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SLIPSTREAM

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



No. 55

NOVEMBER, 1961

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SLIPSTREAM

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

No. 55

NOVEMBER, 1961

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OUR COVER

The Athletic Carnival for the Station Championships was held on
Wednesday afternoon, 1st November.
Our cover shows E.M. Tony Gazia clearing the bar in the High Jump.

EDITORIAL

Here it is the end of November. And what a month! Starting off in beautiful weather, it suddenly deteriorated and so far, to the time of going to press, we have had 23 inches of rain this month, beating all previous Novembers for over one hundred years, and only second to the all-time high of Albatross — October, 1959, when we had 33 inches.

The festive season is almost on us and already has started for Western Australians and Northern Queenslanders. Next month's Xmas edition, which will come out on 14th December, has a new editor, Lt. Cdr. Len Anderson, otherwise known as "Ops." It promises to be a bumper issue.

We are losing our Art Editor, "Chips" Gray this coming month, and so have included him in our personality array in this issue. The best of luck to him in his next job, and a thanks to him for keeping the cartoons up to us throughout the past eighteen months. So far we haven't found a replacement for him. Thanks go to the photographic section and Leading Airman Wilson for keeping the pictures up to us this month.

On this note, it's off to the "Leader" to get the presses rolling.



Spearhead of the Taranto assault, the Fairey Swordfish TB SR (torpedo bomber, spotter, reconnaissance) a three seater biplane, open cockpit, of steel tube and duralumin construction, with fabric wings, which folded and a fixed undercarriage interchangeable with floats.

One 690 h.p. Bristol Pegasus 9 cylinder radial engine gave a maximum speed of 130 Kts. and a cruising speed of 100 Kts. The armament comprised a Vickers .303 inch machine gun fired through the prop and a Lewis gun fitted at the back of the rear cockpit. The load was 1800 lbs. of bombs or a torpedo, and the endurance was 5 hours.

TARANTO

Twenty-one years ago at about 11 p.m. on the 11th November, twenty Swordfish aircraft operating from H.M.S. Illustrious attacked the Italian fleet in Taranto harbour. This single operation, as part of a number of proceedings over a period of some eight days was one of the most successful and important ever made by British naval aircraft.

The primary object of this attack was to reduce the Italian fleet and prevent it interfering with the other activities which were, in summary:

- Run troops and stores into Malta.
- Reinforce the Eastern Mediterranean by one battleship, two cruisers, and four destroyers from Gibraltar,
- Carry out surface attacks on Italian convoys to Albania.
- Transport troops and equipment to Crete and Greece.
- Cover four convoys sailing in the Mediterranean.

The initial plan called for two carriers to take part however, H.M.S. Eagle had suffered fuel contamination due to bomb near misses, and was unable to take part although five of her aircraft and eight crews were transferred to Illustrious.

At about 8.20 p.m. Illustrious was some 170 miles to the westward of the target launching the first wave of 12 aircraft. This strike consisted of six with torpedoes, four with six 250 lb. SAP bombs and two with flares and bombs. Although four of this strike got separated through entering cloud, all four aircraft reached the target and opened the attack with flares to the eastward of the harbour. In the words of the Italian report, "These flares, lasting 3-4 minutes formed a zone of intense light to the eastward of the battleships whose hulls were clearly outlined. During this time the torpedo aircraft came in to attack in V formation passing between the merchant harbour and balloon barrage situated at Sirena Shoal."

The defences had been alerted due to another alarm being given earlier. One aircraft was shot down and the crew taken prisoner, while another two were damaged but landed safely aboard. This attack resulted in:

One battleship being hit by two torpedoes.

One cruiser sunk.

One destroyer damaged.

The second strike of eight aircraft consisted of five with torpedoes, two with flares and bombs, and one with bombs only. A ninth aircraft had to return due to fuel transfer trouble with the additional long range tank placed in the rear cockpit. This strike was equally successful and for the loss of one aircraft brought the tally for the night to:

One battleship sunk.

Two cruisers sunk.

One cruiser damaged.

Two destroyers damaged.

Damage to docks and installations.

A second attack planned for the 12th was called off due to adverse weather conditions.

Among the many large scale actions fought in World War II the action at Taranto may seem at first glance to be of relatively little importance.

In point of fact it was a strategic victory which not only demonstrated the potential of Naval air power but had a far reaching effect on the course of the war in the Mediterranean, by altering the balance of sea power in our favour.

Materially it inflicted more damage in the Italian fleet than that inflicted on the German High Seas Fleet in the daylight action at Jutland.

This, in brief is the occasion remembered by the Fleet Air Arm. It is a far cry from Swordfish to Sea Venoms and Scimitars but the spirit remains the same.



"I say, Fothergill — this Aircrew 'get together' is getting a bit out of hand."

THIS MONTH'S PERSONALITIES



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

Although we welcomed Commander Moore in last month's issue, as he had only just arrived, our roving reporter was unable to get a story from him. However, that has now been done, and so here it is.

Born in Gosport, Hants, England, in a family of strong Naval background, we first see our personality as Purser of the S.S. Nankin of the Eastern and Australian Steamship Co., before he had reached the age of 21.

Although this had legal complications, he managed to avoid all difficulties until the Munich Crisis of 1938, when he joined the R.A.N.R. (Seagoing) as a Probationary Paymaster Sub-Lieutenant. Mobilised in September, 1939, and swapping the Probationary for an Acting, etc., he joined the staff of Supply Officer Tenders in H.M.A.S. Platypus alongside Garden Island.

Three months there saw him transferred to H.M.A.S. Swan for Supply Duties for the 20th Minesweeping Flotilla. Whilst in this post, Commander Moore married Miss Elizabeth M. Eadie, in August, 1940. But in September he was aboard H.M.A.S. Perth on its way to the Mediterranean, arriving at Alex. on Christmas Eve, 1940. After some Malta convoy work at a time when Musso'ini thought that it was an Italian Lake, the Greece and Crete campaigns came to a climax and Perth was diverted for evacuation duties in both places. Next followed the bombardment of the Syrian coastline in that campaign, which retained the Middle East to the Allied cause. Our personality's action post during all this time was in gunnery duties on the 4in. gun deck, and a/so with 27 mm Breda guns captured from the Italians in Libya.

Returning to Australia in November, 1941, he was appointed to H.M.A.S. Moresby, and took part in surveying duties in the Barrier Reef for the laying of mines against the Japanese. Soon after the ship became an A/S Escort vessel. By July, 1942, he was at Torrens for a very busy but uneventful stint that lasted two years. Then in July, 1944, he was drafted to H.M.A.S. Kanimbla, then at Madang. Taking passage in a Martin Mariner at Brisbane, he remembers the port engine exploding soon after take-off, with a sudden descent into Moreton Bay. Transferred to U.S.S. Evangeline, a small pocket boat formerly on the New York to Nantucket run, but now converted to a U.S. Army transport, he arrived safely at Milne Bay, where he took passage in a DC3 to Madang. However, as the plane hit a coconut tree on take-off, and the mainplane split during the flight, it was no wonder that after landing at Madang it never took to the air again.

Whilst in Kanimbla, our personality was present at the landings at Brunei, Labuan, Leyte, Lingaen Gulf, Balikpapan and Morotai. The war ended at Morotai, and so in 1946, Commander Moore was sent to H.M.A.S. Magnetic in Townsville, to pay it off before being discharged in December of that year.

However, he rejoined with a permanent commission within three months, and since then has spent time at Darwin, Penguin, H.M.A.S. Australia (twice), Manus, Platypus, F.N.D., a nice two years as secretary to R.A.N.L.O., and before this appointment, a year as Deputy Director of Administrative Planning at Navy Office, Canberra.



LIEUTENANT COMMANDER

R. J. PERRYMAN, R.N.

In a few days time, we farewell Lt. Cdr. Dick Perryman, who is completing two years Exchange Service with the R.A.N. All this time has been spent at A.J.A.S.S. Whilst here, he has been a leading member of the Gun Club, and like S.B.P.O. Gray, will be sadly missed by club members for his organisation and participation in this Station activity.

Joining the R.N. as a cadet at Dartmouth in 1948, his first cruise was in the cadet-training County class cruiser "Devonshire," to Scandinavia, including a visit to Stockholm to take part in a large parade to honour King Gusav's 90th birthday. Despite a few initial qualms about the reception to be received there in a period when Sweden was an exponent of neutralism, the reception was enthusiastic.

In 1949, Dick joined H.M.S. "Jamaica" for a commission in the West Indies Squadron. After visiting Cuba, and a voyage through Panama to the South American West Coast ports of Bonaventura, Lima and Valparaiso, the ship sailed with all despatch to China, to give aid to the "Amethyst," which was beleaguered up the Yangtse Kiang. The ship was in time to evacuate the survivors and to escort the "Amethyst" back to Hong Kong after her dash down the river. After a further three months in "Comus," a destroyer of the 8th D Squadron, our personality joined the carrier "Ocean" for the return passage to the U.K., and thus completing a "Round the World" cruise on his first commission.

The years 1952-53 saw Dick firstly at Greenwich for Courses for eight months, and then in "Theseus," joining at Malta for a Mediterranean cruise. Highlights of this period were the "Flying of the Personal Standard" of the Duke of Edinburgh for two days, the first ship to do so — and later the Coronation Review at Spithead.

By 1954, Dick had joined H.M.S. "Hornet" for Coastal Forces, serving in the Special Service Squadron (Gay Bowman) and for a year in the 2nd Fast Patrol Boat Squadron (Dark Agressor) during which time his boat acted as a water-taxi for the Duke and Duchess of Gloucester's visit to the Channel Islands, and later as Royal Escort up the Thames for the Queen's homecoming after her world tour, and also for the President of Portugal's State visit. A startling memory was a collision at 35 kts. with another boat during a night exercise off the Dutch coast — there was no court martial following the subsequent Board of Inquiry, for the two C.O.'s concerned were completely exonerated.

After a long "C" course at H.M.S. "Mercury," during which time he was married, Dick had a short spell at St. Budeaux, Devon, as the First Lieutenant of the R.N. Signal School. Then in 1958-59, it was back to sea in the 5th Frigate Squadron in H.M.S. "Torquay" and later "Scarborough," the first squadron to be equipped with Type 12 Frigates. Our subject was present at the Lebanon and Jordan Crisis, supporting the U.S. and U.K. landings. Later his ship was the first R.N. ship to tour the Great Lakes of Canada up the St. Lawrence Seaway.

October, 1959, saw our personality sailing to Australia in "Strathmore," to join Albatross and A.J.A.S.S. After two years, summed up as "splendid all the time," Lieut. Cdr. Perryman, his wife and two daughters (one born in Australia) return in "Oronsay" on the 7th December, after which Dick starts a Staff Course at R.N.C. Greenwich.

"Bon Voyage" to a very popular shipmate.

SICK BERTH PETTY OFFICER I. G. GRAY

IN APRIL, 1948, an 18 year old youth walked into the Recruiting Depot at Port Melbourne dressed in a wide brimmed hat and riding boots to be greeted by the C.P.O. behind the desk with "Hell's bells — if it aint Chips Rafferty himself!" The nickname stuck and S.B.P.O. I. Gray, Slipstream's Art Editor is still known throughout the Navy as "Chips."



Born at Leongatha, Victoria, in 1929, our personality spent his first 14 years milking cows on his father's property and attending the local State school, followed by two years at Preston Technical School, where between representing his school in Aussie Rules, swimming and athletics, managed to collect a Junior Technical and an Intermediate Technical Certificate.

After twelve months of living on 30/- a week P/O Gray terminated his electrical apprenticeship and returned to the farm. However, a year later, firmly convinced that farming was not for him, our personality fronted up to the R.A.A.F. recruiting office in his R.A.A.F. Air Training Corps uniform complete with 3 stripes and 15 hours flying time (including a terrifying solo flight in a Tiger Moth at Benella in 1946) only to be told he was medically unfit for aircrew. Splitting posts at Leongatha six months later our disillusioned personality read a glowing Naval Recruiting advertisement listing the virtues of the R.A.N.'s Naval Aviation Branch and promptly gave a week's notice and took off for Rouse St. Port Melbourne where he received the unusual welcome recorded above.

Unfit for aircrew P/O Gray, after a period of skilled brainwashing by the recruiting staff, found himself being transported by open truck to F.N.D. as a recruit Sick Berth Attendant.

1952 saw a hook on his arm and an eight months detached duties laboratory course at the Royal Melbourne Hospital, followed by fourteen months at Manus Island. June 1954 and our personality saw Albatross for the first time and he recalls that his first thought on arrival was "this is strictly for the birds." Making the most of things, however, P/O Gray managed a second hook, a marriage to a local beauty and a son before being drafted to the "Swan" for a tour of fisheries protection and surveying duties in Torres Strait in 1957. Late the same year saw a draft to "War-ramunga" which involved our personality in an eight months spell on the F.E.S. followed by a Royal Tour cruise of the Barrier Reef with Princes Alexandra of Kent on board.

Drafting D.E.E. "Penguin" in 1960, P/O Gray "saw the light" and signed on and promptly found himself back at Albatross. Since arrival "home" he has divided his time between cartooning for "Slipstream", producing a second son and a daughter and an occasional appearance in the Sick Headquarters.

Of interest is our personalities varied sporting interests, having played Aussie Rules, Rugby Union and League and Basket Ball consistently with Naval and Civilian teams until a severe back injury in 1958 brought about a forced retirement. P/O Gray was also well known on the motor cycle road racing circuits of Victoria and held the Flinder's Naval Depot Motor Cycle Clubs course record until the club disbanded in 1953. Since his "retirement" from active sports, being an official of Cu'burra Surf Life Saving Club in the summer and collecting trophies from the Albatross Gun Club in the winter has occupied most of P/O Gray's spare time.

A draft to "Melbourne" in December will end his term as "Slipstream's" Art Editor and it is thought in some circles that cartoons depicting activities on the golf course may have been a contributing factor.



"Well, then sir, three masked men got out of a long black car and poured two bottles of Rum down my throat."



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FROM HUMBLE PLUMBER TO NATIONAL HERO

Amid the thunderous applause of 32,000 excited cricket followers young Australian batsman Bill Lawry wearily made his way to the pavilion at Lords, the Mecca of cricket.

Lawry had just scored a magnificent 130 against such great English speedsters as Trueman and Statham and it was obvious the tall lean Melbourne plumber had arrived and a new cricketering idol was born.

In the short period of two months Bill Lawry had emerged from a comparatively unknown Victorian batsman to a cricketer great admired by cricket enthusiasts throughout the world.

Lawry was born in Melbourne on February 11, 1937 and from his early years was interested in cricket. Much of his interest he inherited from his father Mr. Alf Lawry as keen junior cricketer.

Young Bill was an outstanding player for his school and at the age of eleven became school captain. It was about this period that Lawry's cricketering ability was noticed by a school master who took him along to Northcote Cricket Club.

Lawry was soon selected in the fourth grade side and during the next three years worked his way up slowly to the first grade eleven.

Northcote's side at the time contained no talented batsmen and young Lawry often had to hold his wicket for hours to help stave off defeat.

Often his efforts were in vain but he learned defence, an aspect of play that today enables him to amass huge scores.

During the 1956-57 season Lawry won selection in the Victorian Sheffield Shield XI at the age of 19.

But the lanky Northcote batsman's venture into first class cricket ended in disaster, although his average was 20 the selectors decided he was much too slow and Lawry was dropped for two years.

In 1959-60 Lawry was again selected in the Victorian XI and had a more successful season than his first attempt. Against Australia he scored 127, his initial century in first class cricket.

The following season 1960-61 the young Northcote cricketer was again selected in the Victorian side and commenced the season on a modest note.

It was not until the second N.S.W. v. Victoria match that cricket followers began to sit up and take notice of the young Victorian.

On New Year's Eve Lawry had reached the mammoth score of 192 not out. On resumption of his innings he reached the gigantic total of 266 before being dismissed. This grand innings was the highest recorded in first class cricket in Australia since World War II.

Following Lawry's huge score against the strong New South Wales side many cricket experts advocated the youngster should be given a chance against Frank Worrell's visiting West Indians.

Despite a further run of big scores in the eighties Lawry failed to gain test selection, a happening that angered many.

But when Ritchie Benaud's 1961 English tourists were announced the young Thornbury plumber had achieved the goal that every Australian cricket dreamer of, a tour of England.

Lawry set out upon a run scoring feast almost from the moment he set foot on English soil.

In the match against Surry he rattled up 165, his maiden century in England.

Against a strong M.C.C. eleven at Lords, Lawry scored 104 and 84 not out and thus equalled the feat of Trumper, Bradman, Barnes, Morris and Ransford of scoring a century in their first appearance at Lords.

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Lawry's average at this stage of the tour was 101.

Because of his fine performances early on the tour the lean Victorian had no trouble in gaining selection in the first test. Lawry justified his selection with a fighting 57.

However, it was the second test at Lord's that Lawry's great moment came. Before 32,000 spectators he held out the English attack as his team mates toppled around him.

When his score reached 106 he became the first Australian on tour to score 1,000 runs.

Finally dismissed for 130 the young opener was applauded all the way to the dressing room.

The fourth test brought two more great scores from Lawry's bat, 74 and 102 (13 runs).

On completion of the test series Lawry had scored 420 runs at an average of 52.50, a fine performance for a young batsman on his first tour of England.

In between his test centuries Lawry knocked up scores of 122 against Lancashire, 100 against Kent and 100 against Cambridge.

In the matches versus Kent and Cambridge he threw away his wicket after reaching his century to enable team mates to secure valuable batting practice.

The dashing young Australian batsman achieved further fame in the match against Gentlemen of England when he scored 109 and recorded his 2,000th run of the tour.

Only other Australians to perform this feat since the war have been Bradman and Harvey.

Lawry amassed 9 centuries in first class matches during the tour, an achievement that very few opening batsmen have performed.

Financially Lawry will receive about 1,500 pounds from his English tour and no doubt this handsome sum will be extremely helpful when he marries Melbourne lass Miss Joy Barnes next year.

Apart from playing cricket Lawry takes a keen interest in baseball and racing pigeons.

When not playing cricket, the Phantom, as Bill is known to his friends, plays baseball for Collingwood and recently won the club's best and fairest player competition three years running.

Lawry believes that baseball assists his cricket and advises any young cricketer to play the game in winter months.

At his Thornbury home Lawry has over 75 racing pigeons which in recent months have won him over 700 pounds.

Cricketing fans throughout the nation will be interested this summer to see if Lawry can continue his batting onslaught against the bowlers in the same manner as he did in England during the past winter.

If he succeeds Australian followers will be treated to many happy hours of batting by the run hungry plumber from Thornbury.

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Station Athletic Championships



VICTOR LAUDORUM

Mrs. Gray presenting L.R.E.M. "Mick" Hayes with a cup for winning the overall Individual Championship of the Carnival.

On Wednesday, 1st November, the "Albatross" Athletic Championships were held. The Met. people were very co-operative in giving us ideal weather.

The first event on the programme was the 100 yards dash. E.M. Craig got off to a good start and led over the first 70 yards, when he was overtaken by LREM Hayes, who went on to win in the good time of 10 5 sec. At the completion of the 100 yards, the ever popular field events started with the javelin throw. EM Gazia showed the form with which he won the Inter-Service Javelin Throw. With an easy style he threw an excellent 163ft. 2ins. with his first throw and that remained the best throw of the day. Good competition was afforded by L/A McKenzie and Lt. Elliott, who both threw better than 162ft. There was keen competition in the high jump, with Lt. Mears, EM Gazia and EM Kinross, all proved high jumpers, competing. It was unfortunate that this event had to be rushed because of lack of time, as there were many who hoped to see EM Gazia jump 6ft. However, after running the 440 yards leg in the relay, he was obvious tired and just failed to clear 5ft. 10in.

Lt. Charlie Morris came out of retirement for the Shot Put, but N/A Christie was putting too well for the ex-champion. Christie also showed his promise at the Discus Throw, which he won narrowly from Lt. Elliott. Many good jumps were recorded in both the Long Jump and the Hop, Step and Jump, but EM Kinross proved too good for his opposition in both events. N/A Flint, second in the long jump, was unlucky to foul all three jumps in the hop, step and jump, and so missed a place.

The Tug O' War final was pulled between the Electrical and Engineering Departments and the first pull particularly was a gigantic struggle with "L" team finally winning in 1 min, 47 secs. The first pull seemed to take a severe toll on the engineers strength and the "L" Department won by two pulls to nil.

Throughout the day there was very keen competition for the Champion Athlete of the Day, and it was not until the completion of the Hop, Step and Jump that LREM Hayes emerged the victor. Congratulations to a first class athlete.

At the conclusion of the Championships Mrs. Gray presented prizes to the placegetters.



EM. Gazia making the winning jump with the bar set at 5' 8".

Marilyn Monroe was conducting a quiz at a Naval Air Station and one of the competitors was a young N.A. who was gazing intently at her. "If I had the power to grant you three wishes," said Marilyn, "what would the other two be?"



Commander Goble winning the Veterans' Race, with the favourite, Shipwright Lieutenant Bartlett (obscured) being pipped on the post.

LEM Russell proved himself the master over distances of 880 yards, the mile and the 3 mile Championships. His best race was the mile, in which he ran a very well judged race. N/A Cevaal was the pacemaker and Russell was quite content to sit in behind him for the first three laps. With one lap to go, Russell put on a fast sprint and so had a ten yards lead on Cevaal. Over the last 300 yards he opened up the gap to win comfortably in 4min. 48.8sec. The place gatters in the three distance events were the same, with LEM Russell winning from N/A Cevaal, with LEM Hingston third.

LREM Hayes again showed his sprinting ability when he won the 220 yards with a dashing finish. In the 440 yards, Hayes was left at the start, and for a moment it was a toss up whether he would run the race or stay and have a friendly chat with the starter. However, the spirit of the race prevailed and despite his early setback he caught the leaders, N/A Cevaal and L/Smn Ford right on the tape and won by a bare few inches. A most deserving win.

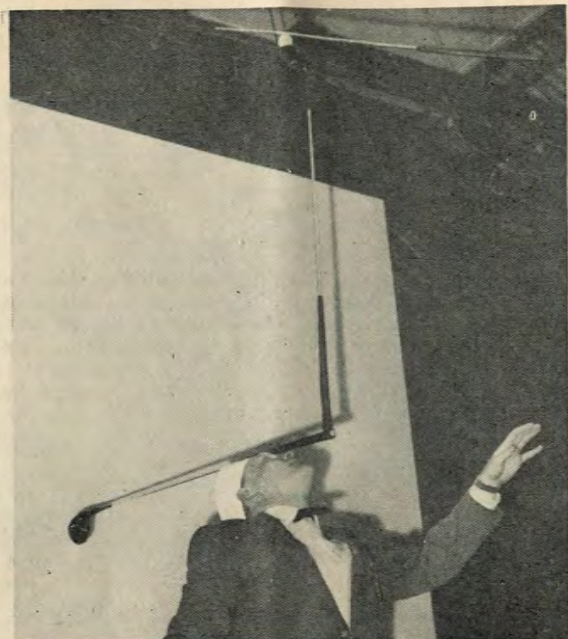
One of the highlights of the day was the Veterans Race, which saw Cdr. Goble narrowly defeating the favourite, Lt. Bartlett. On the basis of a yard a year, the Chippy has a couple of yards advantage, but although leading for most of the race, he was pipped right on the post. It is felt that Cld. "L" was most unfortunate to miss the race, but as he explained later, he was busy trying to persuade Cdr. "E" and Chaplain Trainer to compete.



Mrs. Gray presenting to L.R.E.M. Don Russell, on behalf of the Electrical Section, the cup for winning the Interpart Athletics Championship.



L.E.M. "Specs" Hingston showing his skill in the Discus Event, eventually won by N.A. Bob Christie.



Frank Newell in the act of balancing golf clubs and ball.

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Junior Rates Club — Annual Xmas Smoko

On the night of 16th November, the Junior Rates Club held a very successful Smoko in the Station Cinema. Indeed, a better night could not have been had as, despite the weather, there was plenty of everything, and the tempo was maintained at a high pitch until the end.

Entertainment was provided by a party from Sydney under the leadership of Mr. Ted McDonald, who as compere of the show, brought the house down with a fund of witty stories and jokes. No mean whistler himself, he kept the pace a cracker. He was ably supported by Frank Newell, a juggler, who kept everyone amused with his many tricks, particularly those in range of his flying balls. His stories and repartee were in keeping with the mood of all and he really went over in a big way.

Shelley May, the blonde vocalist, was extremely popular and with a voice really in the top flight of "pop" singers, received encore after encore. Everybody was disappointed when she stopped her act, as they would have liked to have seen more. The small sized stage did not give the dancers, Norman and Nancy Berg, much room to show their prowess, but they were well received.

The audience by this time were very mellow, surfeited as they were with good food, good entertainment, and overflowing glasses. Seventeen 18's were disposed of in all, and the President and committee members deserve congratulations for a good job well done.



Shelley May, singing one of her appealing songs in the style of Vera Lynn.

+ The Chaplain's Corner +

The editor, with that deceptive quietness that so disarms natural reluctance has suggested to me that this month I might put down on paper the thoughts that occur to me regarding the use of the megaton bombs since the Russian tests are so much in the news.

It was early in 1939 that Albert Einstein, the great physicist wrote to President Roosevelt and told him that there were certain possibilities in nuclear physics which could be harnessed to the making of an Atomic Bomb, and we are mostly aware of the intense research that produced the first atomic bombs used in 1945 at Nagasaki and Hiroshima. These bombs produced explosions with the same effect as 20,000 tons of TNT and were heralded as developments that could completely alter warfare as it was considered that they outmoded conventional weapons. In the first few years after the war, U.S.A. was the only country that possessed these bombs, and therefore enjoyed considerable political advantage in world affairs, although competent scientists in other countries knew that it was only a matter of time and resources before other countries caught up with the U.S.A. It is to the credit of America that she did not use this great power selfishly or savagely. By 1950 Great Britain and U.S.S.R. had also manufactured this kind of bomb successfully and it was not long before Soviet Russia could claim a parity of knowledge and manufacture. The quality of the bomb had also changed; the present nuclear devices are vastly more powerful and the Russians have just demonstrated that they can make bombs in the 50 megaton range, i.e., the equivalent of 50,000,000 tons of TNT (a rocket fired by a Venom has a charge weighing 65lb.).

This great development in nuclear devices has caused much soul-searching on the part of intelligent people, and not least among the scientists. Not only has mankind invented these really appalling weapons but there are side effects to these explosions which could be disastrous to the human race. If a bomb is exploded, not only is there the great physical damage done by the explosion, but there is also danger from "fall-out" of radio-active particles which could pollute vast areas. There is also danger that the delicate genetic balance of the human race might be upset and that we might produce a race of monsters. In England, for example, a nuclear pile at Calder Hall got out of control a few years ago and the resultant explosion meant that some of the neighbouring grasslands were contaminated, and thus the milk produced by the cows that fed on this grass was dangerous to the health of children. It is a situation that may well give us pause for thought.

How should we think of this as Christians? Is there some lead that we can give to the rest of the country who do not feel so strongly as we do upon spiritual matters?

The first consideration must be that mankind is now placed in the position when the envy, hatred, malice, or plain stupidity of one man might jeopardise the future of the world as we know it. On the other hand it has been argued, and with some justification, that these ghastly weapons will never be employed, as both the Communists and the Western Powers are aware that it would mean annihilation of both sides. In other words, the two opposing powers are stalemated. It has to be

admitted that this stalemate has not prevented Russia from exploiting political advantage in the Middle East, Indonesia, and her more immediate satellite countries to the detriment of the Western powers.

Another consideration which weighs very heavily with people like Bertrand Russell is the nasty nature of the bombs. They are dismayed with the thought that the next war will concern everyone; not only the soldiers and sailors and airmen in the front lines, but the whole of the populace. They are concerned also with the after effects of such bombs—leukaemia, radiation and the like. I sometimes wonder how valid this kind of objection is. In visits to the Repatriation Hospitals at Concord and Heidelberg, I have seen survivors of the 1914-18 war—poor men with lungs that have been eaten away with gas poisoning; I have also seen others whose injuries and wounds have been of the most melancholy nature. Is there any difference between the wounds inflicted by conventional weapons and those resulting from nuclear weapons? Bertrand Russell thinks so and I suppose that he speaks for the utilitarian school of philosophers who only measure values in terms of material benefit. I fear that like others, who spent World War II in the comparative safety of America, he tends to exaggerate the horror (and horror it is) of wounds. I think it is a red herring, because it distracts us from the primary consideration of whether war is justifiable.

It is here that we get to the crux of the matter. Mr. Kruschew has told the world that it must be either red or dead and the pacifists tell us that we must avoid war at all costs, because it is a frightful unchristian thing. They would prefer submission to Russia or China, with all its implicit denial of christian virtues rather than raise a hand in defence of the christian way of life. They take for granted that if a person is a sincere christian then he must be a pacifist. They unchurch 99 per cent of sincere christians by their bold assumptions. They say that our Lord set before us the ideal of non-resistance in the Sermon on the Mount. They point out that He refused to use force, and that therefore no one can be a true follower who does not wholly refuse to take part in any war.

But this wholesale identification of christianity with pacifism rests on a confusion with regard to natural law. The Kingdom of Christ is non-political—it is a universal, spiritual Kingdom proclaiming a sonship of men to God through Christ. In the cause of this Kingdom our Lord must suffer unresisting as did His martyrs of the early centuries and today. When the Church in Russia, Ghana, Ceylon or China is persecuted by the State, the christians cannot resist by force even if this means being put to death or sent to exile. The Church cannot use force without being false to its nature as the Kingdom of Christ. But the State can, and does, use force—it cannot refuse to use force without ceasing to exist as a State. Is it then necessarily unchristian because it uses force? Our Lord did not think so when he said "Give to Caesar the things that are Caesar," nor did St. Paul when he said that "the powers that be are ordained of God." When the State makes war, that war may be a sinful war; but it is also possible that its maintenance of an armed force may be the effective guarantee of some standard of international justice.

Here then it were the christian stands. He sees in the awful alternative offered by the Russians an intolerable challenge to the rights of ordinary human beings. He knows that war is sinful but that in this case it is by far the lesser of two evils. He knows from his observance of Russian policy that the promises of the Russians are not trustworthy, and he knows, too, that there is a real existence of a Right and a Wrong prior to, and above, the immediate interests of this or that nation.

What Will Become of Me?

We are now in the month of November. It is the month of the Holy Souls. The month when we give specials thought to the dead. Since last November some among us have lost a Father or Mother, or some near relative, for these this month will bring back memories. There are, on the other hand, many who look on this month as on every other month of the year.

I always feel that this month is a wonderful opportunity for us to take stock of ourselves, and to ask the question — What will become of me?

When we were at school, depending on our likes and dislikes, we had some wonderful ideas about the future. We had our minds set on some profession or other. Our parents and teachers, with the assistance of career advisors, tried to advise us on the choice of a vocation in life. Some followed the advice, others knew better and went their own way, only to realise later, when it was too late, the wisdom of those offering advice.

Whether you have followed that advice or not, whether you are in the vocation you had in mind when you were at school or not, the fact remains that you are now following some calling in life, and you have some ideas about the future. You have some plan for the future. Now supposing all these plans that you have for the future come true — what then? The reply is simple — death. But is that all? After death follows the judgement. As a matter of fact, you, at this moment, know the result of that judgement. If you have been keeping God's Commandments then the judgement will be in your favour. If the judgement is not in your favour then the result will be "Depart from me you cursed into everlasting fire which was prepared for the Devil and his Angels." In those modern days people do not like to hear about Hell. They usually come back with the reply "God is a good God, he could not send anyone to such a terrible place as Hell." That sounds good, but such people are forgetting one very important thing. God is a good God — He is also a just God? Would you consider God less good because He is a just God? Let us remember His own words "If you love Me keep my Commandments."

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

An inventor kept working on a long-range automobile powered by electricity instead of gasoline. One day, he walked into his club in Sydney and said: "I've done it. All the way from Melbourne without a single accident, and I used electricity instead of gasoline." When asked how much the trip cost, the inventor answered "Exactly £2000. Five pounds for electricity and £1500 for the extension cord."

They were having a heated argument:—
He: "Let's sit down and discuss this sensibly."
She: "No! Every time we do that, I lose."

ALBATROSS PHILATELIC SOCIETY

(Affiliated to the Illawarra Philatelic Society)

Apart from the everyday series of stamps, produced for ordinary postage, special issues are also printed, usually to mark a centenary or to honour a prominent citizen.

Recently another use for the postage stamp has been introduced — propaganda. In these days of cold war and high pressure salesmanship, it is the best advertised country that "sells itself" to the rest of the world, and Russia and its satellites were quick to realise this when they printed a full range of stamps within a few days of launching the first man into space.

Stamps are a good advertising media, for once the plates have been designed and made, the expenses stop and the cost begins to fall. What is even more important is that the propaganda is taken into other countries free, and with no border restrictions.

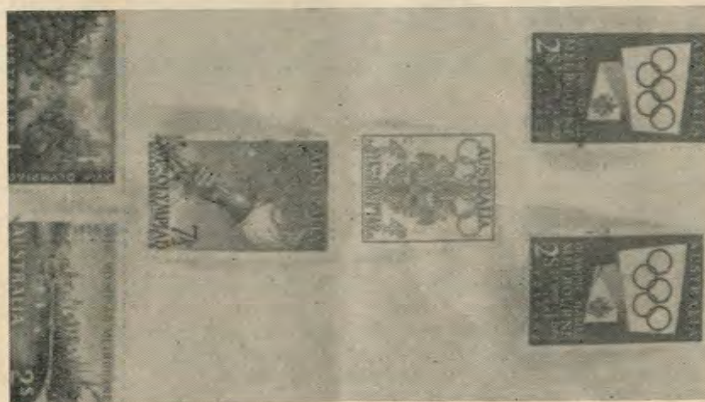
Australia, too, has recognised the world-wide propaganda value of the stamp, and pictured opposite is the complete set which was introduced to advertise the Olympic Games held in Melbourne in 1956.

The first of the 2/- stamps, which was blue, was issued at the end of 1954, and was followed at the end of 1955 by the 2/- green one. These stamps were wholly and solely to advertise the Games and to attract the visitors.

One year later in Melbourne—hence the 4d Arms of Melbourne—the Olympic Games were traditionally opened—the significance of the 7½d Olympic Torch—and on that day history was made twice, for this was the first Olympics to be held in Australia, and also the first time that pure multi-coloured stamps had been issued in the southern hemisphere. These stamps were the 1/-, depicting a view of Collins Street, and the 2/-, printed in Switzerland, depicting the River Yarra with Melbourne in the background.

With these six stamps, Australia advertised itself and the Games to the world. That over 100,000 tourists visited the country during the period shows that, in some way at least, they did their job well.

— "WRACK."



POET'S CORNER

PER ARDUA AD ASTRA

The Engineer explains it in a most convincing way,
As he stands there with his slide-rule in his hand,
On the "Theory of Flight" he has a mighty lot to say.
In the hope that those who listen, understand,
He'll produce a dozen factors, "lift" and "drag," to name but two,
He will draw you diagrams to charm the eye,
And in language "Scientific" he will soon explain to you
What keeps an aircraft flying through the sky.

As I listen so politely, I believe he does his best
But I must confess I feel he sometimes errs,
For a most important factor when you put it to the test,
He ignores and to it never he refers,
So I'll make a small endeavour in my own unlearned words,
To show you all a somewhat different view,
It isn't just by science that we emulate the birds,
Human effort keeps an aircraft in the Blue.

But it isn't just the pilot, and it isn't just the crew,
Though they play, of course, the most important role,
Even metal wise mechanics in their overalls of blue
Are a section of the great important whole;
It is not an individual, it is no exclusive team,
There is more to it than ever meets the eye;
For I tell you quite sincerely, call it, if you will, a dream,
That a thousand factors let the squadron fly.

Yes, a thousand human factors with a thousand pairs of hands,
With a thousand minds and twice a thousand eyes,
With only one objective, for the thousand understands
That it's in the aircraft that their duty dies;
Never under-rate your shipmate, for your shipmate does his share,
As an anchor chain depends on every link,
So is every man essential, in the warfare of the air,
And your shipmate may do much more than you think.

It's the man who serves the bread, or makes a sick bay bed,
It's the fellow at the guard house in the middle of the night,
It's the bloke in naval stores, or the man who does the chores,
Such as slopping on the lime until the kerbs are snowy white,
It's a codger cooking snorkers, and another feeding porkers,
Then's the pay you get, it doesn't come untouched by human hand,
It's the graduate in amps, putting in his little lamps,
And at colours you can listen to the music of the band.

And the greasers with hammers and spanners and pliers,
With great lumps of engines and hands full of wires,
A'l doing one thing — that's supporting the fliers,
THAT is what makes aircraft fly.

HIMS — ANCIENT AND MODERN

The uncritical observer can derive a lot of fun,
From the modern merry matelot, here in nineteen sixty one;
With his gentle condescension to all those who went before,
In the path of Drake and Hawkins in their chosen trade of war.

But it's not a modern failing, from the very ancient days,
Youth has had its little chuckle at the older sailor's ways;
Though the instruments have altered, that we use in Neptune's game
Throughout a thousand years the hearts of men have been the same.

So let us see the ancients with a somewhat clearer eye,
Both their work and their amusements, see just what they did, and why,
I think we will discover, as the centuries we range,
That the matelot and his habits never seem to suffer change.

Does he think he's very modern in the way he acts ashore,
When he takes aboard a cargo, and begins to rant and roar?
But the old hand had his moments, too, he also used to rage,
And strong drink was invented at a very early age.

Girls always love a sailor, so we learnt in ancient song,
It's been acknowledged many times, it simply can't be wrong,
And so he tries to prove it with each girl that he can find
But so did all the seamen who were in Drake's Golden Hind.

Then one complains about the food, deploras the fish and chips,
The other took his piece of bread and carved it into ships;
The youngster lifts his voice in plaint if he is given hash,
The oldster kept his silence, or discussed it with the lash.

Music ever is a solace, and a comfort to the soul,
Though the man of olden days would be distressed with rock n' roll,
All he had — a squeaky fiddle, as a kind of one man band
And he played it on the capstan, when, at dawn they wighed by hand.

And all the countless dodges that are used avoiding work,
Were thought of by our ancestors, they too, were known to shirk;
The time-worn o'd excuses, all the "ifs" and "buts" and "just",
Will still be used by sailors when our bones have turned to dust.

So we needn't have misgiving, that the bread is going bad,
That the sailor of the sixties isn't just as good as Dad,
For they're in the same o'd service, and they do the same old task
And their aim is still perfection, which is all that we can ask.

And they have the same emotions, though they hide them just as well,
With sometimes life a Heaven, and at other times a Hell;
If the modern world goes crazy, and the nations come to grips,
We will thank God that made the men that serve our fighting ships.

We know a wife who thinks her nava' husband is a cavalry officer
—she runs from store to store, yelling "Charge!"

She was thoroughly fed up with her husband's behaviour. "You and
your suicide attempts. Did you see this month's gas bill?"

SHAPE OF THINGS TO COME



To those who may not know what this collection of buildings is about to become, it may interest you that it is proposed to have running by the New Year, a garage situated just in front of the Nursery, where the Station personnel can have their cars oiled and greased, without leaving the Station, where they can purchase petrol at City prices, and where repairs will be undertaken.

The First Lieutenant's party has been working on this for some time now and have made quite a presentable set up from an old building formerly used as the Fire Tender's Shelter near the Old Tower site, and an old hydrogen balloon filling store in the same area.

Shell have won the contract to supply petrol and oils, and advertisements have been made to engage a top class mechanic to do the greasing and repairs.

Colour Slide Competition

It is intended to run a COLOUR SLIDE COMPETITION for residents of Nowra and district and we would welcome as many entries as possible from personnel of H.M.A.S. Albatross. Provisional closing date is 31st January, 1962. Entry Fee to be 10/6 per person — based on two slides to be submitted. (6d. from each entry to go towards the Shoalhaven District Ambulance). Entries to be divided into two portions:—

- (1) Slides of topical and humorous interest.
- (2) Slides of scenic value.

Each slide to be placed in an envelope and clearly marked with owner's name and the category 1, or 2. (All slides are returnable to owners).

Entrance fees will go towards worthwhile prizes in each category. Amount will depend on number of entries. We are basing the prizes on a minimum number of 100 entries. More if possible.

Expenses are expected to be very small. The main expense would be to engage a suitable hall at the conclusion of the judging and to project all slides, all entrants to be invited, making a very pleasant evening. Prizes to be awarded at the conclusion of projection of slides.

Prizes will be CASH or Photographic Goods at COST PRICE to the value.

Nowra has never had a competition of this nature so EVERYONE WITH A COLOUR CAMERA is asked to join in to make this Competition a success. Your entry will not necessarily be judged on photographic quality so even if you own a moderately priced camera you can join in the fun. You will also be able to see a unique collection of slides and be able to see what the other fellow is doing and we can all possibly learn something.

Even if you haven't got a suitable slide at present, you have plenty of time over the holiday period so get your name in NOW and your slides in later. Closing date for names and entry fees will be December 24th (Xmas Eve). Closing date for entry of slides (provisional) January 31st, 1962. All names and entries to: MAC'S PHOTOGRAPHIC SERVICE, 23 Kinghorn Street, Nowra, N.S.W. Hurry and be in it!

THE TUSHINO AIR DISPLAY

THE AIR DISPLAY held at Moscow's Tushino aerodrome on July 9th this year created a great deal of interest to Western observers. For a period of five years, secrecy and security have prevailed over the Russian Air Military development scheme. This display showed about ten new types of military aircraft coupled with modified versions of known production models and coinciding with Secretary Krushchev's announcement that the Russian Defence Vote had been increased by 1257 million pounds was obviously part of Berlin intimidatory policy.

The types released for viewing at Tushino were:—

- Bear. Tupolev 20 fitted with stand off missile.
- Badger. Tupolev 16 fitted with Hound Dog type missile.
- Beauty. Possibly Tupolev, a large Mach 2 bomber with tail pod fitted engines.
- No Code Name. Sukhoi delta wing fighters fitted with a Sidewinder type missile.
- Flashlight. Yakolev 25 redesigned and fitted with large after burner and variable jet nozzles.
- Blinder. Yakolev, a Mach 2 fighter.
- Bounder. Possibly Tupolev. A bomber of sub-sonic cruising speed. Not a new release but modified.
- No Code Name. Sukhoi. Delta winged fighter claimed by the Russian to have speed in excess of Mach 3.
- No Code Name. Kamov. A rotodyne type helicopter carries fifty or more passengers at 200 knots.
- No Code Name. Mikoyan. Giant Helicopter with the reference MI-6.
- No Code Name. Beriev. Naval jet propelled flying boats.

Available to the Western World is much data, gleaned by observers and correspondents, concerning make, size, weapons and performance of these aircraft. But to the average Russian in the street and to the world generally the Russian propaganda machine is very reticent concerning their advances, preferring to use epithets to hard figures and facts re-

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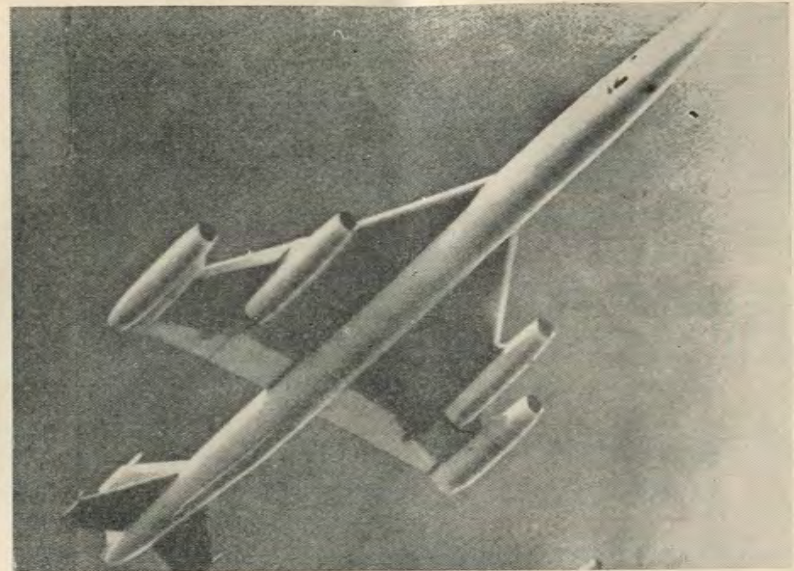
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BOUNDER

garding their technical developments. To demonstrate the way this method works the following is an article published in the *Sovietskii Soyuz* (Soviet State) magazine in August this year.

WINGED STRENGTH

The huge green field of Tushino Aerodrome. A hundred thousand people gaze into the clear July sky over Moscow. There is going to be a parade in honour of the aerial fleets of the U.S.S.R. This display each year brings to many much that is new and of interest, not only planes of war, but also those that catch the eye. This year it was especially impressive. When the last notes of the Soviet State Hymn had died away there appears in the sky 44 aerobatic aircraft. They fly past in a difficult formation in the form of the word LENIN. Following behind comes a group of helicopters carrying mock up models of a sputnik, an interplanetary space station and the glorious space ship VOSTOK. From the earth for all the world to see, the cigar shaped ship of a young major. He stands from the rank and file as a leader in the Communist Party and Soviet State. He is the first cosmonaut Major Uri Gagarin. Much interest is roused in the appearance of a giant helicopter which is seen carrying out of the summer field, fully assembled, a complete house for a geological party. This air crane is capable of many and varied applications and can be utilised in the country peoples economic programme. (Collective farming still rankles with Russian peasants). Trans note.) But here is an altogether new type of flying machine, a "vintokril" a screw wing aeroplane, which original combination in itself gives qualitative vertical and horizontal flight. No similar machine has been seen before. (Fairey's rotodyne seems to have escaped the Party's notice. Trans note). As always much interest is shown in the section which gives demonstrations by our master air sportsmen, Parachutists and acrobats figuring in gymnastic exercises performed under the dome of the sky.

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General attention is drawn to the crowning achievement of the parade. A display of military might which intrigued the world. It is left to the words of the foreign correspondents The English weekly journal "New Statesman" in its commentary noted, "The air display completely and clearly shows that Russia already has produced complete re-organisation of its usual air war strength and now with these important advancement the West faces bombardment and extermination from the air as well as by ballistic missiles the conclusions drawn from this display must be disheartening to the Americans. The Russians displayed fifteen new fighters and bombers which supply new striking power to their air force. It is thought that the Americans will not be able to equal this display earlier than 1964-65."

The Military reviewer of the London "Daily Mail," Stevenson Pugh, wrote Russia has demonstrated a new and powerful generation of jet planes, they flew at supersonic speeds, which promises to put the U.S.S.R. as far in front in the development of aviation as they already are in the research of space travel.

A correspondent of the New York Times, Topping, was dazed by what he had seen of the new types of destroyers with delta wings, and jet aircraft fitted with liquid fuel boosters capable of vertical ascent. In the words of this journalist the Western experts have been deposed, "the U.S.A. possesses vertical take off planes which use support rockets but these are not the same as the Soviet aircraft."

Best by far, were the impressions of the Swiss correspondent of the Geneva Journal and the Lausanne Tribune. They emphasised that "at the present time the Soviet Union is getting close to the goal to fly at and conduct ever increasing research into, high speed flight. Planes that partook in the aerial display at Tushino flew at fantastic speeds and rose to such heights that it seemed incredible.

—★—
In conclusion it will be readily seen that the report by the Russians is very sparse in any information whatsoever. Eulogy covers the loss of detail and half the article is extracted comment from foreign correspondents suitably edited to suit the occasion. For readers of this article who desire more knowledge of types and technical data of the aircraft at Tushino, (Squadron Recognition Officers note) the display is fully covered with photographs and data in "Aeroplane" July 13, and "Flight" July 13, 29, and 27.

—C. J. R.

Kamov
Rotodyne Type
Helicopter



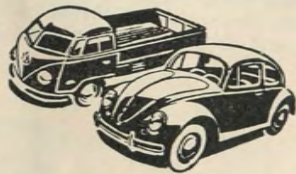
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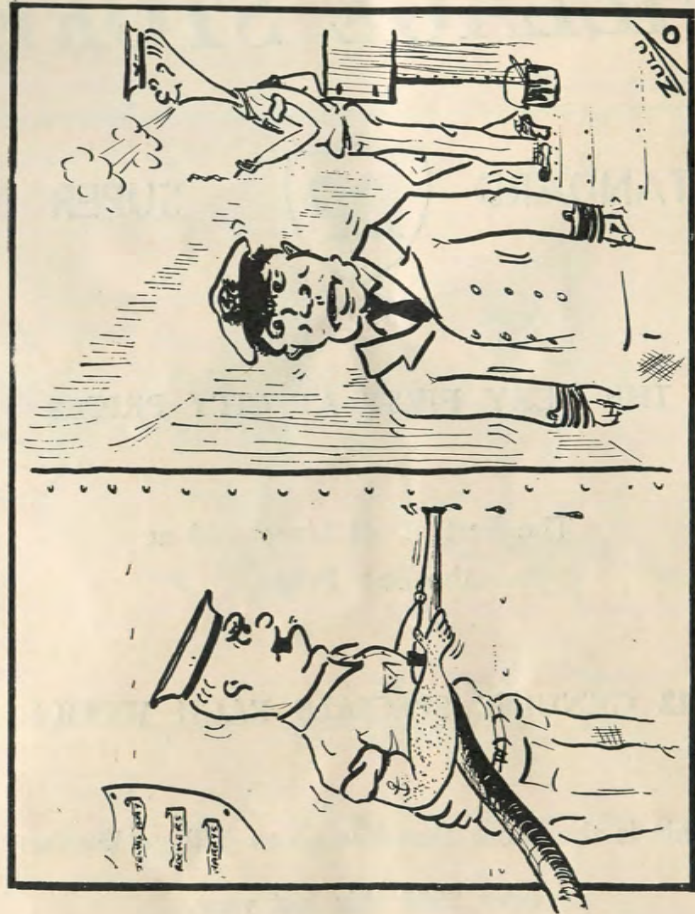
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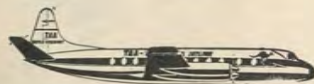
Ladies . . . we know you read "Slipstream," this delightful journal . . . we know you take its advice . . . therefore we know you must always have your hair cared for by . . .

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CONTAMINATION FOR KINGS X

We thought this article by the late Ross Gollan—the Sydney Morning Herald's "Spectator," was worthy of note for inclusion in this month's "Slipstream":

SUBSTANTIAL arguments may exist against the proposed £1,000,000 Naval Barracks at Potts Point.

There's the question, for one, of whether a non-nuclear enemy wouldn't be assisted by having off duty naval personnel concentrated with the graving dock, etc., in one target area for a Pearl Harbour-like strike.

However, in any case against the barracks helped by the secretary of the King's Cross Chamber of Commerce, Mr. Whitefield:

"To put it bluntly, if the barracks are built the area will be filled with pimps and women of ill-fame. . .

GOOD TYPES WANTED

"In the last few years the King's Cross area has greatly improved . . . and good types of people have been coming to the Cross. . .
"The Navy could build in Woolloomooloo."

Go, thou, and sin elsewhere !!!

Your spectator has nothing against types seen at King's Cross, but he prefers Navy types who have helped to keep the world safe for King's Cross in major wars.

Also, if there were reversion to earlier King's Cross habits (from present discreet flats with well known telephone numbers) what would the police be doing?

Lines of Rudyard Kipling's defence of Tommy Atkins against civilian views of his habits don't need much bringing up to date:

Yes, cryin' sin at uniforms that guard you while you sleep
Is cheaper than them uniforms, an' they're starvation cheap;
An' hustlin' drunken sailors when they're goin' large a bit
Is five times better business than paradin' in full kit.
O it' Navy this, an' Navy that, an' "Navy go away"
But "Thank God for the Navy" when the band begins to play—
The band begins to play, my boys, the band begins to play.
O it's "Thank God for the Navy" when the band begins to play.

We aren't no 'aloid 'eroes, nor we aren't no blackguards too,
But single men in barricks, most remarkable like you;
An' if sometimes our conduct isn't all your fancy paints,
Why, single men in barricks don't grow into plaster saints.
For it's Navy this, an' Navy that, and "Chuck him out, the brute!"
But it's "Saviour of 'is country" when the guns begin to shoot;
An' it's Navy this, an' Navy that, an' anything you please;
An' Navy ain't a bloomin' fool—you bet that Navy sees.

On any King's Cross doctrine of not loving the Navy neighbour as thyself, there's the parable to the opposite effect, of the man who, like Jack ashore sometimes "fell among thieves which stripped him of his raiment and wounded him, and departed, leaving him half dead. . .

"A Levite, when he was at the place, came and looked on him, and passed by on the other side" — possibly in a hurry to a Chamber of Commerce meeting.

"But a certain Samaritan . . . had compassion on him, and went to him, and bound up his wounds . . . and brought him to an inn and took care of him."

HEY THERE!

You with that Christmassy look . . .

Cast a glance this way and you'll forget that perplexed feeling of having to give the same old thing again. They're not all on display yet but we are unpacking new and exciting Gifts every day.

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This is just a taste of what we have in store for you . . . our Christmas Show opens on 27th NOVEMBER.
See you then.

Paul Farrent

CHEMIST

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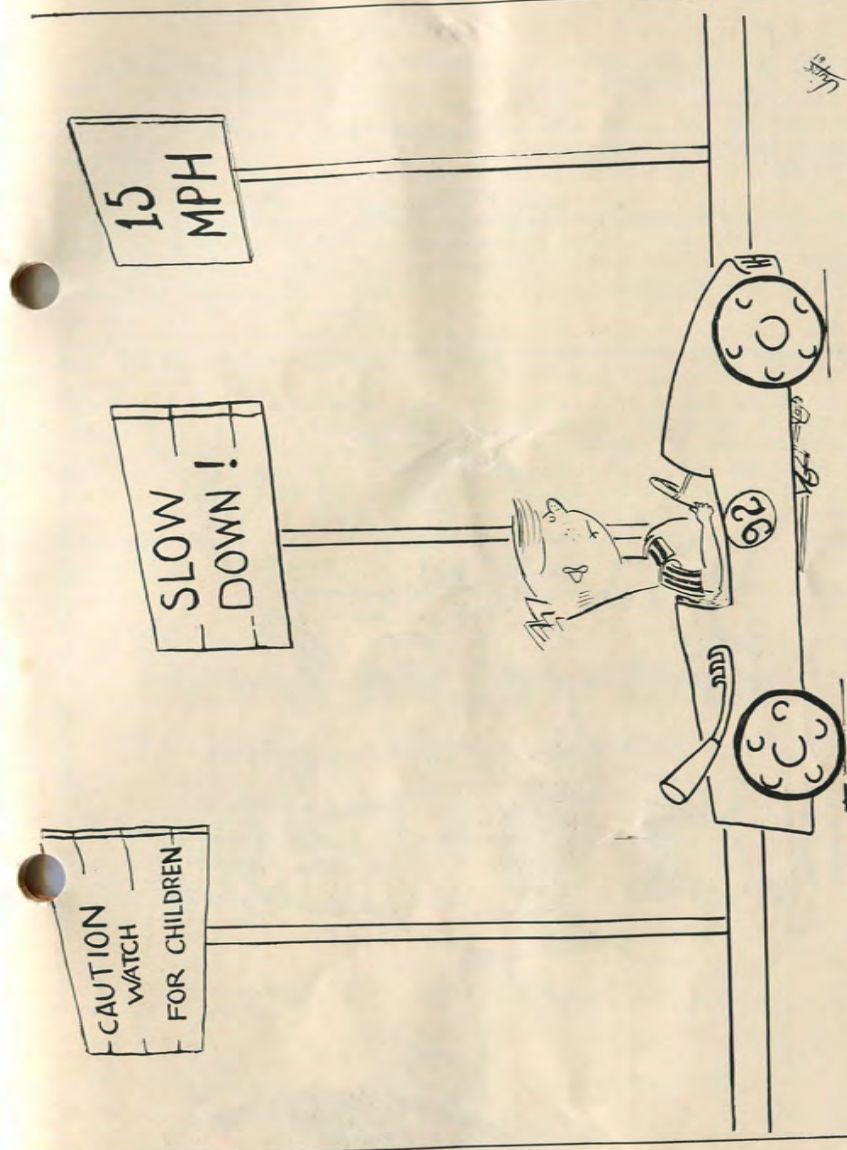
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"All this and the mobile patrol — it's enough to spoil school holidays."



“Well, it's ‘one piece’ aint it?”

Sporting Notes

Watson, thinking that it is better to know than find out the worst, elected to field, sending in Albatross on a fairly firm wicket. Crooner Bill Walker, humming a merry tune, soon had the wicket of David Farthing with an lbw decision, and Bill Kerr, who was at the time batting really well, was also to follow in like manner. John McWhinney (how many readers know that is his name?) batted as only he can, and together with Hutchinson, a thirty partnership eventuated. The fat man showed a variety of new strokes. The pull over slips head, the leg glance to third man and that most delicate stroke of all, the drive to fine leg. All these strokes Hutch showed with the magnificence of W.G. — come to think of it, he only needs the beard. Albatross were all out for 152.

Watson were two for none at the end of the first over and the idea that “Blue” was a bit green were soon dispelled. Batsmen came and batsmen went, but the evergreen youth kept going and ended with the magnificent figures of 5 wickets for eleven runs. Bill Aitken bowled extremely well for 4/10. Watson were all out for 65, and David F. asked for the follow-on. He didn't really mean for Watson to emulate their first innings, but they did, and they were all out for 66. Bill Aitken nearly got the hat trick, but Leon proved that the green sward is mightier than the “Penn.” Bill ended with the figures of 6/9 in this innings, and Albatross won the match by an innings and 21 runs. To date, maximum points in all matches.

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A Cricket Report, Fired by the Stumper

Singing the signature tune "Zingari do dah, Zingari eh" the Station cricket team embarked on their magnificent vehicle (thanks, George) left the depot, Sydney bound. Bill Kerr, fresh from his 'ton of the previous week-end, was a big weighty on the trip, but the journey was uneventful except for the good sort at Anthony Hordern's Coffee Bar (free ad) in the 'Gong, who made the coffee break for us. The trip over and we were waiting on the cricket oval at 1245, awaiting the foe. They staggered up at long last, mumbling about a 1330 start . . . and 45 minutes after the appointed time, play commenced. Farthing did not cash in on the late rule and we started all square. Albatross won the toss and Penguin batted. Scoring at a brisk rate of a bruise a minute, the score board read after one horse (typographical error, please excuse) play, Penguin all out 30. Green and Morris, bowling unchanged, had just warmed up when they found themselves on the side lines warming their bottom of the batting list.

Farthing opened with that convivial character, William "Slashers me mate" Kerr. The bowling was extremely fiery and Thomson, Penguin's Larwood, was bowling some very dangerous bumpers. His main victim was his own left foot. A cunning ball this, bounced off his toe cap and batsman beware, that is if it reached the other end after three or four bounces. Of course, this attack completely overawed the Tross batsmen, and the scoring rate slowed right down. The first wicket fell after thirty minutes play, with the score at 63, and McWhinney joined Kerr to carry on the stonewalling technique. A further half hour's play and the score read 1 for 120. Captain David Farthing, disgusted with the slow rate of scoring called the batsmen in. He thought that perhaps if Penguin batted again, the bowlers could at least get warm.

They did get warm, very warm, due to the very fine fielding of the Albatross men. Every time a catch came along, the ball was carefully placed on the field, sometimes accompanied with loud war like whoops of "MINE." This is called "Minefield," and leads to explosions of laughter from the batsmen, dirty looks from the bowlers, and a deep red glow emanating from behind the ears of the "Mineholder." During this innings Charlie Morris had the good luck to partake in singular cricket. He bowled a yorker which hit the base of the leg stump and as with all yorkers, the bail fell forward of the stumps. The batsman, hearing the dreaded click, ambled slowly away, to be called back. The umpire's decision was not out. The ball had landed so near the stump that either the wind or the shock wave of it landing at the base of the stump caused the bail to fall off. There just ain't no justice. The result was that Albatross defeated Penguin outright by an inning and nine runs.

Penguin 38 and 75; Albatross 1 for 122. Green 8/38, Kerr 55 n.o.

JUDO CLUB NOTES

There has not been much activity of late in the way of gradings or competition; we have concentrated mainly on introducing newcomers to the rigors of Judo. We have had quite a few beginners of late, especially of the Nowra Youth Club, who have been very active in their recruiting.



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LAY-BY NOW FOR CHRISTMAS!

Toys purchased now will be stored **FREE OF CHARGE**
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and **CHILDREN . . .**

SANTA CLAUS will be at Woodhill's Store again this year —
so watch the papers for details of his visits.
SANTA has his own **MAIL BOX** in Woodhill's **TOYLAND**. It
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"NOWRA'S LEADING STORE"

Nowra district is to be represented at a five man team, five club,
inter-club contest, to be held at Balgownie Hospital on Wednesday, 15th
November. Our team is to be: P. Kemp, W. Walters, J. Stewart, B.
Butler, of Navy, with either A. Wright or R. Cruickshanks of the Nowra
Youth Club, as fifth man.

This contest is being keenly looked forward to, as it is the first of
similar contests to be held once a month, each club taking turn as host.
We shall be hosts in either March or April next year, to Wollongong,
Balgownie, Lysaghts and Unanderra.

— A. CHOO.

ALBATROSS UNDERWATER CLUB

The first job of your new underwater columnist will be to say farewell
to my very able predecessor, Lee Compton, and thank him, on behalf of
all the club, for the terrific job that he has done within the club. It will
be a sad loss to us but a great gain to H.M.A.S. Melbourne and to a cer-
tain Sydney underwater club. Chuck up, Lee, as they say in the Navy.

Well, on to the job in hand. We are urgently in need of members
active members that is, who will give some physical support to the club.
We have all the moral support we need but comes the time of the Compe-
titions and we seem to be lacking in that vital commodity, **MANPOWER**.
Taking for instance the last Alliman at Oak Park, Cronulla, when two
members showed up. On November 5th the Fifth Heat of the **ALLIMAN/**
LOUIS Shields will be held at Wattamolla, in Grand National Park, with
St. George as the Hosts of the Day. I would like to see as many as pos-
sible turn up to show what we can do if we really set our minds to it.
Our reputation amongst the other clubs can not be very high, but with a
little bit of effort and a helluva lot of fish we can ensure recognition as
one of the top teams. So what about it, team.

As summer is almost on us we are sure to have a great influx of new
personnel, ready to brave the cold, dark waters of J.B. once again. To
those blokes we offer a warm welcome and hope that they can revitalize
this poor old club with some new talent, but, Gentlemen, don't forget to
proffer those membership fees. We need them.

The Australian Skindiving Championships are being held at Currarong
from 22nd December to 31st December, so if any members of the Albatross
U/W Club are interested and will be on board over the Christmas leave
period, please contact S.A.(S) Coffey and a team might be arranged to
represent Navy. The 1961 Australian SCUBA Championships will also be
held over this period so if there are any aqualungers amongst us get out
there and do your bit. Compressed air will be available at the campsite.

We are looking forward to the resumption of our Wednesday afternoon Sports Day when we can once more attempt to raise our point scores in the Club Competition. Until the Inter-Departmental Sports are over, though, we shall have to curb our impulses and wait.

As I am now in the throes of severe writers cramp I must sign off and make haste to the Sick Bay, but before I do, a reminder. Don't forget those membership f.s. or you won't be allowed on any Club outings.

PEDRO THE FISHERMAN.

ALBATROSS SAILING CLUB

All members interested in the outing against the Cadets at J.B. on Saturday, 18th November can obtain further information from N.A. Jock Campbell, Ext. 240.

Information to hand at date is as follows:—

- (a) Six 14 footers have been allotted.
- (b) Two heats to be sailed over a triangular course.
- (c) Briefing 1330.
- (d) Race starts at 1330.

With our president away for the next six weeks all queries are to be directed to Jock Campbell. It has been decided to commence point score racing on the 25th of this month, so let's have as many boats sailing as often as possible.

Any member who would like to attend a Barbecue at the week-end, or anyone with any ideas, contact Jock Campbell.

A final reminder to the unfinancial — No Mon, No Fun !!!



Miss Patricia Morrison, the Gliding Association's most junior member, and instructor C.A.A. Keith Hodges, undertake the first flight in the Club's new Kookaburra.

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