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SLIPSTREAM

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



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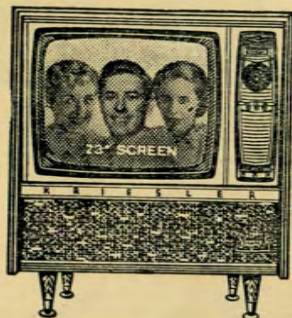
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SLIPSTREAM

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

No. 54

OCTOBER, 1961.

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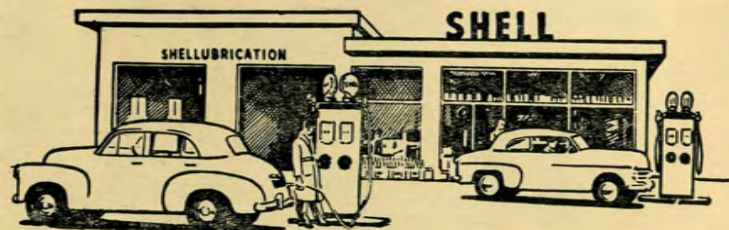
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OUR COVER

Nowra's Waratah Festival Float, H.M.A.S. Parramatta, typifying to-day's Navy, on its way to Sydney.



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EDITORIAL

Since the last issue of "Slipstream," the Air Station has settled down into a more normal routine. What a month! What with Admiral's Inspection, Open Day, the Goulburn Lilac Festival, the Waratah Festival, involving three fly pasts, the Band and, last but not least, the Float of H M.A.S. Parramatta, events have crowded thick and fast. Our cover shows the Float, just prior to its sailing for Sydney.

However, many nice things have been said. The Admiral's Inspection Report was actually another variation of one of "Slipstream's" poems of last month, "Variation on a theme."

"Inspection report on the coast,
To vary the theme,
I confirm with esteem,
That your claims are no idle boast."

Despite the overcast conditions on Open Day, the first since 1955, the Air Display was a great success, with an estimated 10,000 people attending. The Minister for the Navy sent this message: "An excellent display — Well Done!"

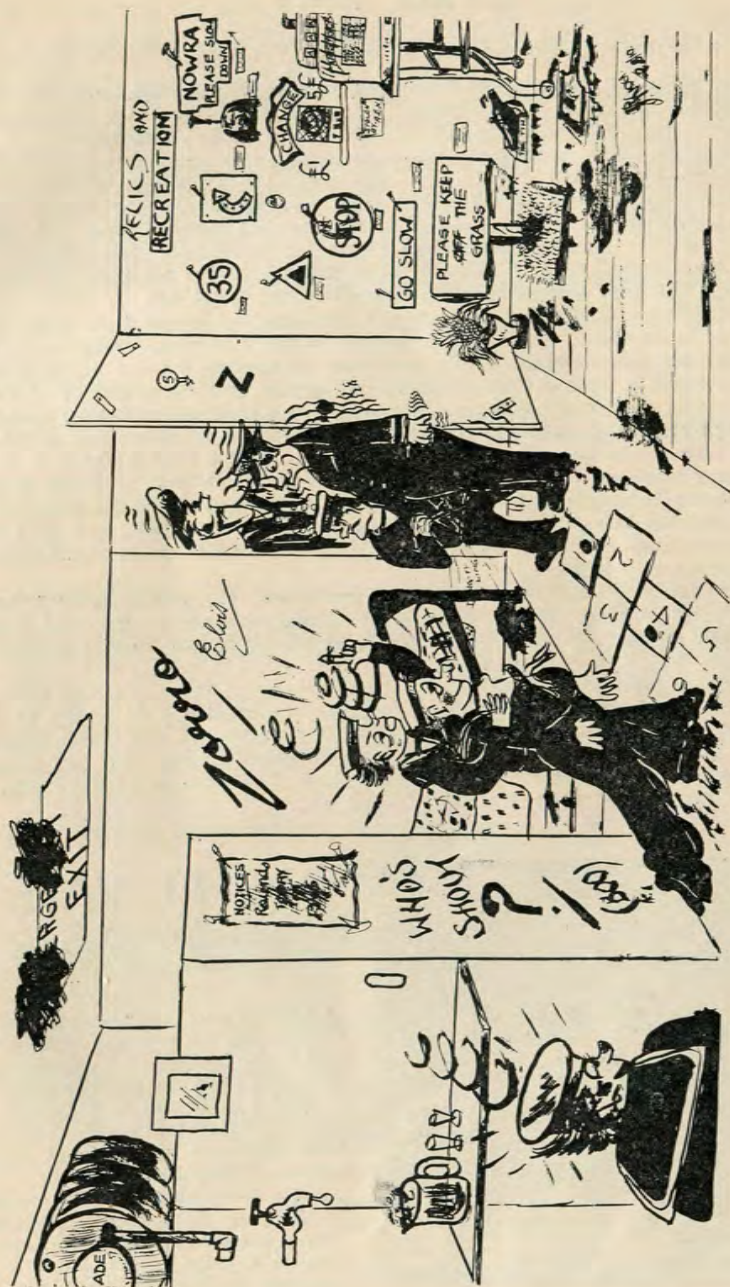
The three Fly pasts over Sydney on the 3rd, 5th and 7th, merited the following signal from FOICEA: "As usual, a most tidy performance over the city." One can appreciate the concentration involved in these protracted evolutions when, for long periods, the planes are no more than two to three feet apart, wing tip to wing tip, from each other. No wonder is it that certain "birdies" in the wingman position seem to have a permanent set to starb'd or port for hours after their return.

The Goulburn Lilac Festival earned the following message: "Helicopter and Fire Fighting Displays were considered the Highlights of the Show and as excellent publicity. . . . The Chief of Naval Staff has asked that his personal congratulations be conveyed to those concerned. Well Done!"

Last but not least, and after much planning and work by the Officers and Staff of Albatross, Nirimba, Garden Island and Watson, the Waratah Festival Procession on Saturday, 7th October, rated the following mention: "The most favourable publicity in our Jubilee Year was won to-day. The excellent floats and performances by the Bands, including Nirimba's, were highlights of a most satisfactory day." As a follow up, FOICEA mentioned that "the three floats were an outstanding success. It would be a pity were they to be dismantled. Retain as much as is practicable for future displays. Please convey my congratulations to those who worked so hard on them."

So, all in all, it was a most rewarding month, with congratulations all round. All that we can look forward to now is general routine, night flying training, AJASS exercises and leave and draft routine for those who have managed to work their way onto the "big ship" for next year's Japanese cruise.

"ONLY ELEVEN MONTHS TO ADMIRAL'S INSPECTION."



THE ONE WE DIDN'T PRINT LAST MONTH

OPEN DAY

OPENING SPEECH BY THE MINISTER FOR THE NAVY

For those of you who were not able to hear the opening speech given by Senator the Hon. J. G. Gorton, the Minister of State for the Navy, at Open Day, we have pleasure in reproducing it in "Slipstream."

"It is my duty to formally open, and briefly to open, this display at the Naval Air Station, Nowra. In some ways it's a display, perhaps for the last time, of the sort of fixed wing aircraft which the Naval Air Service has so far used. Because, replacing the aircraft you will see to-day, we are to have Helicopters in an anti-submarine role operating from Melbourne. And if not the best anti-submarine weapon, at least amongst the best anti-submarine weapons which there are.

"Nowadays fixed wing aircraft are becoming so heavy they need to have so much range, and so much height to carry so many weapons that the aircraft carriers from which they have to operate become bigger and more expensive than a navy such as ours can at present afford. But for a while the Helicopters will take their place and those aircraft now under development which take off vertically and which, as I believe, will eventually replace the sort of fixed wing aircraft used on land as well as on sea, may well eventually bring back the Naval Air Service to fixed wing as well as Helicopter operations. We can all look forward to that day and keep on being the service, looking ahead to that day, and in the meantime keep it as a helicopter service. Something of great significance to Australian defence.

"So you will see to-day ladies and gentlemen, the sort of aircraft we have used, pictures of the rotary wing aircraft we are to get, and you can look forward to fixed wing aircraft which no longer require carriers so large we cannot afford them.

"You'll see here the results of a great branch of the Australian Navy, the morale of which, as I believe, is high the efficiency of which as I believe, is as great as that of any Naval Air Service in the world. And I am sure the members of this station have pride in what they can show you and what they have done, and I believe they deserve to have pride in it. And I now open the day. Thank you."



AVE ET VALE

CHAPLAIN JAMES
TRAINER, R.A.N.

AMONG recent arrivals at Albatross, we welcome Chaplain James Trainer. Born in Scotland in 1917, of a Naval Family (father and two uncles in the R.N.) he was educated at Gordon's College, Aberdeen and later at Aberdeen University.

He then went for six years to Kelham Theological College before becoming a curate in London in a slum parish. He is no stranger to Welfare work.

Joining the R.N. as a chaplain, he served in the H.M. Ships, Formidable, Illustrious, Victorious and Vanguard, in the Atlantic, Pacific and Indian Oceans. After the war he became a chaplain and master at Ardingly College, Sussex and at Guilford Grammar School, Western Australia before joining the R.A.N. as chaplain.

Since being the the R.A.N. his most memorable memories are associated with the building chapels at Tarangau and Watson.

COMMANDER ALLAN DONALD LOCHLAND, R.A.N.

A very popular personality and Wardroom messmate departed from Albatross last week. Supply Officer of Albatross over the past three years, he has thrown himself enthusiastically into every phase of Station activity. A keen sportsman, he has been interested in the Gun Club for some considerable time. However, as a hunter and fisherman, it would be difficult to find his equal in the Navy.

His next appointment is to Watson. We wish him a very happy commission.

COMMANDER JOHN IRWIN MOORE, R.D., R.A.N.

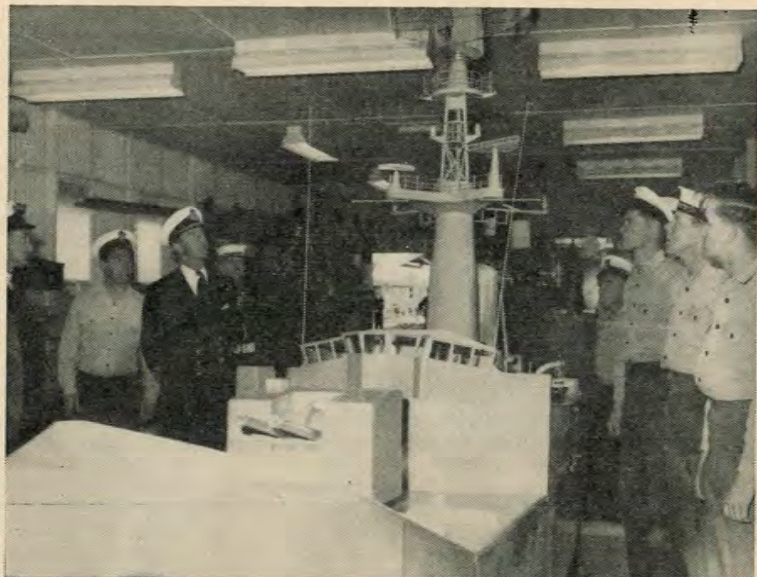
We welcome as the new Supply Officer Commander John Moore, who has recently been Secretary to R.A.N.L.O. and over the last year has been attached to Navy Office, Canberra.

VISIT BY FOREIGN WARSHIP



Recently Australia saw another visiting foreign warship on a round the world training cruise carrying midshipmen. This time it was the A.R.A. La Argentina, a 6,000 ton cruiser built at Barrow-on Furness in 1939 as a Training Cruiser for the R.N.

Bought by the Argentine Navy in 1958 and since used for training Argentine and Chilean Midshipmen, we see the ship at anchor in Jervis Bay, paying a courtesy visit to the R.A.N. College.



Rear-Admiral J. C. Oldham inspecting "Parramatta"

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COMBINED OPERATIONS

Eleven hundred years ago at the little township of Beulieu in England, King Alfred built and launched the first wooden man-of-war for the Royal Navy.

To mark the fiftieth anniversary of the Royal Australian Navy a directive was issued that Albatross would build a modern warship suitable for sailing down Pitt Street on Saturday, 7th October, 1961.

"King" Arthur, the present day navy boat builder, summoned a "round table" conference, produced four photographs and calmly stated "We will make one like that."

With those few well-chosen words Albatross closed its ranks, combined its talents, and proceeded to build "one like that" in the form of H.M.A.S. Parramatta. Strangely enough after eleven hundred years of progress it was to be made of wood.

Chief Petty Officer Stafford, Rundle and Rodwell and Petty Officer French soon had the keel laid and work was commenced on the hull. At this stage of the operation it was decided that the superstructure would be best constructed in metal so Chiefs Cooper and Saunders were duly pressed into service and they in turn converted the Sheetmetal workshop into a model makers den and manufactured the "Uppers."

However, as is always the way in these days of advanced technology, the higher one goes the more technical the work becomes. There were the radar aerials in all their glory at the top of mast but . . . they didn't rotate. Conferences, discussions, debates, arguments and then, at last, agreement — the electricians would have to be brought into the picture.

Up to now the sole extent of electrical genius had been to illuminate the cross to be placed on the top of Chief Rundle's "Watson" Chapel and as E.A. Coppins had tackled this task satisfactorily the workshops were resting on their laurels. Now it was on . . .

E.A.'s Eagle and Wright pooled their imagination genius and designed a "system." It was superb, it worked magnificently but the dream was soon shattered.

Captain to "L," "Surely the aerials aren't supposed to rotate at the same speed."

"L" to Captain " " a stunned silence, followed by very technical explanations of the difficulties encountered. It is rumoured that at this stage the Medical Branch were involved supplying Vincents A.P.C. for quick three way relief. Relief eventually came when it was decided that perhaps the Captain wasn't really serious and that it would be safe to "leave as was." So passed another phase.

Now came the final stage — making it look realistic. With L.E.M. O'Connor's painting, and Chief Davies, N.A. Cook and E.M. King's sea effects the whole looked most impressive and it was put in its resting place on the low loader.

To finalise the scene we had the Sydney Heads, complete with aforementioned "Watson" Chapel and a hovering "Wessex helicopter — rotors, wheels and general assembly by courtesy of 723 Squadron — rotating parts by courtesy of Chiefs Eagle and Wright. Of course, the Communicators got into the act — they displayed all the correct pennants, telling "course," "speed," "ship leaving harbour" and "preparing for helicopter transfer" — in fact all very nautical and making like "fish heads."

The Sun-Herald summed up very nicely when they said that the modern navy float depicted our latest frigate, rolling gently, with radar aerials rotating, proceeding to sea accompanied by a helicopter.

What the public wasn't told was that the gentle rolling was produced by N.A. Wilson — but that is an inside story. Pity they hadn't thought of using him, complete with bicycle pedals and chains to rotate the aerials — might have been able to keep the "green empire" out of the picture after all.

"AN ENGINEER."



The Junior Rates Training Establishment started at HMAS Leeuwin early last year. Recently we have had the first batch of six to join Albatross from this new source of recruiting and training.

In the above picture, we see them receiving an elementary lesson in photography at the Phot. School.



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TRAFALGAR DAY, 21st OCTOBER 1805

IRON MEN AND WOODEN SHIPS

Trafalgar Day will be celebrated in a few days time, and it is appropriate to try and draw for you a picture of the conditions of those days as they affected the Men of Trafalgar.

After all it is men who win battles when you get it down to the basic level in any war and I am reminded of the frontspiece in the Naval Staff Handbook which shows a sailor on duty in the open in some frosty ice convoy in the north Atlantic.

The caption reads: "The greatest single factor." How true it is.

Now let us have a look through the long glass and cast back some 160 years.

Like the sailor of today the sailor of that time was intensely conservative and suspicious of any change.

He faced constant danger, from the ships whose sails he tended, to storm and shipwreck, probably more so than from human foe, and from disease more than any other.

In consequence he maintained a strange air of bravado and a callousness not found in his shoregoing counterpart.

Physically he was as hard as nails, and he had to be, for the life was not one for a weakling who set too much store on creature comforts.

He made small choice of his sleeping place and could sleep as well on a sack of pumice as on a pillow of down. I think that characteristic exists today.

He is quoted as having an invincible stomach, which ostrich like could well near digest iron. And he certainly had to if he were to avoid starvation.

Ashore his simplicity and the isolated life he led afloat made him pray to all and sundry — crooks, cheats, bad drink and bad women.

Afloat he was a different man and won for us the last of the great battles of sail, for the outcome of the Battle of Trafalgar was to establish Britain's sea power to last through the change from sail to steam and wood to steel.

Now, some of you may have seen the film called "The Bridges At Toko-Ri" and may recall the final scene where the Admiral in command of the Task Force is sitting on his bridge gazing in a rather mystified fashion into space repeating "Where do we get such men."

The Captains and Admirals of the 18th Century were a little closer to the problem and knew there were 5 sources of manpower.

Volunteers 22 per cent; Boys 8 per cent; Pressed Men 50 per cent; Foreigners 8 per cent; Conscript 12 per cent. Debtors, Rogues and Vagabonds, My Lord Mayors Men, Quota Men.

In the average ship $\frac{1}{3}$ of the company were pressed or unwilling and you can see the origin of the expression One Volunteer is

The manning of ships in those days was a haphazard affair. In times of peace the ships were laid up in ordinary and unemployed officers were sent ashore on half pay. In fact Nelson spent five years of his naval service on half pay. So that the old toast for "A Bloody war or a sickly season" as a means to quick promotion had a heartfelt ring about it.

Once a ship was brought forward to commission it became the responsibility of the Captain and officers to obtain the men to man her by any of the means available. The first one was of course to attract volunteers, who may join because of the Captain's reputation as a fair man, or for his ability to rake in the Prize money.



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A typical recruiting poster appealed to: "All True Blue hearts of Oak who are able and no doubt willing to serve their Good King and Country on Board of His Majesty's Ship of War to repair to the local recruiting centre (usually an Inn) where one of the Lieutenants will be damned glad to shake hands with any of his old shipmates or their Jolly Friends"

As a volunteer one received an enlistment bounty and a few who could see the inevitable mess of being pressed took opportunity to get in first and be paid for it.

The system of recruiting boys was ostensibly a volunteer method; however it is best not to put too fine a point on this expression. While some came through the auspices of the Marine Society, they were mostly children of destitute parents, orphans or lads committed by the magistrate for petty misdemeanours.

Mostly these young fellows became seamen and almost always remained so for they knew no other employment.

Having exhausted the supply of volunteers the next step was to call in the IMPRESS SERVICE, or Press Gang, which operated as a separate branch of the Navy and at its peak in the period I am talking about employed 24 Captains and 56 Lieutenants.

THE PRESS, which after all was a form of conscription, and in its original form was to compel men to take up the seafaring life, operated rather more like the slave dealers and used considerably more force and a good deal less persuasion than intended.

On particularly zealous officer named Andrew Miller pressed so many men that he was said among the sailors to own the navy hence the term one occasionally hears of "The Andrew" when referring to the R.N.

It is of interest to note that the best hands for the press gang were men who had themselves been pressed and therefore took a fiendish delight in coercing others to share their hardships.

I suppose that is just human nature.

To give you an idea of the press activities may I read a passage from the TIMES for March 11th, 1803.

"The Impress Service, particularly in the Metropolis, has proved uncommonly productive in the number of excellent seamen. The returns at Admiralty of the seamen impressed on Tuesday night amounted to one thousand and eighty, of whom no less than two-thirds are considered prime hands. At Portsmouth, Portsea, Gosport, and Cowes a general press took place the same night; every merchant ship in the harbours and at Spithead was stripped of its hands, and all the watermen deemed fit for His Majesty's Service were carried off. Upwards of six hundred seamen were collected in consequence of the promptitude of the measures adopted. Government we understand relies upon increasing our naval force with ten thousand seamen, either volunteers or impressed men, in less than a fortnight, in consequence of the exertions which are making in all the principal ports. Those collected in the river and in London will be instantly conveyed to Chatham, Sheerness and Portsmouth."

It may seem strange to hear that foreigners served aboard H.M. ships at this time. It came about through the curious nomadic life the seafarer of the day led, and invariably some got pressed after being stranded in British ports, or had been taken from British merchant ships which they had joined overseas.

Some even joined voluntarily, but it must be remembered that in those days there was no French Foreign Legion.

The Victory at Trafalgar carried 71 foreigners, including some Frenchmen — and as a ship she was below the average in foreigners.

Having thus far collected about 85 per cent of his ships company the Captain was faced with the task of filling the remainder of his complement with men from the various conscripted groups.

In the main this method of manning the fleet was nothing more than

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a clearing house for undesirables of the community. I am sure that the early settlers in Australia were a far more sedate and well behaved group than these characters.

ENGLISH LAW at the time insisted on the short sighted procedure whereby anyone who mismanaged his finances was locked up and therefore had no chance of retrieving them.

The alternatives were the DEBTORS PRISON or the Navy and we are told that in many cases the former was preferred. Richard Parker who was the arch mutineer in the Nore in the mutiny in 1797 had been inducted into the service as a debtor. Parker had had some sea experience and had also been employed as a school master for a time.

The second group picturesquely described as ROGUES AND VAGABONDS were sent to the service under an Act dating from the time of Queen Elizabeth and long since unrepealed in which any misfit or ne'er do well in the community could be sent to join. Some of the interpretations put on this title were very broad indeed and undoubtedly some of those who entered were criminals by modern standards.

MY LORD MAYORS MEN were in a somewhat better category if one could call it that and they in turn were the misfits or the misbehaving youths of the towns.

Finally we come to the last group, the QUOTA MEN. This system was brought in by an act of 1795 and was the direct result of the manpower shortage of the time. It was intended as a form of conscription but to add inducement a bounty was payable — this latter in fact being nothing more than a bribe. What is more it was not a standard sum and in some cases men were bought into the service. This caused a great deal of dissatisfaction among the volunteers and pressed men.

These latter four classes comprised the danger element in the fleets for they had not the career outlook of the volunteers nor the sea experience of the pressed men.

It has been said that the things a sailor will complain about most are his pay and his victuals. In the period I am talking about the seaman was not given his pay (which amounted to 19/- a month before 1797) by means of a regular cash handout.

Instead to discourage desertion he was issued with a Pay Ticket or Certificate when he finally paid off from his ship. To cash this in he had to present it to Navy Office in London — but how did you get there with no money to start with? In fact most did not bother and sharks ashore did a profitable business in buying Pay Tickets at considerably less than face value and then cashing in for the full amount.

Of course if a man served 2 years in a ship and was killed before his return, no widow or next of kin saw any of the accrued pay — although the Purser probably cashed a few extra tickets at the end of the voyage.

In regard to food, the victualling yards and the Purser worked fantastic rackets. Despite the efforts of men such as Nelson and Sir John Jervis, who often paid for fresh fruit and so forth from their own pockets in an endeavour to maintain the health of their men the diet remained for the most part salt beef or pork and biscuit.

The biscuits are reported as full of weevil "which is cold to the teeth" and if at all squarmish you ate in a dark compartment and knocked the offending biscuit hard on the table to shake out any excess weevils before attempting to eat it.

The meat was so tough that it could be carved into buttons or boxes which when polished took on a look of mahogany.

Water soon went putrid in the casks and beer of an indifferent quality was issued for drinking purposes, in addition to rum, the stupefying effect of which must have been a blessing on occasions. Rum was the anaesthetic used by the surgeons, and undoubtedly it must have detracted from the conditions under which they lived.

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It was not uncommon to find that a mess of 8 were victualled as a mess of 6. The cooks did nothing to enhance the quality of the food for they were in the main old sailors who had lost a limb or two in some engagement and were quite unfit to boil water and maintain their balance in the sailing ship of the day.

I have made mention of the mutiny at the Nore and at Spithead. The latter was in the first half of the year and it resulted in the Government raising the pay of the seaman to 22/6 a month. Even so this was a long way from that of the private soldier who had reached the figure of 1/- a day.

With the foregoing in mind, it is not surprising to find that a harsh disciplinary system was needed to ensure that things did not get out of hand particularly in view of the unwillingness of the majority.

Apart from the Boatswain wielding his rattan and his Mates their rope starters to speed up evolutions the primary and ultimate punishment was from 6 to 200 lashes from the "cat." An extended punishment was a "Flogging round the Fleet." The boat with the victim aboard stopping at each ship while 6 strokes were administered. Salt water and the passage to the next ship gave the offender time to regain consciousness in an extended flogging.

Leave was non-existent, after all there was no money until the end of the commission, and of course if allowed ashore the poor man may desert anyway. To simplify the problem it was the practice of the time to permit women aboard the ship in harbour — there must have been some cosy scenes after the rum issue had been made.



"Er, I'm afraid you have er, housemaid's knee, Sir."

+ The Chaplain's Corner +

A CALL TO WITNESS

The christian is expected to "follow the example of Christ in home and daily life, and to bear personal witness to Him." This is implicit and explicit in the Gospel. We have the words of our Lord: "Go ye into all the world and make all nations my disciples; baptise men everywhere in the name of the Father and the Son and the Holy Spirit, and teach them to observe all that I have commanded you. And be assured, I am with you always, to the end of time." Matthew 28.19. Again in the Acts of the Apostles we read how the Apostles were arrested by the Chief Priests and thrown into gaol. When the Apostles were examined, Peter made reply to the High Priest: "We are witnesses to all this, and so is the Holy Spirit given by God to those who are obedient to him" 5.32. This act of witness was taken very seriously by the Apostolic Church — the word martyr and the word witness are interchangeable—and we read of the early christians meeting daily to hear the apostles preach, to share the common life, to receive Holy Communion and to pray. The result of the life of witness that they lived was that daily the Lord added to their number those whom he was saving (Acts 2, 42-47).

This process of witnessing to the christian revelation was a costly one and many thousand christians gave their lives for their faith in the first three hundred years of the Church's life. Some, of course, found the price of witness too much and became renegades or apostates, and had to live with their guilty conscience for the rest of their lives.

Nowadays we tend to think of witnesses in a legal sense; a witness is someone who is prepared to swear on oath that something is a matter of fact. In law opinions do not constitute evidence — the law is only concerned with facts, and any witness who begins to say "in my opinion" will soon be stopped by the judge or magistrate. Again, a witness to fact may become, in the course of a trial, a "hostile" witness. This means that he has departed fundamentally from the evidence that he gave at the first investigation or hearing, and can be cross examined by his own counsel.

Now we in the Church can learn much from this legal pattern. We are called to be witnesses to the truth in Christ, not as a matter of opinion, but as a matter of fact. We are concerned in christianity with a historical Jesus who lived, died, and rose again that He might reveal God and God's purpose to us. The christian faith does not start with the words "Once upon a time" — it starts with "In the fifteenth year of the Emperor Tiberius, when Pontius Pilate was the governor of Judaea, when Herod was the prince of Galilee. . ." These are verifiable facts of history that have been corroborated by historians.

How then can we bear witness? I think that we must do so in the most natural way possible in both work and leisure. I think that must try to reflect like a mirror the spirit of our Blessed Lord and Saviour in our daily life and use every opportunity to witness to the truth in Christ. What we do and say in church must be part and parcel of our whole life — perhaps we might condense it into the old saying that it must be sincerity as regards self and charity as regards everyone else. Obviously this witness cannot be a passive activity — everything must be done as in Christ's presence and for His glory.

And this witness in daily life and leisure will be sanctified and strengthened if we make it part of our life, as the apostles did, to meet our Lord frequently and regularly at the Holy Communion.

— CHAPLAIN J. TRAINER, R.A.N.

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TELL ME FATHER

Friends, here is an article which I found in a Church publication called "AFRICA." It is as follows.

"Father, I would like you to tell me what sanctifying grace is. I know that it is something wonderful to our souls. I know that it makes our souls holy and pleasing to God, I know that without it we cannot go to heaven, I know that it is gift from God which He did not have to give us. But what is it? Whenever I think of sanctifying grace I think of it as something bright and beautiful within me. But it puzzles me. Have we to say that it is a mystery and leave it at that?"

"It is important we begin with our very last question. We can begin with an example. A friend of yours tells you that he has just found, well, let's call it an "xyz." The word has no meaning for you, so you ask: 'What is it?' He replies that it is something very wonderful, very beautiful, and extremely useful. You will ask, 'Yes, but what is it?' He merely repeats that it is very wonderful and so on, and in spite of any further questions on your part he keeps to his first 'explanation.'

Now, it is clear that your friend has not really revealed to you the nature of this thing he discovered even though he called it by a name 'xyz.' True, he has told you something about it, for he has told you that it is very wonderful and useful; but the name he gave you conveyed absolutely no meaning to you. As far as you were concerned he could have discovered almost anything.

Now when God revealed mysteries to us He did not use meaningless words. In revealing to us the mystery of sanctifying grace He did not confine Himself to saying that men receive from Him a wonderful gift which makes them pleasing to Him. He told us what sanctifying grace is; He revealed its nature, and in words that have a real meaning for us.

So it is not true that we can only say that sanctifying grace is a mystery and leave it at that, it is not true that a mystery is something that has no meaning for human minds.

YES, FATHER, I SEE YOUR POINT, BUT IF GOD TOLD US WHAT SANCTIFYING GRACE IS THEN WHERE IS THE MYSTERY? A MYSTERY, I ALWAYS THOUGHT, IS, A REVEALED TRUTH WHICH WE CANNOT UNDERSTAND.

There is something about a mystery which we cannot understand, but we must be quite clear on what that something is. Let's put it this way. The mysteries of God revealed have a meaning for us. I do not say that we see that meaning exactly but we see something of it. Moreover we know that because it is God who has revealed these mysteries they must be true. But what we cannot understand in any way at all is HOW they are true. The greatest theologian considering the mysteries of God cannot understand how such things can be. The most he can do is to show that mysteries involve no contradiction. For example we know from revelation that God the Son became man. Any of us can see meaning in that statement, yet there is no theologian so brilliant that he can explain how such an amazing thing could be. There are three Divine Persons in one God. There is meaning for all of us in that revelation. Yet no-one can see how such an amazing thing is possible.

Now, just as God has revealed to us the mystery of the Incarnation and the Trinity in words that convey real meaning, so too He has revealed to us the nature of sanctifying grace in words that have real meaning.

I do not say that we can know EXACTLY or FULLY what sanctifying grace is; but to admit that, is far from admitting that we can know nothing of its nature at all. We cannot say that sanctifying grace means no more to us than did the 'xyz' in the example. But to say that we can express in words what sanctifying grace is, is not to say we can understand how such an amazing thing can be. That is beyond the power of human minds to see.

NOW THAT I COME TO THINK OF IT, FATHER, ARE YOU GOING TO TELL THAT SANCTIFYING GRACE IS A SHARING IN THE DIVINE NATURE? I'VE JUST REMEMBERED HEARING IT DESCRIBED IN THAT WAY. WELL, IF THAT'S GOING TO BE YOUR EXPLANATION I MAY AS WELL SAY HERE AND NOW THAT IT MEANS VERY LITTLE TO ME; IN FACT, NOT A WHOLE LOT MORE THAN IF YOU SAID SANCTIFYING GRACE IS AN 'XYZ.'

You are quite correct in thinking that I am going to say that sanctifying grace is a sharing in the Divine Nature. But I am not going to begin there. Perhaps the easiest way to begin is with a father and mother and a child.

If you were to hear of the birth of a child to parents that you know I expect your first question would be whether it was a boy or a girl. Whatever your first question, I am certain there is one question you would not ask. You would not ask if it was a human being. You would not ask whether it was a cat or a dog. For you know quite well that the child of human parents will be human; it will have a human nature; it will share in human nature with its parents. And this is true of offspring in the purely animal world too. They share in the nature of their parents.

Now this fact is true in a certain real sense of the children of God. If God begets children, these children must be in some real way divine; they must be in some real way gods. God has one Son who is divine in the fullest sense of the word; who is the one and only God; who shares one and the same divine nature with His Father. But God has other sons. We, through sanctifying grace, are the sons of God, "Behold what manner of charity the Father has bestowed upon us, that we should be called and should be the sons of God" (1Jn. 111. 1). But if we are God's sons then we must in some real way share in the nature of God. And this in fact is what St. Peter tells us in his second Epistle: "God has given us most great and precious promises that by these you may be made partakers of the divine nature (Peter 1.4). That man is a partaker of or sharer in the divine nature means that God has given him a divinity of his own, God has divinised him, made a god of him; God has begotten him as a His child. This divinity which God has given us is sanctifying grace. Sanctifying grace is a quality produced in us by God by which we become the children of God, by which we become gods.

FATHER, THAT SOUNDS RATHER STARTLING. DO YOU REALLY MEAN THAT I CAN CALL MYSELF A GOD?

Well, let me quote to you from the two greatest theologians the Church has known. St. Augustine says: "If we have been made the sons of God then we have been made gods." And St. Thomas Aquinas "The only-begotten Son of God desiring to make us partakers of His Godhead assumed our nature, so having become man, He might make men to be gods."

No-one will say of course that by grace one becomes exactly the same kind of god as God Himself who is the one God; no man will say that he is infinite. But it would be false to say that grace does not make gods of us in any way. We hesitate to call ourselves gods, and yet strangely, or not so strangely, we have no objection to using big words that mean exactly the same thing. We do not hesitate to say that by grace we are deified or divinised. But the word "deified" comes from two latin words — "deus" meaning "a god" and "fio" meaning "to be made" or "to become," so that the word really means to be made or to become a god. To divine means to make divine; to be divine amounts to saying that one is a god.

FROM ALL YOU SAY, FATHER, I CONCLUDE THAT WE WEREN'T CHILDREN OF GOD AT THE MOMENT OF OUR BIRTH FOR WE HADN'T SANCTIFYING GRACE THEN, WE BECAME CHILDREN OF GOD FOR THE FIRST TIME AT BAPTISM.

Yes, that is right. As St. Irenaeus says: "We were not made gods from the beginning, but first men and then gods." We do not call God our

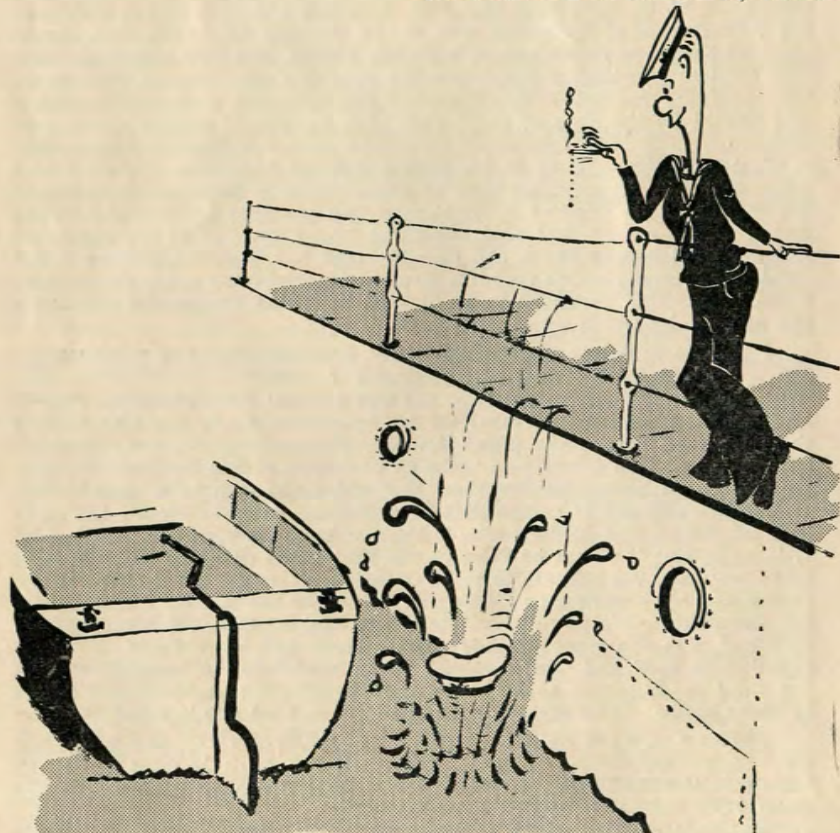
Father just because He created us, or just because He looks after us with infinite care. In a sense we could call him a father for those reasons. But in the proper sense of the word He becomes our Father only when He gives us a share in His own nature.

At first we were just men, i.e. human beings. (We were also stained with original sin but we need not discuss that here). And then at Baptism and through Baptism God the omnipotent Artist fashioned us, shaped us, moulded us with infinite skill into living images of Himself. He turned us into gods without our ceasing to be men; He turned us humans into human gods.

You have often seen what happens to a piece of iron when it is put in the heart of a fire. What was once cold and dull begins to glow like fire, it takes on the nature of fire; it becomes like fire; without ceasing to be iron it becomes a new thing. Now through Baptism we mere human beings were placed in the Heart of God, and the fire of His all-powerful love made us glow with divinity, made us share in the nature of God, made us "new men," "new creatures." And as long as we remain in the fire of His Love we will continue to glow with divinity.

Let us sit back and consider this astounding thing that through grace we belong to a Royal Family; the Creator and King of the universe is our own Father.

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



"Nice try, mate!!"

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"If he wants a ruddy brew, tell him to come up for it."

— UNDERWATER CLUB SOCIAL - 21st SEPTEMBER, 1961 —

The social was a great success and everyone had an excellent night, although it may have been quite an expensive one for some people. The following highlights were reported:

(a) A certain Chief was seen struggling to change a wheel at approximately 0100 in the grounds of Berry Hospital. Cause: using car to climb an extremely high kerb. Result: One new tyre.

(b) Early morning golf is considered by some to be a commendable pastime. However, practising in the 'wee' hours, after a social, seems to be carrying things a little too far, especially for one stores assistant. Result: One broken dressing table mirror.

Furniture Officer please note re para b. — Form A.S. 126 NOT required, as house not in married quarters.

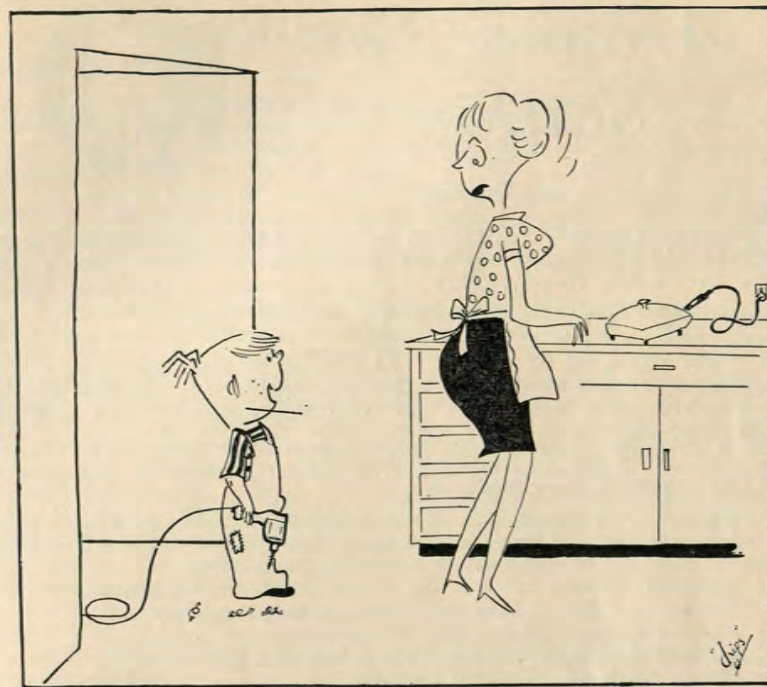
Your correspondent remains anonymous, but looks forward to attending, and reporting on, many more functions at the W.E.C., paying particular attention to the S & S. stars.

— J. W. N.



"Gentleman to see you Sir, . . . says he's your opposite number from Manus Island."

F.H. Payne



"I've fixed the T.V. mum."

J. J.

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Around The Station



RED FACES

Who were the two that got lost in the Bush Rescue exercise last week? Didn't half cause some panic in Air Traffic Control. Gannets and "Choppers" everywhere. Wakey, Wakey!

☆ ★ ☆

R.C.B.

There was a lot of Bloodletting last week at the Main Cinema. The "Vampires" were very pleased. Later that night, the "old time greats" musn't have got a "pink ticket" for everything went off with a bang despite their absence.

☆ ★ ☆

STAFF OFFICERS INSPECTION

Scene:— Just outside one of the many Naval stores in Albatross.

Inspecting Officer approaches a more than usual smart array of S.A.'s drawn up in review order. Stops before burly six-footer.

Divisional Officer: This is the rating who is having a baby.

Inspecting Officer: Are you having a baby?

Stores Assistant: Not me, Sir, my wife.

Inspecting Officer: Do you want a boy or a girl?

Stores Assistant: It must be a boy.

Inspecting Officer: Must be a boy! Why must it be a boy?

Stores Assistant: (drawing himself to his full height and looking upward and ahead): Sir told me it must be called Eric.

At the time of this dialogue a baby girl was delivered to the wife of the said S.A. Let's hope she is not called Erica.

☆ ★ ☆

SHAVE OFF

Since the Inspection a rather pale young Engineering type has been seen walking mournfully around the station. Had to be a Ned Kelyl or nothing. Must admit that its taken years off his age, even though it has brought him back into the field a bit.

☆ ★ ☆

MISSING LAND ROVER MYSTERY

Consternation was caused in the camp when it was thought that a certain Rover could be on its way to the "big smoke." However it was found near the mortuary very soon after *Sem*: although it was borrowed because the owner was thought to have "gone fishing."

FOR SALE — 60 ft. T.V. MAST and "TELRAY" AERIAL — an opportunity to secure an expensive, but very necessary piece of equipment at a great saving. PRICE £40. NEW 1/2" K.B.C. DRILL (Deluxe) — Complete with saw, buffs, wire brush, A full set. PRICE £15. Matched Set of VON NIDA GOLF CLUBS — In good condition, and consisting of 2 wood, 3.5.7 Irons and Putter with bag. PRICE £20. Contact Lt. MORRITT, ext. 254 or ext. 568 (Home).

Canungra Capers

HIDDEN AWAY in the wetter more mountainous regions of Queensland there is a very pleasant little place called Canungra. Here are held the now famous Combat Survival Courses to which the Navy is privileged to send members. The object of these courses is to show fit Aircrew members that, in fact, they are not.

On arrival there is the normal draft-in, sign here, kit issue — mosquito repellent, anti-malaria tablets, snake-bite outfit, and a few other articles which serve to indicate that one's stay will be enjoyable. The first night is spent in one of those shocking windy hard-floored tents which seem to be standard equipment in such camps.

The next four days are spent living in the bush and learning from the competent instructors how to fend for oneself in the jungle—how to build a shelter out of a parachute; how to live without using food; and for three of the course members, how to ensure that one's tepee is properly secured in wet, windy weather. Said three were then shown how to dry a parachute without burning it. After four days of bush lore, the first practical exercise is held. The course is split into groups of three and the exercise consists of a leisurely seven hours forced march through mountainous jungle. One has time to admire the green jungle, with the sun's rays filtering through the matted roof of the jungle, a cool stream meandering down steep ravines, and all the niceties of a jungle stroll. The natural inhabitants of the jungle pick up many colourful expressions which may be heard from time to time.

"By channels of coo'ness the echoes are calling.

And down the dim gorges I hear the men falling."

Next follows a two days coastal survival and food procurement exercise carried out at Surfers' Paradise. How many calories in a glass of beer?

Back at Canungra the course members are paired off and sent into the jungle to evade the Army's Demonstration Jungle Platoon. My partner and I only saw one of the enemy, and he was sitting with his back to a tall tree, and did not hear us coming — he must have been deaf. Creeping stealthily up behind him I whispered at the top of my voice "Got Ya!" Very casually he climbed back down the tree and stood before us. For an enemy he was quite a handsome chap with straight white hair, and he had a good supply of rations.

The last days are spent slowly thrashing through the jungle to reach the survival area and there waiting to be transported back to camp. At the survival area one whiles away the time killing snakes, picking off leeches and digging out insect parasites — ticks to you, and drying clothing.

The last night is spent back at the camp, and for the second time we sleep in one of those very comfortable, well ventilated but cosy tents. All in all a very good course which I have no hesitation in recommending to all my enemies.

Canungra Dictionary:

Canungra — A silly way of avoiding Albatross.

Art Hill — For cleaning false teeth.

Leech — A real sucker with better radar than that in use in the RAN.

Tick — A cuddly little fellow who burrows into the flesh to keep warm.

Jungle — Censored.

Fire — What you don't light at 0900 and 1500 unless there is an emergency.

Combat Survival Course — A course which enables Naval personnel to attend a R.A.A.F. course at an Army centre.

POET'S CORNER

The First Lieutenant's Land Rover C68020 was returned to Bunnerong last Wednesday. Her passing was much regretted.

REQUIEM TO A ROVER

There's a broken winded Rover,
Which has run its final mile,
There's a score of men who's eyes are brimming o'er,
While a sad and lonely buffer
Wipes a tear and tries to smile,
And the Jimmy's spirits never have been lower.

She was ancient, she was weary,
And she rattled as she ran,
And her heart of steel was often known to fail,
What kept her parts together
Was a mystery to man,
And we nearly tried converting her to sail.

Then alas, one fateful morning,
We all heard the dread decree,
From the M.T.M.O., heartless, ruthless, cruel,
"Her bones are torn asunder
She's a wreck as all can see,
And she isn't worth replenishing with fuel."

"I'll send her up Northward,
To the land of Bunnerong,
Where sleep she may in dreamless, sweet repose,
And I'll find another Rover
One that's faithful, true and strong,
Though where I'll find one, Heaven only knows."

Serried rank on rank we stood there,
On that doleful, springtime day,
Some said a prayer, and some a muttered curse,
We had gathered to pay honour
As they took the girl away,
On a convoy lorry, subbing for a hearse.

Never more an air compressor
Will she trundle in her wake,
Never more in mudholes deep will she get stuck,
Never more a load of Porkers
To the butcher she will take
And no more will she be used for carting muck.

Not another load of timber,
Not another ton of sand,
Will she pant and puff to take from A to B,
Though her faithful heart was willing
We must always understand,
That a Rover's span is not eternity.

From a battered petrol funnel
Came a call so sad and clear,
(For we hadn't got a Bugle in the place),
As we paid our final homage
To our four-wheeled friend so dear,
Salty tears flowed down on every manly face.

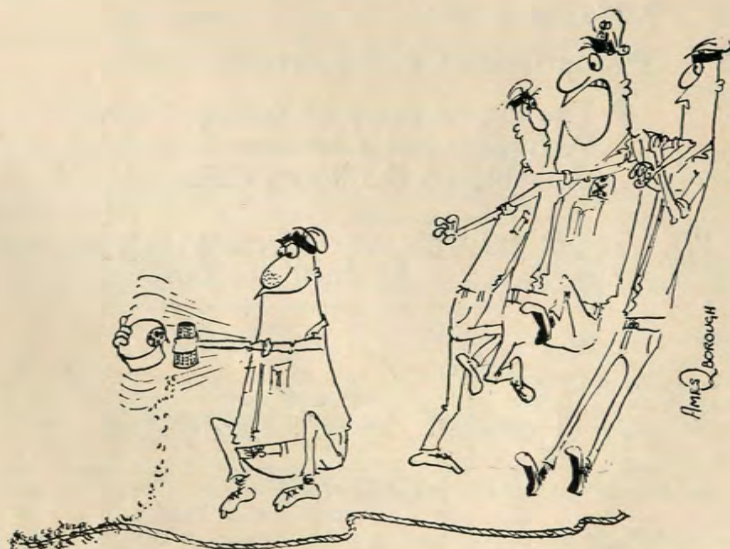
A brisk command was given
And we all presented arms,
Though the drill would make a G.I. feel ashamed,
And the arms which we presented,
Spades and shovels, rakes and pails,
Made it difficult, we really can't be blamed

As we could not give her vollies
From the weapons we possessed
We just banged three times upon some forty fours,
So the ceremony ended
And our little band depressed
Dispersed to start one more the daily chores.

There's a broken winded Rover,
On the heap at Bunnerong,
Where Rovers rot, and rust is King indeed,
While a mourning choir of housemaids
Sing a doleful, cheerless song,
"Goodbye, farewell, thou faithful iron steed."

WP.

DICKIE FRONT OD



"I told him to cheese down the rope, so he grates flamin cheese on it! Lemme at 'im!"

A Breath of Spring

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

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

We have been thinking of this for many months and have gathered for you a wonderful collection of exclusive goods for the Summer and Christmas seasons. Unfortunately, we are not able to show all our range at any one time because of limited space, and, to overcome this, we have decided to begin now.

A little premature perhaps, but watch our dazzling array of

- New season Beach Bags and Accessories.
- Fitted Beauty and Toilet Cases.
- The most glamorous new shades in accent cosmetics.
- Manicure Sets.
- Sun Glasses with accent on fashion.
- The largest array of quality French Perfumery and Christmas Specialties available on the South Coast.

P.S. Tempt her with your selection from our complete range of Hartnell "In Love."

Paul Farrent

CHEMIST

Berry Street, Nowra. Phone 2 2652

Sporting Notes

R.A.N. GLIDING ASSOCIATION

The first two week-ends in August produced ideal soaring conditions. Several of our new members were introduced to the art of thermalling. Soaring certificates were gained by L/A Barry Jessop, with a 39 minute trip and C.P.O. Don Daniels, with a 15 minute trip. An out and return to Greenwell Point at 5,000 ft. was carried out by instructor C.A.A. Darkie Hodges and N.A. Knobby Clarke. There were numerous local soaring flights of over 30 minutes duration. N/A Knobby Clarke did his first solo in our Kookaburra on the 12th August, and gained his "A" certificate.

All members are looking forward to the arrival of our new Mk. IV Kookaburra, due in September. We have plans to expand our activities to Jervis Bay Airstrip when our new glider arrives. This expansion programme will allow us to increase our present membership of 30, about maximum for R.A.N.A.S. Nowra, to approximately 60.

Our old two seater trainer, the Slingsby T31B Tandem Tutor, will be sold to the newly formed Tamworth Gliding Club for £450. An ex-Naval member of H.M.A.S. Albatross, Mr. Max Kokegei, is the chairman of C.F.I. of this club. The sale of our T31B, together with a loan of £500 and a grant of £500 from the Central Canteen Committee, will provide enough money, £1,350, for our new Kookaburra.

Late in 1962 we hope to be in a position to sell our semi-high performance Nymph and buy a K.A.6. The K.A.6 is a high performance sailplane of world championship class, with a glide angle of about 1 in 33. In still air, from 5,000 ft., this aircraft will glide for 32 miles.

Our congratulations to N/A Laurie Bale and C.P.O. Don Daniels for two convincing conversions to our Nymph.

We take this opportunity to welcome four new members — N/A Porter, N/A Lincoln, Lieut.(O) T. Burdorf and N/A Hawkins.

— G. S.

BOATSHED NATTER

With the start of the 1961-62 Sailing Season, we held a general meeting to elect a new committee, and to arrange the sailing programme. Sub/Lieut. Andrews was re-elected as Club President, Shipwright French as Club Captain, N/A Campbell as Secretary, and C.P.O. Wessell is our new Treasurer.

We decided that work on the boats and boathouse should continue until the arrival of two re-conditioned boats from Garden Island, when intra-club races and practice will begin in earnest.

A picnic cum barbecue in the Jerry Bailey area has been planned for the 21st October, and Messrs. Bell, Campbell and Patterson will organise it. At the moment the main problem seems to be how to float a full beer keg down river, and the suggestion of using pontoons is being considered. We imagine that only minor difficulties will be encountered on the return journey, as the cargo will be evenly distributed.

Our first official fixture is against the R.A.N. cadets at Jervis Bay, on Saturday, 18th November and all coxswains participating will be chosen on the Wednesday before the race.

It has been noted with satisfaction that the number of capsizes has been reduced this year, and that in particular the member who overturned while attached to the jetty last year, actually got as far as mid-stream before putting on his act this year. A great improvement!



"Keep on looking . . . there MUST be something against it somewhere."

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TENNIS

Since our last article in "Slipstream" quite a lot has happened in the tennis world. The most important event was the Inter-Service Tennis, which was won by the Navy for the first time in the thirteen years it has been played. Albatross provided seven players for the squad, and four played in the representative team. John Fletcher, who played No. 1 for the Navy, won his four matches. This was John's last representative match, as he is now Mr. Fletcher. Everyone in the tennis world wishes him all the best in civvy street.

Peter Harris, who is the Station singles and doubles champ, also won his four matches, and Barry Herron was beaten only in his singles against the R.A.A.F., giving him a 3-1 victory.

Once again we reached the grand final of the Eastern Command Tennis Competition, and once again we were narrowly defeated by our old rivals—2 Base Workshops. As five of our players have been drafted to the front line squadrons, we will not have an A grade team in the next comp, but if enough players are interested, a team can be entered in B grade, with one or two of the A graders to strengthen it.

Another very good tennis player has now joined Albatross. To those who do not know him, M.A.A. (Bert) Harrell is a left handed inter-service player who has lost one set in the last eight he has played in inter-service, and should figure prominently in the forthcoming interpart and Station Championships.

Speaking of interpart, don't forget to start moulding teams together as this competition starts in mid November, which gives only a few weeks to get organised.

— "RACQUETEER"

INTER-SERVICE ATHLETICS

The Inter-Service Athletics were held at Yulong Oval Morebank, on Friday, 29th September. The Army was a splendid host and is to be congratulated for its organisation. It is obvious that much time was put into the oval to make the day the success it was.

Navy was the victor with 98 points, and R.A.A.F. and Army draw for second position with 92 points.

The star of the day was the team captain, E.M. Gazia, who won the high jump with 6ft. 1in., and went on to win the javelin throw with 167½ feet.

Congratulations to N.A.A. Brook who gave a fine display in winning the broad jump, and the hop, step and jump.

Writer Quirk equalled the inter-service record when he won the 120 yards hurdle.

A bad start in the 100 yards sprint prevented L.R.E.M. Hayes from victory, but he went on to lead the 4 x 110 yards relay team home well in front of the R.A.F. and Army.

The unluckiest man on the day was A/B Warlen, who tripped and fell under the tape from first position, and was placed second. He showed terrific potential in the race which was the 440 yards dash, and could well be one of our future athletic stars.

Navy also sported a fine team to back up our winners and the combination made it possible to take the prized shield from R.A.A.F.

Our Tug o' War team had to relinquish its cup and shield to Army, who proved superior, but the Navy men weren't disheartened and went on to pull the R.A.A.F. in two straight pulls.

The Navy team, with this victory under its belt, is looking forward to a repetition next year.

— D. A. R.



"This is a hell of a time to be making pastry."

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(Next Door to Sportsman's Club)

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ALBATROSS UNDERWATER CLUB

Good weather is with us again and the club membership is expected to increase somewhat. Albatross challenged St. George, Sydney, over the week-end of 9-10 September, and the home side was soundly beaten. This was due to a poor attendance by members, as there were plenty of fish around the Island. Conditions were good, with very clear water and little wind. On the Sunday the weather blew up rough and the North side of the Bay was fished with little success, in foggy water. Twelve families of St. George club camped at Huskisson over the week-end, bringing two of their own boats and stacks of equipment, and I am happy to report we entertained them to a very good week-end.

The quarterly spearing contest has again been won by REM Edwards, who was presented with a trophy at the social held in the White Ensign Club on Thursday, 21st September. As the MAG is back, the contest is expected to raise more interest in the club and so promote activities.

The social evening on 21st September was a smashing success, due mainly to the excellent music by Musn. Buckmaster and Co., who have been booked for our Xmas Social and Dance on November 23rd. This looks like being an excellent wrap up for the year as far as socials go, and if you want a good night out, well roll along.

The next USFA Contest will be at Oak Park (Cronulla) on October 8th, and once again all available hands are asked to represent Navy. Transport will be provided up and back on the day, whilst Sydney natives will organise private transport.

A new club record was set but Butch Baker on Sunday, 17th September, when he landed a 42lb blue groper — a nice fish, indeed.

— THE BIG FISHERMAN.

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Petty Officer, Air Fitter E. A. Weaver, with the Shearin and the Warwick trophies for the highest individual score in Inter-Service rifle shooting.

Ladies . . . we know you read "Slipstream," this delightful journal . . . we know you take its advice . . . therefore we know you must always have your hair cared for by . . .

Glass' Hairdressing Salon

110 Junction Street, Nowra.

'Phone: 2 2269

INTER-SERVICE RIFLE SHOOT

The 1961 Inter-Service Rifle Shoot was held at Anzac Range on Wednesday, 20th September. The weather was fine.

The who'e day — shoot, meal and refreshments — was a credit to the Army, who were the hosts for the day. Everything went like clock-work, with no hitches, and the score places were:

Army 1st, Navy 2nd, R.A.A.F. 3rd.

For the first time in many years the Navy put forward a team which was a danger to the Army and Air Force . . .

At the 300 yards application, the Navy and RAAF tied, with Army third. After the 300 yards rapid we were 10 points ahead, but alas we collapsed in comparison with the Army, who drew away by 70 points, and then held their lead to the finish.

Petty Officer Weaver (Albatross) did a mammoth feat in shooting his way to top gun for the shoot, scoring a possible in the 300 yards application, and dropping only one point at 500 yards, bringing him a grand total of 229 points, which was only two points under the record of 231.

This was the second time in succession that a Navy shooter was top gun for the three services. Last year it was P.O. Uebel (Albatross).

Petty Officer Gault (HMAS Melbourne) is to be congratulated on his fine score of 222 points. Most of the team shot very well, and the couple that fell down would have done much better if they had been allowed more practice. Had they shot up to the standards of the others, the Army would have had to look to their laurels.

The old adage that the shoot would be won or lost on the rapid and snap once more proved correct. So, come on Navy — more rapid and snap practice! A good idea is to do rapid and snap practice on snap targets. (That is what the Army does).

Unfortunately the Navy team hadn't the support of any officer at the presentations and speech making although our team captain, P.O. Wally Walton, did an admirable job.

The Army and Air Force have instigated a move to bring the Inter-Service shoot back to being a major sport for point scoring in the yearly Inter-Service Sports. Let us hope that they succeed.

The Navy team consisted of the following:

HMAS Melbourne: P.O. Walton (Captain), P.O. Gault, L/A Jenkins, ME Warren; HMAS Albatross: P.O. Weaver, P.O. Uebel, P.O. Jenkins; HMAS Penguin: NA Francis; HMAS Watson: EM Porter, Ord Sea Carrigg; Spares: L/Smn Thorpe, AB Graham.

Don't forget chaps, more practice at rapid and snap, and we will have a go at taking the blue ribbon next year.

SQUASH CLUB

Squash activities have been limited over the last two weeks, with exception to the Inter-Service practice squad. Now, with Admiral's over and done with, the competitions which were started prior to the Inspection can be resumed. Lieut. Don Meares is back with us, after a two weeks' vacation and assures us that he is very fit for his open semi final against E.M. Jim King. The winner of this match, which will be in doubt up to the last point, will play E.M. Loeser in the final. There is still a few vacancies in the handicap championship, and anyone interested in competing should contact the secretary (E.M. Loeser) on ext. 225, or Lt. Cdr. Stevens on ext. 413.

Albatross had four players representing the Navy in the Inter-Service

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Squash, which was played at the North Shore Army School of Artillery, those players being Surg. Lieut. Barr, Lieut. Dempsey, E.M. Loeser and E.M. King. Although Navy was defeated by both the R.A.A.F. and the Army, valuable experience was gained, and all four players should benefit by it. All taken into account, Navy put up a good fight.

Until next issue, "keep squashing."

CRICKET

THE FIRST MATCH OF THE SEASON

On Saturday, 1st October, the Station team played the Canberra Wanderers in the first cricket match of the season. David Farthing, still in the currency racket, tossed and won, and sent the Wanderers in to bat.

Bowling opened, with McWhinney and Morris easing tired muscles into action, and the opening overs were, to say the least, erratic. The openers started well and runs, although slow to come, ticked on the scoreboard until a timely yorker from Charlie Morris sent back the first of the openers. No. 2 played well and gathered runs, whilst No. 3, sporting a large Air Force moustache, shaped as though he knew what was what. The moustache, however, did not aid him when McWhinney appealed for caught behind. The force of the appeal caught the umpire unawares and his finger was up before he realised exactly what had happened.

Lunch was taken at 1 o'clock under the shade of the trees. Abdul may be a Turk, but he knows how to put on the tucker, and Albatross were very proud of the refreshments he had arranged for our opponents.

After lunch, with the score at 3/70, Billy Aitkin came into the attack and had most of the Canberra batsmen worried. His well-placed leg spinners worried the batsmen into mistakes, although 'et it be said that Albatross did not take all the advantage that these mistakes offered. Ten catches were dropped during the innings. Our fielding must improve before the I. Zingari matches, or else . . .

Hutchinson, fat as ever but still very nimble, kept beautifully — he looks a certainty for the Inter-Service team again. Bill Aitkin took 4/46 in a very good spell of bowling; Charley Morris, 3/31, and 'Mac' McWhinney, 3/47, took the rest of the honours. Canberra were all out for 150.

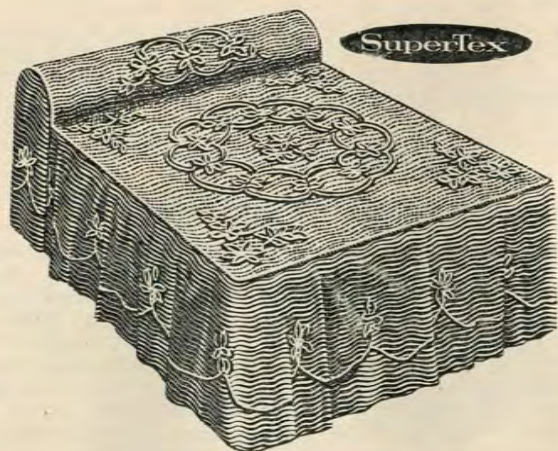
Albatross opened with David Farthing and Bob Skinner. Farthing, obviously suffering from the Navy Ball the night before, found the going torrid at times, but was just beginning to look like himself when he was beaten and stumped. Bob Skinner played as though he would emulate his last innings last year of 107, made against Air Department, but was out lbw for 22.

Mac and Hutch came together and never looked like being beaten. They played extremely good cricket, hitting anything loose, and paying respect to the good balls. McWhinney was unbeaten for a fine 55, whilst Hutch, trying to hit the runs required for his fifty, was out, stumped, for 47. Albatross 152 for 3.

The keg in the Sportsman's Club never tasted better and our opponents were great company. All credit to 'Bats' Lee for keeping them flowing. One thing was certain, our first social fixture of the year was a great success, and we look forward to our return match at Canberra against the Wanderers.

One final word — we still need cricketers. Enthusiasts' names to Lieutenant D. Farthing, Ext. 271.

— C. J. R.



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RUGBY LEAGUE CLUB

A most successful season has now drawn to a conclusion, with Albatross taking out the Group Seven Reserve Grade Premiership, by defeating Shellharbour 20-3. in the grand final. The win was only possible because of the teamwork and combination, that reached its peak, after a season's training, and all players and club members are to be commended for their effort.

The club this season was run on a mixed basis at all times, instead of the usual "bucks" organisation, and the result has proved how much better the players are when the wife is behind them. Our special thanks go to all the ladies for their loyal support throughout the season.

At a presentation evening on Saturday, 7th October, the following awards were made:

Best and Fairest Back: REM Julius. Best and Fairest Forward: S/Lt. Morris. Most Improved Back: L/Air Scott. Most Improved Back: E.M. Hickey. Most Points for the Season: L.E.M. Russell (93 points from 36 goals and 7 tries). Most Tries: L.M.(E) Daniels (16). Ball Boy: G. Morris.

The coach would also like to thank all club members and players for their splendid support throughout the season.

— S/Lt. MORRIS (Coach).

ALBATROSS GAME FISHING CLUB

THE SPRING IS SPRUNG,
THE GRASS IS RIZ,
AND J.B.'s WHERE THE BIG FISH IS.

That seems to be the club's motto now that the Game Fishing season has started.

The last two week-ends have provided some good fishing, but this is only the forerunner of the bigger and better fish that are to come.

On Saturday 23rd September, five Yellowtail Kingfish were boated. They were caught on a nine thread line and all averaged 20lbs. The best fish of the day was a 23½ pounder boated by P.O. Durant.

On the following Saturday, eight Tuna (average 16lb.) and three Yellowtail Kingfish (average 20lbs.) made up the catch. N.A. Wilson had the privilege of catching the first tuna of the season. The best fish of the day was a 23lb. Kingfish caught by P.O. Proud. The Club Captain, C.P.O. Turner, scored himself a fine 17lb tuna.

The stories about the ones that got away are no longer to be scoffed at. Nine game fish were lost, due to a faulty line. It is my pleasure to report that the offending line now resides with the fish it failed to hold, namely, at the bottom of the 'oggin'.

Mr. Weights and Measures, the Club's record keeper, wishes to obtain a second hand correspondence course on The Anatomy of a Shark. It seems that he has a 'whole' problem on his hands.

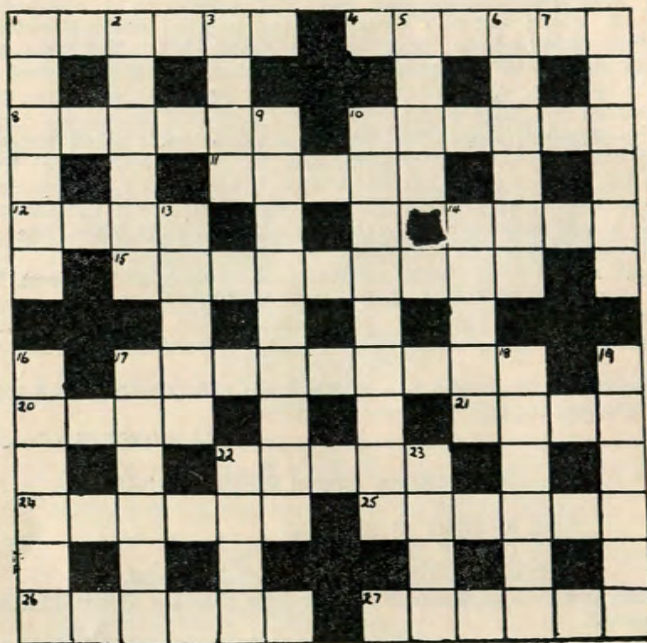
Good fishing, everyone.

— "BURLEY."

SOLUTION TO LAST MONTH'S CROSSWORD

ACROSS: 1. Overstep the mark; 8. Emit; 10. Flat; 11. Responsible; 12. Tarred; 13. Greens; 14. Onerous; 15. Malaria; 17. Noises; 19. Settee; 21. Inaffection; 22. Smog; 23. Near; 24. Starlit Evenings.

DOWN: 1. Operating Nurses; 2. Emir; 3. Tripod; 4. Painter; 5. Hiding; 6. Able; 7. Kit or Spare Parts; 9. Terrorising; 10. Fleet Action; 16. Steeple; 18. Safari; 19. Satire; 20. Iota; 21. Neon.



ACROSS.

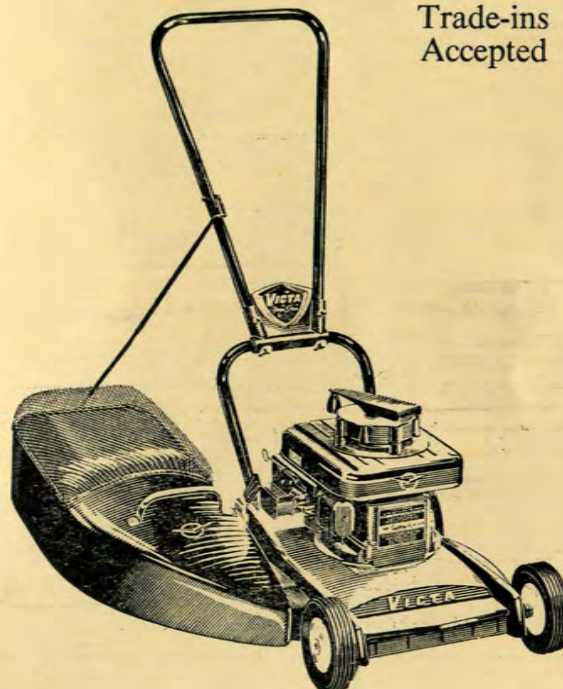
1. A horse is put together on land.
4. Straps around the tiny fish.
8. Put me down hard and injured me.
10. On the bottom, he's tops!!
12. Loch this is 'monstrous.'
14. I nut it out to just one.
15. This is often applied to steel or Steele
17. and this to planners or gold diggers.
20. Mostly sharp with some strings attached.
21. Seize the best part of an up-turned barge.
22. Hangs around with the teeth.
24. Plural of 11 Across can be an unspecified number.
25. He comes to land for a start.
26. More adventuresome class of ship, no doubt?
27. Pretend to be little more than a facet.

DOWN:

1. He tans in Greece.
2. Torment a donkey in the end.
3. Blow the grassy stuff!!
5. A ripe turnover for shipping.
6. Lines up a group of foreigners.
7. Takes a detective to get this one.
9. A necessity in any Army — but sailors aren't too sure.
10. What to do if you're out of stores.
13. A step in this direction will be precipitous.
14. Amusing? Not in the morning!
16. Little Desmond had shelter from the sun.
17. Cattle-man found mostly on the English south coast.
18. What not to bear.
19. Disapprove of it's ultimate purpose.
22. ——— and bear it, we're told.
23. And this witted is absolutely mad!!

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