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Mothers are always asking, "Isn't there something that my child could take? He's not eating too well, and he's growing so quickly, too." But things move so fast — exams, sports — there's always something going on. And it doesn't seem fair to make a child miss a day from school to see a doctor. Too many parents say, "It's the age he's going through, he'll be all right."

So many of these children, at the pre-teen age, would feel so much better if they were put on vitamins. **What are vitamins?** Vitamins are chemicals essential to the body for good health. You only receive the full nourishment from food if vitamins are there in the body to help your digestion and absorption processes. Although certain types of fresh, uncooked food contain an abundant supply of vitamins, much of the value of these vitamins is lost before we eat the food. A period of time elapses between when this food is first taken from the farm and when it reaches you.

During this time, while the food is being transported or stored in shops or warehouses, much of the vitamin content deteriorates. Cooking further robs vitamins as does exposure to light and air. Taking vitamins in addition to ordinary foods is the safe way to make sure your child is not "under par" from vitamin deficiencies.

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

No. 71

JUNE, 1963

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Features

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Our Cover

Saturday, 1st June, saw the occasion of the 20,000th take-off made by aircraft of the R.A.N.G.A.

Our cover this month shows the Captain wishing well to the Senior Gliding Instructor, Chief Don Daniels, and Commander (Air) in the cockpit of the Kookaburra IV just prior to take-off.

The flight was a short one, about 5 minutes, and they reached a height of 1,100 feet — not spectacular figures, but a great achievement, and a milestone in the progress of the Association.

You'll find a full report of activities in the Sports Section.

WELL DONE!

EDITORIAL

This month's issue of "Slipstream" covers a broad field of topics, perforce briefly, but maintains the general interest in Station news and views that is the hallmark of a Station magazine.

As usual, we are suffering from the chronic lack of contributions, but to those stalwarts who have given of their time and talent — many thanks, and may we see more of your work. 723 and 725 Sqns. have apparently gone into a decline, newswise but despite their present moribund state, we hope that SOMEONE will have been resuscitated sufficiently by next month to produce an item for their Sqn. of the usual high standard.

The M.A.G is back, and "Slipstream" extends a welcome to each member. There should be a fund of stories, and with all that time up their sleeves, with lazy days afloat, leave, etc. . . we are hoping to see some shining examples of the literary/cartoon arts brought forth from all this sea-going talent. The place is roughly the same as it was when they left — shocking weather (colder); the Pig Farm still raking in the shekels; the eternal arguments between the "Birdies" and the "Fisheads"; the grouches about food; reliable "buzzes" that the Wrans will be here "Next month" . . . and so on.

Finally, may we wish you all a splendid Leave, and safe journeys. Let's hope that the Tax rebates will cover it all!

— EDITOR.

Those who say you can't take it with you never saw a car packed for a vacation trip.

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+ The Chaplain's Corner +

SERVUS SERVORUM DEI

These last days, tributes from all over the world are being paid to His Holiness Pope John XXIII. So many, apart from His own Spiritual subjects, are recording their tributes to the Italian peasant-born priest who became the two hundred and sixty-first Pope of the Catholic Church, and expressing their sense of personal loss, by his death.

Servus Servorum Dei — Servant of the Servants of God — was the title this holy man loved, and more importantly LIVED. It is evident in His early years as a priest, He desired no other life than to serve God through the wishes of His superiors, and it can be said now, it was His willingness to obey and His meticulous sensitivity to the obligations of His vocation, which took Father Roncalli to positions and places so elevated and far removed from the ambition of a priest.

When elected Pontiff, many commentators forecast a "Caretaker - Administration" from this already elderly and comparatively unknown man. That they have been wrong in their prediction is now so well known. But even those who were aware of the important Vatican diplomatic posts this quiet man had occupied, could not have anticipated the vigour of His reign or the momentous personal influence He was to have on the whole world.

The summoning of the Second Vatican Council, and His presiding over its preliminary sessions; the desire to reorientate His Church to present day needs; the Council itself when over two thousand Bishops from all over the world assembled under His presidency, was sufficient to carve His name amongst the Great Popes in His own Church history. But what the world at large is seeking to acknowledge today after His death is even more universal. The warmth of His affection for all men; His passionate desire to promote love, tolerance and understanding in place of suspicion and distrust amongst men and nations, and his genuine efforts to accelerate the true Brotherhood of man based on the principles of the teaching of Christ.

His respect for the beliefs and the conscience of people of ALL faiths, while kindly inviting and promoting a basis for unity among Christians, this is what non-Catholics loved about Pope John, and what made His own people love in a special way, their Holy Father.

Perhaps the greatest influence of His life was one he was least of all conscious of. In a world where suffering and pain is considered an evil, and death a fearful tragedy, His Christ-like bearing during His last days was surely an edification. Accepting His own suffering as the wish of His Creator, He richly enobled His life of service to God; and offering His own last days for the intentions closest to His heart, He died as He had lived His life, a Servant of the Servants of God.

H. McDONALD, Chaplain, R.A.N.

—oO—

"Joe," one golfer remarked to another on the links, his voice full of marvel "as long as we've been playing golf together I've never sworn."

"Yes, it's true I don't cuss," spoke up the other golfer. "but I'll have to admit when I slice I spit, and wherever I go it doesn't grow any more."

Chaplain's Corner Continued

PRACTICAL MORALS;

WHITE LIES

At a recent Character Guidance Course I was asked "It is wrong to tell white lies?" The short answer of course is that there are no such things as "white" lies: lies are always black.

But what do we do if the truth will get someone into trouble, or if it will cause pain? It makes no difference because people have a right to expect that what we say shall be true, and every time a lie is told then we debase the currency of speech.

We cannot seriously wish that everyone should tell a lie if the truth would be inconvenient or painful. We have no right to tamper with the truth just to avoid embarrassment for ourselves or others.

What we say must be true, but it is not always necessary or desirable to tell all the truth. Indeed life is too short for that. If we are asked how we are we generally answer: "Fine, thank you." It would be tedious in extreme if we gave a run down on every organ in our bodies.

So, too, if your opinion is asked about a friend, you can truthfully say, "He's a straight guy," if that is true as a **general** estimate, even though we know he is so careful about his money that his wife has to run the home on a shoe-string budget. If however he was being considered for a committee job with the Smith Family or Vincent de Paul then you might feel that his outlook could hinder the proper performance of this voluntary work.

It is not enough to "believe in telling the truth without beating about the bush" — that is only too often an excuse for being rude and inconsiderate. A thing may be true, and yet it may be sinful to talk about it unnecessarily. Love covers a multitude of sins: it does not uncover them without good reason. The christian's motto should be "Speaking the truth in love." (Ephesians 4, verse 15). It will often mean being more reticent about the failings of other people, and it will often mean being more honest than most about the sins of those who are nearest and dearest to us.

J. TRAINER.

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Surgeon Lieutenant-Commander (D)
Geoffrey S. Harris

The smiling fang-farrier pictured above is well known to you all. Studious, quiet, implacable at times, smokes occasionally, drinks less, and, while not exactly a blazing extrovert, may be seen persuing a steady course at most "Do's"

A Sydneysider by birth (West Ryde, 1928) he claims that his youth was unclouded, uninhibited and uninspiring: He was never tossed out of school; (Eastwood State and then Fort Street, an Honourable establishment) and after a sojourn 1939-1944 at the latter, he entered University in 1945, in the faculty of Dentistry. With some degree of adroitness, he finished his course in minimum time and found himself foisted on the on the general public as a qualified toothwright.

After all these years of city life the call-of-the-wild rang strong in his ears, and he headed for the Northern Territory as a dentist with the Government Service. An exciting life — flying to Missions and outlying stations, and operating with a treadle drill with trained-on-the-spot aboriginal assistants in most places. His patients were of every size and colour and included the wildest myalls . . . even dangerous work — Once at Hooker's on the edge of the desert, he was threatened by an ungrateful patient with a boomerang and backed up by his wife, wielding a mean tomahawk! After 15 months here, however, he felt the effects of the desert and the sun and deciding that he was going "troppo" packed his bags and headed for England.

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There was a method in this move of course . . . He'd heard the rumours filtering back from these greener pastures and set out in the fashion of many since, to clean up a fortune on the N.H.S. After a time, being of high moral calibre, his conscience smote him and he began a post-graduate course, obtaining a Fellowship of the Royal College of Surgeons in Dental Surgery. He claims that this was given purely on the strength of his Australian accent, as they were trying then to popularise the course in the Dominions, but this is open to doubt.

However, after two years on the pig's back, he was forced to decamp, when the threat of National Service hung heavily over his head, and headed for Canada via the U.S.A. Here disaster struck, and he found himself thrown on the general labour market along with 60,000 others in Vancouver out of work, and unable to practise Dentistry due to a lack of reciprocity.

On his uppers, G. S. Harris, Esq., F.D.S.R.C.S. became plain Geoff Harris and got a job in a construction camp in the Rockies—as a kitchen hand, spud peeler, brewbosun, etc.

It was work though, and sufficed to keep him fed and allow him to save enough for a fare home. He made it, and on arriving back joined the Navy in early 1953.

While at F.N.D. he specialised in Wrans and was able to pick over the best of the new entries. This proved his undoing however, and he found himself at the altar with the VERY best. He celebrated the event by coming to Albatross, and since has had tours of duty in Melbourne, Kuttabul and back again. He is soon to leave us for the high seas once more aboard the "Big Ship". At present he is a Sydney-Albatross commuter, and lives at Epping with his wife and two sons who, he assures me, have the best flouridated teeth in the business.

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Twas brutime and the slozy Pobs
Did winge and guggle in the Croom.
All syndep were the Ayejobs
But the Boxbods dungloom

Beware the Hovvacup my son,
The trims that beep, the forks that catch
Beware the Doppeldrift and shun
The nauseous Altisnatch

He took his megaprod in hand,
Longtime the Ampanvolt he stirred.
So pondered he on the Lackertee
And mouthed a Nortiwirred.

And as he maledicted soft
The Effseeeyess with judderous jerk
Came good and made to mount aloft
To dunkle in the mirk.

Two-six, two-six and dubblequix
They cowling-clad the Dunklemess.
He left it then: With perjured pen
He signaturred it Ess.

And hast thou tamed the Hovvacup?
Cop thou this brew my Osskabryne!
Hang on the slack, they'll soon be back
That thou may'st stir again.

Twas brutime; still the slozy Pobs
Did winge and guggle in the Croom.
Still syndep were the Ayejobs
And the Boxbods morgloom.

A.W.



GLOSSARY:

Slozy — Dozy and slothful.
Pobs — Pilots and Observers.
Croom — Crewroom.
Boxbods — Menders of boxes, usually black ones.
The remainder are in common usage.



Lem was suffering from a severe hoarseness and could hardly raise his voice above a whisper. Finding that hot tea, whiskey, and heat did no good he decided to visit the Doctor. He knocked on the door and the nurse answered.

"Is the doctor in?" he whispered.

"No," whispered the nurse in reply, "and I'm just in the mood too!"

PARADOX CORNER

Sailors are inveterate gamblers, as the recent extensions to the White Ensign Club bear witness and, like all gamblers, they think they know the odds against them. After all, the Laws of probability are well known and systematised, forming the basis of the exact science of statistics, so it's all cut out and dried.

For instance, what are the chances that a head will appear at least once in two tosses of a single coin? There are three possibilities, heads first toss, heads second toss, or heads not at all. This simple logic gives a probability of $2/3$. Right? Sounds like it but let's approach it diagrammatically. The conditions are:

1st Toss	H	H	T	T
2nd Toss	H	T	H	T

Three of these are favourable so the probability is $3/4$. One answer is wrong but which and why?

When you have sorted that one out borrow two more coins and proceed to the next problem. The three coins are tossed at once as in "odd

man wins." What is the probability that all three will come down the same? Now it is obvious that two of the three coins must be the same, i.e. either two heads or two tails, so the probability hinges on the third coin as to whether it is the same as the other two or different — a $1/2$ chance, and that appears to be the right answer. But there is another way of looking at it. Consider each coin separately. The probability that the first coin is heads is $1/2$, and similarly for each of the other coins so the combined probability of all heads is $1/2 \times 1/2 \times 1/2 = 1/8$. The same probability applies to tails, so the overall probability of three similar coins is $1/8 \times 2 = 1/4$, and that sounds pretty logical too.

These two simple instances should serve to warn the gambler that he has to think carefully before assessing the odds, and once he gets to thinking carefully it shouldn't be long before he gives it away.

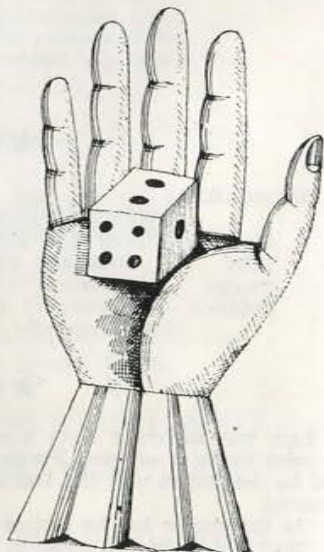
JACK SPRATT.

?

A Question for Crap-Shooters

Joe throws an ordinary die (singular of dice), then Moe throws the same die. What is the probability that Joe will throw a higher number than Moe?

It's mathematically proveable, and the answer, for all you theorists and B.T.Y.B. experts is on page 18.



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**WHO WAS IT?
— No. 2**

See page 18 for the answer.

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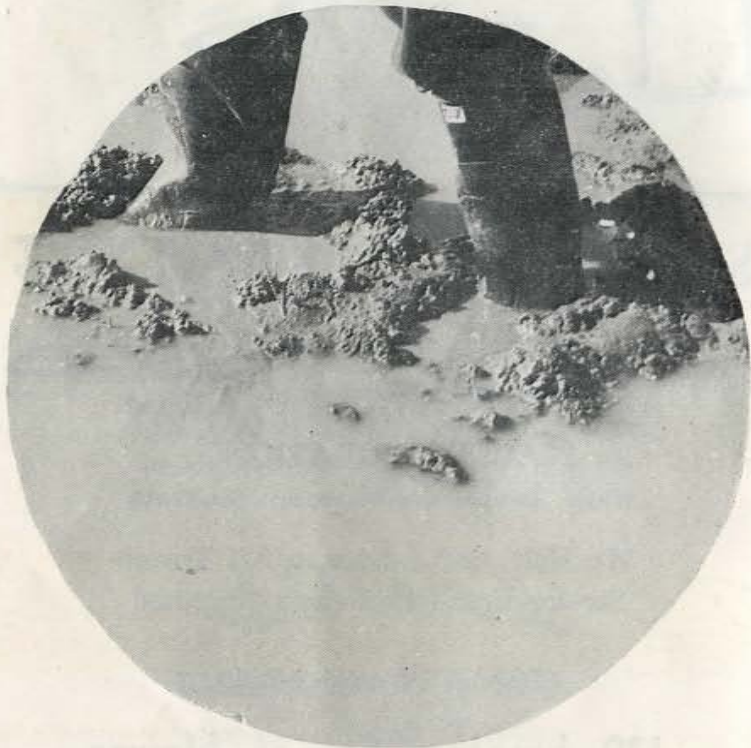
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Albatross Album

PUBLISHED WITHOUT COMMENT



It's STILL with us

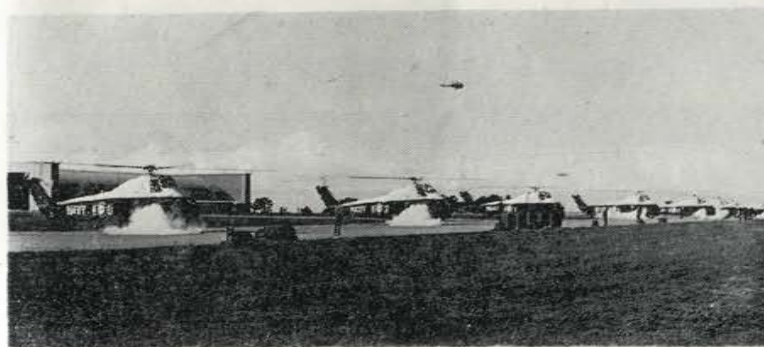
JUL 63



THE M.A.G. RETURNS

First home on Wednesday last were the flyboys, and the first of these are pictured here . . . Lt/Cdr. Payne and LtCdr. Anderson, the C.O. and S.O. of 816 Squadron, are pictured leaving their Gannet on arrival.

Unfortunately at the time of going to press, no further pictures of the M.A.G.'s arrival are available, but to all of you . . . "Welcome Home."



- Eight Wessex "close-down" after a recent combined exercise involving much formation flying.



During the Cadets' leave period from R.A.N.C., an A.B.C. television unit used Jarvis Bay as a setting for an episode of a television series now under production. The series is entitled "The Hungry Ones" and is based on an escape by convicts in the days of the first settlement in Sydney. In this particular episode an R.A.N. work boat was used as a camera platform and a whaler took the part of the convicts' escape boat.

An interesting feature was that the sequences were filmed in reverse, allowing the actors to gradually shave off their three weeks' growth of beard. When edited, the film, which covers a period of several weeks but was filmed in a few days, will appear authentic.

Photographs show the camera crew in action and the "convicts" in their whaler.



VISIT BY U.S.N. ATTACHES

A wet, but cheery welcome was accorded to the two visiting U.S.N. officers shown here on Wednesday the 5th.

From left to right: Cdr. H. E. Bailey, Capt. J. Mooney U.S.N., Capt. J. Mesley, Capt. J. Miller U.S.N., and Cdr. A. H. McIntosh.

Captain Miller is the outgoing U.S.N. Attache and Captain Miller is his successor.

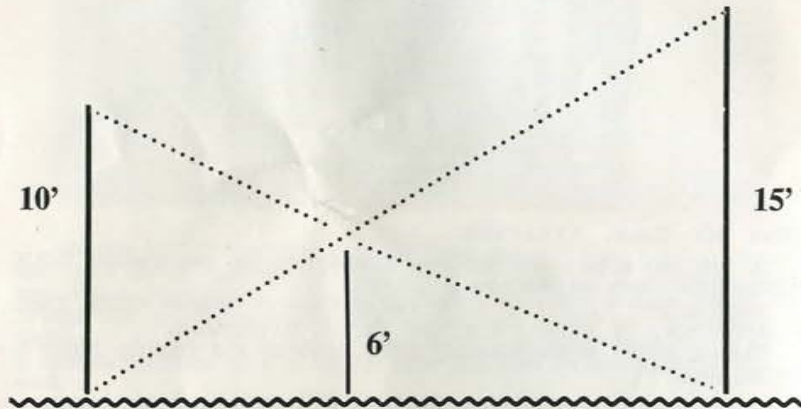


THE PHOT MOB!

TIME TO THINK

1. On level ground a 10 foot pole stands a certain distance from a 15 foot pole (see illustration). If lines are drawn from the top of each pole to the bottom of the other, as shown, the lines intersect at a point 6 feet above the ground.

What is the distance between the poles?



2. In the following line of letters, cross out six letters so that the remaining letters, without altering their sequence, will spell a familiar English word.

B S A I N X L E A T N T E A R S

3. If someone says to you "I'll bet you a quid that if you give me £5 I'll give you a hundred pounds in exchange." Would that be a good bet to take?

If you find them difficult, assistance, in the form of the answers may be found on page 24.



ANSWER TO THE MOE AND JOE THROW ON PAGE 8

5/12. The probability that both will throw the same number is 1/6, therefore the probability that one will throw higher than the other is 5/6 or 10/12. This is halved to give the probability that Joe will get a higher number than Moe.

WHO WAS IT

Despite the uniform of the 2/14th Light Horse, he was C.A.M. CHARLES LUTHER.

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THE SQUADRONS

TOWER TOPICS

Greetings from the "Bailey Hilton."

● Owing to an attractive take-over bid being accepted, this plush residential will be under new management by the end of the year. The present manager will depart to become the Executive Officer of the giant war canoe. One of the bellhops is also leaving on appointment as A.E.A.O. in the same vessel.

● Congratulations must go to Lieut. David Farthing on being the first of the Helicopter specialist pilots to receive his wings — no more "May Day" calls please Dave.

● It is believed that 725 Squadron will be departing en masse for Sydney Town Hall in the very near future. Rumour has it that a certain pilot is to appear in Martin Place minus trousers — 150 hours Wessex time must be coming up. N.E. more Starters?

● Imagine the glum looks on the faces of all personnel ready to step ashore last payday when, at 1630, our hero stepped up to the broadcast system and piped the airfield "open." Suitable punishment has been given, as aforementioned hero will be riding shot-gun on the Sydney-Brisbane leave train.

● Overheard at a recent function:
"Do you have a broad outlook?"
"Man, I've been out looking for broads for as long as I can remember."

ODE TO OZ

OR

WHAT WOULD VAN HEUSEN HAVE SAID?

"Ye Gods!" cries SATS (springs from his chair):
"Is that a collar, soft, you wear?
You know you're bound by R&I
To wear stiff collars with a tie!"

"Gee Boss, I'm baching, and I'd be scratching
To find one for to-day."
"Well that's too bad, so up to DAD
To see what He will say!"

☆ ☆ ☆
Slow steps descending from aloft,
And "goose" re-enters, smarting.
This victim of a collar soft
Could have been saved by STARCHING.

(Any resemblance to real characters is purely intentional).

MOUTHPIECE.

723 and 725

Nothing to report, Sir!

● One aircrew Officer found that, when he reported to the Sick Bay for Medical attention, he was left waiting (seemed like hours) while the Sick Bay team were busily repairing the broken wing of another kind of "birdie" namely one Kookaburra. Both the flying types were attended to, and are both doing well, we're pleased to report. Birds of a feather . . . and all that.

● Welcome back to M.A.G. after their "ardous" trip Up Top. Besides the waiting wives, who were obviously glad to see their husbands, I noticed the senior watchkeeper Lt. rubbing his hands in obvious glee. Still, we're all glad they're back. Welcome home, blokes.

● I have it from normally reliable sources that with the number of Anti-Rain Dances in the Nowra area on the day of the M.A.G.'s arrival, we are now assured of a drought for the next two years!

● After mid-winter leave we will be seeing many new faces around the squadron, and missing a few of the old. Hail and Farewell! Salve et Vale! . . . and all that jazz.

● Reprieve again! Seems like fixed wing aircraft are really here to stay this time — till next time.



AIR FORCE NEPTUNE ARRIVES FROM TOWNSVILLE

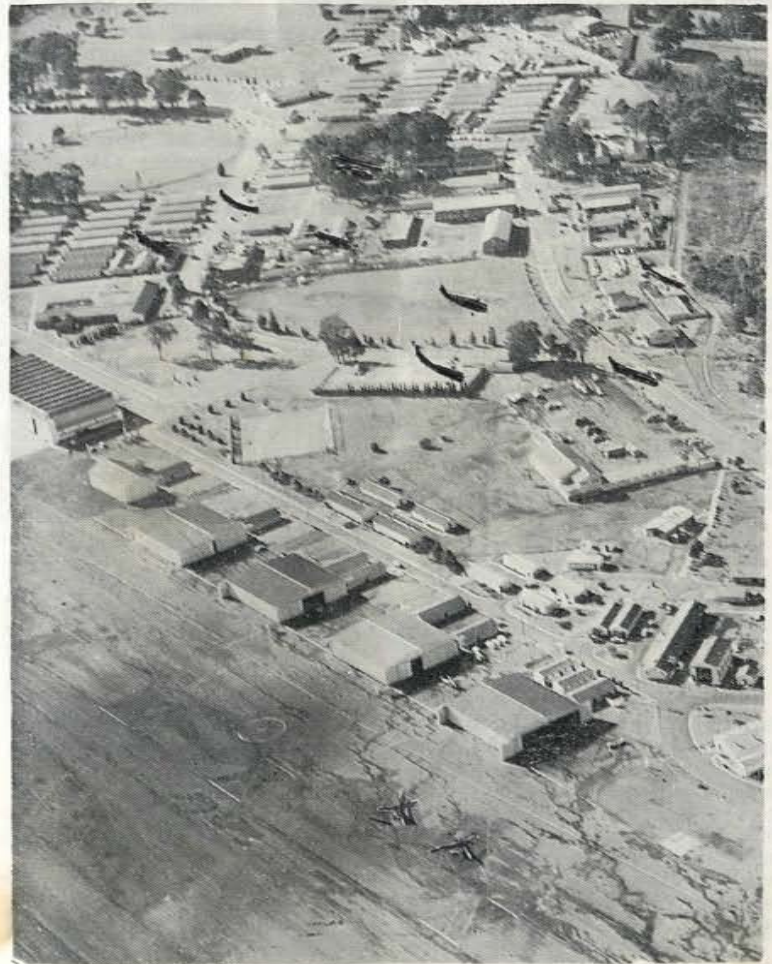
● An R.A.A.F. Neptune arrived here on 23rd May on a "Goodwill Visit" and for the edification of the AJASS mob. Pictured here are F/O Stans (left) and the captain of the Nep., Sqd. Ldr. Mathews, both of Sydney.



DOC

"How many times have I told you about putting YOUR things in MY wardrobe . . . ?!?"

5063
FIND THE CHOPPERS



● How good are your powers of recognition? Pretty good, eh? Look at the above picture for 20 seconds — then say how many choppers you can see.

Look again — there are **ELEVEN**

EVENTIDE

Headline news in the Old Men's Home is the return of Chief Bandmaster (Air) Francis William Linn. For some time, reports from the Cerberus Birdies have indicated that Frank was anxious to get back to the "Sunny Shoalhaven" but we wonder if the fact that he is a Sydney native had anything to do with it. An approach will be made to the virtuoso of the "Liquorice Stick" to see if that half of the band who play left handed and the other half who play right handed, will settle their differences and try to set a pace that we tanglefooters can march to! What a nice surprise for the Captain to see an organised body march past instead of the usual rabble!

A warm??? welcome to our old shipmate, "Crafty" Croft, here for his annual holiday at the Riviera of the South Coast — sorry about the weather Bob, but if a Met Chief can't pick it, who can?

We always thought that Jack Finch was a pleasant, efficient and tactful sort of bloke, but it seems that there must be a flaw in his personality somewhere — you don't get exiled to Cerberus for nothing. Cheer up Jack, if the Drafting Office keep it up, there will soon be more "Birdies" down there than up here. One compensation is that the weather MUST be better down there.

The Chief G.I. will welcome the news that all the bar stools have arrived back from the horse breakers at Terara with a written guarantee that they will not throw anyone again. The President informs us that for very nervous riders, a hammer and nails are available in his office — if you can find a piece of deck in the Mess solid enough to take a nail!

There are always two ways to look at things — After a discussion with Mrs. A. Brooks of Nowra, it appears that she thinks her old man and the Commander are in league against her; wet weather, a house full of yelling kids and no one to do the chores is not her idea of a joke. She reckons it's all a put-up job. We think that if the weather continues as it is, we might see the Commander for a "holiday" away from home ourselves. Of course, if he reads this column, we might possibly finish up with a "holiday" regardless.

A very weak "Buzz" says that the new mess may be started in 1967. At the current rate of deterioration of the present one, we look like spending 3 or 4 years in the Igloo Hangar. Fellow members are warned about the hole in the deck at the far end — only the carpet is keeping you from terra-firma . . .



"Oh, Ike, I simply adore dining out."

ANSWERS TO TIME TO THINK

1. Any distance. The height of the intersection is equal to the product of the heights of the two poles divided by their sum.
2. After crossing out SIX LETTERS, you're left with BANANA.
3. NO. He can take your £5, say "I lose," and hand you his £1. You win the bet, but lose £4!

EDITOR'S NOTE

Any resemblance to any living person is strictly intentional!



CHIEF'S MESS SNOOKER CHAMPIONSHIPS

● With the consummate skill and artistry of the master player, C.A.F. Bert Catterel prepares to make the shot. Not quite good enough, though, as S.C.P.O. Bill Ridgers (right) scooped the pool and took out the trophy.

NOWRA AUTO PORT

MR. C. WATT



FOR EXTRA POWER, SMOOTHER RUNNING
USE

NEW SUPER SHELL

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Saturday and Sunday till 6 p.m.

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THE DEPARTMENTS

SICK BAY SCRIBBLES

It usually takes an earthquake to divert my attention from the pale ale on a pay-weekend, but alas! last Sunday was to prove me wrong.

As I was drinking in the Peter-sham R.S.L., the sound of music wafted into my ears (then like SHELL road maps) came to rest upon the stage. No sooner had they done so when I felt the adrenalin coursing through my blood vessels at a terrific rate of knots causing me to forsake "Forever Amber" in preference to a superior pre-occupation . . . namely the performance of one Diana West.

As self-appointed critic, I can truthfully say that her performance was an exotic combination of humour, artistic talent and vocal perfection, which I gather would be much appreciated by the sailors of the "Tross."

Later that evening, I was introduced to Diana by the vice-president Eddie Walsh and enquired as to whether she would like to perform here. To my surprise, the answer was "YES" and I then became self-appointed agent.

When I arrived back onboard, I cautiously put the suggestion to the J.R.C. (fully expecting a blast for my folly) and to my surprise and elation, they decided to consider the proposition . . . so here's hoping fellas.

"Digger" Tomlinson (former employee at the small shack across the road) has exchanged dentistry for dynamos and can be found (clad in a dishevelled pair of overalls) attending the machinery in that great wonder of the steam age . . . the power house!! The changeover is not yet complete and "Dig" is said to sport the right arm rate of DAME!! WHO??????

Here at the Bay, we are still receiving refugees from various ships

and depots throughout "THE GREY FUNNEL LINE" and this time we extend a warm welcome to Surgeon Lt. Firth . . . (please don't lead him astray Dr. Cilento????) and S.B.A. (Robbie) Roberts a man who is dedicated to healing, or gives that impression!

It is all give and take in this world and whilst we welcome new members to our staff, it is with regret that we say "Farewell" to L/S. B.A. Bob Ellis and S.B.A. Trembath (Eric) who are on draft to that unsinkable vessel . . . "CITIZENSHIP"!! . . . Hope you make good fellas.

Chief Gray of the Medical Store has been waging battle with the smoking habit for months now and was on the verge of conquest until he was told that the Commonwealth auditors were sluething the station . . . now he will not tolerate a nasty word spoken against Sir Walter Raleigh or "nerve sticks." The Chief still refuses to admit that he has lost the battle and to prove it to himself, he will not buy cigarettes. As his underling in the store, it is MY cigarette supply that suffers!!

Whilst on the subject of tobacco, I have noticed that 90 per cent of the sick berth staff are now smoking pipes. During the tea-breaks the staff room exudes a combination odour of "Three Nuns" (?), "Ranch," "Erinmore" and various other cuts and brands of weed. At the conclusion of the tea-break, the Bay is beset by a noisy cacophony of scraping emitted by pipe cleaners performing their functions. This fad has also spread to the Dental Surgery. I am curious to see whether these chimneys are employed for smoking pleasure or as status symbols. I myself am an individualist. I chew plug tobacco!!

Some of you may have noticed S.B.A. Darby (our hygiene rate) wandering about clutching a fearful looking object which renders strange zapping sounds whilst emitting puffs of smoke-like chemicals. No it is not a ray gun nor a body massager, not even a hair dryer. It is none other than our most recent conventional weapon in insect warfare . . . THE FOGGER. Every time "Darbs" pulls the trigger, he can be heard to mutter "Instant death" and "Pretty cocky" so as to coax the cockroaches from their retreats.

A recent incident which has "Darbs" curious is the item in the

report book relating as to a sailor being attacked and bitten by a rat. Upon interviewing the victim, "Darbs" has noted the height, complexion, colour of eyes and approximate age of the rat and assures us that he will catch up with it in the near future . . . happy hunting mate.

CONGRATULATIONS — Ray Arden and wife on your new namesake who came into the world on Thursday night 16th May. That makes it three husky lads to help around the house, and who knows, soon it may be a football team???

"JAY 'ELL."

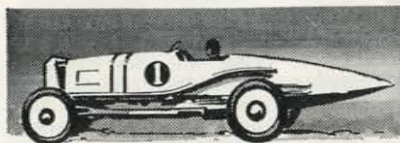


Shown here inspecting the Sick Berth Staff is Surgeon Rear Admiral L. Lockwood C.B.E., M.V.O., D.S.C., Q.H.S., the Medical Director General of the R.A.N., who visited Albatross last Thursday.

In an informal "walk-around," Admiral Lockwood met all the members of the Medical Branch and expressed his approval of the appearance and efficiency of the Sick Quarters.

He was accompanied by the Command Medical Officer, Surgeon Captain R. M. Coplans R.A.N., an old friend of Albatross, and many acquaintances were renewed.

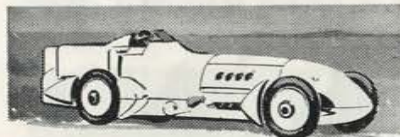
They trusted Castrol for their very lives!



1923 Parry Thomas's Leyland 8 established many records.



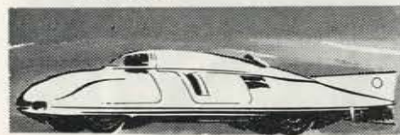
Oct., 1927 The F.I.A.T. engine 'Macchi' set 296 m.p.h. as the new Air Speed record at Venice.



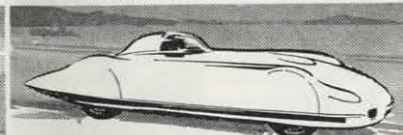
Feb., 1928 Sir Malcolm Campbell's 'Bluebird' sped 206 m.p.h. to break the record.



Sept., 1938 Sir Malcolm Campbell's 'Bluebird' set a new world water mark of 130 m.p.h.



1957 1½ litre MG captured five International Class F records between 1 and 10 Kilometres (Utah).



1959 Austin Healey Sprite set 15 new records—speed was almost 147 m.p.h. for 1 hour.

CASTROL

Contests of speed carry great risks—real 'dices with death'—and the very life of the driver depends upon efficient and unfailing lubrication.

No wonder, then, so many of the world's fastest have placed their faith in the "Masterpiece in Oils." Wheel-based, aloft and afloat.

The long list of experts (only a few are shown) who've relied on Castrol is your guarantee of faultless lubrication and engine protection.

Backed by sixty years' research, experiment and experience, Castrol is always the oil ready for tomorrow.

Albatross Service Station

Insist on Castrol from the bottle stand out front at better garages.



PURPLE PATTERN

I suppose the biggest news to break since the last episode of P.P. is the long awaited reprieve for the Fixed Wing Element. Joy was unconfined round the Bailiwick — but the news has its sober side too. Bang goes all the rake-off we were confidently expecting to make by flogging off the Gannets and Venoms to Steptoe and Son. Incidentally THEY are not worried. Our information is that Air Stores, Randwick have made a take-over bid for the firm as the only way of replenishing stocks of spares.

Speaking of junk, interesting things came to light when it was decided to clear the Igloo for 816 squadron. All manner of associated and unsuspected items were uncovered. Little F's biggest problem was to con someone — anyone — into claiming them. However, all was more or less ready to receive the MAG who contrived to make it back home under their own steam — or with only minor assistance from the Salvage crew. There was one intriguing statement made just before they lobbed in, when it was announced in A.T.C. that "Two Gannets are coming in on one engine." Technical experts on the spot were baffled. Surely Double Mambas aren't THAT short — and in any case, like the tortoise, how do they do it? Pick-a-back?

Now of course the watchword is 'New cabs for old.' M.R.S. and E.R.S. already busy building brand new Wessex for 817 squadron. will be busier still bringing out and dusting down best quality retreaded Gannets and Venoms, while the Inspections Section will be trying to assess the value of the trade-ins offered.

The customary activities continue on the Wessex front. The latest trick was to send 201 to Bankstown where it is to be used as a tempor-

ary (?) engine test bed. 725 used this as an exercise to see just how much gear can be removed from a Wessex and still get it into the air. Finally, to prove what accomplished bandits they are, they whipped the engine out on arrival and brought it back with them, still warm. We are only sorry that the leader of that particular push is flat-a-back in the Bay. He has his own unprintable diagnosis of his malady, but whatever it is we hope Arthur will soon be back on the job.

The Wardroom boiler is in a sad state and initial examination suggested that it would have to be closed down immediately for repair, with dire results on the Wardroom galley. This posed an appalling dilemma. The stand-by boiler is in constant use in the Pig Farm! Need I go on? Fortunately the dreadful decision has been postponed.

Welcome back to C.A.A. Wakefield. I don't know how these people do it. It seems to be the fashion these days to shoot off on a jaunt at Pusser's expense. He says that he was assimilating a course in Canada and the States. After he had mentioned Patricia Bay a couple of times we began to be suspicious but apparently it is all straight up. He also visited Ream Field, San Diego which he assures us is a small field as things go. Only about ten chopper squadrons. We should see North Island. Vulgar ostentation we call it!

Scriptus Purpillicus has now departed and we wish him every success in the Big Ship. We shall miss the bland smile with which, in the nicest possible way, he turned down every request for additional hands. However his successor is delighted with his parting gift, a nice new Land Rover — and jealousy will get you nowhere.

N. GEM.

Women in slacks prove that you can put more into a container than it will hold.



K O O K S K O R N E R

by the
Cookery
Officer

THE PLACE: Outside the Chief's Mess.
THE YEAR: 1963. Not, as one would think, 1003
THE REASON: Annual inspection of domestic boilers.

Note — This goes on year after year.

During the war years a bush carpenter joined the Navy as a Cook. After a four weeks course at the School of Cookery, Flinders Naval Depot, he was, with the usual Manning Office inefficiency, drafted to a smalley ship, where he found himself the senior chef on board and practically watch on - stop on.

All went well the first day. He remembered to salt the spuds, to salt the cabbage and he boiled the beef 20 minutes for each pound as he'd been taught down at F.N.D.

He then came to the preparation of the next day's menu and decided to use the last of the fresh eggs for breakfast.

To scramble them would be a waste of fresh eggs, he thought.

To fry them meant adding bacon, which was a bit light on.

To poach them meant making toast and thus using too much butter so he decided to boil them. His calculations went something like this:

"Two eggs each wor 100 men equals 200 eggs. 20 0eggsc at 3 minutes each =quals 600 minutes, or 10 hours."

So the new cook boiled the eggs overnight. Now, here's the point of the story — At the Commander's table it was decided that he might have got away with it if he hadn't kept the crew waiting one hour for the eggs to finish cooking.

Note: He wasn't Sidebottom trained.

COUNTER JUMPERS' CORNER

It is at this time of the year that Cooks throw whammies and dig out the tinned snags, the Grocers ration out the milk and the Counter Jumpers wander around aimlessly with genuine papers under their arms. The reason — the M.A.G. is back and this time the confusion has reached an all-time great with trying to make room for them, and what once was a comfy place is now a cramped little cubby hole.

But never-the-less we take the opportunity to welcome these un-wanted back and hope they enjoy their stay.

It is with great pleasure I extend a welcome to Lieutenant West, the new D.S.O., for the rest of the Counter Jumpers. I hope he does not invoke any of us to put a BAT in his drawer like the last one did.

But seriously, we had heard a lot of stories about Lt. Cdr. Hinch before he arrived here, but he has proved them wrong and although he has still been D.S.O., he has managed to give us the feeling he has just been one of the boys. I hope his stay with us has been an enjoyable one and that his operation will be successful.

Our best wishes go with him for a speedy recovery.

Next we have a couple of congratulations to make to Jock McKinney and Tony Walker. They have reached the dizzy heights of Leading Hands. All the best, fellas.

The S.A.s regret to inform other departments that they will have to retire from all sporting functions because of business commitments.

From the beginning of this article one would think the S.A.s have been quiet lately, but I can assure you they have not.

Good luck to three certain SA's. Little Tubby is off to the VAMPIRE, while the two bespectacled gents from 724 issue centre and Motor Transport issue centre are off to VOYAGER. Let's hope they can swim.

My deepest condolence to Kev Boller who made the prediction that all three would see service with the fighting flag ship. Sorry Kev, you will have to do it alone.

WHO !

Who was the S.A. who walked into a door and received a black eye, bruised lip and a fractured cheek bone . . . who's door?

Who said S.A.s sleep in? Not since a certain L.S.A. moved in.

Who was the L.S.A. who tried to depart from main dining hall, plate in hand?

Who was the S.P.O. who got locked out?

Who was the L.S.A. who created a great impression on the new D.S.O.?

Who is the S.A. who likes to watch jet sprays?

Who is the S.A. with that ever so cute giggle?

"CYCLOPS."

GROCER'S QUIBBLES

It seems that we here in the Yard are the only ones to hear that Admiral's is earlier this year, or is all the painting and chipping patching up last year's inspection?

Congratulations to our recently made S.C.P.O. (V). Well done, Mac. S.C.P.O. (V) Ridgers had a very quiet leave, we hear — must have been so, for he still has a car.

Numerous complaints have been received from departmental Brew Boats. Tough luck. Even saw N.A. Thirsty buying coffee at the Canteen.

As with most here in the depot, we are all looking forward to main leave. Two of our staff will not return. We wish them luck for the future in Civvy Street.

— "STARVO."

Scribblings by the Scribes

The recent visit by the Complements Committee has not resulted in the complements being brought up to scratch. "Au contraire" (as the Frenchman said on the Channel steamer when asked if he'd had his dinner) we will probably have to cease paying the officers and abandon Captain's request sessions if the current tide of drafting continues.

P.O. Wtr. Tony Smith has moved into the Married Patch, and all the scribblers are waiting with matches poised to be invited to the house-burning (women and children will be evacuated first).

Something shou'd happen to recruiting standards in Sydney when C.P.O. Wtr. Mick Carroll gets to Rushcutters. He'll probably start off by recruiting his two sons for the J.R.T.E. (as embryo Birdies, no doubt).

That big wheel of the used car business, Hughie Wardle, is now on car No. 5 for 1963 — a new Volkswagen. You can't out-run the cops with that, Hughie.

Bomber Atkinson picked up a hook and dropped a draft to Nirimba. He has now volunteered for the next Wessex Conversion Course.

Congratulations to Barry Clements on his advancement to P.O. Writer, and to Jim and Mrs. Skipworth on the arrival of their new addition to the family, a baby girl.

Overheard in the Pay Office: C.P.O. Wtr. Jack Geiger muttering under his breath because no one would answer the A.E.O.'s phone at 725 Squadron. Five minutes later eight Wessex fly over in formation. The penny drops — muttering ceases.

This same C.P.O. Wtr., by the way, seems to be having trouble working out how a single man can stay in front when living out on 9/9 a day. Well . . . they close at 6 o'clock in Adelaide, Jack.

The Case of the Bat

The time was 0945 and Bat Masterson opened his draw to pull out the latest Larry Bent Detective Paper Back. BUT instead pulled out a BAT.

0948: Mr. Masterson carries out a formal investigation to find out who took his Larry Bent and substituted the Bat.

1000: The investigation finished. Mr. Masterson is concerned for the BAT'S welfare and finds a new home for it.

1010. Still no clues to the case, so Mr. Masterson consults his second in charge.

Mr. Masterson: "What do you think, Second in Charge?"

Second in Charge: "Like man let's not make a Federal case out of this here mess."

Mr. Masterson: "What about the BAT."

Second in Charge: "Like man let it use its radar, man, like wow."

Mr. Masterson: "We have a number of suspects — let's test their alibis. For suspects we have the Notorious 'Brow', Doggy the Dachshund, that most feared monster 'Mr. Hips', Sharry the Silent, Lover the Playboy and that well known 'Handy the Dandy'. What do you reckon?"

1100 - Second in Charge: "All suspects checked out and no clues. Like man what a case."

1110: There being no further clues or information, Mr. Masterson declared the case of the BAT unsolved and closed.

DUM-DA-DUM-DUM !

— LARRY BENT, Investigator.



Wow. Look at that, son . . . That's PARSON'S BUILT ! !

HINTS FROM THE M.T.O.

- SLOW CHARGE — FAST CHARGE?
HOW TO DECIDE WHICH IS BEST

The general rule on battery recharging is to DO IT THE SLOW WAY IF TIME PERMITS. Battery manufacturers recommend the normal slow charge rate of approximately one ampere per positive plate cell. Heavily sulphated batteries should always be slow charged.

Slow charging is completed when specific gravity readings do not increase at the end of three consecutive hourly readings.

It's important to stop in time because overcharging will damage the positive plates.

Fast charging is O.K. providing the battery meets certain conditions, e.g., any 6 Volt battery that will accept a charge rate of 75 Amps at less than 7.7 total voltage during the first three minutes of charging, can safely be fast charged.

Any 12 Volt battery that will accept a charge rate of 40 to 45 Amps at less than 15.5 total voltage during the first three minutes of charging, can safely be fast charged.

- AMMONIA RESTORES WIPER BLADES

Ordinary ammonia does a good job restoring rubber windshield wiper blades that have gone flabby from too much sun or old age.

Use full strength ammonia. The result is excellent!

- "WARM UP" IDLING IS ROUGH ON ENGINES

One of the roughest treatments you can give a car engine is to start it up cold and give it a fast idle.

A fast idle after a cold start prolongs the period during which the engine is subjected to the corrosive products of low temperature combustion — since a cold engine does not burn all the fuel that is fed into it, and a long idling-spell simply dumps a lot of partially burnt fuel into the crankcase.

It is impossible to entirely eliminate this unburned fuel problem but YOU CAN IMPROVE THINGS A LOT BY PUTTING THE ENGINE TO WORK AS SOON AS IT WILL PULL A LOAD WITHOUT STALLING. An engine warms up much faster when it is working than when it is idling.

MORAL: Don't race a cold engine. Don't idle too long before you use it.

- DON'T TRUST DIPSTICK READING IN LUKEWARM ENGINE

You can be misled into thinking your engine reads an extra pint of oil if you take a dipstick reading when the engine is only partially warmed up, simply because cool oil flows slower than warm oil.

A fully warmed up engine will give an accurate oil level reading within 3 minutes after switching off. A half-warm engine will take twice as long. The best time of course to check your oil level is before you start your engine in the morning.

W.T.



ALSO STRIPED PAINT

Recently a 156 was sent to Main Stores, H.M.A.S. Albatross, for "one hose and attachments" — to be supplied "for 17 Walrus Crescent," the latter being written on the bottom of request.

Two S.A.'s spent the best part of half an hour searching, but had eventually to report that no size 17 Walrus Crescents were in stock.

STRUE ! !

Patronise Your Village Store



WATCH FOR THE
NEW LOWER PRICES

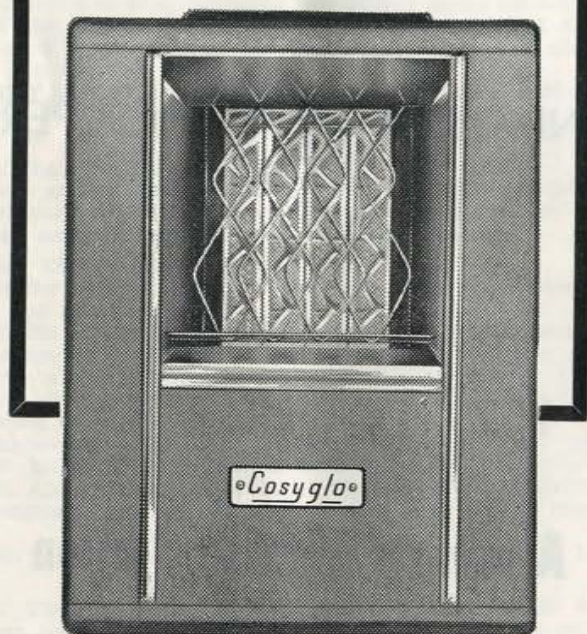
Albatross Service Station



and Supershell

All types of car repairs undertaken.

at last!
the perfect
heater



Cosyflo—Australia's number one kerosine-gas heater—is the perfect portable unit for your home this winter. Cosyflo gives instant warmth WITHOUT smoke or smell, is REALLY portable, completely safe—burns at full heat for 8-9 hours on 3 pints of kerosine! Outstanding value at £19/17/6.

COSYGLO
WOODHILL'S Pty. Ltd.

Dining Out ?

Travelodge Motel Restaurant

Kinghorn Street, Nowra

'Phone 2 2324

Luncheon 12 noon to 2 p.m.

Dinner 6 p.m. to 8 p.m.

Shoalhaven Bottle Exchange

BOTTLES FULL OR EMPTY

SCRAP METAL — SCRAP BATTERIES

SCRAP — SCRAP — SCRAP

HIGHEST PRICES PAID!

J. S. Hollingworth

'PHONE NOWRA 2 2192

Sporting Notes



R.A.N. Gliding Association

On Saturday, June 1, 1963, the RANGA carried out its Twenty Thousandth flight. This impressive total has been achieved in a little under eight years and much is to be said for the keenness of members who are always ready and anxious to fly if the weather is at all suitable. In this period too, the accident rate has been virtually non-existent which speaks highly of the training principals adhered to.

The RANGA came into being in 1955 under the guidance of Lt. Cdr., (later Cdr.) Goodhart, an RN loan officer and had the strong support of the Captain of Albatross, Capt. Fanshawe. The first glider was a Slingsby T31 "Tutor" which was shipped out from the UK and the first flight was carried out on July 24, 1955. Since then nearly 180 club members have been trained to solo standard but drafting and DEE keep the club at about its present strength of fifty six members.

Many notable persons have had passenger flights over the years.

These include Admiral Earl Mountbatten of Burma and Countess Mountbatten, Rear Admiral Buchanan, Commodores Morrow and Russell and Sir Edward Hallstrom to name a few. The present F.O.C.A.F., Rear Admiral McNicoll is patron of the Association and is a full flying member, having qualified to "B" certificate standard last January.

Training courses for cadet midshipmen have been conducted at Jervis Bay airfield twice yearly since December 1955 and one of the cadets who soloed on that first course recently won his wings as a helicopter pilot. Congratulations, Lt. Farthing.

The RANGA is now operating two training aircraft and a solo, medium performance machine and a higher performance single seater is now under construction at the factory in Adelaide. The original T31

was sold to a club in Tamworth two years ago and is still giving good service.

The RANGA has represented the Navy at the last four Australian National Gliding Championships with moderate success and with credit to the service. With a new aircraft the club's pilots should really shine at the next competitions.

If the expansion programme envisaged can be implemented, gliding will become readily available to all serving members in the Eastern Area within the next few years. Ex-

pansion is planned to take in Schofield and Canberra as well as Jervis Bay.

The Association is subsidised to a certain extent by the Central Canteen Fund and Albatross Sports Fund and the RANGA can offer to members the cheapest gliding in this country.

If you are interested you can contact the CFI, CPO Daniels or the Secretary, PO Macquarie and they will arrange for you to have a flight so that you can form your own opinions of this most rewarding sport.

Australian Rules

After a magnificent start to the season with a runaway victory over the Fleet, Albatross was easily defeated by a combined R.A.A.F./Police side in Sydney last week. This was the first defeat suffered in two seasons by Albatross, a very fine record. Although we offer no excuses, a contributing factor to the defeat was undoubtedly lack of match practice, since, due to weather, withdrawals and forfeits, no match had been played for five weeks. Also four of the stronger players including captain-coach Leon O'Donnell, were absent due to injury. The match it-

self was played in ideal conditions at Moore Park, but the home team were too big and fast for the small Albatross side. Kicking for goal was poor on both sides, the final result being:—

Police-R.A.A.F.	12 — 17	89 points
Albatross	2 — 14	26 points

Best for Albatross:

Rutzov.
Templeman.
O'Donnell, Laurie.
Carr.
Marshall.
Mathers.

Rugby Union

CARRIERS SUFFER HEAVY DEFEAT AT ALBATROSS

Carriers Rugby Union team suffered a severe mauling at the hands of Albatross in a first round clash at Nowra recently. The fast improving Albatross side played soundly on a heavy ground and ran out easy victors with the huge margin of 41-5.

Highlight of the match was the outstanding performance of 18 year old Albatross winger Bill McGinley, who scored four tries during the afternoon. Nowra selectors and officials expect big things from him as the season advances.

Veteran forward Merv Manuel emerged from semi-retirement and

turned in an outstanding game, completely overshadowing several of the young forwards.

Manuel was given solid support in the pack by Greenfield and Richards. In fact, most Albatross forwards

The outstanding back was winger McGinley; others to shine in the back-line were centre Cheers and left winger Bill Brooks.

Full-back Vince Nolan was in fine goal-kicking form, landing seven conversions and one penalty.

Scorers: Albatross 41 (McGinley 4, Manuel, Cheers, Brooks and Martin tries, Nolan 7 conversions and 1 penalty).

Carriers 5 (Hancock try and goal).

RUGBY LEAGUE

Hello there !! Although we have had little success on the football field this year our many staunch supporters have remained with us, and to you we say thanks, your support and encouragement is very heartening. Since our last issue we played a hard fought match against Berry, lost in the last fifteen minutes, and recorded further losses against Kiama, Shellharbour and Albion Park. The Kiama match was played under lights after a postponement due to impossible weather.

Fortunately our social successes are far ahead of our results on the battleground to date, and we are in a very sound financial position, partly due to generous donation of a watch by our Vice Patron, Bob Myatt. A hearty vote of thanks must go to the stirring efforts of our raffle organisers and the ticket sellers, also to Danny and Gordon for their splendid cooking and presentation. The dance can only be described as an "unfinancial success." Everyone enjoyed the band and the

competitive dancing, so when we hold another please support it.

A note of regret now creeps in as we are soon to lose some really enthusiastic members through drafting. Col Davidson goes on a P.O.s course and it will be hard to replace such a tireless worker. Good luck at Flinders, Col. Captain, coach, selector Jim (The Green Hornet) Davis is deserting us for the wilds of Darwin, where no doubt he will make his presence felt. Good luck to you Jim and also to your charming wife Betty. Good luck also to all our members paying off or going on draft, I hear a buzz that Des Morley is trying to sign on to finish the football season. And a big hello to Bill Overton, nice to see you back in harness Bill. Finally a word of thanks to all the charming ladies who make up our unofficial womens auxiliary. They are our most avid supporters and, without a doubt the best party givers in N.S.W.

CHARLIE.

Sportsman's Club

During the winter season particularly the Sportsman's Club has almost constant use, and clubs are advised to book early on the required form available from the Sports Officer or the P.T.I. Heaters have now been installed and 8 oz. glasses provided. Consideration is being given to improving the flooring and any further suggestions for improvements will be welcomed by the Sports Officer. Clubs wishing to hang photographs, trophies etc., in the club should first contact the Sports Fund Committee. Isolated cases have occurred where the Club has not been left in clean condition after use, **any club guilty of this in the future will be debarred** for a period to be determined by the Sports Fund Committee.

SPORTS FUND COMMITTEE

IMPORTANT NOTICE!

This committee controls expenditure of money provided by the Ships Fund for sporting purposes. Although the constitution has been forwarded to all club secretaries, it is apparent that many do not appreciate the extent to which this money can be used. Meetings are held on off-pay Thursdays at 1330 in the Sportsman's Club and delegates are welcome.

ALL CLUBS ARE REQUESTED TO HAVE AN OFFICIAL REPRESENTATIVE AT THE NEXT MEETING ON THURSDAY, 20th JUNE TO DISCUSS VARIOUS PROBLEMS WHICH HAVE ARISEN.

Gun Club Gossip

Since last going to press there has been little apparent progress in the Club's battle to build a new clay pigeon range to replace the one torn down in the name of progress some time ago. However, behind the scenes some constructive work has been done, particularly by the President, Lt./Cdr. Pettit USN. At least we now have an officially approved site that conforms to the required National standards.

Unfortunately, the building of the new trap has not yet commenced, due to two main causes — the weather and the lack of suitable building materials. I might add at this stage that there is some feeling amongst club members that as clay pigeon shooting is still presumably part of Air-crew training, and as the club is prepared to erect the facilities that Air-crew trainees use, perhaps some official assistance in the procurement of building materials should be forthcoming.

With or without assistance it is essential to get the trap built so that regular shoots can be again held, without which some of our staunchest supporters tend to lose interest and drift into other sporting activities.

Intending shooters wishing to enquire about the Albatross Gun Club should contact C.P.O. Gray, at the Sick Quarters.

SAFETY HINT FOR THE MONTH:

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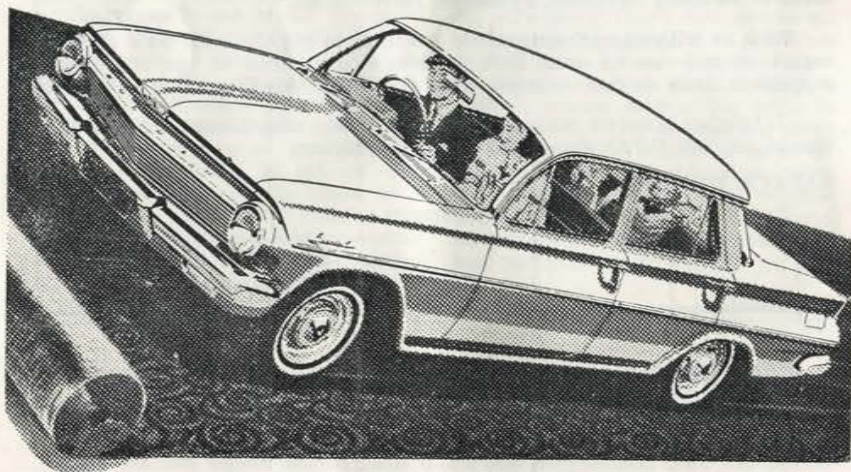
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Albatross Hockey Club

Since the last issue of Slipstream the club has had a very good run of wins, both in competitive and social matches. On the 11th May St. Michael's came from Wollongong, and after a hard match Albatross ran out the winners by the odd goal in seven. This was a particularly fine effort as St. Michael's scored twice in the first half and again soon after half time, but then with the "Tross functioning as a team four goals came in quick time to clinch victory.

The following weekend all games were washed out, each team gaining a point, and then followed a match against Wollongong Magpies on a very wet field with an effortless 4-0 win to Albatross. Due to trials and country week competition no competition games have been played for a fortnight — the next match is on the 15th at home we hope.

On Sunday the 26th we travelled to Moss Vale at the invitation of the local Services Club, and everyone had a thoroughly enjoyable day. We were treated to dinner and supper as well as to other refreshments! The result being that some of us were rather slow and erratic with the ball. However we managed to win by four goals to two. We are looking forward to returning their hospitality sometime after leave.

On Wednesday 5th June we visited Creswell for a social match and won 7-0. I think one of our players has been at Albatross too long as he took great delight in stomping all over a garden at the College. New plants too Shorty!

C.B.

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INTER-PART SPORT

Weather conditions have severely hampered inter part competition over the past few months, however the winter sports are now well under way, and the all season competitions are drawing to a close. The full round of tennis has been completed but a play-off is necessary between Station and Electrical as each finished with four wins. Two golf matches remain, Air and Supply, and Station and Squadrons. These will be played when time permits. The first round of squash ended with Electrical a clear winner, and the second round has commenced with Squadrons having a 5-0 win over Air.

In soccer Squadrons have had two victories to date and at this stage they and Electrical appear the strongest teams. Engineering have had two wins at hockey defeating Squadrons 2-0 in their first match, however the Squadrons team still looked quite impressive. The strong Air team was beaten 17-9 by Electrical in Rugby Union, indicating that the Electricians will be hard to beat. Station defeated S & S 11-3 and we can look forward to some more close struggles throughout the season. Another close match was witnessed in Australian Rules when Electrical defeated Air 5.7-37 to 5.4-34.

INTER PART BASKETBALL NAVY II

At the end of the first round we are in equal second position and on current form could well finish in front. The second round commenced on Wednesday 29th May with a 40 to 11 win for us, Jack Cevaal top scoring with 17 points, bringing his average to 16. In the past eight games that we have played no more than 17 points have been scored against us while our average has been 30.

Our most recent game was played on Wednesday 5th June resulting in a 30 to 16 win. However a deterioration of play was noticed, individual play taking over from teamwork. The only answer to this is for all players to regularly attend training as laid down by the captain. Unless we do there is little chance of us coming out on top. Special mention must be made at this stage of Spike Giles who has proved a valuable asset to our captain Blue Cannane, and we hope that he can remain with us for the remainder of the season.

TEAM MATE.

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