

Rusty Marquis

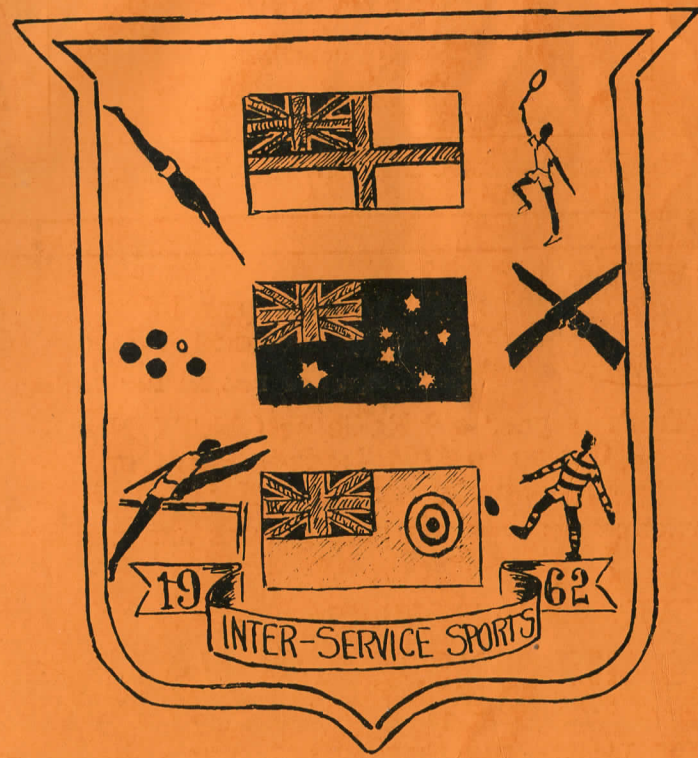
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SLIPSTREAM

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



No. 59

MARCH, 1962

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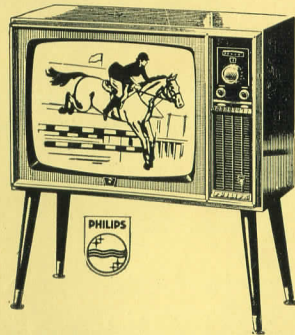
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SLIPSTREAM

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

No. 58

MARCH, 1962

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Build Words Page 44

Editorial — Inter Service Sports 1962

CAPTAIN J. S. Mesley M.V.O., D.S.C., R.A.N., the Officers and Ships Company extend a cordial welcome to all competitors and visitors to H.M.A.S. Albatross for the 1962 Inter Service sports.

The sports were first contested in 1937/1938, and then discontinued while the armed forces went overseas for a much bigger contest. After that business was satisfactorily dealt with, the sports recommenced in 1949; it was not until 1953 that the Womens Service first competed.

Formerly the entire sporting programme was conducted over a two week period, but due to the everchanging service commitments it has now been found necessary to spread the events over the entire year. The host service may include a selection of voluntary sports if they so desire it, and these include — billiards, clay pigeon shooting, darts, table tennis, and volley ball.

The sports are controlled by the "Inter Service Management Committee" consisting of Lt. Col. R. Garland — Army; Wing Cdr. J. Stanes — Air Force; and Cdr. F. M. Murray — Navy. The "host" service for 1962 is the Royal Australian Navy.

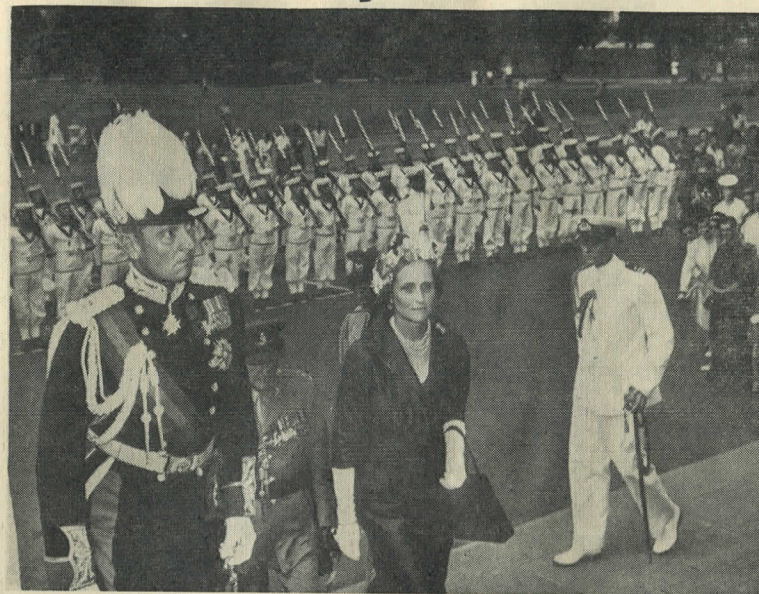
The 1962 Inter Service Almanac is as follows:—

Sport	When Contested	Venue	Last Trophy Winner
Cricket	February	Albatross	R.A.A.F. (1962)
Water Polo	March	Albatross	R.A.A.F.
Swimming & Diving (Men)	March	Albatross	R.A.A.F.
Bowls	March	Parramatta Bowls Club	R.A.A.F.
Rifle Shooting	March	Anzac Range	ARMY
Soft Ball (Women)	May	Penguin	New Event
Squash	May	Albatross	ARMY
Basketball (Men)	June	Albatross	R.A.A.F.
Rugby	July	Reg Bartley Oval	NAVY
Basketball (Women)	July	Victoria Barracks	ARMY
Australian Rules	August	Trumper Park	NAVY
Soccer	August	Albatross	NAVY
Tennis	August	White City	NAVY
Golf	September	Nowra Golf Club	NAVY
Athletics	September	Albatross	NAVY
Swimming (Women)	March	Albatross	NAVY

ODD O.D.'S

A certain Henderson, by name Chick,
 Played his lads a dirty trick.
 Instead of defending his branch in court,
 For his own honour and glory, went to sport.
 Whilst he was swimming up and down
 Poor Ted Hamilton was sent to town.
 To save Chick's boy from durance vile
 Dear old Ted travelled many a mile.
 The moral here is plain to see
 If one of the BRANCH be up a tree
 Then he must either sink or SWIM
 Or, let some other rescue him.

The Royal Guard



● The Governor General, Lord D'Isle enters Parliament to open the Commonwealth Parliament on Wednesday, 21st February. This was the first occasion the R.A.N. had participated in the ceremony and in addition to the Royal Guard of 96 men, 4 Petty Officers and 2 Officers, an escort was paraded with the Queen's Column.

The Six-twenty to Chicago

A six foot two Australian matelot was standing in a New York subway waiting for the six-tewenty train to Chicago.

Nearby was a rather intricate looking machine and his American companion said:

"See that machine, Aussie, it will tell you anything you want to know. All you have to do is insert a nickle."

So the Aussie stood on the machine, inserted a nickle and a speaker popped out and said:

"You're a six foot two Australian matelot, you weigh 210 pounds and you're waiting for the six-twenty train to Chicago."

The matelot was rather impressed by this lot so he inserted another nickle, only to receive the same reply.

His American buddy interrupted, "Say, Bud, you'll never beat that thing, I've tried for twenty years."

Not to be outdone the Aussie replied, "Listen Homer, you get on and put a nickle in and when the speaker pops out, you hop off and I'll hop on."

Homer stepped onto the mechanical monster and inserted a nickle, out popped the speaker, off popped Yank, on jumped Aussie. Said the speaker: "You're a six foot two Australian matelot, you weigh 210 pounds and just through mucking about you've missed the six-twenty train to Chicago."

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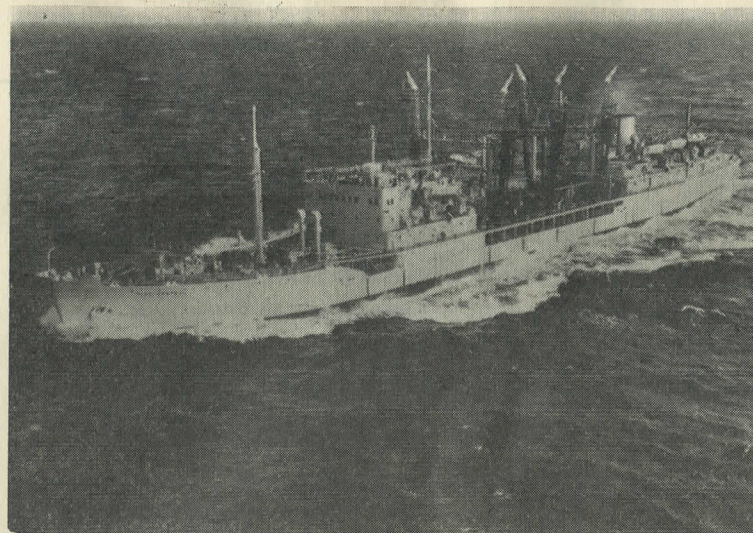
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"TIDE AUSTRAL"



Classed as a Fast Fleet Replenishment Tanker, "Tide Austral" was built for the Royal Australian Navy by Harland and Wolff of Belfast and completed in 1955. Since then she has been chartered to the Admiralty and has been used for freighting and under way replenishment.

At present manned as a Royal Fleet Auxiliary she is operating in the Mediterranean. It is planned that the ship will commission in U.K. about September and after a short work up sail for Australia escorting six mine-sweepers.

In size the ship is equal to all but the largest tankers in the U.S. Navy and ranks with the largest in the R.N., which are in fact her sister ships. It is of interest to note that the U.S.N. Tankers of comparable size now carry helicopters on an after platform — can we hope for this?

The vital statistics are:

Length overall — 583 feet (about 110 less than "Melbourne").

Beam — 71 feet.

Draught — 32 feet maximum.

Displacement tonnage at full load — 26,000 tons.

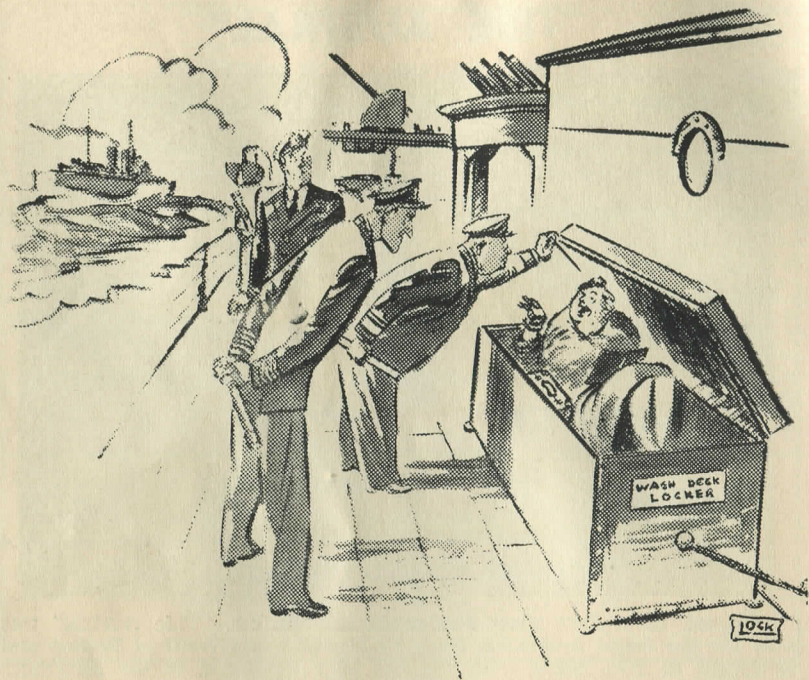
Speed — 18 knots Double reduction geared turbines driving a single propeller.

As the ship was built to R.F.A. standards the accommodation is more lavish than one has seen before. Accommodation is generally in double berth cabins, although a few senior rates will have single cabins. Not that the double cabins are going to be any hardship judging from the plans. The living quarters are air conditioned, and it is found to be a little hot on the upper deck during the Dog watches there is always the fibre glass swimming pool for a quick plunge.

Messing is cafeteria style and two dining halls will be used leaving other space at present used for messes, available for use as recreation and reading rooms.

The ships company will comprise 93 junior rates, 28 Chief and Petty Officers, and 13 Officers.

The addition of this vessel to the fleet will greatly increase the mobility and range of the R.A.N.



"Hello dear, am I too early for the 'At Home'?"

Albatross Hockey Club

The Albatross hockey club will commence training on Wednesday, 14th March, on the field near the AJASS buildings and all members are eager to commence. Anyone interested is welcome to attend. Included in the training programme will be several matches with Creswell teams, and these should prove good shakedown games for new and old members.

The Illawarra competition commences next month, the exact date to be decided at the next meeting of the Association, in Wollongong. At the moment, we intend to enter two teams again and hope to retain the minor, and regain the major premierships.

We were sorry to hear that Mick Blair is U/S at the moment with a slipped disc, but he will be playing again as soon as he can, and in the meantime will act as coach whenever possible.

Trans World Airlines have introduced "airborne movie shows." The following is reported to have happened:—

"Your ticket, Sir, Flight 800 to Rome."

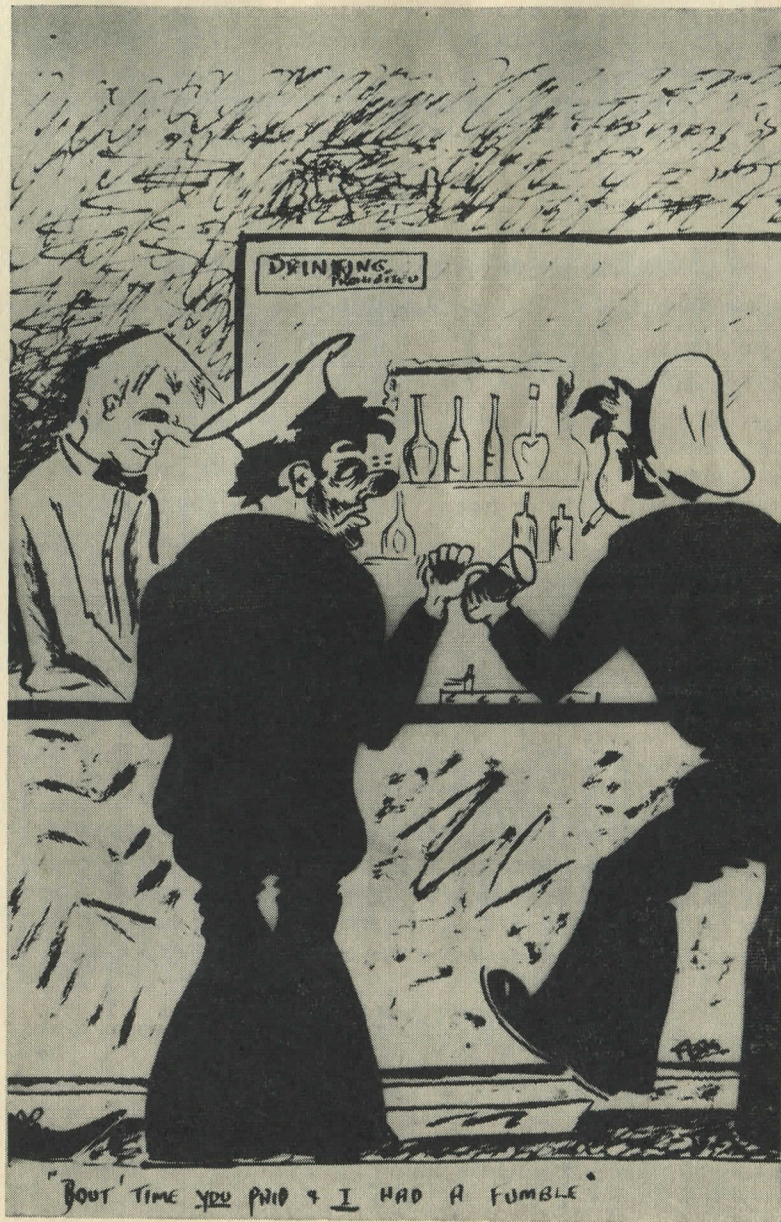
"What's playing on that flight?"

"The NAKED EDGE, Sir."

"Hm . . . Change my ticket to Flight 11, please."

"But Sir, that flight is to Los Angeles."

"I know, but I've already seen the movie."



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PERSONALITY OF THE MONTH



LIEUTENANT
COMMANDER

J. A. (SHAMUS)
O'FARRELL, R.A.N.

BORN AND EDUCATED in Sydney our personality began life in the R.A.N. as a Recruit Writer in February, 1947. As they say in the best recruiting posters — “promotion is rapid in the R.A.N.” and after two years Leading Writer O'Farrell left the services, to re-enter again in 1950, as a Recruit Naval Airman (Aircrew).

As a member of No. 1 Naval Airman (Aircrew) course, with his “twin” Jim Ferguson, our personality ran the gauntlet of Chief Flying Instructors, Chief G.I.'s, examiners, and the assorted horrors that were Point Cook, to successfully gain his wings and commission.

His compatriot in many undetected crimes, served out his commission and is now Captain Ferguson of A.N.A.

Off to the U.K. for Operational Flying Training our personality distinguished himself by prancing a Seafire on his first solo. His ardour undampened he successfully completed the course and joined up with 805 Sea Fury Squadron for the second Korean cruise in H.M.A.S. Sydney.

June 1954 found him back at Nowra for a Helicopter course in 723 Squadron. He was one of two pilots trained on the initial course in Australia.

The following three years were spent flying Sycamores in 723 and 724 Squadrons. During this period he was embarked several times in “Vengeance,” “Sydney” and “Melbourne.”

Some of the highlights of this period could perhaps be mentioned briefly.

- Flying choppers on loan to the Hydro-Electric Commission of Tasmania to carry out survey work on the Western Tiers above Launceston.
- Flood rescue work during the floods in Maitland, March, 1955.
- Making the first Helicopter Sea Rescue in the R.A.N. when Lt. Rogers R.N. and Midshipman McConchie R.A.N. ditched in a Firefly 40 miles east of Jervis Bay.
- Flights with H.R.H. Prince Philip Duke of Edinburgh, when he came out to open the Olympic Games in 1956.

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● The first helicopter crossing of Bass Strait on January 16, 1957.

A Navy Cycamore was flown across to the West Coast of Tasmania via Mallacoota, East Sale, Flinders Island and Launceston, to rescue the crew of a civil helicopter that had crashed in some very desolate country. The return journey was made over the same route on the 25th January, the salvage of the crashed helicopter had been completely successful.

Choppers were forgotten on 31st January, 1957, when he left Nowra to do a Flying Instructors Course at R.A.A.F. East Sale. As a new Q.F.I. he was back at Nowra in July, 1957 as Instrument Rating Examiner in 851 Squadron.

Back to his "Alma Mater" Pt. Cook, he went in January, 1958 as S.N.O. and in May of that year flew a Vimpire from East Sale to Pearce, when the Advanced Flying Training School at Pt. Cook was transferred across to the West.

A short spell back at Nowra in January, 1959, for the Night Fighter Course was followed logically enough by 13 months service in the A/S Frigate H.M.A.S. Quiberon. In Quiberon he won the lottery and held the following jobs:— Navigation, Ops.Room Officer, Communications, Intelligence and Press Relations Officer.

A very happy appointment in Quiberon was cut short when he left the ship in Darwin, and flew back to Nowra for refresher flying in Vampires, thence to an Instructors Course in the U.K. on Helicopters!

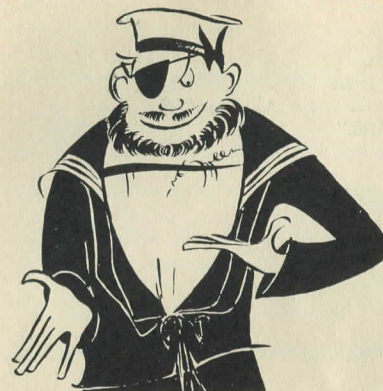
Since his return from U.K. in November, 1960, he has been C.O. of 723 Squadron and busy converting fixed wing pilots, destined for the Wessex, to the mysteries of Rotating Wings.

Its wonderful when you're ship's in Melbourne. Where else in Australia can you jump out of your hammock, throw open the scuttle, breathe in the fresh air and listen to the birds — coughing!



"You and your quiet run to the rockers!"

"Well at least we got out of Divisions."



Uncle Jasper's Column

Dear Uncle Jasper,

I am serving at a remote locality and haven't been home for two years.

A recent letter from my wife informs me that she has just had twins. Is this unusual?

P.P.

Dear P.P.,

Not really. There are 3 years between my brother and I.

Dear Uncle Jasper, ☆ ★ ☆

I am 19 and last night I stayed out till 2 o'clock.
Did I do wrong?

JITTERY JANE.

Dear Jane,

Do try and remember.

Dear Uncle Jasper, ☆ ★ ☆

My girlfriend tells me she often asks for an advance on her next weeks salary. I am worried that she may be a spendthrift.

WORRIED JACK.

Dear W.J.,

Start worrying if she asks for salary on next weeks advances.

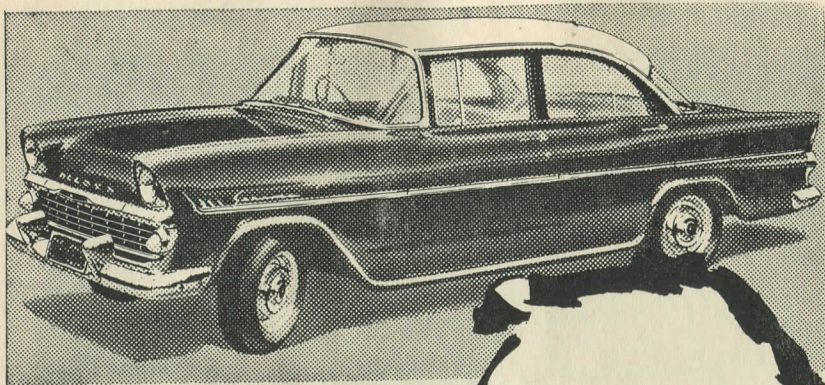
Dear Uncle Jasper, ☆ ★ ☆

Many times have I been thrilled by Jack Hawkins, Kenneth Moore, Noel Coward and others depicting the wonderful life in the "Silent Service," and it has filled me with a burning desire to be one of the "few." I am accustomed to breakfast in bed, having my bed turned down, my bath run for me, and my clothes pressed and laid out. I am told that my habits will of necessity undergo minor adjustments to your Service life, but I am looking forward eagerly to this great adventure. I feel that I might make a good officer. Are there any vacancies?

"ADVENTUROUS."

Dear "Adventurous,"

You strike me as the rugged type we need, and we all look forward to seeing you in uniform. There were some vacancies last month for Admiral, but we must be patient.



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Derek Bome Reports

During the month the Chief of all the pilots had cause to go to Bankstown re the Navy's participation in the big Air Display there on April 1st.

Well Robin Spratt got the job of taking C.A.P. to Bankstown in a Gannet, and as the Chief wandered along the hardstanding from the tower to the aircraft I couldn't help but think that — "There goes BATMAN looking for Robin."

☆ ★ ☆

Its history now, that the Supply Branch Officers annihilated the Electrical Officers in their swimming grudge match. But some kind thinking soul, forwarded to me a screed, giving novel reasons for the defeat of Electrical. "It seems" wrote the correspondent "that the 'L' branch was weighed down with officers with R.N. affiliations, and as these officers had little or no experience in swimming in baths, it was only to be expected that supply would win handsomely."

"It was obvious that the starter was bias, as he libelled the losers in an evening edition of his paper."

☆ ★ ☆

A temperance lecturer finished off his lecture with a vivid demonstration on the dangers of liquor.

With two glasses in front of him, one full of whisky and the other water, he dropped a live wriggling worm into the water.

The worm wriggled estatically and obviously enjoyed the dunking.

The worm was taken from the water and dumped into the whisky. The worm went rigid almost immediately and sank to the bottom of the glass.

"There," cried the lecturer triumphantly, "I ask you, what does that prove?"

"If you drink whisky," said on voice from the back "You'll never have worms!"

☆ ★ ☆

"Loss Angeles Oz" (now fondly referred to as the Reverend) has returned from the short sin-bosun course with a far more refined system of which you'll be hearing more. Incidentally, before he left he pulled off another coup to the tune of 7/6.

☆ ★ ☆

Yes Sir! There's going to be a big crowd at Bong Bong this year. "Loss Angeles Oz," Panama Poonah" and "Florida Frank."

THE FIRST FAMIL

One fine Saturday, early last month, I finally mustered enough courage (it only took me 7 years — not long in my book, but some people have funny ideas) to have a go at gliding! Ah — that word — what a wealth of meaning it has for me — smashing into trees — broken legs and arms — hair greying drops off — cable breaks.

However, to get back to it, after being carried by three hale and hearty pilots (my legs wouldn't operate for some reason) to the glider and forcibly held down while being strapped in and enduring remarks like "You'll love the view" and "look for the bird's nest in that big tree," I was all set for my FIRST FAMIL. That's not a new brand of Filter either, you undedicated jerks!



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The pilot uttered some strange magic which set a signaller madly waving a red disc and — we were moving! I opened my eyes when I thought we were falling backwards and looked over the side (or something) and quickly closed them again — there was a stomach turning drop and I heard a voice say "Beautiful, isn't it?" I opened my eyes, gave a silly grin and said "Ecch!" Then I became a little worried, as the pilot looked a bit funny and tears were running down his cheeks, I asked "Where does it hurt" and all he did was let the stick go and hold his stomach!

Thinking he was ill, I grabbed the stick and suddenly I was looking at the ground instead of the sky, so I let go too. This seemed to make him recover as he grabbed hold again and said something which I denied very strongly as I am quite sane and also have a birth certificate. He finally told me to shut up and being duly insulted, I looked the other way and — Screamed! We were heading for the ground at a terrifying rate and suddenly the glider was bumping and jerking.

We must have stopped for I hear a voice say "What's the silly B—— doing lying on the floor?" All I heard was "Geech!" Poor chap, sounded like he was choking now. When I suggested he see the Doc. he went red in the face and staggered away. Every time I see him, I go to ask him how he is but he always runs away — funny chap. By the way, there's a vacancy for an instructor — anyone interested? I wana try it again!

THE EAGLE



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WHY I BELIEVE IN GOD

I think that the first and most convincing reason for belief in God is the plain fact that there is a difference between right and wrong and that we cannot make any sense of that difference unless we believe in God.

If its only a personal difference between right and wrong then there is no real difference:— its just a matter of taste. But some things are evil and make men evil: some things are good and make men good. This I am convinced of without a shadow of doubt and therefore I am sure that there is a God.

Secondly we are all persons. We can, as it were, stand outside ourselves and review ourselves. Like any animal we live from moment to moment, doing things: we grow old and then we die. But we are different from animals in that we can observe ourselves doing all this, and we can pass judgements upon our own actions and the actions of other people.

This means that we can talk about ideas and ideals, goodness, truth, beauty, religion, duty, death and can choose death itself for the sake of something or someone we love more than ourselves. This takes us into a world that is entirely different to the world of just animals. It takes us into a world where people are responsible. But what are they responsible to? Not to something but to someone. I am quite sure about this and because of this, I am sure that God, however unlike me, is in some sense a person as I am and as men are.

But what about this terrific universe that is daily being revealed to us — an immense complicated creation beyond our capacity to know? Does it leave any place for God? Well it is far more sensible to suppose that God made it than to believe that it made itself! We know that there is intelligent planning in it which we did not put there but which we found there. Indeed we can turn nature to our own use because our minds are not unlike the mind of the Creator who made it and makes it work. We are outside this universe as well as inside it because we are made in the image of God.

In all sorts of ways then we can reach out beyond this animal life or world of ours to something, some power, mind, goodness whom we call God. And God speaks back to us. He speaks back to us all in Jesus Christ.

This same Jesus claimed to know the other end, to have come from it and to have returned to it, to be from God and to be one with God. I believe Him, I believe what He tells us about God. I believe in His resurrection from the dead: the evidence for it is overwhelming. Jesus Christ answers the great question of men: He makes the world intelligible: He makes evil and suffering tolerable.

There is an infinity of crooked lines: only one kind of line is straight. There are millions of forms of evil and divides: God creates and unites. If evil is the last word in the world then there is no God to help us in fact there is no use doing anything at all. But God is and He speaks to us all in Jesus Christ: He also speaks to each of us in our own heart and conscience if we will listen.

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



"It makes my tummy turn over when I think what that Col. Glenn fella went through."

The Bush Cyclist

The bike was lying on its side
Was wet and very muddy —
And I was in for a slippery ride
So I voiced a spirited "Bloody!"

I kicked the starter and revved her fast,
And I say to all and sundry,
To hear it cough and splutter past
You'd think it was me on Mond'y.

I eased her out from 'neath the house —
The mud was fairly thick.
The thing was running like a louse
And made me belly sick.

At last we both were on our way,
It was in doubtful weather,
So when we off, I then did say:
"I hopes we stick together!"

The water lay on Molly's flat,
A foot or more so deep,
The muffler gurgled, coughed and spat
And I still half asleep.

At last we reached the flamin' road,
I slipped her down a cog —
And squashed a lovely big fat toad
That hopped out from a log.

And then we came to Lindy's hill,
Twas all in very fine style;
I knew that I was in for a thrill
For the next old half a mile.

I eased her up but she went down,
I uttered a blasphemous blimy,
We sidled toward the blasted town,
By hell this hill is slimy.

I realized now I must not stop,
That I must see it through,
Until at last we reached the top
Of this messy Irish stew.

Now down we went the other side,
Seemed different now I find,
For I'd had a slippery ride —
The bike ten yards behind.

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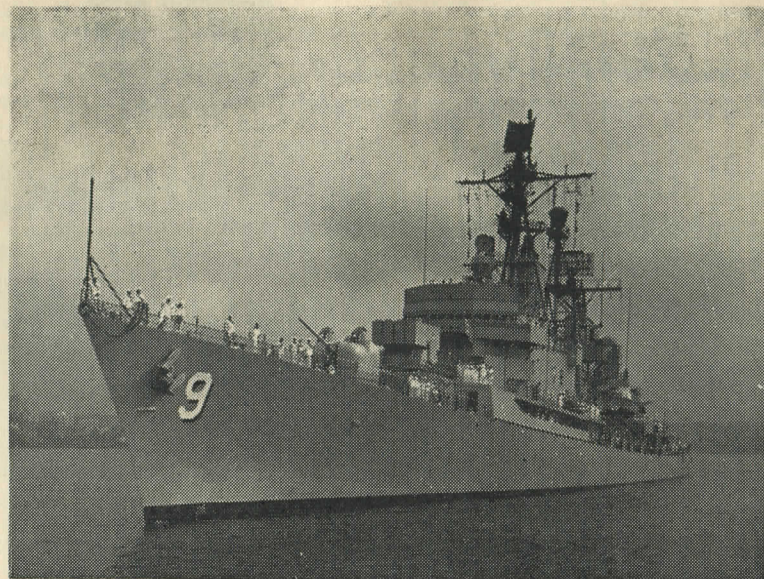
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Our Mechanic, Mr. A. R. Buchan, is well known for his outstanding ability and his first class workmanship.

U.S.S. "COONTZ"



An interesting visitor to Garden Island this month was U.S.S. Coontz. Officially rated as a "Guided Missile Frigate," Coontz was built by the Puget Sound Naval Shipyard, being completed in 1960. Her displacement is 4770 tons standard which makes her a large ship to be in the "frigate" category as we know it. In fact, the Coontz class is a development of the Destroyer Leader of the Mitscher type.

Armament consists of one single 5" turret forward, several 3" mountings, one twin "Terrier" launcher aft together with 40 missiles, four 21" torpedo tubes, two A/s rocket launchers, "hedghog" and Weapon Alfa which is an American weapon similar to "Limbo."

The main machinery is two Allis-Chalmers geared turbines developing 80,000 SH, giving the Coontz a speed of 34 knots.

As can be seen from the armament carried, Coontz is very well equipped to deal with either the A/S or Air threat and could be therefore employed in a variety of roles.

There are ten ships in the class and they have all been named after prominent figures in the history of the U.S.N.

At the time of going to press, the Coontz had just received the big American "E" (you see them all over the Pacific) for efficiency of her missile weapon system.

One reason why Aussies will never go Communist is that when they hear the shout "Workers Arise" they think its time for a "brew" break.

Around The Station



Seen outside the Control Tower — one lawn mower refusing to START — team of sweating Aircraft Handlers of all rates, trying to “swing” the blasted thing — suspicion cast at last user for faulty switching off procedure — then the penny dropped — who was the “clown” who topped up with “greasol.”?



The wives of the “patch” are out for blood. It appears that someone has a “THING” which successfully jams the mid-day television programme in the Married Quarters area. Brave lad whoever you are — get rid of it — blow it up — hell has no fury



The Married Quarters Welfare Committee held a successful dance in the Village Hall on Friday the 9th to welcome Captain and Mrs. Mesley to the “Patch.”



Seen handing out cigars were Sub. Lieut. Jock Currie and C.A.A. Jack Wafefield. Congratulations to both on recent arrivals.

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EXTRACTS FROM YE OLDE FLIGHT

A BE2 bi-plane stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signalling to the gunners.

Another pilot of a BE2 failed to get airborne. By error of judgement he was attempting to fly at midday instead of during the recommended best lift periods, i.e. just after dawn and just before sunset.

A Longhorn pilot lost control and crashed in a bog. An error of skill on the part of the pilot by not being able to control a machine with a wide speed band of 10 m.p.h. between top speed and stalling speed.

A BE2 pilot was seen to be attempting a banked turn at a constant height before he crashed — a grave error by an experienced aviator.

Pigeons destroyer a Camel and two Longhorns after midair strikes.

The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out. The pilot of this flying machine attempted to maintain his altitude in a turn at 2500 feet. This resulted in the aeroplane's entering an unprecedented manoeuvre, entailing a “considerable loss of height about the twisting moment.” Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the plane's attitude and by skillful manipulation of the flying wires, successfully sideslipped into a nearby meadow.

Captain _____ of the Hussars, a balloon observer, unfortunately allowed the spike of his full dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable manoeuvres, whilst rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his head.

Remarks: Action has been taken. The pilot was flying in full dress uniform because he was Officer of the Day. In consequence it has been recommended that pilots will not fly during the period of duty officer. Captain _____ has requested an exchange posting to the Patrouille d' Alpes, a well known mule unit of the Basques.



“Yes, we are rather fond of it. You see, it ate our last Captain.”

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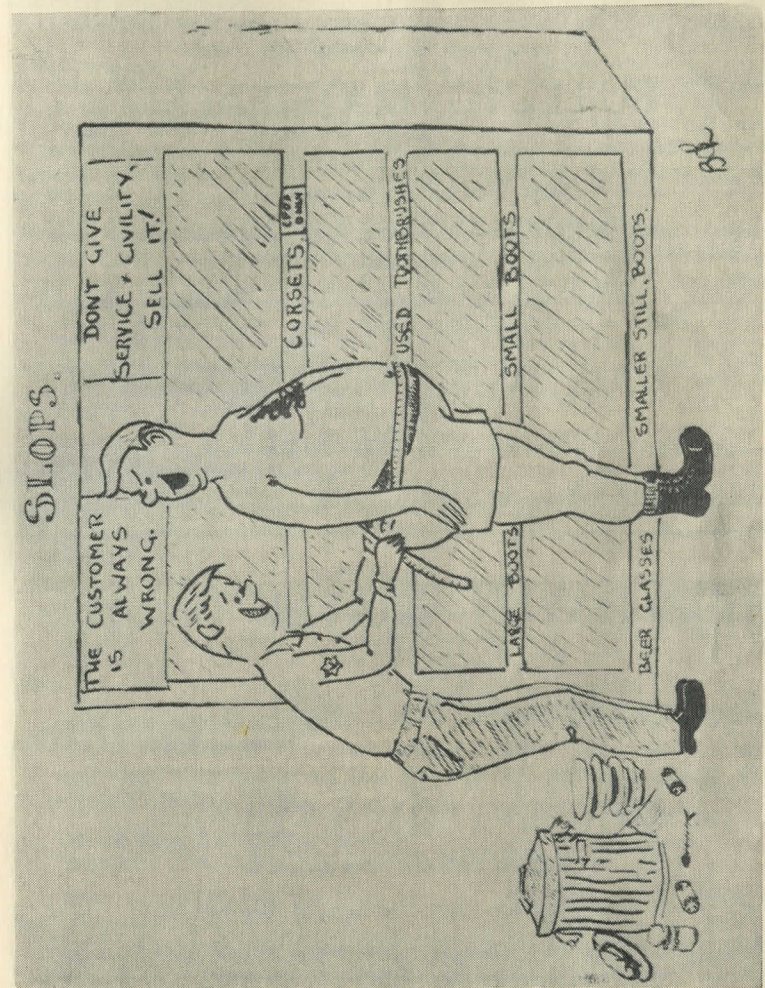
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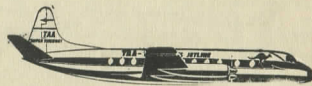
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"KIDS"

The whole wonder and delight of childhood can be captured by a statement that one small pigtailed girl made one morning. It had no startling twist. It had no shock surprise, or mistake value. It was simply the shy, answer to the question:—

"Have you ever been in love?"

"No," she replied, "but I have been in like."

You don't have to find any reason for appreciating that. You just do. A six year old tells the story about her pets:—

"I used to have a duck, but it ran away. Then I had a turtle, but my father stepped on it. Then I had three goldfish, and my sister put water softener in their bowl, and they softened to death. We had a dog but it got married and moved to Melbourne."

The subject of household work, and household problems finds Dad trying to gain 10 out of 10 for gamemanship, and finally the subject becomes a round-table discussion amongst the younger generation. Hence:—

"My Dad won't dust — but he cleans his teeth."

"All my Dad does is play golf with the Boss, so he'll get a raise."

"My Dad doesn't even talk about housework. He just stays in bed."

"My Dad won't even come home week-ends if there's any work waiting there."

In answer to more serious questions its not unusual to hear:—

"Did you see Santa this year?"

"See him! I fixed him a bourbon on the rocks."

"What's your best subject at school?"

"Recess."

The four year olds are completely delightful in their response to — "if you could be" questions. For example:—

"I'd like to be a fish 'cause I like to wag my tail when I take a bath."

"I'd like to be six. I'm tired of being five. I've been five for a whole year."

"I'd like to be forty-five, so I could watch T.V. until thirty o'clock at night."

Yes, they have an answer for everything; not even you or I could answer this question THEIR way.

What's your definition of genius?

"Someone who cheats and doesn't get caught."

"He's the fellow who gets into trouble; then some moron comes along and gets the blame."

"Someone who has wheels going around in his head all the time."

I think you will agree — kids are magnificent.

An Indian put it this way: "When they smoked the peace pipe in 1918. nobody inhaled."

"Daddy, I saw Mummy kiss the iceman this morning."

"Ye gods! She wastes time on him and we owe the grocer £5."

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Paul Farrent

CHEMIST

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— ALL BETS COVERED —

The sequel to the Station's Swimming Sports was a grudge match between the Supply Officers and the Eng. L's. The Eng. M's declined to join in the competition as they suspected the pool had an excess of chlorine in the water.

After a very close tussle the "S" Dept. won 37-25. However, combining these points with the Station results proved the Green Empire still superior, 109-99.

Contributing factors to the surprise defeat of the "L" Officers were:

(a) The greater number (and youth) of the Opposition (Complement Committee please note).

(b) An overburden of officers with R.N. affiliation (50 per cent.). Their experience in baths (swimming) was thus limited.

(c) The obvious bias of the starter who later libelled the losers in an evening edition of his paper.

— "PIKER" (No Names, No C.M.)



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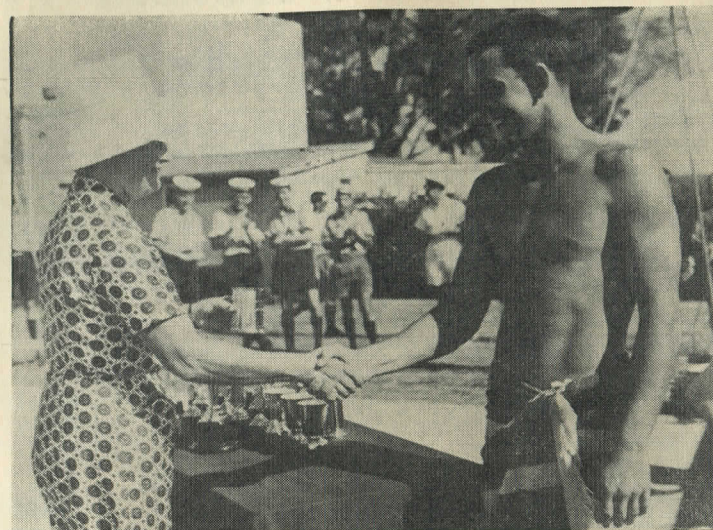
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Sporting Notes



- R.E.M. WINCKEL receiving one of his many trophies, including Station Swimming Champion from Mrs. Mesley.

Water Polo

NAVY v ARMY

In this game, the Navy got away to a good start with the score 2-1 at the end of the first quarter. Winckel and Cole (Captain) scoring for the Navy and Ayton (Captain) for the Army. It was undoubtedly a scruffy quarter with both sides taking their time settling down to teamwork. Parker of the Navy was sent off for fouling. The Navy goalie (Moss) held a very good save, to prevent the score being even.

A very even second quarter, with each side scoring 3 points. For the Navy, Bogner 2 and Parker 1. For Army, Langley, Ayton and Vinell 1 each. The play was still scruffy and team work hard to find.

The third quarter showed a much improved Navy team talking a lot less and playing more than the man. Snell and Cole for the Navy really showed their worth. Snell scored two goals to the Army's "duck."

The fourth quarter was completely Navy's way with 4 goals to Army's 1. Teamwork was for once in evidence and undoubtedly the Navy was the better team.

The final score — Navy 11 defeated Army 5.

Winckel was the best player on the Navy side, he invariably won the race to the ball, was always in a good position and top scored with Snell. He was ably assisted by Cole and Snell.

On the Army side, Ayton was the mainstay.

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R.A.A.F. v NAVY

The whistle sounded for the last time with the Score 8-6 in favour of the R.A.A.F. Congratulations to the R.A.A.F. team and Flight Lieutenant Tye who scored 6 of the 8 goals.

In the first quarter the R.A.A.F. were clearly the dominant side. Parker of Navy couldn't hold Tye of the Air Force and the latter had three goals to his credit at the end of the quarter.

Navy's goalie Moss stopped even more being scored.

The score at the end of the quarter was 3-1 with Cole the singular Navy scorer.

The second quarter found Winckel of the Navy marking Tye. This obviously was a move for the better as R.A.A.F. failed to score and the Navy had two goals accredited. One from Cole on the centre and one from Snell on the right wing.

Again in the third quarter it was R.A.A.F. shining again. Tye and Defriskison scoring a goal each. Smith from the R.A.A.F. played a good game sending the ball clearly to Tye at all times.

The last quarter was a very good one with the scoring even (3 apiece) Tye 2 goals and Smith 1 for R.A.A.F., with Snell 2 and Bognar 1 for the Navy.

On overall performance, I would say the results may have been a little different if Winckel had been marking Tye in the first quarter.

The best for the Navy were Winckel, Cole (Captain) and Moss.

Undoubtedly Tye was the best of both teams with Smith and Defriskison doing sterling work for the R.A.A.F.

Winckel was the best and steadiest player for the Navy.

Scorers:

NAVY: Cole 1, Snell 3, Bognar 1. R.A.A.F.: Tye 6, Defriskison 1, Smith 1.

DOLO

Rugby League

The season is on again, and we are off to a good start. On Saturday, 10th March the Albatross Rugby League Club defeated Jervis Bay 16 points to 10 in the first round of the "Young Cup," Group Seven's pre-season Knock-Out Competition. This competition enables teams to try out players before the competition commences and the following players were tried out by this club.

N.A. Cunningham, N.A. Doyle, N. A. J. Huggins, N.A. Wells, N.A. Cross, L.S. Turner, N.A. Nolan, L/Air Winzar, L.E.M. Carroll, L.E.M. Harkness, L/Wtr. Clements, N.A. Laurie, L.E.M. Miller, E.M. Hall, R/N.A. Bromwich, R/N.A. Fagg, R/Std. Cash, N.A. Withers, N.A. H. Huggins.

All players mentioned showed very good form, with one or two standing out as particularly good. The presence of N.A.'s Nolan and Cunningham ensure us of a good season as far as goal kinking is concerned.

As the main competition does not start until the 22nd April, we still have time to try out many more players, so if you haven't made the move yet, now is the time. All starters will be given a chance providing that their names are handed in to S/Lt. (Reg) Morris at the Police Office.

The Social Evening on Saturday, 10th March proved a great success and club members will be pleased to hear that a profit of about £10 was made. The social was well supported by wives and lady friends.

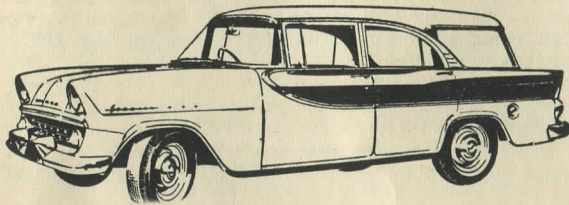
Players and supporters are reminded that it was decided at the last General Meeting that a levy of 5/- be made on all persons wishing to be club members and those members who were not properly registered would not be entitled to use the Sportmans Club. The Club Secretary L/Air Winzar will be pleased to receive these levies at any time.

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Comedy In the Wets

"Let's have some fun with this macker," said Darky, as a fresh faced, raw boned recruit N.A. pushed and shoved his way through the throng deep around the bar last pay night. "He looks like a camel that's just smelled water," he continued. "We may get a few beers from him if we spin him along a bit."

After a flurried skirmish with a couple of hairy "Stokers," deep in argument on the relative merits of "Old" versus "New" and who then had their subject spilled well and truly over their bells, the newcomer finally breasted the bar, to the taunting shouts of "You'll keep, mate — don't come the 'rush' with me."

"What's all the hurry," said Darky, adopting a somewhat conciliatory tone, designed to soothe the misgivings of the deflated ex J.R. "Settle down, mate," said Spud, "You've just as much right here as them." Spud was a hatchet-faced three badge A.B. who had been in everything but a bath in his thirteen years in the outfit. "The bin will be open for another three hours yet."

Flattered at the man to man attitude of these hoary old hands, the fresh faced kid warmed up a bit, and pulling out a small roll of notes, and at the same time puffing out his chest like a pouter pigeon said: "My names Jonno. I've just been rated up to-day — now that I'm entitled, I'm going to enjoy a beer or two, rather than keeping an eye skinned for the patrol, as I used to do in the West."

"Meet my mates, Spud, Crash, Pygmy, Bull and Speed," said Darky, making a perfunctory wave around the small group. "How about joining the school in a few rounds of beer" said Spud, "he looks like a good 'oppo'," for the benefit of his cronies. After this subtle "come-along" the newcomer was easily sucked in.

"Righto," said Jonno, "let me buy the first shout." "Not on your sweet Life," said Darky. Taken aback slightly, he was further gratified by Darky's follow up. "We can see you're a betting man — you won't mind playing a small game to see who buys the rounds — it's called 'Seagulls and the Albatross'."

"Never played that before," said Jonno. "The rules are easy," replied Darky. "There are seven of us aren't there — so all we do is to put seven bits of paper in a hat, six with seagulls written on them and the seventh with albatross. Whoever draws the albatross buys the beer."

Making a simple calculation and realising that he had just as much chance as anyone else, Jonno readily agreed. Swiftly organising the paper, pencil and cap, Spud held the first draw out to each in turn. Out it came monotonously — seagull . . . seagull . . . seagull . . . until the ex J.R. came up with . . . albatross. "Looks as though I buy the first round after all," he beamed.

Seven rounds later and fifty six beers the poorer, the not so fresh faced recruit suddenly excused himself, and turning a pale green made a violent dash for the door. The six old hands proceeded to laugh themselves silly. "I wonder," said Spud, in his usual slow way, "when the macker will wake up to the fact that all the pieces had albatross written on them!"

"OLD NICK"

Tis better to have loved and lost than do homework for three kids.

Albatross Golf Club's Fifth Birthday

IN A FEW short weeks the Albatross Golf Club will have the pleasure of celebrating its fifth birthday, and no doubt several golfers in the R. A.N. will say with pride that they were connected with the club during its early days of existence.

During the past five years the club has experienced failure and success, but due to keen efforts by club members, the Albatross Golf Club can look back on five years of achievement and fine sportsmanship.

Albatross Golf Club was founded on April 23, 1957, when several keen golfers serving at Albatross, banded together and held a meeting at which they decided a golf club was a must. The grounds allocated to the young club were in rugged shape and it required hours of back breaking effort before the momentous occasion arrived when the new course was ready for play. Some of the golfers who gave a considerable amount of their time during these early days are still serving at Albatross, and it must indeed be a gratifying thought for them to realise their efforts have been of considerable success.

Nowra Golf Club gave valuable assistance to the club during its formation, and to-day many of the 175 members at Albatross are also members of the N.G.C. On numerous occasions during the past few years, Albatross players have been the recipients when Nowra Golf Club trophies have been presented.

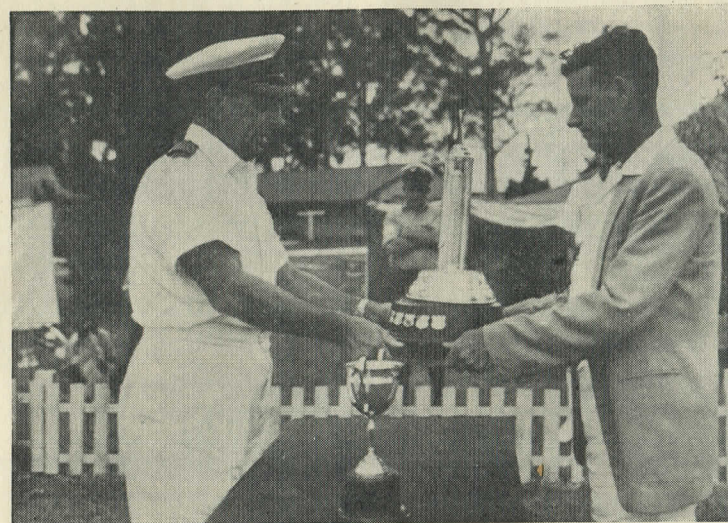
In the five fleeting years from 1957, Albatross Golf Club has had an eventful and colourful career. Each year the club provides a large percentage of the Navy inter-service golf team and many of the golfers who have attained this distinction have helped raise Navy golf to the high standard it enjoys to-day. Since the formation of the East Australian Area Golf Club two years ago, Albatross has made its presence felt and has managed to carry off the A Grade Championship on two occasions, and the B Grade Championship once. In the inter-Ship matches during 1960-61, Albatross was undefeated throughout the series — an achievement of which the club can be well proud.

Of the many successes by the club and club members during the past five years, possibly the one most worthy of a mention is that of Tel. Norman Brown back in 1957. It was on this occasion that Brown topped the Shoalhaven Amateur Champion Geoff Williams, from his pedestal, a notable performance, because the Albatross star has been the only golfer to do so since 1949.

On April 23 this year, when R.A.N. golfers raise their glasses to toast the five years of existence of the A.G.C., they must not forget the small band of enthusiasts who in 1957 strove so earnestly to establish the club. The club has provided five years of golfing enjoyment and relaxation to those who have had the good fortune to be stationed here.

— K. E. BOLLER, L.S.A.(S).

Help Help I can't swim.
Why?
I'm not in the water.



● THE CAPTAIN of the R.A.A.F. team receiving the Inter Service Cricket Cup from Captain Mesley at the Keith Clarkson Memorial Oval.

Cricket

Well, by now the heads and eyes of the Navy team should just about have cleared after the whirlwind of the Inter-Service cricket. Congratulations to the R.A.A.F. for the fine way in which they won and also the Army. Congratulations also to L.E.M. (Fatty) Hutchinson and ex-L/Air (Wes) Green for the great stand of 63 for the last wicket, which broke a 15 year old record. Well done! It is a pity that there were not more like you chaps.

Many thanks to all the people who did so much to make this year's Inter-services such a great success. There was much hard work to be done to bring the ground to such a high standard. There is little doubt that the ground is now one of the best in the State.

The Station team will go to Sydney on the 14th of this month to receive the I. Z. Trophy for the second season in succession.

This has been a very good season for the Station in cricket, and next year it is hoped to be bigger and better. But don't forget, chaps, the nets are the place where teams are picked.

Much of the teams' success this year has been due to the fine wickets which we have had to play on. Many thanks to Arthur and Harry for a job well done.

Racing Crews



N.A. Kube, M.R. Stevenson, C.P.O. Wessell, N.A. Campbell, N.A. Trouchet, Lieut. Venamore (seated), N.A. Staff, Wardmaster S/Lieut. Andrews and N.A. Cross.

Albatross Sailing Club

One ship sails East, one ship sails West,
By the self-same wind that blows;
But it isn't the gales but the set of the sails
Which determines the way she goes.

More than 100 sailing craft competed at the Lake Illawarra Open Championship regatta on Sunday, 25th February, 1962. The biggest ever to be conducted on Lake Illawarra, the regatta was one of the highlights of Greater Wollongong's Carnival of Sport. Sailing enthusiasts from the whole of the South Coast and beyond gathered for this glamour event, and by mid-day the foreshore was clustered with yachts of all sizes. The sleek and graceful lines of the boats were closely matched, if not surpassed, by the seductive curves of the numerous bikini clad beauties who decorated the scene.

The weather was perfect, a hot sun and a cloudless sky, with enough of an easterly breeze to make for smart, brisk sailing.

Five naval craft took part, four from Albatross, and a surprise entry of a 14ft. dinghy from the Sea Cadets at Wollongong.

Starting in the second division at 1340, about fifty boats crossed the starting line within seconds of the gun. N. Campbell (Firefly) and Lieut. Venamore (Firefly) crossed well to windward and beat neck and neck to the first buoy, with N.A. Trouchet (14ft. dinghy) and Sub-Lieut. Andrews (14ft. dinghy) close behind. Venamore was soon in trouble, a broken tiller tested his initiative and skill for the remainder of the race—uncontrolled gybes and near capsizes were his lot throughout.

Campbell quickly took the lead of the naval boats, followed by Andrews and Trouchet pressing on in his wake. Setting the spinakers for the long run downwind kept the forward hands toiling like slaves, and many a fearful oath echoed across the lake at each frantic turn. The jib hands, C.P.O. Wessel, N.A. Cross, N.A. Staff, and N.A. Cube, the ones that did most of the work, deserve special mention here.

On the last leg of the second lap, and after eleven miles of hard sailing, it was obvious that the naval crews were keen to get back to the beach, bathing belles and beer, and in doing so they collected two trophies.

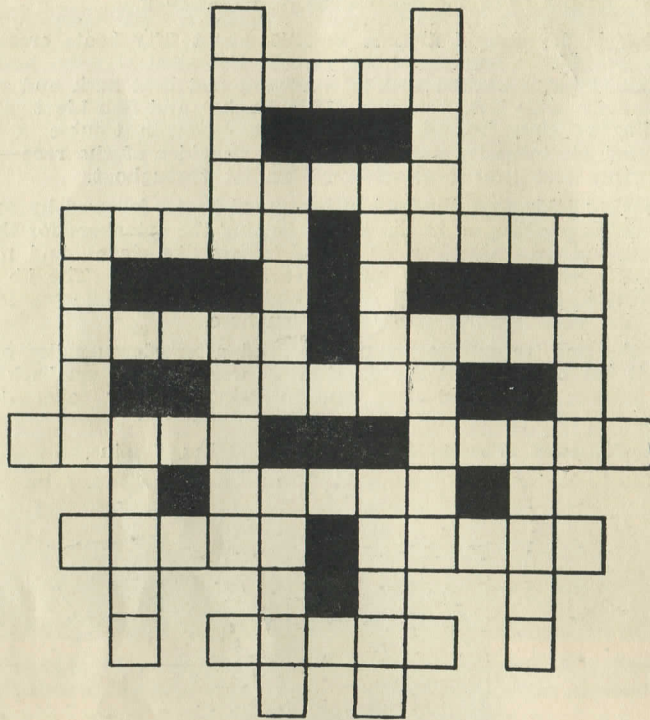
N.A. Campbell (Firefly) Fastest Boat. 2 hrs. 7 mins.

S/Lieut. Andrews (14ft. dinghy) Winner on Handicap. 1 hr. 59 min. 48 sec.



Patrol: "Where's your cap sailor"
"Is it on me 'ead? In me 'and? Behind me back? No! Well I lost it!"

Build Words No. 2



NAME

SECTION

YOUR TOTAL POINTS

EDITOR'S DECISION WILL BE FINAL

The prize for Build Words No. 2 is again Five Pounds. All entries must be handed in by Tuesday, 10th April.

Each word may be used once only in the block. For those of you who may require dictionaries, a few are available from N.A. Middleton, at the Ship's Company Library.

A 34; B 24; C 27; D 19; E 23; F 16; G 17; H 28;
I 25; J 26; K 17; L 15; M 18; N 22; O 27; P 26; Q 13;
R 19; S 20; T 28; U 30; V 33; W 21; X 23; Y 22; Z 16.

Last months winner was L/A Richards with a total of 2737 points.

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