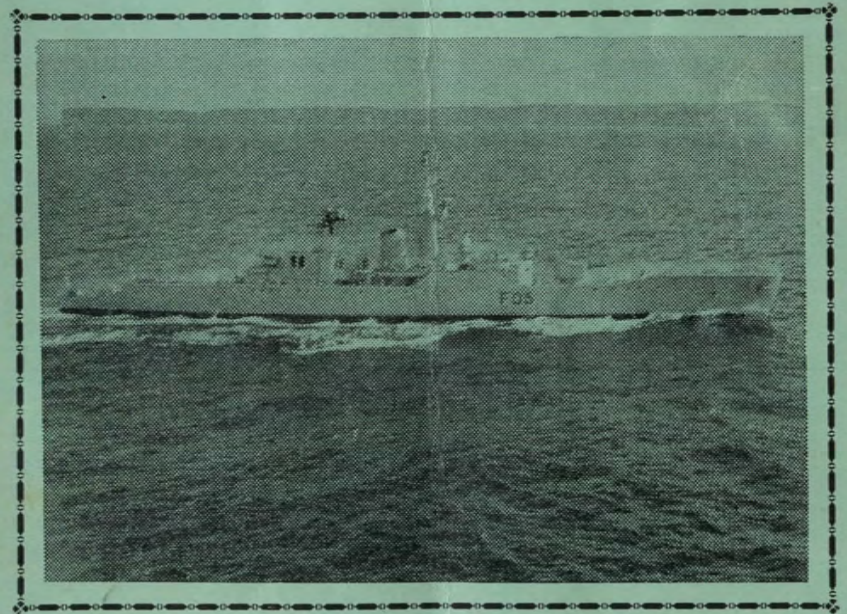


53



SLIPSTREAM

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



No. 53 SEPTEMBER, 1961 Price 6d.



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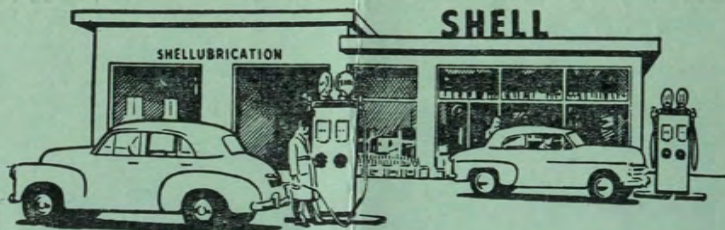
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The Journal of H.M.A.S. Albatross

No. 53

SEPTEMBER, 1961.

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OUR COVER

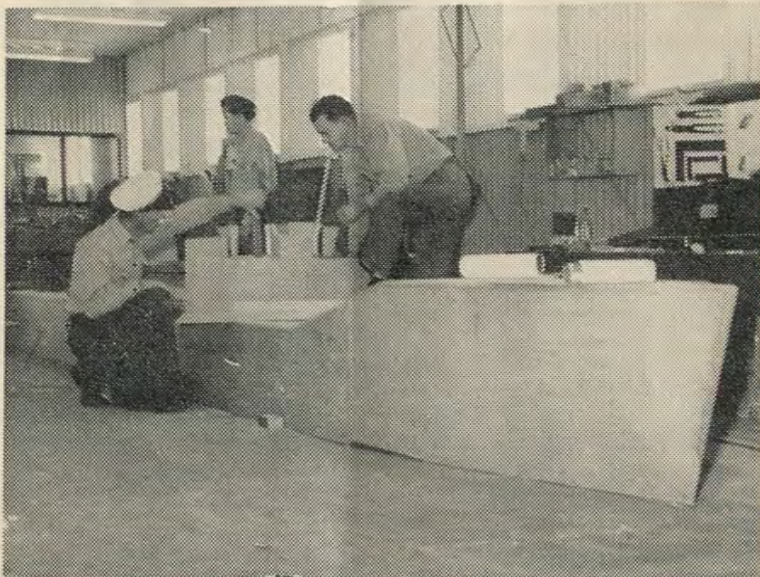
This month's cover picture shows H.M.A.S. Parramatta steaming outside Jervis Bay with the cliffs of Point Perpendicular in the background. The photograph was taken from a helicopter during the recent trials.

EDITORIAL

ONCE AGAIN the year has advanced to September and the period of Admiral's Inspection. Little else has been thought of these past few weeks and now it is almost upon us. This then has been taken as the main theme of this issue of "Slipstream" and as usual we have tried to see the more humorous side of this annual event. Not that this is the climax to a swiftly advancing year as, now that the M.A.G. is back with us, the tempo of flying training must increase, not to mention Air Day to be held on the 2nd October and the final preparations for Nowra's exhibit in Sydney's Waratah Festival.

As you know, Watson, with the help of Nirimba, are preparing a float representing the future Navy, Nowra, one of the present Navy and Garden Island, the past Navy. This latter exhibit is a model of Australia's first War vessel, the Spitfire, a wooden ketch of 65 tons with a 32 pounder mounted astern on a traversing carriage, built in Port Jackson for the N.S.W. State Navy to counter the presence of large Russian naval forces in the Pacific.

Nowra's exhibit, already well advanced, is a model of "Parramatta" mounted on a low loader "floating" on a sea of flowers (in keeping with the spirit of the festival) and with a "chopper" hovering overhead. The Shipwright and Engineering Sections are co-operating on the ship, whilst



723 Squadron are working on the model of the helicopter. The future Navy is a much more difficult subject, and I for one will be interested in Watson's effort and ideas.

In conclusion I would like to express my thanks to the very small band of enthusiasts who contribute to the Ship's magazine. It is extremely hard to strike a balance to suit all tastes if the great majority fail to put down on paper one item of interest, dit, poem or short story. How about it?

EDITOR.

A.S. 423 (99) — ADMIRAL'S INSPECTION REPORT

H.M.A.S. BOMBINJERRY — 21st September, 1961

LAND WARFARE —

It is pleasing to note the emphasis that has been placed on the training of Naval Airmen in Land Warfare. However, it is considered that trench warfare as practised in World War I. is not likely to be met with again. It is therefore recommended that the numerous trenches dug for this type of training should be filled in at the earliest opportunity.

It would not be fair to fail to commend the zeal which has been displayed in training, misplaced though it may have been. The trenches have been dug with the utmost care and in positions well calculated to afford the greatest impedence to any foe. The regrettable fact that friends may be impeded can be disregarded.

The absence of signposts in the trenches was most noticeable and could give rise to unfortunate incidents. It was only after four Staff Officers had precipitately entered one extremely cunningly sited trench that an Electrical Mechanic (Air) who had been posted missing for five days was discovered. This unhappy rating worn out by miles of wandering, many feet below ground level, was only slightly injured when the Staff Officers fortuitously dropped in on him and is now recovering in Sick Quarters.

PUBLIC RELATIONS —

The existence of H.M.A.S. Bombinjerry in the Nowra area for a period of years has had an inevitable effect upon the local population. Points noted during my short passage through the town were:

- (1) The complete absence of unescorted females of marriageable age.
- (2) The manner in which all babies in perambulators sit upright, facing aft, with their hands off the gunwales.
- (3) The large number of clinker built houses in the area.
- (4) The habit of the local dairy cows of advancing in column of three.
- (5) The friendly spirit of the gendarmes — they seem to have caught the infectious traditional "Bright and Breezy—free and easy" attitude of Jack. Several instances were seen of them passing the time of day with car drivers, after a casual wave of the hand on passing.

RE-SETTLEMENT TRAINING —

The efforts made in this regard are most praiseworthy. It is confidently expected that the weekly training programme carried out each Friday will ensure that the nation will have a plentiful supply of racing drivers for many years to come. A very interesting point is the fair handicapping system in vogue. Officers driving their pre-war vehicles are given a good start, Chief P.O.'s and P.T.'s start next in their early post-war cars, whilst the scratch position is rightly taken by the Junior Rating in their 1961 models.

The spirit of friendly rivalry engendered by these weekly contests is most commendable, and the adoption of Churchill's victory sign as a salutation between passing cars, shows that the Service's major role as a fighting force has not been forgotten.



Ample opportunity seems to be given to ratings who wish to further their education in preparation to shore and a full civilian life. The practical aspects of animal husbandry to bolster the theoretical Correspondence Courses available are catered for in full measure. The pig farm is a model of productivity, the G.C.I. have the needs of the future poultry farmer well in hand, whilst budding veterinarians have numerous cats dogs, not to mention the cows near the bomb dump, to cater for. Regular weekly courses for practical horticulture, green keeping and landscape gardening are arranged mainly on Friday afternoons, though a couple of departments seem to have resident students in situ throughout the week. The ancient art of stone-cutting and the erection of stone walls seems to have been revived. Unfortunately, the heresy of laying stone on edge and using cement as a bond seems to have crept in.

Massive arrangements for painting and sign writing seem to have been recently made. Instructions seem to have been excellent, but the choice of colours seems to have been limited to shades of grey and blue, a tendency not in keeping with the modern use of pastel shades.

It is noted with interest and approval that Citizenship, Jurisprudence, Court Procedure and Pleading are fully illustrated by daily lectures in the Administrative Block. Many case-histories are used and the budding lawyer is shown how crime and punishment are married together.

LIAISON WITH THE MERCHANT MARINE —

It is obvious that efforts have been made to instruct members of the Ship's Company in Merchant Marine technology. It was evident that it was purely a minor confusion of rank that caused a Quartermaster to greet me with "Good morning, mate" when I entered Bombinjerry.

ECONOMY IN THE USE OF PAINT —

The excessive use of paint in the Ground Electrics Section has caused a traffic hazard, as the width of the road has now been reduced to five feet nine and three eighths inches. The Kerbs should be chipped and wire scrubbed back to bare concrete, prior to further painting.

SOCIAL LIFE —

The standard of social life and the spirit of comradeship exhibited by all ranks is deserving of the highest praise. A shining example of comradeship was the behaviour of all concerned in a recent get-together held with the N.S.W. Police. Due to space restrictions, it was decided to hold this function in the open air. So eager were the members of both Forces to display this "togetherness" that the very enthusiasm of their embraces at times appeared to verge on the violent. Overcome with emotion, some people had to be revived by medical attention.

A jarring note was the persistence with which sundry misguided individuals attempted to distract the merrymakers, by throwing a strange oval object among them. Another unpopular figure kept running around blowing a whistle, whose strident notes had a very bad dampening effect on the whole affair.

GENERAL REMARKS —

All in all a most satisfactory inspection, marred only by a continual and high pitched droning as from aircraft flying overhead. The noise factor in the area seems to be excessively high.

— JIMMY.

PERSONALITY OF THE MONTH

LT. CDR. GORDON
McPHEE, O.B.E., R.A.N.



IF VARIETY is the spice of life, then this month's Personality, Lt. Cdr. Gordon McPhee O.B.E., is very highly seasoned. Very few pilots if any in the R.A.N. can total the different number of types of aircraft flown from four-engined bombers to choppers.

Born in Victoria in 1924, we first hear of A.C.2 G. McPhee in 1942 when he joined the R.A.A.F. as a Motor Transport Driver (Aircrew).

He carried out his recruit training at Shepparton, Victoria, and was posted in August of that year to the No. 2 Air Observer School, Mt. Gambier, S.A., as a Transport Driver. However in November also of that year he started the slow climb up by being posted to No. 4 I.T.S. to start aircrew training, quickly proceeding to No. 8 E.F.T.S. for Tiger Moths and thence to No. 6 S.F.T.S. for an Anson flying course, such that by October, 1943, Gordon had passed out as a Sgt. Pilot. Seven days later he was on his way to the U.K. in "New Amsterdam" and on arrival in the U.K. in March, 1944, he joined a pool of 10,000 pilots and aircrew.

The next 10 months continued with ground training and flying courses in Tiger Moths and Oxfords. One highlight of this period was that due to the drain of Service Manpower to the south by D. Day, he was given a rifle and some 50 rounds of ammunition, being told at the same time that "if the Germans arrived, make plenty of noise until the army returned." The only incident was being strafed by a 190 who missed and was phased out to sea by a flight of Spits.

By January, '45, our Personality was posted to Moreton in the Marsh to fly Wellingtons. He was then posted to the Heavy Conversion Unit at Sandtoft to fly Lancasters. Unfortunately VE Day arrived before the course was finished. However at the end of the course he was commissioned and by VJ Day was in London on leave.

November, 1945, saw him on his way back to Australia in Athlone Castle and by February, 1946, Gordon was discharged from the R.A.A.F.

His next phase in Service Flying commenced in January, 1948, when he joined the R.A.N. and commenced seaman training at F.N.D. By July, '48 he was aboard "Bataan" for sea experience and immediately on arrival in Japan was transferred straight across the pontoon to "Quiberon" without touching land and returned to Australia.

However, in October '48 he sailed in "Strathnaver" once again for the U.K. and after courses in Harvards at Yeovilton, Firefly I's at Lossiemouth and Firefly II' and IV's at Eglinton he was on "Illustrious" for D.L.P.'s by June, 1949.

After a series of short staff courses and staff flying he joined Orantes for the return trip to Australia joining the 20th C.A.G. 816 Squadron at Nowra in November, 1949. The memories of 1950 and 1951 include two embarkations in "Sydney" and a round trip around Australia, which lasted a fortnight.

"Strathaird" then took him back to the U.K. in January, 1952, where after some general flying duties he did a helicopter course at Westlands flying Drangonfly I's and thence to Bristol for Sycomore 3's.

Joining "Vengeance" in June, 1953, as O.C. "H" Flight, the next year saw him at Albatross twice in between spells in "Vengeance" and "Sydney" for SEATEX.

February, 1955 is memorable for the flood relief work in the Maitland area, so badly hit.

By April, 1955, Gordon was converting to Vampires and the following month was once again on his way to the U.K., this time working his passage.

He then joined Culdrose for a Gannet work up, joining "Melbourne" in February, 1956, for the passage home. Since 1956 Lt. Cdr. McPhee has been on the staff of D.N.I. Navy Office, Melbourne, then to C.O. 723 at Nowra, with "Melbourne" a couple of times, also as C.O. of "H" Flight and prior to his present job as Lieutenant Commander (Flying) was the Executive Officer of Harman for a little under two years. Versatility is obviously one of his watchwords.

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MEMORIES

Last month "Albatross" became a teen-ager. Those who read Daily Orders would have noted the following paragraph:

"On the morning of 20th May, 1948, a staff car and a number of three ton trucks left H.M.A.S. Penguin for a wild section of bushland geographically situated behind a landmark known as Nowra Hill. The expedition's object was to set up a Naval Air Station at a disused airfield originally built as a R.A.A.F. base in 1942, occupied by the U.S.A.A.F. for a short time, and then used by the R.N. in 1945-46.

At 0900 on 31st August, 1948, Divisions were assembled on the Quarter-deck to witness the Commissioning Ceremony of H.M.A.S. Albatross."

Casting back to the time when the "old bird's" first birthday was yet to come, and comparing the station with its present day appearance one can appreciate the changes which have taken place over the years, particularly the amenities which one tends to take for granted.

The Draft Note for the first ship's company was unique in that a special footnote was allocated to the names indicating that:

"Ratings appropriated to H.M.A.S. Albatross are advised to take bicycles."

This strange enjoinder was necessary as all hands were accommodated in Nowra until such time as the buildings at the airfield could be restored and the remaining facilities installed to make the place liveable. For at least 3 years none of the buildings had been lived in or given a coat of paint for a good deal longer. It was described as a "collection of rusty old huts" by one member of the first commission. Undoubtedly some may think the same still holds true, but in addition hardly a window was intact and most of the plumbing had been rifled during the unoccupied period from 1945 to 1948.

The familiar road to Nowra was unsealed and unbridged at the time, and in wet weather transport had to go the long way round via Nowra Hill. On the Air Station itself roads and kerbing had not progressed beyond the gravel strip stage, and all the concrete footpaths now around the buildings had yet to be put down. In wet weather the place was a quagmire and life was considered to of such a pioneering nature that it was even permissible to wear sea-boots in the Wardroom — try it now!

For some peculiar reason the road from about 50 yards outside the main entrance to just beyond the Sick Bay was sealed, but not kerbed, by the time the 20th C.A.G. arrived. It was probably for some very sensible reason, in that it ran past the Wardroom and Chief Petty Officers messes and then to the Main Galley and Victualling Store. The cynics viewed it from a different aspect. Knowing that the practice at the time was to send all sick cases requiring operative treatment to the Berry Hospital, due to the very limited scope of the Sick Bay equipment, it was generally conceded that this sealed piece of road was to ensure the patient at least had a smooth ride out of Commonwealth property. After this it was up to the patient how he made out for the rest of the trip.

The first R.A.N. aircraft to get airborne from Nowra very nearly provided the first dash to Berry when the engine cut momentarily at 200 feet over the end of 26 runway. The R.N. pilot landed the aircraft but was never quite the same thereafter. When a new engine was fitted the Sea Fury was all right.

The Air Group aircraft were housed in the Igloo hangar and the offices were on the site of the present Pay Offices. The hangar held about 18 of the 24 aircraft and the rest lived outside; this was considered terribly dashing and daring.

Other outdoor dwellers were the cocooned aircraft stowed along the handstanding towards the present hangar.

H and J hangars, as with A and B were yet to be built, although a

start was made on a hangar where H and J now stand. Work progressed at such a pace that the construction team were thought to have died on the job. When it finally got to the framework stage it collapsed under the stress of a Nowra westerly. What happened to the contractor is not known, but some of the concrete flooring subsequently uprooted was given a decent burial in front of the New Control Tower only last year. The other hangars C to F, were occupied by SAM(E) and the MRS. Since then SAM(E) has had a short sojourn at R.A.N. Air Station, Schofields, before returning to its old haunts.

The present Australian rules pitch and the heavily paspalumed area behind AJASS existed for sport, together with two concrete cricket pitches, the concrete tennis courts and the well known "ditching" pool. The turf wicket, hockey pitch, and athletic oval had been gouged out by bulldozer — they remained gouged for some time.

The White Ensign Club had yet to be formed by the hard working efforts of service and civilian personnel.

The canteen was housed in a dreary building now removed, while the beer bar was in an equally dreary annex.

The first move to build squash courts was begun in 1949, and as is well known this popular facility was opened early last year.

Transport to and from Nowra was by service bus; it must be remembered that petrol was still rationed; Leave expired at midnight and the busses always left from the Post Office. As the automatic telephone exchange was some 10 years away the telephonists at the Post Office building heard some pretty good nautical conversations from time to time. The Officer of the Watch was usually informed on such occasions that the language "is something awful."

The future of Albatross is assured and the visitor to the Station will undoubtedly find when he comes back to view the establishment on its 21st birthday that the changes which have taken place will be as far reaching as those of the first 13 years. For, despite its many non permanent buildings it has become one of the best, if not the best, establishment, in appearance and achievements.

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"Gently on the Cyclic Sir!"

In this article an experienced Hunter pilot gives a lighthearted description of how a jet pilot has almost to start again when learning how to handle a helicopter. In fact, he points out, it is a challenge just to fly the aircraft.

"Attitude, Attitude. Above all else, attitude. Gently on the cyclic, sir, gently on the cyclic, I have control."

It seemed as if the Dragonfly heaved a sigh of relief as its tortuous wanderings were immediately smoothed into the perfect hover. Never had that title, Master Pilot, seemed so apt. As he took control, my aching arms relaxed and began to regain their feel.

It was obvious that I was still in "the parish" stage of hovering, i.e. the parish boundaries were likely to be crossed at any time if I could not control the helicopter better than this. Later on I hoped to graduate to "the airfield" stage, and eventually to stay in precisely one spot. But this hovering was nowhere near as simple as it appeared to be.

This was my third or fourth trip on helicopters and I was wondering what-ever had made me volunteer for such a course. I was certainly enjoying being airborne again; the fact of getting airborne was most exhilarating. If only things had just stayed in "the exhilarating stage" I would have remained happy. But no, like all new boys to the game I began to worry.

If there had been nothing else to worry me except the cyclic control, things would have been a good deal easier. I could have managed just that one control; it was the only one at all comparable to a normal control column. But there was no time to concentrate on only one thing. The Master Pilot would suddenly want me to tell him the cylinder head temperature, the fuel pressure, the oil pressure, the fuel state. It took me ages to find all these things, and even longer, it seemed, to give an accurate reading from each instrument. It was no good saying "about 150oC." — he wanted to know exactly what each instrument was indicating. I don't know how many times I said 2½ for the fuel pressure instead of 28, because I had forgotten the X10 so clearly marked on the instrument.

Now he began explaining the use of throttle, the collective, the rudder, and how to correct any wanderings of height or revs, or yaw during the hover. The theory was all right — quite understandable in fact, especially as it was lucidly explained over the intercom. But the practice was something entirely different. Then, just as though I had not made an absolute nonsense of the cyclic control a few minutes before, the Master Voice in the back said: "Now I want you, sir, to maintain this hover using all the controls. You have control of the collective, the throttle, the rudder, AND the cyclic."

I acknowledged, as confidently as I felt I could, not adding aloud that my control was likely to be not more than purely momentary.

I had the Direction Indicator instrument firmly superimposed on the far end of the airfield, on a hedge. Then as apparently happens to all would-be hoverers, we quite inexplicably moved forward, I would swear I had kept everything just as it was, but still we began to move.

GOING DOWN !

Because we moved forward we began to get translational lift from our airspeed (that I remembered from the briefing). The extra lift made us climb as well as go forward. By this time we were no longer on the ground-cushion (I must curb a tendency to think of this as an air-cushion), so we began to sink just after we began to climb. We sank much faster than we thought we would. So up comes the collective lever and up goes the

boost, but the revs. go down from 202 to 200 — hardly noticeable on the dial, but a heinous loss all the same, according to the voice in the back, which adds yet again:

"Gently on the cyclic, sir."

I did not like to say that by now I had forgotten all about the cyclic in trying to think of everything else at the same time. Apparently I had been stirring it round and round and snatching it back and forth in frantic attempts to cancel out the errors induced by over-controlling on the other things.

Having steadied on the cyclic, with, I feel sure, a bit of help from the back seat, my attention once more become riveted on the D.I. and its relationship with the far hedge. We were still going forward a bit despite the certain feeling that I had got the cyclic right back to the stops.

Then the Master Pilot said: "Try to stop going forward before we reach the hedge."

So I immediately put maximum concentration on to the stopping problem, not realising that the hedge was now much closer than before. In putting the nose down to regain our former attitude, vis-a-vis the hedge, we again began gathering forward speed readily instead of losing it. By the time we reached the hedge we were doing a good thirty-five unwanted and uncontrollable knots. And all I got from the back seat was a long low chuckle — a Master Chuckle. I had to laugh too, perhaps though with relief as I heard the magic words: "I have control."

MOST UNNATURAL PASTIME:

So round we flew, all round the airfield and back again to the exact spot we had started from. A perfect hover was set up for me again, and again there began a series of gross manoeuvres with this and that variation for a further 45 minutes with me getting worse and worse, and using up more and more sky. I began to feel that I had set myself a very low standard which I consistently failed to maintain. Why should anyone want to hover anyway? A most unnatural pastime, which gets you absolutely nowhere, particularly if you do it in the approved fashion, i.e. over one spot.

Eventually I was told to call the tower to announce our return to dispersal. Then, with depression, I realised that, in a helicopter, hovering is everything — no hover, no take-off; no hover, no landing even. I had reached my trough of despair, a well-known state somewhere underneath rock-bottom. When flying fighters I used not to think of myself as particularly ham. Yet here I was with aching arms and as unrelaxed mentally as I ever want to be.

I began casting about in my mind for all sorts of rationalisations. How could they expect a simple Hunter pilot to fly a helicopter whose maximum speed was half the Hunter's touch-down speed? Why was the Dragonfly's cockpit so crazily laid out?

There was a sort of brake-lever on the left floor of the cockpit; known as the collective pitch lever, this, when pulled up like a brake, made the aircraft shoot upwards into the air — the very reverse of braking. Then, on the end of the collective is a throttle twist-grip. This was most confusing because, to open the throttle, you did the exact opposite to a motor-bike I once had; also the similarity of the twist-grip to the ranging control of the Hunter was such that I began to confuse myself with over — or under — ranging when I wanted more or less throttle: this was at least mentally distracting.

Then something else seemed to be wrong with the collective. When sweating it out in a practice hover, you are incited to forget that the lever is attached to the floor. Being underneath the left hand it reminds you of a Hunter's throttle, so it seems unnatural to pull it towards you when you want to increase power and vice versa. Why couldn't they make it work the other way for ex-Hunter pilots?



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But trickiest of all the controls is the cyclic stick — which tilts the rotor disc into the desired direction of travel including backwards. It is servo-controlled, like the Hunter ailerons, by hydraulics, and there is next to no feel. Unlike the Hunter, however, there is the most unanticipative delay in its action. By the time you are wondering whether you put any bank on at all, you are taking it off again and in so doing are putting on opposite bank. The net result is an ever-increasing pendulousness which uncontrollably grows and grows as does the struggle to maintain a semblance of control.

THOSE ACHING ARMS!

So even though in servo, your arms begin to ache worse than if you tried to do flag-firing in a Hunter in manual. You are advised again and again to relax and use finger-tip control. But you have to fight hard against the feeling that if you relax, the helicopter will do something terrible.

Finally, there is the rudder which, in the midst of the struggle, you find yourself applying (usually on instructions from the back) to keep the nose into the wind. If you put on too much, the revs. fall because of the extra power used by the tail-rotor, or vice versa if you take off too much. So you may well begin to sink or climb until, eventually, as things have once more reached the impossible stage of waffle, you again hear with relief the words: "I have control."

Having relaxed you are then given a cheery description of all the things you did wrong and explicit instructions on how to remedy them.

HOW FINE CAN YOU GET?

It seem to me that for one centimetre's movement on the top of the cyclic stick, at a given power and rev. setting, the aircraft can move from the hover into a forward speed of some 35 knots. As this speed is about half the aircraft's maximum forward speed, there is not very much to play with on the cyclic. How fine can control limits get?

Take the revs. Permissible rotor r.p.m. are between 188 minimum and 202 maximum, except in auto-rotation. Such limits permit absolutely no relaxation. Is there a fighter pilot who has not relaxed at the controls occasionally to watch the contrails in the sunset. There's no such thing as relaxing in the Dragonfly, no chance to ease concentration, no hope of trimming the machine into a state of stability. The nearest you could get to this tricky state of affairs in the Hunter is by flying at 50,000 feet thro' tling back slightly to maintain height, and then keeping straight and level without varying speed more than one knot. This would be "limit-flying"; in a helicopter you are limit-flying all the time.

The most un-upsetting thing about the helicopter is its lack of forward speed. I thought I would always be pushing the stick forward to get away from that horrid "about to stall" feeling, but, because so much time is spent about five feet from the ground, this worry is not marked and soon disappears altogether. This may largely be due to the way things are presented. The new principle of rotary flight, the very "magic" of it, is carefully and painstakingly explained in a series of excellent lectures. All the mystery is dispelled by instructional technique, blackboard work (coloured chalk and all), and logical argument second to none.

CORIOLIS, TOO

There is, of course, a noticeable change of talk in crewroom and bar. Instead of fighter terminology like trajectory-shift, time-of-flight-of-bullet, all-burnt range, angle-off, and the various "bingo" settings, the chat now concerns auto-rotative forces, parasite drag, blade-sailing, disc-flapping, vortex ring state, the Coriolis effect, and sometimes (in more bated breath) ground-resonance. This latter's unspectacular definition is, "a vibration of large amplitude resulting from a forced or self-induced vibration of a mass when it is in contact with the ground."

To hear it talked about is truly horrifying, but no less fascinating and absorbing than fighter talk.

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(400 yards from Johnny's)

Neither do I reckon that helicopter flying is any less exhilarating than fighter-flying — in some ways far more so when it comes to practice "flame out" landings. As time goes on there were more and more exhilarating things to do, though it will, I am convinced, take many months, perhaps years, to become at all proficient at them.

As the course progressed we went through every exercise which can be practised in a helicopter, except air-to-ground or rocket firing. We made "clearing turns" with our nose moving slowly round a circle marked on the grass we did running take-offs and landings . . . we imagined ourselves in a Malayan jungle with 200-foot trees to be cleared, we went low flying at 80 knots and tried to "hide" among the contours; we had a look at "vortex ring" and gliding turns; we flew for range, and for endurance; and finally we cut the engine dead several times above the airfield and landed safely by employing a sequence of actions on the various controls that defies description.

What a pity it was such a short course. I could have gone on and on. The appetite was truly whetted. The first few hours were very disappointing, I never thought I would make it — it all seemed so absurdly difficult. Yet I suppose I must have been improving imperceptibly because it was a bit of a shock when the Master Pilot, after making me do several rapid landings and take-offs, started undoing his straps. The back door opened and, with a few reassuring words of praise about my progress, he said: "Right, now it is all clear behind you, off you go. Don't forget your vital actions."

My time had come. Here I was airborne all by myself. Check revs., keep straight, anticipate, cross-check don't move sideways. Does the sheer magic of a first solo ever lose its force?

Undoubtedly you are starting again at square one when your helicopter course begins; an E.F.T.S. mentality is pre-requisite. Any previous fixed wing flying experience, though not a drawback, is certainly worth no more than a familiarity with R/T procedure or such things as "keeping a good look-out". Lifetime reactions must be discarded or modified in favour of new reactions accompanied by hitherto unheard of concentration of a highly sustained variety.

In fact it is a challenge just to fly the aircraft; how much more of a challenge to master, eventually, the almost limitless roles of the type from simple despatch riding to the really frontline stuff of providing close support for the army or Commandos with a variety of ground attack weapons.

To become really proficient at helicopter flying would take far longer than my short course. Like any other form of professional flying you must live with it and sleep with it. Routine manoeuvres need constant practice, you must know your aircraft, know your ability, and concentrate like mad if you want to continue improving. Small wonder that all the helicopter chaps I met were such a dedicated lot.

INDIVIDUALS WANTED

Perhaps it will not be long before the P.1127-type aircraft is in Squadron Service. Who is going to fly this fighter-strike aircraft? Whoever it is he may have to get used to the idea of operating from a clearing in the backwoods, miles away from Air Traffic Control, quite independent of Tech. Wing, at the end of a telephone line from a well hidden Ops. Room. Such a chap will have to have plenty of individuality and who best to provide it but a helicopter pilot who is used to being an independent operator; how else could he get the best out of his unique form of flight? He will also have to be a fighter pilot and one who is able to come to the hover before landing.

I ever I am considered for a VTOL role, I realise only too well that I have a long way to go in mastering this difficult business of going

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OUTPATIENTS

(Or What the Doctor Heard)



"Never been the same since
that blasted typhoon in '29!"



"must be sumthin I et, Doc!"



"Been losing weight Doc,
how about an X Ray?"



"I suppose to you I'm just
a collection of glands."



"— and just then Watson's
full back came charging through—"



✦ The Chaplain's Corner ✦

A Call to Discipline

"All baptised and confirmed members of the Church must play their full part in its life and witness."

There is a modern tendency to regard the Church as a kind of club, membership of which marks the respectability of a family, and most families are enough impressed with this outlook to ensure that their children are baptised and sent to the Sunday School. Religion is felt to be a nice thing although perhaps suitable only for women and children. This outlook is of course quite contrary to the Bible teaching which states without any nonsense that the Church is not an organization but an **organism**. The church is not an optional extra for those who enjoy that sort of thing.

Many people with a pitifully inadequate understanding of the teaching of our Lord believe that they can be christians, as it were, on their own—faith and grace are individual matters that need no other outside influence. Some of these are what Archbishop William Temple called "Blue Domes" because they declare that they can worship God just as well under the "blue dome of heaven" as in Church. These forget that worship is the corporate act of the Church which finds its ultimate climax in the Holy Communion. Others we might describe with justice as "Blue Mooners" because they come to Church with increasing infrequency for formal occasions like weddings, funerals, baptisms, and possibly Christmas Day.

Now Our Lord never gave the impression that his Gospel could be disregarded — it might be refused or received, but it had to be one or the other. It was with this in mind that he said "I come to send not peace but a sword." There will always be issues where, at a certain point, the christian has to say "thus far and no further," whatever the cost. The christian must know this from the time of his confirmation or decision if not earlier. Discipleship means forsaking all in the service of Christ, and occasions are bound to arise when christians and non-christians have to part company.

But acceptance of our Lord as King is by no means limited to negative action. More often than not the christian leaves the wording behind, not in what he does not do, but in what he does — not in subtracting from life, but in adding to its fullness. There are no man-made barriers to separate him from his brother (as in South Africa). The christian should measure worth in character and not in possessions. He should discover that life yields its richest treasures to those who are more eager to give than receive.

In our introduction we mention "our full part in the life and witness of the Church": you may remember that in the first miracle that Jesus did — the changing of the water to wine at the marriage feast of Cana in Galilee — that when the servants filled the water pots there must have been something in the way in which Jesus spoke for they filled them to the brim — because of their willingness no-one had to go short and all were satisfied. Our witness to the teaching of Christ should be equally generous. The more vigorous a church community the more influence it will wield. Those outside will listen when they see that it is composed of men and women who understand their faith, who practise it seriously, who make sacrifices for it, who commend it to their neighbours, who interpret it in terms that twentieth century man can understand, who offer it as a working remedy for the ills of society — and who themselves have been transformed by it, living victoriously and purposefully in a bewildered world.

REV. J. TRAINER, R.A.N.

Our Lord's First Miracle

Early in the public life of Our Lord there was a marriage feast in Cana of Galilee. The Mother of Jesus was invited, also Jesus and His Disciples. It is held that Mary was related to the bride. Apparently the number of guests increased beyond the expectation of the Hosts. Mary felt for the Hosts and came to Our Lord and said to Him "They have no wine." Mary had compassion for the bridegroom, Mary did not in so many words ask for a miracle, but her Son knew what His Mother had in mind. He said "Woman, what is this to me and to thee? My hour has not yet come."

Some are inclined to look on this word "Woman" as a rebuke to His Mother, but that is not so. It is a title of honour, as is our word "Lady." In our language the following words also sound harsh "What is this to me and to thee," but not necessarily in the Hebrew. They mean "Why should we trouble or interfere." They are not a rebuke or a refusal as is seen from what follows. Mary tells the waiters "Whatever He shall say to you, do ye." Afterwards Our Lord tells the waiters "Fill the water-pots with water." They did so. Then Our Lord said "Draw out now, and carry to the chief steward of the feast." The chief steward when he had tasted the water made wine said to the bridegroom "Every man at first sets forth good wine, and later on that which is worse but thou hast kept the good wine until now."

This was Our Lord's first miracle. It was performed at the request of His Mother. "My hour has not yet come" was Our Lord's reply to His Mother. That is His hour for public manifestation of His Glory. Our Lord had intended to manifest Himself at Jerusalem, at the Feast of the Pasch. But Mary in her humble confidence prayed that His hour would be hastened. Mary believed that Her Son was not any mere man, but that He was God. Mary knew that Her Son had the power if miracles, that it was a matter of asking with a humble and firm confidence. When we think of this it seems wonderful. The same Lord is available to us this day if only we have the Faith, the Hope and the Love of God. The same Mother is available to us with the same compassion and love that was shown to hosts at the marriage feast. God made Her such a wonderful person, and when we admire Her goodness, and when we pray to Her we are bringing honour to God, because we are admiring the work of His Hands. It was God Who made Mary. It was God who prepared Her so that she would be a suitable Mother for His Divine Son. In praising Mary we are praising God, because we are recognising the works of His Hands.

Why did Our Lord work miracles? His first object was to induce men to believe that His mission was Divine, and believe in the truth of His doctrine. As Nicodemus said "No man can do these miracles which thou doest, unless God be with Him." If God was with Jesus in every thing that He taught, then every thing that He did teach was true, because God is only with what is true. Our Lord's second object was to teach men not only by word, but also by deed. The third object in Our Lord's miracles was to help men in their necessities and sufferings. In the miracles we have just considered we can see how Our Lord helped the bridegroom out of a rather awkward and embarrassing moment.

From this first miracle of Our Lord we can not help but notice His Love and Kindness for man, His goodness to us. He has always our happiness at heart, and He has left a guiding hand — His Church — to lead us to that happiness. He has also left us His Mother Mary to look after us with a Mother's Love.

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WHO SAID THAT?

1. Reading maketh a full man; conference a ready man; and writing an exact man.
2. The art of biography
Is different from Geography.
Geography is about mape,
But biography is about chaps.
3. Speak roughly to your little boy,
And beat when he sneezes;
He only does it to annoy,
Because he knows it teases.
For he can thoroughly enjoy
The pepper when he pleases!
4. As idle as a painted ship
Upon a painted ocean.
5. "Its a very remarkable circumstance, sir," said Sam,
"that poverty and oysters always seem to go together."
6. Stiik close to your desks and never go to sea,
And you all may be rulers of the Queen's navee.
7. Treason doth never prosper: what's the reason?
For if it prosper ,non dare call it treason.
8. Herein is not only a great vanity, bdt a great contempt for God's good gifts, that the sweetness of man's breath, being a good gift of God, should be wilfully corrupted by this stinking smoke.
9. All the world's a stage,
And all the men and women merely players.
10. I have only one eye — I have a right to be blind sometimes . . .
I really do not see the signal.

ANSWERS:

1. Francis Bacon.
2. E. C. Bentley.
3. Lewie Carroll.
4. S. T. Coleridge.
5. Dickens (Sam Weller).
6. Gilbert & Sullivan — HMS Pinafore.
7. John Harrington.
8. James I.
9. W. Shakespeare (As You Like It).
10. Nelson (Copenhagen).

STRIKE OUT THAT WHICH DOES NOT APPLY — or (a), (b) or (c)

Surely this is the age of simplification. Life is eased at every turn. In few fields can this be more apparent than in that of Forms, Lotteries, driving licences, insurance claims etc. — they're all the same. The layout of the present day form seeks to avoid longhand at all costs. Strike out this, put a cross against the other then sign at the bottom and the job is finished. Your set of silent soup spoons (with or without initials) will arrive by return mail.

No modern form composer worth his salt would ever dream of compiling one that does not begin Mr./Mrs. or Miss and not contain half a dozen my/our/his/her combinations. Don't try to think who you are, just cross out what you aren't.

Brothers/Sisters — the disease is spreading. One has only to open any popular magazine to find a "quiz" entitled — What do you know — commencing with

Kublai Khan is

- (a) An Oriental racehorse owner?
- (b) A flash name for a King's Cross Hasty Tasty?
- (c) A Mosque in Khartoum?

This practice is extended in certain newspapers wherein by presenting a mere couple of dozen questions in the above fashion, a psychologist is able to decide anything from (a) what sort of lover are you to (b) how long can you expect to remain out of "jug."

The advantages of this system are readily apparent. No more three hour examinations — a quick ten minutes crossing out of (a), (b) or (c) and bang — one's technical ability accurately graded from immediate promotion to Commander to immediate scanning of the positions vacant column is obtained.

Its adoption is inevitable and so, with confidence in the ease of such a method of grading, a specimen paper of a future examination held at Albatross is appended.

H.M.A.S. ALBATROSS — DECEMBER, 1970

Qualifying Examination for Aircraft Handler to Squadron C.O.

Answer (a), (b), (c) or (d) as applicable.

Candidates are not to attempt more than eight questions.

(N.B. Smoking is permitted except when answering question 4.)

- (1) An Otto cycle is
 - (a) a German moped?
 - (b) the locus of an Otto?
 - (c) a crazy piano bass rhythm?
 - (d) the reproductive period of a small fresh water mammal?
- (2) A Centistoke is
 - (a) An obscure Jamaican multi-legged insect?
 - (b) A small section of the Engine-room Watch?
 - (c) A type of fuel system for the Wessex?
 - (d) A unit of Bulgarian currency?
- (3) Which would you prefer to run?
 - (a) The gauntlet.
 - (b) A Venom.
 - (c) Ashore.
 - (d) The gamut of experience.

- (4) C₂H₆COOH(SO₄)₃ is the chemical formulae for
 - (a) Pussa's hard?
 - (b) Rocket fuel?
 - (c) Tooth's New?
 - (d) Methylated Spirit?
- (5) A pilot reports that his big-end is knocking — are you?
 - (a) Alarmed?
 - (b) Indignant?
 - (c) Jealous?
 - (d) Relieved?
- (6) To which is a NA2, genuinely a Morman, entitled?
 - (a) Double marriage allowance.
 - (b) Two married quarters.
 - (c) Free Hormone Tablets.
 - (d) A quick draft to "Melbourne."
- (7) Strike out that which is not applicable.
 - A left handed spanner is used by a
 - (a) left-handed person to undo left handed nuts?
 - (b) right-handed person to do up right handed nuts?
 - (c) cac-handed person to leave in intakes?
 - (d) ambiguous person to throw at someone?
- 8) Which job takes priority?
 - (a) MC4 (one month overdue).
 - (b) Engine change (contaminated filters).
 - (c) Sticky spindle in C78087.
 - (d) Free beer at Junior Rates Club.

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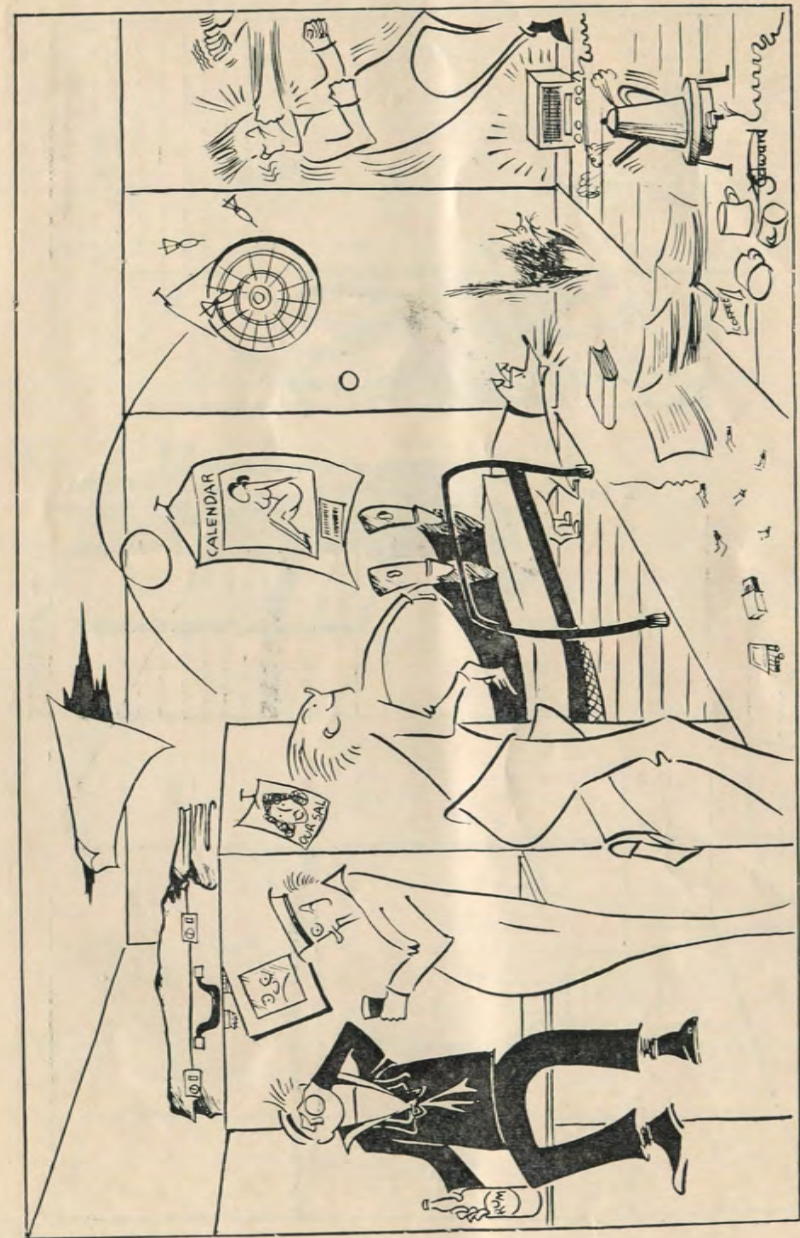


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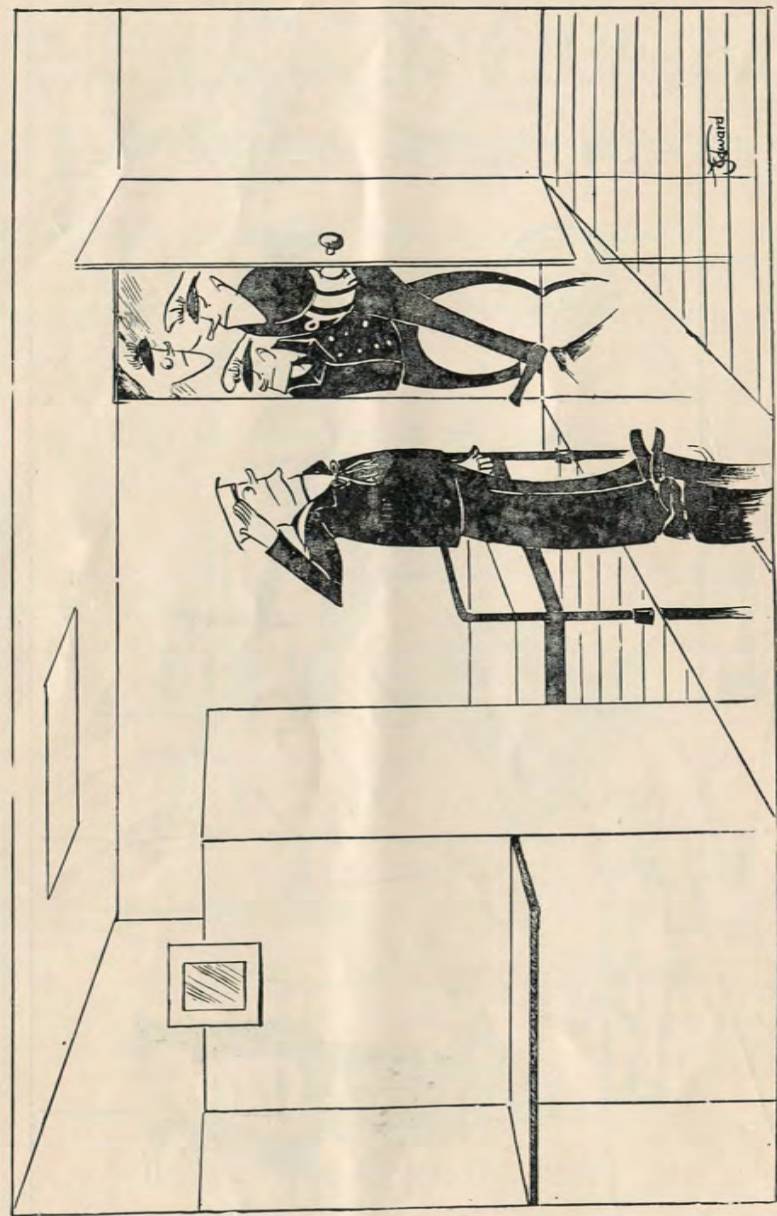
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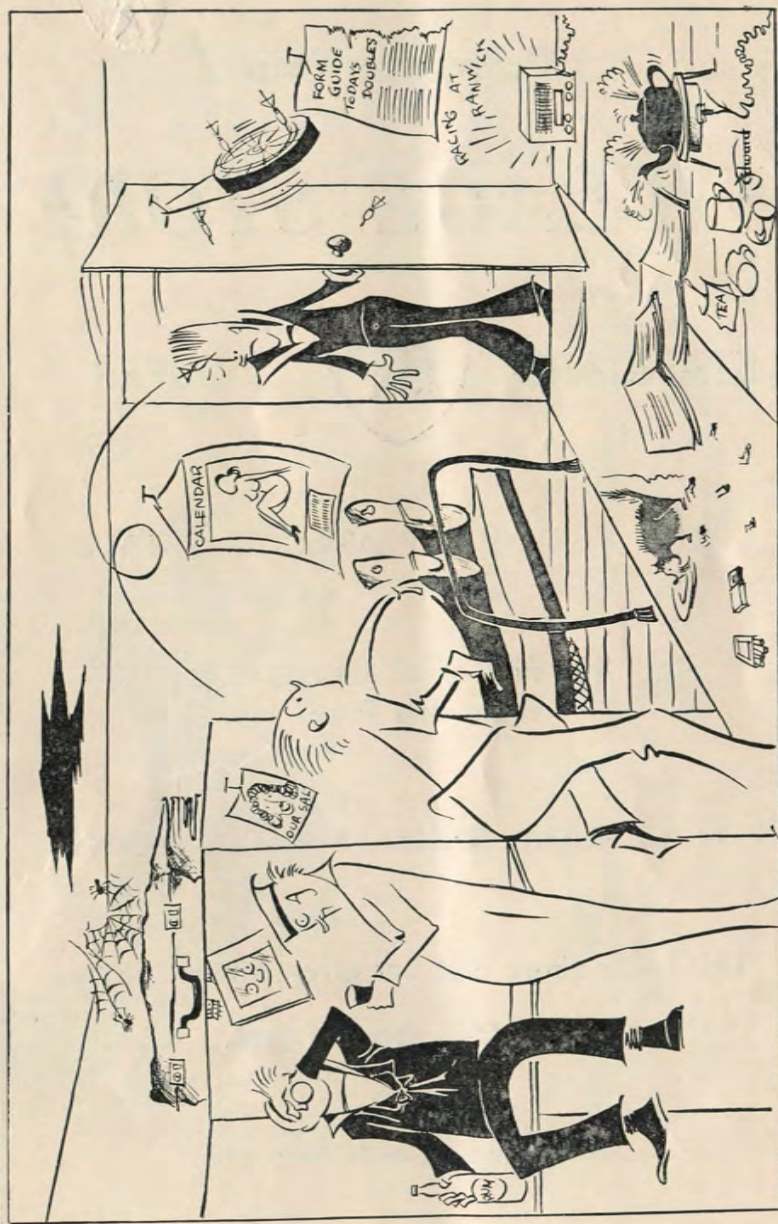
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Poet's Corner

VOICE PROCEDURE

(Apologies to Lewis Carroll)

The Walrus and the Carpenter forgathered for a Natter;
They wept like anything to hear such copious chatter;
If this could all be stopped, they said, it really would not matter.

If seven Bunts and seven Sparks broadcast for half a year,
Do you suppose the Walrus said, that they could make it clear?
I doubt it, said the Carpenter, let's have another beer:

If only folks would start, he said, by saying who they were,
And whom they were addressing, 't'would be easier to bear:
Establishing identity, alas, is all too rare!

A rumbling Basso voice is very difficult to hear;
The late lamented Gigli would be easier on the ear:
We can't all sing like him; but let the voice be high and clear.

Of clarity and brevity contrive to be a lover;
And when you want an answer back be careful to say 'OVER';
This tells the bloke the other end you're waiting to discover—

If he has heard the phrase aright, when 'ROGER' he replies,
Unless you've told him to 'READ BACK,' in which case he
complies,
And, starting 'I READ BACK,' repeats the phrase.
He wiped his eyes.

But if the clot the other end should sing a different song,
Repeating incorrectly what you've tried to pass along,
Repeat the phrase more clearly; but start off by saying 'WRONG.'

And if you cannot hear, or some word is not quite plain,
Don't say 'Beg Pardon,' 'What was that,' or 'Will you please
explain?'
There's only one thing you must say, and that is 'SAY AGAIN.'

But if you think the message wrong: (For instance, if a bearing,
Is not within the Arc of Post), don't seek recourse by swearing,
But use the proword 'VERIFY.' Such nonsenses need squaring.

Then, if the card he has mis-read, he answers the objection
Not with such words as 'Sorry' or 'Scrub out that latest section';
Again the proword he should use: In this case it's 'CORRECTION.'

And so, the Carpenter concludes, we can remove all doubt,
And cut out all the back-chat, and forbear the rules to flout.
I get you, Chips, the Walrus said, I should say ROGER - OUT.

(MERCURY)



"I put it down someplace while I was lighting my cigarette."

VARIATION ON A THEME

To be sung to the tune of Mr. Gallagher and Mr. Sheen.
 "Oh Mr. M, Oh Mr. M, I would like to come and visit Albatross,
 I have heard such good reports,
 Of your labours and your sports,
 That I feel you must be proud to be the Boss,"

Oh Mr. O, Oh Mr. O, we'll be glad to see you, sorry when you go,
 It is not an idle boast,
 We're the finest on the coast,"
 "Of Australia, Mr. M?" "No, the Shoalhaven, Mr. O!"

"Oh Mr. M, Oh Mr. M, do your birdies work as hard as those at sea,
 For a rumour is around
 That they always may be found,
 In a crew room, playing uckers, drinking tea."

"Oh Mr. O, Oh Mr. O, It's a slander base that fills my heart with woe,
 They are never known to shirk,
 I've been pleased with all their work,"
 "In the aircraft, Mr. M?" "No, in the garden Mr. O."

"Oh Mr. M, Oh Mr. M, you must know that once I used to fly,
 And I won my Looker's Wings,
 In a mess of sticks and strings,
 Which I'm glad to say would not go very high,"

"Oh Mr. O, Oh Mr. O, But your fame in flying I already know,
 I denied the other night,
 That you knew the Brothers Wright,"
 "I must thank you Mr. M." Indeed you're welcome Mr. O."

"Oh Mr. M, Oh Mr. M, It is important what there is to eat,
 Is the food a sheer delight,
 Served in messes clean and bright
 With a varied choice of vegetables and meat?"

"Oh Mr. O, Oh Mr. O, you should see the way this tucker makes them
 grow,
 If their weight increases more,
 They will not get through the door,"
 "Of the messdeck Mr. M?" "No. at the Pig Farm Mr. O."

"Oh Mr. M, Oh Mr. M, you have told me quite enough to make me keen,
 I will shortly come to see,
 All the things you tell to me,
 In the springtime, when the grass is turning green."

"Oh Mr. O, Oh Mr. O, there is one more fact you really ought to know,
 In a short time more or less,
 I'll be D to C.N.S.,
 Congratulations, Mr. M." "See you later Mr. O."

STATION TYPICAL



Getting Ready for Admiral's



OVERHEARD IN PASSING

Chief P.O. to leading hand after latest Squadron merger:
"If the Boss rings, get his name."

During discussion on language proficiency:

"Yes, when I was in Japan, I knew 700 characters — they were all members of my club."

During debriefing:

"I called the tower and said 'I'm lost' — he replied 'Poor little fellow; who lost you'."

At the Bar during A.J.A.S.S. Exercises.

"Got to go to bed. My flight leaves at seven a.m."
"Needn't go yet. I'm your pilot."

"INSPECTIONS"

Admiral's Inspection, I always find,
Affects the general piece of mind
Of those whose lives become entwined,
With searching scrutinies of this kind!

Buildings, the Admiral may inspect,
That show obvious signs of neglect
The Admiral would be sure to detect,
Are removed, or repaired to good effect!

And anything else that the Admiral's attention
Might fasten on, in his rounds of detection
Though it may be an item of fond affection,
Joins the condemned and unwanter collection!

With wet paint and polish most everywhere,
And every-one having to take great care,
Why, even the meek are heard to swear
There are so many troubles to bear!

And the Captain makes frequent Inspections to see
That everyone's rig is as good as can be!
For sub-standard dress, there is no legal plea
And the only escape is a quick draft to sea!

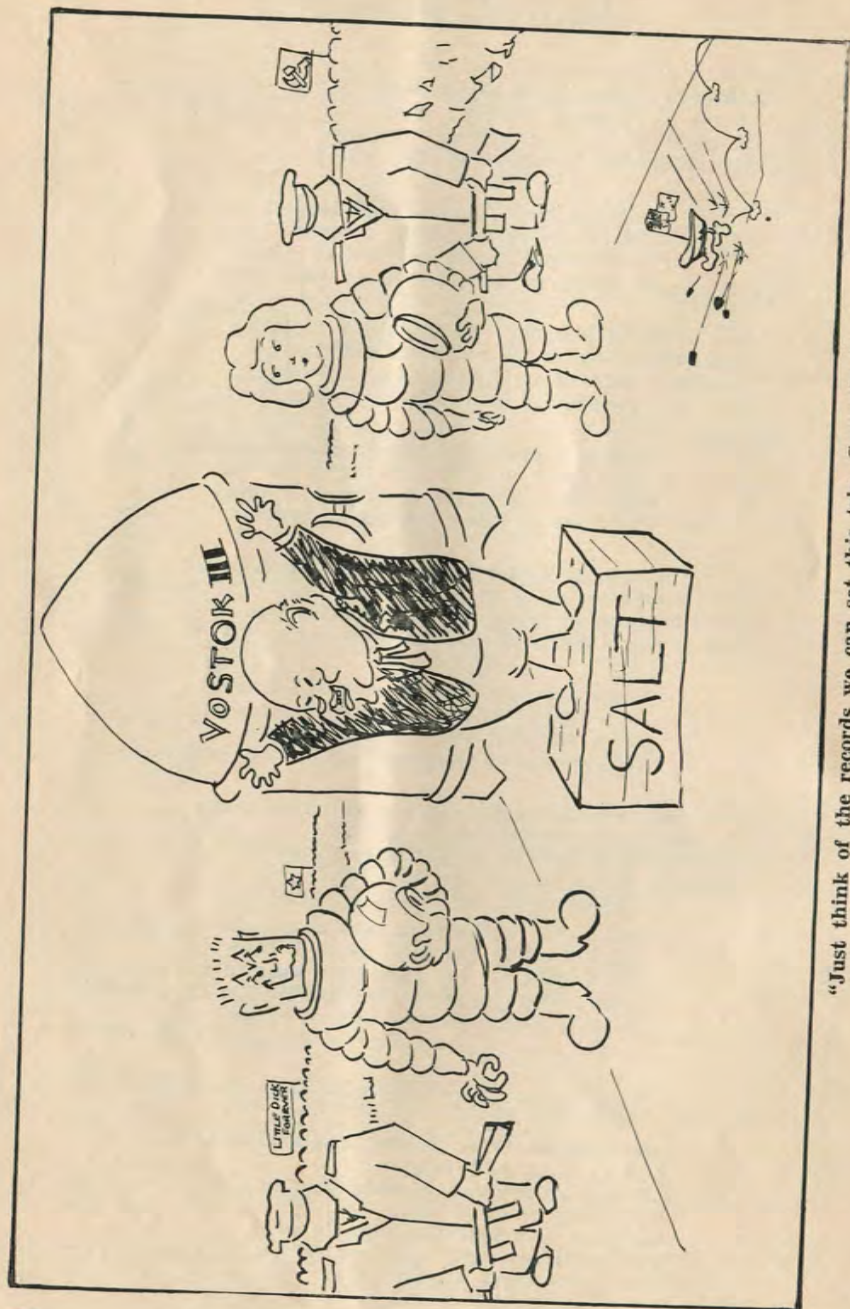
Shoes are polished and suits are pressed
In a frantic effort to look well-dressed!
From all such toil there is no rest
With every-one striving to do their best!

New hats are purchased and old ones that might
Be used again are stowed out of sight;
And sad tales are told of the sorry plight
That we suffer, because of this Naval Rite!

But though Inspections may seem rather queer
They're all to the good, or so I hear,
For though we are sometimes inclined to jeer,
They ensure at least ONE good clean up a year!!

— by J. E.

My neighbour Mrs. Brown, wears glasses,
And is stern and thin;
She teaches children's Bible classes,
And disapproves of sin.
She does not take the time to chat,
But tends her flora and her fauna;
Therefore I can't tell her that
She's raising marihuana.



"Just think of the records we can set this trip, Comrades."

THIS IS HOW THEIR MIND WORKS

On April 13th this year, the official organ of the Central Committee of the Communist Party of the Soviet State, "Pravda," published a statement issued by the Communist Party concerning the flight of Major Yuri Gagarin in the space vehicle "Vostok." Before giving a translation of this statement, a brief resume of the governing system of the U.S.S.R. might be of interest.

The fifteen Republics which make up the Soviet Union, though in theory, independent and possessing their own Administrations, are, in fact, ruled from Moscow by two distinct but overlapping bodies, the Central Government and the Communist Party.

The Central Government consists of the Supreme Soviet, representing all Republics and races of the Union, the Presidium (or Council) of the Supreme Soviet and the Council of Ministers, the executive body.

The Communist Party consists of the Central Committee, the Presidium of the Central Committee, commonly referred to as the Politbureau and the Secretariat of the Central Committee. Below the Party's Central Administration are its Regional and Local Branches. The whole of this organization is known as "The Apparatus." The Secretariat is the core of the "Apparatus" and its First or General Secretary, now Nikita Krushchev, is the country's dictator.

Throughout the Soviet Union it is more important to be an influential "apparatchik," (a member of the "Apparatus"), than to be similarly placed in government service, though obviously, "apparatchiki" not unnaturally hold some of the most important government positions.

The newspaper "Pravda" is the propaganda machine of the Politbureau and its statements govern the thinking of the "apparatchiki." With this in mind, it will be seen that a statement issued by the Central Committee is of supreme importance to the "Apparatus" as it dictates all the Soviet people the "correct" thoughts on subjects where a Party policy line is necessary.

**To the Communist Party and People of the Soviet State!
To the Peoples and Governments of All Countries!!
To All Progressive People!!!**

A statement by the Central Committee of the Communist Party, Presidium of the Supreme Soviet and the Government of the Soviet State.

The great event is over. For the first time in the history of Man it has been possible to fly in space.

On the 12th April, 1961, at seven minutes past nine, Moscow time, the space-ship-traveller "Vostok," with a man on board, lifted off into space and completed a flight around the World's globe, to make a happy return to the consecrated soil of our Native Country.

The first man to penetrate into space was a Soviet man, a Citizen of the Union of Soviet Socialist Republics! This unparalleled triumph of Man over the forces of nature is the greatest conquest of science and technical knowledge. It is the beginning of Man's journeys into cosmos.

This exploit is indicative of this age of reincarnation of the spirit of the Soviet people and mighty strength of Socialism and gives a sense of great gladness and warrantable pride to the Central Committee of the Communist Party, Presidium of the Supreme Soviet and the Soviet Government.

In the past, backward Tsarist Russia brought the country to the edge of the grave and the accomplishment of such a dream is a supreme feat

A Breath of Spring

(to take the title of the Nowra Players next production)

... and a hint that the year
is drawing on.

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in the struggle for progress, this despite opposition caused by the more technical economic development of the country.

The tenacity of the working class, the tenacity of the people, is an encouragement to the Communist Party. Under the guidance of Lenin, our country has reached prodigious heights in the development of science and technology. When the working class in October, 1917, took authority in their own hands, man, even honest people, doubted the possibility that they could govern the country and preserve it, let alone raise the level. Before all the world, the working class, Soviet collective peasantry, Soviet intelligentsia, all Soviet people have set an example which demonstrates the unparalleled victory of this development of science and technology.

Our country has outstripped all other countries of the world and is the first to have shown the way into space. The Soviet State was, the first to fire an intercontinental ballistic missile, the first to send an artificial satellite around the world, the first to direct a cosmic space vehicle to the Moon, made the first Sputnik to the Sun and made practical the flight of a cosmic space ship directed at the planet Venus. First again, another Soviet space ship, with a human being on board, has accomplished a flight to the very edge of space and returned to Earth.

The summit of our conquest in mastering cosmos will be manifested in the triumphant flight of a Soviet man in a space ship, around the world.

Honour and Glory to the working class, to the Soviet peasantry, to the Soviet intelligentsia, to all Soviet peoples!

Honour and Glory to the Soviet scientists, the engineers and technicians, to the creators of the space ship!

Honour and Glory to the first cosmonaut, Comrade Yuri Alexeivitch Gagarin, pioneer in mastering space!

On us, the Soviet people, builders of Communism, has fallen the honour of the first penetration of space. We do not count the triumph of mastering space as an achievement of our own people, but an achievement of all men. We are glad to put to the use of all men the knowledge gained in this flight in the name of progress, happiness and the common good of all peoples on Earth.

Our achievement is not put as a service to war but as a service to peace and the security of our People. The growth of science and technology opens unboundless possibilities for the mastering of the forces of nature and to make use of them for the good of Man and for the security of peace.

On this solemn day, we again turn to the peoples and Governments of all countries to appeal with words of peace. Let it be that all peoples, independent of race, nationality, colour or creed to apply their strength in order to secure a lasting peace throughout the world.

We will put an end to the arms race. We will accomplish universal and complete disarmament and control. This will be a decisive investment in a sacred act, the safeguarding of peace.

This great triumph of our native inspiration will lead all Soviet peoples on to new exploits in the growth of Communism. In view of this, this new triumph is dedicated to the name of peace, progress and happiness of all men.

This statement was signed by the Central Committee and was on the front page as the leader article of "Pravda." It is an excellent example of Soviet self-propaganda and gives a clear indication of the way technical advances are put to the use of mass indoctrination.

In conclusion, it may not be everybody's cup of tea to have this at the breakfast table. Some wives, after reading the back page of the newspapers for so many years instead of looking at their husbands' faces, may welcome such changes in the Australian press. For me, I still like Rick O'Shay.

C. J. R.

Sporting Notes

ALBATROSS RUGBY

In the past few weeks, Albatross has once again shown the form which had enabled them to win two of the past three Dempster Cup Competitions.

With wins over Kuttabul and Destroyers, and a loss to competition leaders, Watson, the team has seemed to gain a new lease of life, with all injured players fit and well, and a couple of new faces showing out as future stars of the Rugby code.

Albatross has one more game to play (Des. & Frig.) and since beating them at Albatross, we are hoping of repeating the win at Balmoral.

The team is running 3rd in the competition and everybody is confident of seeing them playing in the grand final.

Coach Bob Connellan has the boys training hard after his six weeks' absence at F.N.D., and is sure of taking the most coveted Dempster Cup from Nirimba.

— PINCHER.

SOCCER

It proved to be third time lucky for an under-strength Albatross team when they won the Showers Trophy by defeating "Watson" by five goals to one, at Nirimba.

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Albatross won the toss and Watson kicked off towards the airfield end with a strong wind diagonal cross-wind in their favour.

They immediately stormed to the attack, but the Albatross defenders proved too strong. Two low curling centres from the Watson left wing were cut out by the "Tross" goalkeeper, and some fine work by Len Bolden and Jack Todd set the Blues moving. But they were having trouble with the wind, and most of the play was confined to mid-field, with the half-backs working overtime taking throw-ins.

Then it happened. Joss Bierman, the Watson centre-half kicked the ball high in the air. The wind took it and it curled towards the Albatross goal. It dropped in a zig-zag and the goalkeeper got a hand to it, but of no avail.

Watson were one up.

From the kick-off Albatross turned on the heat and five minutes later Pritchard scored the equaliser. So at half-time the score was level at one goal each.

Albatross started the second half with all the fire and determination in the world. They were rewarded ten minutes later when Pritchard put the Blues in front.

Watson were undeterred and fought back well, but were no match for the Albatross team.

Len Bolden, Blue Richards, Taffy Lloyd and Big Boris Bennett broke up any attack that started.

Then fifteen minutes from time, Watson wilted under the pressure, and Brian Sargeson got a brilliant hat-trick, two of the goals coming straight from Watson's kick-off.

So at last, after three consecutive appearances in the final, Albatross brought the trophy home.

Well done, lads. Everyone on the station says "Congratulations and very well done, all of you."

Albatross Team. R.E.M. Gates (goal), L.A. Lloyd (right base), P.O. Richards (left back and inter-service), R.E.M. Parker (right half), P.O. Bolden (centre half and captain inter-service), N.A. Bennett (left half), E.M. Thompson (right wing), N.A. Todd (inside right and inter-service), N.A. Sargeson (centre-forward and inter-service), A.B. Pritchard (inside left), L.E.M. Sharp (left wing).

— "RANGER."

ALBATROSS HOCKEY CLUB

On Saturday, 9/9/61, the finals of the Illawarra District Competition were played. What a black day it turned out to be for Albatross. Even though both teams were Minor Premiers in their respective grades, they could not find the will to win that had brought them through a lot of tough games.

Albatross II played A.I.S. Rovers, at Wollongong, and although Albatross had beaten Rovers by only one point for the Minor Premiership, we were not favourites to take out the Premiership in the B grade for 1961.

As the game progressed, it was obvious that Rovers were playing the better hockey. Rovers scored the first goal after six minutes of play. We equalled the score a few minutes later. Then Rovers scored from a disputed penalty bully, and after that our team just could not click together. Many chances went astray, much to the dismay of Buck Ryan and Charlie Loy, who were playing well, despite the lack of support.

Norm Smith played one of his finest games, and although we were

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defeated 5-1, it is no reflection on his fine goal keeping as he brought off many a fine save, as Rovers seemed to shoot at will.

Next week we will again meet Rovers, as we have the right of challenge. One thing for sure is that we won't go on to the field so full of over-confidence as we did last Saturday, and also it proved that you can't train on beer the night before an important match.

Albatross I played Wo'longong at Wollongong, and from the start it was a hard fought, even match. The shock of the second team getting a hockey lesson seemed to affect our team, for they took quite a while to settle down. At half time the score was still nil-all. A few minutes later Wollongong scored off a lucky rebound, and put themselves on the board. We continued to attack, but the forwards seemed to be starved of the ball, and when they did get the ball, they couldn't do much with it.

This surely was a day for goal keepers to excel themselves, as Harpo Marks gave an outstanding display of quick thinking and anticipation. One goal that he saved was the best goal save of the year, and he was applauded by spectators and players alike. The score finished at 1-0 in Wollongong's favour, and as we have the right of challenge, we shall meet them next Saturday also.

Let's hope we play the same type of hockey that everyone knows we can play, and give Wollongong and Rovers a lesson, as a clean sweep of the Premiership would be a fine way to end the season.

— SUPPORTER.

ALBATROSS BOAT CLUB

As we approach the commencement of our sailing season and a new financial year we look back with mixed feelings on a winter just passing.

Much has been done and I feel we all can feel proud of the work that has been completed and I'm sure the committee would like to extend their sincere thanks to all those who in any way gave their time and knowledge to the club in helping with the repairs and reconditioning that was carried out. In particular the complete overhaul of the motor boat was well done and it is now entirely ready for the season to come.

When the conditions were suitable quite a few members could be seen braving the cold and in fact quite a few days of good sailing was enjoyed during the winter, then of course we had some bad weather and the old river rose and caused panic supreme trying to secure the motor boat, but once again we give our thanks to the men of the Nowra boat shed who let us use their moorings to safeguard our boat.

With the sailing season almost on us we can look forward to a busy and enjoyable season and we hope that the competitive spirit will run high and that keenness be to the fore in all that our club attempts.

I have heard that in October we will be holding a boating picnic up the river, so let us all do our share and we can make it a big event.

The committee wish you all a good sailing season.

BASKETBALL

Since the last issue of "Slipstream" we have seen the conclusion of both the A and B grade competition for the winter season.

Navy A, always a bridesmaid, finally made it to the altar by defeating Comets A for the handsome Phillips Cup, after being runners-up for the past three seasons.

The grand final was at all times a close and hard-fought match, as indicated by the score of 41-39, with the issue in doubt until the final



"What, me Sir? Play sport in my own time!"

whistle. The win was especially credible in view of the loss by drafting of several Navy players, and the fact that star forward and captain, "Spike" Giles, was suffering from a shoulder injury.

Prolific forward, Peter Clark, racked up his usual 20 points, centre Fred Rubly scored 8 as well as initiating many scoring plays, and Dave Marks sank 6 from set shots. S.A. Reg Hird, who hitch hiked down from Kuttabal for the match, gave his usual display of impeccable guarding, and with Warren Hull, tapped out or intercepted many potential scoring shots "Rugged" Snell and Bill Julius worked well as guards in spite of lack of match practice, and the team worked well as a whole to gain what was, as stated during the presentation of trophies, a popular and well-deserved Premiership victory.

The B grade team, suffering from mixed fortune during the whole season, were eliminated by Zodiacs, the eventual Premiers, in the final. However, with players of the calibre of R.O. "Spin" Hayward, N.A. Jimmie Da Silva and E.M. Tony Gazia as a nucleus, Navy hope to build up a team capable of putting the B grade trophy in the case next year.

New players are always welcome to train for either team and summer basketball, besides being a fast, rugged, clean game in its own right, is an ideal way for winter sportsmen to keep in nick during the lay-off period. Enquiries to L.A. Clark at 723 Squadron, or L.E.M. Shepherd, at G.L.S.

ALBATROSS GOLF CLUB NOTES

During the past month the R.A.N. E.A.A. Golf Club held their championships and A grade handicap event at St. Michaels Golf Club, on Wednesday, 23rd August. There was quite a good roll up, including eight members from Albatross. The championship resulted in a tie between Cdr. Treloar and CRE Fischer, both being five over the card. In the handicap event the trophies again both went to Albatross, P.O. Winnem carding a 67 to defeat R.P.O. Harris by one stroke. In the play-off for the championship, CRE Fischer ran out the winner by two strokes.

The Inter Service golf has been set down for the 21st September, at the Australian Club, and nine of our players have been selected in the training squad for practice at St. Michaels on the 19th and 20th September. All have the potential to force their way into the final team, and at least five or six seem certainties. This golfing strength at Albatross augurs well for the forthcoming inter ship competition.

On Saturday 2nd September, Albatross Golf Club presented the trophies at the Nowra Golf Club. It was unfortunate that the day was so inclement, and consequently the field smaller than usual. In the A grade, Alan Davis was successful, with M. Perring runner-up. The B grade competition was won by Bob Craven, with B. Hutchinson a close second. The Nowra Golf Club expressed their appreciation of these trophies, and for the support they get from all our members.

An invitation has been extended to our members to visit the golf club at Bateman's Bay, and this will be arranged as soon as possible after Admiral's Inspection, probably about the third week in October. Apart from playing, the invitation also included a barbecue in the evening, so watch out for further information on this coming visit.



"Persistant, ain't 'e."

ALBATROSS UNDERWATER CLUB

Activities have fallen off to some extent recently, due mainly to bad weather conditions in and around the Bay. However, the team managed to represent Navy well at the U.S.F.A. contest at Kurnell, Sydney.

During the last month, some nice fish have been taken, mostly by RS Linning and Lt. Wright. A record has been claimed for a 32lb blue groper taken by RS Linning, and is awaiting confirmation.

The last outing was very poorly attended and only a few fish taken. The water appears to be clearing — not before time, either, as conditions inside the Bay have been very bad.

The water is still pretty cold, although the Secretary went in without a suit at the last outing, just to see if it is really as bad as other members insist. Well, is it? The Shoe has been heard a couple of times to say "I'm giving this away for stamp collecting," but always turns up when a hand is needed.

The Club looks forward to a good week-end, 9th and 10th September, when it is host to the St George Club from Sydney, to a spearing contest controlled from Huskisson. One of the members got a practice shot in last Wednesday, when he speared a "rock cocky."

Port Jackson "dog" sharks and "wobbies" are fast becoming a nuisance as compared with the winter. Last Wednesday we ran into a dozen or so who were very inquisitive (marvellous how fast the Shoe can go, towing a dinghy) but not very harmful as long as they don't grab hold of you.

The outboard motor has been fitted to the boat (again) and a new bracket is on the way. This unit will be very useful around the Bay in the near future, provided Mike is around to hold it onto the stern of the boat.

— THE BIG FISHERMAN.

ALBATROSS SQUASH CLUB

On the 31st of last month, the A grade team suffered its first defeat in the local competition, Nowra's "Unmentionables" defeated Albatross by 5 matches to 3. Being minor premiers, Albatross exercised their right to re-challenge, and so the grand final was played off on Thursday night, the 7th September. The sets were hard and close up to the last match, at which stage E.M. King won the deciding game to give Albatross a win by one set, the final score being 11 games to 10.

Two station competitions, an Open Championship and a Handicap Championship are in progress, the Open having reached the semi-finals. These will be played this coming week, and the players will be E.M. Loeser, Surgeon Lt. Barr, E.M. King and Instr. Lt. Meares. All four players are very determined and some good squash should result from their games.

The highlight of last week's quarter final was the match between Lt. Meares and Lt. Dempsey, which went the full distance of five sets. The winner remained in doubt up to the last point, with Lt. Meares the ultimate victor.

INTER-SERVICE SOCCER, 1961

After some haggling about first and second preferences, Navy's Inter-service squad joined H.M.A.S. Nirimba on the morning of August 14th.

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A foggy, fine drizzling rainy morning that did not promise much in the way of out-door training.

The poor weather was soon forgotten, however, as Nirimba's hospitality made itself felt, their assistance in every way played a large part in our success.

It was felt that since no player should be there if he did not have a better-than-average knowledge of football (or was not fit) the only use that could be made of the short week of training was to foster a spirit of teamwork; everything done must be done on an all-in basis.

The fields were too wet for use in the forenoons, so the gym was available for basketball and volley-ball, the perimeter tracks for long runs, and the instructional cinema for pertinent films (the wets also helped to weld a body together). The fields were used during the afternoons for normal kicking, throwing and ball control practice.

The apprentice's team gave us a game during the dogs on Thursday, and this was our first real chance to see how our policy of teamwork was going to pay. (We didn't actually get the jackpot, but I think it could have been as good as three kings, at least).

Friday afternoon brought a make and mend, as the squad was required to be at Corrimal Leagues Club by 11 o'clock Sunday morning for a run against their social team.

The Corrimal Club's team gave our lads a hard game, our 3 to 1 win being no indication of the match. They then entertained us in fine style at their club in Railway St., beginning with a first class lunch, and following it up with indoor bowls, darts, etc. for our women, and a good supply of the South Coast's best beer.

This social outing and game as a squad, put the finishing touches to a squad that could now take the field as a team, and not just as eleven men.

We played the R.A.A.F. on Monday, 21st, at the School of Military Engineering, and both the play and the scores proved to all of us that our teamwork policy had been a success. We had scored first blood before the R.A.A.F. had started to combine.

They evened the count from a penalty, and then, as usual, they went all out to improve their chance, but could not break through the Navy's defence.

We went on to score two more goals, thus winning by 3 to 1, and giving us a better-than-ever opportunity to win the shield.

Wednesday saw us take the field against Army. With two hard matches already played as a team, we had a decided advantage over them. They had not been on a field, and played, as a group yet.

Teamwork and combination, and man for man, better players, gave us a 4 to 1 victory over the Army boys, and it gave us the Convarary-Lucas Shield for 1961.

All that remained now was the R.A.A.F. v. Army match, on Friday, 25th, in which R.A.A.F. defeated Army 4 to 1.

The officials from each service could not have been bettered; Allan Vinal from Army, Maurie Bourke from R.A.A.F., and Alfie Cox from Navy were all ably assisted by their linesmen, and they all turned out a first class job for each occasion.

Navy representatives were:— 4th Submarines: LEM (Danny) Keay (Gear Steward), AB (Sprog) Amey, EM (Pete) Romyn, ME (Buster) Brown, ME Jimmy Thompson; Queensborough: ME (Spanner) Spanbroek; Cresswell: AB (Shorty) Rowlands; Nirimba: OC Barber; Albatross: EA Eagle (manager), Air Mech. Len Bolden (Captain), PO(H) (Blue) Rich-

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Perhaps an interesting point to conclude: The eight years since this trophy was first introduced by Army Sergeants Convarary and Lucas, have seen five Navy seasons, one Navy-R.A.A.F. draw, one R.A.A.F. and one Army season—and that's not a bad record.

TUG O' WAR

"The highlight of a wonderful day's athletics was the titanic struggle of the Army and Navy Tug o' War teams."

This statement was made by Air Vice Marshal Hancock at the presentation ceremony following the completion of last year's Inter Service sports, and those who were there to witness that grand victory for the Navy, will agree that this was the only way to describe the event.

This year we are going to put everything we have into holding on to the title, won for us last year by the A'batross team.

With very little time left to train a team, the task is a hard one, which will call on the stamina and determination of every man. However, we had a good team last year, and there is no reason why our line up this year will not be as good. Despite the many set backs that we have had to cope with, owing to preparations for Admiral's Inspection, the prospects look good, and everyone is anxious to give the Army and R.A.A.F. a tough time.

Training is in full swing now, and every minute of our much needed hour's training each day is being used. P.O. "Ben" Ayres is pushing the team through a strenuous but necessary training schedule, consisting of circuits and a series of runs to the top of Nowra Hill, followed by two or three hard wind sprints on the return run.

Everyone is putting everything they have into their training and it is hoped now that we can perfect a good style on the rope. This should not be too difficult, as we will probably follow on the lines of the style adopted by last year's team.

So, if the Army tries to regain their title again, they will have to be good, because the Navy team this year will once more be a team of "Steel Hearted" men from Albatross, which won't be easily defeated.

ALBATROSS JUDO CLUB

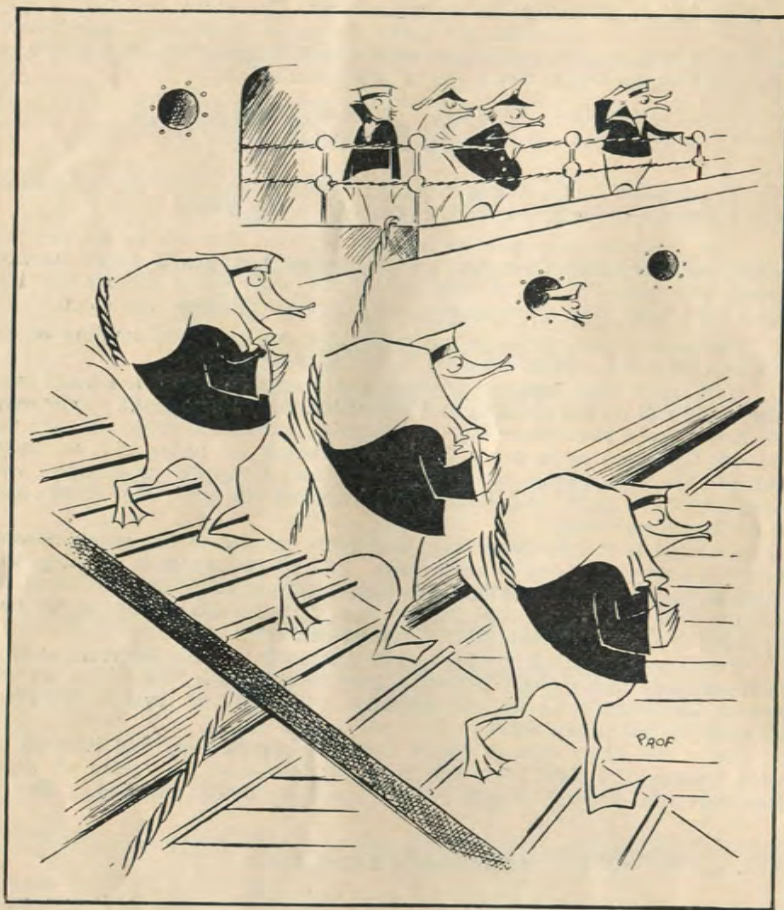
This month the club has at last "organised" a much larger mat, which will enable us to enjoy more training and which has been "sorely" needed.

A meeting of the club was held on the night of Tuesday, 12th September, to elect two representatives for the newly formed South Coast Judo Association. The successful candidates were N.A. Greg Lee and N.A. John Stewart.

This Association is affiliated with the New South Wales Judo Association and will do much for the organisation of bigger and better competitions, and exhibitions to publicise the "Gentle Art."

This month we are looking forward to welcoming back our much needed instructor and senior belt holder — P.O.R.E. Eddie Lamb, alone should boost our chances somewhat at the next gradings, which will be held some time next month in Wollongong.

Any person interested in seeing these gradings or who may be interested in joining the club, to be instructed in Judo should contact L.R.E.M. Loveday, ext. 406, or R.E.M. Kemp, ext. 272, after working hours.

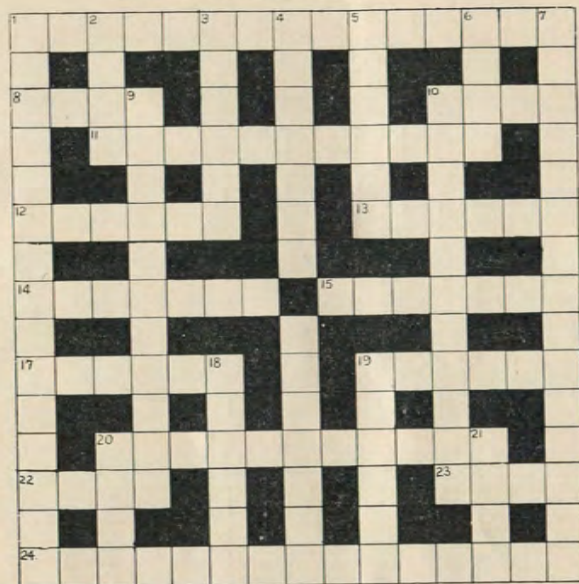


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ALBATROSS CROSSWORD



This month's crossword is slightly easier than usual, and as such the usual £1 prize will not be offered.

ACROSS

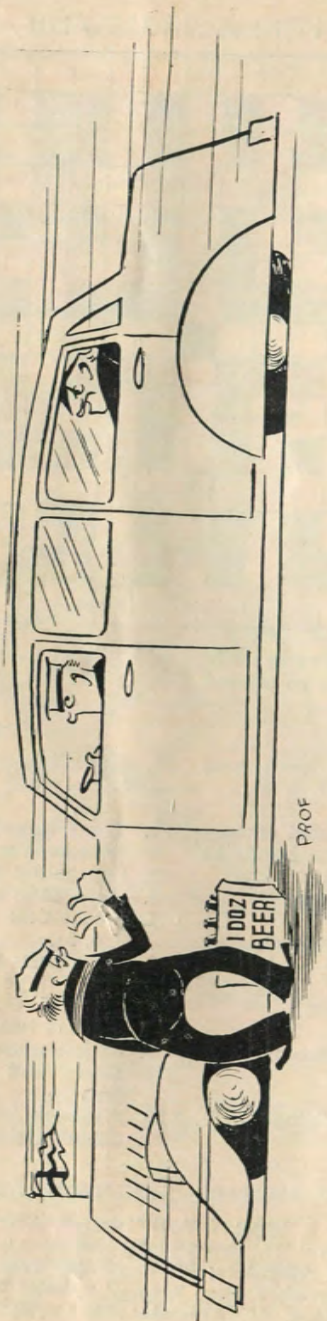
1. You don't have to be a long jumper to do this (7, 3, 4).
8. Send me it.
10. Distasteful in beer, and embarrassing in figures, but handy at the Cross.
11. Able to assume charge.
12. And feathered too?
13. Vegetables — for golfers?
14. Heavy and laborious.
15. Caused by bad air?
17. Sounds unharmonious.
19. Settle in French.
21. Grounds for dis-engagement.
22. Thick smoke haze?
23. Not far.
24. Suitable for night flying? (7, 8).

DOWN

1. Specialists in the theatre? (9, 6)
2. Ice crystals upset in old Baghdad.
3. Three legged?
4. Boat rope artist?
5. Concealing punishment?
6. More than ordinary.
7. Mechanical replacement set (3, 2, 5, 5).
9. More than frightening.
10. Quick type of naval engagement (5, 6).
16. Pointed heavenward.
18. Jacket-worn in Africa.
19. Biting and critical piece of literature.
20. A Greek jot.
21. Claude's electric light gas.

SOLUTION TO LAST MONTHS SKELETON CROSSWORD

ACROSS: 1. Snob; 5. Bass; 7. Artichoke; 9. Aver; 11. Tail; 13. Sparrow; 15. Elude; 16. Olive; 17. Creeper; 18. Plant; 19. Stamp; 20. Syringe; 23. Abed; 25. Deep; 26. Alligators; 27. Envy; 28. Year.
DOWN: 1. Shakespeare; 2. Bar; 3. Stop; 4. Polo; 5. Bet; 6. Silverpaper; 8. Cornering; 10. Educate; 12. Animate; 13. Sects; 14. Worse; 21. Yell; 22. Gate; 24. Day; 25. Dry.



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