missed the conversion. Score 6-3.

Hooker Clark gave Albatross a feast of the ball, and half back Scott gave excellent service to the back line. Clark's tally of scrums won was 32-14. Daniels, at outside centre, made several penetrating runs, and with experience will be a good centre. Winger Summers saw very little of the ball, but was dangerous whenever in possession and brought off several devastating tackles.

Albatross forwards carried the ball to the Milton line and from a "play the ball" S.A. Tomlinson went round the blind side to score unopposed. Score 9-3.

Milton fought back gamely but time ran out, with Albatross winning 9-3.

#### AUSTRALIAN RULES

As quoted in the last issue, our first game of the season was on the 19th April, versus the N.S.W. Police, at the Army oval, Moorebank. Our team travelled north this day, less its vice-captain, "Swampy" O'Donnell—out with injuries—fully confident of a first-up win. This turned out to be the case, with the final score being Albatross 15 goals 21 behinds versus Police 3 behinds. The scores may indicate an easy win, but this was not so. Police and N.S.W. State-side ruck man, Ellis Noack gave intense opposition to our own ruck men and they were kept hard at it all through the game. Stars for Albatross were "Nobby" Clarke, Ian Struhs and Barry Fallon. Others to show out to advantage were Capt. Col Mason, Bobby Earle (5 goals) and Ted Kendall.

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The second game of the series was played at Ingleburn on the 26th April, versus 1st Div. Signal Regiment. Incidentally, this team previously defeated Kuttabul 23 goals 22 behinds to 4 goals 7 behinds. The game was played under wet conditions and surprisingly, Albatross handled the ball extremely well, hand passing being excellent. Highlight of the game was beautiful anticipation by "Big" Bernie Jeffries to tally 7 glorious goals, one kicked "Ron Todd" style, over his head. The back line performed very well led by "Blue" Chatwin, who turned in a rattling good effort, assisted by "Nobby" Clarke, Mike Carr and Jerry O'Dea. Ray Lewer at full-back also earned praise for his long clearing kicks from the 10 yard zone. It was welcome back to Vic Capt. "Swampy" O'Donnell, finishing the day with 6 goals to his credit, and being mainly responsible for several others. The ruck men won the knock all day and played well, with Albatross being just too good on the day. Final scores: Albatross 23 goals 22 behinds versus 1st Signal Regiment 1 goal 7 behinds.

After two games it seems we have a grand start for our third successive premiership. Can't see the Army lowering our colours this season. Before signing off, here's an interesting fact: Our percentage after two games is 1693.7 per cent (a record ? ?) the nearest rival having only 97 per cent approximately. Keep it going, Albatross.

— THE MAD PUNTER.

### SOCCER

Well, a little more time has passed and a little more experience has been gained.

Since last in print the club has gained a welcome shot in the arm in the persons of PORE's Trow, Dick and Razzy, who, joined the Station from U.K. and have proved their worth to the team and club. Already many of us are no doubt wondering just how good the team is by now and what really are our chances for the Shower's trophy. Well, at last I can confidently say that our chances are more than "just fair to middlin'."

The first team's showing against R.A.A.F., Richmond, at Nirimba, proved that they were quite capable of working together as a team, and also that as a whole they were able to adapt to sudden changes — in this case the torrential down pour and resultant greasy pitch, much quicker than their more team-practiced opponents. The final score was a credit to their spirit, being a 5 to nil win.

Since the season started the Station team has met (and been conquered by) Nirimba, 3 to 1. at Nirimba, and also Watson here at home. But here we were able to more than hold our own, and won 4 to 1.

In the Army's competition we have had varied success, but on the whole are doing reasonably well.

For the three games that we have played in their competition we have had two wins and one severe mauling from what we fear is the best team in the Army League.

On the social side we have recently entertained the Bulli Workers Club team here at Albatross in a return fixture. The day was made for the game and reports are that the visitors were heard to say that they would look forward to coming down again when the opportunity offered.

Soon, too, we will be visiting Helensburgh Club for a social game, and it is expected that the usual good day will be had.

All club members are urged to take advantage of these visits, both at home and away. Through your attendance we are able to fulfil two of the club's aims. That is, your enjoyment of the sport and activity, and visits to outside clubs for increased social activity.

To finish up, a "wee birdie" tells me that a certain "Old Men's Home" inmate scored a fine goal against the Richmond birdies.



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#### ALBATROSS HOCKEY CLUB

The Knockout Carnival at Wollongong began on the 15th April instead of the 8th April, due to the grounds at Kelly Park not being fully prepared. The Albatross "A" team were hot favourites immediately, as they drew A.I.S. 3, a minor "B" team in the first round, and had a bye in the second round. After beating A.I.S. 3, they went straight to the semi finals. The "B" team were a little unlucky in that they drew an "A" team, Wollongong Rangers, in the first round, and last year's "A" minor premiers, St. Michael's, in the second round. The match against Wollongong Rangers was drawn, 2-all, and our team won by a penalty corner, much to our pleasant surprise. After a hard tussle, St. Michaels beat us 3-nil.

The "A" team played Woonona in the semi finals, and the match was drawn, 2-all, our team winning by a penalty corner. St. Michael's won their semi final and played our team in the final, and proved too strong, winning by 4-1.

Albatross "B" played St. Matthews and Albatross "A" played Woonona. The Illawarra competition began on Saturday, 26th April, 1961, both matches being held at Nicholson Park, Woonona. In the "B" grade match, St. Matthews held our team to nil-all at half time, but our players settled down in the second half to show good teamwork, resulting in a win with 6 goals to 1. Ron Hitchen scored 5 and Dave Allen 1.

Due to the fact that many of our experienced "A" grade players were unable to play, Woonona defeated us 2-1. However, the team did very well in holding them to this score. The competition matches on Saturday 6th May, were played at Albatross; the "A" team played their old enemy, Bulli, and defeated them 2-nil, both goals scored in the last half by Rex Johns and Hugh Wells. The team was strengthened considerably by the return of Bill Kerr and Butch Jenkins as full backs and Len Zuch and George Mullins in the half line. Rex Johns did very well as he had just finished playing a fast game in the "B" grade. The "B" grade match was played against the A.I.S. 3 team, and our team showed a big improvement in fitness and passing, gaining us an 8-nil win. Ron Hitchen was the star again, scoring 5 goals; Barry Lister scored 2 and Dave Allen 1.

The matches for the 13th will again be played at Albatross; the "A" team will play Lysaghts, and the "B" team will play Southern Flame.

A match against R.A.A.F. Richmond was to have been played on 3rd May, but was postponed as the R.A.A.F. were unable to get transport. We hope to meet them soon. Lt. Holden, from Cresswell, has approached us in view of arranging matches with the Cadets on Wednesday afternoons and we are now awaiting further word from him.

On Sunday 7th May, a combined Albatross team played a social match against the Nowra Women's hockey team at Albatross, and finished up in a 3-all draw, one of the goals against being scored by Ron Hitchen. Afternoon tea was provided and then a quick tour of the Station. Another match will be played next month and will be followed by a barbecue.

#### ALBATROSS RIFLE CLUB

The Club conducted its first handicap event on Wednesday, 3rd May. Fourteen members took part and the trophy was won by E.M. Moore with a handicap of 9. Four other members shot the possible or better. They will be re-handicapped before the next event of course. Best scores of the day were E.M. Moore (54), N.A. Rayward and E.M. King (52), P.O. Daniels (51), P.O. Uebel (50). All participants shot better than usual, proving that trophies are much sought after.

The Club, which is limited to thirty members, due to the size of the range, has a full list at present and a waiting list is building up. All members are advised to contact the Treasurer (P.O. Leslie) before the end of May to pay affiliation fees.





"Yes Sir, tragedy — factured in three places — serious indeed — my favourite wood too, Sir."

## ALBATROSS GOLF CLUB NOTES

On Wednesday, 12th April, some 25 members of the Albatross Golf Club journeyed to Moss Vale to play on pastures new. A somewhat delayed start at about 1230, a rather underpowered bus, and two minor electrical failures caused a rather late arrival at our destination. Having skirted too very heavy storms en route, we arrived at Moss Vale as the third hit the course, causing rather damp conditions underfoot for further play that afternoon.

However, this did not deter the seafarers, and twelve holes were managed before failing light and further rain caused an adjournment to the nineteenth hole. Needless to say, the scoring in these conditions was not as good as might be expected on this very pretty and interesting course. If memory serves me right, L/Air Burns and C.P.O. Trevethan returned with most of the loot, and after many attempts C.P.O. Zimmer at last won the Bradman trophy.

Everyone agreed that Moss Vale was well worth visiting, except it was a little difficult getting used to the bent fairways. A unanimous vote was passed for a return to this highland course. However, the day was not without its trials, for about four miles out of Moss Vale the "Pussers" bus decided that there were too many suppressors in the H.T. lead and that it needed further maintenance before continuing the return journey to Nowra.

There being numerous engineers in the party one would have thought that this slight defect would soon have been remedied, but even engineers can't work without tools. It was surprising what was produced from various golf bags (obviously some had been caught before) but even with the odd bits of wire and a seaman's knife, repairs could not be effected. An envoy, after a swift trip back to Moss Vale, produced a new H.T. lead and after a little mort manipulation and a push start, our bus restarted. The only trouble now . . . no generator. No one appreciated negotiating the Kangaroo Valley without headlights so a return was made to Moss Vale, where, after much delay, the electricians returned to normal. This interlude did allow the hunger of all to be assuaged and the throats of some to be suitably lubricated, and eventually we returned home at 2359.

The following week the 1st Field Regiment journeyed from Holdsworthy to pit their strength against Albatross, at the Nowra Golf Club. Eight matches were played, with the home team winning all, but although defeated, our visitors enjoyed themselves thoroughly. The Captain was perhaps the unluckiest player, having led early on, in both nearest the pin and the longest drive with two extremely worthy shots and then was pipped by two burglars. However, three balls in the club competition no doubt helped.

Because of the difficulty that Nowra Club is having in raising a team in the Davis Shield matches, it is thought that these matches may now be played on a Saturday. So when the clarion call goes out for representative players for the week-end, don't be backward with your entries.

**THIS MONTH'S TIP** — Forcing a shot tends to increase the error in direction and increases the chances of duffing the shot. An easy swing usually produces far greater accuracy and quite often extra distance.

What has 24 feet, green eyes and a pink body with purple stripes?

I don't know. What?

I don't know either, but you'd better pick it your your neck!



### ALBATROSS BOAT CLUB NOTES

While there has been an obvious increase in the number of boating fatalities during the last couple of years, little or no stress has been laid upon the perils which lie in wait for landlubbers as soon as they leave their natural environment.

Every week we see advertisements for boats of all shapes and sizes, and for many craft with engines that will propel them across calm stretches of water at twenty to thirty knots. Anyone with the cash or the credit can buy these boats, and neither licence nor training are required to use them.



Recently we had a vivid example of the hazards involved when we watched spellbound and helpless while an over-enthusiastic owner of a brand new fibre-glass speedboat raced full throttle down river and under the Shoalhaven Bridge at Nowra. Heading straight for the submerged rocks and completely unaware of his precarious position, he did a couple of swings to port and starboard to give his passengers a thrill. At that speed his hull could have been ripped to pieces on the outcrop which could not have been more than eighteen inches below the surface. Later we learned that two of his party could not even swim.

One of the main objects of the Albatross Boat Club is to prevent this sort of crazy and stupid behaviour afloat, and we believe that it cannot be too strongly emphasised that before sailing or boating anywhere we must realise the dangers contained therein.

We insist that a coxswain should be familiar with his craft and know its reactions under all conditions. Also he should have an accurate mental picture of the course he proposes to sail, and is aware of the rocks and sand banks en route. He must have a good knowledge of the effects of the tides, and of any other obstacle he is likely to encounter, and he should understand and appreciate the rules of the road and the rules of racing.

Before venturing into deep or dangerous waters a good skipper will assess the capabilities of his crew or passengers, whether they can swim, whether they will panic, and can they be relied upon to do anything to help if trouble strikes suddenly. Generally speaking, women and children passengers pose a problem in a small boat that should never be undertaken lightly.

In brief, prepare for the worst and hope for the best.

The thrills and excitement that can be derived from sailing and boating should stem not from errors of judgement and the ensuing disorganised chaos and terror, but from skilful seamanship, good judgement well displayed, and in the keenly contested perfections found in racing.

The sailing season 1960-61 is fast drawing to a close. It has been a most successful summer, and a number of new coxswains have come to the front, particularly from the Electrical branch. Winter maintenance has already started and I think the new metal sail racks will prove their worth next year. During the next few months all boats will be scraped and re-varnished, and it has been proposed that all members should receive some technical instruction in boat maintenance and elementary splicing. This need not necessarily interfere with sailing whenever the weather is favourable.

To conclude, I wish to extend a warm welcome to anybody interested to join this happy and useful club, and in particular to Officers and Senior Ratings to come and give their moral support, and to give us also the benefit of their experience.

— COLIN ANDREWS.

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### BASKET BALL

The winter season has started once more. with Albatross entering two teams in the Shoalhaven District Competition.

The "A" Grade team has started well, winning their first three games with some very good basket ball, and are at the top of their section.

The "B" Grade have won both their matches with some very good play, and with more experience should prove very hard to beat, so let's have a few more "B" grade players along to practice on Wednesday afternoons, where they will get the experience they need.

New players are always wanted, and a trial can be arranged by ringing L.A.M. Clark on Ext 497, so don't sit back and say you would like to play — come along and try.

### JUDO CLUB

At long last all our training and hard work has borne fruit. The Albatross Judo Club's representatives at the Wollongong Gradings really did well for themselves. The results were: M. Stewart and J. Mager — Orange Belts; T.P. O'Connor, J. De Silva, J. Stewart, B. Butler A. Arnell — Yellow Belts.

We also stirred up some enthusiasm with the Wollongong clubs for an inter-club competition, with some of the competitions being held at Albatross. There is also a possibility of some of the members of the women's club coming down and giving a Judo demonstration, if there is enough interest.

Once again we are stressing the need for new members, especially from among the Seniors Rates and Wardroom members. If you are interested and wish to join, please contact LREM Stewart on extension 404 or Wtr. Magor on extension 205.

— HO SOOL !



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A civilised method of seeking redress  
When the meal on your plate looks a Hell of a mess.  
A nice, balanced menu "A la U.S. Forces,"  
Instead of the usual five or six courses.

A tri-daily queue for a half-eaten meal,  
And the fresh doughy bread, which has no appeal.  
The menu that alters a few times a session,  
Just helps in producing a "Sign On" depression.

A nice padded seat just to park your posterior,  
Not a hard wooden bench which is always inferior.  
A shilling to pay for an after-lift show  
If you stand up on deck or sit down below.

A dhobeying session produces just sighs,  
When the lovely clean water swills up round your thighs.  
A drying room built to an Admiralty Pattern  
That even Tom Thumb couldn't swing a dead-rat in.

The nice cool clear water from a bent metal cup,  
The four cans of beer that you just can't drink up,  
The inspired "Goffer" flows hot from the tap,  
And who wants to wear an unwashable cap.

The nice airy messes with floor space galore  
If you don't feel like sleeping, just sit on the flood.  
The locker that takes a route march to find  
Is not what the sailor could call well designed.

The showers that come with the shortest of warning.  
The wonderful parties beneath sky and awning.  
The washing machine on two legs and a stick,  
And the creamy fresh milk you can't buy for a brick.

The victualling system doesn't give us a clue,  
Why the Lancashire Hotpot looks like a stew,  
And the great Melbourne mystery that's really a hummer,  
Where the boiled eggs and coffee and soup go in summer.

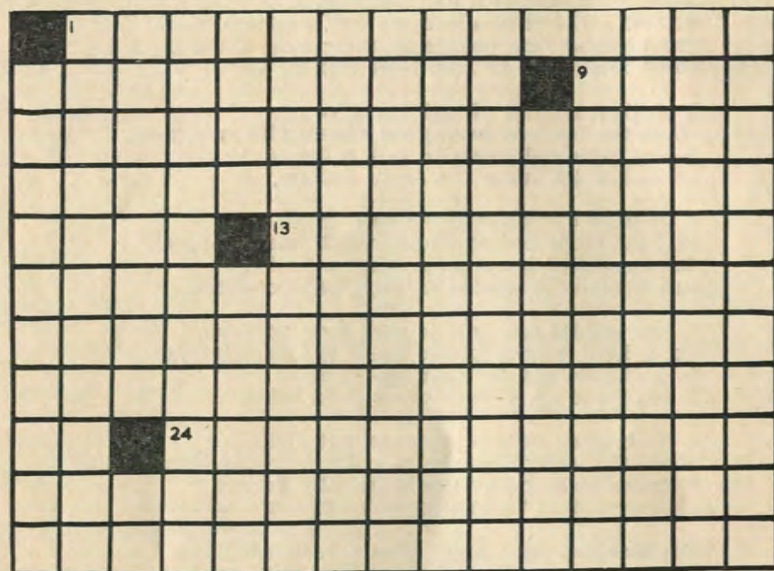
The skill and dexterity and pride of the cooks  
Is often belied by their "bored to tears" looks.  
We can't really say we'd enjoy their vocation.  
When the meat that they serve may be some close relation.

The key to the problem's not hard to percieve,  
They don't want more money or even more leave,  
Just a body who's willing and right on the spot,  
With assurance that someone's concerned with their lot.

"KNOCKER."



## THIS MONTH'S CROSSWORD



### TENNIS

There has not been a lot of tennis activities on the Station this month, but the Eastern Command competition that we are participating in, in Sydney, has reached an interesting stage. The semi finalists in the "A" grade were 1st, Base Workshops; 2nd, H.M.A.S. Albatross; 3rd, Base Ordnance Depot; and 4th, 2 Royal Australian Regiment. 2 Base Workshops played Albatross for the first semi, and Albatross won by five games, and so go on to the grand final. 2 Royal Australian Regiment defeated 2 Base Ordnance Depot in the second semi, and have now to play 2 Base Workshops for the final. Wet weather caused this game to be postponed last week, and according to reports it most probably was cancelled this week. The finals are played on lawn courts at Victoria Barracks.

Unfortunately, there is not a tennis comp. on the Station until late in the year. However, anybody who is interested in playing in the Shoalhaven Tennis Association's winter competition, which starts in August and is played on Saturday afternoons, may give their name to C.A.A. Eastgate (Ext. 373). This is a mixed competition, and ladies or gents are welcome.

## The Skeleton

In the Skeleton Crossword the black squares and clue numbers have to be filled in as well as the words. Four black squares and four clue numbers have been inserted to give you a start. The black squares form a symmetrical pattern. The top part matches the bottom part and the two sides correspond. So you can fill in twelve more squares at once to correspond with those given.

(Solution next week).

### ACROSS

2. Despicable character in an author blocking the way.
8. Is such depressed protection amusing?
9. Highest achievement of the unknown private.
10. Certain? No but there may be something in it.
11. Stream of hot water.
13. Times change Horus found.
14. It may be useful if he could have more than a brief record.
17. Raised on a staple diet that lacks one.
20. Some notes on how to produce sound entertainment.
22. Not expected to go forward and applaud the act.
24. Small retreat for vermin.
25. Might expand a skirt, or give a kid a roll.
26. Shout for attention from an old boat.
27. Fast one, admittedly, but its quiet a weight.

### DOWN

1. Educated man with a broken nut in Africa.
2. Don't allow company inside for breakfast.
3. Hurried to give Charlie a start to raise cattle.
4. Like Hazel perhaps, but putting it very briefly. (three words).
5. She is quite taken by that lavish champagne supper.
6. Ground for a realistic come-down.
7. Lived up to his bad reputation. a man.
11. Jerk up and down for cash, or
12. Doesn't sound like straight whiskey.
15. May have been lent by a friend
16. Halt — the people might get a drink here.
18. Something like Bruce in a mechanical kind of way.
19. Puts down carelessly in the gloom.
20. Express sorrow for a short time over the ashes.
21. All of an oat, but it makes a hit.
22. Do it up to make money fast.
23. Point of primitive aggression.

£1 prize for first correct solution



SPORT (Sunday Telegraph)

### SWAB ORDERED AFTER BIG GAME

Stewards ordered the players to be swabbed after heavily backed Albatross won last week's Aussie Rules against Kuttabal 28-21 to 1-2. The game was a fast one-sided affair, in which full-forward Dave Farthing kicked 15 Goals. There were a few rough-and-tumble moments but no casualties, with the exception of captain-coach Brian Mason who appeared to suffer some sort of stroke while addressing his team at three-quarter time. This aroused the stewards suspicions and both teams were later swabbed at the Sportsman's Club . . . . .





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