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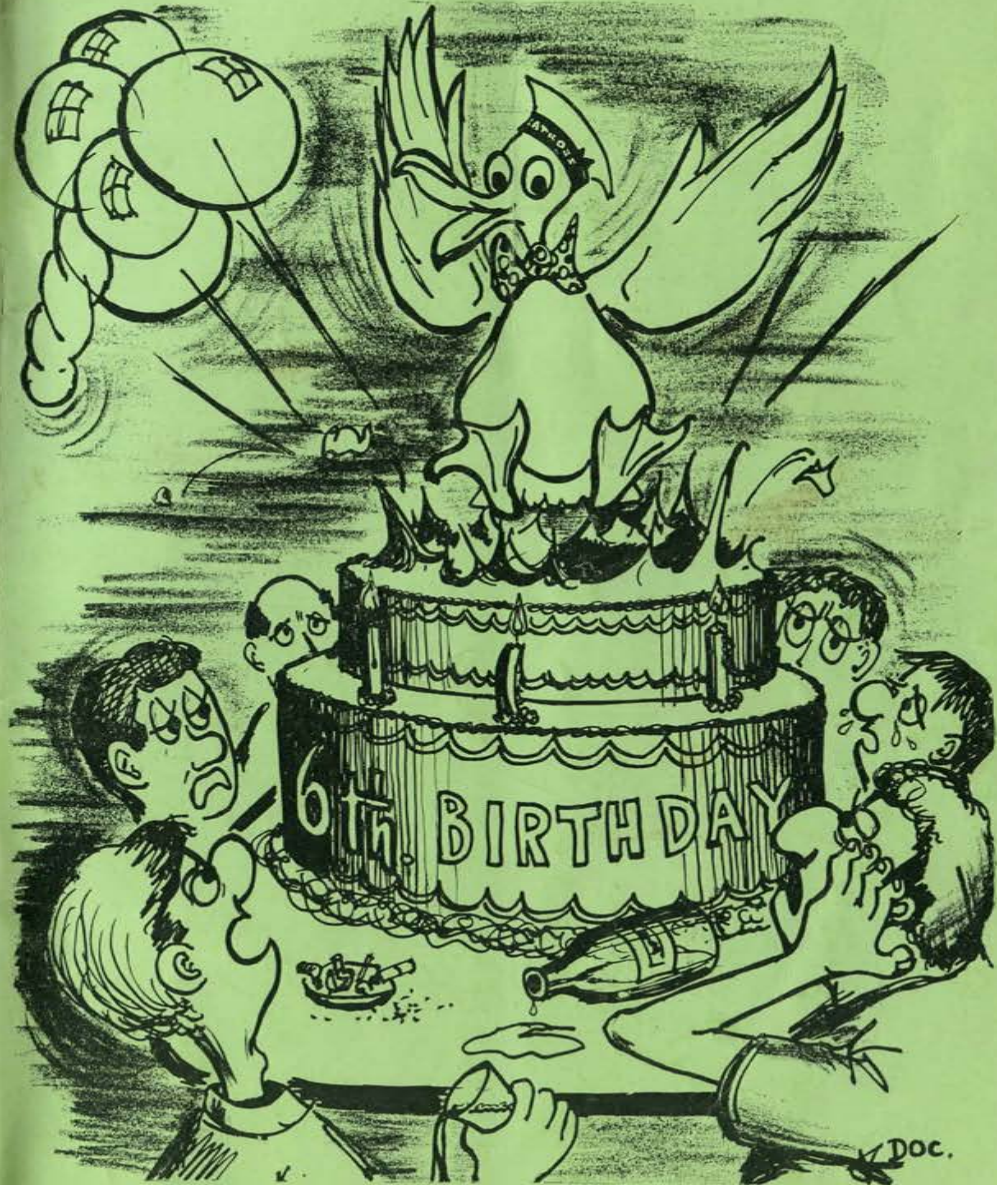
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# SLIPSTREAM



No. 69

APRIL, 1963

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# SLIPSTREAM

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

No 69

APRIL, 1963

EDITOR - - - - - Surg. Lt. D. P. Cilento, Ext. 393

SUB-EDITOR - - - - - Eng. Lt. E. Springett, Ext. 461

PHOTOGRAPHY - "Albatross" Phot. Section, Ext. 264

BUSINESS MANAGER

Wd. S. Lt. C. Andrews, Ext. 395

TYPING - - - - - Sick Bay Staff

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## Our Cover

The party went something like this. There we were — the full Editorial staff, steadily consuming the profits from last year's "Slipstream" sales . . . the air full of that high-density fog which people find pleasant at celebrations . . . the "cake"; . . . a hush of expectation — this is a REAL party . . .

WHAM!! Surprise, Surprise!!! Oh NO!! Not YOU again!

But . . . See Page 53 for further enlightenment.



## EDITORIAL

Six years ago this month the first issue of "Slipstream" appeared on the stands, to the applause of the multitudes of literature-starved sailors on board. From that issue, with Lieut. (O) Tony Batten in the Editor's box, it has risen and fallen, justified itself and been pronounced dead until, entering the seventh year, it has reached the magnificence and state of perfection of this copy, for which you have just paid (may we hope).

Six years ago the Sycamores were a novelty — in the air for three years — and few people were chopper-conscious. Also there were two squadrons each of Gannets and Venoms, as well as Fireflies and Sea Furies, and the faithful Daks, on the Station. The Melbourne was about to depart for its second operational cruise in the Far East, (O) training was in progress, and life was good. . . .

To-day the Furies and the Fireboxes have gone and the thrum of the Wessex give the down beat. The Gannets and Venoms are in imminent danger of demise (? gracefully) but the Sycamores chop on, with their newest cousin the Scout . . . and of course, the faithful Daks.

By this time next year — Quo Vadis?

— THE EDITOR.

—oO—

It is more blessed to give than to receive — but receiving isn't bad.

---

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## + The Chaplain's Corner +

Although Easter is past, we feel that our Easter message is important to YOU.

### GOOD FRIDAY

Good Friday reminds us of the saddest and the most glorious happening in all world history, of how the Lord Jesus Christ, by the determinate counsel and foreknowledge of God, gave His life upon the Cross of Calvary for us men and for our salvation.

*"He died that we might be forgiven."*

*"There was no other good enough*

*To pay the price of sin."*

But the price must be paid, and God took the whole burden of the payment upon Himself. As St. Paul expressed it in words that amaze us by the mystery of their depth — "The Church of God, which He hath purchased *with His own blood.*" And if He thus died for all mankind, He died very really for *me.* As St. Paul says in the Epistle to the Galatians, so each one of us may say: "He loved *me* and gave Himself for *me.*"

What is our attitude, our response to this tremendous fact? There are three main attitudes which a man may take — although in life they shade off into one another.

First, there is the attitude of hostility. As our Lord hung dying upon the Cross, He was surrounded by the blasphemous shouts and hateful yells of rulers and people alike. Such was the hellish inferno which He endured. In this our nominally Christian land we seldom meet with such diabolism.

But there is a second attitude — the attitude of sheer indifference. The mind of a man is so centred upon his pleasure, or his business success, that he just "passes by on the other side" of the road. An artist once tried to represent this ugly fact. He painted the Christ chained in the midst of heavy traffic. Of all that crowd only a hospital nurse gave the Christ a look of pity.

The third attitude is one of heavenly joy and of adoring acceptance of the gift offered at such a cost. The man can say with St. Paul: "The love of Christ constraineth us; because we thus judge, that they which live should not henceforth live unto themselves, but unto Him which died for them, and rose again."

WHICH OF THESE THREE ATTITUDES IS OURS?

### EASTER

"Now is Christ risen from the dead." Such was the triumphant affirmation of St. Paul. And he might well rejoice, for the Resurrection of Christ made all the difference. If Christ had not risen the world would have remained one vast cemetery.



When a man died, whether king or slave, he would be borne to the grave, his long home, and the mourners would go about the streets. That would be the end of the matter. Life had no meaning. Vanity of vanities; all was vanity. But Christ, by his Resurrection, brought life and immortality to light. The tomb became irradiated with a new light and a wondrous hope.

But may we be sure that Christ did rise? Yes, for three main reasons. First of these is the testimony of the Apostles and of many others. For forty days the Lord from time to time appeared to them, ate with them, offered Himself to their touch, and to this they unflinchingly bore witness. Then there is the evidence of the Empty Tomb. If the disciples had removed the Body, as the Priests affirmed, they could not have faced the world with the message that Christ had risen. If the Priests had taken the Body, why did they not produce it? The third reason is the existence of the Christian Church. Some new power had come into the world to change men and give them new life. They asserted that the power was the Spirit of the Living Christ.

The Resurrection of Christ faces us with a great challenge. For it is only those who are now living the risen life who can claim the great promise—"Christ the first fruits, then they that are Christ's." Who are Christ's? The answer is: Those who have received Him and who have become children of God.

Those who have been made new men and women, and who are living the new life by the power of the Holy Spirit, now. What a challenge to each and every one of us! Can we claim that we all are genuine Christians? Does our conscience so bear witness? Then may we assuredly make the great Easter hope our own.



Three small boys were bragging about the prowess of their respective fathers.

"My dad," said one, "Writes a few small lines on a piece of paper, calls it a poem, and gets £10 for it."

"My dad," said another "Makes some dots on a piece of paper, calls it a song, and they pay him £25 for it".

"That's nothing," said the third. "My father writes a sermon on a sheet of paper, gets up on the pulpit and reads it — and it takes four men to bring in the money!"

Adam and Eve were having trouble naming all the animals in the Garden of Eden. "Let's call this one a Bear," said Eve.

"But, Honey," said Adam. "Why a Bear?"  
"Because it looks like a Bear, doesn't it?"

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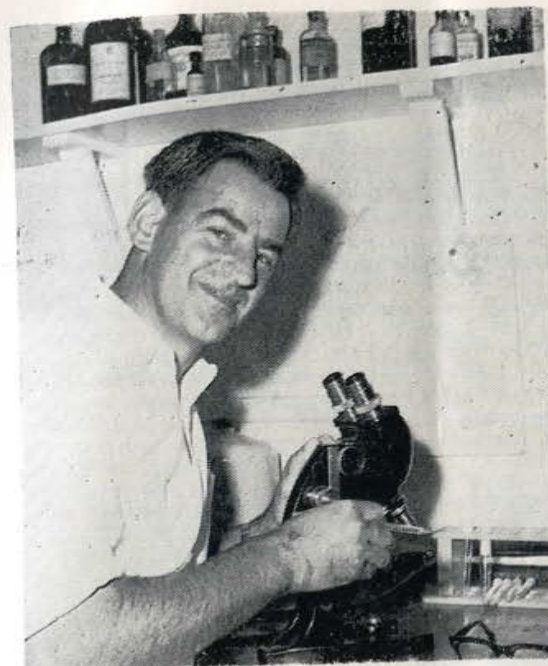
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PERSONALITY  
OF THE MONTH

### Sick Berth Chief Petty Officer I. G. Gray

In 1948, an 18 year old youth walked into the Recruiting Depot at Port Melbourne, dressed in a wide-brimmed hat and riding boots, to be greeted by the C.P.O. behind the desk with: "Gawd! if it ain't Chips Rafferty himself!" — The name stuck, and SBCPO Gray is still known throughout the Navy as "Chips."

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

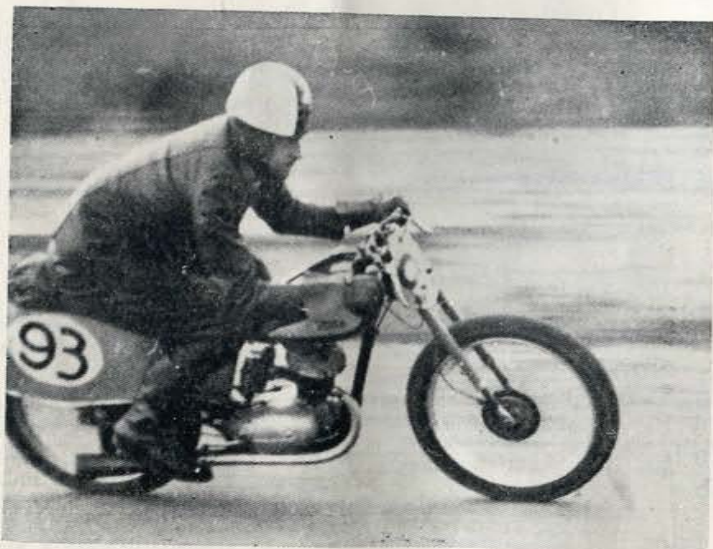
After twelve months of living on 30/- a week, "Chips" terminated his electrical apprenticeship and re-

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

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



1952 saw a hook on his arm and an eight months detached duties laboratory course at the Royal Melbourne Hospital, followed by 14 months at Manus Island. In June 1954 he saw Albatross for the first time, and recalls that his first thought on arrival was: "This is strictly for the birds." Making the most of things however, CPO Gray managed a second hook, a marriage to a local beauty, and a son, before being drafted to the "Swan" for a tour of fisheries protection, and duties in Torres Strait in 1957. Late the same year saw a draft to "War-ramunga" which involved him in an eight months spell on the F.E.S., followed by a Royal Tour cruise of the Barrier Reef, with Princess Alexandra of Kent on board.



CPO Gray was also well known on the motor cycle road racing circuits of Victoria and held the Flinders Naval Depot Motor Cycle Club's course record until the club disbanded in 1953. Since his "retirement" from active sport, being an official of Culburra Surf Life Saving Club in summer, collecting trophies from the Albatross Gun Club in winter, and looking after his two sons and small daughter leave very little spare time for other activities, though occasionally he can be prevailed upon

Drafting D.E.E. to "Penguin" in 1960, CPO Gray "saw the light," signed on, and promptly found himself back at "Albatross" for the second time. After two years in the home of the birds, "Chips" found himself on the Flagship as a SBCPO for the 1962 F.E.S. and Japan cruise. Having served with the Air Arm for so long, it was no surprise when CPO Gray found himself back "home" in January. (This is his THIRD tour of duty in Albatross — he must be paying someone!)

Of interest are our personality's varied sporting activities, having played Aussie Rules, Rugby Union and League, and Basket Ball consistently with Navl and Civil teams, until a severe back injury in 1958 brought about a forced retirement.

to draw a cartoon for "Slipstream," or sign a legal document in his capacity as a Justice of the Peace. Very occasionally, he'll put in an appearance at the Sick Bay, and it was on such an occasion that our camera finally caught him, resting weary eye-balls on the microscope . . . the decisions made here often intimately affecting some wayward lads after a weekend in Sydney . . . .

He looks like staying here for some time.

## AT THE MOVIES . . .

Thursday and Friday — 25th and 26th April

### "THE BLUE ANGEL"

Starring **MAY BRETT** and **CURT JURGENS**  
Curt Jurgens plays the part of the simple Professor, caught up by the wiles of Temptress May Britt, a night club dancer, and his path to utter degradation is clearly presented in colour and CinemaScope.

Tuesday and Wednesday — 30th April, 1st May

### "SATAN NEVER SLEEPS"

Starring **WILLIAM HOLDEN**, **FRANCE NUYEN**  
A stirring action drama of the overrun of China by Communist forces, and the continual guerilla battle against them.

Saturday and Monday — 11th and 13th May

### "THE HORIZONTAL LIEUTENANT"

with **JIM HUTTON** and **PAULA PRENTISS**  
Deep in the Pacific during World War II, an intelligence officer of the U.S. Army, has to track down a lone Japanese who has survived on the island for 7 months after its capture.

Tuesday and Wednesday, — 14th and 15th May

### "SWEET BIRD OF YOUTH"

Starring **PAUL NEWMAN** and **GERALDINE PAGE**  
Paul Newman stars in a film depicting the Rat Race to reach the top in Hollywood and the political treachery behind the scenes. Filmed in CinemaScope and Metrocolour.

Thursday and Friday — 16th and 17th May

### "SUBMARINE SEAHAWK"

Somewhere in the Pacific, cruises the Japanese Fleet, and it is the task of "Seahawk" to locate and track the enemy force until it can be attacked.

Saturday and Monday — 25th and 27th May

### "FOUR HORSEMEN OF THE APOCALYPSE"

Starring **GLENN FORD**, **CHARLES BOYER**, **LEE J. COBB**,  
**PAUL HENREID**

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# Popular Photography Part 3







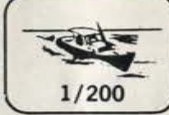



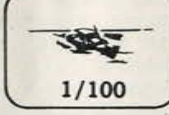
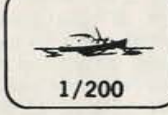
(Conclusion)

## DEPTH OF FIELD

Theoretically speaking, a lens is only capable of focussing upon one specific lens-subject-distance at a time, subjects at other distances being out of focus. In practice however, there is a tolerance either side of the subject focussed on, which is acceptably in focus for practical purposes, this tolerance being called the depth of field. The depth of field becomes noticeably less as the distance focussed on approaches the lens, hence, in portraits, there is very little depth of field, while photographs taken at infinity possess an

almost unlimited depth.

The function of the diaphragm, described last month, is not simply to control the intensity of light at the focal plane, but also to increase the depth of field. When the aperture ring is manipulated to decrease the diameter of the stop, then the depth of field is increased as the aperture is decreased. Thus, with subjects close to the lens, it is good practice to work at a minimum aperture in order to gain a maximum depth of field, the necessity for this decreasing as the lens subject increases.

DISTANCE	HEAD ON	OBLIQUE	HORIZONTAL
 25 FEET	 1/200	 1/400	 1/800
 50 FEET	 1/100	 1/200	 1/400
 100 FEET	 1/50	 1/100	 1/200

## THE SHUTTER

Except at the instant of exposure, the film in a camera is in total darkness. The shutter is simply a mechanism for admitting light for a set duration of time, the time being determined by light conditions and the type of subject. In the case of a stationary subject, the shutter speed will be dependent upon the ability of the photographer to hold the camera still for the duration of the exposure. With moving subjects however, it will be dependent upon the speed of the subject, and the direction of its movements in rela-

tion to the focal plane.

Basically speaking, whilst it is impossible to stop the movement of the image of the subject at the focal plane, it is possible to reduce it to a point where it will appear, to the naked eye, to have stopped. A subject moving directly across the lens will have more apparent movement than one moving directly towards the lens, and will consequently require higher shutter speeds.

Furthermore, it is also true that there is more movement in a subject closer to the lens than one further away.

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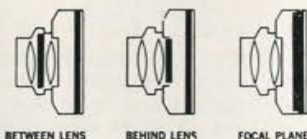
CORNER KINGHORN STREET AND EGAN'S LANE  
FOR GOOD CLEAN USED CARS.



Frequently the shutter speed required by the movement of the subject is beyond the capabilities of the shutter or exposure dictated by the available light. In this case it

## SHUTTER

Shutters generally fall into one of three categories, depending upon the make and model of camera.



### THE SENSITIVE MATERIAL

There are many substances which react to the action of light in photography, reliance being almost exclusively placed in the light sensitivity of a group of compounds termed silver halides. These are formed by the addition of metallic silver to Bromide, Chloride or Iodine. During the manufacture, silver halides are formed into an emulsion with gelatin, and coated onto a base of glass, or film, to form the sensitive material. A large range of sensitive materials, because of their specialised use, are not normally encountered by the amateur photographer. The most important group of sensitive materials is the **panchromatic** type, a term which indicates that the film is sensitive to all portions of the visible spectrum, and for this reason, most suitable for everyday photography. It would be reasonable to suppose that a high-speed film would be the natural choice of the photographer, since it would seem to cater for all types of light conditions. In point of fact, this is not so, since he is more concerned with what is termed "grain." When a film is exposed and processed to the negative, the image is composed of metallic silver in the form of minute grains. It is normal to enlarge negatives to the required size when printing. In this process the limiting factor will be the size of the silver grains in the negative image as the negative cannot be enlarged beyond that point where the grain becomes apparent.

Hence, in selecting the type of film to use, it is more usual to be influenced by the inherent grain size of the film, dependant on the degree of enlargement which is going to be demanded of the negative.

is the practice to "pan" the subject, that is, to follow the movement of the subject, with the camera, enabling lower shutter speeds to be used.

Generally speaking, the slower the film, the finer the grain. It is preferable to use slow-speed film when light conditions are good, and high-speed film when light conditions leave no choice.

### EXPOSURE

**The production of a good quality photograph relies principally on the making of a good negative, and the negative in its turn initially relies upon the proper exposure being given to the sensitive material.**

The speed at which film will react to light is expressed by the manufacturers as a speed rating — of which there are many systems, dependant upon the country of origin of the film. Apart from isolated instances, all film available in Australia is rated by the U.S.A. or Western speed systems, which are identical. The figures used in these systems are arbitrary and do not imply in themselves the exposure to be used, but are used to compute the exposure in terms of aperture and shutter speed.

The term "exposure" is the sum total of given intensity of light for a known duration of time. Correct exposure therefore may be expressed as an aperture value at a given shutter speed. Hence, "1/100th of a second at f8" is an exposure. Assuming that the foregoing is a correct exposure, it may not be convenient in their present form to use either one of the factors of the exposure. 1/100th of a second may be too slow to overcome the movement of the subject, or, on the other hand, the aperture of f8 may be too large to supply sufficient depth of field. Any adjustment to one of the factors must be followed by a compensating adjustment to the other factor,

in accordance with what is known as the reciprocity law. This law states that: "If the intensity of light at the focal plane is halved, then the duration of the exposure must be doubled, or vice versa."

Hence, all the following exposures are identical:

1/250-1/200th second at f5.6.  
1/125-1/100th second at f8.  
1/60-1/50th second at f11.  
1/30-1/25th second at f16.  
1/12th second at f22.

The selection of the type of exposure to be used must be determined by the requirements of the camera operator.

### DETERMINING THE EXPOSURE

The importance of accurately assessing exposure cannot be overstressed. However, there does exist in every sensitive material a margin of latitude which will absorb small errors in exposure. This amount of latitude varies according to the speed of the material. In high speed materials it is reasonably great, while in the case of coloured materials it is almost non-existent. A method of arriving at an accurate exposure is therefore essential.

**Exposures are usually calculated by the use of an exposure meter. In these meters, a photoelectric cell is**

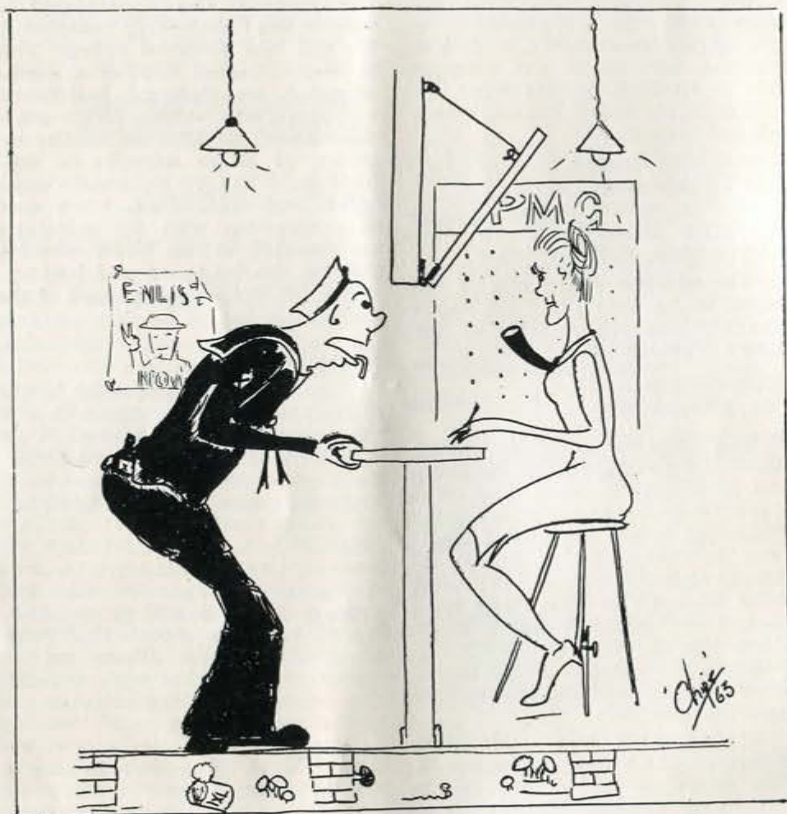
### THE WASH UP

- (1) Choose the subject.
- (2) Is it as I would like it? If not, wait; or rearrange.
- (3) Is there film of the right kind in the camera?
- (4) Are the aperture, speed and distance settings correct?
- (5) Think again — Is this just as I would like it? Can I do better? Look around.
- (6) Aim the camera at YOUR composition.
- (7) Shoot.



While coming into the mess late one night after lights out, I saw Bill and Jock in Steve's bed space! Steve appeared to be fast asleep. "Here!" I said "What's going on?" "S-h-h-h!" said Bill. "He must give us her address soon!"





"Brisbane 507 - Hic - 3 - Cor Miss, ain't it painful wit' that buffalo horn stuck in Yuh - Hic - gizzard"

### Not Fit for Human Consumption

The Albatross Sick Quarters received a radiogram from a ship at sea concerning a malnutrition case on board.

ADVISE WHAT TO DO WITH CASE OF BERIBERI.

An apprentice signalman took it upon himself to write back the following answer:

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## FATHER OF THE AUSTRALIAN NAVY

Vice-Admiral Sir William Creswell K.C.M.G., K.B.E., is generally regarded as the father of the Royal Australian Navy. Admiral Creswell served the navies of Australia between the years 1885 and 1919 and during this era he was to lay the foundations of our naval forces.

William Rooke Creswell was born at Gibraltar on July 20, 1852 and at the age of 13 entered the R.N. in December 1865. Creswell's career in the Royal Navy was far from impressive, it lasted only a total of 13 years. In 1878 the future founder of the R.A.N. was invalided out of the British Navy and his seafaring career seemed over.

Young Creswell migrated to Australia, and took up farming in the state of Queensland, but the lure of the sea was too great, in 1885 he joined the South Australian Navy with the rank of Lieutenant-Commander. Creswell served the South Australians well and in 1893 he became Commandant of their infant navy. He held this post until 1900 then took over the position of Commandant of the Queensland Navy.

In 1902 Creswell became Commandant of the New South Wales Navy but this post he held only for a short while before returning to Queensland. However, the year 1904 saw Creswell Commandant of the Victorian Navy, and by this time

he was one of the most influential naval officers in Australia. In 1907 he became Director Commandant of Commonwealth Naval Forces.

In 1909 an Imperial Naval Conference was held in London, Creswell was there to represent Australia. At this conference it was decided to form an Australian Naval Unit and on July 10, 1911 the Royal Australian Navy became a reality.

William Creswell became First Naval Member with the rank of Rear-Admiral. Two years later in October, 1913 the Australian fleet entered Sydney Heads for the first time.

Rear-Admiral Creswell served the R.A.N. throughout World War 1, probably one of the greatest moments of his life being when the Australian cruiser Sydney destroyed the German raider Emden at Cocos Island on November 9, 1914.

Admiral Creswell retired from the R.A.N. in 1919 and died at the age of 81 in 1933.

The Royal Australian Naval College on the shores of Jervis Bay is named after William Rooke Creswell the young Englishman who at 26 was invalided out of the R.N. but because of guts and determination went on to help found and make strong Australia's Navy.

— BOLLER.



The Captain was showing off the efficiency of his destroyer to a visiting politician on manoeuvres, when he was approached with a signal — from the Admiral.

He beamed, and ordered: "Read it to me".

The sailor read: "Of all the bungling morons, you take the cake. You nearly rammed the flagship!"

The Captain pursed his lips, glanced sideways at the politician, and then snapped, "Very well, take the message below and have it decoded at once!"





★ Britain's first nuclear-powered submarine, with a hunter-killer role, encounters choppy seas during her first sea-going trials in Morecombe Bay. She remained at sea for 24 hours before returning to her berth at Barrow-in-Furness.



## The OTHER MAN'S NAVY

With the laying of the keel of H.M.S. Dreadnought on 12th June, 1959, one of the most ambitious planning ventures of the post-war period in Britain began to justify itself in material fashion.

Vickers-Armstrongs Ltd. had been selected by the designers to build the R.N.'s first nuclear-powered submarine and with Rolls-Royce and Westinghouse Electric, both firms of proven reliability, as the Engineers, success of the project seemed assured. The constant months of skilful construction, craftsman-ship, and electronic wizardry — with, of course, replanning and fault-finding — bore fruit on the 21st October 1960 when S-101 was launched.

H.M.S. Dreadnought is specially designed and equipped to hunt and destroy enemy underwater craft, and has a hull of British design both as regards structural features and strength, and hydrodynamics, though the latter features stem from much pioneering work done by the U.S. Navy in the construction of their SKIPJACK & ALBACORE. Whale-shaped and with near-perfect streamlining, the hull gives maximum underwater efficiency, and is extremely fast (30 knots plus).

H.M.S. Aurora, the fifth of the new Leander Class Frigates, was launched on November 28th at the Glasgow Yard of John Brown and Co. Ltd. and the following day, the 10th Oberon Class submarine H.M.S. Osiris — was launched at the Barrow Yard of Vickers-Armstrongs (Shipbuilders) Ltd.

These two launches on consecutive days are the latest in the Royal Navy's shipbuilding programme which, since 1951, has produced the following new ships for the Fleet:—

### SHIPS COMPLETED SINCE APRIL, 1951

Aircraft Carriers	6	Cruisers	3
(In addition the Victorious was rebuilt)		Daring Class Destroyers	8
Guided Missile Destroyers	1	BLACKWOOD Class Frigates	12
		LEOPARD Class Frigates	4

From about midships aft, the lines closely resemble SKIPJACK, so as to accommodate the propulsion machinery — a pressurised, water-cooled reactor with geared turbines driving a single shaft — but the forward half of the boat is wholly British in concept and design. The conning-tower is fin-like for minimum drag, and the hydroplanes are the results of countless streamlining and efficiency tests.

Her displacement is 3,000 tons surfaced, 4,000 tons submerged, and her dimensions 265½ ft. x 32½ ft. with a surfaced draft of 26 ft. Her complement of 11 Officers and 77 Ratings live in comparative luxury aboard and all instruments in the Control Room and Attack Centre. (this latter fire-controlling six 21 inch bow-tubes) are fitted in elegant consoles.

Maintenance and ship's husbandry requires a minimum of effort and there are almost "Big Ship's" amenities aboard. There is a Medical Centre too, which keeps a careful check on the health of Ship's Co. with regular compulsory surveys.

In conclusion here is an interesting excerpt from the "Admiralty News Summary" for December 1962:



WHITBY Class Frigates	6	ROTHESAY Class Frigates	9
SALISBURY Class Frigates	4	Conventional Submarines	16
TRIBAL Class Frigates	1	Coastal Minesweepers	104
Survey Ship	1	Smaller Vessels	150
Fleet Replenishment Ships	3		

Total new construction completed since April, 1951 — 328.

### SHIPS UNDER CONSTRUCTION

The following ships are at present being built for the Royal Navy; some are already undergoing trials for acceptance:—

Guided Missile Destroyers	5	Assault Ships	2
Nuclear Submarines	2	Conventional Submarines	7
LEANDER Class Frigates	10	TRIBAL Class Frigates	6
Fast Fleet		Smaller Vessels	8
Replenishment Ships	2	GC5acements-„e	

Total number of ships under construction — 42.

### SHIPS ON ORDER (awaiting laying-down)

Nuclear Submarines 1; LEANDER Class Frigates 3; Smaller Vessels 2.

BUQ

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Nowra



"Sign on? Not B—y likely, after get'n knocked back for Aircrew in '47 and tell'n me I'm unsuitable for submarines in '63".

★★★★★

Heard in the Patch:

After a few words, mostly spoken by the young wife, her husband sprang to his feet.

"You've gone far enough," he exclaimed angrily. "This is our last quarrel. I'm going right out of your life!"

"Oh, Harry, darling, where are you going?" she cried.

"Where I'll never trouble you again — and I'll ask for a draft to sea!"

As he spoke he opened the door, then closed it again, turned to his frightened wife . . .

"It's damn lucky for you it's raining," he said.



## LAWRENCE MOTORS

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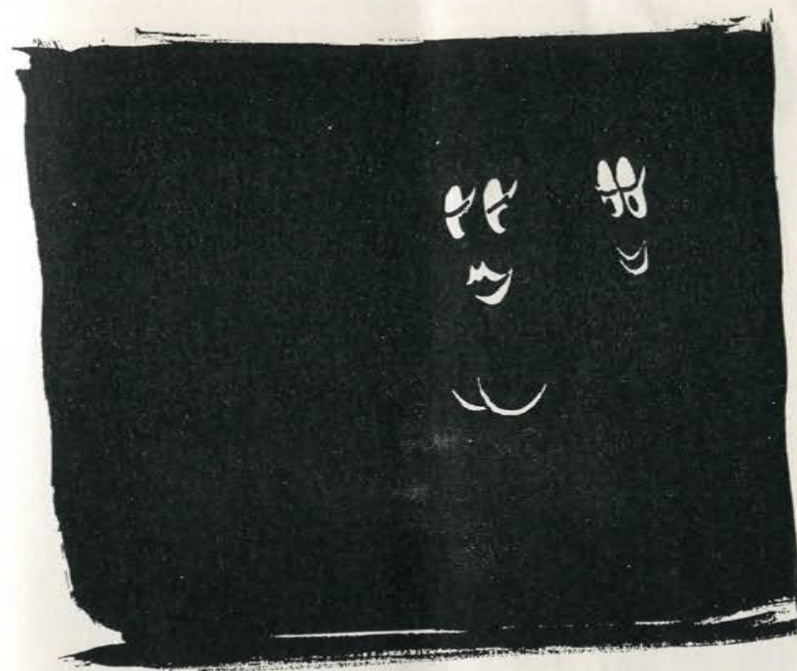
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Heavens, its dark in here! . . . I can't see a hand in front of me . . . !

## HOUSING PROBLEM

A young couple went to buy a home in the country, which was being sold by the local vicar. When they returned home they realised that they hadn't seen a W.C., so they wrote to the vicar, asking where it was?

The vicar, being unfamiliar with the term, thought it stood for "Wesleyan Chapel". Imagine the surprise of the young couple when they received the following letter:

Dear Mr. X,

I regret that I must inform you that the nearest W.C. is ten miles away. This is very unfortunate if you were in the habit of going regularly. It may interest you to know that many people take their lunch and make a day of it. It is made to accommodate one hundred people and I know that it has recently been decided to replace the wooden seats with plush ones, to ensure comfort for those who have to wait a long time before proceedings begin.

Ladies are presided over by the vicar's wife, who will give them all the help they need. All children sit together and sing during the proceedings.

It must be very popular because the last time my wife went, twelve months ago, she had to stand up all the time.

Hoping this will be of use to you, trusting you will attend regularly.

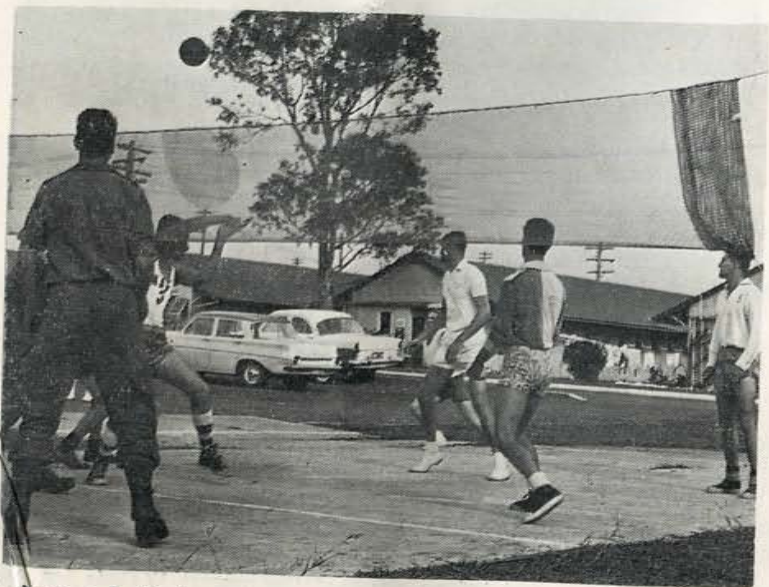
I am yours truly, VICAR.

P.S. — Hymn sheets are found behind the door. Please return after use.





# Albatross Album



★ Army and Albatross players anxiously watch the flight of the ball sent high and close to the "out" line during the volleyball contest.

## NAVY TAKES ON ARMY

Last month H.M.A.S. Albatross entertained members of the 1st Battalion, Royal Australian Regiment, at a sporting afternoon.

The Army was camped at Seven Mile Beach, near Jerry Bailey on the North side of the Shoalhaven River, for a week and they welcomed the change from an intensive training programme.

During the afternoon, such sports as tennis, basketball, squash, volleyball, softball and tug-o-war were keenly contested.

At the same time, teams from Albatross visited the Army to take part in boat racing, using Zodiac reconnaissance three-man C craft.

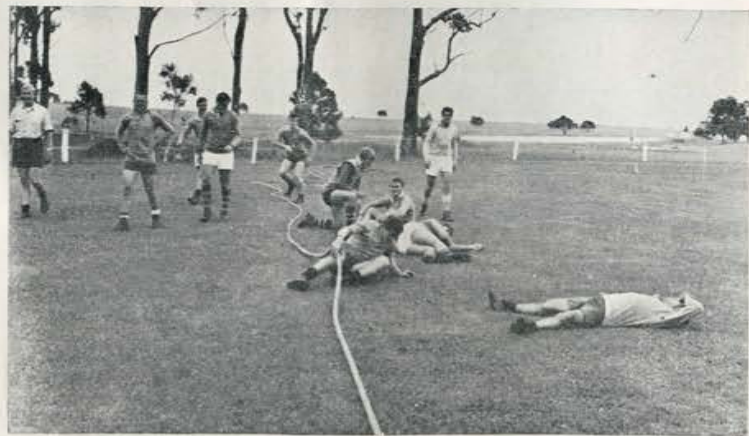
At the end of the day, Navy finished slightly ahead of Army after some closely fought battles.







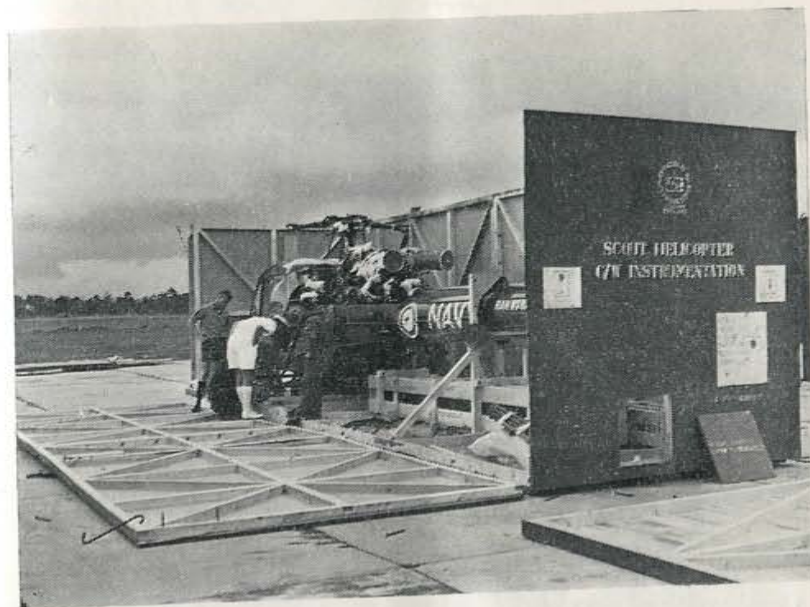
★ Ballet comes to Albatross as some of the boys demonstrate various poses and a little soft shoe during anxious moments of the Navy-Army basketball match.



★ To the victors go the spoils — a well earned rest.

APR 63 27

## The Wraps Come off the SCOUT







Well, y' might be an A.B., luv — but y' look B.A. to me!

## Who Owns the Zebra?

The following puzzle was sent in by an ex Chief Aircraft Artificer (Ordnance) C.A.A. FIELD:

1. There are 5 houses.
2. The Englishman lives in the red house.
3. The Spaniard owns the dog.
4. Coffee is drunk in the green house.
5. The Ukrainian drinks tea.
6. The green house is immediately to the right of the ivory house.
7. The Old Gold smoker owns snails.
8. Kools are smoked in the yellow house.
9. Milk is drunk in the middle house.
10. The Norwegian lives in the first house.
11. The man who smokes Chesterfields lives in the house next to the man with the fox.
12. Koo's are smoked in the house next to the house where the horse is kept.
13. The Lucky Strike smoker drinks orange juice.
14. The Japanese smokes Parliaments.
15. The Norwegian lives next to the blue house.

In the interest of clarity, it must be added that each house is painted a different colour, and the inhabitants are of different nationalities, own different pets, drink different beverages, and smoke different brands of cigarettes. In statement six — "right" — means YOUR right.

NOW — WHO owns the Zebra??? and for good measure, who drinks water?

He would not insult my intelligence by giving me the answer, so I'll not insult yours. However, if you can't do it, just call for help, or see Page 39.

## SHIP AHOY . . .

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## Visit by Vice-Admiral John S. Thach

Vice-Admiral John S. Thach, U.S.N., is shown here on his recent visit to "Albatross."

Admiral Thach is an expert on E.S.W., and visited Australia as the guest of Vice-Admiral W. H. Harrington, C.B.E., D.S.O., to quote from his departing statement:

" . . . to learn more about the R.A.N. and R.A.A.F., and their views A.S.W."

He continued, ". . . Everywhere I have visited, I have found the officers of these Forces to be extremely knowledgeable in the strategy

and tactics of A.S.W. . . . There is no single vehicle, service, or country which alone can meet the growing threat imposed by the submarine capabilities of the Communist countries. It will take team-work, and the best contribution of your country, and mine, in concert with our Allies, to meet the threat."

The Admiral visited "Creswell" and addressed the Midshipmen and Ships Company there during his visit, a full report of which appears in the latest issue of "Navy News."

RPR 63 I

## THE SQUADRONS



## 723

Our picture shows 723's newest addition to the family — The Scout — and with it another new arrival at N.A.S. Nowra, Mr. W. R. Gellatly A.F.C., A.F.R. Ae.S. (Sqn. Ldr. R.A. F. Retd.), seen here with the Senior Pilot, Lieut.-Cdr. Kenneth A. Douglas. The wraps were taken off our Scout a month ago now, and we are gradually finding out a little more about it — that's why he is here. His official capacity is that of Chief

Test Pilot, Fairey Division, Westland Aircraft Ltd., and Deputy Group C.T.P.

A Kiwi originally, he was educated at Nelson College and Auckland University, saw service in the R.N.Z.A.F. and was then attached to the R.A.F. in U.K. and the Mediterranean. He commanded 293 Squadron in Italy in 1944-45, and joined the R.A.F. on Permanent Commission in 1946.



A.P. 63

His Test flying career began at Empire Test Pilots School at Farnborough, 1950. Thence to A. & A.E.E. Boscombe Down, where he was appointed Test Helicopter Flight Commander and held that to 1954. During that period he was responsible for the Service clearance of Dragonflies for the R.N.; Sycamores for the R.A.F. & British Army, and also our R.A.N. Sycamores; S.55's; Hillers; and the original tandem-rotor Bristol 173 assessments.

After completing the R.A.F. Staff College in 1955, Mr. Gellatly joined the Fairey Aviation Company as Senior Rotary Wing Test Pilot, responsible for the Jet Gyrodyne, Fairey-Ultralight Helicopter and the Rotodyne programmes. All these



The Scout is a high-performance 5-place helicopter powered by a Bristol-Siddeley Nimbus engine, which is derated to 685 s.h.p., but maintains this power to a full-throttle height of approx. 10,000 ft. Hence high performance is maintained over the whole medium altitude band in which the aircraft is expected to operate. External loads up to 1,500 lbs. may be carried, or internal freight up to 1,050 lbs. may be lashed to the rear cabin floor. The air-operated hoist is cleared

machines were driven through blade-tip pressure jets, a new departure pioneered in U.K. by Fairey. The Rotodyne Convertiplane project was highly successful, and in 1959 it took the World Class Speed Record of 100 km. closed circuit, at 307 kph. This was exceeded in 1961 by the Russian jet-powered Kamov, which still holds that record.

In 1960 he was appointed Chief Test Pilot of Fairey Aviation, with Gannet and rotodyne programmes as main responsibilities. In 1962 the Scout Helicopter development programme was transferred from Saunders-Roe to Fairey's and, together with the R.N. Wasp variant of the type, he has primarily been concerned with these machines over the past year.

for 500 lbs. loads. Night and instrument flying is particularly pleasant in this aircraft.

Fairey are building 60 aircraft for the British Army with additional roles of casualty evacuation for two-stretcher cases and para-dropping facilities. Some machines are being supplied to King Hussein of Jordan, with one aircraft equipped to a V.I.P. standard as the King's private commuter. At present he flies to and from his palace in a Widgeon, daily.

The Wasp variant, for anti-submarine strike from small ships, is on order for the R.N., and the South African Navy. Some 40 machines are included in the initial orders for this type.

Four R.A.N. Pilots were given a short conversion to Scouts in U.K.

## 725

### Something's Crazy — Either Me or the Wessex

Since we have had the Wessex around for a while now, and likely to have it around for a bit longer, it is about time some facts about the aircraft and its equipment were made known — especially to the extremely skilful people who fly it.

Basically, the aircraft is what is laughingly called a **HELICOPTER**.

The term "helicopter" is derived from a combination of Heliometer, an instrument used to measure distances between stars, and Helioscope, an instrument used to observe the sun. It will be readily seen therefore, that the helicopter was never intended to fly. To this day nobody knows **WHY** it does. People who insist that helicopter is derived from the Greek "Helix" meaning spiral, and "Pteron" meaning wing, should be watched closely for further mental aberration.

As I have said, the Wessex is a helicopter. To disguise this, it has been filled up to the gills with numerous black boxes. In any other aircraft, black boxes are designed as aids to aircrew, and have a variety of uses — homing in bad weather; airborne interception of other obsolete aircraft; and playing stereophonic music — to name but a few.

The Wessex however, because of its highly intelligent black boxes, has one of the fiercest manic depressive psychoses ever known to man! For those of you who have not recently been nauseated by Ben Casey or, for that matter, that Kildare character, a definition follows: A manic-

during 1962, but now we have our Scouts in Australia, for Geographical Survey duties, it is intended to give C.O. & S.P. 723 Squadron, a more comprehensive familiarisation with all aspects of the aircraft, and assist them in formulating a pilot-training syllabus suitable for Australian conditions.

depressive psychosis, according to the Webster dictionary, is a mental disorder marked by a recurrent cycle of excitation and depression. According to the Oxford dictionary, it is a mental disorder alternating between periods of elation and depression. (Funnily enough, our Electrical Officer is a bit like this. He is still a bachelor too!) so here we have a point on which the literatures of both the United States and the United Kingdom agree. It boils down to the fact that someone needs psychiatric treatment — the Wessex, or its makers (W...t...ds) or the aircrew — On consideration it is probably me.

I wander from the point. As I mentioned before, a number of black boxes contribute to the illness of the Wessex, and the more important of these are dealt with below. For the record, the names of the boxes will remain the same. Only the definitions are changed to protect the makers (not W...t...ds in teh case).

The comprehensive title for the black boxes is the Fright Control System (FCS). The FCS has a Mark number 1, but this is too secret to discuss here. As the name implies, its purpose is to control the number of frights handed out to the pilots. It is usually set at not more than ten frights per hour (night) and five frights per hour (day). The cleverness of the system is that it never hands out the same fright twice in a two hour trip. This is reasonable, otherwise aircrew would become immune to a particular terror, like rabbits to myxomatosis.



The main part of the FCS is the Autopilot Mark Nineteen. I am able to divulge the Mark number because the Russian numerical system only goes up to ten, and they do not know what nineteen means.

The basic helicopter is unstable, and requires continuous attention to the controls from the pilot. The autopilot Mark XIX is therefore installed to keep the aircraft unstable no matter what the pilot does.

Since submarines are able to move in all their crafty stealth underwater at night, it follows that the anti-submarine helicopter must have the capability of chasing them at night. After a long series of trials with the Whirlwind, it was found that the efficiency of the helicopter was considerably improved if it remained above the surface. To this end the Wessex is fitted with a Hover Coupler. This masterly piece of electrical engineering takes signals from either the sonar set or the Doppler and Radio Altimeter, according to the whim of the pilot, and sends them to the Autopilot. The Hover Coupler has the facility of altering these signals in a completely random manner, so that if the aircraft is actually hovering well, then something drastic is about to happen.

As I said, the pilot is able to select the origin of the signals to the autopilot, and this depends on whether he wants his frights merely terrifying or absolutely hair-raising. Actually, I digress once more as this is a question of procedure, and is nothing to do with the equipment under discussion.

I have mentioned the Doppler above, and it might be wise to insert a note of explanation here. A certain Mr. Doppler was passing a burning semi-detached cottage when a man ran from the door with his clothes ablaze. This fellow was screaming quite loudly, and as he passed Mr. Doppler going north, the latter noticed the pitch of his scream changed markedly from high to low. Turning to another bystander Mr. Doppler remarked: "Did you notice that? That is the Doppler Effect."

But the bystander had already bolted in a southerly direction. Some authorities claim that it was B.O., but posterity has it as the Doppler Effect, and so it shall remain! Why have a Doppler Set in the Wessex? A frivolous question which I shall ignore.

The Radio Altimeter has also been mentioned above and it is the next black box to be discussed. This very useful instrument shows the exact height of the aircraft over the water or ground as the case may be. Since it has some control over the aircraft in the approach to the hover, it has the ability to switch itself at the moment when all else is going well, thereby contributing to the overall fright factor of a flight.

The last piece of equipment to be explained here is the Sonar set — individually the largest piece of equipment carried in the anti-submarine Wessex. The primary aim of the Sonar set is to test fuses of various amperage. A number of fuses are inserted in this set before each night flight. Should they continue to conduct electricity after a night's sorties they are classed as serviceable, removed, and replaced by another set of fuses. In this way, un-serviceable fuses are discovered and discarded. The secondary purpose of the Sonar Set is to find out how far thick rubberised electrical cable will stretch before it breaks. Results of these tests have so far been inconclusive, but it seems likely that the cable will not stretch at all.

A word about the controversial term "hardover." The author finds increasingly frivolous use of the word appearing in all sorts of places. Such free use of the word should be resisted. Only last week the author went home after the normal grueling day's work and greeted his wife thus: "Had a good day, Darl?" She replied, "Oh yes, very quiet actually.

The kids took the T.V. set apart again, and the washing machine got a hardover and pumped all the clothes down the gully trap." This use of the term is right out of context. A hardover is what happens when the black boxes discover that

the aircraft has been hovering beautifully too long, and it usually manifests itself in rapid downward, sideways, or backwards movement. Very rarely does it happen upward or forward — these are not frightening enough and can easily be coped with by the pilot.

The observant reader may well have noticed reference in this article to "black boxes." The author wishes

to point out that the term is purely one of convenience, and the word "black" is in no way meant to be derogatory. Readers are advised that should this article have aroused any anti-racial feelings, the substitution of the words "red," "yellow," or "white" for "black" should restore the status quo.

RUI CHESTOR.

## TOWER TOPICS

Greetings from the "Bailey Hilton" !!!

Air activities in the Circuit Area bucked up considerably when we had a cropduster operating from the N.A.S. Nowra earlier this month.

Spraying areas to the south and east, and dumping 11 cwt. of super each trip, he averaged 3½ minutes per trip, each trip consisting of loading, take-off, dumping, landing and then loading again!!

With 180 tons of super to be dumped the "cropduster" hoped to do about 300 trips in three days. Hard work? My word, but at a cost of £17 a ton to the farmers "It's nice work if you can get it".

☆ ☆ ☆

Different Planes Different Repartee.

Des Rodgers happily (?) dunking at 15-30ft on a dark and stormy night over Jervis Bay, was asked what the weather was like in his little piece of sky . . .

"It's alright once you get used to it".

☆ ☆ ☆

Incidentally, the plural of Wessex is Wessex, not Wessae, Wessji or Wessaxes, but Wessex. Authority, the Commanding Officer of 725th rotary wing group of Wessices. Query? If a Wessex lose its "Ball" what use is the sex in Wessex?

☆ ☆ ☆

My sincere condolences to the poor Naval Airman who intended to dial 225 (the Main Galley) but instead dialed 255 (Air Traffic) and to his query of "What's on for scran, mate?" was politely told: "Roast Turkey and Ham, Baked Potatoes, Green Peas, with App'e Pie and Cream for sweets . . ."

He didn't hang on long enough to be straightened out!

☆ ☆ ☆

Persons curious about the long since mentioned activities of the great punter, "Loss Angeles Oz", will be interested to know that "the Loss" has found another fascinating hobby which costs just as much money.

☆ ☆ ☆

And to the uninitiated — please don't ask pilots if they like flying because they are bound to say, "Not bad, but my arms get tired".



---

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## THE DEPARTMENTS

### PURPLE PATTERN

It would appear that the elite of the SAM(E) have powers beyond the ken of us normal mortals — take note, one and all, that your scribe had the temerity to be sarcastic at the expense of that institution in the last issue. Net result, one rapid draft to the dreaded Flagship.

This will be the last patter page from Scriptus (that is, if everybody keeps running when the question of bestowing the mantle of fame elsewhere is raised). It is, therefore, a pleasant duty to be able to record other "Hail and Farewell" messages on this occasion. Welcome back to Lt. Cdr. Carrington, R.N. here for a two year loan period; we saw Arthur previously at Albatross 5 years ago when he was a leading light in that other place which we no longer dare to name. Apparently he and his wife were so brainwashed by Australian propaganda that they registered for another loan period as soon as they returned to the land of smog. For his cheek, he was drafted to Ark Royal for three years as Senior Watchkeeper so that explains the pallid cheek and palsied handshake.

This period will also see the departure of CAA Mitchell and PO Jago to Civvy Street, both having given the Navy very good service over many years. Our best wishes go with them both. That popular maestro of the Motor Pool, S/Lt. Dodds, also leaves shortly, a volunteer for Tarangau as Base Engineer Officer (there is no truth in the rumour that his frequent trips to Sydney are to visit the head shrinker.)

On the aircraft side, the past few weeks have seen the arrival of the Scout in Australia. Despite the conviction of several senior types that they could have done better with the kid's Meccano set, it is a fact that these bloated Victa Mowers do fly. At the moment, however, it appears the Sydney wharries are all engaged in a deep plot to sit on any piece of ground equipment which would hasten this desirable state of affairs. It is a fact that the Bristol Representative received a cable from his Company saying "Any strike of Australian Wharries might last months, see what you can do by local manufacture" so the fame of our fair land has obviously spread to the Mother country.

Another event of the month which must not be forgotten is the Phoenix-like emergence of Wessex 204 from that heap of nuts and bolts lying on the deck in MRS. The fact that there is now another heap of nuts and bolts rejoicing in the name of Wessex 208 should not detract from this triumph of engineering and electrical ingenuity. Now, if we can only find enough wheelbarrows, we should be able to deliver BOTH aircraft to 725 Squadron.

Finally, it only remains for your scribe to pen his formal farewell message. Keep up the good work, the efforts of the past two years have been appreciated by yours truly. It looks as though even more work will be coming our way in the near future but no doubt the Purple Empire will deliver the goods. Good luck to you all.

SCRIPTUS PURPILLICUS.



With decimal currency coming in by 1966, the Great Australian Pastime will be the same as the Great American Pastime . . . chasing the fast buck instead of the slow doe . . . er . . . dough.



## SHEPHERD'S PIE

Since last going to press our ranks have swelled considerably and we welcome to the Culinary department the following:

Big Bill Nelson, who swears he's not related to HIM, and John "the con-man" Roxborough, while on the waiter's side we have "Huckers" Humphries, jnr. kid brother to Chief Hucker (Don) Humphries, and a youngster from R.N. Land, Std. Kendall-Torry — with a handle like that he should be a Chief Std. in no time. I wonder, does he play cricket?

It grieved us all deeply to see Std. Cash limping around with a gauze bedecked left foot covered with a pusser's sandal for a few days. It seems his Mini had a flat tyre and he dropped one of the doughnuts on his foot while changing it. Tch! Tch! Even a pusser's doughnut wouldn't do that, or would it?

### CONGRATULATIONS DEPARTMENT

Mack MacGinley is due for handshakes etc., on attaining the ripe old age of 21. Those fortunate to attend the subsequent party at Maroubra last Saturday are still raving about it, mainly because they still have headaches from it! Being a Cookies turnout, there was no shortage of volunteers for the preparation of the goodies, and a splendid array of succulent delicacies was the result. Your scribe was fascinated by the appearance of a large whole baked fish, which captivated the eyes of all. It had a colour scheme like something General Motors would dream up for next year's Holden, being adorned with alternate streaks of Red, Yellow and Green, running the whole length of the fish. Mac said he wanted to obtain a different effect, and boy, he did just that! One amateur fisherman type was heard explaining it as a Rainbow schnapper. I wonder what he figured about the Rothmans King size stuck realistically between its bared teeth — probably figured it as a smoked fish!

**Funny how most people swear**

**they wouldn't eat garlic in a fit, but serve 'em Spaghetti Bolognese loaded to the hilt with it, and they all wind up asking for more — must be the fear of being the odd man out, or else Dr. Miller's Beer over-rides prejudice. But, it was a great party which continued until the wee small hours, and everyone behaved like gentlemen, even Bubbles, heartbroken because he couldn't bring Dum-Dum, didn't let it spoil the fun. But I hope next time you're 21, Mac, I for one am well out to sea!**

Couple of weeks ago you may recall they asked for volunteers — there's that word again — to do time on "Tarangau" — with nary a hand showing. Now we have a stack of unattached Cooks getting gear ready to front the Commander as requestmen. What for? To serve on that tropical Paradise of course!

Crazy? Uh-uh — not if you heard the same buzz as we did up this end of the woods. Now who would want cooks bad enough up there to start a buzz that WRANS are going to "Tarangau"? If it were true, it wouldn't be known — they'd sneak 'em up there and the boys down South would stay down South, smug in the belief that they were better off than the poor devils up there, so that's why it can't be true can it? Well CAN it? Somebody let ME in on the secret — it may not be too late to offer the services of a cook-columnist!

Couple of the new draft-ins went for a big days fishing at Greenwell Point, and, being city types, didn't know from Adam about fish, what they bite on, and what time they bite, which is probably why they caught a nice bagfull, while all the civvie experts alongside them, with the right gear, the right bait, and a heap of literature on tides for the area, didn't catch a thing all afternoon, which just goes to show you, you can't tell about fish.

But I couldn't talk about Simon and Roxy's bonanza without the weird bits; like Roxy losing a hook

on a snag, and after getting me to tie on a new one, promptly hooked up 3 chromed hooks, 2 sinkers, and several yards of nylon tackle, which some luckless super-optimist had lost before him, and all at the same time.

And how about this bit! Imagine a bloke, presenting a terrific picture of proficiency as he stands, one foot resting on a bollard, eyes squinting against the sun's glare, gazing at a spot where he imagines the big 'uns are lurking in the murky depths. He swings the tackle over his head in a wide professional loop,

once, twice, thrice, lets the whole shebang go with a smile of exultation on his face. So, what's funny about that! You should have seen the bloke along side him, trying to extricate himself from three circles of No. 8 line, plus the hook firmly embedded in his coat lapel — complete with peeled green prawn swaying gently beneath his nose. I may be twisted, but I laughed all the way up to the pub — I had to have something to still the hysterical giggles which threatened to burst a blood vessel.

T. F. COOKY.

## Kook's Korner

This month in a more serious vein:—

### THE ENEMY

I am more powerful than the combined armies of the world.  
I have destroyed more men than all the wars of the nation.  
I massacre thousands of people in a single year.  
I am more deadly than bullets and I have wrecked more homes than the mightiest of guns.  
I steal from the country millions of pounds each year.  
I spare no one and I find my victims from the rich and poor alike.  
The young and the old; the strong and the weak; widows and orphans know me to their everlasting sorrow.  
I loom up in such proportions that I cast my shadow over every field of labour.  
I break-in in unseen places and do most of my work silently.  
You are warned against me yet you heed me not.  
I am relentless, merciless and cruel.  
I am everywhere — in the home — on the streets — in the factory — at railway crossings — on land — in the air and on the sea.  
I bring sickness, degradation and death — yet few seek me out to destroy me.  
I crush, I maim, I devastate.  
I will give you nothing and rob you of all you have.  
I am your worst enemy.

I AM CARELESSNESS.

—oOo—

### ANSWER TO PUZZLE ON PAGE 29

The Japanese owns the Zebra, and the Norwegian drinks water.  
Easy, wasn't it!



---

Patronise Your  
**Village Store**



FOR THE BEST LINE OF GROCERIES

12 Genuine Specials Each Week at  
the Best Prices.

**Albatross Service Station**



**and Supershell**

All types of repairs done.

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## VICTUALLING VOGUE

There have been a lot of drafts in the Victualling Department since our last publication.

Those that were leaving us were smiling broadly, e.g., Chief Coster and Ritchie. And those that were joining us were not so happy, e.g., Chief (Bill) Ridges and P.O. Jackson. Joe Cox did not have much time to think about it, as he left us in a mighty hurry!

Since he left us, Chief Ritchie has been unfortunate enough to step under a truck. He looks like being in hospital for quite a few months. Pity the poor patients in Concord as Jack will be able to see them off somehow.

Since Chief Coster left, the general mess balance is in the black, but the sailors are not smiling as much.

A certain Stores P.O. asked me to inform every one that it was a coincidence that he bought a new car a week or so after taking over the Victualling Duties.

Hear tell that Cooks, S.A.'s Supply Branch Rugby team and Cats are going to stop being beaten by that "Stick" — the Docs are about to fix the beater so he won't need his portable seat and beating machine any more. Let us hope that after 3 months "spine bashing" he returns to us rested and whole, inclined to speak nicely to them Cooks, etc., and particularly, without his stick.

## THE PERFECT MANAGER

A Manager must be a Democrat, a Diplomat, an Autocrat, an Acrobat and a Doormat. He must be able to entertain Prime Ministers, pick-pockets, pirates, philanthropists, and the police . . . and be on both sides of the "political fence"; a footballer, golfer, bowler, tennis player, dart champion and a pigeon fancier.

As he has to settle arguments and fights he must be a qualified boxer, wrestler, weight lifter, sprinter and a peace-maker.

He must always look immaculate when drinking with bankers, swankers, commercial travellers, printers and company representative even though he has just stopped a "beer throwing" contest in the public bar.

To be successful, he must keep the bars full, the house full, the tanks and storerooms full, the customers full and not get full himself.

He must have barmen who are clean, honest, quick workers and thinkers, non-drinkers, mathematicians, technicians; and at all times to be on the boss's side . . . and stay on the inside of the bar.

It is said that he home-wrecks, takes weekly wage cheques; in other words, satiates, confiscates, deteriorates and propagates.

To sum up, he must be outside, inside, offside, glorified, sanctified, crucified, cross-eyed . . . and if he is not the strong silent type, there's Sulcide.



## THE SCRIBES

Our favourite Chief Writer in the Captain's Office smiled for the first time in 20 months — he was on draft. However it was not to be. That famous scowl appeared at the very next draft note — "Draft Cancelled".

There was nearly a vacancy for a "file hatcher" a few weekends ago. Our fishing "Registry King" was keenly rock-hopping and as the fish were really on, became rather incautious and descended to a lower rock, the better to grab them. Alas that big greenie was not seen, and he disappeared beneath the surf. However, the story ends well, as the files are still coming through as fast as ever.

The Chief of the Writers in Pay Office has been absent on temporary duties with the Canteen, where he has been doing a very good job. Beware when changing an allotment in future — you will probably leave with a list of the week's grocery specials.

Welcome to Ex-C.P.O. Writer Jim Walsh who is now our new Canteen Manager.

## COUNTER JUMPERS' CORNER

The quarterly draft note ushers in moments of great joy for some and severe attacks of depression for others.

It is easy to distinguish between the two groups, the ones with the beaming smiles of course are leaving, on the other hand the future inmates can be detected by their zombie like appearance.

The Cheshire Kats in the nut and boltery are P.O. Terry Peek who is destined for the land of apple beer and cider and all that jazz, S.A. Van Wyck (Watson) and that distinguished bespectacled gent, Shiner Wright. Shiner is off to Nirimba in the shadow of the Blue Mountains.

Four other S.A.'s (Mason, Nicholai, Dunbar and Duncan) are standby for the oggen. My crystal ball predicts a future on the fighting flag for some of these chappies.

Up in Darwin L/SA Peter Coffey is experiencing moments of mental anguish, 'tis said. When he heard of his draft here, the sound of his jaw hitting the deck was heard in Alice Springs. Peter, as many of you will remember, was here some time ago, and was a member of the Underwater Club (never did spear a fish, though).

The eagerness of most stores bashers to gallop ashore lately amazes me. Could be we're having too many Kim Novak movies.

There is a three badge S.A. running around here who must be on somebody's fixture list. Perhaps the drafting office knows nought of him. You know the one I mean; the little fellow with the freckles.

Poetical fragment:

... They sinless live and swiftly die;  
But sinful, ginful, rum-soaked men,  
Survive for three score years and ten.  
And some of them (a very few),  
Stay pickled till they're ninety-two.

— MICK HUNTER.

## COUNTER JUMPER'S CORNER — Part II

In this issue your scribe will finish off for those readers who might like to know what eventually happened to a rather touchy subject which was started late in 1962, by those who know better??

If you were about the blocks then, you might have noticed the Jimmy's Party labouring away under the mattresses as they removed them from the Accommodation Area to Naval Stores. They tell me that the S.A. in charge of the Store had no room to move about in there with them all in at once. Not that he wanted to, anyway. He still says to this day that when he was found asleep on top of a mattress, that he'd just collapsed there from overwork. A likely story.

What was the D.S.O. often doing in that store? He still insists that as one of the surveying officers, he had to check on the sorting progress. We believe you, Sir. As the final truck load of mattresses from the Sports people was delivered to the store to be unloaded your correspondent noticed two store bashers turn a sickly pale colour at what they thought was blood on these mattresses. It wasn't blood, but red paint which was put on as a distinguishing mark. They were still doubtful about this, even after being told. It was easy to see that these two blokes who, I might add, have never been in a gym, thought mayhem and affiliated acts were committed there. Well, after the survey was held on these stained mattresses, it was decided to destroy them by burning, and after many days delay due to the recent wet weather which we experienced, a fine day dawned. And so the D.S.O., after a quick phone call to the Met. Officer (who assured him of fine weather for a while) gave the order to burn the mattresses.

A truck was miraculously obtained from somewhere and the mattresses transported to the tip. Who was the S.A. caught siphoning fuel out of 724's Venoms to get the fire started (so he says, anyway). But with the help of Fuel Installation, who were most anxious to give us a bowser full of contaminated fuel, we finally got them burning furiously. Black smoke issued hundreds of feet into the Nowra sky, and to calm A.T.C. we told them that it wasn't one of their aircraft. They were sure relieved as apparently they had not heard from WZ1800 for quite some time. Fishing again, WZ1800?

All this activity attracted three of our Station personalities, e.g., Lt. Cdrs. Hinch, Scott-Holland and Lt. Maxwell, to the tip. The D.S.O. is reported to have said to a S.A. before the red marked mattresses from the gym were thrown on the blaze: "I've been bleeding in anticipation of this day for a while now". Apparently surveying officers like their bit of fun also, even at the tip.

Like, who tried to clean the tip up by asking the D.S.O. to dump a certain piece of "junk" over the side, and who is the enterprising officer who is building the tip up with hopes of converting it into another Le Mans race circuit for Land Rovers.

As flames consumed the last mattress, we reluctantly said farewell to smoke and flies, etc., formed the vehicles into convoy, Austins first, and drove away.

So if you're ever wondering what happened to the comfortable mattress you had last year and don't have now — forget it. Don't look for it at the tip. It probably won't be there. Odds on, the S.A. has it on his bed, if it's better than the one he had before he saw yours.

— "SHINER".



## EVENTIDE NEWS

Headline News in the Old Men's Home is the forthcoming Snooker Competition, which is open to all Mess Members. A Trophy, valued at £3/- is offered for the winner, and a trophy valued at £2/- for the runner up. Ray Davy is the organiser AND handicapper, so get your names in now, and make this a big event.

It is hoped that this competition will be followed by another, between Wardroom, Chiefs, Petty Officers and Ships Company for a trophy donated by Happy Hawkins. With the high percentage of Crocks, Crooks, Left Handers, Right Footers, Backward Swimmers and people hanging back for a bet, that we have in the Mess, information on form is both scarce and unreliable, but we have ascertained that Alonzo is claiming three blacks, the Joss is claiming one white, and the Imperial Billiard Company is claiming the table!

Our hot tip is Ray Davy for the winner, with the Joss second and Alonzo flying to Canberra in his private DC3 to complain to Navy Board about being "Seen Off." The Imperial Billiard Company will have to get in the queue.

A strongly worded letter has been sent to the Director of Naval Reserves regarding Fleet Reserve Training. No one minded "Tubby" Lambert coming down for his fortnight's holiday, but winning the Pig

## CONSERVATIVES CHATTER

The old "sand shoe collector" (a very old Mess personality) leaves us for the "outside" in a couple of weeks. All his friends ashore and afloat will, we are sure, wish him all the best for the future, and remember "La," watch that "office dust."

Some more D.E.E. very shortly, to whit "Shorty" Knibbs and Roy Fleming. Both Senior men, and will no doubt be missed around their sections.

At the present rate of departure of "old hands," an alteration in the daily paper order may have to be

Raffle was a bit much.

After the welter of buzzes about the future of the Air Arm, it is good to get one a bit different for a change. LONGEST AND STRONGEST. General Service is going to pack up and everyone will be drafted to Albatross! Why else would a Chief Sailmaker be here changing over to a "Birdie"?

Congratulations to "Dad" Ridges who refused to be downhearted after a run of "Nor-Easters" and being "Seen Off" on the Tombola, and came from behind to win the first Ham ever raffled in the Mess. The thing we like about the S & S Branch, is that you can't get them down, if they can't make a quid one way, they'll make it another.

The Entertainment Committee is really getting on the ball and several good functions have been organised with bigger and better ones promised in the near future. The guest night on the 21st March was a beauty and your correspondent attended to collect the social gossip. Unfortunately for you, and perhaps fortunately for yours truly, what started off as a beautiful piece of prose finished up as lefthanded beer stained and unprintable rubbish. From the little that can be recalled, most of it was unprintable anyhow, and the rest really WAS rubbish.

made, from 12 Tele's and 3 Heralds, to perhaps 6 Tele's and 7 "Boys Own Annual."

Not much activity on the social side. Things are quiet. A departing member makes it known that a fiver's worth of grog at his expense is available at the bar for all his friends. After an hour, he pockets the £4/19/0 left and leaves. Like I said, things are quiet.

P.S. We're hopeful that there will be a Mess Dinner coming up soon. The planners have things in hand.

## POTTERING ROUND THE PATCH

● March has been a nasty, wet month and has been very trying indeed for the housewives in the Patch who have had to deal with the problems of drying the washing, and coping with children indoors for days on end. Inevitably, as the order went out to change from whites to blues the sun shone boldly and gave us the best week-end since Christmas.

● There have been quite a few changes in the Patch — among others the Salways have departed, and we are awaiting a new Canteen Manager, whom we are told is none other than Chief Walsh. He will be moving in to the Patch in the next few weeks.

● At a meeting of the Parents and Citizens' Committee a presentation of a painting was made to Mr. Fraser, who retired as headmaster of the Village School in December last year. In a reminiscent speech. Mr. Fraser said how much he had enjoyed being at the Village School and how he valued his connections with the Navy, of which this painting of the Shoalhaven at Nowra was a treasured souvenir.

● The Village Welfare Committee has met regularly and has dealt with hardy annuals like Dogs and Road Safety. The Committee hopes that "Monty" Middleton will be able to arrange some dances in the coming months.

● The damp weather brought one blessing: Quite a few homes enjoyed the mushrooms from the paddocks near the Patch.

● Watson House is busy and there has been a large quota of babies born there in the last month. We were sorry to see Mrs. Razev and Mrs. Dick and Jeremy Eyre in hospital, and hope that they will soon be better.

● First prize to Mrs. Callan for getting a "Stop" sign placed at the foot of Bedford Street, even though she had to ram a Naval Bus to do it!

● The Village Tennis Club has been re-organised and everyone is invited to join. At 5/- a quarter, it seems a worthwhile thing. M.A.A. Bert Harrell is the man to see. — T. J.

## Heard in the Patch:

Mrs. 1.—Hear there is a fancy dress night in the mess next week.

Mrs. 2.—Should be a riot Wonder what that Mrs. 3 will go as?

Mrs. 1.—Well, frankly, dear, with her varicose veins, she should go as a road map!

Love is just the same old story, but some fellows tell it a lot better than others.



## PARADOX CORNER

This month our paradoxes are arithmetical and mainly concern the power of the outwardly humble digit "2."

The first exercise is to take four of these digits and with them represent a number which approximates one billion multiplied by itself 140,000 times. (Sorry I can't be more explicit but the Editor steadfastly refuses to devote a complete issue of Slipstream to one number). Can you do it?

The procedure of repeated multiplication by 2 leads to some strange results. For instance, we all have 2 parents, 4 grandparents, 8 great-grandparents and so on. If this is carried back a mere 20 generations, (to the 14th century approximately) we find that in that generation alone we had 1,040,400 ancestors. Or did we . . . ? In any case it does show genealogy to be a pretty tough sport.

For our next trick we take an emperor sized sheet of rice paper, 1/1000th inch thick, cut it in half, put the two halves together, cut these in half stack the four pieces, then repeat to a total of 50 cuts and stacks. Before racing off to try it, make a quick estimate of how high the stack is going to be. By now the astute will be making some wide and high guesses, but congratulations to anyone who was anywhere near 17,000,000 miles.

Then there is the legend that the Shah of Persia was so pleased with the game of chess when it was devised, that he asked the inventor to name his own reward. This lad was a smart cookie, and suggested that 1 grain of wheat be placed on the first square of the prototype chess board, 2 on the second, 4 on the third, and so on. The Shah, who wasn't a smart cookie, readily acceded, but soon found himself in real trouble. The amount of wheat required was well in excess of the total wheat crop that has been produced from that day to this. If when

you try it, with something more readily available, (say grains of sand) you throw in a second chess board, and from the pile on the last (128th) square you remove ONE SOLITARY GRAIN, there will remain 170, 141, 183, 460, 469, 231, 731, 687, 303, 715, 884, 105, 724 grains, and that, friends, bear in mind, is the largest known prime number! Big deal!

Finally, for those people who find anything more advanced than the twice times table too involved, here's a method of multiplying ANY two number with only that knowledge. Suppose we wish to multiply 49 x 85. Set them side by side and divide 49 by 2, writing the result under the 49 and light-heartedly ignoring the  $\frac{1}{2}$  remainder. Repeat this division until you get to 1, forming thereby a column of figures (a).

Then multiply 85 by 2 and repeat the process to form a column (b) of equal length to (a). Next, cross out the numbers in column (b) opposite even numbers in column (a), add the remainder and there, believe it or not is the answer. Thus:—

49	x	85
24		170
12		340
12		340
6		680
3		1360
1		2720
		4165
Answer		

Grateful E.T.1 candidates may leave tokens of appreciation with the Editor.

(Sgd.) JACK SPRATT.

P.S. Answer to the four 2's problem first mentioned was:  
 $2^{222} : 2^{4,161,600}$ .

This is far, far greater than  
 $2^{222}$  or  $2^{222}$

## Sporting Notes

### Game Fishing Club

The last few week-ends have been particularly good, and some worthwhile game fish have been captured by the Albatross Game Fishing Club, in A.W.B. 436.

Most noteworthy of the captures was "Chuck" Smiley's 112 lb. Black Marlin on 50 lb. breaking strain line, taken on Saturday 6th April, at Sir John Young Banks, off Beecroft Head.

This was "Chuck's" first marlin and the battle lasted two hours. The fish entertained the crew with ten energetic leaps, and considering that the reel was not fitted with harness, the angler did well to boat the fish in two hours.

Yellowfin Tuna have provided the most consistent sport recently and they have been most prolific around the "Banks". Chief Cox took a 70 pounder, and several other good sized fish have been brought to gaff. Fishing light, with 20 or 30 lb. breaking strain line, casualties are heavy, and a lot of fish beat the angler. But this is the basic rule of Game Fishing; the fish must have a 50-50 chance. "Skull-dragging" is NOT on!

Spanish Mackerel have made a rare appearance in the J.B. area recently and the Club has taken some nice fish to 37 lbs. Apart from being good fast sport, the mackerel are good eating, and therefore a popular catch.

The boat is due for a re-fit at G.I. in May and will not be back until July, so there are few outings remaining this season. If you would like a trip before the season finishes, contact the Secretary, Chief Cox at (L) Regulating, ext 417. All gear is provided but the Club levies you 10/- for the cheapest day's game fishing of your life.

(Permanent Club members £2-10-0 per year. Limited to 40 in number).

### Golf Club Notes

The golf season has started in earnest, and we now have 50 financial members. All new members are welcome. The course is playing well, and many improvements have been made including new tees, giving longer holes on the first, fifth and seventh.

Albatross won the first leg in the five round match for the Davis Shield, scoring 325, to Nowra's 301 points. Individual winners for the day: Surg.-Cdr. Treloar and C.A.A. Wakefield. Nowra Golf Club was well represented, and their new President Mr. Gordon Cook presented the trophies and also received for

Nowra the Davis Shield, which they won for the 1962 season.

#### COMING EVENTS:—

CATALINA COUNTRY CLUB at Bateman's Bay on Sunday, 12th May. A day well worth attending.

NAIAD CUP. Creswell have been challenged and we are awaiting a date for the match.

Mr. Hawkins has generously offered to provide his annual trophy which is accepted with thanks; so you members start practising, as this is a trophy keenly contested by all.

J. WAKEFIELD, Hon. Sec.



## ALBATROSS GUN CLUB RE-FORMS

At a meeting held on Friday, 5th April, a group of shooting enthusiasts decided to reform the Albatross Gun Club, which has gradually lapsed into inactivity, due to a number of reasons, but mainly due to the fact that the clay pigeon trap was dismantled to make way for a radio beacon, or some such, last year.

With the recent welcome re-introduction of Wednesday sports, the possibility of re-forming the club arose.

The recent meeting indicated that there was still considerable interest in the club, and a working committee was elected, consisting of:

President: Lt.Cdr. Pettit. U.S.N.;  
Secretary/Treasurer: Surg.Lt. Cilen-  
to; Armourer: L.Air Jenkins.

## GRAVEL BELLIES

Four shooters were selected from Albatross for the Interservice Rifle Shooting at Anzac Rifle Range on Wednesday, 27th March. Those selected were:

P.O. Uebel, P.O. Jenkins (Ron),  
P.O. Jenkins (Allan), A.B. Alexander-  
son.

All four turned in scores over the 200 inner mark, (200 points: all inners), despite rain, wind, and what-have-you!

The team settled down to serious training at the Long Bay Range a week before the shoot. During the practice, two possibles were scored at 300 yards in application and snap practice, by A.B. Alexanderson, but the other three Albatross shooters were close to him with 48 and 49, and many a fine score was recorded.

However, on the Big Day, the Navy team were there with guns ablazing. At the end of the 300 yard shoot Army led Navy by 100 points,

First works to be tackled are rebuilding of the trap, and recruiting of new members. The President was noticed leafing through scale aerial survey maps, to determine the most suitable site, and as soon as this is decided on, work should commence.

New members should contact SBCPO Gray at the Sick Quarters, and remember, previous experience is NOT necessary, nor is it necessary to own your own gun. The club has both experience and guns, all we need are new members who aren't afraid of a little initial work.

● SAFETY HINT OF THE MONTH: When you buy your first shot-gun, take it out into the fields and fire both barrels into the ground.

Sit down and look at the hole the shot has made, and I'll bet you treat your new gun with a far greater respect.

## FULL CHOKE.

while Navy led the R.A.A.F. by a similar number. Top scorer at this stage was Sgt. C. Shearim (Army) with 144 points, with A.B. Alexanderson (Navy) and Sgt. Catts (R.A.F.) on 138, only six points behind.

At 500 yards Alexanderson proved more stable with 10 consecutive bulls, to Sgt. Shearim's 45 points.

With one point separating Alexanderson from Shearim, at 600 yards, marking shot for shot, Shearim went on to win by 5 points to take out the Shearom Shield, awarded to the best individual scorer. Alexanderson totalled 232 points, breaking the previous Navy record of 299.

Final scores in Interservice were Army 2133, Navy 2004, R.A.A.F. 1949.

Top scorers: Army, Sgt. Shearim 237 points, Navy, A.B. Alexanderson, 232 points, R.A.A.F. Sgt. Catts, 230 points.

The Queen's Medal shoot this year will have P.O. R. Jenkins and A.B. Alexanderson as representatives. Best of luck, Hawkeyes.

## NAVY "A" BASKETBALL

With the nucleus of a strong team now having been formed Navy A should progress favourably towards the winning of the Shoa'haven basketball finals. One match having been narrowly lost by one point, out of three games, indicates this general feeling amongst the team.

The recent addition of A.B. Stevenson, playing in the forwards with Kinross, Rossington and Rubly, has been an added inspiration as well to team play, with "fast breaks" paying dividends.

John Selby, playing guard with Mark and Weathered, has also improved considerably and is playing better each game.

All in all, we have the makings of a No. 1 team, and one to be reckoned with.

## NAVY II.

We started off the season on the wrong foot, as our first two matches resulted in defeats in the closing stages of the match, after we had a impressive lead at the half-time mark. This we put down to misunderstanding among the team members. Our first win came on the 8th when we had a win, 43-13, against Comets III and the way the play is improving, we can look forward to more results in the same manner.

The team consists of the following players: Cannane (Captain), Cevaal, Butler, Trinder, Murphy, Walker, Hudson, Da Silva and Starr.

"TEAM MATE".

## JUDO CLUB

The past month has been relatively quiet for the club. On March 23, the South Coast Championships were held, our representative being John Stewart (4th Kyu). He put up a good show against strong competition, and succeeded in reaching the final before he was downed, after a titanic struggle, with Kesa Gatame (head lock and strangle).

Congratulations to Eddie Lamb on attaining his 1st Kyu (Brown Belt). To exponents of the art, Eddie's technique is flawless, and it shouldn't be long before he is wear-

ing the coveted Black Belt.

It is hoped that the club will be taking a trip to Wollongong Judo Club shortly, to gain some very valuable instruction from their 2nd Dan (Black Belt).

With the coming of Winter, the inter-service competitions will soon be started again, and our teams are practicing hard — as can be seen by any prospective member — in the gym every Tuesday evening, and Wednesday afternoon.

UCHI. MATA.

## INTER-PART SPORT

With the bunching of long week-ends, Inter-part sport is almost at a dead stop.

Rugby Union is being played, but the match against Kuttabal is on after closing date for copy of this issue, but we know the side will put up a good show, and we'll give you the details next issue.



## Nowra Auto Club

The 310 mile Economy Run, held by the Nowra Auto Club, on Sunday, 17th March, 1963, was off to a good start as the first car left the Nowra Auto Port at 8 a.m., with the rest of the field following at 5 minute intervals.

Many of the competitors had been working on their cars for days beforehand, giving their cars test runs and checking consumption speeds, trying to work out among themselves just who had the best possible chance, but it had to be proven, and prove it they did on Sunday.

The entrant from Conrad's Garage had no difficulty covering the route, as the navigator was well equipped with a Slide Rule, and knew how to use it. Other entrants came from Cordell Motors and Nowra Auto Port, also many Nowra residents entered their own private vehicles.

Averaging speeds of 30 to 35 miles per hour the cars headed off down the highway to Nelligen, where the first control point was situated. They checked-in and received instructions for the next section of the trip. Off then over the Clyde Mountain — where, I'm sure most drivers did a little coasting down hill — to Braidwood, the next control point. After checking-in and receiving more instructions the cars set off to Canberra to complete the first half of the trial.

Coming into Canberra, many competitors had a scenic drive before finding the Canberra control point, and we're happy to say no one was lost. After checking-in the seal which had been placed on all petrol tanks before leaving Nowra, was broken and removed. The cars were re-fuelled and a new seal placed on them. The stop at Canberra gave competitors time to eat lunch and rest before continuing on to the Goulburn control point.

After checking-in at Goulburn, the cars made their way to the Moss Vale control point, where, after checking-in, they received final instructions and headed homeward toward Nowra. Near Fitzroy Falls they came across a rough stretch where the road is in the process of repair. All cars made it safely back to Nowra with no reports of accidents or mishaps. I think most drivers were very pleased to see the gaily decorated Nowra Auto Port after such a long drive. After checking-in, everyone that took part in the trial agreed that it had been a most enjoyable day.

We would like to take this opportunity to thank all control keepers for the fine job which added to the efficiency of the trial.

Trophies will be awarded at a general meeting, details of which will be published as soon as a date is finalised.

Results of the trial, available on Monday, 18th March, 1963, were as follows:—

### NOWRA AUTO CLUB 310 MILE ECONOMY RUN RESULTS 17th March, 1963

These results will be interest to many car owners.

#### MILES PER GALLON SECTION:

Place	Driver	Navigator	Miles per Gallon	Average Speed	Vehicle
1st	Biffin	McCarthy	52.75	33	850 Minor
2nd	Daly	Evans	52.6	35.1	Sprite
3rd	Croft	J. Croft	51.7	39.9	850 Minor
4th	Wallace	Henry	44.4	33.7	Morris Major

5th	Bindon	Brown	40.75	35.1	Fiat 1100
6th	Edwards	Cliff	36.7	36.15	Vauxhall Victor
7th	Taylor	Van Diejen	36.2	35.6	Peugeot 203
8th	Beek		33.7	34.55	EJ Holden
9th	Henry	Knox	33.35	33.4	Mk1 Zephyr
10th	Knapp		29.95	39.45	EK Holden
11th	Bryce	Tarrant	25.82	34.65	Plymouth

#### TON MILE PER GALLON SECTION:

Place	Driver	Navigator	Ton Mile per Gallon	Vehicle
1st	Wallace	Henry	49.25	Morris Major
2nd	Henry	Knox	44.75	Mk1 Zephyr
3rd	Beek		43.6	EJ Holden
4th	Daly	Evans	41.75	Sprite
5th	Taylor	Van Diejen	40.6	Peugeot 203
6th	Bindon	Brown	40.4	Fiat 1100
7th	Bryce	Tarrant	37.7	Plymouth
8th	Knapp		37.55	EK Holden
9th	Biffin	McCarthy	36.92	850 Minor
10th	Croft	J. Croft	36.15	850 Minor
11th	Edwards	Cliff	35.8	Vauxhall Victor

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## Indoor Sports



### MORE BOUNCE TO THE OUNCE

One of the new additions to the Gymnasium is the TRAMPOLINE, which has proved very popular with both Officers and Ratings. The Trampoline is available for general use from 1630 to 1830 Monday to Thursday.

A lot of people have been asking "What good is it to you?" As a body conditioner, it's ahead of most other things, and it helps to develop balance, rhythm co-ordination and a keen sense of timing. You can get fit and have fun at the same time. Why not give it a go?



See? We knew that there'd be something better later . . . that shrimping s'hawk on the cover can't win ALL the time. A member of the Staff went rabbiting and came back with "Slipstream's" Easter Bunny. A good job, well done. We feel the feathers must have something to do with the Easter Eggs we got this year, but in consultation with the Medical authorities on the station (a team of experts, doubtless) it seems highly unlikely. Anyone who missed out on the gift-wrapped goodies this time may have to wait till next Easter!





## Rugby League Teamwork

The following is an extract from a chapter in Jack Pollard's "This is Rugby League" and is entitled "Formula for Premierships" written by Duncan Thompson. It describes the method Duncan Thompson used to obtain teamwork in the teams that he coached and which enabled Toowoomba to win six successive Bulimba Cups:

"THIRTEEN PLAYERS run on to a football field, each with different personalities, temperaments and degrees of skill. No coach can change these to his will, but the successful one must make his players identical in one aspect — he must put their minds on one plane.

And this is where games are won or lost — in the mind. The champion team must be imbued, almost obsessed, with TEAMWORK — INDIVIDUAL BRILLIANCE IS EXPENSIBLE.

Each player must have a singleness of purpose. Each must remember he is part of a team, playing for the man next to him, not himself.

The essence of winning football is to ensure that each man in the team carries out his intended job, that talented attackers like Gasnier attack, that men with pace like Irvine get a chance to use it, that forwards get a chance to tackle.

**THERE ARE FUNDAMENTAL TASKS FOR EVERY POSITION ON THE FIELD.**

To achieve the vital uniformity of thought among thirteen players I have adopted the use of the word CONTRACT. It is an ideal word for getting my message across. Think of a CONTRACT and you immediately think of a partnership, a bond. This is what should exist between team-mates when they run on to a field.

Winning football is not so much the welding of thirteen individuals AT ONE TIME, but a partnership or combination between TWO men — the ball carrier and the nearest

man to him. If one man has the ball and the other twelve rush to support him, all of them wanting the ball, there would be chaos.

The ball-carrier and the nearest man are in the CONTRACT and the ball-carrier must be mentally conditioned to position the ball for his support. The support must be mentally conditioned to go looking for the ball and the rest of the team must be mentally conditioned to position themselves for future support.

Immediately the support receives the ball, he becomes the ball-carrier and enters into a contract with his nearest support to pass it on.

The physical requirements are obvious but they are useless unless supports have the thoughts in their minds that they are under CONTRACT to the ball-carrier and vice-versa.

Some people say CONTRACT is purely the backing up learnt at school. But backing up is only half of it. No matter how well you back up, no matter how eager you are to receive the ball, your efforts are wasted unless the ball-carrier is similarly intent on handing it on.

If the ball-carrier does not play his part he soon won't have any supports.

You often hear it said that a player does not know when to pass, and players often ask if there is any set of rules on how to do this. There isn't, really. It is something experience teaches. But there are the standard do's and don'ts.

DON'T look at the man about to tackle you. Once he gets your eye he has "got" you. You develop an instinct for knowing where he is without looking for him.

If you are going to deceive your opponent — then never let him see your eyes.

When you have the ball, it is your duty to run the man alongside you into an attacking position — put him through the gap . . . ."

## ALBATROSS PREPARES FOR RULES SEASON

"SWAMPY" O'DONNELL,  
COACH.

Albatross Australian Rules team is in full training in preparation for the coming season and from early indications it appears the famous Naval side will go close to repeating last year's performance undefeated premiers.

Despite the loss of several star players from last year's line-up, the team is shaping well, and has gained some talented footballers for the coming competition.

The side is being coached by Leon "Swampy" O'Donnell, a well known Navy player, who during his career has represented New South Wales, Tasmanian Schoolboys, South Sydney and Navy.

O'Donnell is a polished centre half back with a safe pair of hands, and he can kick with either foot.

Missing from last year's line-up are four New South Wales representatives: Barry Fitzgerald, "Tassie" Johnson, Bill Hillzinger and E.M. "Knobby" Clarke plus Sydney-Naval stars Billy Snell and Barry Part-ridge.

Fitzgerald, one of the greatest Rules players Navy has ever produced, has paid off from the service, and this year will appear with Fitzroy.

To counter these heavy losses, Albatross has gained Sydney-Naval players Roy Onley, Keith Staff and Mick Carr along with South Sydney representatives Barry Templeman, Ted Kendall and E. Ryan.

Another valuable gain is former Port Adelaide rover, Laurie March-  
all.

Later in the season the return is expected of former New South Wales ruckman Col Mason. Mason needs no introduction, his name is well known in Naval Australian Rules circles.

At the club's annual election of office bearers Lt. Cdr. Jack Hixon was returned as President, his assistants will be Bob Wotherspoon, treasurer, and L/Wtr. Wayne Harris, secretary. K. E. BOLLER.



## AUSTRALIAN RULES

A meeting held on Tuesday, 25th March resulted in the following Office Bearers being elected:

President: Lt.Cdr. Hickson.  
Secretary: L/Wtr. Harris.  
Treasurer: L/Ck. Wotherspoon.  
Capt/Coach: LAM O'Donnell.

The following training nights were allocated by the Commander: Monday 1530. Thursday 1645.

Last year's Ground was measured and found to be too small owing to the new Accommodation Quarters being erected and after much discussion it was decided that the Athletic Field was more suitable.

The social night held on Thursday, 7th March was quite a success with the exception of one "Rugby Union" player who had dealings with the local "Untouchables," but was later cleared by a good lawyer.

Training periods have been very keen, hoping the efforts will not be wasted, the old Rule still applies "NO TRAIN NO GAME."

The Club this year is losing one of its most valuable members in N.A. Drinkwater who has decided to change to a Stores-Basher(V). We all wish him luck in his new "Career."

There will be a dance social held at the School of Arts, Nowra, combining with the Rugby League held in the near future and we hope to be able to hold these every pay night, so roll up and support your Clubs.

With eleven Clubs in the competition we are hoping that this year will be as good as last.

FANTUM PUNTAR.



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## R.A.N. GLIDING ASSOCIATION

Since last going to press, the Club has been doing plenty of flying at Albatross, with a concentrated effort in training dual — ab initio — students to solo standard, and developing and improving flying techniques for the solo pilots.

Apart from our instructors, CFI Don Daniels, and Don Allen, most of us are all lacking experience, and much has been learnt over the past few weeks of gliding.

The active members are very keen, and it is not uncommon to see everyone running up the strip, pushing the aircraft so that the next flight can be made as soon as possible. As a result, everyone is fighting fit — a good way to be when flying.

It is a shame the days are getting shorter, and it has been suggested we rig the aircraft for night flying, though it is doubtful if this matter will go any further!

Sid Bell — a big asset to the club — and "Abe" Lincoln and Jeff Morton have gained their "C" certificates, and hearty congratulations are extended from the club. Peter Welsh is still trying, but somehow has been unable to find the right thermal so far. We are all hoping he will make it soon, mainly because he's driving us crazy! Whilst on the subject of congratulations, they are in order for both Bob Connellan and Alec Hudson, in gaining their "A" and "B" certificates, both getting there in short time.

We welcome new members, Graham Thomas, our new Molar expert,

### RAOB GAB LODGE ALBATROSS 575

It is with sincere regrets that we say au revoir to "Pincher" Martin, who is returning to "Shoe K" in the very near future. He has been a very popular Primo and we wish him and his family Bon Voyage and happy hunting in his native country.

Heartiest congratulations are extended to Jacko the Fox and Des Morley on attaining their pass for Primo Degree. We wish them success in their occupancies of the Royal

and Max Speedy, of Wessex fame. Shouldn't be long before we have a couple more solo pilots! One of our old hands is back with us — "Mac" Macquarie, though at the moment, he is earth bound with a plaster leg, results of a wet bar-room floor!

The club has placed an order for a new "Arrow" single-seater, and it is now being built at Schneiders, in Adelaide — we are expectantly awaiting its arrival — possibly in August.

Easter period should see plenty of flying here, and as only a few will be here to operate, we should log a few hours each, Nowra weather permitting of course.

Some mutual flying has been done lately, and we are finding it very educational. In this task, two pilots fly together, and the front seat pilot is Captain. The other pilot does some flying from the back seat to gain experience in the different position in the aircraft, and each picks up the other's mistakes. During one of these mutual flights, one of the pilots operated a "tooter," cunningly concealer before take-off, and, from the ground, sounded like the love-sick call of a black swan. Had there been any about, they would surely have formed on the aircraft — or started a migration to other places!

Anyone interested in gliding may contact CAF(A/E) Daniels on ext. 368, or come to the particular runway where the club is operating at weekends.

Chair and hope that the hours of conviviality will be long and many.

Since our removal to the Village Hall (and consequently our closer proximity to the "Tross", attendance has improved considerably. We offer a welcome to all members of any Lodge every Tuesday following pay day and guarantee a very convivial evening with many fine rounds of harmony.

From all members of Lodge Albatross, past and present — Hearty Good Wishes.

"LITTLE BROTHER."



## ALBATROSS and VILLAGE TENNIS CLUB

Activities in the Albatross Club have been almost dormant in the past few months, due mainly to the condition of the Station tennis courts and the weather. However, we did play a match against 2 R.A.R. when they were on exercise down here, and came out comfortable winners.

Now the courts are in the process of being repaired, we hope to become quite active again soon, and games can be arranged against Nowra and Service teams in Sydney.

The Village tennis club is getting under way again, and everyone in the quarters is invited to come along and join in. It doesn't matter if you play "A" grade, or if you played a social game 10 years ago; come along and you will be made welcome. For a fee of 5/- per quarter you can play tennis at any time, with balls provided. Electricity is now on in the club house, and tea and cups are provided for anyone wanting to make up a tennis party one afternoon during the week. Anyone interested can be enrolled by seeing M.A.A. Bert Harrell or C.A.A. Doug Eastgate.

— "RACQUETEER".



It is ridiculous to assume that horse shoes are lucky — look how many horses have four of them and NEVER win.

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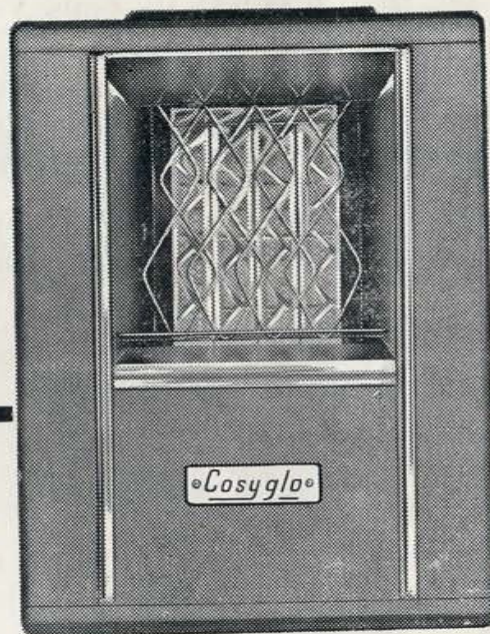
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## Albatross Soccer Club

Well, the football season is rapidly approaching once more, and it is hoped the club will continue to enjoy the success of previous seasons.

The team has been training regularly, on Monday and Wednesday evenings and the talent seems to be settling down to the job well, under the able guidance of the "old-timers". The team training has been in progress since the middle of February.

A meeting was held last Wednesday, 13th, for the purpose of electing officers for the next term. Lt. Selby was voted into the President's seat, with C.P.O. Eagleton as secretary. The captain, by popular vote, is Len Bolden, while "Darkie" Cole is his able deputy. The motion was moved and passed that the selection committee for this year will be composed of the President, Captain and Vice Captain.

It is not yet known whether the club will be participating in the Eastern Command competition, but word is expected soon regarding this point. Quite a number of clubs in the Wollongong area have been approached in regard to social games. Quite a few of these are expected to provide us with some week-end sport.

The first game for the season is on Sunday, 24th, against visiting Sydney side, Artarmon. This should prove an interesting eye-opener for the season. Remember, all you hidden soccer wizards, you are always welcome to come along and try out.

— "OFS-SIDE".

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