



SLIPSTREAM

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



No. 58

FEBRUARY, 1962

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No. 58

FEBRUARY, 1962

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OUR COVER

- The Melbourne Air Group starts up prior to embarking for the 1962 S.E.A.T.O. cruise.



Vice-Admiral Sir Henry Mackay BURRELL. K.B.E., C.B., arriving by Dakota aircraft for his farewell visit to Albtross, before retiring as Chief of Naval Staff.

"FAREWELL TO ARMS"

The Admiral came to say goodbye
 In February this year
 And Albatross turned out in style
 To give him hearty cheer.

He told us that his only wish
 Was to be a lad again,
 To join the Navy, see the world,
 And become the braided 'swain.

So there we were, all dressed in white,
 The guard all spruced and clean,
 Marching past the warrior
 Who served both King and Queen.

Around the dais marched our group,
 Till someone made a blue,
 Then our number one division,
 Became known as number two.

EDITORIAL NOTE

In preparation for the new Fleet Air Arm, technical training in the SAM(E) has recommenced. Already a Mechanicians course is under way and the first conversion course for the dual trade mechanic has been completed. Conversion courses will continue with alternate courses for senior and junior ratings. The first course of Recruit Naval Airman Mechanics (Dual Trade) will shortly commence training. In addition, a team of Wessex instructors are busily engaged in the preparation for Wessex training due to commence in August.

—By O.I.C. SAM(E).

The New Arrival



A good deal of speculation is going on these days in the various departments, in relation to the new choppers. All kinds of questions are being asked, and there isn't a doubt that some of the "ON THE SPOT" answers will give satisfaction in a few cases. For those who haven't been satisfied to date here is some info. straight from the horses.

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The Wessex Anti submarine helicopter is made by the Westland Aircraft Co., Somerset, England. It is a development of the Sikorsky S58, which the U.S. Navy use mainly for the transport of sporting teams.

In the aircraft structure, most of the magnesium alloy—very prone to corrosion, and used extensively in the America design—has been replaced by aluminium alloy which greatly reduces the likelihood of corrosion. On the other hand, the engine is built up from magnesium alloy castings. For this reason, future Wessex pilots are requested to keep the thing out of the drink.

Here are some vital statistics of the new baby:

Overall length, with rotors turning 65ft. 9 ins.

Overall length with tail pylon and main rotor folded, 38 ft. 2 inches.

Overall height at tail rotor, 14 ft. 3 inches.

Wheel track, 12 feet.

Main rotor diameter, 56 feet.

The normal fuel load is 260 gallons AVCAT, which can be increased to 460 gallons when drop tanks are fitted, giving a duration of approximately 4 hours.

With an all up weight of 12,600 lbs., the maximum forward speed is 115 knots (economical cruising speed 100 kts.); side ways and rearward speed is 35 knots. This should solve parking problems.

The Wessex is powered by the Napier Gazelle N Ga 13 free power turbine engine which develops 1410 shaft horse power at a maximum compressor R.P.M. of 19,600. The engine change unit is 70 inches long, 33½ inches maximum diameter, and weighs 1,080 lbs.

As a versatile machine, it will be hard to toss if the following roles are any indication:

Troop transport — carrying up to 16 fully equipped troops.

Casualty evacuation — 8 stretchers and a medical attendant.

Air sea rescue — Using a hydraulic hoist capable of lifting 600 lbs.

Freighter — Carrying up to 4,000 lbs. in the cabin, or in an external freight sling.

Pilot training (dual control); Anti-Submarine search and strike; Para trooping; Aerial tug; Aerial crane.

If the General Service require our assistance, the aircraft WILL tow a destroyer..

From an electrician's point of view, if he has never had an ohm, he's got one now. In the words of one of the designers and this is a quote: "You have to love it like a mother." Thinking about this, it would seem that we have quite a number of expectant mothers on the station, so, up at the "College of Knowledge," we are preparing courses of pre-natal care, so mothers will know what to do when the baby comes along. We are sorry we can not accept ladies from the Married Quarters in these groups.

The astute students we expect to get will learn that from the heart of the Wessex comes 18 kilowatts of D.C. power from two generators, which primarily drive two inverters supplying 4,500 volt-amperes of alternating current.

Instrumentation of the aircraft is fairly standard, but quite a lot of equipment has been transistorised. This of course is the modern trend and at last we seem to be catching up. (Probably take over the United States in '65). No longer do we have a Sperry compass, but one made by Louis Newmark, yet still a gyro-magnetic device.

Some ideas have changed a little—the artificial horizon for instance is a stand-by device which can work from the A.C. supply or from 28 volts D.C. converted by a static inverter into A.C. This will mainly be used in emergency as now the pilot and co-pilot have attitude indicators which give a nice big display of the aircraft attitude from vertical gyros. There is also transistorised fire detection, and a jet pipe temperature reading device embodying more than a thermo-couple and meter.

Perhaps the most important thing is the Flight Control system which stabilises the craft in flight and automatically flies into and maintains a hover. This relieves the strain on the poor pilots and consequently the rest of the crew. The dunking sonar is quite a neat little box of tricks, too — it takes the place of the space used by the Army in the Commando role. After the sonar finds the sub, we have another piece of equipment called a torpedo and when this is dropped — Bob's your uncle.

All round its a very good aircraft electrically both from the maintainer and user points of view. The radio people will take care of the Doppler ground speed radar set, the radio altimeter, radio compass, and other miscellaneous radio equipment used for inter-com and general broadcast band reception. The Chief R.E. is on leave, so we will let him spin his own dit.

We will see some of you for about 12 weeks at S.A.M.(L) and 4 weeks for the A/E ratings at S.A.M.(E). We will then give you the finer details.



" as soon as I turn in and turn over someone turns up and yells
TURN TO !!!"

The Wessex

The powers that be decided
To equip us with a chopper,
And this I can assure you,
The result is quite a whopper.

It's a Yankee thing, this aircraft,
Which the English Anglicised,
And when you get to see it,
I know, you'll be surprised.

She stretches 48 feet long,
Stands 14 feet from ground,
When the rotor gets to turning,
Its 56 feet round.

Th pilot's got an oppo,
Who has his own controls;
Abaft them in the cabin,
The crew play ten pin bowls.

It can carry 16 swatties,
Or Asdic gear can dunk;
He who gets to fly it
Knows that isn't hunks of junk.

The pilots don't have much to do,
With automatic flight;
They now can run up mess bills
With the stores men every night.

Meanwhile, some will be working—
Like the poor old A's and E's,
With the E.A.'s there beside them
Along with Chief R.E.'s.

So — get up in time for breakfast,
And eat your Yippee beans
For with the Wessex flying.
It's death — to submarines.

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PERSONALITY OF THE MONTH



Engineering
Lieutenant
(AE) A. W. SARA

Born at Orange, N.S.W., some little time before the "Beat" generation, Lt. Sara became interested in things mechanical at an early age. It is impossible to assess the damage he caused; but he still retains vivid recollections of his father's good pocket watch spread over the kitchen table. He also remembers that Mr. Sara (Snr.) was not amused.

Early learning commenced at the local school (he says that he was at the foot of the class so often that they thought of making him a chiropodist) thence to Orange and finally Bathurst High School. He became apprentice Fitter and Turner with the Signals Branch of the N.S.W. Government Railways. Completing his apprenticeship in May 1946 he joined the R.A.N. as an E.R.A. almost immediately.

His first ship after leaving F.N.D. was H.M.A.S. Woomera (wooden ships and iron men and all that jazz), thence H.M.A.S. Kanimbla for a period of very hard work and some tremendous fun.

In December, 1947, E.R.A. Sara, together with 38 other volunteers, left for U.K. in the old "Esperance Bay" for a 2 year conversion course to Aircraft Artificer.

On returning to Australia in 1950, A.A.3(NQ) A. W. Sara O/N 31731 was drafted to H.M.A.S. Albatross and the 20th Carrier Air Group. As he had done the S.A.M.C.O. courses on Firefly airframes and Engines he considered it only natural that he was drafted to a Sea Fury Squadron.

Promoted to Acting Commissioned Air Engineer in May 1953, he was appointed to H.M.A.S. Nirimba. A delightful year in "Vengeance" was followed by a period as O.I.C. N.A.S. Rep. at Randwick Air Stores Depot, then 4 months as the Air Engineer Officer of Nirimba.

Back to Nowra in mid 1955 to form up 724 Squadron as A.E.O. This "wonderful experience" was concluded in June 1956 with a pierhead jump to H.M.A.S. Melbourne as the Air Ordnance Officer.

Appointed to Navy Office, Staff of D.A.M.R., in April, 1957, he remained in hiding there for 2½ years (an education), but managed to get promoted to Lieutenant. All good things come to an end and late 1959 Lt. Sara came back to Nowra (additional for S.A.M.(E)), and at T.T.O. some few months later.

Lt. Sara is now the M.T.M.O. whilst awaiting Qantas to make ready the Boeing 707 to convey him to U.K. on 6th March for Wessex Helicopter courses.

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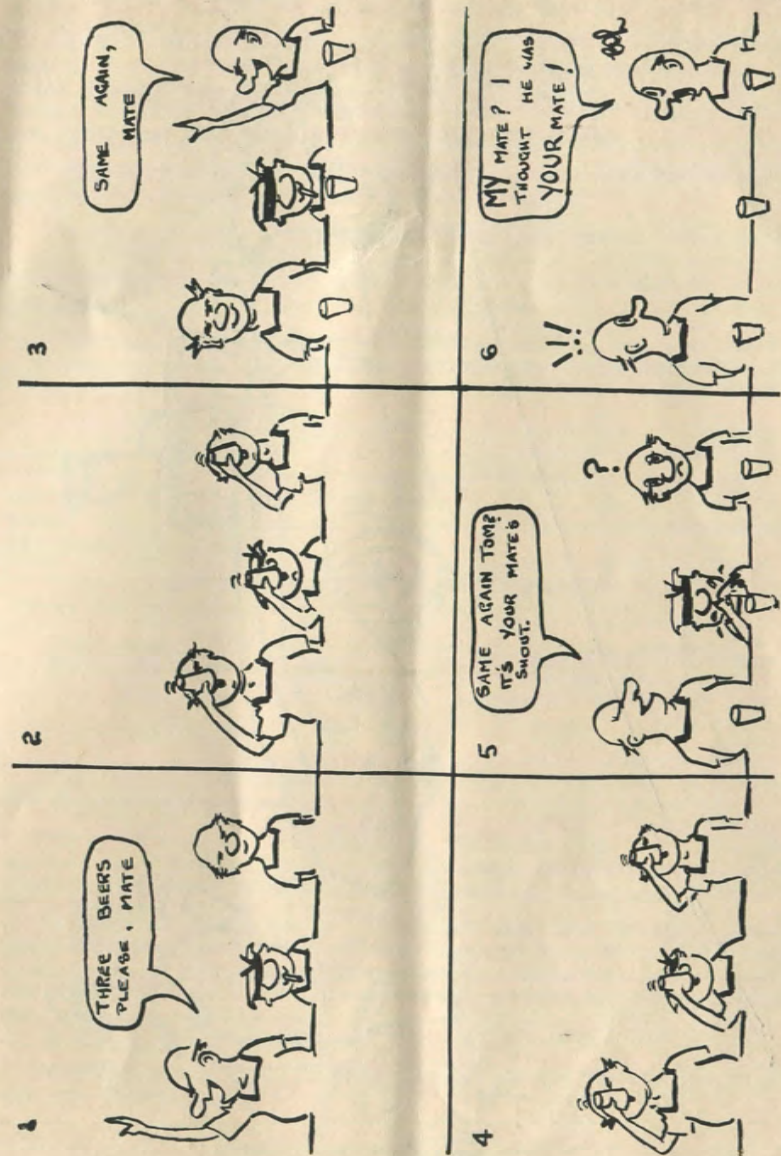
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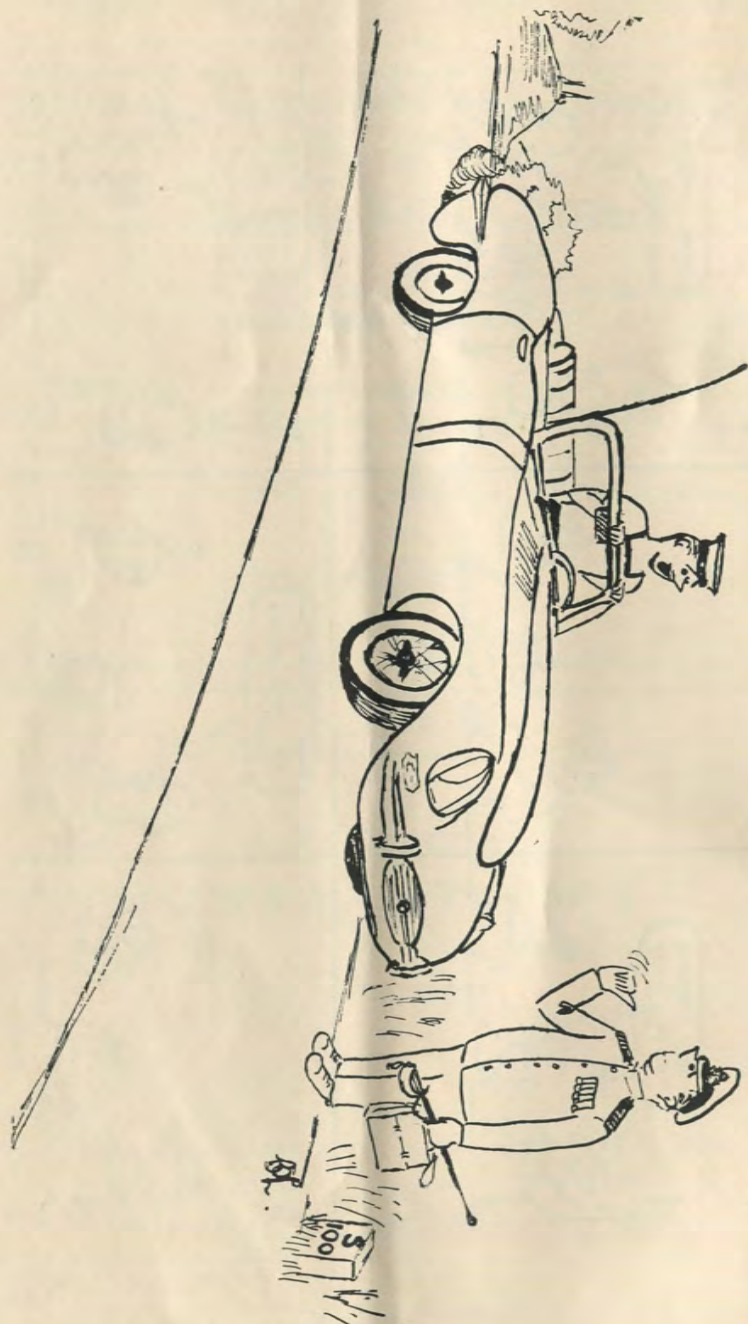
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The Return of Derek Bome

A friend of mine recently driving through National Park ran over a hare which had dashed across the path of the car.

On examination the hare was obviously in an advanced state of rigor mortis. Realising that hares were protected game in National Park, the friend tossed it into the boot as quickly as possible. But, alas, not before the appearance of a National Park Ranger. Caught in the act, the friend made a clean breast of the whole story.

Grim-faced and tight lipped, the Ranger removed the hare from the boot of the car and laid it gently on the ground.

Then, removing a small flask from his pocket, the Ranger forced several drops of liquid between the hare's lip. (Ha Ha Ha! Get it? HARE-LIPS). The hare gave a shudder and then dashed off into the boondoo, obviously none the worse for wear.

"Goodness me!" said the friend. "What was that you gave him?"
 "I thought you'd never ask" said the Ranger. "Hare Restorer!"



No sooner had Hollywood George departed from the Large Rank of the big time punters (man, if you don't get THAT one you should be a horse!) than another financial wizard (OZ for the use of) stepped into his place.

"Loss Angeles" Oz stepped in big and backed two winners, which started him off with a 12/6 win for 1962.

Don't laugh! He's £77000/12/6 better off than old Hollywood.
 Watch this space for more news of "Loss Angeles Oz."



The Bome "Sick-in-the-Stomach-Feeling" Award goes to C.O. of the illustrious 723rd Squadron.

Have you ever had that feeling of well being that makes you glow all over, and then suddenly realise you have forgotten something, or somebody, which, or who, is vitally important.

It starts off in the pit of the stomach and then spreads like gangrene until you feel like a throbbing Sycamore your blood drains away to nowhere, all your strength has lapsed, your teeth itch, and your eyes roll uncontrollably and the feeling of panic increases and then you break out in a cold sweat.

Why did he feel like that?

Wouldn't you if you'd forgotten to pick up the Captain before you left the Station.

Mummy, mummy, Can I wear my new dress?
 No George.

Able Seaman Bloggson was having a quiet beer in a Woolloomooloo hotel recently when a green frog hopped along the bar and said:

"How about buying me a beer, sailor?"

"Okay!" replied Bloggson.

After a bit of dit spinning, they consumed their beer and the frog quipped:

"You'd better have one with me, now."

So Bloggson and the frog had another beer and the shot went on until closing time.

By this time "Bloggs" reckoned that this frog wasn't a bad sort of frog, so he mumbled:

"Hey, listen, frog, you're not a bad sort of a bloke. How about coming back on board with me to-night. You'll be all right — you can sleep in my hammock with me."

"Set!" said the frog.

Away went "Bloggs" and the croaker through the dockyard gates, up the brow, and into the mess.

On arriving in the mess there was a blinding flash followed by a puff of white smoke — the frog disappeared and a fabulous blonde appeared in its place.

Standing stiffly to attention, Bloggson said:

"Gentlemen of the Court Martial, that is my story and I'm bound well stuck with it."

— K. BOLLER L/SA(A).

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News from All Round



S.A.M.(E) and the old Aircraft Handlers School were both rejuvenated this month, after many long years of empty classrooms. The pictorial evidence above shows it was first blood to the Recruit School — anyway they DID get the piles of dirt removed from the water main trenches.

☆ ★ ☆

Once again the Helos waged aerial warfare against the mosquitoes and the long legged beasties that periodically invade us. Not having much effect on the mosquitoes though. One was given a green light by Air Watch last Tuesday night — thought it was a Venom with radio failure.

☆ ★ ☆

Congratulations the Waddell-Woods and Murray Wards — fine noise making daughters born to both this month. Latest report from the hospital states "both husbands doing well."

Incidentally, the maternity ward is again heavily booked for the months of April-May.

☆ ★ ☆

Happy Hawkins did it again last Christmas — sixty two pounds for the widows and kids of Legacy. Thanks Happy and all the messes that helped.



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Don't fight it you jet jockeys — fixed wing aircraft are definitely "non-you" this season — as indicated by a signal to "Melbourne" during the the recent work-up, i.e. "Special fixed-wing joining and circuit rules will apply at N.A.S. Nowra due helicopters training." Don't take it too badly — provision was made for helos to clear the circuit for declared emergency landings.

☆ ★ ☆

A select group has introduced a new sport to Albatross. Not only did they build their own boat, but spend all their spare time at it, weather permitting or not. I'm told it's great to be a water skier.

☆ ★ ☆

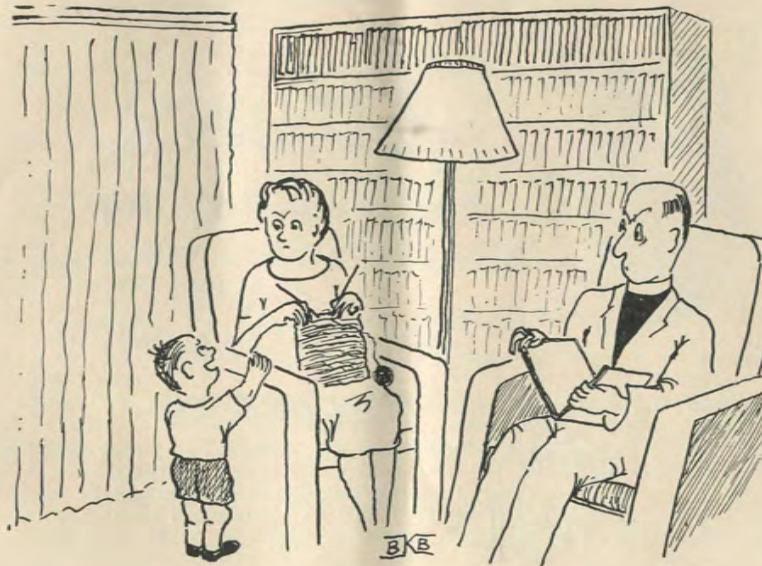
The wives of M.Q.'s hold a Club meeting Thursday nights. Some highly successful social evenings have been held. Members would be delighted to see new faces.

☆ ★ ☆

Heard over the Wollongong radio — "Instructor Commander Histed, the Commanding Officer of Melbourne states that the ship" Seems like the "Schoolies" have made it at last.

☆ ★ ☆

Samuel Pepys oft stated he never saw money as a bribe. He always accepted it in an envelope, emptied the envelope into a large bag and then could honestly say he never saw it.



Junior: "If daddy is a Canon, does that make me a son of a gun?"



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- Inn Signs -

Nowhere else in the world is there an institution quite like the English "Pub." To Australians, the name conjures up the thought of asking for an iced beer and being presented with a half pint tankard with a miniature iceberg floating in the middle, but there is more to a "pub" than that.

It is believed that its origin dates back to the time of the Roman occupation, for it is known that the Roman soldier was fond of his wineshop and brought the idea to the country and this is probably why so many Kentish Inns, particularly along the Watling Street, have names of Roman origin, such as the "Golden Fleece" and the "Golden Eagle."

The first Inn sign depicted a green bush, which simply meant that refreshments could be obtained within. Another of the earliest Inn signs is the Chequers, derived from the checker board, which was the decimal counting device used by the Romans. It was from this, incidentally, that the National Exchequer obtained its name. In time, Inn signs became more elaborate and then began the custom of naming the Inn by the trades of the men who frequented them, for example, the Blacksmiths, the Butchers and the Carpenters Arms.

Sense of humour also played an important part in the naming of Inns and one such set of Inn names was derived from the incongruity of animals behaving like humans. That these oddities were accepted in the Middle Ages is authenticated by carvings in Winchester Cathedral showing a sow playing pipes and in Beverley Minister by a cat playing a fiddle. Now several pubs have the well known names of "Pig & Whistle" and "The Cat & the Fiddle." The most famous "Cat & Fiddle," near Buxton, is reputed to be the highest Inn in England and its sign is carved in the stone of its wall. It must be remembered that in those early days travelling shows and animal acts played a very large part of every day entertainment.

Other animal acts perpetuated by Inn names are "Goat in Armour" at Bristol, "Dog in Doublet" at Pyebridge and "Goat in Boots" in London. The latter has a sculptured copy of a sign painted by the famous artist Morind and shows a goat standing on its hind legs, holding a sword drawn from a scabbard at its side and wearing spurred boots.

Two other odd signs featuring dogs are the "Dog & Pot" at Windsor and "Dogs Head in the Pot" at Bishop's Stortford. Initially it was thought that these signs referred to the Ironmonger's sign of a fire-dog and a cooking pot, but an eighteenth century woodcut shows it to be another joke. The scene depicts a sluttish housewife cleaning a pot by letting the dog lick it, and then wiping it on his tail.

There are several other humorous animal signs and also some where reference is made to well known proverbs for example "The Bird in the Hand" at Salisbury and "The Bird in the Bush" at Littleton and "The Cow and Hare."

Satires on women and the troubles they bring are encountered less frequently than one might suppose, the Inn being the traditional refuge of the hen-pecked husband. The "Nag's Head" in Kent shows a woman wearing a scold's bridle, while "The Shrew Beshrewed" has a similar theme. A series of signs showing a headless woman, carry such names as "The Quiet Woman," "The Good Woman," "The Headless Woman," "The Silent Woman," while at Ripponden, in Yorkshire, the point is accentuated by the insertion of:

"Here is a woman who has lost her head,
She's quiet now — because d'ye see, she's dead."

Dining Out ?

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and Supershell

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All types of repairs can be done including engine change, diff renewals.

Our Mechanic, Mr. A. R. Buchan, is well known for his outstanding ability and his first class workmanship.

Another famous sign is "The Lord of Mischief." There is an Inn of this name at Norwich and one called the "Mischief" at Blewbury. Both have a similar sign, copied from the famous board painting by Hogarth of the "Man Loaded with Mischief," which in the 18th century stood in Oxford Street. It shows a melancholy man, bent under the weight of his wife, and a monkey, whilst around his neck is a chain joined by a padlock labelled "wedlock." The wife, who sits on her husband's shoulders, has in her hand a glass labelled "Gin," while in the background is a house bearing the sign "Cuckolds Fortune" and two cats quarrelling above a sleeping pig whose sty bears the words "She's as drunk as a sow." The caption reads "A monkey, a magpie, and a wife, is the true emblem of strife."

A reference to husbands' desire to evade their wives' questions when returning from the "pub" is aptly summed up by "No Place" in Plymouth and the "No Where in Norwich. Also there is the answer to the eternal question in Dartmouth — "Yer Tiz."

Fewer signs than perhaps might be supposed represent drunkenness but two which do are the "Thumbledown Dick" at Woodton and the "Tumbling Sailors" at Kidderminster. The "Thumbledown Dick" refers to the supposed drunken habits of Protector Richard Cromwell and the sign shows a farmer with a bottle and a glass in his hand falling intoxicated from a chair. The "Tumbling Sailors" sign is of three drunken sailors reeling arm-in-arm down a street.

But back to mundane things. The obvious friend of drink is food — so how is this for a menu of delicacies to go with man's best friend:—

"The Oyster" at Bentley, or "The Crab" at Shanklin, followed by the "Round of Beef" at Dudley, or the "Shoulder of Mutton & Cucumber" at Yapton, or for the more discerning, the "Haunch of Venison" at Salisbury. This of course could be followed by the "Cheshire Cheese" in Fleet Street and washed down, drink again, by a "Yorkshire Stringo" in the Marylebone Road.

Much can be written about English Inn signs, for history, humour, local legend, the days of the stage coach, and the great heroes have all been portrayed.

WRACK.

Pay Days

How many pay days are there in a year? 26?

If you take the trouble to check up you will find that when the 1st January falls on a pay day there are 27 days in that year.

JANUARY 1st, 15th, 29; FEBRUARY 12th, 26th; MARCH 12th, 26th; APRIL 9th, 23rd; MAY 7th, 21st; JUNE 4th, 18th; JULY 2nd, 16th, 30th; AUGUST 13th, 27th; SEPTEMBER 10th, 24th; OCTOBER 8th, 22nd; NOVEMBER 5th, 19th; DECEMBER 3rd, 17th, 31st.

This is brought about by the extra day each year over and above the 52 weeks and the extra day every 4th year (Leap Year).

For your information the last time this happened was 1959.

The next will be 1970.

+ The Chaplain's Corner +

LENT

The observance of the season of Lent is one of the most ancient practices of the Christian Church and dates back to well before the Council of Nicaea and indeed Lent itself is mentioned in the Canons of that Council. It is a time for the practice of penance by abstaining from festivities and the ordinary indulgences of life, a time for the special practice of alms giving, a time for the developing of the individual spiritual life.

Sometime Lent is felt to be a time for giving things up, that is, it is regarded in a negative sense and people talk glibly of giving up sugar and tea, or smoking or watching television or reading novels as if these minor mortifications encompassed the whole meaning of Lent. This is far from the case. Any real idea of Lent must seize on the truth and it should be a positive and not a negative forty days that is, Lent should be concerned with the strengthening of the individual spiritual life in a positive way rather than the negative denial of certain innocent pleasures. As the old hymn written before the twelfth century reminds us:

"Now is the healing time decreed
For sins of heart, of word or deed,
When we in humble fear record
The wrong that we have done the Lord;

Therefore with fasting and with prayer,
Our secret sorrow we declare;
With all good striving seek his face,
And lowly hearted plead for grace.

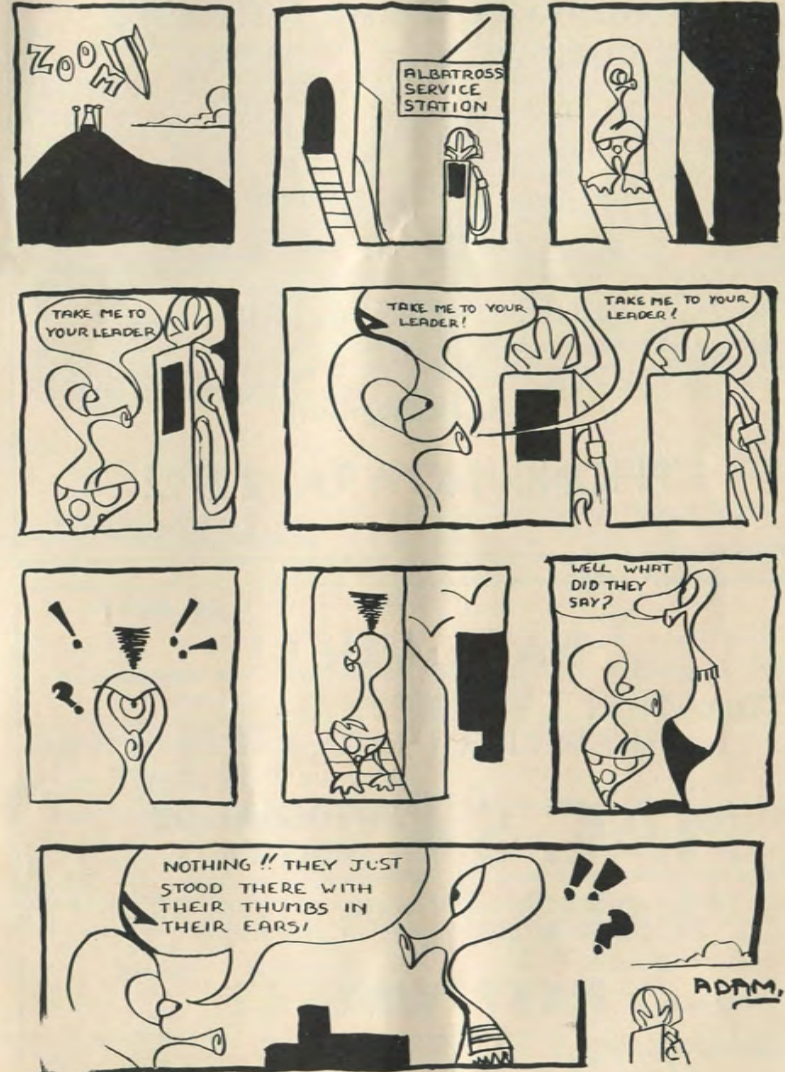
and so good churchmen set out to keep Lent as they keep the traditional feasts of the Christian year and find themselves eager to think and to pray their way closer to God, to deepen and to purify their faith in Him.

The sense of despair and frustration so often displayed in the contemporary world today with its beatniks and its angry young men leaves no place for a perfunctory belief or near lip service to the eternal truth. Lent reminds us of Christ's "The time when the chaff must be sifted from the grain" and so Lent must be the time of first uncovering and then forcing the issues between faith and unfaith. Lent is the challenge to us all to face the facts and effects of sin as a daily reality and face also the fact of the gospel of God's initiative that meets and overcomes sin. The Christian can take confidence that unfaith is a barren hopeless position which seeks to escape life's problems and lapses into difference and despair.

If the Christian faith is to achieve once more its triumph over circumstances it must be accepted completely and with deadly seriousness. Christianity rejects any account of sin which fails to recognise sin as man's dethronement of God by irresponsible selfishness. In such a situation sin's most dangerous consequence is that it inclines men to account for their loss by saying that God is indifferent to human well-being or even denying that He exists.

The reality of the Christian faith is this, that it compels each of us to recognise that we are miserable sinners and encourage us, at the same time to increase daily in the Holy Spirit until we come to God's everlasting kingdom.

Lieut. B——t: "Tell him the duty runway is 03 — not 26."



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Helicopter 851



You have probably noticed a Sycamore dressed in Oxford blue with a white cabin top, chopping its way around the circuit area lately. This is to be the new colour scheme for R.A.N. helicopters and also, incidentally, for the Dakota. All of the Wessex aircraft will be so adorned, and also, eventually, all of the Sycamores.

Helicopter 851 itself has quite an interesting history. It was purchased by the R.A.N. from the Bristol Aeroplane Company to replace its predecessor, which was, unfortunately, consigned to the depths of the Indian Ocean last year.

The present 851 was test flown in August 1953, and retained by the manufacturers for demonstration flights, communications, and occasional charter work. It took part in the Farnborough S.B.A.C. Air Show in 1953 and left for a tour of Switzerland immediately afterwards. Altogether this aircraft took part in five S.B.A.C. Air Shows between 1953 and 1957, and during the same period carried out six European Tours to demonstrate the Sycamore at such Air Shows as Le Bourget and Stuttgart. In 1954 the aircraft even got in a little sea-time when it embarked in the aircraft carrier H.M.S. Illustrious, albeit for only one day.

Since mid-1957 the aircraft has been mainly employed by Bristols for crew training and flight testing of new main rotor blades. In June of last year it was crated and transported to Australia and eventually handed over to 723 Squadron on the 15th December last, where it is a welcome addition to the training fleet of helicopters.

J. R. D.

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Sporting Notes



Picnic Lunch

● Left to right: Lt. Venamore, N.A. Campbell, R. Andrews, Miss Pat Rice, Miss Anne Borne, Wd. Sub. Lt. Andrews, Mr. Stevenson, Miss Gwen Shultz, Miss Helen Thompson, N.A. Trouchet, Surg. Lt. Emanuel, and Mr. and Mrs. Cross.

SAILING AT BEGA

How little do the landmen know,
What we poor sailors feel,
When waves do mount and winds do blow,
But we have hearts of steel.

Our 1962 sailing season started well when four boats from Albatross competed in the "B" class races at Wallagott Lake, Bega, during the Anniversary week-end.

Lieutenant B. Venamore sailing a Fairey Firefly and using a feather-weight forward hand put up an excellent performance under the most trying conditions, and won the first race on handicap. This good showing was closely followed by N.A. Trouchet who struggled like a demon to get his 14ft naval dinghy into third place in the first race, and fourth place in the second race on handicap.

The final results on handicap for Albatross Boat Club were:—

First race — 1st, 3rd, 5th, 6th.

Second race — 3rd, 4th, 5th, 6th.

Two trophies were awarded to Lt. Venamore (1) and N.A. Trouchet (1).

IT'S A MEN'S WORLD

Fifteen years ago the Australian male used an after shave lotion only if his skin was badly irritated by this, almost universal, custom of beard scraping. And the thought of using a deodorant was the furthest thing from his mind even after the steamiest day of hard labour.

Fortunately, perhaps, we have taken a page from the Women's World and some of the world's leading cosmetic houses have presented us with whole ranges of preparations just for men. Soap and water no longer suffice and man has taken to the tangy aromours, which are his and his alone.

Our extensive range includes the ever popular "Old Spice," a complete man's kit from shaving to shampooing, Alfred Dunhill for the more fastidious, Yardley in it's new dress, MENNEN from America with their superlative Skin Bracer and now Max Factor presenting an entirely new series.

All yours for the asking from

Paul Farrent

CHEMIST

Berry Street, Nowra. 'Phone 2 2652

The weather was foul! Cold and wet with variable North East winds, and most of the time there was hardly enough breeze to fill the sails.

The sailing teams camped by the lakeside for two nights, and despite the rain and mud, wet clothes and warm beer, we still managed bacon and eggs for breakfast each morning and a terrific beerbeque on the Saturday night. (An impartial observer from the Canberra Yacht Club has suggested that we rename our outfit the Albatross Sailing and Choral Society!)

This marvellous three days sport and fun was only made possible by the enthusiasm and team spirit of all concerned and by the co-operation of various departments of Albatross, and in particulr the M.T. section who transported our boats there and back.

We also thank the girls who came along to help with the washing up and who braved the elements for hours on end to cheer our boats round the home bouy; and lastly our hosts the Wallagoot Lake Sailing Club who did us proud.

Our next fixture is the 1st Annual Lake Illawarra Open Championship on the 25th February, during the Carnival of Sport, at Wollongong. We shall have four boats flying the A.B.C. racing pennants.





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Albatross Rugby League Club

The Albatross Rugby League Club has again formed for 1962, Office Bearers will be: President, S/Lt. Henderson; Sec./Treasurer, L/Air Winzar, Vice President, C/Butch Watkins; S/Lt. Morris will carry on as Coach.

Last season proved to be most successful with the Club winning the Group 7 Country Rugby League Reserve Grade Premiership. The season was also successful from a social point of view, and any newcomers can be assured that their wives and friends will be able to take an active part in the Club.

Drafting has reduced last years team considerably, and new players are needed, we are willing to teach newcomers to the code, and anyone interested should contact S/Lt. Henderson (Stores), S/Lt. Morris (Police Office), L/Air Winzar, N.A. Rock, or C/Butch Watkins for information.

Supporters are also needed, we can guarantee many interesting Saturday afternoons following your own Navy team.

Drafting has also returned a few players of earlier seasons and we are glad to welcome back N.A. Nolan, Cunningham and Huggins, L.E.M. Carrol, and Harkness, and P.O. Bruce Burns, and welcome the news that they will all be turning out this season.

Intending players are advised to get themselves fit immediately, it will be some time before organised training can start, but this does not stop you individually from starting now, as trial matches will be played at the end of March.

So it goes fellows, and let's see if we can win the Premiership again.

It is anticipated that a social night will be held in the White Ensign Club late February.

COACH.



To Duty R.P.O.: "Sure I'm drunk, but
you're ugly. — In the morning
I'm gonna be sober, but you're
still gonna be ugly!"

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Bowls

Interservice Bowls will be played at the Parramatta Bowling Club on March 22 and 23.

All members of the Albatross Club have shown marked enthusiasm and keenness to represent the Navy.

The selectors — Commander Kirkham, Lieut. Commander Shepherd, and Lieutenant Hamilton — after much deliberation and observing the form of the candidates, selected the following:—

1st TEAM: Supply Lieutenant Hamilton, Skip, Albatross; Surg. Lieut. Comdr. (D) Howells, 3rd, Albatross; C.P.O. Gardiner, 2nd, Albatross; P.O. Wallaker, Lead, Albatross.

Reserves: P. O. Jolly, Albatross.

2nd TEAM: Eng. Lieut. Shepherd, Skip, Nirimba; Commander Kirkham, 2nd, Kuttabal; Constable Williams, 3rd, Kuttabal; Constable Owens, Lead, Kuttabal;

Reserve: Constable Smith, Kuttabal.

The Sydney Area Team skippered by Eng. Lt. Shepherd played an exciting and well played drawn game against Albatross four on Wednesday, 31st January at Bomaderry. The scores were 24 All after 25 Ends.

The return match will be played at Epping Bowling Club on Wednesday, 14th February, both teams will be extremely keen to win.

The Albatross four played a strong combination from Nowra at the Shoalhaven R.S.L. new green on Wednesday, 7th February. The Nowra team were victors by the odd shot 21-20 after 25 ends.

The club has lost its keen Secretary, who has proved his worth as a first class lead — namely Sub. Lieutenant Don Dickie.

ADVICE TO BOWLERS:

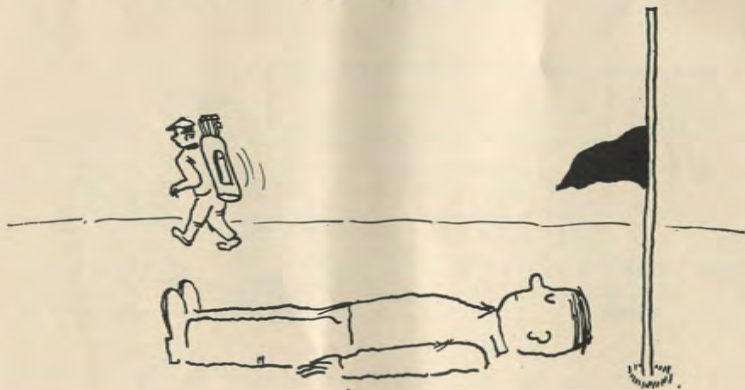
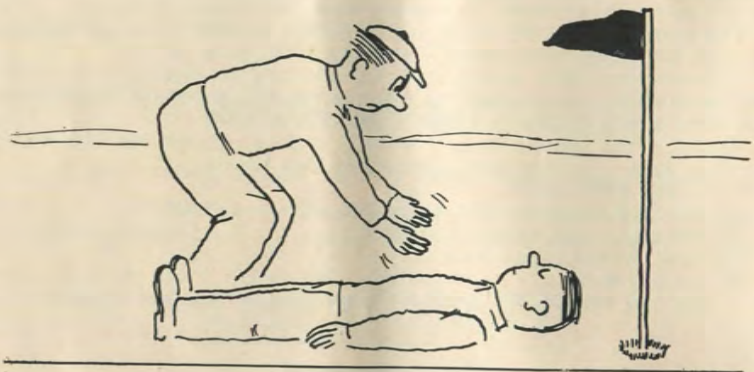
- (1) Do not forget to "Use up the Grass," it is FREE.
- (2) You have got to be up to score.
- (3) Do not get "Jack Happy."
- (4) Have confidence in your Skip. Remember if you do all he asks of you then he alone will be responsible for the loss of game.

"BY GUM!!"



The Annual Checkup commenced last Monday at the "Moan and Groanery." This is something we can all get our TEETH into — let's PULL together and make this camPAIN a SCREAMING success.

BI CUSPID.



Albatross Golf Club Notes

To all smiters of the little white ball best wishes for successful golfing in 1962. It is to be hoped that those who managed to spend their leave away from the Nowra district were able to get a bit more practise than the local inhabitants. However all this rain should ensure plenty of grass on the fairways.

The Director of Manning has done his best to even up the various ships golfing teams at the expense of this establishment, and it is with regret we say au revoir to quite a number of our regular members. To those who have left with the MAG, we hope that they will enjoy their golf in their ports of call on the forthcoming cruise. Some very attractive courses provide an excellent test of golfing prowess in such places as Singapore, Hong Kong and Japan. Golfing conditions on these courses at times can be rather trying, but provided one can cope with the humid heat, tropical downpours and caddies who are forever pinching your golf balls, good scores are possible.

At a recent meeting of the Club, a new constitution was adopted and this brings the Club into line with the new provisions of the Sportsman's Club. The annual subscription will be five shillings and these subscriptions are now due and should be paid to the Secretary-Treasurer.

Office bearers for 1962 were elected at this meeting and are as follows:

President: Capt. J. S. Mesley M.V.O., D.S.C., R.A.N.

Captain: Surg. Cdr. B. T. Treloar, R.A.N.

Vice Captain: P.O. J. Dun.

Secretary: P.O. R. Grennan.

Handicapper: P.O. M. Winnem.

It is hoped to hold an Opening Day event on the station course within the next month, and the qualifying rounds of the Happy Hawkins Trophy will be run concurrently. All those who have not yet obtained a handicap are reminded to submit three cards to the handicapper. The cards do not necessarily have to be on the local course, provided they are signed by a club member.

The first representative match of the year was played at Nowra Golf Club on Sunday, 21st January, when H.M.A.S. Melbourne challenged us for the Naiad Cup, which Albatross has held since September, 1960. Melbourne fielded a team of ten and their first three players set the pace with three wins over our top players. However the rest of our team were playing well and took out 6 of the remaining 7 matches to enable Albatross to retain the Cup by 6 matches to 4. Full results were:

Cdr. Treloar lost to C/REL Fischer 3/2; C.P.O. Rankine lost to C.P.O. Baume 5/3; C.P.O. Jenkins lost to M.A.A. Bowring 1 up; P.O. Grennan defeated P.O. Stwd. Larsen 8/7; P.O. Winnem def. P.O. McKibbon 6/5; C.P.O. Wakefield lost to E.A. Clarke 4/3; C.P.O. Walker def. C.Y. Gerry 7/6; P.O. Larsen def. P.O. Burge 3/1; C.P.O. Gilroy def. P.O. Crisp 6/5; C.P.O. Trevelan def. P.O. Fyffe 10/8.

Congratulations to the team, but it certainly needs a few more interested players to build it up again.

Squash

Since the last time of writing, the Squash Club activities have increased, what with a visit from the Nowra Squash Club in which we were defeated 7 games to 5. An enjoyable time was had by all after the game.

Once again the interpart struggle has started, however at the time of writing it is a little early to see who the top teams will be, although my spies tell me that Air Department will go close.

After emerging victorious from the winter comp. in Nowra, it is hoped to play both an "A" Grade and "A Reserve" Grade teams in the local comp. during the summer months. The loss of our No. 1 player, E.M. Loser will be greatly felt but there are three or four other players on the depot who could take his place, such as Lt. Mears, Father Macdonald, E.M. King, L.E.M. Harris or L.R.E.M. Martin, also have heard a rumour that a certain Lt. Cdr. is coming out of retirement at long last.

It has been decided by the Club to run another handicap event and Happy Hawkins has been good enough to donate a trophy for this event, which will be held yearly and known as the "Happy Hawkins Handicap Trophy." Any person (not necessarily a member of the Squash Club) may enter for this event. Persons wishing to do so can give their names to either L.R.E.M. Martin (Ground Radio or Ext. 275) or N.A. Thomas M.R.S.

What with the weekly comp. in Nowra plus the interservice squash to be held at the depot in May all looks well for a successful season for the Squash Club.

"SQASHER."

Dates for your sporting calendar are:—

Interservice cricket at Albatross:

February 25 - 26—NAVY v. RAAF; February 27-28—ARMY v. NAVY.

Interservice Water Polo at Albatross:

March 13—NAVY v. RAAF; March 14—ARMY v. NAVY; March 15—ARMY v. RAAF.

"How about a game of golf?"

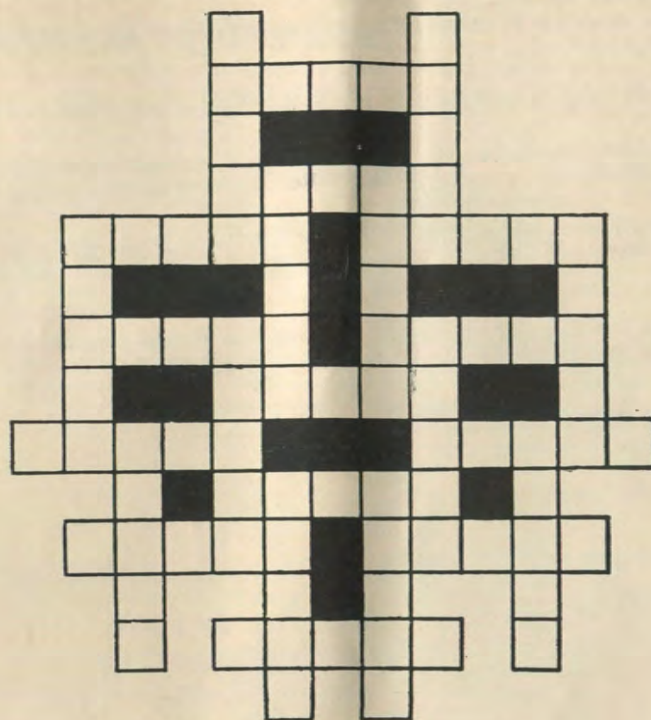
"I play a shocking game."

"Good. Let's play that!"

Q. What is green and has four wheels?

A. Grass. I lied about the wheels.

Build Words



A	B	C	D	E
14	24	27	20	12
F	G	H	I	J
26	21	25	12	30
K	L	M	N	O
32	25	22	26	14
P	Q	R	S	T
9	23	19	13	17
U	V	W	X	Y
14	18	22	31	10
Z				
16				

This month we introduce a new competition — BUILD WORDS — with a five pound prize to the highest scorer.

All the words in the dictionary are of five letters and remain unchanged each month, as does the letter block, so keep your dictionary for subsequent issues.

The only change in "BUILD WORDS" each month will be the letter values.

HOW TO PLAY:

The object is to achieve the highest score using the build word dictionary.

Capital letters may be used as small letters or vice versa.

To score you either (1) add up the score for each word (across and down) or (2) add the value of each letter, doubling all interlocking letters.

Entries must be printed clearly and handed to N. A. Middleton either at the Education Centre or Ship's Company Library by the 16th of each month.

Last month's "Puzzle Corner" winner was C.A.A. MacMillan of S.A. M.(E) who just pipped the Chief Cook with his entry.

NAME

SECTION

YOUR TOTAL POINTS

EDITOR'S DECISION WILL BE FINAL.

"'Isms of the World"

COMMUNISM: You have two cows the government takes both, and sells the milk.

FASCISM: You have two cows, the government takes both and pours the milk down the drain.

NAZISM: You have two cows, the government takes both and shoots you.

CAPITALISM: You have two cows, you sell one and buy a bull.

The young wife was getting madder and madder because her husband went out almost every night with the boys to play cards. She knew that he wasn't meeting other women, but she was nevertheless annoyed, and, especially when, quite tenderly, he always kissed her good night with the words "Sleep tight, mother of three."

Finally she could stand it no longer — "Goodnight father of one, she said cheerfully. He hasn't been out nighttimes since.

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