

Did You Miss Us?

We were moved from our usual back page spot last issue so please excuse if we repeat.

For months we have been carefully planning and buying for the summer and Christmas seasons and we have no qualms in stating that this year we will have the biggest, best and most exclusive range ever. At the moment we haven't space for all of these treasures in the shop, but if you're interested and would care to ask, we would be very happy to give you your own private preview.

For summer we have the most dashing range of bathing caps, beach bags and sunglasses which will dazzle last year's fashions into shameful obscurity. Perhaps you'd like a magnificent Pompadour wig to cover your crowning glory for those dips in the briny. Then why not match it with a beach bag that really shouts distinction? And if you want to hide behind a facial sunscreen we can suit you with models from Italy, France, England and even good old Australia.

Thinking just a little further ahead (but not all that far!) and with Christmas in mind we can show you the largest range of imported perfumes — from under 10/- to £58 — beauty and cosmetic cases from 59/6, Kent brushware made by England's finest tradesmen, and, for the children, Wendy Boston, Kiddi-craft and Playskool toys.

Many of our customers are taking advantage of our Lay-by system and, of course, this is available to everyone and applies to everything we carry.

We know that it seems that Christmas has come twice this year but we must remind you that the early bird will catch the worm at

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SLIPSTREAM

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



No. 65

October, 1962

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SLIPSTREAM

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

No. 65

OCTOBER, 1962.

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OUR COVER

This month, an opportunity occurred to have a bevy of beauty as the subject of our cover. The occasion was the evening celebration of the Inter Service Athletics and Tug o' War Meeting held at R.A.N.A.S., Nowra, on Friday, 28th September.

Reading from left to right we see A.C.W. Jan Stockbridge, a clerk in Equipment at the Base Squadron, Williamtown, Private Evelyn Morrison, also a clerk, at the W.R.A.A.C. School, Mosman, and WRAN R.P. Annette Stewart, of Penguin and who is employed at Watson.

EDITORIAL

TIME SEEMS to be slipping by with ever increasing speed — is it a sign of advancing years? Or is it a quickening in the tempo of life? Perhaps both.

What brought this vein of thought to mind is the amount of activity within the Station at the moment. First was the arrival of the Mag; rather belatedly admittedly due to an unkind outbreak of moist Southerly air — but at least it had the decency to continue blowing for a couple of more nights to cancel night flying legitimately. Next came the Inter Service Athletics Meeting followed by the Combined Services v. N.S.W. A.A.A. Meeting.

Then we had some spectacular incidents with Venoms and Gannet to provide a talking point for some days. Insidiously all the time the work-up to Admirals Inspection continues, with "all the things that have been left undone" being cleared up. And yet the normal task still has been taken care of in the usual efficient manner.

The Wessex arrives within the month, and 725 Squadron is due to be formed — with training going on in all phases — Electrical, Engineering, Flying and Observing. "Nutcracker" is almost upon us, a time when the front line Squadrons and C.B.G.L.O.'s staff will be at their busiest.

Staff time too is at a premium and plans are already being made over the new Rating's Advancement and Training Structure, which will mean a year's seetime for all Recruits and Junior Recruits before actively participating in the Branch activity — it rather looks too as though the number of branches will increase along the lines of the present specialisations and that the structure of each will be made more attractive for advancement. The amount of communal work done by Able and Leading Rates will diminish considerably and the extra time gained put to better use in professional training.

Enough of this reminiscence and forecasting. Another editorial has been written and time will continue to slip by until the next issue is with us. "Oh for some contributors!"

Dining Out ?

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Personalities of the Month

In this issue, instead of an individual being singled out, four Chief Petty Officers of the Aircraft Handler specialisation are featured. Though they have had somewhat parallel careers, each is now top rate in each of four of the more important departments within the Station.

CHIEF AIRMAN (A.H.1) B. R. E. PETTIFER



"Lew" Pettifer was born in Carlton, Victoria. He first joined the Navy as an Ordinary Seaman Second Class in 1946 before reaching the age of eighteen, as a member of the Interim Forces for a two year engagement. The first two years were uneventful excepting for an eight month's stint in "Condamine."

Deciding to sign on and do the rest of his twelve, and as an Able Seaman, he took passage in 1948 in Kanimbla, to the U.K., to form the nucleus of the first R.A.N. ratings in the Naval Airman Branch. A course at Siskin in the Portsmouth area for an A.H.3 course was followed by an MT course and then to Glory, awaiting the Commissioning of Sydney on 16th December, 1948. An AH 2's course in 1951 was followed by a spell in Motor Transport, Albattross for one year and then to 805 Squadron for two years during which time he had two long spells at sea, and saw quite a bit of the East.

An unusual break was firstly a Motor Transport Instructor's Course at Puckapunyal in 1955, followed by a year at MT Instructor at Albatross. A short spell in Melbourne in 1957 was followed by a most enjoyable two year stay at Cerebus in 1957-59 during which time he was the WRAN'S MT Instructor.

Since then he has been Regulating Chief of 805 Squadron serving two more times in Melbourne and now he is the Regulating Chief of Motor Transport.

Asked if there has been any highlight in his life the reply was "Just being in the Navy."

CHIEF AIRMAN (AH1) MO MANUEL



C/Air Manuel was educated at the Freemantle Boys School. On leaving school he worked on a dairy farm four years before joining the R.A.N. in 1946 as an Ordinary Seaman.

His first draft was to H.M.A.S. Cowra of the 20th Minesweeper flotilla and he served as a seaman for four months whilst the ship was operating around Rabaul. His next ship was H.M.A.S. Warrego which was on survey duties off the Tasmanian coast. However surveying was not to his liking so he changed to the Fleet Air Arm in 1948 and took passage in the converted merchant ship Kanimbla to Plymouth,

England, for training in H.M.S. Siskin. On the successful completion of his course he was drafted as a N.A.A.H.3 to the 20th Carrier Air Group during work up near Northern Ireland

Whilst in W.A. Chief Manuel was a keen Aussie Rules fan but it was not long after coming to Sydney that he was converted to the more gentlemanly Rugby Union. He played Interservice Rugby in 1950, 1951 and after a retirement of seven years, made a successful comeback to play for the Navy in 1958-60.

He is at present employed as C/Air in the Fire Station.

CHIEF AIRMAN (A.H.1) N. RUSSELL



A.S. Kapunda enabled him to be present at the Japanese surrender at Borneo.

In 1948 Chief Russell decided to change over to the Air Arm and was in H.M.A.S. Sydney for the second term of duty at Korea. Chief Russell is the only Chief Air Handler who has not been a member of the P.O.'s Mess in Albatross as he left here in 1953 as a leading hand and came back as a C.P.O. This period included a spell at Nirimba in the Regulating Office just after it commissioned.

Chief Russell has always taken a keen interest in Rugby. He is now the Training Officers right hand man at the A.H. School, and is there at a most important period following the re-introduction of recruiting for the Fleet Air Arm.

CHIEF AIRMAN, (A.H.1) H. L. RICHARDS



Chief Richards, a married man with one son was born in Geelong earlier this century. Joining the Navy in 1946 as an Ordinary Seaman 2nd Class. After a spell in Quadrant, followed by 12 months in Japan, he became a shipkeeper in H.M.A.S. Playpus for another twelve months and then in 1948, like our three other personalities, he took career since then has been the typassage in Kanimbla to the U.K. His ical Albatross. J.B. Airstrip Albatross, Marine Section J.B., Melbourne variation. It was in this latter draft that he became Captain of the Flight Deck until October, 1960. Since then he has been the Regulating Chief

in Control Tower.

His favourite sports have been and are still cycling, Australian Rules, but also Rugby Union and League and now golf.

DEFT DEFINITIONS

TAKING STOCK: Cattle duffing.

DENTISTRY: Hand to mouth existence.

BULLOCK: Cut out to be a bachelor.

COLANDER: Can't stand the strain.

SUPERSTRUCTURE: Waist length bra.

REFUGEE: Man who blows whistle at football match.

SEX: Latin for six.

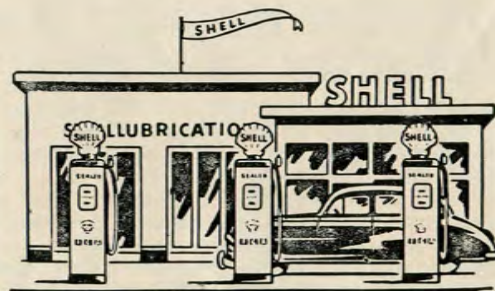
EVE: Side issue.

ROBUST: Women scullers.

LECHERS: Information which passes from the notebook of the lecherer to the notebook of the R/NA without going through the mind of either.

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HOW THE OTHER MAN WORKS

THIS MONTH — A DAY IN THE LIFE OF THE COMMANDER

- 0745 Leaves house in Vampire Drive — enters Holden C86813 — engine roars to immediate life — mentally congratulates Naval Maintenance team.
- 0747 Arrives at Cinema — joins D.L.C. and O.O.D. — lays usual side bet on who will be last through Main Gate before it shuts — Result, C.O. 816 hotly pursued by Chaplain — followed by S.M.O. — last in is AJASS car with muffled figure in rear seat — patient enquiry from O.O.D. reveals S. Met. O. was seen to come on board at 0746 — disappointed, loses wager.
- 0754 Captain joins group — spirited discussion ensues on (1) False alarms during silent hours (2) latest staff changes, with reflections on "Yogi House" methods (3) Politicians I have unfortunately met (4) Effective methods of removing brown spot from turf wickets.
- 0800 Colours.
- 0801 Congratulates D.L.C. on witnessing yet another variation of a normally splendid ceremony.
- 0802 Notes make, model, year and colour of car passing Captain's residence and making towards Wardroom Tennis courts.
- 0803 Astounded by density of traffic both vehicular and pedestrian emerging from side streets and back alleys.
- 0804 Enters C86813 — starts engine — floods carburettor — curses standards of Naval Vehicle Maintenance.
- 0807 Reaches Administration Block — enters office — calls for cup of coffee — lights cigarette — enjoys day's most precious moment — the lull before the storm — calls for signal log.
- 0810 Reads weather forecast for local area — "Fine with light and variable winds" — Rings First Lieutenant and orders indoor painting only — re-issues Temporary Memo concerning Water Restrictions to be enforced during flooding of Shoalhaven Catchment.
- 0820 Regulating Chief enters with a pile of files 2 feet high — looks out window — queue of 90 men waiting outside — winces — reflects "one of those days."
- 0829 Braces shoulders.
- 0830 Requestmen and Defaulters begins — routine excepting for Ck (S) Ramsbottom. Charged with 3 days absent over weekend leave. Excuse, Claims he was kidnapped at gunpoint in King Street at 3 a.m. on previous Monday morning by five beautiful girls in black sedan and held to ransom in their Potts Point penthouse — Commander visibly shaken by originality of excuse — administers mild admonition on perils of city streets at night — Divisional Officer mutters "half his luck."
- 0955 Requestmen and Defaulters over — Chief enters with another stack of files bringing pile to 3 feet high — Call from O.O.W. that Mrs. Kafoops of Kangaroo Valley accompanied by two buxom daughters are at the Gate and would like to see him. Hastily contacts Chaplain and Divisional Officers of two rating concerned and diverts trouble — mops brow at narrow escape.

- 1004 Phone call from Lighthouse keeper at Crookhaven Heads — model of Parramatta seen floating over bar and out to sea — quick check reveals Low loader is still in M.T. Compound — mentally congratulates initiative of responsible person for relieving Station of important commitment — regretfully informs Hon. Sec. of Gerroa "Weeping Willow Festival" of inability to provide exhibit — orders enquiry — originates W message to all shipping beginning "Floating model reported adrift in Lat. 35 S Long. 150 E etc.
- 1021 Reflects on progress of preparations for Admirals Inspection — realises that Admiral may order evolutions — Composes NAS 121 to cover this.
- 1030 M.T. Officer rings requesting removal of C86813 for grease and oil change — granted.
- 1035 C86813 removed.
- 1040 Crash alarm sounds — rushes out to car park — no car — curses efficiency of M.T. Staff — hitches ride in Captain's car to Tower.
- 1043 Arrives Tower — unable to enter Main Door — wet paint on front steps — enters rear window by Rir Reg. Office — contravenes S.S.O.'s.
- 1058 Emergency over — finds internal stairway has been painted since entry — makes exit via light jackstay rigged by efficient First Lieutenant's party.
- 1225 Reaches safety of ground — returns to Administration Block — decides to lunch at home — C86813 back in car park — pleased to see car now has four white wall tyres — notes absence of 30 feet of whitewash on both sides of Mig Alley — floods carburettor — curses standard of Naval Vehicle maintenance.
- 1305 Returns to office — coffee and cigarette — brief moment of meditation for summoning energy for afternoon's battle.
- 1306 Call from F.O.I.C.E.A.'s Staff office — change of routine for Admiral's Inspection — Issue NAS 122.
- 1345 N.A. Blogging and Divisional Officer at door — urgent compassionate case — three young ladies and their mother disconsolate at Kiama — request for urgent draft to Woomera Range recommended and forwarded to Captain.
- 1400 Files now 4 feet high — shuts door — sighs — turns on red door light.
- 1500 Files reduced to 18 inches — notes quietness of station — no one in sight — realises its Wednesday — Sports afternoon — 90 per cent of Chiefs and P.O.'s playing golf ashore — Rings Air Traffic Control — Uckers Tournament in full swing — checks score.
- 1505 Issues Temporary Memo — no sports afternoons until after the Inspection.
- 1600 File tray clear.
- 1635 Overnight weather forecast arrives — notes signatures "E.Y.H." — laughs heartily — "Overcast with rain" — rings D.L.C. — Night clothing — No 4's negative jumpers — Rings First Lieutenant — Men under punishment to do external painting.
- 1745 Sighs with relief — enters C86813 — engine roars to life — congratulates standard of Naval Vehicle Maintenance — unable to engage first gear.
- 1747 Abandons C86813 — gets life in Captain's car.
- 1750 Arrives home to find (1) Wife exhausted after coping with coffee party in aid of Abandoned Naval Wives (2) chopping wood mowing lawns and golf lessons. (3) rescuing Eldest daughter from M.A.A. for walking across quarterdeck.
- 1800 Mends bicycles, cooks dinner, washes up.
- 1900 Lectures Men's Group in Nowra — subject is "Advantages of Life in the Navy."
- 2200 To bed.
- 2345 Alarm sounds — telephone call from O.O.W. — fire at G.C.I.

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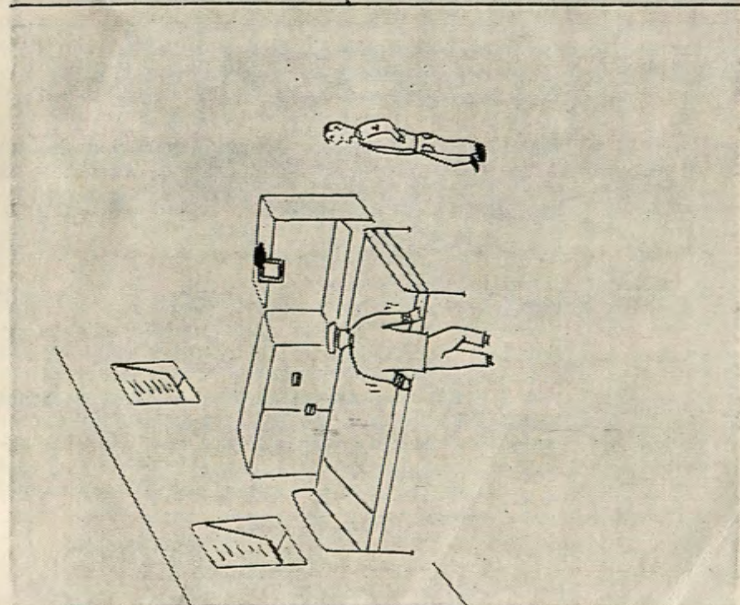
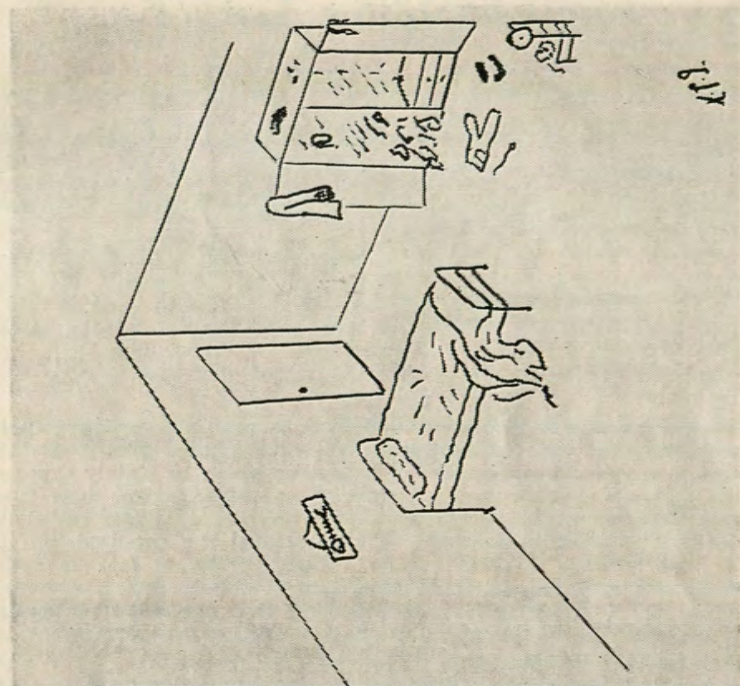


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"And this, lad, is how you make a bed."

+ The Chaplain's Corner +

RIGHT OR WRONG: A Clue to the Meaning of Life

During the last Character Guidance Course held at Albatross early in October one of the Recruits pressed a lecturer hard on the whole business of morality. He said, in effect, how can we know whether christianity is right or wrong; after all, we can only take your word for it. How do we answer this question?

I suppose that everyone has heard people arguing — sometimes it is really funny, but often it is downright unpleasant and nasty. We can however always learn something important by listening to what is said. They say things like this "How'd you like it if anyone did the same to you?" — "That's my seat, I was there first." — "Leave him alone, he isn't doing you any harm." — "Give me a bit of your lolly, I gave you a bit of mine."

Now the interesting and important thing is that the speaker is not merely saying that the other person's behaviour annoys him. He is appealing to some kind of standard of behaviour which he plainly expects everyone to know about. Very seldom does the other person reply "To hell with your standards." Nearly always he tries to make out that what he has been doing does not really go against the standard, or, if it does, that there is a special excuse. Both parties in fact have in mind some code or rule of fair play, behaviour, or morality which is known and agreed to. Quarrelling is trying to show that the other person is wrong, and there would be no point to it unless we agree on what is right and what is wrong.

Let me put it this way:— All bodies are governed by the law of gravitation and all organisms are governed by biological laws, and all humans are governed by laws of behaviour. Now none of us can defy the laws of gravity — if we are left unsupported in mid-air then we will fall to the ground. Nor can we disobey biological laws any more than animals can. But the laws of behaviour we can disobey if we choose.

Some people say that the idea of a Law of human behaviour known to all men is unsound because different civilisations and different ages have had different moralities. This is untrue. There have been differences but they have never amounted to much, and certainly never to a total difference. If we examine the moral teachings of the ancient Babylonians, Egyptians, Hindus, Chinese, Greeks and Romans what strikes us is the similarity between themselves and us. Perhaps it is easier if we think what a totally different morality might mean. Think of a country where cowardice and treachery were praised; dishonesty and lying were accepted, and where murder and adultery were treated as quite all right. We might just as well think of a country where two and two made five. Men have always differed as regards what people you ought to be unselfish to — whether it was the family only or one's country, or everyone — but they have always agreed that selfishness is contemptible. Men have differed as to whether a man should have one wife or four. But they have always agreed that a man cannot have just any woman he liked.

But life is even more remarkable than we think. Whenever you meet a man who says that he does not believe in any Right or Wrong, you will find that this man goes back on his word the next moment. He may break his word to you but if you try and break a promise to him he will at once complain that "it's not fair."

It comes down to this — if we do not believe in a Law of human behaviour (or Morality if you like it better this way) then why do we apologise for not having behaved decently? The truth is that we believe in Morality so much that we cannot bear to face the fact that we are breaking it, and consequently we try to shift the responsibility. It is only for our bad behaviour we find explanations or excuses. It is only our bad temper that we put down to being tired or worried — we put our good temper down to ourselves.

The point then is this: First, that all human beings have this curious idea that they ought to behave in a certain way, and they cannot get rid of it. Secondly, human beings know that they do not keep this law of human behaviour. This is the basis of all clear thinking about ourselves and the world we live in.

— REV. J. TRAINER, Chaplain R.A.N.

FORMATION OF 725 SQUADRON

On November 1st, 1962, the first major step in the conversion of the R.A.N. Air Arm to the anti-submarine helicopter will eventuate at N.A.S. Nowra.

This is the date set by the Naval Board for the formation of No. 725 Naval Air Squadron.

Under the command of Lt/Cdr. B. F. Matthews, R.A.N., 725 Squadron will be responsible for establishing an Operational Flying School, the conversion of the R.A.N.'s Sycamore helicopter pilots to the more complex Wessex helicopter and the formation of a pool of trained anti-submarine helicopter crews.

Lt/Cdr. Matthews, an experienced helicopter pilot, will return late this year from England after completing a helicopter flying instructors' course.

His senior pilot will be Lt/Cdr. Marshall, R.N., who will be joining 725 Squadron from an embarked Wessex Squadron in which he is currently serving.

The senior observer, Lt/Cdr. Hilliard, will return from England and act as Commanding Officer until relieved by Lt/Cdr. Matthews.

One of their immediate tasks will be to convert another two of our flying instructors to the Wessex. The first of the Wessex aircraft should arrive at the end of October, and more should arrive from then on at the rate of three (3) a month.

All stores, ground equipment and office equipment have been available at Nowra since the 15th October last.

The nucleus members of the Squadron, i.e., C.O., S.P., A.L.O., A.E.O., Flying Instructors and key ratings will join 725 Squadron on the 22nd October and start acceptance of the aircraft as soon as possible after that date. To their lot will fall solving all the problems, major and minor, so that the Squadron on return from Christmas leave will be fully operational to commence No. 1 Helicopter O.F.S. on January 2nd, 1963.

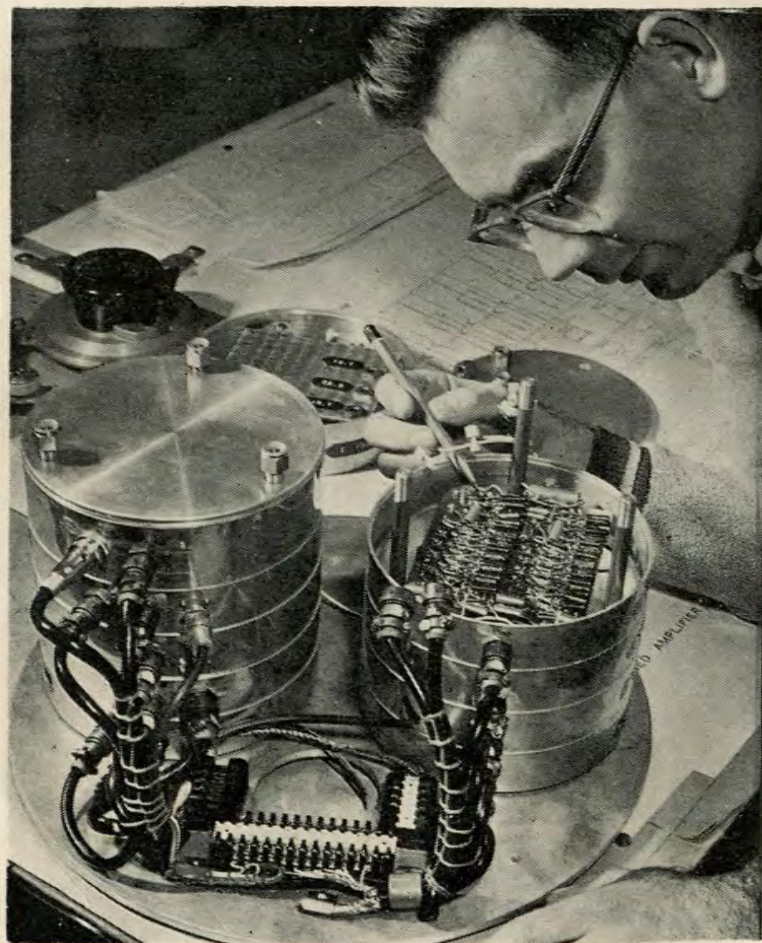
Initially it is expected that space will be shared in H Hangar for the Squadron build up and that when 805 or 816 Squadrons embark early next year, that more permanent accommodation will be available.

A PLACE IN SPACE

C.S.I.R.O. BUILT

Australian scientific history will soon be made when in mid October the first piece of experimental electronic equipment, wholly designed and tested in Australia, is launched in an Aerobee Rocket from a launching site at Wallops Island, Virginia, U.S.A. If the equipment passes all tests, space has been made available in a scout satellite which will orbit the earth.

The equipment was built by the scientists at the Upper Atmosphere Section, Camden, N.S.W. Materials in each set cost £500 alone, and consist of an intricate array of transistors designed to detect and transmit to the ground the presence of very low frequency radio waves.



0062

It is hoped that the source areas in space of these radio waves may be accurately located.

The illustration shows the equipment with Mr. David Cartwright, designer and leader of the team which is pursuing this line of scientific enquiry.

TESTED AT NOWRA

Early last year the facilities of the Naval Air Station, Nowra, were freely offered to the C.S.I.R.O. on request and five balloon flights to a height of 105,000 to 120,000 feet (20 miles) were carried out by the Met. Section, using special neoprene balloons capable of enormous expansion at the heights obtained. Each experiment was a brilliant success and due to the facilities provided by the Electrical Section on top of Nowra Hill and to the G.C.I. team under Lieut. "Jock" Hart at G.C.I., the data was recorded and the balloons tracked by radar to a distance of 70 - 80 miles.

Nowra was chosen because of the peculiar mixture of skills available at the establishment and because of the lack of radio noise in the area; particularly when the "pundit" is shut off and there is no night flying.

The experiment was made possible by an agreement signed between the U.S. National Aeronautics and Space Administration and the C.S.I.R.O. earlier this year.

Special techniques valuable to Australian - U.S. research have been evolved in the construction of the equipment. The apparatus recently withstood preliminary tests on a "shake" table at the Weapons Research Establishment, Salisbury, South Australia.



● CAPTAIN J. S. MESLEY presenting N.A. J. Huggins with the prize for the "best and fairest back" in the Albatross Rugby Union Dempster Cup team at Sportsman's Club on Thursday, 20th September.

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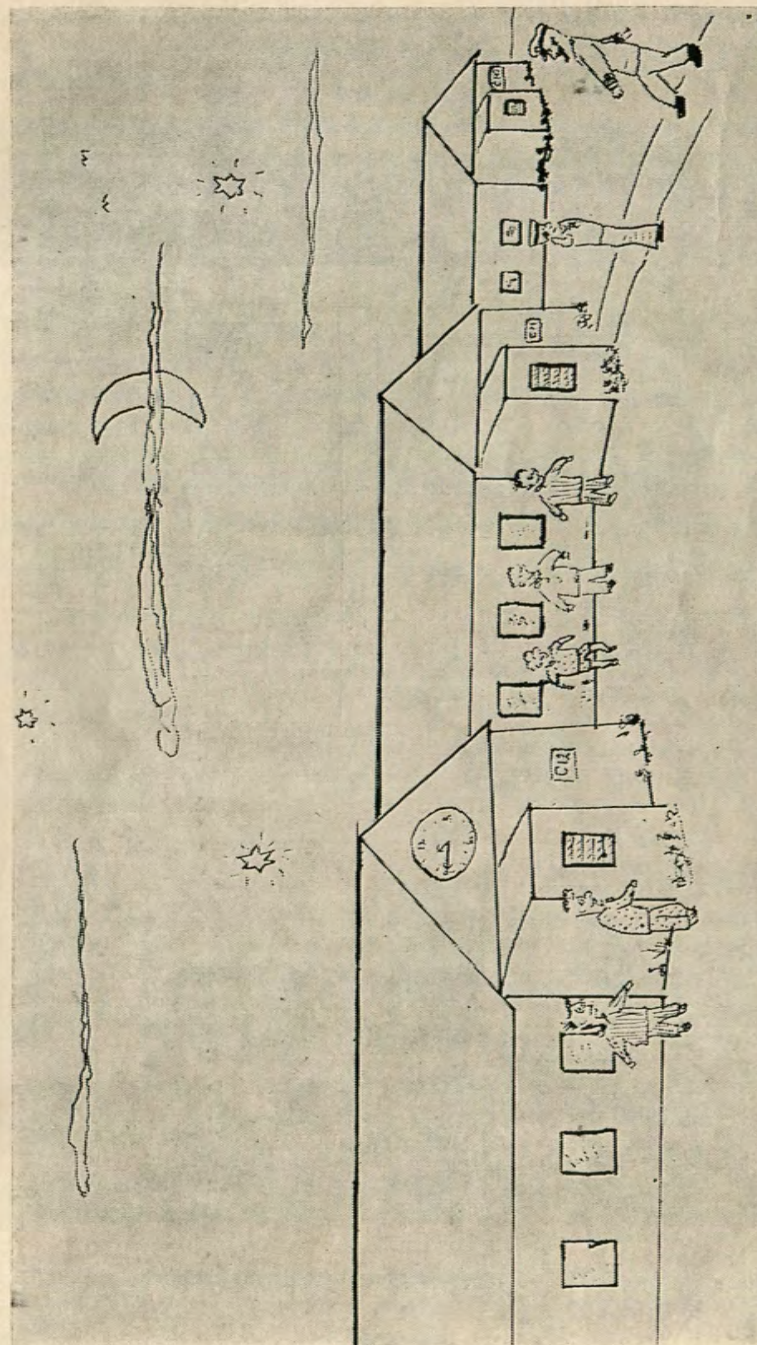
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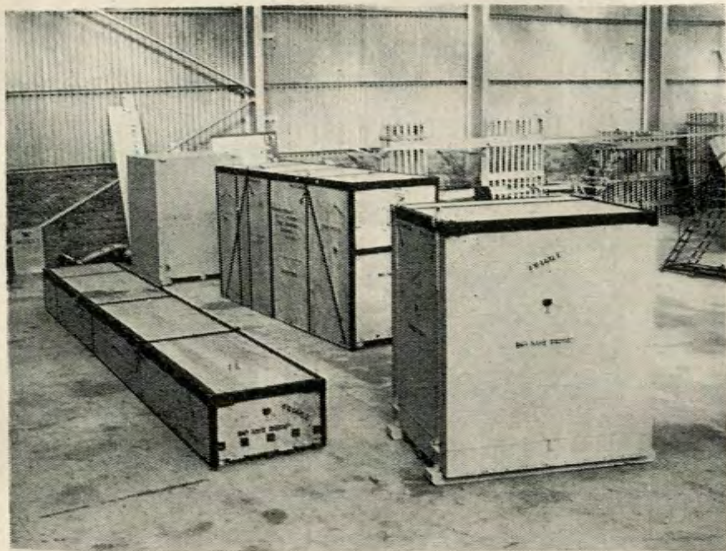
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BIESTLEY'S DO IT YOURSELF KIT

Choppers for All

BY J. P. BIESTLEY

It was very gratifying to read all the correspondence to the Editor from readers anxiously enquiring why there was no Biestley article in the last bumper issue of Slipstream. The Editor, however, (bless him), decided to ignore all suggestions and told me to continue writing or else. And so it is that I am able to reveal at last the reason for my absence last month — I was overseas (air fare paid by the Welfare fund) arranging for release this month of something for which you have all been waiting these many weeks, and which may now be revealed in all its splendour . . .

BIESTLEY'S DO-IT YOURSELF WESSEX KIT

Through the personal representation of your correspondent, and the application of several pints of premium beer, Westlands have prepared their Wessex chopper in kit form so that enthusiastic would-be owners can build their own helicopter in any part of the world. The photographs opposite show what you get for your money.

SPECIAL INTRODUCTORY OFFER (Cannot be repeated)

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Interest free terms are available of course, and the price???? — a mere £1000 deposit, and £100 a week (for 1½ generations) — which you must agree is absolutely ridiculous.

Special courses at S.A.M.(E) can be arranged for interested operators who purchase at least one kit. My own trained staff are ready to assist with all your problems. Just ring and ask for either Ray Gillespie, Jim Kildare, or, for the ladies, Wran Bren Casey.

So don't delay — get your order in today. Kits for one of our customers can be inspected at B hangar around the end of this month. You will be able to see what sheer value this is, but don't forget, if you want that free low loader and prime mover you must act quickly. We can't hide them from Pickfords indefinitely.

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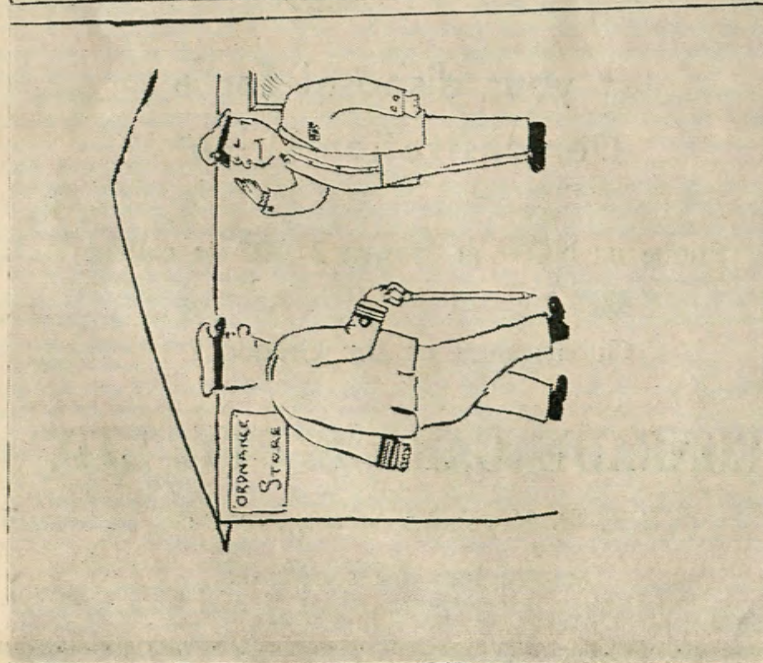
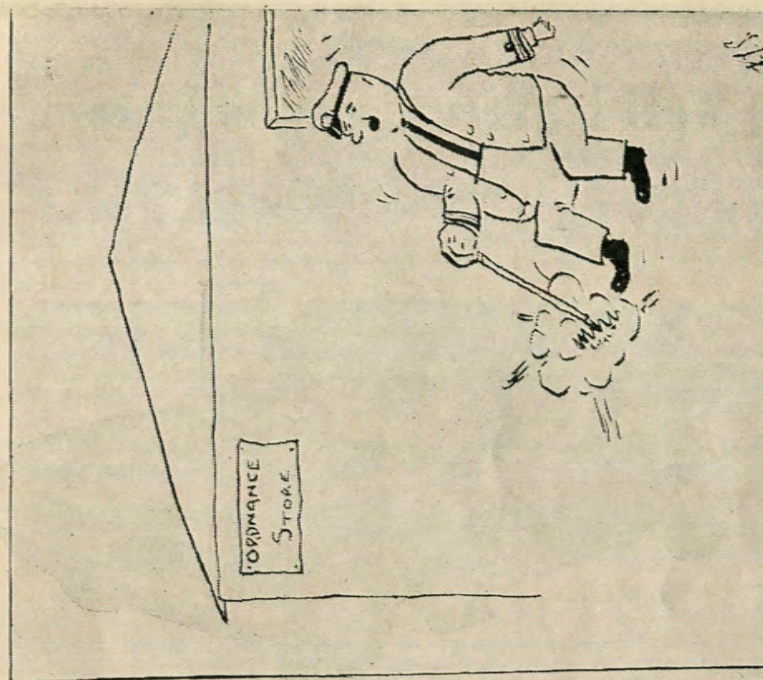
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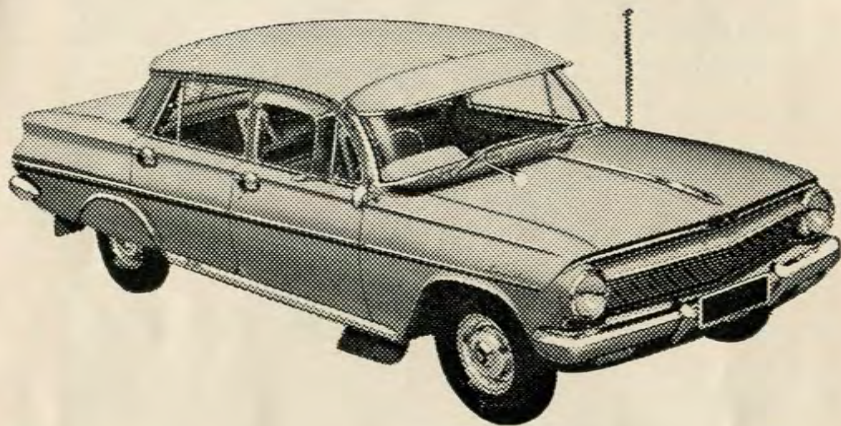


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The Wessex Course OR Just Plain Confusion

Scene: Monday morning. SAM(E) class room.

Instructor on stage with fanatical gleam in his eyes. (May have been confusion too).

Eleven senior rates trying to cover their apprehension by a forced babble of light hearted banter.

Course commences and neat piles of notes on each desk soon become a disorderly heap, as more and more diagrams pile up. Everyone tries his hand at being "Rembrandt" by colouring everything in with pretty crayons.

After lunch, everyone is noticeably quieter and the headache powders begin to appear, the takers having complete disregard for "Phenacetin" content — which may indicate the suicidal attitude now reached. According to the instructor, who is a veteran by now, this state is quite normal and remains unaltered for the here-after while working on these "birds." This is promising or something!

Question time each morning proves embarrassing for some and some rude comments are delivered by the audience; good naturedly, of course. After a couple of days the "Voice," who is normally quite boisterous, is noticeably quieter, which is most unusual.

Control runs are quite confusing and the Instructor's Patience is unmarkable, but points are gradually cleared in the minds (?) of the pupils.

At this point, I must commend the instructor's guile in pointing out that the class is excused Divisions when we first began. Of course everyone was pleased, and attacked the task a bit more eagerly. Then, we were informed that Admirals Divisions and rehearsals were the over ruling factors so off we go! At that point we were too far in to lose interest though feelings were unanimous re the subject.

Wives of the respective married pupils, instead of being subjected to details of the days "Uckers" games and sporting accomplishments are being driven mad by "Servos," "Control Runs" etc. and will be pleased to see their "bread winners" finished with it.

The "Bookie" is taking odds on who will crack first under the strain, himself included (he is hot favourite at the moment — so place your bets). The instructor is the long shot and as we are a mob of "roughies" he could come in by the "open hoop."

The "Inspector" says that he will be on the watch for things left or not done in the following strict procedures which apply to this aircraft (?). So watch out the Sup's! He thinks he wont be working on them, but maybe he will have a pleasant surprise.

The C.A.A. already has delegated the "Voice" to do the nasty jobs and he, the "Voice," will be known to all by the brand on his forehead, as well as certain other well known characteristics.

After a couple of weeks we are used to being late for lunch — they're keen, these instructors — and although many comments are made by us, no one really minds.

The good word is that shift work is the order of the day on Wessex Squadrons, so watch the Social engagements. Looks like the old RANAS will be a far busier place than it has been for a few years. Maybe some requests for drafts away from Albatross.

At the time of going to print, we have not begun on the engine, which is probably just as well, as this would be a worse jumble of words than it is now.

Signed: THE WESSEXER (?)

Oct 62



● Dismal scene on the return of the MAG.

A Tropical Cruise on the Grey Funnel Line

Twas on the 30th July that 10 glorious Gannets embarked aboard the "heaving steel" and headed north for Hervey Bay, Admirals and not to forget Tuckerbox II, Nowra natives having a bonus long weekend first though. In no time at all we were in Hervey Bay and keen aircrew carried out wet winching and braved the terrors of Fraser Is, during a survival exercise, which was marred only by the absence of the girls from Heron Is. (A note had previously been dropped to them). After Admirals we steamed majestically up the Brisbane River and spent the next week ridding ourselves of excess energy. 7th September saw us back at sea and ready to commence Tuckerbox II. At the last moment it was decided that Melbourne and her Sub hundry Gannets should escort the slow convoy, but after the Neptunes had spent days looking and not finding we were brought back to the scene of action.

Within hours a successful attack had been carried out and one Sub was sinking to its watery grave. Keeness can only be described by following bable that was heard over the RT. "59 de??Read Back Flash no-stand by top periscope, I've lost him, quick at 8 o'clock. Now now now." When the exercise had reached its climax S/Lt. Wingnut Mk. 1 decided to gain a little publicity and kicked the earth lead off the feathering pump. He later carried out S.E.L. much to the horror of Holmes R.C. *Not to be outdone Spratt R.N. (frustrated fighter ace) launched three successful attacks on an unsuspecting Shackelton. Phase II and III were uneventful, and as disemparkation came near the fight for a seat in the Gannets grew stronger. This time the single men were seen on, spending the night in Sydney while 50 of our glorious comrades were marooned and entertained by the R.A.A.F. at Williamtown. After a couple of days the usual SE'ly onshore drift lifted sufficiently at Albatross, to promise hope of joining wives and sweethearts at home. Despite the fact that no break was seen in the bank of cloud along the coast, Jervis Bay did us proudly and provided a sufficient hole to claw our way back to NAS Nowra.

R.A.N. Gliding Association

The Jervis Bay Midshipman's Gliding Course was successfully held in September, although the prevailing weather conditions cut out a couple of days flying.

The Course began on the 8th and finished on the 16th of September with all the pupils gaining the "A" and "B" Certificates and one gaining his "C."

Following is a brief resume of the Course:

At 0830 Saturday, 8th September, the pupils were lectured for an hour on the glider components, operating procedures and briefing for the day's exercise. Each were given Log Books, printed notes and a copy "Elementary Gliding."

Flying began at 1000 and each pupil had one familiarisation flight. During the famils, three soaring flights of 30 minutes apiece (time limit was 30 minutes) were had with heights to 5,000 feet being reached. The next series consisted of three flights each to demonstrate primary effects of the controls.

In all, for the day, 33 flights were made for 3 hours 32 minutes in the air.

ON SUNDAY THE 9th:

Briefing at 0830 on secondary effects, aileron drag and turns, flying began at 0930. The pupils did six flights each to do the exercise and one soaring flight was obtained.

MONDAY THE 10th:

Briefing on stalls, launch and landings; 24 trips were had before the winds prevented further flying.

TUESDAY THE 11th:

Briefing on circuit planning, flying beginning at 0900. After 36 flights C/Ms. Gardner and Firth went solo, each having 21 flights each. This gave them their "A" Certificate.

WEDNESDAY THE 12th:

Flying began at 0850 and Lt. Menz, C/Ms. Morton, and Briggs soloed soon after. Captain Peel arrived and after 2 check flights had 2 solo trips and is flying very well.

THURSDAY THE 13th:

This was the best day for weather and C/Ms. Barrier and Charters soloed to complete the class.

All the pupils attained the "B" Certificate (3 solo flights), 49 flights were made and Capt. Peel had a further 4 solos.

FRIDAY THE 14th:

The pupils endeavoured after several check flights to gain their "C" Certificates but conditions were unfavourable for soaring. However, C/Ms. Charters stayed up for 15 minutes gaining 200 feet which qualified him for a "C" Certificate. Although he did not know it he was utilizing the sea breeze front.

Saturday and Sunday were washed out by heavy rain.

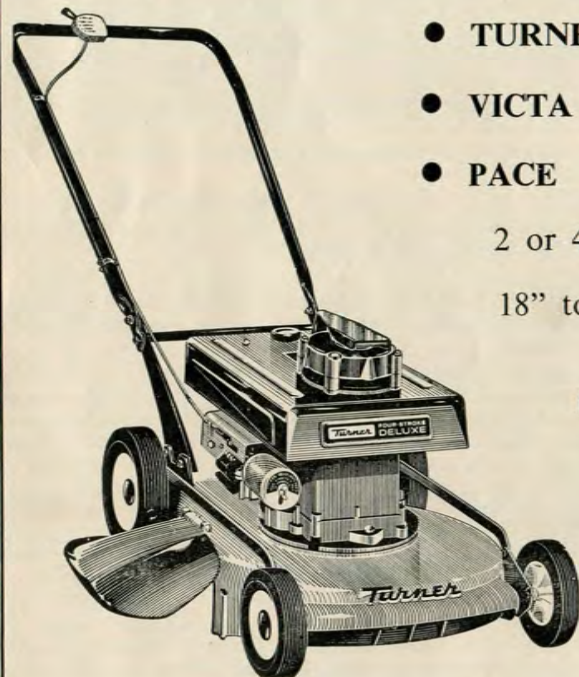
The results with January's Course showed that with a nine day course up to 12 pupils can obtain a reasonably consolidated solo flying standard. No incidents occurred but cable-break practise was incorporated into the training.

The Club has purchased a Ford utility and this is used for auto-tows and retrieving. Members are reminded that flying is on every weekend unless the weather is inclement and are needed to maintain their standards and to operate successfully.

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723 — THE PAST, PRESENT AND FUTURE

THE PAST:

723 Squadron originally formed in the R.A.N. on 7th April, 1952, under the auspices of Lt. J. A. Glidhill, D.S.C., R.A.N., and in the words of the Squadron diarist of that time, "The role of 723 Squadron is to include co-operation with A.J.A.S.S. fleet requirements, communications, search and rescue, refresher flying and instrument flying training."

At this time, the Squadron was equipped with one Dakota, one Wirraway, two Sea Furies and one Sea Otter.

On Wednesday, 11th March, 1953, the first Sycamore arrived and to show that nothing has changed were immediately grounded — no Sycamore engine on the Station!

As the years fled by, the Squadron was called upon to perform many and often bizarre tasks. These included helicopter services for H.R.H. Prince Phillip during his tour in November, 1956, flood relief, rescuing hikers fishermen, pregnant women, an injured lighthouse keeper, hospital cases and, occasionally, aviators.

A perhaps lesser known task performed by the Squadron was that of Interception, Reporting and Tracking of Flying Saucers. On Tuesday, 31st August, 1954, Lt. J. A. O'Farrell, flying a lone Sea Fury on a night cross country, successfully evaded vicious and unprovoked attacks by two of the aforementioned objects. The following is an extract from Daily Orders, Friday, 3rd September, 1954.

Strange Sights Witnessed by Pilot of 723 Squadron.

When Lt. O'Farrell was returning from a lone cross country flight on Tuesday night and was near Goulburn at 13,000 feet his attention was attracted by a bright star until he saw that it was moving very quickly.

The object did not have navigation lights and gave the impression of being bulky but fast. Another was sighted shortly afterwards and both shapes crossed ahead of the Fury and then altered towards the N.E. It was a black, clear night. Lt. O'Farrell called up the A.D.R. at Nowra, and asked whether he was visible on the Radar Screen. P.O. Jessup replied that he was and two other Aircraft as well which dispelled the pilot that he might have been the victim of an hallucination, for hallucinations do not produce echoes.

All civilian routes lay 5,000 feet below the height he was flying at.

There were no R.A.A.F. Aircraft in the vicinity.

Lt. O'Farrell was not suffering from indigestion.

Whether these things were Superman and Superboy, Space Ships, visitors from a planet, or St. Michael and his legion of angels is open to speculation. Make your own guess on the evidence.

The Squadron decommissioned in October 1956, and recommissioned on the 18th February, 1957, under the command of Lt/Cdr. J. R. N. Salthouse, R.A.N. The Sycamore assumed the major role and more emphasis was placed on converting pilots to the rotary wing. Up to the present seventeen conversion courses have been completed and No. 18 Helicopter Conversion Course (consisting of five (spit!) pupils) is now under training. Two of the earlier courses were composed mainly of Army Officers who have formed the nucleus of the Army's No. 16 Light Aircraft Squadron.

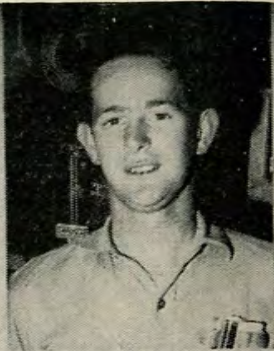
ALBATROSS IN ACTION — 723 SQUADRON



LT. MORRIS



P.O. EL. HANSON



LSA COX



LA(PM) MATTERSON



A.M.2 CRAIG



SUB. LT. TREMAYNE



L.E.M. COLLINS



P.O.A.F. VINSON



A.M.1 CARLING



C.A.A. GARDNER



LT. DACOSTA



LT. HENRY



LT. CDR. O'FARRELL



LT. O'DAY



LT. ASTBURY

THE PRESENT :

To handle our present commitments the Squadron, with Lt/Cdr. J. A. O'Farrell, R.A.N., in command, has an establishment of five (5) Sycamore, four (4) Fireflies and two (2) Austers. The task is not without its problems as two of the Sycamores are being refitted in Sydney at Bristol Aviation Services.

The personalities herewith depicted are most of the key personnel on the Squadron.

Firstly, the Boss, who first arrived in 723 in July, 1954, and has remained with the Squadron since, except for brief periods with the R.A.A.F. and "fishheading."

He is assisted in his instructional tasks by Lt. Astbury, the Senior Pilot, and Lt. O'Day, course officer and theory instructor.

A.M.1 Carling ably performs his duties of technical instructor.

Lt. Da Costa uses his smattering of English to great effect as Staff Officer.

Lt. Henry is our brand new Senior Observer.

The technical side of the Squadron is jointly run by Lt. Morris (the hammer-thrower) and S/Lt. Tremayne. Lt. Morris, assisted by P.O. El. Hanson, L.E.M. Collins, ensures that things electronic are in good order, whilst S/Lt. Tremayne has to ensure that the Squadron is supplied with serviceable aircraft. For this task C.A.A. Gardner and A.M.2 Craig organise the engineering effort.

P.O.A.F. (E) Vinson is the "Firefly King."

L.P.M. Matterson is one of the Squadron helicopter winch operators, and was trained, as are all the S.A.R. winchmen, solely within the Squadron.

L.A.S. Cox maintains the Squadron's immaculate Issue Centre.

THE FUTURE :

In as much as we are permitted to see into the future the Squadron's prospects appear to be excellent.

The Squadron will shortly relinquish the Fireflies and Austers to that other second line Squadron and will become solely rotary wing.

The conversion programme will begin absorbing the first of a new generation. These people, with the rank of (spit) Midshipmen, will have done a short time with the R.A.A.F. undergoing elementary flying training and will then complete their training at 723 Squadron on helicopters.

They will, therefore, be the first pilots to receive their wings at Albatross.

AN INTERESTING NOTE

The following officers were serving on 723 Squadron in 1955:

Lt/Cdr. C. M. Wheatley.

Lt. A. E. Payne.

Lt. J. A. O'Farrell and S/Lt. J. Van Gelder.

All now Lieutenant-Commanders at Albatross, they are respectively:

Lt/Cdr. (Flying).

C.O. 816 Squadron.

C.O. 723 Squadron.

C.O. 724 Squadron.

For success in the future, join 723 now.

— E.S.E. and B.J.H.

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PUSSER'S PAGE

Kook's Korner

We were asked the other day why is it that Cooks dislike all birdies. Nothing could be further from the truth. This is an entirely wrong assercion and we hasten to correct it. We don't dislike all birdies. We haven't met them all as yet.

Very interested in the pipes which have been disturbing our slumbers of late (in particular 2230 and 0600 of a couple of weeks back). Why in the name of what/have/you 1250 bods should be disturbed by some clot with the information that the Air Field is now open/now closed has us tossed. Must try it out one day and have a pipe made out at 0430

"Do you hear there, The Duty Watch of Cooks and Cafeteria Party has just received a shake and are now forming threes in the Main Galley."

Wonder how long before we were told of the contravention of Station Standing Orders.

Now that Marilyn and Gretel have departed from the daily rag it is nice to see the Fleet Air Arm coming to the fore. We think, though, the first five pages of any one paper is laying it on a bit too thick.

Why is it that ROUNDS have the power to sent most other departments ROUND the bend. We are used to the fact that for Captain's ROUNDS we must accept the following:—

(a) The Jimmy's yard won't issue gardening tools on ROUNDS day. They are too busy cleaning up for ROUNDS.

(b) You know of course that you are not allowed within half a mile of the Naval Stores on ROUNDS day.

(c) The tower is a hive of industry on ROUNDS day. Mops and brooms take the place of Ucker boards.

(d) If you can get anything out of the Victualling Yards on ROUNDS day you are a better man than us, Gunga Din.

(e) Go down to the pay section on ROUNDS day and ask for a casual. Want our advice? Don't.

(f) You may be able to buy a stamp at the Post Office but for Pete's sake don't walk on their deck.

(g) Try and find a Chippy on ROUNDS day.

(h) Don't, for the aforementioned Pete's sake, go sick on ROUNDS day and only expect temporary repairs on Sports afternoons.

(i) If you value your health don't try for a vehicle from the compound on ROUNDS day. The 250 vehicles down there are not for use that day.

(j) Now we have the latest. The Gunnery world are not able to take parties out to the Rifle range for the Annual Range Course. Guess . . . Yes, that's right. The Chief G.I. is flat out with paint brush for Admiral's.

(k) Seems to us that (Happy) and the Chefs are the only people who function on ROUNDS day. (Happy) is always on the ball. (He got me 7 days chooks 29 years ago).

l) One good spot in the whole station. Air Ordnance are at all times flat out making ejection seats safe for birdies.

COUNTER JUMPERS' CORNER

Well the draft note is out again and it seems like most of our draft outs have not been lucky enough to get back to General Service. Some of them have been nurse-maiding the birdies for so long now that it just comes natural. Maybe after a few months at sea our old barman might have saved up enough money for that wheelchair. He should be able to pick up a cheap short motor in the Orient.

Heard that some of the boys gave Moruya a flying visit and stirred up the local gendarmes, nurses and the hotel maid. Maybe it's just as well one is going on draft shortly as the South Coast towns and surrounding districts could do with a break.

Another of our bright lads tried to get a free scan out of the Police Dept. on his birthday but they were a wake up to him and freed him before breakfast. He just can't go ashore without creating a disturbance. A quick draft to Manus would do him the world of good.

Seems like there is a Vanguard sedan complete with flattop and air-conditioning waiting for a buyer. Any offers?

Ah well, as one of our young chaps replied when asked what was on for breakfast one morning, "Salute the kidney."

PLOGGG.

BEAGLES CORNER

It looks like the days of Chief Stds. knowing people in high places is not completely finished, seeing as Reg. Jones has toppled all opposition to get the Canteen Manager's job in "Melbourne." Who said Chief Scribes were the only ones that got those jobs?

"Scully" Bob still doesn't know the difference between the clutch pedal and accelerator for his car: Maybe the local Constabulary will show him seeing as how he was obliged to pay for lessons, or then again the owner of the other car might be able to find the time while waiting for the rear of his car to be fixed.

The big moan has turned to a "Yippee" since last month's write up. The Chief Std. that was always breaking down and jeopardizing his chances of getting passengers is probably grateful for the million dollars of publicity he is getting from this corner. I believe his car is now weighed down with a full house.

"Uncle Ted's" appointment has been advanced to the end of this month and now chaos reigns until he leaves for the "Sunny South." M.A.A., charge that man who said "Thank Heaven he's going."

DUSTY.

WRITER'S RAVINGS

Confusion and panic of the forthcoming Admiral's Rounds is reaching a climax in the Writer's world at Albatross. It seems that everything from the Captain's Office cat to the seemingly endless miles of white gutter curbing has been or is in the process of being painted as soon as the paint is made available. But all is in hand — just ask either of the C.P.O. Writers.

October rewarded Albatross with two more "scribes." C.P.O. Jack Geiger arrived from the Melbourne and Writer Mick Compton from Anzac. Both ratings have settled in and appear both happy and content although the C.P.O. Writer reckons he didn't come all this way to be P.O. Treacle's

chauffeur! Fond farewells are about to be expressed to Writers Joe McGrade and Lou Horsfield who are drafted to Leeuwin and Rushcutter respectively.

Much speculation has arisen for the call for applications for a R.A.N. Writer who is to be appointed to the Queen's Yacht "Britannia" on Her Majesty's future Australian tour.

One rating, well known for his rather loud voice, is confident that he possesses all the necessary qualifications and feels he should be the logical choice. This opinion is shared by a certain Leading Writer who suggested that not only would our aspiring applicant fill the Writer's berth, but there would be no necessity for the "Britannia" to carry a foghorn.

Talking about cats who is the Chief Writer whose main task is to keep a pregnant cat out of sight of you know who?

VICTUALLING VOGUE

You've heard of the Four Just Men and a few other types of Just Men. We have two in our department and one even has J.C. as his initials.

What type of wall did the senior SA(V) run into.

Honest John has a draft at last. At least he thinks he has. Forecasts do not always run true to form.

Investigations are still going on to see who the Four are who are managing to get chased out of all the local areas (with tape recorder). The buzz is that it is not (V) ratings this time.

The Red Rooster looks pleased with himself driving around in his new white Valiant. (No harm in dreaming).

Honest John's special this month is — White Handkerchiefs at 1/7 each. Four handkerchiefs make a Bikini and your girl friend would really be in with white against the tan. Ask Jedda.

Handy Hints for Happier Camping

HOW TO TELL THE TIME BY THE SUN

1. Wait until sun reaches zenith and is shining brightly.
2. Slip out of tent into sunshine, preferably in well lit clearing.
3. Hold wrist up to eyes. By light of sun you will be able to tell time easily.

HOW TO FIND NORTH WITHOUT A COMPASS

1. The best way of determining which direction is North, is by the process of elimination.
2. First make a careful effort to locate East. Next locate West. Finally locate South.
3. After doing this the rest is easy — the remaining direction is probably North.

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SPARKS PLUGS

Apologies to all readers for the continual change in titles — "Angel's Corner" oft had our lesser confreres in bother for it was a corruption of Eng. 'L', last month saw the title "Satan's Sanctum" but the author of that column went into smoke following his demasking by the Editor who said he would have no hoaxing in his magazine. Over the phone it sounded like 'Hokin' — ?? But anyway we followed his Instructions, hence the new title.

News Items — 'Tis said David met his Goliath when Dan'l Bourne bought his new? car. Bright blue and white to match his eyes, we wonder where he found this prize.

E.M. 'Ole Carraway Seed' Moss galloped over the 110 yards hurdles in fine time, see Sports Report this issue, he eats like a horse and in fact so fast is he out of the barrier that when the bell goes for stand-easy tea at M.R.S. he always gets the unchipped cup. Incidentally during the Inter-Service sports, it's said he WRAN a good race.

Taylor and Doncon, stalwarts of the 724th., had themselves a make and mend following fine work on the hurdles. The L.O. of 724 thought that a day off to recuperate was too much to ask for, but they were both bleeding so badly from the eyes that pity overcame the heart of stone.

R.E.M. Dave Parker astonished by his amazing display in the shot putt in the Inter-Services and Combined Services. Amazing to think that two weeks before the I.S.S. he did not know how to putt. His fine efforts must prove to all that athletic prowess is due to diligence, not gift.

P.O. Barry Herron is back in the fold after a bout of pneumonia. There is much conjecture that perhaps the doctors are running a rest home for old tennis players and maybe a week in the bay gets them back in the ball game.

Congo Gazia had bad luck when he chipped his ankle prior to the Station sports, his absence was sorely felt in the I.S.S. and for that matter we also missed him Section-wise. With his help we could have really totalled all the other Section points and still won.

Welcome back to all the new boys from F.N.D., the Melbourne or those lucky so-and-so's back from Kuttambul. Sorry you had to be here just before Admiral's but we really did need someone to push the roller outside the 'L' Office.

L.E.M. Terry O'Connor has repainted Stirling block murals ready for Admiral's. In consequence this month's terse verse:—

Stirling House with ART abounds
And so the 'L's cop all the rounds.
Phillip Block, without an etching,
Is not so neat or half as fetching.
We know which one is by far the best
But we also know who gets all the REST.

L.E.M. Bill Hutchinson has coined a new phrase — after a visit to the dentist where he had the full treatment — he came back and said "Keen!", he was so keen he was like a Recruit Naval Airman with a new tool kit." Bill's next appointment is next week. I hope he's not going to be Harrised.

Entertaining all and sundry at the moment at S.A.M.'L' is Mr. Blacmer (call me 'Blackie') from the Ryan Electric Company. He's here to tell us what's what in the Wessex World. He is not only teaching, he's learning and as he says, he can now comfortably drink half a bottle of rye or three Australian beers before he falls flat on his face. He's certainly a fine ambassador for the Sunshine State.

Welcome too to Lieutenant-Commander Fred Lynam. Haven't seen too much of him yet as he's been down to Melbourne to confer on the Wessex but his home is in L.R.S. along with that blasted bang generator. By the way, anybody want to buy a machine that makes bangs?

Last year a certain engineer was rather barefaced lying in his bed after Admiral's thinking savage thoughts. At this moment he is wearing a perpetual grin as his electrical other half, in all innocence, still looks out on a world with a magnificent beard. How long, O Lord, How long.

"SMEMAL."

PURPLE PATTERN

With Admiral's just around the corner and Divisions rehearsal threatening your scribe as he writes, this column will not be outstanding for laughter and general merriment this month. Preparations for the great day have increased in tempo and the old gag about standing still was never more accurate. Certainly, if you haven't had whitewash splashed on your boots in the last week you are luckier than old Scriptus.

Two very sad fellows were seen turning into AED Headquarters as the darkness deepened last Thursday — Cdr. (E) and the Senior had just completed the Engineer Officer's itenary of inspection, split between them. From the urgent demands for footbaths it sounds as though the Command Engineer will have a very tiring day.

Back with us this month, from the land of fish and chips, Lt. Sara and CAA Dreher. That raconteur of the risqué joke, Arthur to his friends (if any), should have a new stock of yarns after his lengthy absence. His social programme is filling rapidly so anybody who wants their party to go with a zing had better make their requirements known early (Arthur doesn't care what kind of party it is, blonde, brunette or red-head). It's good to see CAA Dreher on the job again, a man with many friends in every branch. Welcome back, Errol.

Albatross is getting more like a ship every day — complaints about black smoke (from the Boiler chimneys) and lack of hot water (from the Wardroom) have an old familiar ring to the Department. Set the lamps swinging and head into the deep blue and we'll all feel at home.

Saw CAA Basford at work outside the Basford mausoleum the other day — there was his little band of faithful followers pushing a Gannet here, tucking up a Sea Venom there. He is very happy these days, he reckons the Navy has given him the largest set of trains any young at heart man would want to play with.

Noticed at the Sports, two very good performances that didn't win medals — NAM(O) Burke with some classy looking sprints and NAM(AE) Sue with a very genuine try over the longer distances. Problem of the year, how are we going to devise a built in handicap for those greenies.

Looking forward to the cricket season when we can take the wraps of our newest secret weapon, NAM(AE) Burge, a relative of Peter Burge of Queensland fame. We understand he welds a very crafty willow so who wants a bet that Internal Drafting will leave him with the Department for the whole season.

SCRIPTUS PURPILLICUS.

AROUND THE TAR-MAC!

SAYINGS OF THE MONTH

To Bill Weir, 2GB Monitor, from an eyewitness "While I was eating my lunch I saw the Navy aeroplanes over the harbour doing the extra-batics."

During a Road Safety discussion, one participant piped up and said, "Instead of police hiding behind bushes, they should be out in the middle of the road acting as a detergent."

To a suggestion that the best way of sewerage Bomaderry was to pipe the waste to the Shoalhaven one onlooker said, "You can't do that — it'll pollinate the river."

SANG FROID:

On Saturday 6th October a certain officer was seen to approach Commander Air in Air Traffic Control.

Without any sense of urgency or panic the conversation went as follows,

"Sir, I don't want to add to your worries, and in case you haven't already heard, there is a fire in H Hangar."

Two of the young social elite of a certain squadron have the honour of escorting two of the Miss N.S.W. contestants to a ball this weekend. If they look anything like they did after the rehearsal on Tuesday night there are sure to be some embarrassing questions asked.

The wheels are turning to arrange another contest in the 805 vs. 816 World Series. Cricket this time on a date to be decided but already 805 are warm favourites to regain some of their prestige lost on the football field. (Mainly they want to regain some of the beer lost in the Wardroom as a result of the previous matches).

Last year's Bong Bong picnic race meeting was voted an unqualified success. This year it should be nothing short of an invasion as the entire membership of the Albatross Jockey Club descends en masse to battle with the bookies. (There is no truth in the rumour that some gourmets are only going for the lunch). With "Hollywood Frank" in charge of the expedition and an "Apres Bong Bong" Bar-B-Q arranged at the Wardroom that night a most enjoyable day is assured (provided always that the bookies continue benevolent and the equine performers run true to form).

On the evening of Tuesday, 2nd October, 1962, after the "Checkmate" incident in Sydney, Barry Roberts was seen in Nowra having just purchased a bag of fertiliser.

Hmph! If I'd been riding what he had to ride all the way back from Sydney, I would have been able to supply my own fertiliser for months.

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SHORT STORY

GAMBLING FEVER

Looking forward to an evening of chance with high stakes and to relieve the boredom of his every-day existence, Los Angeles strode down the dimly-lit verandah passage to the highly varnished door at the end of the corridor. Stopping abruptly, he patted the comforting bulge under his coat, listened for any strange noise and then quietly knocked twice. As there was no answer, he slowly opened the door, the well oiled hinges making not the slightest sound, and peered furtively around the door edge — breathing noisily through his clenched teeth, he grinned happily at the sport that was to ensue.

Bracing himself, he noncha'antly walked across the richly carpeted floor, sinking almost to his ankles with each measured tread. His eyes flashed to every corner of the large dimly lit room and noted with satisfaction that all of the actors in this drama of the night were in their usual places.

The decor in the establishment was most unusual in that wide spacious observation windows surrounded the room, somewhat reminding one of the cocktail bar in the Penthouse Lounge "On Top Of The Mark" in Frisco. A pall of cigarette smoke clung to the beams of the ceiling, pervading the atmosphere with a scent reminiscent of some hashish den in Alex.

In one corner, seated impassively behind a solid executive desk was a lean swarthy well dressed individual immaculate in a dark dress suit and bow tie, the sheen of his shirt front highlighting and emphasising the gloom of the remainder of the room. His bored features reflected the number of times he must have beheld this same situation. The appearance of the other actors in the little drama assumed the attitudes of hope, despair, indifference and boredom. However, at the sight of Hollywood George, who was clooely followed into the room by a tall, lean, grey-haired individual referred to as "Doc", more animation was seen and a quorum of players had obviously been established.

Two individuals, apparently "cockatoos", ceaselessly paced up and down the room past the windows, peering into the night. An orderly fairyland of lights was visible from the elevated "Eagle's Nest"; obviously once the sharp stab of headlights knifing the darkness was seen, the alert would be given and the place assume its more innocent appearance.

In the centre of the room, sitting at a large console, covered with switches and lights, was a little man, slumped in an attitude of expectancy rather reminiscent of that posture adopted by a cinema organist waiting for the show to end, to be splashed by floodlight so that he can launch into "Colonel Bogey" and clear the hall rapidly. In a small adjacent cubicle, the darkest spot of all was a battery of three machines empty of life, standing like forsaken "fruit machines" against the wall.

A small hatch slid open, casting a shaft of bluish light into the main room, intensifying the darkness of the remainder and highlighting the clouds of smoke, now both thick and pungent. Two hairy hands pushed a small tray covered with a thick, black, vicious liquid, hot and steaming, through the small hatch, to be eagerly grabbed by the devotees of the den.

Los Angeles pulled and tugged at the bulge under his coat, to reveal an innocent Racing Guide— bragging about his infallible system, he confidently picked the winners of the next Saturday's meeting. "How do you do it?" he was asked.

"Simple," he replied. "I back George Moore, each way, provided the odds are greater than four to one."

"But you can't make much that way," he was told.
"No, but I don't lose much either," he said.

For the next hour and a half the silence was only broken by the incessant rattling of dice and the sporadic cheers of some lucky gambler. Suddenly from out of the console, a harsh jangle of unintelligible noise burst into the silence. Slowly the console operator leaned forward, pressed a switch, and sibilantly whispered:

"This is Air Traffic Control. Melbourne's night flying completed. The airfield is now closed. Airfield will re-open at 0745 to-morrow morning."

SHIPS LIBRARY



BORROW THOSE BOOKS

In this age of T.V. entertainment, the age of reading seems to be on the decline. The magic spell of the "Idiot Box" seems to be cast over everybody with few exceptions. In the home this is especially true, and only perhaps in the Bars, Clubs and Crew Rooms does the art of conversation continue. Even the newspapers these days are read from the back page to the front and the lift-out comics of the Sunday papers are more for the adults than for the child.

However, for those interested in the pursuit of quiet entertainment, the Ship's Library, located in the Chaplain's Block, is available every lunch hour for the borrowing and returning of books — a wide variety of tastes are catered for and a large number of the more lurid paper backs are available for those who like Ian Fleming, Hammond Innes and Denis Wheatley.

On Monday evenings Chaplain Trainer holds musical evenings in the library where all musical tastes can be catered for, particularly if you bring your own records.

Don't miss out on your duty weekend reading — make sure by borrowing on Friday at lunchtime.

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Sporting Notes

N.A.C. NOTES

The Nowra Auto Club having completed a very successful winter season is now looking forward to an even more successful summer season.

New premises at 99 Kinghorn Street have been made available at Club Rooms by Mr. J. Lawrence of Lawrence Motors, Nowra, giving us plenty of room to thrash out problems associated with this sport.

A winter season point score covering all events was kept and this resulted in a very convincing win for B. Vennamore in the Drivers Competition with a score of 62½ points. In the Navigators Competition Mr. Herman scored an equally convincing win also with 62½ points.

Minor placegetters were:—

DRIVER: 2nd M. Watt. 3rd C. Andrews.

NAVIGATOR: 2nd F. McGrath; 3rd S. Marsh.

Membership has steadily increased, with almost 50 members on our books, so therefore it seems that the idea of testing the skill of a driver and crew rather than the capabilities of a car is catching on.

The trials and event organisers in the club use their vehicles for their daily transport, and obviously cannot afford to drive them back and forth over goat tracks, so prospective members may have their fears allayed somewhat by this thought.

The summer season commenced on the 7-10-62 with an 80 mile Navigation Trial. Here we give out thanks to the Met. Branch, a fine day at last. It was our third attempt to run this trial and life rafts were not included as part of the navigator's equipment.

Coming fixtures for this season until the leave period will be as follows:—

Wednesday, 17th October — Night novelty events.

Saturday, 20th October — Bar-B-Q (Shoalhaven Heads).

Sunday, 28th October — Observation trial.

Wednesday, 14th November — Night navigation trial.

Sunday, 18th November — Motorkhana (Kinghorn).

Wednesday, 5th December — Night novelty.

Sunday, 9th December — Beach Run Bar-B-Q.

We hope to see a few new faces with us during the coming season. For further information contact S/Lt. Andrews or N.A. Campbell.

CARSIC.

JUDO CLUB

A general meeting was held on Monday, 15th to discuss dates of inter-club contests of Illawarra association. The first meeting is to be held on 25th October with competition nights on Thursdays. Twelve teams have been entered this season, an increase of six from last season. Five players per team. With one away match a month.

Competition is becoming much stronger in Wollongong where 140 players competed for last gradings, some from as far away as Goulburn.

We welcome back to club meetings needed experience in person of Eddie Lamb also Bernie Butler and others of the Mag. who we hope will swell the ranks of recent improvement to the Tatame was the recent acquisition of 24 mattresses for packing per Sports Officer. When they settle in should become quite firm.

ALBATROSS SAILING CLUB

With the passing of the winter refit period the Albatross Sailing Club is beginning to embark on what we hope will be a highly successful sailing season. The aim of the Club this season will be to better the past season's record of wins over the combined R.A.N.S.A. and the Jervis Bay College, Wollagoot Lake Club at Bega, and Lake Illawarra Club at Wollongong. But once again the "Giant War Canoe" takes most of our ardent members in January, so this big task will be left up to the few members.

The Club is starting the new season with an Open Day at the Club House on Saturday, 13th October. The families and friends of the members shall be able to witness the first race of the season and the day shall finish with a barbecue at night, with a maintenance day on sore heads A.M. Sunday at the Club House.

A face that will be missing on Open Day will be that of S/Lt. Andrews, our President who, due to illness, cannot attend, but we hope it will not be long before we see him and his sunglasses once more at the helm.

At the moment the Club is short on crew members, and seeing that shanghi-ing is out-lawed, we call for new members for this retreat for blue water sailors and hope we can show them a very exciting season.

Any person wishing to join are asked to contact Lt. Venamore, L/A Marsh, N/A Campbell.

— "SEA SICK."

CRICKET

The 1962-63 season is underway. To look at some of the players you would think it was the football season. So far we have had a number of stitches inserted and a few front teeth removed. Press on chaps we don't care what you look like.

At long last with the intake of some new blood, there are a few new faces around the nets, but we are sure there should be more, so roll up chaps. There is a very big season ahead, both social and competition. The Station has once again entered in the Shoalhaven Cricket Competition. This should bring a lot more interest to local players. The I. Zingari Competition starts in a fortnight and we will be trying to retain the shield for the third year in succession. This has never been done by any other ship.

The station team won its first game in the local competition on Saturday against Bomaderry by 12 runs. Much of the credit for this win must go to NA Burge and NA Richards who put on 65 runs for the opening partnership — Burge 35 and Richards 49 not out. Both these lads are on the mend from injuries they received at the weekend.

On Sunday, 23rd September the A.C.C. ran a six a side knockout competition. A most enjoyable day was had by all, although the next day it was very hard for most to move around. In six hours play there were 610 runs scored so you can understand why the bones were a little sore. But one of the old chaps proved he is still as good as ever by hitting some of the better bowlers of the day to the tune of 53 runs off 21 balls. One of his better strokes ended up at the front door of the wardroom. Not bad Dad.

Many thanks to all those who made this day so enjoyable, but keep fit chaps, it has been heard there is another day coming up in the New Year. To all the new comers, come along to the nets and have a hit chaps.

INTER-SERVICE ATHLETICS MEETING

Navy News has beaten Slipstream with results but here are the names of six athletes who stood out in this year's Inter-Service Athletics. Their efforts for the Navy could well be emulated, for whilst not of them won their event, they tried.

R.E.M.(A) Dave Parker — Shot Putt. Until the Station Athletics but a few days before the I.S.S., this athlete did not even know how to hold a shot correctly. Sheer hard work in a week's training gave him 3rd place.

R.O. "Blue" Rogers — 3 miles. This fine athlete had no tidea he would run for Navy until two days before this race. He came last but he was never disgraced.

C.Y. Artie Wyatt — High Jump. Came down for I.S.S. golf, failed to make the team and had a try to fill the high jump berth left vacant by E.M. Gazia. Result — Navy scored a second and third, giving them a first teams placing.

E.M. Tom Moss - Lt. "Taffy" Jones — Hurdles. Neither of these men had ever hurdled before and yet they went bull at the fence in a valiant attempt for points.

Lt. Elliott — Javelin, Discus. He will perhaps excuse the "Grand Old Man" title but he more than deserves it. When trials were conducted and it was apparent that distances were poor, he stepped iin with no training to gain a second in the Javelin and fifth in the discus. Incidentally, he was only inched out of the shot putt berth.



● THE FINISH of the 100 yards event. Lt. O'Donnell (Army) leads P.O. A.R. Hayes (Navy), with the R.A.A.F. third.

COMBINED SERVICES Vs. ATHLETIC ASSOCIATION OF NSW

This match could well be summed up in the words of the Commander when addressing the N.S.W. athletes prior to their departure.

"It has been a great lesson to see you in action and to understand how dedicated you are to your sport."

And a lesson it was, for not only did we learn about how these top athletes operated but we learned of untold reserves in our own capabilities as competitor after competitor for the Services smashed I.S.S. records and recorded personal pests.

Cpl. J. Mann, Army, 880 yards personal best time. This following a serious car accident earlier this year after which doctors said he would never walk again.

John Mahaffy and Paul Chinnick of the Air Force both broke the 3-mile I.S.S. record as they chased Dave Power.

P. Fitzgerald, Army, and Bob Christie, Navy, both exceeded 128' 0" in the shot and Evans of the Army recorded the best hop-step-and-jump for years.

Tom Moss already must be red about he ears for his hurdling was just straight out of "The Big Heart."

All in all, despite the wind, a fine day. We could have done with more spectators but the rewarding feature of the day was the marked improvement in all the Services athletes.



● DESPERATE MEASURES were taken to get the bar to 6' 6 1/4" — or does it illustrate the low standard of Service High Jumping.

SERVICES v. N.S.W. A.A.A. AT H.M.A.S. ALBATROSS, NOWRA

- 100 YARDS: R. Lay (Ass.) 1st; M. Walkley (Ass.) 2nd. R. Pryor (R.A.A.F.) 3rd. Time: 10 seconds.
- 220 YARDS: R. Lay (Ass.) 1st; T. Lancaster (Ass.) 2nd; K. Andrews (Army) 3rd. Time: 23.4 seconds.
- 440 YARDS: G. Knoke (Ass.) 1st; P. Quiggan (Ass.) 2nd; D. Mann (R.A.A.F.) 3rd. Time: 50.7 seconds.
- 880 YARDS: J. Manuel (Ass.) 1st; W. Smallhorn (Ass.) 2nd; J. Hurn (R.A.A.F.) 3rd. Time: 1 minute 58.8 seconds.
- MILE: A. Thomas (Ass.) 1st. P. Gillard (Ass.) 2nd; W. Wright (Navy) 3rd. Time: 4 minutes 22.3 seconds.
- 3 MILES: D. Power (Invit.) 1st; R. Vagg (Ass.) 2nd; J. Mahaffy (R.A.A.F.) 3rd. Time: 14 minutes 15.6 seconds.
- HAMMER THROW: C. Morris (Navy) 1st; T. Mullins (Ass.) 2nd; L. Maloney (Ass.) 3rd. Distance: 191 feet 11.5 inches.
- HIGH JUMP: P. Hobson (Ass.) 1st; R. Turner (Ass.) 2nd; Waters (R.A.A.F.) 3rd. Height 6 foot 6½ inches.
- 120 YARDS HURDLES: D. Prince (Ass.) 1st; G. Knoke (Ass.) 2nd; T. Moss (Navy) 3rd. Time: 14.7 seconds.
- SHOT PUTT: W. Ryan (Ass.) 1st. L. Chinnery (Invit.) 2nd; M. Muller (Ass.) 3rd. Distance 50 feet 11 inches.
- LONG JUMP: R. Turner (Ass.) 1st; R. White (Ass.) 2nd; A. Dopson (R.A.A.F.) 3rd. Distance 22 feet ¾ inches.
- DISCUS: L. Chinnery (Ass.) 1st; W. Ryan (Invit.) 2nd; P. Fitzgerald (Ass.) 3rd. Distance 159 feet 5 inches.
- HOP, STEP AND JUMP: R. White (Ass.) 1st; C. Evans (Army) 2nd; R. Turner (Ass.) 3rd. Distance: 46 feet.
- JAVELIN: A. Mitchell (Ass.) 1st; G. Glynn (Ass.) 2nd; J. Elliott (Navy) 3rd. Distance: 225 feet 10½ inches.
- 4 BY 100 YARDS RELAY: A.A.A. (D. Prince, M. Walkley, T. Lancaster, R. Lay) 1st; Services 2nd. Time: 43½ seconds.
- POINTS: Association 95; Services 47.

INTER-SERVICE SPORTS RESULTS

- CRICKET: 1st R.A.A.F.; 2nd Army; 3rd Navy.
- WATER POLO: 1st R.A.A.F.; 2nd Navy; 3rd Army.
- SWIMMING AND DIVING: 1st R.A.A.F.; 2nd Navy; 3rd Army;
WOMEN: 1st R.A.A.F.; 2nd Navy; 3rd Army.
- BOWLS: 1st Navy; 2nd R.A.A.F.; 3rd Army.
- RIFLE SHOOTING: 1st Army; 2nd R.A.A.F.; 3rd Navy.
- SQUASH: 1st Army; 2nd R.A.A.F.; 3rd Navy.
- SOFT BALL: 1st Army; 2nd Navy. 3rd R.A.A.F.
- BASKETBALL: 1st R.A.A.F.; 2nd Army; 3rd Navy. WOMENS: 1st R.A.A.F.; 2nd Army; 3rd Navy
- RUGBY: 1st R.A.A.F.; 2nd Army. 3rd Navy.
- WOMENS HOCKEY: 1st R.A.A.F.; 2nd Army; 3rd Navy.
- AUSTRALIAN RULES: 1st Navy; 2nd R.A.A.F.; 3rd Army.
- SOCCER: 1st Army; 2nd Navy; 3rd R.A.A.F.
- TENNIS: 1st R.A.A.F.; 2nd Navy; 3rd Army.
- GOLF: 1st Navy; 2nd R.A.A.F.; 3rd Army
- ATHLETICS: 1st Army; 2nd R.A.A.F.; 3rd Navy; WOMENS: 1st Army; 2nd R.A.A.F.; 3rd Navy.
- TUG-O-WAR: 1st Army. 2nd R.A.A.F.; 3rd Navy.

HOCKEY

The season is now finished after six long months and the Albatross team was unable to take off any of the honours from Illawarra. As a result of some confusion, we were put out of the semi-finals; however, regained our position as the result of a protest by our club to the Illawarra Association.

The club decided that, to preserve sportsmanship and to enable the long season to be finished on time, the best thing to do was to forfeit to Wollongong Rangers to let them play the final against St. Michaels.

Next year should see some new faces, as some of the "old faithfuls" have cashed their sticks in. It is hoped we'll be able to keep a team in the Illawarra competition, though we struggled for players this year.

Our team was asked to play in the Shoalhaven Lyrebird Festival and we put a demonstration match on against A.I.S. from Wollongong. A.I.S. won 3 to 1. However, both team members were presented with a little memento as appreciation from the Shoalhaven Sports Association.

The game was followed by a "winding up" party at the White Ensign Club and everyone had quite a good time.

— B. LISTER.



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The White Ensign Club

The centre piece this month shows three main points of the Club's activities. The Bar, The Galley, and the Dining Room.

Let us first introduce the two Lady cooks. (not Sidebottom trained). Mrs. K. J. Rankin and Mrs. B. J. Rankin, two sisters of renown for their excellent cooking, their artistry in the finer art of delicacies, and their interest in the welfare of the Club Members.

Before last year's renovations they had to work in cramped and unsatisfactory conditions, even so, there was nothing lacking in the succulent Steaks they produced. Last year £4000 was spent in bringing the Galley up to modern conditions, and it is now a show place that would be the envy of some of our First Class Hotels in Australia.



The Dining Room can cater for 24 people at one sitting, and from the Members faces in the picture you can see how absorbed they are in the choice dish before them, a juicy succulent Steak.

The Bar is the hub of the Club's activities. To serve those thirsty Members we have two lady Stewardesses Mrs. Vi Sharp and Mrs. Pat Lowe. These ladies always have a smile and a cheery word to anyone in the Club. Last year these two ladies served over one million glasses of Beer. The murals behind the Bar were painted by an ex Petty Officer of the Albacross, Prof Edwards, whose work can now be seen throughout Nowra.

The cleaning and care of the Beer is under the constant supervision of the Assistant Manager, Mr. Laughton (no relation to Charles Laughton). Each week without fail each pipeline is cleaned out with COLODOL, and no keg in the Cellar for more than ten days, that is why we always have a fresh, clear, good Beer.

On many occasions we have found that the Bar is too small for our commitments. This is to be remedied in the New Year.

Negotiations are already under way for a large loan from the Bank for the remodelling of the Bar. It is anticipated that this will be in the region of £10,000.



FOR INFORMATION

1. From the 30th June, 1961 - 30th June, 1962, we purchased 380 Kegs of Resch's Beer.
2. The cost price of 1 Keg is £10/14/9 and we expect in takings £18 which gives a 40.38 per cent profit. So our average takings are above par. The drinking consumption is approximately 7 1/3rd Kegs per week.
4. 1,36,800 glasses of 8 oz. and 5 oz. glasses were served over a period of one year.

Month	% Profit	Takings	Purchases
July	45.06	631 14 3	343 12 0
August	49.04	552 6 4	279 3 6
September	43.02	796 14 4	451 9 6
October	43.03	757 15 4	429 10 0
November	30.24	615 6 6	429 10 0
December	59.05	450 14 5	182 14 9
January	32.05	620 7 9	418 15 3
February	43.00	527 9 1	300 13 0
March	44.30	656 19 5	365 1 6
April	43.03	530 17 7	300 13 0
May	49.09	717 14 4	365 1 6
June	43.03	530 0 0	300 13 0
	43.06	7387 19 4	4166 17 0



As a point of interest, a Poker Machine costs £420 to purchase. To be able to operate these Machines we have to pay to the Chief Secretary each year, the following Licensing Fee.

(1) 2/- Machine	£500	£500 each machine
(3) 1/- Machine	£300	£100 each machine
(2) 6d. Machines	£100	£ 50 each machine
(1) 1d. Charity Machine	£8/6/8	£8/6/8 each machine

L. T. YOUNG, M.I.C.M.S.
Manager

VILLAGE NOTES

NEW ARRIVALS:

Congratulations to the following parents:

- To Mr. and Mrs. Jenner, a son, Michael Robert.
 - To Mr. and Mrs. Henry, a son, Craig Andrew.
 - To Mr. and Mrs. Knight, a daughter, Lynette Maree.
 - To Mr. and Mrs. Kube, a daughter, Lisa Marie.
 - To Mr. and Mrs. Thomas, a daughter, Petina Joelle.
 - To Mr. and Mrs. Roebuck, a daughter, Janie Margaret.
 - To Mr. and Mrs. O'Brien, a daughter, Sally Ann.
- also
- To Mr. and Mrs. Egeroff of Nowra.
 - To Mr. and Mrs. Lueders of Huskisson.
 - To Mr. and Mrs. Staley of Nowra.
 - To Mr. and Mrs. Lawson of Nowra.
 - To Mr. and Mrs. Rogers.

CHRISTENINGS AT ALBATROSS:

- BIRTLES, Michael Joseph, was christened on the 23rd September at "Our Lady of the Sea" Chapel.
- CAROL, Lynette Ann, was christened on the 3rd October at "St. Nicholas Chapel.

SHs . . . SHs . . . SHs

A MESSAGE FOR THE LADIES

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NOWRA

FAREWELL GIFT

Mrs. Scott was given a musical encyclopedia from the welfare committee as a farewell gift.

She was also the guest of honour at the ladies dining in night held in the wardroom on the 20th September.

TRIPS TO THE BEACH

The mothers club and the welfare committee are trying to arrange for buses to take married quarters residents to the beach during the summer months.

CABARET

Many thanks to all those who attended the cabaret held on the 21st September. Another grand evening with the aid of the band (Ian Ross and his Boys), (Jack Rock and his Keg). (Mick Middleton and his organisation.) Thanks again boys on a wonderful job. Lucky prize winners for the evening were Mrs. Wilson, Waterhen Street (Raffle), Mr. Bennett, Napier Crescent (Lucky Door Prize).

The Christmas one is going to be held in November, so we hope everyone will go along and join in the fun.

CUB NEWS

Bobs-for-Jobs week went off very well thanks to married quarters people again. The cubs earned the sum of £12 with their ODD jobs in the village. Part of the money gained is towards new equipment, and the other part to the Boy Scouts Assn. of N.S.W.

VANDALISM

Not a nice word is it?

Well its cropped up again. This time with the destroying of one of the toilets and the blocking of the other one, behind the village hall. One toilet was completely ruined by these **small vandals** who need to be taught a smacking lesson it seems.

Aid you Parents. So please try to see this action is not repeated.

XMAS PARTY

The kindergarten Xmas party is going to be held on Friday, 30th November. Up to the end of October children may be enrolled for Kinda. Ladies are required to help for a committee to organise a cake stall, being held on or near the 2nd November. The proceeds of this stall will be used to pay for the Xmas party. Donations for the stall will be welcome. Information regarding the committee may be obtained from Mrs. Plant at the Kindergarten during the normal hours.

NEW TYPE OF PLANE

Did anyone happen to see the mysterious object that tried to fly down Bedford Street during the heavy winds a few weeks ago? Could it have been some pilots garage? Who did not like being a stay at home.

TAMMY.

ONLY 10 WEEKS TO XMAS!



Remember, it is the early Xmas shopper who gets the greatest selection of toys! Right now we have 16 different dolls, all types of wheeled metal and plastic tops, dolls furniture, cowboy and cow-girl suits and hats, ten pin bowling sets, electric decoration lights, games, golf sets, friction toys, gym sets, swings, slippery dip, tumbleen — in fact everything for a happy Xmas for all age children.

Buy now and we will store the goods and deliver at Xmas time.



WALTONS

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