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# SLIPSTREAM

No. 50

JUNE, 1961



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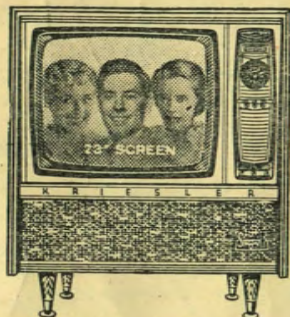
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# SLIPSTREAM

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

No. 50

JUNE, 1961.

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

**T**HIS COPY is the fiftieth issue of "Slipstream" and as depicted in our cover, drawn by "Chips" Gray, it is also the issue nearest to the fiftieth year of the Royal Australian Navy. Thanks go to "Chips" for a symbolic representation of the modern day sailor toasting the deeds of the past and the hopes of the future.

In its 50 years of proud history there have been just short of 500 ships of all types in the R.A.N. Of these, 166 have been specifically constructed as ships of war, and it is a matter for national pride that no less than 96 of these have been built in Australia.

The major units during those 50 action-packed years have consisted of: 1 Battle Cruiser, 3 Aircraft Carriers, 1 Seaplane Carrier, 3 Heavy Cruisers, 11 Light Cruisers, 35 Destroyers, 18 Frigates, 56 Auxiliary Minesweepers, 10 Submarines, 9 Sloops, 2 Torpedo Boats, 2 Gunboats, 6 Landing Ships (Tank) and 5 Boom Working Vessels.

Tradition, too, has been built up and the names of ships have been perpetuated by repetition — SYDNEY (3 ships), PARRAMATTA (3), YARRA (3), ANZAC (2), AUSTRALIA (2), MELBOURNE (2), SWAN (2), VAMPIRE (2), VOYAGER (2), VENDETTA (2), and WARREGO (2).

The exploits of the Royal Australian Navy in peacetime and in war form a proud page in the history of Australia, and the vigorous growth of the young nation has been matched by the growth and deeds of the Service. For the well-being of our sea-girt continent the foreseeable future makes a virile Naval arm of defence imperative. The "Price of Admiralty" will ever be high in both lives and ships but such sacrifices will always be accepted by the R.A.N., and White Ensign and Australian Jack together will continue to fly proudly down through the ages.

These words, penned in 1901, are as true today as they were then at the dawn of the century and as they will be in the future: "For a maritime state unfurnished with a Navy, the sea so far from being a safe frontier is rather a highway for her enemies; but, with a Navy, it surpasses all other frontiers in strength."

This month is also notable as being the anniversary of the Battle of Calabria in June, 1940, memorable for the presence of the cruiser H.M.A.S. Sydney and units of the legendary Scrap Iron Flotilla.

The issue also contains a vivid commentary of the Battle of Midway written by Wings. This battle was the turning point in the war in the Pacific.

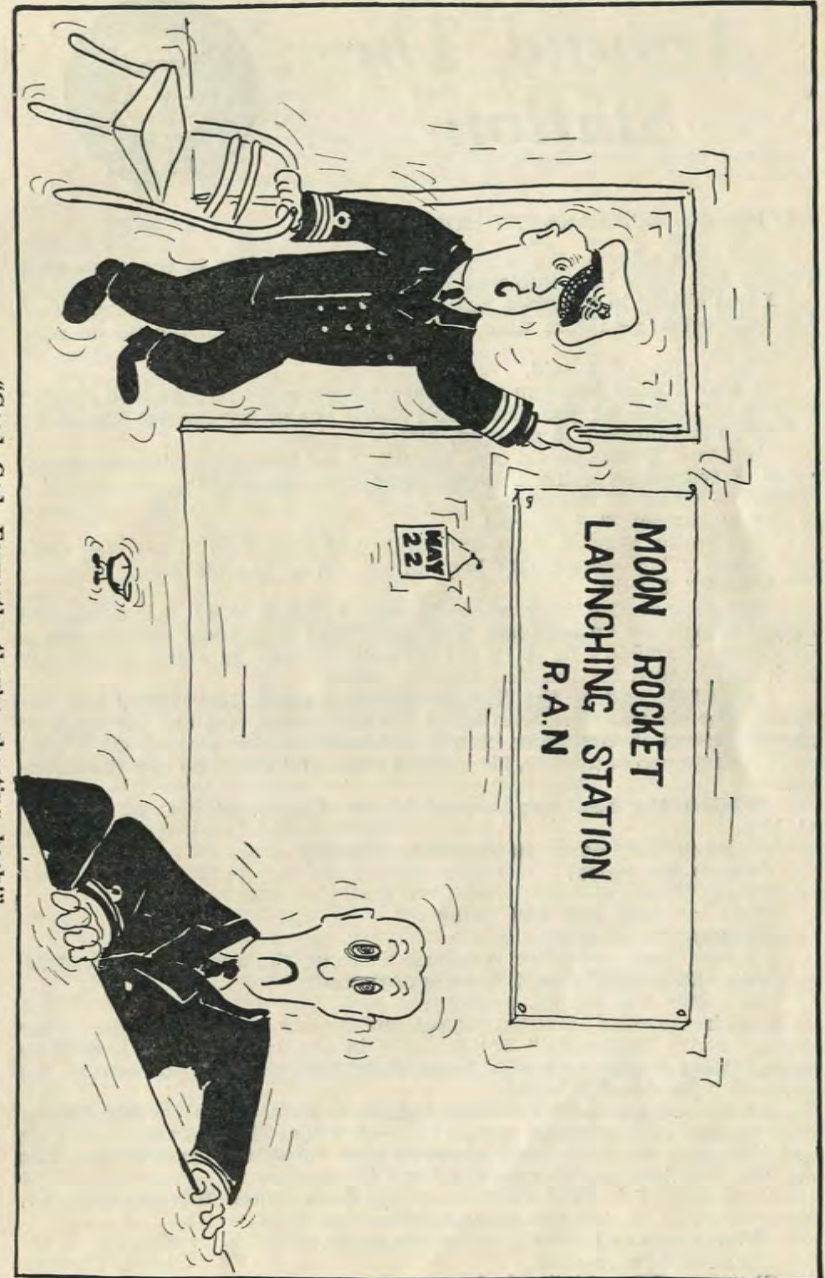
We welcome back the M.A.G. and H.M.A.S. Melbourne this month and of course look forward to a spell of mid-winter leave to recuperating for the next intensive spell of training.

## True Throughout the Ages

It is not the critic who counts; not the man who points out how the strong man stumbled, or where the doer of deeds could have done them better.

The credit belong to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who knows the great enthusiasms the great devotions; who spends himself in a worthy cause; who, at the best knows at the end the triumph of high achievement, and who, at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those timid souls who know neither victory or defeat.

THEODORE ROOSEVELT.



"Good God, Fozworth, they're shooting back!"



# Around The Station



## AS MICKY SPILLANE MIGHT WRITE IT

My name's Pond, I'm a Public Eye. A Public Eye is the same as a Private Eye, only he's employed by the Commonwealth.

I was sitting in my office last month, checking a copy of "Navy News" for fingerprints — (there were none, of course) — when the phone rang. Four rings.

"Yes Captain," I said.

"I wish I knew how you can always tell when it's me," he said. "Listen — I've got a job for you. Someone's stolen one of my Control Towers."

"Was it valuable?" I snapped, instantly alert.

"Not very. It was an old one. Though it did have a certain sentimental value, I remember seeing it there some time last month, then all of a sudden — bingo! It was gone."

"Any suspects?" I queried.

"Not really. Though you could check up on the mob in the New Control Tower. They were pretty keen to get rid of the old one."

"Check," I said.

This looked like being a rough case. I called in at the Armament Stores to pick up an equaliser. The only thing they could give me was a Bren-gun. I couldn't fit it in my shoulder holster, so slung it over my back and headed for the New Control Tower.

I nosed around in the New Tower for a while. It was cold and deserted. The air was filled with weird clicking noises, just like the rattle of dice. I guessed it must have been the air conditioning playing up. Eventually I came across a sailor. He stopped stock-still when he saw the Bren-gun.

"Where's the boss man around here?" I snarled, waving the gun at him.

"Through that door," he squealed, pointing.

"What's his name?"

"Wings."

"Why do they call him Wings?"

"Because he flies."

I kicked open the office door and went in, the Bren at the ready.

"Okay Bat-man," I said, "The game's up."

The office was empty.

I looked around. Written across the blotter on the desk were the words, "Strike Esmeralda." So! A dame in the case at last. A dish no doubt. (They always are). But there was nothing else of interest in the room, so I headed downstairs.

On the ground floor I stopped outside a door. Inside I could hear a voice saying, "Ten seconds to go . . . Five, Four, Three, Two . . ." This was it! The gang inside were about to blow up this tower now, and this was the count-down! This time I went in shooting.

Next thing I knew I was flat on my back. Those Bren-guns have a powerful recoil. A guy was standing over me.

"What seems to be the trouble?" he asked.

I ignored the question.

"Are you Wings?" I asked.

"Yes."

"What do you know about the disappearance of the Old Tower?"

"Nothing."

"Who's Esmeralda?"

"She's not one of my mob," he smiled.

"If she's not for you, she must be against you," I said. "I'd better find her. By the way, why do you want to strike her?"

"Why not?" he said.

"Suppose she strikes back?"

"Don't worry," he said. "Her bargue is probably worse than her bite."

As I left I heard him say, "Alright, Ops. Carry on with the time-check."

I decided to have a look at the scene of the crime and walked over towards the site of the Old Control Tower. It was getting dark now, and I climbed over a mound of earth and fell into a ditch. Leading away to the South was a freshly dug tunnel, cleverly disguised as a new water pipe.

So this was how they had done it! They must have broken the tower up and smuggled the pieces along the tunnel. All I had to do now was see where it led.

Five minutes later the case was solved.

"Yes Captain," I said. "It was simple really. The tunnel led over to 725 Squadron's old Hangar — "J" Hangar. You remember they took part in an Air Display at Flinders Naval Depot soon after the Old Tower disappeared? Well, they must have dropped the pieces there. It's obviously a bid by F.N.D. to muscle in on the Air Arm racket. They're going to reconstruct the Old Tower down there as a start."

"Of course, Captain, your troubles aren't over yet. You notice that 725's old hangar is empty since they amalgamated with 724 last week? Better keep your eye on that hangar, or — bingo! And then where would we house the front line mob when they get back?"

Ah well. Another routine case concluded. There's just one thing that puzzles me — why didn't I end up with Edmeralda?

## How to Give Up Drinking

I had eighteen bottles of whisky in my cellar, and was told by my wife to empty the contents of each bottle down the sink or else . . .

I said I would proceed with the unpleasant task. I withdrew the cork from the first bottle and poured the contents down the sink with the exception of one glass which I drank.

I extracted the cork from the second bottle and did likewise with it, with the exception of one glass which I drank.

I then withdrew the cork from the third bottle and poured the whisky down the sink which I drank.

I pulled the cork from the fourth bottle down the sink and poured the bottle down the glass which I drank.

I pulled the bottle from the cork of the next and drank one sink out of it and then threw the last one down the glass.

I pulled the sink out of the rest and next glass and poured the cork down the bottle.

I then corked the sink with the glass, bottled the sink and drank four.

When I had everything emptied, I steadied the house with one hand, counted the glasses, corks, bottles and sinks, with the other which were 29, and as the house came by I drank them again, and counted them, and finally had all the houses in one bottle which I drank.

I am not under the affluence of incohol, as some tinkle peep I am.

I am not half as thick as you might drink.

I fool so feilish I don't whose me, and the drunker I stand here the longer I get.

OH! MY HEADY BLOOD!

JOCK.



# Battle of Midway

JUST 19 YEARS and a few days ago the naval action now known as the Battle of Midway was concluded. As a result of this action the turning point of the war in the Pacific could be adjudged. The far reaching effects of the battle are little known to Australians who regard the earlier engagement of the Coral Sea as the decisive action which saved Australia. Midway can be cited as the classic example of "forward strategy" using sea power as the means of defence and fighting the battle away from the homeland.

At the risk of being accused of heresy the author ventures to state that Midway saved Australia, if not from invasion, most certainly from concentrated attack by carrier based aircraft, more so than the Coral Sea.

However, let's go back to May 1942 and examine the position in which the Allied forces were placed. In the space of 5 months the Japanese had captured Malaya, Singapore, Java, Timor, New Britain, the Solomons, the Phillipines and Northern New Guinea.

In so doing they had eliminated the U.S. Navy battle line at Pearl Harbour, though fortunately they missed the carriers which were at sea. One wonders how much of this action had been learnt from the Royal Navy's highly successful attack on Taranto just over a year before.

The Japanese had contrived to destroy nearly all the major fleet units available to the British forces in the Indian Ocean and had created quite a stir in their attack with carrier aircraft on Darwin as early as February 1942. This was no mean achievement for the loss of a few small ships.

We now know that the Japanese planned to take Midway as a stepping stone to Pearl Harbour, and in the process try to bring about a fleet action which would render the U.S. Navy incapable of further large scale activities. Having done this Australia could be taken at leisure, and one is left to speculate on the effect of some 400 aircraft unopposed over Sydney when a seaplane was launched from a submarine to do a reconnaissance during the night hours preceding the midget submarine attack.

Midway Island consists of two islands each about 1 mile in length surrounded by a reef enclosing an inner harbour suitable for small boats only. Its position is about 1000 miles to the NW of Pearl Harbour.

The overall Japanese plan to achieve his object of capturing Midway and at the same time bringing about a fleet action divided his fleet into five groups.

1. An advance force of submarines.
2. Carrier strike force of 4 out of 6 available, under the command of Admiral Nagumo.
3. Occupation force sailed out of Saipan and Guam.
4. Main body from Japan.
5. A Northern area force with 2 carriers, to capture the Aleutian Islands.

On paper this looked pretty good but it defied the principle of concentration and left the force open to defeat by an inferior strength. The plan depended entirely on the U.S. forces doing exactly as the Japanese hoped it would. It seems probable that little or no opposition was expected against the landing and therefore there would be time to group the force and deal with the U.S. forces coming down from the Aleutians or coming up from Pearl Harbour. To deal with the latter situation the Submarine force was stationed between Midway and Pearl Harbour but were too late getting into position.

On the U.S. side it had been appreciated that an attack on Midway was impending and plans were laid accordingly. At the time the U.S. had only 2 carriers available, USS Enterprise and Hornet, but Yorktown which had been damaged in the Coral Sea was repaired by the terrific efforts

of the dockyard which did the job in 2 days when it had originally been estimated 90 were needed. Some 3000 men were employed.

Meanwhile preparations to defend the island went ahead at speed even to the extent of holding demolition exercises; one of these was so realistic that some 400,000 gallons of aviation fuel went up — it is not recorded what happened to the sailor who pulled the switch! However the remaining half million sufficed for the action although all fuelling had to be done by hand pumping due to damage to the installation.

Admiral Nimitz, CinCPAC, decided to concentrate his fleet to the north east of Midway, and from there be able to make flank attacks on the enemy.

At dawn on the morning of June 4, the Japanese carriers were about 240 miles NW of Midway emerging from a belt of low cloud which had concealed their approach, and were launching their first strike of 72 bombers and 36 fighter escort. In addition to the strike Admiral Nagumo also ordered aircraft to search the eastern semicircle; and here arose one of those coincidences in war which swung the balance. The particular aircraft designated to search out the sector in which the U.S. carriers happened to be did not get off on time and the half hour delay in discovery was all important to the U.S. forces.

At about 0730 the report did reach Nagumo, but even then it was vague and contained no reference to carriers. In the meantime however, the Japanese carriers had been reported by a patrol plane from Midway and strikes were flown off from Enterprise and Hornet. At Midway the receipt of the report from the patrol plane was the signal to get every aircraft into the air, fighters to intercept and others to keep out of the way to avoid being destroyed on the ground.

Admiral Nagumo, having got the report of the U.S. fleet was faced with a decision, and it turned out he took the wrong one:

Should he launch his second strike on Midway or go for the U.S. ships first . . . he was at that time unaware he had been detected.

Should he recover his first strike now returning from Midway and getting low on fuel.

He decided to land on the first wave and at the same time to rearm the already bombed up second wave with torpedoes. Thus when the U.S. attack developed all Japanese carriers were engaged in fuelling and re-arming, apart from the fighter cover overhead. Even in this situation the Japanese carriers survived, at first, for the coordination of the fighter escort in the U.S. groups did not work out and the torpedo aircraft had no fighter protection. As a result of 41 torpedo planes flown in the first attacks only 6 returned — there were no hits.

The gallant efforts of the torpedo squadron contributed to the ultimate success by drawing down the enemy fighters and preventing relief fighters being launched so that when the dive bomber attack came in they were virtually unopposed. The balance was restored when, in the space of a few minutes, the U.S. dive bombing squadrons scored disabling hits on 3 Japanese carriers.

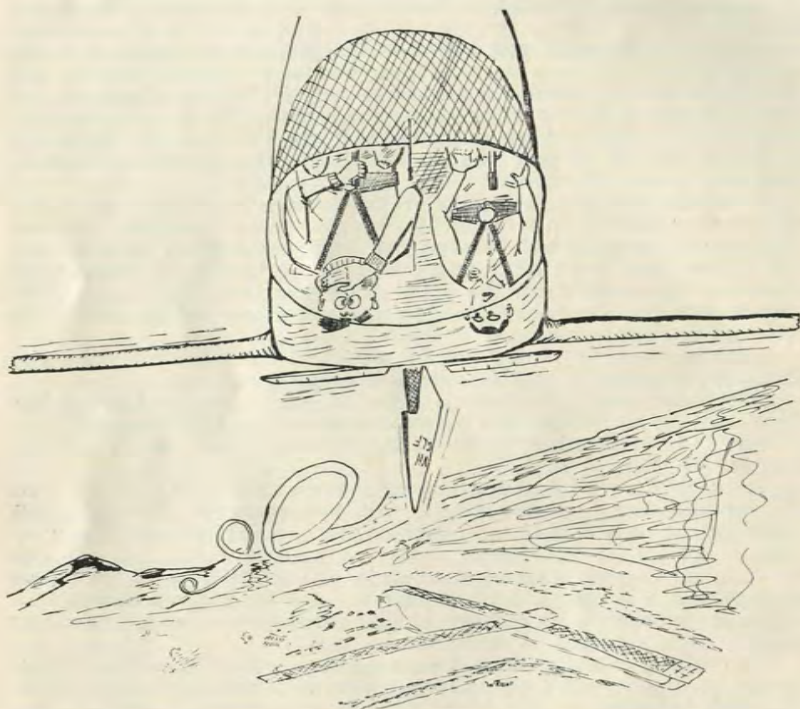
The fourth enemy carrier, undetected, and some miles to the northward launched a strike which scored torpedo hits on Yorktown and caused the ship to stop dead in the water, but after about an hour the ship was able to make 18 knots and was back in the running.

Unfortunately a second attack developed and Yorktown was again hit with two torpedoes which caused the ship to take up a list of 20 degrees and caused fires aboard. She remained afloat until the next day and was again torpedoed, this time by a submarine, which ended this gallant ship's career.

By now the last Japanese carrier had been found and Enterprise sent off a strike of 24 dive bombers, 10 of which were from Yorktown's group, having landed aboard when their own ship was damaged. This last strike made 4 hits on the enemy carrier for the loss of only 3 aircraft.



Thus at 5 o'clock on the afternoon of June 4 ended the main action in which the Japanese carrier force together with their highly trained air groups was defeated. By comparison the last phase of the action in the pursuit of the Japanese fleet retiring to the westward seems anticlimax. The effect of the loss of the carriers and airgroups was one from which the Japanese never fully recovered, and the action as a whole was indeed the turning point of the war in the Pacific.



"Try a little Bottom Rudder next time."

### Younger Men Were After My Job

By the time I was ready to leave the office every evening I felt finished . . . younger men than me were coming on in the firm . . . the directors wanted new blood. If my job went, I was finished . . . On the train home I often felt completely worn out. I hadn't the courage to tell my wife how 'done' I was . . . next day my wife brought me a bottle of BUCKYOUS wine. The very first delicious wineglassfuls seemed to put new life into me. Now I've got back all my thip on Grings at the office.

## THIS I CAN'T BELIEVE

By Derek Bome

All things being equal, S/Lt. Winston Percival Stanley James of the "Glorious 724 day -see -mal five Squadron" will have a pretty rare distinction this time next year. He will be the only Sub-Lieutenant Aircrew Officer of the Royal Australian Navy. Furthermore if he had played his cards correctly he might have been the last fixed winged pilot (No I don't mean that Winston has fixed wings) in the R.A.N., to make his initial carrier landing in a fixed wing aircraft.

However S/Lt. Riley Gill in a fit of pique had a spinal operation and will no doubt achieve that honour. Crunch!

☆ ☆ ☆

A well done to the Village. Over £40 was collected on the door to door appeal on Heart Sunday. It must have hurt a lot of people because it was off pay weekend.

☆ ☆ ☆

In reply to a recent Commander's Temporary Memo requesting departments to search for a missing vyce — one of the reports came back per telephone "there is no vice in the Cookery Department"

This I Can't Believe!

☆ ☆ ☆

Our finance editor Henry A. L. Hall sent a copy of "Slipstream" up to the big city for cousin Eric, but to date have had no reply. Buck up, cousin Eric. We don't want as many "Angry Slipstreamers" as you have "Angry Contacteers."

☆ ☆ ☆

One of the proud possessions of Lt. Cdr. Palmer is a thoroughbred corgi, Candy by name. Although Taffy Morrit, a thoroughbred male corgi is the father of a recent litter, Ops is hunting high and low for Speedy Gonzales, a black and white kelpie last seen handing out cigars to his friends.

☆ ☆ ☆

A couple of flies ambling across a ceiling: "I'll never understand human beings," remarked one. "Take this room for example. They spend a fortune putting up this beautiful ceiling — and then they walk on the floor!"

☆ ☆ ☆

"Dear," said the doting mother, "Robert's teacher says he ought to have an encyclopaedia."

"Encyclopaedia be darned! Let him walk to school the way I did!"

☆ ☆ ☆

"Wow! Did I have a time with my MG!"

What happened?"

"Well, I bought a carburettor that saved 30 per cent on fuel, a timer that saved 50 per cent on fuel, and spark plugs that saved 30 per cent on fuel. After I went ten miles the darn tank overflowed!"

☆ ☆ ☆

There was once a lady dancer who climaxed her act by leaning over backwards and picking up her handkerchief with her teeth. For an encore she leaned over backwards again and picked up her teeth.

☆ ☆ ☆

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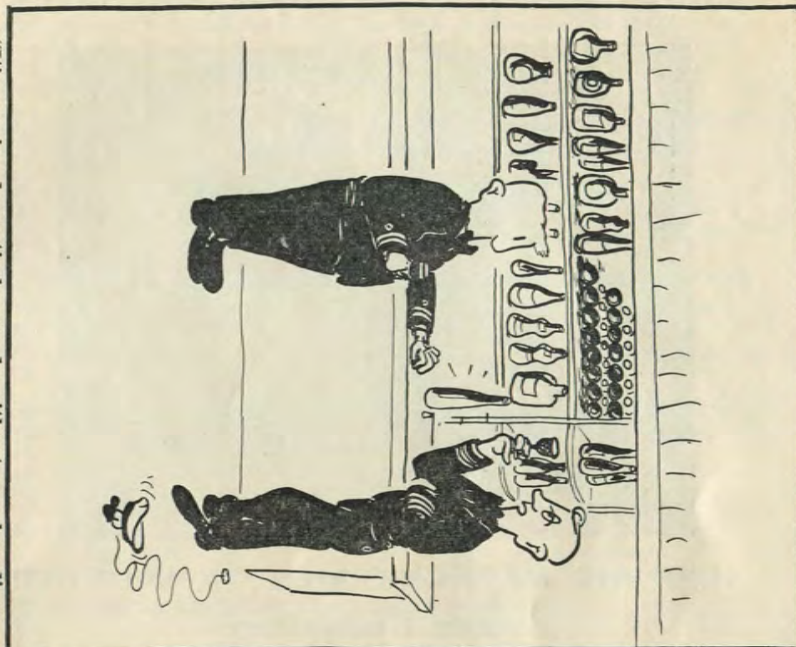
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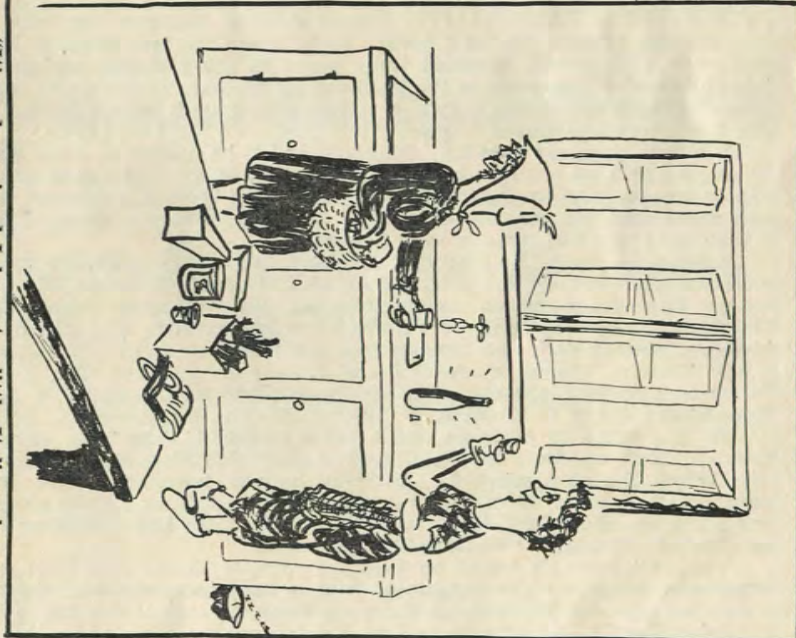
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"It's a drop o' red I buy at a little Italian place near Paddy's Markets. Only 3/6 a bottle, luv, but it's as nice as anything you'll get for 8/6, don't you reckon?"





## PERSONALITY OF THE MONTH



CHIEF AIR MECHANICIAN F. A. SAUNDERS

Station Headquarters

OUR STATION PERSONALITY, Francis Aristide Saunders was born in Carlton, Victoria. He led a normal boyhood until he left school in 1936, and after a somewhat unsettled three years in Civvy Street, decided to join the Service just prior to the outbreak of the war. This year he completes 22 years of service with the R.A.N. including 7 years attached to the R.N. in various duties.

His first ship was H.M.A.S. Canberra which he joined in June, 1940. In August, 1940, he qualified in ordance and after an arduous 7 days course and in keeping with the best of Naval Tradition he became a violently sea-sick mast-head lookout. He once tried the play "Not me, Chief, I am a Q.O." and was told smartly to "get aloft."

After three weeks, he attended Sick Bay and became a Chief's Messman and personally looked after C.P.O. (P.T.I.) Teddy Millwood. He was aboard Canberra when on the 9th August, 1942, off Savo Island near Guadalcanal she was sunk by a force of enemy cruisers and destroyers hidden against a dark and mountainous coast which caught her and the U.S.S. Cruisers Vincennes, Astoria and Quincy by surprise. The U.S.S. Patterson effected his rescue along with such others as L/Seaman H. A. L. Hall, Stores C.P.O. G. Coote and Cook (s) Bruno Hartman.

On his return to Australia and a much needed 14 days leave we next hear of "Ike" on draft to the U.K. to commission Shropshire. However just before the ship sailed for Australia he was hospitalised (his SC's read H.M.A. London Depot (Sick) ) and had to return on a more circuitous route via the Queen Mary to New York, train to San Francisco and on the U.S. Troopship "Westpoint" to Australia.

The next ships he served on were the corvette Bowen (the most epic experience being a night engagement with a floating palm tree), the Inverell and Moreton followed by the sloop Swan, Leader of the 20th Mine Sweeping Flotilla. Ike assures us that a J boat draws more water than a sloop because the Swan steamed over a mine that sunk Warrnambool.

In December, 1947, he transferred to Naval Aviation and was drafted to the U.K. for course, being one of the few serving personnel left whose name appears in NADN 1/47. He was soon on his way to the U.K. again in Esperance Bay to do a Skilled Air Mechanics Course, at Yeovil in Dorset. He had either to get used to scrumpy or pass his course. He took the latter alternative. Returning in 1948 in Orcades, he was one of the team under Cdr. Rhoades and Cdr. Lane who got Albatross going in its early days.

The next move was back in 1950 to U.K. once more, again in Orcades in which he was on more than nodding terms with the Bar Staff and next we hear of Ike at H.M.S. Condor, Arbroath, Scotland, where he spent 2½ years on a Mechanics course. A grim memory of the period was compulsory training with the Condor Rifles, an Air Station Defence Unit, with P.O. Air Fitter Dodds, P.O. (A.F.) Len Atkins and P.O. (A.F.) Daisley.

Back to Australia in 1953 in Stratheden (35 days at sea) he came to Albatross to join 805 Squadron, quickly serving in Sydney between August 1954 and April 1955. However, this was too long in the Southern Hemisphere and in May 1955 he was in Vengeance on his way back to the U.K., this time to help form 817 Squadron at Culdrose, and returning in the "Grey funnel" in Melbourne in 1956. He was soon transferred to 851 Albatross Station Squadron but in 1958 he was back in Melbourne with the Mag for the more exotic trips such as Singapore and Hongkong and Seato Exercises.

Since 1959 his life has been more mundane and except for being rated a Chief Air Mechanic in November, 1959, being attached to Albatross Headquarters the last three years have been comparatively uneventful. But seven years in twenty two in the U.K. is good going.

Good luck in the future to a popular personality.

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# THE SCRAP IRON FLOTILLA AT THE BATTLE OF CALABRIA

AT MIDNIGHT on June 10, 1940, Italy declared war on Britain and a France already thrashed.

At dawn on the 11th, Admiral Sir Andrew Cunningham, Commander-in-Chief of the Mediterranean Fleet, his flag in the old battle ship Warspite, took his ships to sea in an offensive sweep through the central Mediterranean to the south coast of Italy. The only "incident" was an attack on an Italian submarine by the Australian destroyer Voyager (Commander J. C. Morrow, D.S.O., R.A.N.); but that bold stroke of Cunningham's was a major victory. He had seized the initiative. He never lost it. To Italy's superiority in ships, planes and position, Cunningham had this one reply of the strategic initiative. He grasped it with a hand as sure as Nelson's. He baited his hook and cast. He lured his fish to the hook. He played and fought them until they were exhausted. He stranded and landed them. He cleared them from the seas.

Australia had in this first phase six ships in the Mediterranean: the cruiser Sydney (Captain J. A. Collins, C.B., R.A.N.) the five destroyers Voyager, Vendetta (Lieutenant Commander Rhoades, R.A.N.), Vampire (Commander J. A. Walsh, R.A.N.), Waterhen (Lieutenant Commander H. J. Swain, R.N.) and the flotilla-leader Stuart (Commander H. M. L. Waller, D.S.O., R.A.N.) Of these, Sydney, Stuart, Voyager and Vampire were with the Battle Fleet on July 7 when the Commander-in-Chief went to sea from Alexandria to protect convoys carrying women and children and stores from Malta.

The weather was warm and hot, typical of the Mediterranean mid-summer. Alexandria had suffered a successions of bombing raids and the ships at sea had no rest from the enemy's aircraft. There surely was little the Italians did not know of the Fleet's movements. Throughout the following day the Fleet was persistently bombed from the air. Force C (with Eagle's flight deck an inviting target) suffered the heaviest assault, but escaped damage. Gloucester unluckily was hit on the bridge by a bomb which killed her Captain and three other Officers and men. Men in Sydney could see that she was hit and that, although she continued to go forward, her steering gear was damaged.

Tuesday, July 9 came in hot and clear as the previous day. With the first light, Eagle's planes were in the air probing the enemy's strength. They suspected a large force of Italian cruisers and destroyers to be about 90 miles west of the British Fleet. Eagle's planes lost touch until the afternoon, when they struck and scored a hit on one of the cruisers.

Shortly before three o'clock, Sydney (being at the first degree of readiness) reported white smoke bearing 239dg. and black smoke bearing 238dg. Then five vessels, seemingly cruisers, were sighted about 20 miles away. As the distance between the two cruiser forces shrank, the enemy opened fire. Neptune and Liverpool replied, followed a minute later by Sydney, at a range of 23,000 yards, and Orion.

Now followed one of those dramatic sights more familiar in the days of sailing ships than in modern war at sea. Except for the smudge of smoke miles away, the blue serenity of sea and sky was undisturbed. Suddenly over the horizon, through a long streak of white smoke haze came the line of Italian cruisers and destroyers, followed immediately by the towering bulk of the battleships. The whole horizon seemed to fill with ships.

Captain R. C. O'Connor of Neptune thus had the privilege of signaling "Enemy battle fleet in sight" for the first time in the Mediterranean since the Napoleonic wars.

The British cruisers were meeting a heavy fire from the guns of the enemy with their longer range. The Commander-in-Chief threw Warspite ahead of the other and slower battleships, chancing the odds to relieve his hard-pressed cruisers. Sydney was spattered with 8-inch splinters and had her after signal-halyards shot away, but suffered no casualties. Warspite at extreme range countered with her 15-inch metal and the enemy turned aside.

Stuart, leader of the 10th Flotilla, was a veteran of other wars. This was old stuff to her. She and Warspite had gone hunting together before. She had chased her way from one end of the Mediterranean to the other in the First German War, and in the 1920s during the Graeco-Turkish and Russian revolutionary wars she had nosed in and out of the Black Sea ports like a terrier in a rabbit warren. But this day was not the least eventful in her long and adventurous life.

The 10th Flotilla had been ordered to remain in support of the carrier. Waller was not affectionately dubbed "Hard-over Hec" for nothing. With characteristic ingenuity he interpreted these orders with a liberality which enabled him, as leader of the flotilla, to take his place in the line. Now the Italian destroyers and cruisers advanced to cover the retreat of their heavy ships. The British destroyers sped to meet them at 30 knots, line abreast, the 22-year old Stuart keeping her station with ease.

"It was a very beautiful sight: flat calm, bright sunlight, sparkling water, and the line of destroyers rushing along with high pluming bow-waves and creaming wakes, their battle-flags snapping in the breeze.

"Imagine all this then, and then remember that the forward guns of all the destroyers were firing as fast as they could load and you'll get the picture: grey hulls, white spray, battle flags and signal flags fluttering stiffly from the humming halyards, and the orange flashes from the guns."

Overhead the sky seemed to reverberate to Warspite's 15-inch thunder, which was driving the enemy into his own smokes. The Italian destroyers could be seen weaving in and out as they laid the smoke screen. Cruisers and destroyers of both fleets were fiercely engaged. The Italian launched torpedoes, but at long range. They did no damage. The sky was alive with planes. Bombs fell thickly round Eagle. Men in the destroyers and cruisers thought more than once that she had been sunk in the spray of her own attack and defence.

The pictorial quality of this remarkable naval battle was granted a final highlight. To cover with smoke-screens the retreat of their heavy ships the Italian destroyers raced full into the fire of the advancing British. Zeffiro with black smoke pouring from her funnels ran the gauntlet of the British line. Salvoes burst all round her but she laid her screen. The British seamen, even while they fired, prayed that she would get clear. At the very end of the run, when they thought she had escaped, she was swallowed in a terrible explosion. When the smoke and debris cleared, Zeffiro had disappeared.

The Battle of Calabria (as the engagement is now known) was remarkable in many ways. It was the first action in the war between battle-fleets. It was the first major naval action in which the British Mediterranean Fleet had engaged for more than a century. It was the first time in history in which an aircraft-carrier had worked with a fleet in battle. It gave a number of useful clues to Italian fighting methods and morale.

Stuart pacing Warspite while waiting to receive the Commander-in-Chief's despatches for Malta had a keen eye for her gauges. Her eagerness for battle had brought her almost to the end of her fuel. She made Malta with only 16 tons in her tanks to the relief of an anxious Engineer Lieutenant-Commander.

It was a day full of precedents, one way and another.



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## + The Chaplain's Corner +

### Ideas That Survived Critical Examination

At the first of the Moral Leadership Courses to be held this year the various ideas, by which men allowed their lives to be governed were thoroughly examined by 36 servicemen. Some of these ideas were discarded, because if allowed to spread they would destroy all that is finest in our civilization. The ideas that survived are listed hereunder. As a result of the critical consideration, which they received from Army and Navy personnel, they should have fresh significance for us all.

- Man is of infinite spiritual significance and matters to God.
- God can be known in our living experience as One, who Fathers, redeems and assists man to triumph over his environment and temptations.
- God's will for man is made plain in the Bible. The Bible is an indispensable guidebook to great living.
- Man cannot live at his best without God, God is to be acknowledged and revered at all times.
- The development of life, character and personality is the responsibility of every man.
- The reclamation of lost men is an essential service we need to render to those, who have made mistakes.
- The ten commandments are essential to community life. Democracy would fail without their acceptance.
- The Christian religion is essential to the stability and happiness of every marriage.
- Sexual relationships are the deepest personal relationships possible in human experience and therefore belong to the estate of Holy Matrimony.
- We do not do enough to ensure that family relationships will remain intact.
- You cannot live the Christian life properly apart from the fellowship and worship of the Church.
- The Christian faith is the greatest faith a man can possess. Nothing in life matters so much as what you believe.
- We need to show we believe in the Christian way of life by demonstrating our Faith in Christ in service that out-matches the sacrifices a Communist is willing to make.
- The Christian Faith is essential for the whole of mankind.
- Adequate spiritual resources for great living are ever available to the man, who keeps his life open to God.
- A leader must have ability and full knowledge of his job and his duties. He must have character and enthusiasm and he must possess the will power to get things done. He must inspire and sustain his men by his own example. He must show that he has confidence in those under him and that he has their welfare at heart. He must have faith and he must be able to inspire this faith not only in himself, but in the principles which he represents.

CHAPLAIN J. WILLSON.

### VILLAGE AFFAIRS

The Nowra Hill Sunday School requires replacements for Sunday School Teachers who have been drafted in recent months. Chaplain Willson would like to hear from any man or wife, who could serve as a Teacher. Teacher's Handbooks are available to anybody interested. Lady teachers or assistantse are required especially in the Kindergarten section. A pianist is also urgently needed for the upper division of th Sunday School.

## A Letter from Pope John XXIII

The following is a copy of a letter from Pope John XXIII to the Bishops of the Catholic Church. Although addressed to the Bishops it is of interest to all as it deals with the forthcoming Ecumenical Council and Cristian Unity. The letter is as follows:

"Having made the decision to hold an Ecumenical Council, We have daily implored God to pour the abundance of His Mercy upon the Church and her Pastors. A Council is surely a great undertaking, to realise which human powers are not sufficient. It must have its strength and effectiveness through Our Redeemer, Who, in His benign address to His Apostles, promised that He would ask the Father to give them another Paraclete, the Spirit of Truth: 'He will teach you all things (He said) and bring all things to your mind whatsoever I shall have said to you.' (Jn. XIV, 26).

For this reason We have very often exhorted you, Venerable Bretheren, and all faithful, particularly aspirants of the sanctuary, children and the sick, to redouble your prayers and to offer sacrifices to Almighty God, in order to obtain His Mercy and Grace.

With joy of heart We have seen the proofs both of your assistance and of your zeal. Indeed, with pleasant anticipation We announced Our proposal of the Monastery of the Basilica of St. Paul on the Osian Way: it was most noteworthy that the Cardinals and Bishops receive it with surprise and welcome; and it filled the pious faithful throughout the world with holy gladness. What then appeared a small seed, is growing into a flourishing tree, with leaves, flowers and fruit, a fact which portends great hope for the glory of the Church.

"The mercies of the Lord let us sing forever, and humbly thank Him for thus blessing what has been begun.

Since, however, the work of preparing the Council is becoming more intense and the need of continuing prayer more apparent, We earnestly desire, Venerable Bretheren, that, on the occasion of the customary solemn Novena in preparation for the forthcoming feast of Pentecost, all should unite with us throughout the world in offering prayers to the Holy Spirit that He may especially assist those who are ably working to prepare the Council: May He visit and fill with His celestial flame every soul, since He is the living Fountain, the Spirit of Fire and love.

Let us invoke the intercession of the Mother of God, the Virgin Mary, who is the mother of grace and the heavenly patroness of the Council, and let us pray to St. Joseph, her most chaste spouse, to whose patronage recently We have trustfully committed to the Council.

Desiring to add splendour to this solemn Novena of Prayer, We intend on Pentecost Sunday next, in the Basilica of St. Peter, in which the Council is to be held, to confer consecration upon a number of Bishops, who are destined to preach the Gospel in distant lands.

We wish, furthermore, that all opportune means already in use be intensified and multiplied in order to keep before the minds of the faithful the forthcoming Ecumenical Council and its importance.

We fully hope that God and the blessed in heaven will harken to our prayers; and that the Church, shining forth to the world, in her splendour, will be all a spectacle of unity, truth and charity, attracting to her all who behold her and who until now have been outside her maternal embrace.

Strong in the confidence, We impart with abundant love the Apostolic Blessing to you. Venerable Bretheren each and all, and to the flock entrusted to each of you.

Given at Rome from St. Peter's the eleventh day of April, in the year 1961, the third of our Pontificate." —JOHN XXIII, POPE.

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



## IN AND OUT

"ON" or "OFF" is a question of breeding, "U" or "NON-U" is a question of birth, "ONE-UP" or "ONE-DOWN" is a question of bravado, but IN or OUT is a question of taste. That is why so many OUT people think they are IN. So here, to clarify the matter, is a child's guide to the IN's and OUT's of Navy life.

Senior Officers are, ipso facto, OUT, for if an IN officer is in long enough he fades OUT or is thrown OUT.

Carriers are OUT, Cruisers are right OUT, Destroyers are IN, except "Q" class which are OUT. The engineering branch is the most IN branch in IN ships. In OUT ships, dentists are IN, electrical people are miles OUT. Submariners are IN when they are up, but OUT when they are down. Watches are IN for Petty Officers once a week (but not the same day each week). Fixed Wing are OUT, but 724 think they are IN. Spotless blue overalls are IN if they have an insignia on the back. Safety lamps are the most IN thing you can carry.

For messes, contemporary curtains are just IN. Nude pictures are OUT. Van Gogh's sun-flowers are OUT. Pale Portugese water colours are IN. Pastel etchings are IN. Nautical etchings are OUT. Picasso's would be IN if they were given the chance.

Gin and water is the most IN drink. Rum and Coke is OUT. Anything and Orange is OUT. Drinks with vegetables are OUT. Canned beer has been OUT ever since it came in. In pubs which are IN, beer is so far OUT its IN. OUT people drink Old which is as OUT as stout.

At breakfast, All-Bran is OUT for obvious reasons. The most IN cereal is Rice-Bubbles, but Smokey Dawson is also IN. Weet Bix are OUT because OUT people think they are IN.

The Herald is still the most IN newspaper in spite of everything. The Sun is OUT. The Mirror is OUT, but Peanuts put the Telegraph IN. Life magazine is OUT, except the air-mail edition, which is IN.

On the station, the most IN game is golf, the most OUT game is hockey. Deck games are OUT, fencing on the Quarter Deck IN.

Sports cars are OUT, as any insurance agent will tell you. Vintage cars are OUT (the people who have them think they are IN). Post War family saloons are IN. Falcon sedans are OUT, station wagons IN.

Happy's pies are IN with tomato sauce, OUT with worcestershire sauce. Smith crisps are OUT. Champagne splits for women are OUT. For women, beer in Schooners is the most IN drink imaginable.

Sartorial conversation is OUT. IN people are not quite well dressed. Suedes are OUT. Large check shirts are IN, provided they are nearly obscured by round-neck pullovers (which are IN). Stiff white collars are OUT, paper ones IN. Ties with women, which obtrude into the conversation, are OUT. Quiet confidential ties with esoteric stripes are OUT. In fact any tie which might arouse comment, or engender feelings of hate, anger or inferiority is OUT.

Bow ties are so far OUT, not many OUT people will touch them, but only foreigners and Naval Officers.

Anyone who wonders whether he is IN is OUT.

### HE WHO HESITATES IS LOST

This came over the circuit the other day:

MANILA. May 29th — A man attempted to fix a horse race in Manila with a Sub-Machine Gun yesterday.

He came out to the San Lazaro race track carrying the weapon in a sack and announced to the jockeys that anyone who let his mount outrun a horse named DIRECTOR would be shot down.

The warning seemed to have some effect.

DIRECTOR, a 400-1 outsider, took an early lead, but faltered and fell back.

The man fled without shooting anyone.

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## Ultra High Speed Dental Air Rotor

In this, the Jubilee Year of the R.A.N. it might be an appropriate time to attempt to outline one important aspect of the R.A.N. Dental Service; the recent introduction of the "ultra high speed air drill."

From observations it is quite evident that there are many misconceptions as to its structure, operation and usage. These include queries as to whether the cutting is done by a sandblasting effect, by water jet or by air blast, all of which are quite incorrect as the cavity preparation is still done with a "drill," or more professionally a "bur." The difference between the new and conventional method being the speed at which they operate.

The conventional dental unit, electrically driven by a motor at the base of the bracket arm, attains a speed of from 800 to 10,000 R.P.M., this is by no means slow but when we consider that the outside enamel structure of the teeth is the hardest substance in the human body, it is by no means surprising therefore, that with a steel drill some pressure must be applied by the dental operator when cutting and preparing a cavity for filling. This vibration does, no doubt, contribute to the patient's discomfort and any sensitiveness endured by those of us who prefer fillings done without the benefit of a local anaesthetic is extended because of the time factor involved in the cavity preparation.

With the introduction of the Ultra High Speed Air Rotor Drill, a great advancement in the field of dentistry, as practiced within the R.A.N., ashore and afloat, has been attained. The Unit is a quite simple design, taking into consideration its function, and of great importance, the maintenance programme is straight forward.

To operate it, a supply of compressed air at approximately 90 lbs. per sq. inch is required. The compressed air, an oil film and water supply is delivered to the handpiece head, which contains a small rotor, by means of a triplex hose. The compressed air supply drives the rotor, the oil film lubricates it and the water supply, which is directed from a small nozzle in the headpiece head to the site of cutting, acts as a coolant.

The speed attained by this small rotor, sited in the hand of the handpiece, is claimed to reach 250,000 R.P.M. Compared with the speed of the conventional unit, quoted earlier, it is quite evident that cutting time in cavity preparation is reduced considerably and secondly, as much less pressure is applied using tungsten carbide or diamond drills, the vibration is much less. Do not be misled, however, in believing that the new high speed drill is painless, but it may be confidently stated, from claims made by numerous patients, that pain is considerably reduced. This may well be physiological but one fact is certain and it is that, as the cutting time is so drastically reduced, the discomfort of submitting to fillings is correspondingly reduced. For those patients who request the dental officer to administer a local anaesthetic, the nearest approach to painless dentistry is attained.

Finally, the points to remember are:

- (a) The high pitched noise which occurs when the drill is operated is caused by the speed of the rotor.
- (b) The compressed air drives it.
- (c) The oil film, which incidentally you may taste when operated upon, lubricates the rotor, and
- (d) The water jet is of the utmost importance because of the heat generated when cutting tooth structure at such high speeds.

It is hoped this article may help in a better understanding of the "new drill" and acquaint all personnel that every necessary adjunct required by the naval dental officer is in use to maintain the overall high standard of oral health in the R.A.N.

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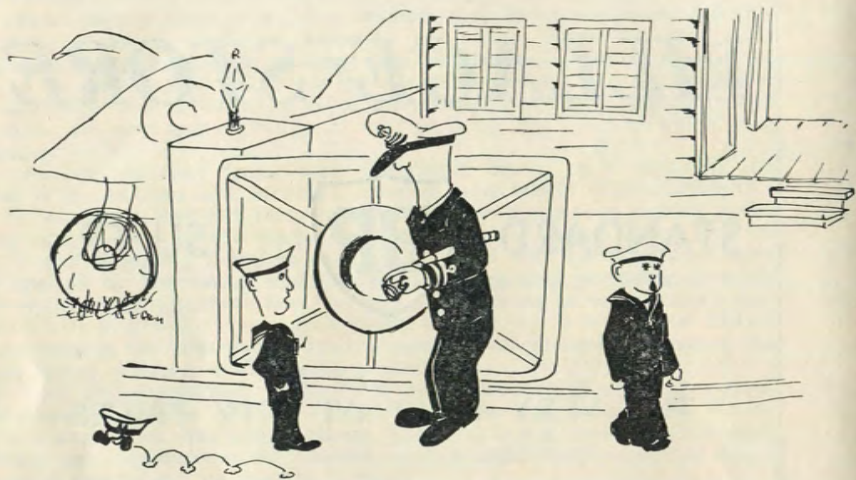
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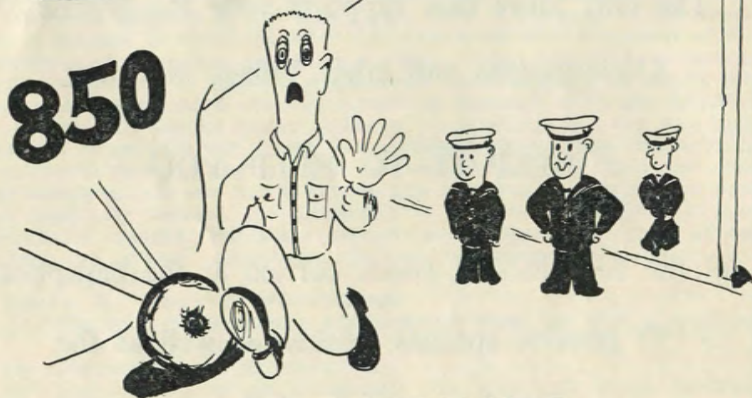


"Got any spare Tally bands mate?"

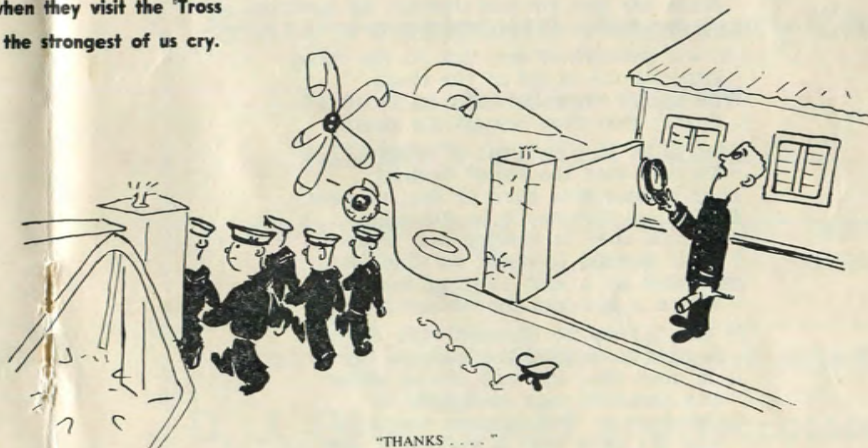


"Wot's your trouble, Jack?"

**They're just a bunch of kids,  
And some are even shy.  
But when they visit the 'Tross  
Even the strongest of us cry.**



"LOOK OUT! They're in the hangar!"



"THANKS . . . ."



# Laws of the Navy

Now these are the laws of the Navy,  
Unwritten and varied they be.  
And he that is wise will observe them  
Going down in his ship to the sea.  
As nought may outrun the destroyer,  
Even so with its law and its grip.  
For the strength of the ship is the service  
And the strength of the service the ship.  
Take heed what ye say of our rulers,  
Be your words spoken softly or plain,  
Lest a bird of the air tell the matter  
And so ye shall hear it again.  
When the ship that is tired returneth  
With the signs of the sea showing plain  
Men take her in hand for a season,  
And her speed she reneweth again,  
So shalt thou lest perchance thou grow weary  
In the uttermost parts of the sea,  
Pray for leave for the good of the service  
As much and as often as may be.  
Canst follow the track of the Dolphin  
Or tell where the sea swallows roam  
Where Leviathan taketh his pastime  
What ocean he calleth his home.  
Even so with the word of thy rulers  
And the orders those words shall convey  
Every law is a nought beside this one  
THOU SHALL NOT CRITICISE BUT OBEY  
Sayeth the wise, how man I know their purpose  
Stays the fool but one moment to question  
And the chance of his life passeth away.  
On the strength of one link in the cable  
Depends the might of the chain  
Who knows when thou mayest be tested  
So live that thou bearest the strain.  
Dost think in a moment of anger,  
Tis well with the senior to fight  
They prosper who burn in the morning  
The letters they wrote in the night,  
For some they be shelved and forgotten  
With nothing to thank for their fate  
Save that on a half sheet of foolscap  
Which a fool had the honour to state.  
If the fairway be crowded with shipping  
Beating homeward the harbour to win  
It is meet that lest any should suffer  
The steamers pass cautiously in,  
So thou when thou nearest promotion  
And the perk that is guiled is nigh  
Give heed to thine words and thine actions  
Lest others be wearied nearby.  
It is ill for the winners to worry  
Take thy fate as it comes with a smile,  
And when thou art safe in the harbour  
They will envy, but may not revile.

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## SPIKE MULLIGAN

MULLIGAN was a large white bull terrier, the pride of the ship's company of the Restigouche, but also a terror to all the stray dogs of any dockyard visited by the ship. He was placid, lovable and innocent, while the ship was at sea, enjoying the fact that he was universally admired, and that there was no competition. Ashore he was a changed character. As soon as the Restigouche came alongside, and the brow from the jetty was in position, Mulligan would rush ashore looking for trouble. He would put up with no competition. If there was the slightest militancy or swagger on the part of the local dogs (and there were many prowling the yard in the hope of scavenging food or picking up scraps), Mulligan would immediately show who was master. The terrified victim would retreat at speed, howling with pain and terror. The ship's company were delighted with Mulligan's behaviour. They adored his exercise of superiority, and far from discouraging his activities, supported and cheered them, especially when they were watch aboard and tended to find life a little dull.

The climax came one lovely summer evening just before Restigouche was due to cast off from the dockyard jetty. The commodore of the dockyard had been walking round the yard late in the afternoon, accompanied by his black poodle until it had become lost. He had a very full programme and made calls on the boiler shop, the pattern shop, the iron foundry, and finally the boat yard before returning to his residence for tea. On arriving at his residence he sent a message to the dockyard police to the effect that his poodle had got lost, and asked them to circulate a description and let him know when the poodle was found.

It was about two hours later that the telephone rang. A voice said: "I've got some bad news for you, sir. Your little poodle was killed by the bull terrier from the Restigouche. She's just sailed. We were told about it by a rigger who saw the fight. I'm very sorry, sir."

The commodore was extremely upset for he had been very fond of the poodle. He was also in a towering rage and sent for the port liaison officer.

"I won't have any more nonsense," he said. "When the Restigouche next returns, you are to go on board, convey my compliments to the captain, and tell him that the dog will be desteroyed if it comes ashore again."

The liaison officer acknowledged his instructions, but was under the impression that the threat would never be carried out. The outraged commodore would gradually calm down, and in course of time his rage would be assuaged and his threat forgotten. To the officer's surprise, however, when he visited him in his office two days later, the commodore, though now much calmer, pointed to a 12 bore shot gun on the table in the corner of the office, and reminded the liaison officer of his instructions.

"Remember, I'll shoot the dog on sight if he appears ashore," he said abruptly.

As soon as the Restigouche moored on her return to this port four weeks later, the liaison officer went off in a boat, hurried on board the destroyer, and informed the captain that Mulligan could only proceed ashore at his peril. He had already warned the officer of the watch of the danger to the dog, and in reply to the many incredulous remarks described the shot gun, and the determined rage on the face of the commodore. There was no "kidding" about this threat.

"Suppose we made a muzzle for Mulligan," suggested the captain of the Restigouche. "It ought to be all right then. Will you go and see the old boy, and try to pacify him. It's your job after all. I'll write an apology, but you get him to agree about the muzzle. We're going alongside tomorrow."

The commodore was approached by the liaison officer with some diffidence. Grudgingly he consented. The request seemed reasonable and,



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after all, he didn't want to alienate our allies. But he decided to keep a strict eye on the matter personally.

Thankful to have solved this knotty problem, the liaison officer made a signal to the Restigouche, and informed her that if the dog was adequately muzzled he could be allowed ashore.

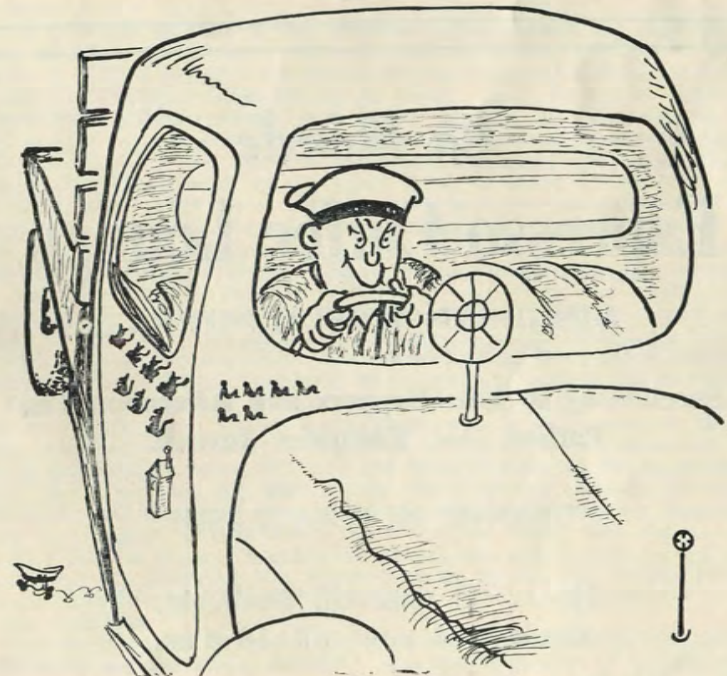
The first ashore the next morning, when the Restigouche came alongside, was Mulligan. He was off like a bat out of hell, as the officer of the watch put it. But this time he wore a large, clumsy-looking, home-made muzzle. Watching from his office window was the commodore, his shot gun ready in the corner of the office. Closely he watched the bull terrier swiftly approach a large multi-coloured mongrel. Mulligan had barely sniffed his new acquaintance before the dog gave a yell, and made off as fast as he could go. Mulligan then closed a peaceful looking spaniel with a matted brown coat. A loud yelp from the spaniel was followed by a speedy sprint for shelter. Mulligan was left looking in amazement. So was the commodore, who now summoned his messenger.

"Get hold of that bull terrier, and bring him here."

Two minutes later Mulligan was brought in for examination. Placid, lovable and innocent as ever, since no other dog was in sight, he made up to the commodore seeking the admiration and affection he was so used to receiving from sailors. There at the end of his muzzle, could be seen the answer to the commodore's bewilderment: cunningly brazed on to the foremost part of the muzzle was a gramophone needle.

I never did hear how this affected allied relations, but I do know that the dog's life was spared, and his name was changed to Spike Mulligan.

## Station Typical No. 4



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## IS YOUR FI-HI? — No. 2

THE COUNCIL, I believe, are erecting "Deposit No Radiograms" signs in the local sylvan glades and rubbish tips to stem the inundation of radiograms thrown out by readers of last month's article; and these lucky neurotics are now eagerly waiting to be initiated into the glories of Hi Fi addiction. To this end, this month we will discuss, in very broad terms, — the human ear.

We could say that the ear has these main qualities:

1. Sensitivity, or basic acuity of hearing.
2. Response, or variation of acuity with frequency.
3. Tonal discrimination allied to volume level.
4. Sense of pitch and musical reaction.
5. A degree of uniformity between both ears.

Your personal combination of these qualities at their differing levels, will determine just what type of reproduction will seem to approach nearest to the original for you, e.g., some people like horn loading of speakers much more than others, and this is primarily due to the differing levels of one or more of the ear qualities in the individual. What this boils down to it — Buy gear that sounds the best to you; Don't be biased by some experts personal taste — he is talking through his ears.

The ears range of audibility extends from perhaps 30 cs. (many people who claim to be able to hear 20cs. are really hearing its second harmonic at 40sc.), to about 20,000 cs. (cycles per second or 20 Kcs.), when very young, falling to 8-14Kcs. as we age. Bats and dogs extend this upper frequency much higher, but we humans, in spite of the fact that we never hear anything up there, still need amplifiers flat above 20Kcs, as we shall see later.

To give you an idea of the frequency range needed for reproducing music, top C on the piano is 4185.6 cs., and the lowest note, A, is 27.5 cys. Middle C is 261.6 cs., and this divides the bass from the treble musically. Fundamental musical tones do not go much higher than 1,000 - 2,000 cs. — percussion effects cymbals, wash board, triangle, etc., dominate in the 3,000 to 5,000 cs. range. So why does High Fidelity need frequencies up to 15,000 or 20,000 cycles? Because harmonics and other character-forming parts of the sound come in the range 1,000 to 15,000 cycles. Extending the range above 5,000 cycles will not make any new sounds audible, but it makes sounds more accurate. Without them, high frequency sounds become indefinite and confused. In the telephone, which lacks somewhat in frequency transmission "Freddie and Susie" sometimes comes out as "Sred-die and Fusie," due to only the "ee" part of the "essss" and "effff" being transmitted less the sibilants. The approximate frequency ranges over which the Fundamentals and Harmonic are of major importance are,

Violin 180 to 16,000cs.; Bass Violin 40 to 7,500cs.; Flute 250 to 14,000cs.; Clarinet 160 to 9,000cs.; Trombone 90 to 8,000cs.; Trumpet 160 to 9,000cs.

Often the harmonics contain most of the energy of the note played, with very little power in the fundamental, e.g., a violin tone at 196 cs. (open G string) contains only .1% of its energy in the fundamental, the second harmonic contains 26% and the third partial, i.e., 588 cs. contains 45.2%. So if we took the absurd case where we only wanted to replay records of open G strings, and as this is 196cs. we limited our frequency range to an upper limit of 200cs., every time we played that violin — we wouldn't hear a thing. Thus the harmonics are very important and this necessitates our extending our frequency range up into the 20,000cs. region, if we wish to hear the warm singing of the violins or the powerful thrum of full orchestra.

The measurement of sound pressures, or loudness, is by units called the Decibel and the Phon, DECIBEL is a one-tenth part of a Bel and is named after Doctor Alexander Graham Bell (simple isn't it?). It is a logarithmic scale which can compare voltages, currents, or sound intensities.



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So, for sound, every time we multiply the power by 10 we add decibels (or dbs., spoken deebees) to our level. It will be seen that doubling our sound intensity is a 3db increase; similarly a sound level that is minus 3db. on a certain intensity, said to be 3db. down, is only one half the intensity of the original level. Unfortunately, the ear thinks that this is only a decrease of approximately one third, which tends to complicate things. The effect it has on Hi Fi is to make big amplifiers un-economical propositions from the viewpoint of obtaining loudness (though we'll see later that other factors influence this), since we increase our input from say, 50 watts to 60 watts, i.e., a ratio increase of 1 to 1.2, which is less than 1db., we won't discern any difference at all from these ten extra expensive watts, since it takes 3db. to be easily discernable. The db. range of sound is 120. At 120db. above the level at which we begin to hear (our threshold), we feel the sound as a pain, and since 120dbs. corresponds to multiplying our threshold intensity by 1000000000000, it will take a lot of volume from a very big rig before we will get any pain that isn't due directly to distortion. However, I digress. From this we see that the decibel is slightly unrealistic when applied to our hearing, (power X 2 equals 3db. equals 1/3 sound increase in the ear) so some brainy boy brought out a unit called the Phon, which doesn't do the job either.

For a given sound intensity, or power level, the loudness we ascribe to it is a function of its frequency. Or, put another way, very loud sounds sound equally loud independent of the frequency, but as we get down to normal levels, a sound below 1,000cs. will sound much softer than one at or above 1,000cs. with the same power output. Two guys called Fletcher & Munson (or one guy called Fletcher-Munson), pushed out graphical presentations of this phenomenon, and called equal intensity lines, actually heard, so many Phons. The Phon and the decibel scale are concurrent at 1,000cs., and diverge sharply in the bass end and the very high treble. This boils down to the need for bass boost at low listening levels or Loudness Contour Switching which in effect does the job by attenuating the mid-range frequencies. (You may also have Robinson-Dadson curves flung at you by some Hi Fi "expert." These are just Fletcher-Munson curves with a corrected threshold base).

This phenomenon of loudness varying with frequency as well as intensity leads to our first introduction to the Excalibur of the Hi Fi addict — Distortion. This is Scale distortion. Suppose we have a certain passage of music that has been recorded at 50db. absolute intensity, and suppose that we have in this music a 1,000cs. note and a 100cs. note. Then, if we play it at 50db. absolute intensity, i.e., a certain volume setting which we will call A, we will get a 1,000 note at a loudness level of 50 phons and due to the loudness being attenuated as we progress into the bass range, a 100cs. note at only 18 phons. But this will sound right as this was the recorded level. Now, suppose we turn the volume up to a setting B where  $B > A$ . If this equalled, say, an absolute intensity level of 60db., then the 1,000cs. note would come through at 60 phons, but due to bass attenuation being less as the intensity level is raised, our 100cs. note comes out at 38 phons (measured from Fletcher-Munson curves), an increase of 20 phons compared with the 1,000cs. notes increase of 10 phons. So by increasing the volume, we now have a bass-heavy reproduction. It follows that for every recording ever made there is just one volume setting at which it should be played, and only one, if we are to avoid SCALE DISTORTION, which alters the whole balance of the original and destroys it intergration. There is also a further physiological anomaly due to incorrect volume settings. This is apparent change of pitch with loudness that occurs to a noticeable extent (up to 10%) in the lower frequencies.

Next month we will carry on with distortion and the understanding of it, with a view to reviewing some top-class equipment that just has not got any.

C. J.



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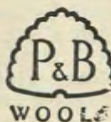
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## Sporting Notes

### H.M.A.S. ALBATROSS RUGBY UNION

The Station Rugby Union Dempster Cup Team has had mixed fortunes to date with perhaps the scales tilting to the favourable side. They have registered convincing wins against Watson and Penguin but were downed 23-14 by Kuttabul in the opening match of the season. Of these three matches the one that carries most portent as to the possibilities of taking out the premiership was that against Watson who were defeated by 15 points to Nil. Watson, recognised by the Eastern Area experts to be one of the strongest teams in the competition, were outplayed by the speedy Albatross backline and honours were deemed to have broken even in the forward play. The presence after return from retirement of Chief Airman Merv Manuel was a big factor in the way our forwards held the solid and big men from Watson. The return to form of R.E.M. Bill Julius as five eighth and the combination between that player and half back, Leading Airman Davey Scott, was the main reason that the "Tross backline" functioned so smoothly and it is no wonder that these two players have made the Interservice Training Squad. In this game also, L.E.M. Don Russell played splendidly and capped his effort off with two fine tries. The only marring effect was the loss early in the game of Leading Seaman "Dixie" Ford who was carried off with an injured knee.

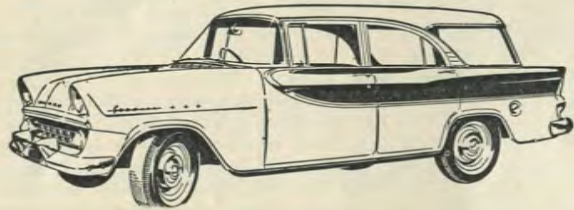
The match against Penguin proved to be merely a training run for the "Tross" players who scored fourteen tries in their 63-Nil win. Naval Airman "Vulture" Davis and Leading Writer Barry Clements each scored three tries with Merv. Manuel notching two. Bill Julius kicked eight goals and one penalty as his contribution.

However, it is adjudged that the real test is to come with the match against Nirimba away to be played on 7th June, 1961. The possible omission through injury of E.M. Tait, R.E.M. Julius and R.E.M. Jim Davis for this match will not make the task of the Station team any too easy as very good reports have been received of the play of the Quaker's Hill team.





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### RIFLE CLUB

The Rifle Club's last three practice shoots have been attended by the regular dozen or so shooters. "Pony" Moore continues to turn in a high score undeterred by the threat of a more drastic handicap. His weekly "malted milk" opponent has been absent with a throat infection due, we think, to explaining how he would have made a better score if someone hadn't sabotaged his rifle, etc. There will be a handicap event immediately after leave and it will be interesting to see who will be the winner after three weeks off the range. The monthly meeting was held on Wednesday 31st and office bearers were nominated and elected to take effect from after the leave period. The new Secretary is P.O. Weaver and Treasurer P.O. Hill. C.P.O. Gillam has volunteered to be P.R.O. so look for this article in future copies of "Slipstream" — you'll see a big improvement, no doubt.

### GUN CLUB

At the Annual General Meeting held at last week the following committee was elected: Commander Lochland (President), Lieutenant Commander Perryman (Hon. Sec.), Chief Petty Officer Cowan (Armourer), Petty Officer Gray, Leading Airman Kleidon, Naval Airman Sutherland.

Among several decisions made concerning the forthcoming season, those of greatest interest are:—

- (a) To hold matches with other service establishments.
- (b) To hold matches with civilian clubs.
- (c) To hold the trophy shoots on a six weeks cycle instead of monthly.
- (d) To purchase two new shotguns for the use of members (helped financially by the Ship's Fund).

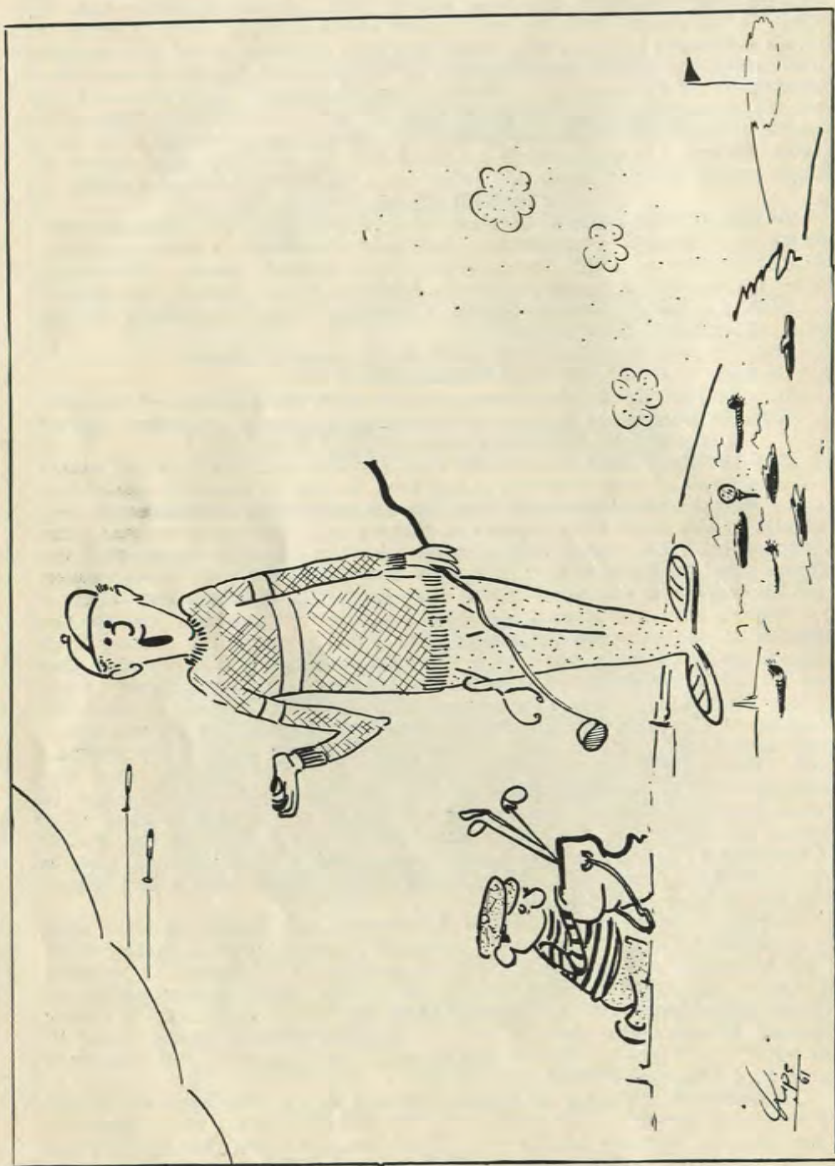
New members (and experienced ones for that matter) may not realise that the sport of trap shooting is not new, in fact it was well established as far back as 1750. The term "trap" stems from the fact that early proponents of the sport used pigeons as targets, and they were released from a proper trap. On signal from the shooter, the operator would pull the release cord freeing one bird at a time as a target for each shot. Modern trap shooters still call "pull" when they are ready for their clay bird.

Today's trap machines are carefully engineered and built just for the purpose of hurling their imitation birds exactly where the shooter least expects. Early methods were more primitive however, and it recorded that one English shooting club in the early nineteenth century became known as the "High Hats." They were dubbed with this name because of the novel practise of placing a live bird under their high toppers. At a given signal each man would raise his hat, replace it, and take a shot at the escaping bird. (The imagination boggles at some of the results possible using this technique). It is understandable that by 1866 gun clubs had thought of better and more hygienic methods, and it was in this year that glass balls, thrown by mechanical devices, appeared on the scene. To keep the illusion of shooting at a live bird the term "trap shooting" was retained, and, to further this illusion, feathers inside the ball scattered with a puff whenever the shooter scored a hit.

Targets have gradually improved, however, and today we have discs made of pitch composition, which, although fragile enough to shatter when a hit is scored, are nevertheless strong enough to be hurled by machine at speeds equivalent to, and with a lot of the flying characteristics of, smaller game birds such as snipe or quail. In fact, a fast shooting double barreled or automatic shotgun with a modified cylinder barrel would be the almost universal choice of the experts, for both the trap and small game bird type of shooting.

Any shooter, beginner or expert, whose interest has been stimulated by this brief history of the sport, and who wishes to brush up on his technique will be welcome at the Gun Club's trap (we are past the top hat stage) any sports afternoon from 1330 onwards. The joining fee is 5/- a small charge is made for each shoot and instruction is given to inexperienced shots. However, a word of warning to the "experts," those clay pigeons are harder to hit than a lot of people imagine, I should know as I constantly miss.





"Aspro!"

## ALBATROSS GOLF CLUB NOTES

Since last going to press competitive matches have not been played and only regular Wednesday events at Nowra Golf Club have been available to members. However, "Happy" Hawkins generously donated a very attractive trophy and all burglars pricked their ears when the buzz got around. In keeping with proposed policy of having occasional matches on foreign courses it was decided to run the Hawkins trophy by first having a qualifying round and then the leading sixteen qualifiers would play off by match play off handicap.

The qualifying round was set down for Wednesday, 24th May, at Mollymook and 38 players turned out for this day. A four ball stableford was run in conjunction with the singles and those who attended enjoyed a delightful course, well tailored and with excellent greens. Captain Morrison played sound golf to win the singles and be leading qualifier with 38 points with S/Lt. Wilson close behind on 36. The scoring however was not quite as good as expected, but CPO's Rankine and Fischer combined well to win the fourball with 42 points and also take a lottery ticket off the Captain and Surg. Cdr. who could only manage 41. The following are the qualifiers for match play in the Hawkins trophy and the draw for first round matches:

Capt. Morrison v C.P.O. Howes; S/Lt. Wilson v P.O. Lane; P.O. Grennan v P.O. Winnem; AAi Gilroy v C.P.O. McCulloch; C.P.O. Fischer v Lt. Whitton; E.R.A. Black v R.P.O. Harris; C.P.O. Rankine v MAA Edwards; N.A. Brennan v Cdr. Treloar.

For those interested in seeing how the competition is progressing they may do so by consulting the notice board in the Squash courts, where the draw is published. The finals are set down for Wednesday, 26th July, at Nowra Golf Club.

The first round of the Davis Shield against Nowra Golf Club is set down for Saturday, 10th June, so watch the next issue for details of the result of this. Also Creswell have challenged us for the Naiad Cup to be played shortly after the leave period.

**THIS MONTH'S TIP:** The "Texas Wedge" (Putter) is a far safer iron to use from just off the green than any other, unless gross obstructions are in the path of the ball. The "pros" use it, so why not you.

## SOCCER CLUB

A little water has flowed under the bridge since we last went to press and the "Hit it with your head" boys have had many ups and downs.

In the Army Competition, the team hasn't fared well at all.

On our last visit to Sydney we rather mauled R.A.R. No. 2 to the tune of 10 goals to one. But since then everything seems to have gone wrong. R.A.A.F. Penrith beat the second eleven 4-1, here at Albatross, and on top of that we had to forfeit two matches owing to lack of support, so I would predict a withdrawal from the competition at the next Club meeting.

On the brighter side, the chance of Albatross winning the Showers Trophy seems rather good, although one is reluctant to speak too soon. Last time out we fired a "Fleet Air Arm Broadside" (if there is such a thing) at Penguin and the Submariners were swamped 12-0. Some of the best goals of the season coming from Joe Trow, Jimmy Eagles and Jan De Grout. Should we beat the Fleet at Nirimba on 7th June, well — there might be a space in the Trophy Case over at the Canteen.

On Sunday, 28th May, the Club entertained Russell Vale, and two hard games resulted in two defeats for the "Blues," 4-1 and 8-4. Brian Sargeson starred for the visitors for part of the match, scoring some good goals and the sparsely thatched gentleman gave plenty of support from the touchlines.

Anyway, here's hoping for the Showers Trophy. Good luck, fellas.

RANGER.



## ALBATROSS UNDERWATER CLUB

The last few weeks have provided excellent conditions for underwater diving and spearfishing and the Club has had good catches at all but one outing, this being to Lamb's Point where the wind blew up and made conditions a bit rough late in the afternoon. An outstanding day was Wednesday, 24th May, when we fished near Bowen Island in perfect conditions and landed about 50 fish, honours going to C.A.A. Gardiner for a big bream, silver drummer and several other fish, and also the "Mowie Mangler" for a big Mowie and several smaller fish. On the other hand there was the Petty Officer who sent out garbled messages after sighting a big Wobby, and his mate who MISSED a Leather-jacket.

After carrying out mods. to the club boat (it doesn't sink anymore) it is again ready for the water and will prove valuable as a diving base, this boat will be sold when we use a catamaran which is being built for the Club by C.A.A. Gardiner. As we have fished the south side of the bay for some time we will head around to the North side and see if there are any crayfish around and some of the big fish that used to be there. A few big squid are still around and these we spear for the Game Fishing Club, etc., for bait, although they have trouble holding on to them.

On the social scene, Thursday, 1st June, the Club held its last social before main leave and a very good night was had by all. Music was by C.E.A. Elphick and Ck. Hines from Creswell Underwater Club, who combined to give excellent entertainment and dance music during the evening. The mixed socials appear to be very popular and will be a regular feature of the Club.

Becoming very popular on the market is the Handspear or "Mowie Mangler," the prototype being very weak in a couple of places but the new ones are quite strong. These easy to handle spears are being used by many Underwater Clubs and a lot of new records have been set using them. They are very handy for medium size fish, but comes the time of course, when you find a big "blue" or some such fish and the spear is useless, but generally speaking a lot of Spearos are changing over to them rather than use the sometimes awkward, although much more powerful, speargun.

A good roll up of members has been evident at our last outings, mainly due to the fact that members are buying rubber suits and as there appears to be more fish in the bay with colder conditions, a few good catches are expected. Another point on colder water, according to the experts, is that there is less risk of shark attack, but we don't leave much to chance if a shark is sighted, even a Wobby. One consolation is that no fish have been lost to Wobbies at our last outings and we hope they continue to find their food elsewhere.

## THE BIG FISHERMAN.

### RUGBY LEAGUE

After having played six games without defeat, the Albatross Rugby League Club is now the leader in the Group 7 Reserve grade competition and have good hopes of going on to take out the 1961 premiership.

After a shaky start when Albatross were lucky enough to draw 6-all, with Shellharbour in a very ragged game, the team has gone on to defeat Milton, Nowra, Jervis Bay, Kangaroo Valley and Kiama and have given some bright displays of football, especially by the backline, whose speed has been superior to that shown by any of the opposing teams up to date.

A fine indication of the Albatross style of play is the fact that of the 26 tries scored by the team this season, 21 have been scored by backs.

The forwards have done a great job in getting a large amount of possession of the ball and sending it straight to the backs.

It will be a big blow to the team to lose "Skipper" A. B. "Buck" Rodgers, who is going back to the small ships. "Buck" has been a great captain and an outstanding player on the field and very popular off it. He also will be missed by our lady supporters.

The progress points for the Best and Fairest now stands at L.E.M. Don Russell, M.(E) Tony Daniel, L/A Dave Scott, 5; R.E.M. Bill Julius 4;

E.M. Pat Hickey, R.E.M. Jim Davis, N.A. Ian Struhs, A.B. "Buck" Rodgers, 3; N.A. "Moose" Massie, N.A. "Sambo" Somers, N.A. Max Laurie, 1.

The top points scores are M.(E) Daniel, 27; A.B. Rodgers 12; L.E.M. Russell and N.A. Struhs 11.

### AUSTRALIAN RULES

Four competition matches have been played since the last issue went to press, and all resulted in wins for Albatross. This maintains an unbroken run of wins which keeps us on top of the competitive ladder.

The first of these matches versus Kuttabal, was played at home on the 7th May, Kuttabal arrived short of a couple of players, and were immediately strengthened by the inclusion of Norm Farqhar and "Rocky" Norris. During the first half, Albatross dominated the play and scored effortlessly, almost at will, Dave Farthing at full-forward was most accurate. During the three quarter period, Kuttabal rallied and it was noticeable that the scoring rate for Albatross dropped. However, after a stirring talk by Skipper Col Mason, Albatross came again in the last quarter to win easily. Highlight of the game was the outstanding performance of Norm Farqhar whom I adjudged to be the best man on the field. For Albatross, Dave Farthing kicking 15 goals from 18 shots, merits being best for Albatross, capably assisted by "Swampy" O'Donnell who gave him many chances with his accurate passes. George Thompson dominated in the ruck and was responsible for some clever and cagey football. Others to show to advantage were Ian Struhs (curb that tendency to argue with the umpire, fella), and "Nobby" Clarke. Final score: Albatross 23 goals 22 behinds versus Kuttabal 1 goal 2 behinds.

On the 10th of May, Albatross went to Sydney and played the Royal Aust. Engineers. They met with token resistance and although they played well, it was noticeable they did not play to the standard we know them capable of. Ian Struhs in the centre won the vote on the day, sending Albatross forward time and time again with his brilliant football. Col Mason played the captains game at centre half forward and inspired the team. Col Poulton, roving to "Buck" Ryan played great football, and was given a feast of the ball by "Buck's" clever knock downs. All key positions played well, assisted by the flank men. Final scores: Albatross 31 goals 37 behinds versus R.A.E. 2 goals 1 behind.

The 17th May saw Albatross in Sydney to play Royal Aust. Army Signal Corps. This match was not a good one. Albatross played straggling football until the final quarter when they then developed top class team work. The R.A.A.S.C. had no counter to the strong Albatross combination and were defeated 21 goals 27 behinds to 4 goals 6 behinds. Best for Albatross in this uninspiring game was "Nobby" Clarke, Ian Struhs and "Swampy" O'Donnell. These key players really turned it on during the last quarter when they got into the team work way of football. Kev Davis in the ruck played well as did Ray Lewer at full-back.

The last game to write up, on the 24th May, was versus the Infantry Centre in Sydney. This was easily the worst game of the season put up by Albatross. The opposition may have been weak, but in my opinion, that is no excuse to play half hearted and lazy football. That is the way Albatross played. Best on the day was Barry Templeman who roved brilliantly when given the opportunity. Mike Carr, when he saw the ball, played a good backman's game. George Thompson, ruck, Jerry O'Day, back pocket and Ray Guest at fullback played good football in spasms. Of the others little can be said. Final scores: Albatross 15 goals 23 behinds versus I.C. 3 goals 10 behinds.

All told we still hold pride of place in top position on the Premiership ladder. Keep it up fellas and we will win our third Premiership. Shake them up Col and best of luck for the next group of matches.

Congrats to "Swampy" O'Donnell and "Nobby" Clarke, gaining selection in the N.S.W. state team to play South Melbourne on 28th May. They could not have made a better choice. Best of luck.

### THE MAD PUNTER.



### ALBATROSS HOCKEY CLUB

Both of the Albatross teams will play the last match of the first round this Saturday, 3rd June, at Kelly Park in Wollongong. So far, the "A" team has been defeated once and the "B" team is undefeated, drawing one match against A.I.S. Rovers. On the 13th May, we played Lysaght Orbs and A.I.S. Ingots at home. The "A" team defeated Lysaghts 5-1 and the "B" team defeated A.I.S. 8-0. The Sportsman's Club was open after the matches and to quote from both opposing teams "We were sunk by the Navy on the field and in the Club." Unquote.

Lysaghts were so impressed that they have arranged for a SPECIAL for us when we play them in Wollongong later in the season.

On 20th May, we played A.I.S. 1 and A.I.S. Rovers at Beaton Park, the "A" team winning 7-4 and the "B" team drawing 1-all. In the "A" match, we were down 4-0 until Hugh Wells got his eye in and scored 4 goals, "Mac" McGhee scored 2 and Pancho scored 1. The "B" team was very lucky in drawing, with the saving goal from Barry Lister in the last 10 minutes of play. Taffy Lloyd was dealt with severely early in the game with two hits on the ankle and one on the back of the head. He stayed on, though feeling a bit groggy.

Both of the St. Michaels teams were defeated here on the 27th May, the "A" team winning 3-2 and the "B" team by 5-1. There was some talk of Mac scoring the opponent's goal for them, but it might have been a buzz. However, he is being watched very closely by the Firebug Society in case it should happen again. Medicine Man, Dave Marks, was seen making a doll and muttering strange words over it at a special meeting held by the Firebugs at 1.30 a.m. Thursday morning, Mac's fate will be decided at the next meeting to be held at a secret covey, Wednesday night, the 7th June. All Firebugs to attend. Mrs. Younger, of St. Michaels, promised some cream cakes, etc., for the next match against St. Michaels.

At a Delegates meeting in Wollongong on Wednesday, Albatross was strongly represented and Mick Blair took the Chair as President. The result of the meeting was that the matches due to be played over leave period have been re-arranged, so that there are no games after this Saturday until after leave.

The draw for Saturday, 3rd June was "A" Team v. Wollongong Rangers and the "B" Team v. Southern Flame.

Wollongong Rangers defeated "A" Team 2-1.

"B" Team defeated Southern Flame 2-0.

Wednesday matches against Creswell will start within the next week or so and will continue after leave.

### GAME FISHING

Unfortunately the beginning of the month heralded in some very rough weather, so much time was spent in getting the boat and fishing tackle all shipshape and ready for the forthcoming Game Fishing season which commences in September.

Good show fellows, co-operation is now asked to keep the boat clean and free from fish scales and old bait.

Two new reels Penn Senator 300 have been purchased and P.O. Durrant put the lines on ready for the "big uns," also he has serviced the old reels — "Good on yer," Snozz.

We are also now proud owners of our own plywood dinghy for which we are thankful to Wally Rundle who made such a good job of its manufacture, and to Tich Lee who did such a good job with the painting, hence the name proudly painted on the bow, "Small Fry." Thanks chaps.

The end of the month has given us better weather but alas a lack of surface fish, only one caught a seven pound Salmon (P.O. Durrant).

Much better has been done on the bottom with good catches of Mowong, Red Bream, a good Red Groper, and of course the inevitable "Butchers" with a couple of good Leatherjackets for luck. Best to date, 10lb. Mowong, P.O. Durrant.

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in at 0730 — out at 1300 — Same Day!



## BOWLS

In every game or sport there are many expressions and terms used to define an action or mode of play. Bowls is no exception.

**ALL IN** — When a player puts a bowl down on the wrong bias and it goes out of play. The penalty is normally refreshments paid by the offender to all players on his rink.

**FULL HAND** — When all the teams bowls count. That is in a **FOURS** the team scores 8 shots in one end.

**A DEAD END** — When the Kitty is knocked out of bounds.

**A DEAD BOWL** — A bowl not on the rink being played or in the ditch not having touched the Kitty.

**A DRIVER** — All full blooded shots bowled at a speed so as the bias does not take effect.

**A KANGAROO** — A bowl that is incorrectly delivered, which hops along the green.

**A YARD ON SHOT** — A bowl which would normally finish a yard beyond the jack used to displace another bowl close to the Kitty.

**CRACK AN EGG ON IT** — A bowl so delivered to come up to another bowl with sufficient pace to shift it about one inch.

## BASKETBALL CLUB

It has been a month of Mixed Results since the two Navy Teams entered the Shoalhaven District Competition.

On the 29th May, Navy I went down to the Vikings 34-37 after a strong fight but didn't quite make it. The scores were tied at Full Time and the defeat came in the extra five minutes that was played.

Navy I have played five games this season, have won four and lost one. Each game has been a tense struggle but Navy I have proved themselves a strong side, each player putting in his share. There have been a few times when they have played below standard but rectified the play in the next game.

A few weeks ago five Navy players selected to represent the Shoalhaven district, in the Southern N.S.W. Zone Championships, thus making the strength of the team. They went down to the Illawarra team but were also selected to play in Canberra.

Navy II team have only played four games this season due to their late entry, when two local teams combined to make room. They have won two and lost two. Each player is putting in his best, but a lot more practice is needed.

Anyone who has played basketball before, or would like to learn, contact L.A. Clark on 497, or E.M. Giles on 425.

## Solution to last month's Skeleton Crossword

**ACROSS:** 2. Barricade; 3. Haha; 9. Apex; 10. Container; 11. Burn; 13. Hours; 14. Help; 17. Bred; 21. Music; 22. Crab; 24. Mousehole; 25. Hoop; 26. Ahoy; 27. Singleton.

**DOWN:** 1. Bantu; 2. Bacon; 3. Ranch; 4. In a nut shell; 5. Agnes; 6. Earth; 7. Devil; 11. Bob; 12. Rye; 15. Ear; 16. Pub; 18. Robot; 19. Dumps; 20. Mourn; 21. Clout; 22. Clean; 23. Arrow.

## THE OWL

This item was the best selected from a preliminary ETI.

The bird that I am going to write about is the Owl. The Owl cannot see at all by day and at night is as blind as a bat.

I do not know much about the Owl, so I will now go to the beast which I am going to choose. It is the cow. The cow is a mammal. It has six sides, right, left, an upper and below. At the back it has a tail on which hangs a brush. With this it sends the flies away so that they do not fall into the milk. The head is for the purpose of growing horns and so that the mouth can be somewhere. The horns are to butt with and the mouth is to Moo with. Under the cow hangs the milk. It is arranged for milking. When people milk, the milk comes and there is never an end to the supply. How the cow does it I have not yet realised, but it makes more and more. The cow has a fine sense of smell; one can smell it far away. This is the reason for fresh air in the country.

The man cow is called the ox. It is not a mammal. The cows does not eat much, but what it eats, it eats twice, so that it gets enough. When it is hungry it moos, and when it says nothing, it is because its inside is all full up of grass.

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The actress was extremely interested in clothes, because she had been so successful with them, on and off, for ten years.

☆ ★ ☆

A little girl was sitting on the front verandah when a salesman approached. "Mother at home little girl?"

"Yeth."

The salesman rang the doorbell. There was no response. He rang the bell again and again with no results. Somewhat vexed, he turned to the child. "Didn't you say your mother was home?"

"Yeth."

"Then why doesn't she answer the ring?"

"She will when you ring our bell. We live across the street."

☆ ★ ☆

A little whisk broom asked his parents, "How did I get here?" His mother answered readily, "Your daddy and I swept together."

☆ ★ ☆

Two old bachelor deer were chatting in an American forest. "Just look at that deer making a fool of herself for two bucks," said one. The other sighed, "I could use a little doe myself."

☆ ★ ☆

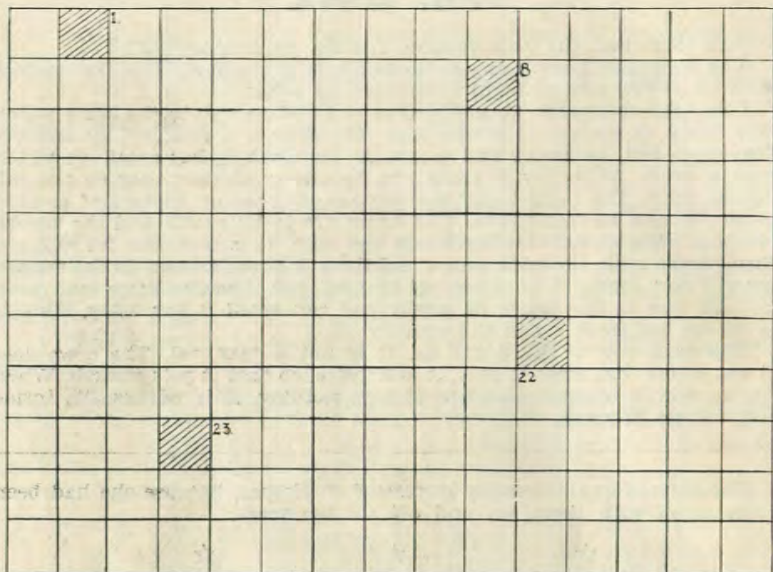
"I am a self-made man!"

"That, sir, relieves the Almighty of a terrible responsibility."

## THE SKELETON

The Skeleton Crossword the Black squares and the 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 half matches the bottom half and the two sides correspond so that you can fill in 12 more squares at once to correspond with those given.





ACROSS:

2. Neglect to remove what's wrong.
7. Emit a note of burning intensity.
8. He, had a good deal of work to do.
10. Four - Ten can be made to seem like a lot of money.
11. Probably ruled by some cocky characters.
12. Rather inclined to be stuffy when its Alan's turn.
13. Give her a ring with a letter to follow.
15. Indicating the Emperor's approaching apoplexy.
16. Give a foreigner the vehicle, at an unprofitable reduction.
17. Found in the dictionary of quotations, as a rule.
20. More than willing, to be with a furry animal.
22. One goes in the centre of a Middle East city.
23. Might give you the bird musically.
24. You could use a plane to shape it.
25. Unhappily apologetic.
26. Smartly dressed with eel tang.

DOWN:

1. Not fearfully helpful? on the contrary.
2. A handy touch, but something wrong with the executive committee.
3. Goes a long way at first, without serious result.
4. It needn't surprise you to find us on top.
5. \_\_\_\_\_ There were none.
6. Certainly not a dying breed. (Two words).
7. Left behind by the sharp pace of change.
9. Scarcely credible, that growing relation (Two words).
13. Takes a line when its time to buzz off home.
14. Do something to make a bit of a show.
18. Cover with a curtain.
19. State of crockery.
21. Does it give the actor a chance to do a turn?
22. Moulded by fishermen, it seems.

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