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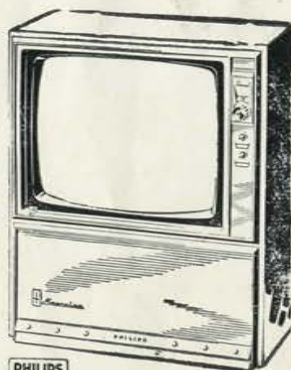


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# SLIPSTREAM

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

No. 73

AUGUST, 1963

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## Our Cover

Last month's cover, you may remember (who could forget!!!) featured DIANA WEST, a talented lass from Sydney, and it was mentioned that should she come down to the 'Tross to do a show, an exotic dancer, MYLEENIE, would accompany her. Here she is; a preview of things to come. The Junior Rates Committee is contemplating a gala night on the return of the currently embarked Birdies. With this kind of talent, it should be a roarer ! !



## EDITORIAL

THE WESTERLIES of August are upon us here, and throughout the world the Winds of Change blow gently. Perhaps the Nuclear Test Ban talks could be considered gusty, or even squally, but the blasts of hot and rather foetid air which have been emanating from London's fashionable and high-priced trash-cans, seem to have all but blown themselves out, and the cans have once again been placed at the BACK doors!

Some may even describe Mr. Holt's recent budget in terms of wind, others may call it a "windfall" when thinking of the telly they can now buy with a bit of his "£25 million bonanza," and sit watching in the comfort of their homes. Perhaps he could induce the Brits to loan him the "Brains" behind the Great Train Robbery, to devise a more suitable scheme than taxation to help pay for it all. Apparently the miscreants responsible for the snatch have been apprehended and most of the loot returned, but it's an ill wind that blows nobody any good, and some of the more enterprising of the citizenry involved in the capture will doubtless share in the reward money, and feel as though they have won the Pools, or the New Opera House Lottery . . . . Good show!

On the straight-faced side, a word of thanks is extended to all who contributed towards this edition. There are some very good articles, gossip, poetry, and the usual excellent photographs produced so ably by the Phot. Section — all in all a worthwhile magazine.

I feel I should also make some comment on the recent Safety Belt Campaign. Since last going to press there has been a death on the Nowra-Albatross road — a life lost in a "simple" accident — a life which would have been saved had the victim had a seat belt. Is YOUR life worth saving . . . . Think about it!

EDITOR.

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## + The Chaplain's Corner +

### EXPERIMENT ON A BOOK

By LEON H. LONG, D.Sc.,  
Senior Lecturer in the Faculty of  
Science in the University of Exeter.

The rainbow was seen but not understood until the laws of optics became known. Lighting was observed but remained a mystery until the discovery of the laws of electricity. In other words, while observation may reveal part of the truth, a deeper understanding can only be arrived at by discovering the underlying principles involved. These underlying principles are the key to the solution of any problem.

Take the basic nature of matter, for instance. For centuries man made his guesses and one — in theory — was very near the mark. Then along came the opportunity to test the atomic theory — and understanding began. As a scientist I believe in the atomic theory simply because, mathematically speaking, the chance of its becoming possible to explain matter and its properties by an alternative theory is now too infinitesimally small to worry about.

For essentially the same reason, and after a sober and objective assessment of the evidence, I believe that God is the ultimate Author of the Bible. The chance against it is too remote to worry about.

But it was not until I read the Bible for the first time systematically from cover to cover that I became intellectually and spiritually convinced that it is all it claims to be. I approached the Bible with an open mind, but also with the same spirit of sympathy and patience that I had been taught to apply to scientific problems that interested me.

To me, the most impressive fact is the overwhelming unity of the Bible as a whole, although the human writers of the original text were nearly forty men who lived under very varied conditions over a time-span of about 1,500 years. Could a comparable number of books written on any subject between say A.D. 500 and 1950 be found to display a like

unity of design and intention?

This unity of the Scriptures, in the midst of diversity, may be compared with the orchestral score of a symphony. Only when allowed to speak together do the various instrumental parts, though individually diverse, harmonise to reveal the intents of the composer and give a true reflection of his musical genius. And the very fact that the instruments harmonise teaches us that their parts were conceived by the same author, and that this author is an intelligent being.

But a different and more objective test, which can also be applied to the Bible by any fair-minded person, calls for purely inductive reasoning. (In logic, induction is the process by which insight into a general law may be obtained from particular examples).

I applied to the Bible's claim to foretell future events — the acid test being whether the events in fact took place and are taking place as foretold.

The first part of the Bible (Old Testament) contains at least 333 prophetic references which are cited in the second part (New Testament) as applying to Jesus of Nazareth directly, or as fulfilled in connection with Him. Of these, 59 separate predictions came true in the last week of His earthly life. If we take no more than 100 prophetic marks, the chance that they will be fulfilled accidentally in one person is more than a quintillion to one against. (A quintillion is 1 followed by thirty noughts).

And if the Old Testament prophecies prove Jesus to be the promised Messiah, the converse is equally true, that the existence of Jesus proves the Old Testament to be the inspired word of God Himself (Isaiah 46: 5, and 9-10). It is thus superficial to regard the Bible as merely a historical record. The deeper understanding is that God has spoken. He has also given us valuable prophecies about the future.



When we come to examine what Jesus said about these things, we find He expected every prophecy to be precisely fulfilled (Luke 24: 25-27, 44-48). He, as the Son of God claimed to BE the Truth, and He declared that His teaching was not His own, but was expressly given Him by His Father (John 8: 28).

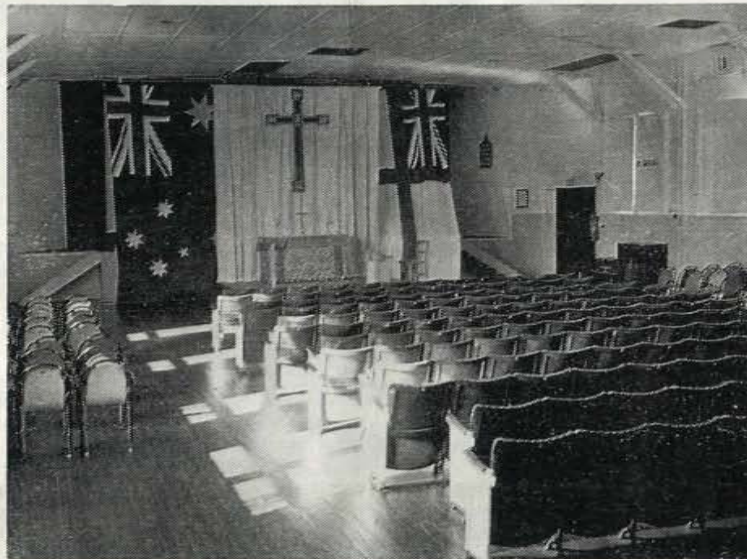
One of the prophecies to which I have referred runs "Neither was any deceit in his mouth" (Isaiah 53: 9). Is it conceivable that Jesus should have deliberately misled His hearers as to His being the Son of God (see, for example, Matthew 26:

63-4; John 5: 17), or regarding the reliability of the Old Testament Scriptures? (Matthew 5: 17).

For myself, the fulfilment of the prophecies and promises on the material plane also gives me a complete and perfect assurance of the trustworthiness of the spiritual promise found in the Bible.

The God of the Bible is revealed as the One who knows all. One who cannot change, and One who keeps His promises to the last detail.

J. TRAINER.  
H. McDONALD.



● The Cinema — rigged for Church.

—oO—

"Never get excited," orated the minister. "Always control yourself and your language. Now take, for example, this fly that just landed on my ear. Do I shout and swear? No, indeed! I calmly reach up and gently — DAMN . . . IT'S A WASP!"

---

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## THE WAY I SEE IT . . .

by "CHIPS"

- A well known Chief tried to sell me on the good features of his old but newly painted car. "Look at the power she's got on the hills, mate." Even Alonzo had to admit it wasn't quite up to scratch when we started up the opposite rise.
- Had fun ribbing a select crowd who wore the Wessex tie to work (and most other times too). One finally got the better of me when he fronted up with an old soup stained green job with Napier engines splashed all over it. Must see if I can get one with hypodermic syringes; or perhaps bed pans would look better.
- Surprising how the people who regularly appear in the Social Column have double barreled names. It seems to denote good breeding and success. The latest, of course, to achieve fame, is Mandy RICE-DAVIES.
- Anyone who was on board "Melbourne" last year will remember the band playing "Craven A - King Size Filter," and quite an impressive tune it was at Divisions. The way I see it, though, the commercial that starts off with "What's The Finest Tissue," etc., would be far more appropriate for Divisions.
- Recently the purchaser of a well known make of rear engined car in his first week of ownership had a small accident, when a tubeless tyre rolled off on cornering hard. It may be of interest to some that for quite a long time road racing officials have stipulated that if tubeless tyres are fitted to competition machines, they must in fact have an inner tube. The way I see it, the majority of modern cars are reasonably safe and by far the weakest link is the nut that holds the wheel, particularly if it's over lubricated.
- The Victualling people let their heads go a few weeks back and put on chicken. Though I rushed to the head of the queue, I couldn't for the life of me find a leg, which only confirmed my opinion that the Naval chickens are a special breed that have no legs, but sit around madly growing bony breasts and scrawny wings! Tomatoes grown on the same farm are well renowned for their two stalks, as I've yet to see a piece of sliced tomato without an "eye"!
- At last on the World scene we have a Nuclear Test Ban. The way I see it, the Powers concerned must now be satisfied that they have developed "the bomb" to its ultimate state of destructive perfection!



WOLF — A bloke who enjoys life, liberty and the happiness of pursuit.



## WHO WAS IT? No. 4

He hasn't changed much — that's all we'll say. Appearances aren't really deceptive.  
if you're really baffled, you can look on page 25 for the answer.

---

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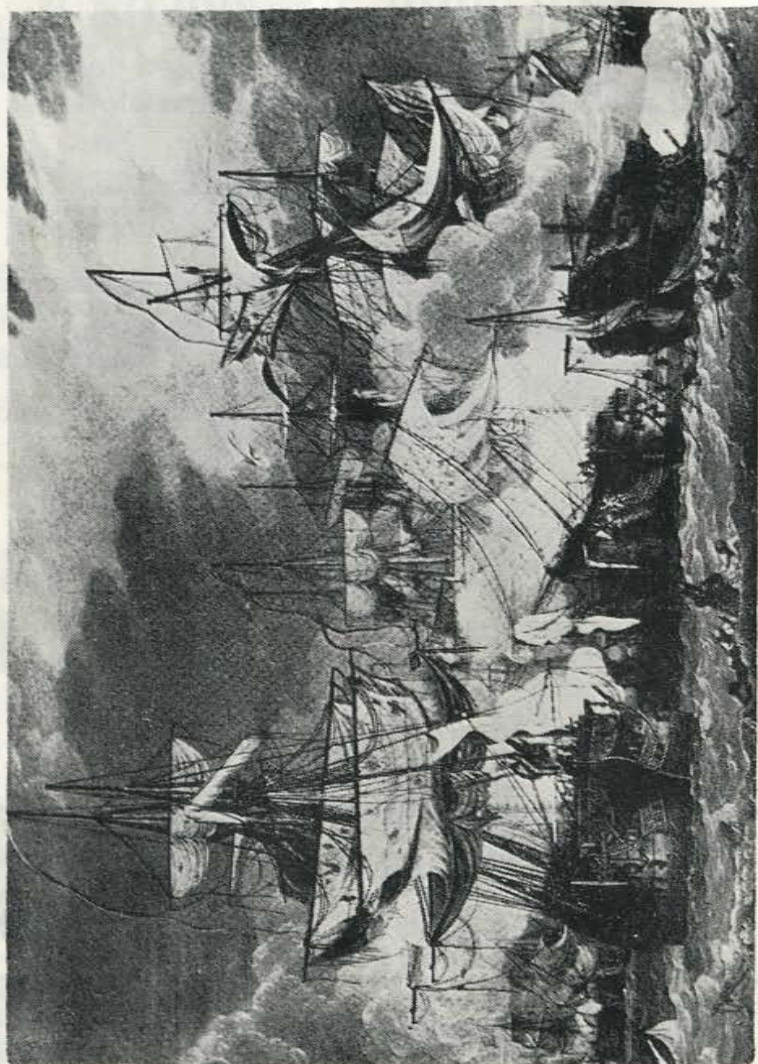
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★ A Naval engagement in Nelson's time. This is the Battle of Trafalgar, from a contemporary aquatint by T. Hellyer.



# The OTHER MAN'S NAVY

## NELSON'S NAVY — Part 2

Can you imagine what a Naval battle in Nelson's time would have been like? These days it is almost incredible to think of two long lines of massive ships, who had known of each other's presence for days, and each perhaps being able to see the other's men pacing the deck or polishing the brightwork, unable to do any damage for lack of wind to bring them into gun range. Incredible that an advantage might lie in a light air, which might just give a ship to windward more steerage way . . . and yet these things were often the prelude to a great battle, such as Trafalgar, opposite.

Once within range, immense damage could be done by the crashing broadside a hundred gun ship could deliver directly into an opponent at only a few yards range. It is known that **MORE THAN 350 MEN** were killed by **ONE** broadside from a 96 gun ship which had steered side on to the stern of its adversary.

Every man was a gunner in some degree and if the crew were killed, their places were taken by others, stripped to the waist, with scarves bound tightly around their heads and ears against the noise. Loading and ramming and firing in the cramped confines of the lower deck pictured in last month's issue, or on the uppers where they were exposed to continuous sniping fire from musketeers and marines stationed in the enemy's crosstrees.

Then, of course, there was the added excitement of boarding parties from both sides . . . all in all, quite a slaughter.

In peace time and in port, though, there were compensations, in the form of pay (generally in a lump sum), prize money for the spoils of battle, and the wonderful institution of women on board. Most times the wives(?) of many of the ship's company were allowed on board, and on cruises, and often even during engagements, helped to care for the wounded in the "cockpit." Nelson's men however "were all become batchelors ~~once~~ past Gibraltar" and led a rigorous and spartan life often leading to discontent, as shown by the increase in the number of punishments after the **FIRST YEAR AT SEA** — "In the second year there were some 390 floggings at the gangway, but none of them serious, the maximum being six dozen lashes"!!! — However, when in port a "wedding garland" was hoisted to the masthead, signalling the local belles and brides that they could live on board with the men — hooray!!

Summing up, I think then, that you'll agree that the Navy of Nelson's time was indeed "The Other Man's Navy," even though it is the basis for ours — perhaps we shouldn't winge too much when we miss out on that Make and Mend one of these afternoons!!

B U Q



★ A thought:  
Don't wait for the shrimp boat, boys,  
here comes a fisherman with the crabs!!



## O TO BE A WELDER

Tell me, tell me, learned Elder,  
How can I become a welder?  
Let me be an honest Toiler,  
Let me only weld a Boiler,  
Let me but be bound Apprentice  
While I still am compos mentis,  
Never grousing nor complaining,  
Always happy at my training.

Like some Greek in ancient Story,  
Let me bear the Torch of Glory,  
Crimsoning the yielding metal  
Like a blushing Poppy-petal.

Bring me where my Torch is levelled  
Bits of steel with edges Bevelled,  
Nobly Fluxed with cunning mixtures,  
Firmly held in Jigs and Fixtures.  
See, the stream of sparks is blowing,  
See, the metal gently Flowing  
Like a broad and bounteous River  
Binds the Chassis of a Flivver.

Siren-like, a sweet Seduction  
Draws me on to Mass-Production,  
Where the Craven, bent of Shoulder,  
Who would be content to Solder?

Who, like ungulate a-grazing,  
Finds his happiness in Brazing?  
Weld I will, and not by proxy,  
Sweet Acetyleno-Oxy,  
Flame like Vestal Virgin bearing,  
Gently welding, gently swearing.

My imagination boggles  
at the Glory of the Goggles.  
I would slice the steady Billet,  
I would run the left-hand Fillet,  
Dungarees my holy Raiment,  
Generous my rate of Payment.  
On the Union is the Onus  
of determining my Bonus;  
All I ask — the happy labour,  
Brother-welder for my neighbour,  
Calling softly to each other,  
"Are you happy, Welder-brother?"

We, the Aristos, the Craftsman,  
Pity the unhappy Draughtsmen,  
Pity Manager and Foreman  
As the sailor pities Shoreman,  
Pity Engineer and Salesman  
As the Hillman pities Dalesman.

I am eager for my learning,  
With enthusiasm burning  
Like my flame, the Oxidising,  
Flame Reducing, Flame Surprising,  
Flame Protected, Argon-Shielded,  
Flame by Willing Welder Wielded.

Welding skilful, welding painless,  
Welding Mild and welding Stainless,  
Welding Struts and welding Collars,  
Welding Exports, earning Dollars,  
Welding Forging, welding Casting,  
Welding, welding everlasting!  
Lead me to it, learned Elder —  
Let me only be a Welder!

PUNCH.



### WELCOME

A man stepped up to a front door, knocked, and the door was opened by a beautiful blonde.

"May I speak to your husband for a moment?" asked the caller.

"I'm sorry," she said, "but my husband is away on business. He won't be back for at least a fortnight."

The man took another look at the blonde. "That's all right," he murmured. "I'll wait!"

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## PERSONALITY OF THE MONTH



N.A. R. "China" Byron

Have you ever wondered what it would be like to be a V.I.P.'s driver? — "What a perk!" you say — "Wonder what he's doin' while we're workin'?" . . . Well, I'm not going to tell you; you can ask "China" Byron yourselves . . . and you'll find he DOES work, and at a most interesting job.

Born in the year of '32, in the small town of Mudgee, N.S.W., to a family who had Clifton Webb's idea (Cheaper by the Dozen), Byron became the thirteenth member, and he quickly realised it was to be every man for himself. On completion of his education at De La Salle College he was eager to return to the wide open spaces, and became a cow stripper for eighteen months. After a few other scattered positions he finally joined the Navy, answering the call of the sea and the plea for Fleet Air Arm ratings, as an Aircraft Handler. Being the youngest of the Recruit class at 16, and a baby-faced youngster to boot, he bore the brunt of much ribbing, while his daily dryshave (ugh!)

and the subsequent "pink-cheeked" look only served to enhance his complexion. What with this, and being endowed with a distinctively Oriental look, he was soon given the nick name "China Doll" which has stuck to him ever since!

His first job out of "School" may have made a profound impression, or set the pattern for his future career, as he was made Messenger Boy for Cdr. Stenning and held this job until 1951, when he went aboard H.M.A.S. "Sydney" with 805 Squadron, the 20th C.A.G., and was one of the youngest men aboard in Korea, at the age of 18.

After the Monte Bello tests, he spent 10 months in Penguin, having lost a finger in a car smash, and then came via Nirimba, back to the Tross, where, in 1955, he began his present role. When the Navy decided the "Birdies" could handle motor transport as well as aircraft, he considered it easier and far more interesting to become a Senior Officer's driver than an Admiral! Consequently he has been driver to numerous serving and retired R.A.N.,

Foreign, and Civilian V.I.P.'s during the past years, his first job being as driver to the late Cdr. (Air) D. Buchanan.

Since then he has been to Tarangau, back to Penguin (where he also served as Captain's m/boat coxswain, Cabin hand etc . . .) and to Melbourne as driver to his present "boss," Capt. J. S. Mesley. I suppose this all sounds like good fun, and in many ways it is.

"China" tells me he has no worries about promotion and is proud to be the senior A.H3 in the Branch.

It goes to show how long you can hang on to your rate to help carry the young supervisory leader on his way! "China" has become quite used to being spoken to in the native lingo, and regarded as a local by the Traffic Police, whenever he visits the Orient, but he considers himself to be the youngest-looking three badgeman, and owes his youthful appearance to being a confirmed batchelor, free from domestic, financial, and romantic worries, and to the Clean Healthy Naval Life which has helped to inspire him to become a "Twenty Two Year" man!



Definition of a football fan: "One who will go to a game even if he doesn't drink."

The old narrow trails where two cars could barely squeeze by without colliding are now being replaced by modernly-engineered super highways where there is enough room for six or eight cars to collide at once.

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## A MORAL ANECDOTE

On 21st October, 1805, Admiral Lord Nelson was directing the progress of the battle of Trafalgar from his flagship, H.M.S. Victory. For weeks preceding the battle, Nelson had known that a big clash was imminent, and his letters to friends showed that he had a premonition that he would not survive it. It could be said that he went out of his way to flaunt death, certainly he didn't help himself, when against the advice of his staff, he insisted on walking the deck dressed in full uniform and wearing the stars, orders and insignas of his many honours. As the man who had ordered the close engagement of the enemy fleet, he must have known the risk he was taking but he insisted on taking it. In due course he was picked off by a French musketeer and was carried below where the ship's surgeon was doing his inadequate best for the Victory's wounded.

Nelson had been fatally wounded by a musket ball which had shattered his spine. Some weeks previously he had shown undue interest in the progress of the seaman who had also suffered a fatal spinal injury. It could have been a further example of the premonition that he would go the same way, but there is not any doubt that he knew that he was dying.

In the meantime, Victory's Captain, Captain Hardy, had his hands full in fighting his ship. When he could spare a minute, he went below to pay his respects to his Admiral and friend. On one of these visits, in answer to Hardy's query

as to how things were, Nelson, with life ebbing away, answered ruefully: (\*) "Kismet, Hardy."

Hardy, with little or no thought, bent down and there and then carved himself a further niche in the wall of history as he planted a kiss fair on the chops of the astonished admiral!!

Nelson died soon after, but what if he had survived? What would have been Hardy's next posting?

Picture this: The scene is the "Rats of Trafalgar Association's" Annual Smoko, 1812. The Guest of Honour, Lord Nelson, now Duke of Trafalgar and Copenhagen, has left. Admiral Collingwood has just finished a rollicking hornpipe, and in the lull following the applause, one Old Naval Gent says to a second.

1st Old Naval Gent: Don't see Hardy at any of these dos nowadays . . . ? ?

2nd Old Naval Gent: Haven't you heard. He's down at Heard Island — OC Boom Defence . . . Be back ni 1820.

1st Old Naval Gent: Funny chap, Hardy. Gallant officer and seaman, but a bit peculiar — goes round kissing Admirals!

No great harm has come from Hardy's misinterpretation of Nelson's words. It has gone down in the folklore of the Nation. But if we mistake a leader's orders the results may be more unfortunate.

We have to ensure that **WHAT WE HEAR** was **WHAT WAS ACTUALLY SAID**. It is of little good to receive clear orders, only for them to be muddled in our minds.

### GET A FULL BRIEFING

\* An Arabic word — can be loosely translated as — "Well, that's the way the cookie crumbles!"



The height of bad luck, — Seasickness with lockjaw.



Request to see the E.D.P. through the Captain, through the Commander, through the Divisional Officer, to ascertain position on the Sea-Shore Roster Sir!!!





women go  
wild about  
Mennen men

Mennen men disturb women. Try using Mennen Shaving Cream, followed up by Mennen Skin Bracer After Shave Lotion . . . Stick or Spray Deodorant . . . and then Mennen Bath Talc . . . But be prepared . . . women go wild about Mennen men.

Mennen Skin Bracer After Shave



MENNEN

M26.73

## FROM THE U.S.N.

Lt.-Cdr. Royce Pettit has sent me the following data which he has gleaned from Lt.-Cdr. (congratulations) Chuck Smiley's recent copy of the U.S.N.'s Navy Times. It's interesting stuff; perhaps it will provide some basis for comparison (contrast)? — Ed.

The Fiscal '64 promotion figures for the Unrestricted Line of the U.S. Navy have been released. The Unrestricted Line includes officers who man the ships, aircraft and submarines of the Navy. Promotion opportunities in percentages of eligibles in the zone and the actual number expected to be selected are shown.

To Captain — 44% - 287.

To Commander — 75% - 698.

To Lieutenant Commander — 90% - 1314.

To Lieutenant — 95% - No figures available.

It is noted that the only automatic promotion in the U.S.N. is from Ensign to Lieutenant (junior grade), all others being selective.

The U.S. Naval Academy graduated its class of 1963 in June. There were 871 graduates who were awarded a Bachelor of Science degree without major. The top 89 graduates graduated with distinction, indicating that their overall average mark was at least 3.4 on the marking scale of 4.0 (85%).

697 were commissioned as Ensigns in the Navy. Of these, 39 were granted commissions in the Supply Corps, 10 in the Civil Engineer Corps, 199 will go to Flight Training, 5 to Naval Aviation Observer Training, 5 will work towards Master's Degrees in the Advanced Science and Engineering Programme (ASEP), 1 will enter Navy Communications work, 2 Naval Intelligence, and 2 will become Engineering Duty Officers. Surface ships will receive 317 new officers, 135 will commence Admiral Rickover's Nuclear Propulsion Training, while 2 have not yet had their duty station assigned.

Of those not entering the Naval service, 74 transferred to other Services (the last year this option will be exercised) and of these the U.S. Air Force received 56, and the Army 18, Second Lieutenants. The Marine Corps, a part of the Naval Service, commissioned 65 Second Lieutenants. Seven foreign students graduated as did seven who were not physically qualified for Commissions. And what of the last man? He was electrocuted shortly before graduation!



### 'TIS RUMOURED

- A certain pupil (ugh!) undergoing a Wessex conversion nearly lost his source of identity at wet dinghy drill the other afternoon. Apparently the rubber neck seal on the immersion suit jacket caught on his lug-holes and nearly pulled them off!
- Diplomatic sources refused to comment on the visit of the Ambassador from Outer Slobbovia to the Nowra School of Arts recently. However, reports did state that he attended a theatrical performance, in company with some Naval Aides, to drink in some true Australian Culture.
- Why are certain pilots and observers volunteering to fly the Firefly these days? I wonder — could it be — oh no! surely not because of the coming Bundaberg trip do you think?



Aug 63



# Albatross Album

817 EMBARKS



● Captain Peek greets Cdr. Jude on arrival onboard H.M.A.S. Melbourne.

Aug 63



● Some of the Birdies on board.







**CAN YOU IDENTIFY THIS AIRCRAFT?**

723 Sqdn. is interested in learning the identity (type) of the old-time amphibian seen here. Do YOU know? Ring them if you can help.



● MEDEVAC — Surg. Lt. B. C. Firth and patient, about to leave for B.N.H.



● A recent visitor — an Army Auster.





Education Week

---

## LADIES . . .

DO YOUR PART TO KEEP UP THE  
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### ANSWER TO "WHO WAS IT?" No. 4

See? He hasn't really changed. Still the same hair line, dimples, etc. Supply Lieut. (Ck) Sid Sidebottom.





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## THE DEPARTMENTS

### PURPLE PATTERN

Since the last edition of P.P. there has been a further addition to the "Winter Woolies Wanderers." C.A.A. Wakefield, having just returned from a tour of the States and Canada, has been selected for a course in the U.K. Cynics have been heard to enquire whether it is at St. Andrews, Carnoustie or Royal Lytham St. Annes. However, we are glad to say that he will be joining Messrs. Robb and Hay on the Sub. Lieutenants' course at Greenwich and Menadon. The Albatross Golf Club will miss him, but we all wish him every success, professional and sporting.

The embarkation of 718 squadron has seen a great deal of activity in M.R.S., which no longer merits its old title of "Sleepy Hollow." There has been very little sleep around B hangar for the last few weeks, and a lot of hard work by the team resulted in the delivery of nine aircraft to the squadron. It would have been ten, but for the extraordinary performance of WA213 which seems unable to find an engine to its liking, Gazelles have been in and out of the airframe several times a day to a chant of "So you won't torque, huh?" and Ali Barber and the forty thieves have been paying frequent visits to the Sara Spares Emporium in "J" hangar. It makes a nice change, Always used to be the other way round!

Just to round off the picture the team has turned out a Firefly for 724 and a Gannet Trainer for 816. (Maybe the latter WAS a bit close to Maincheck, but you can't expect everything) Taking the ever present manning shortage into account, it was a creditable performance and merits a "Well Done" for a frequently forgotten but very essential part of the F.A.A.

Many people view the Inspectors as a bunch of "sticky beaks." They

are pictured as sitting in their snug office, conveniently adjacent to the brew boat, sallying forth (on nice warm days only) to make extra work for the REAL workers. As a matter of fact, one of their main functions is to find ways of avoiding unnecessary work — for YOU as well as themselves. All this spiel is leading up to the latest Albatross production — AP(RAN) 14 Vol. 5 part 2 — the "Stripped Venom Schedule." Ever since Pontius, people have winged that aircraft are over-maintained — but no-one seems to be game to do much about it. This schedule is an attempt to cut out all the unnecessary and repetitive jobs while still retaining those operations which keep the aircraft safe to fly. While the donkey work was done by the Inspectors of all trades, many others contributed their valuable experience and ideas. Its use has been authorised by Navy Office, and while it is too early to be dogmatic, first indications are that this entirely home produced A.P. will be quite a help to the Venom merchants.

### ADVERTISEMENT

**YOUR IDEAS ARE WANTED. IF YOU HAVE AN IDEA TO IMPROVE THE SCHEDULE FOR YOUR AIRCRAFT, DON'T SIT ON IT. LET THE INSPECTORS KNOW, BECAUSE IT IS HOPED TO STRIP ALL THE OTHER SCHEDULES IN TIME, AND YOUR EXPERIENCE IS NEEDED.**

We did hear of one scheme to put some interest into aircraft servicing. It is called "Servicing Without Tears" (no reference to our late lamented Passive Defence Exercise). The idea is that each inspection item is given a number from 1 to 90. At "turn-to" on Monday everyone is given a card with a series of numbers on it. Every morning the Chief Tiff. draws a handful of numbers from a bag and these the "jobs for the day." The first bloke to cross off all the numbers on his card gets



a Make and Mend. It has a familiar ring about it somewhere. At least it makes certain everyone will be there at turn-to.

Finally, if you hear a fusillade of shots from the direction of

## PUSSERS IN GENERAL

Well, it is safe to say we are still here and in as great a number as before, although a few additions to our various staffs would be welcomed! Writers of the Pay variety have, so they tell us, had their heads well and truly down putting up everybody's pay. No sooner do they put it up than they take it back again in D.F.R.B. adjustments. The Pay Staff have their work cut out for them for a long time to come.

We have been forewarned of an attractive addition to our Department — WRANS! Some of us have worked with them before both in Australia and in England. We have seen them staff Main Gallies, Victualling and Naval Store Departments in large Air Stations and also work as Writers, S.A.'s and Stewards in Cerberus. They are coming to take our place, which means that they will have more than enough to do. We have seen that they can do

the Line, don't automatically assume that the Senior has shot himself or that a weapon programme has gone wrong. Its only Lot 7 at it again! (Duty Met. please note).

N. GEM.

a man's job — they will have no alternative here if the current shortages remain.

Since leave the Pussers have been successful in the Mid-week games. We hope to continue in this fashion.

During the period of this issue we remember the anniversary of the First World War, 4th August, 1914, and one other interesting point, that of the untimely death of Staff-Paymaster J. T. Gedge, R.N. who was killed on 6th August, 1914, when H.M.S. Amphion struck a mine. He was the first British Officer killed in the War of all the fighting services. As usual the Pussers were in from the beginning.

Last Monday night saw a first class gathering of the Department at the White Ensign Club, Nowra. A very successful evening was held, and we hope to have many more.



★ **TRACK OIL:** Reports from the Married Patch indicate a return to form of the old stayer, "Smiler" Edwards. His trainer, R.P.O. "Sam" Henderson, has been working him over middle distances on Nowra Hill, in preparation for the big C.C. Cup for colts and geldings. The "bhoys" have him at slightly over each way odds, and Hollywood Frank of the Albatross Jockey Club has stated that if Smiler's running is as good as his sthirst, he will win for sure!!

★ The stork has been sighted flying over the Patch again. The "flack" was thick, but he managed to hit some targets.

★ The Wardroom Batchelors have been in great demand at parties over the past month. It's getting so hectic, they are considering going to King's Cross for a nice quiet week-end!

★ A gentleman we know backed Calapogonia the other day at 33/1. When asked how he picked it, he said, "Well, I haven't got a Cook by that name, so I backed it!" Simple system isn't it?!

## Kooks Corner

The Chefs had a most pleasant evening at the White Ensign Club the other night. It actually turned out to be a White Strippers convention as all branches of the S & S. were represented.

We have heard nothing but good words about the do, and requests for a similar function have been pouring in. This, incidently, is fixed: There will be a monthly party of this nature and all white strippers may, if they so desire, invite their cobbbers from other branches. We might, with a bit of luck, get a few birdies along one night. We can always fix up the ambulance before the show. I reckon one chef could handle any six of them!

The Supply Officer, in company with the Deputy Supply Officer and the Naval Stores Officer graced us with their presence and we were pleased to see them along. The Supply Officer, incidently, is not much chop at playing bowls. The Deputy throws a nifty quoit, and the Naval Stores bloke is hard to beat at darts.

This info might come in handy at future evenings.

The White Ensign staff, under the capable management of Mr. Les Young, gave of their best to make the party a success and we take this opportunity of thanking them. We had more scran than you could poke a stick at. Really good food, piping hot and prepared by "Lady Chefs" (not Sidebottom trained).

Aunty Vi and Aunty Pat, assisted by Gordon, kept the amber fluid flowing. We proved to be pickers at the drinking game though — just 64 beers short of a thou!!

It might be of interest to Divisional Officers and Regulating Staffs of other branches to know that the White Ensign is available for function of this nature, any time, any night, any number. Just make a phone call to Mr. Young (22069) and he will set you.

The repayment bus is a good investment too. It's mighty nice to sit back and imbibe a few ales with the sure knowledge that you will be in one piece when the Duty R.P.O. wishes you good-night!

## A STORY FROM SID'S REPERTOIRE

Did you hear about the chap who had a session with a talking machine the other day? He (we'll call him Bill from now on) was having a drink with a cobber and the cobber mentioned that he had a machine at home which would answer any question put to it. Bill scoffed at this and said it wasn't possible, so he was invited home to see this gadget. There it was in the corner of the lounge, bristling with knobs and gadgets and what-have-you. Our friend Bill then put the following question: "Where is my father at this moment?" The machine clicked over and came back with the answer: "You're father is sitting on the Huskisson wharf fishing."

Bill laughed, turned to his cobber, and said: "There you are. I told you this machine cou'dn't work. My father has been dead for four years."

The cobber then said: "Well, ask it the same question, but with a different phrasing."

So Bill spoke up again, and said: "Where is my Mother's husband at this moment?"

The machine clicked over again and came out with: "Your mother's husband has been dead for four years, but your FATHER is STILL sitting on the Huskisson wharf, fishing!"





## The White Ensign Club.

The extensive alterations made recently to the White Ensign Club, YOUR club, are now complete.

For several months improvements to the bar, and amenities have been in progress, under the able direction of Mr. D. Coulthart, a local builder, who was awarded some £225 above contract price for early completion of the job. Extensive

changes to the electrical fittings, floors, walls and ceilings have been made, and an excellent job has been done.

Airconditioning has been installed, making the club's premises the most modern and pleasant in this area, if not in Australia — don't just take our word for it... go there and take your friends, and see for yourselves!

## A LETTER TO THE EDITOR

Georgetown,  
Tasmania.

The Editor,

Dear Sir,

I wish to make it known to a certain section of your readers that as Oracles, they would make very good Bricklayers! Prior to my discharge from the Service, I was given, by these prophets, between 1 month and a year before I re-engaged. Sorry, fellows, but 12 months was up on the 29th July, and I'm still a happy contented civilian!

I would like to offer my regards to the R.A.N.G.A. and inform them that I'm solo in the Esk Valley G.C.'s T31B; also to the Musicians, Coffee Loungers, Bistros, and "Georgie's Mobs." May things progress in a vertical direction for all my old friends and citics.

Yours, etc.,

C. W. CLARKE (Ex NAM (E) )



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# EVENTIDE

Headline News in the Old Men's Home — A most impressive ceremony was held the other lunch hour when our favourite Supply Lieutenant (Ck) was presented with his wings by our worthy President.

These wings, which are of a special design, were created as a "One Off" order, which will never be repeated unless we get another Supply Lieutenant (Ck) by the name of SIDEBOTTOM. This we are assured will "NEVER HAPPEN!"

Those members who were present in the Mess when the Chief G.I. and Bob Basford re-fought the Battle of Anzio will be relieved to know that the President is arranging additional exhaust fans to cope with the cordite fumes. However, nothing can be done about the empty shell cases littering the bar; it would take more hands to move them than the Deputy Director of Manning could find.

There have been many nice comments around Nowra about local Rugby League Referee Chief Stoker "Blue" Orford. "Blue" is noted for being very fair and competent but we believe he had a little trouble at a recent match between Nowra and Berry, under 18s, with the final score at 33 to 3. He was suffering from an acute shortage of fingers when the final bell rang and in fact

had to ring up that night to find out just what the scores were and who actually won the match.

If you don't want to pull the same boner that several Mess Members committed, then don't ask "Bubbles" Carter what it's like in civilian life or congratulate him on being back for R.A.F.R. service. Turned out he hadn't Paid Off at all but had been tucked away at Nirimba for years.

## JUST PRINTABLE

News is very hard to come by and the ulcers and blood pressure are not improved any by incidents like the following — after spending a hectic day of answering phone calls, running messages and getting brews for the Boss, etc., I staggered out of one M.O.'s office after a two-hour D.E.E. medical, to be confronted by another Surgeon Lieutenant bellowing "Stop wasting time, Chief, and get moving on 'Eventide News' for Slipstream!" As the D.E.E. date looms closer, the need for a new correspondent for Eventide News arises. A list of critics of this column has been kept for some months now, and the worst offenders are hot candidates for the position. What a fine old time the "winner" is due for — IF YOU UPSET THE EDITOR YOU DARE NOT GO SICK!!!

—oO—

- Scribbled on the blotting paper in the O.O.D.'s cabin is a small off-beat verse . . . . .

"Light turns into Darkness,  
Darkness to Pensive Night,  
Pensive night to Loneliness  
And so to utter despair  
At the hate and confusion around us."



Talent! ? — Not in this town, Mac! She's their Miss Australia Entrant!!



- All the troops are waiting for the big return match between 816 and 724 Squadron aircrew. They say they haven't had as good a laugh since you know when. As a matter of interest, 724 aircrew proved themselves to be more skilful, and possessed of more stamina than their opponents. That's the way Jet Jockeys are built, it seems . . .
- 'Tis rumoured that "Fonda" Cunningham has switched from Rugby to Aussie Rules. I wonder if his League fans will still be there to cheer him on in his new Code??
- Wedding bells may soon be ringing for one of our officers from India. His freinds are all hoping for an early announcement so that they may make the necessary arrangements to be at the nuptials! A request . . . PLENTY FIREWATER, SAHIB!!



# THE SQUADRONS

723

At the time of going to press things are, to say the least, quiet in the Squadron. There are no students in the "Grinding Machine" at present, and the next course is still hull down on the horizon.

Some work (other than brewing coffee) is however going on. Pilots from 817 Squadron were engaged in the task of refamiliarising in the Sycamore before their embarkation, although it is not envisaged that the Sycamore should become an A/S aircraft; in fact its best value as a weapon would be as a gift to any potential enemy! The object of the exercise is that 817 pilots can fly the embarked Sycamore, and therefore obviate the necessity for a full-time SAR pilot. After the full "mod-cons" of the all mystic Wessex, thirty minutes in a Sycamore is good for the soul as well as the biceps. If anyone is in doubt about this point, ask Lt. Spratt; he found out the hard way! For those who failed to hear the noise, he carried out a loop with a half roll off the top — unfortunately he was still on the ground at the time! However, nice try Robin: Next time do a better job or we shall have these steam driven mixmasters forever! Though this particular aircraft looked a bit sick, it is still repairable — a little man from Bankstown picked out one useable rivet from the pile of fire wood and was heard to say: "It's O.K. We can mend it!" (Perhaps they need the work?) . . .

Though the next service course is still some way off, we are expecting two aviators from Civil Aviation who are to be given Instrument flying course. Type-familiarisation on the Scout is being carried out by Lt. Cdr. Wheatley. This is a prelude to his embarkation in the survey ship, and not a trial into the acquisition of

Marlin from the air; so sit down Chuck, you'll have to suffer the 'Workboat' for a bit yet. A visit was recently paid to the new vessel (H.M.A.S. "Moresby"), at present building at Newcastle, the object being to ascertain whether the Scout would fit into the garage provided.

Though the ship has yet to be launched, she is beginning to shape up as a very attractive vessel. First impressions lead one to believe that a new aircraft is in the making for friend Aristotle, but from what I have heard if the intended programme for the first cruise, perhaps the lines of a luxury yacht are best suited for the purpose.

We are beginning to wonder if our journey is really necessary here in the "Basic Helicopter School." Last course consisted of two pupils, one a Helicopter Specialist, the other a Fixed Wing conversion. Having qualified and left us, one is now Senior Pilot of a GANNET SQUADRON, the other is reported to be spinning the VAMPIRE over Nowra Hill — we seem to be flogging a dead horse! The "I LIKE Q.F.I.'s" SERIES No. 1.

Conversation overheard between a Q.F.I. and a pupil after a check ride.

PUPIL: "How did I do then Sir?" (looking very apprehensive)

Q. F. I.: "What's your name, Son?"

PUPIL: "Smith, Sir."

Q. F. I.: "No, no . . . if we are going to make any progress, we must get this thing on a sound FRIENDLY basis. I can't help you if you're afraid of me . . . What does your mother call you?"

JUPIL: (Looking much happier) "John, Sir."

Q. F. I.: "That's much better. Well John, — YOU'RE SCRUBBED!"

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## SAGA OF THE SKY

(By HOLLAND MULBILL)

### CHAPTER 1

CAREFULLY he eased himself into a chair in the Briefing Room and carefully arranged his charts and navigational equipment. This was it! This was the big night when he would play his part. The Night Fighter defence of the Fleet! . . . of Australia! . . . of S.E.A.T.O.! Sudden majestic visions flashed before his eyes — of Battle of Britain days — of heroic feats of the past. Oh where do we get such men!

Filled with pride he took a deep breath and squared his shoulders, and in the process managed to jab his dividers firmly into the arm of the Ganneteer sitting next to him.

After several cryptic remarks had been passed reflecting somewhat poorly on his, and the Ganneteer's ancestry, order was eventually restored. Then he almost choked with pride as HIS PILOT strode majestically into the Briefing Room and took his rightful place in the front row of seats. His pilot! Immaculately dressed in a clean flying suit, brown suede shoes, and a polka dot scarf. What a picture of sartorial elegance, and what an affectionate greeting he had bestowed on his poor lowly observer, a greeting that bespoke true, blue, crew co-operation . . . .

"Now for God's sake Smith, get your blasted finger out and this time pay attention!"

The Operations Officer arrived with a slightly worried expression on his face.

"Right gentleman, settle down for briefing please."

However, there was no immediate response to this polite request.

"Cut out the yak! Put those ukkers away and stop playing cards at the back!" Ops. screamed in a high pitched voice. Obviously the strain of the moment was beginning to tell.

"Now stand by for a time check — when I say the time, the time will be 1900 hours . . . stand by . . . time! . . . time 1900 hours. Pay attention to the weather."

The weather man painted a glowing picture.

"Cloud from the deck to 35,000 feet with severe icing in the upper layers. Also acute turbulence at all levels. Wide spread thunderstorms and constant showers. Visibility reduced in showers to 1 mile — no wind at take-off time but expected to increase to gale-force during the flying period. Heavy swell with mountainous seas. Further outlook; rapid improvement expected on completion of night flying, followed by a snap deterioration just prior to day flying tomorrow. Any questions?"

There were no questions.

Then Ops. gave the tactical briefing.

"Well gentlemen, we have just received a signal from the enemy stating that they have cancelled their night flying programme. However, we feel that this is a filthy "shoe" trick designed to lull us into a false sense of security. Hence, we will fly a maximum effort. All available Gannets — consisting of one aircraft — will be flown off first. Immediately after take-off this aircraft will be diverted to Changi where the crew will spend the weekend at the Officers Club. All expenses paid, of course."

Ops. paused and wiped his perspiring brow.

"Any questions from the Gannets?"

There was an excited babble from the Ganneteers. Obviously the submarine threat was in capable hands.

"Our Venoms," Ops. continued, "will remain at continuous patrol at 30,000 feet. We would like you to remain in cloud to avoid the risk of radar detection. Pay attention to the Communications Officer."

The Communications Officer stood up brandishing an impressive sheet of pink signals.

"Not a great deal on the radio side, gentlemen. There are no restrictions on radar or radio. Gannets for Changi use civil frequencies. Venoms on Channel Foxtrot, alternative — Sierra."

The Direction Officer disagreed strongly on the choice of Venom fre-

quencies. Eventually a compromise was reached, and the Communicator — considering himself the injured party — choose pistols. The matter will be settled down at dawn tomorrow on the quarterdeck.

The Direction Officers briefing was tense and to the point.

"After take-off we will vector you to the West of the ship. Climb to thirty thousand feet, and we'll have you under positive control all the time. However, due to the cloud coverage and radar serviceability you'll probably in the dark for the entire period. This is quite acceptable considering the nature of the exercise. Any questions?"

Once again there were no questions.

The Ops. Officer concluded the general briefing.

"Well, that's it men," he said, choking slightly, "Get up there and give 'em hell!"

CONTINUED NEXT MONTH

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## NO. 2 WESSEX O.F.S.

The second batch of pupils to pass through the "Matthews Mill" are the usual mixed bag of ex-Ganneteers and jet jockeys. We also have the distinction of being on course with a graduate of the Empire Test Pilots School, Mr. Randall (Randy) Green, who is at present Chief Test Pilot for DeHavilland.

For the first two weeks of the Course we have attempted to absorb the necessary information concerning hover-couplers, doppler, half ball valves th stage compressor air, etc., before being allowed to go solo. However, everyone HAS managed to go solo, and all phases of the course are progressing well.

It is amazing how the wheel turns the full circle. Eight months ago we were all involved in a work-up programme prior to embarkation. At that time the only fixed wing aircraft allowed in the circuit

were those involved in emergency landings or VIP flights, the cry being from ATC Controller (1) "Clear the circuit, we have two Wessex operating on the duty runway." These Control Instructions (2) were issued from the Tower (3), to provide a measure of separation (8).

These days, however, Wessex are required to clear the Airfield (4) and in fact the Control Area (5) to allow fixed wing aircraft waiting in the Holding Pattern (6) to use the airfield for M.A.D.D.L.S.

We all realise the problems involved, and we trust that our friends in the Tower will not be offended by the definitions below, which appeared in a well known publication previously.

For the next few weeks the Course will be involved in instrument flying, G.C.A. Let-down (7) etc., so we should be out of harm's way, and not have to amuse ourselves flying formation Gannets!

—○○—

## AIR TRAFFIC CONTROL DEFINITIONS

Author's Note: It is axiomatic that when dealing with specialised subjects, all concerned should be familiar with the technical terms involved. Air Traffic Control is one of these entities, and in order to appreciate properly the problems involved, the following definitions should be committed to memory:—

- (1) A cynic (subsidised by the Railways) and dedicated to the task of discouraging travel by air.
- (2) An impossible solution to an unsolvable problem issued by incoherent controller to an uncomprehending pilot.
- (3) Glass solarium in which tired and worn out ex-aircrew controllers regard aviation with amazement.
- (4) "A Blasted Heath" (Hamlet).
- (5) Air space in which only one Centre has authority to disrupt the flow of air traffic.
- (6) Laughable term applied to the dog fight in progress over the radio facility serving an airfield.
- (7) The blind leading the blind.
- (8) That condition achieved when two or more aircraft fail to collide.



SIX MUNCE UGO I CUDNT EVN  
SPEL HELIOCLOPER PILOT  
AN NOW I ARE ONE.....



## 816 SQUADRON

After a brief period with little flying, and a short but enjoyable leave, we are back once more to settle into the routine of this sunny "Riviera." In spite of somewhat makeshift accommodation, most of our problems are now ironed out, with some credit going to "Burgoo Bill" and his disable crew.

The squadron has acquired its own well-known personalities namely Sgt. BILKO and DOBERMAN, but our pair differ from the T.V. stars — OUR Bilko does all the work, (well, some, anyway) while Doberman warms himself by the radiator! Then there is "Cool Col," who is itching to chance an attempt on the land speed record on his trips to the Big Smoke, and our own squadron heavyweight champion "K.O. Sylvia" who will need some luck when he gets to fight Sonny Liston. Take it easy K.O. as the canvas may be harder than it is at Hobart. The boy to watch of course is the one and only "Rocky" and his guitar, who, I'm told, was offered a contract by WIN 4 which had to be declined because of his Wimbledon engagement!!

A special mention must be made of the "Dark One" who went off the runway in a glider the other week and ended up walking home. (Wot,

no gas, Dark??). It was very pleasing to know that "Jacky Wacky" finally got his cane chairs home, and we are all proud of you J.W. Whilst on these characters, hear tell "P.T." finally made his debut in Sydney on a nice blind date (female too), organised by our well known "Stiffy." Another recent event was the marriage of "Simon the Check," and our congratulations go to Simon, with best wishes for the future, and for lots of little checks.

It has been noted that "that other new fangled front-line squadron" cannot put up on a good display on the ship by themselves, and we will have to assist them shortly with proper aeroplanes. Some of our Gannets will be going on board for Family Day and Shop Window displays.

There seems little else that's new, but the main thing is that we get this into Slipstream, even though I was railroaded into the author's seat by a certain Lieutenant! As in the past, the Fighting Tigers are still in the fight, and our closing advice to you would be (in the words of our new motto) "When in a fix, ring 816!" — Though it is quite possible no one will answer, there is no harm in trying!

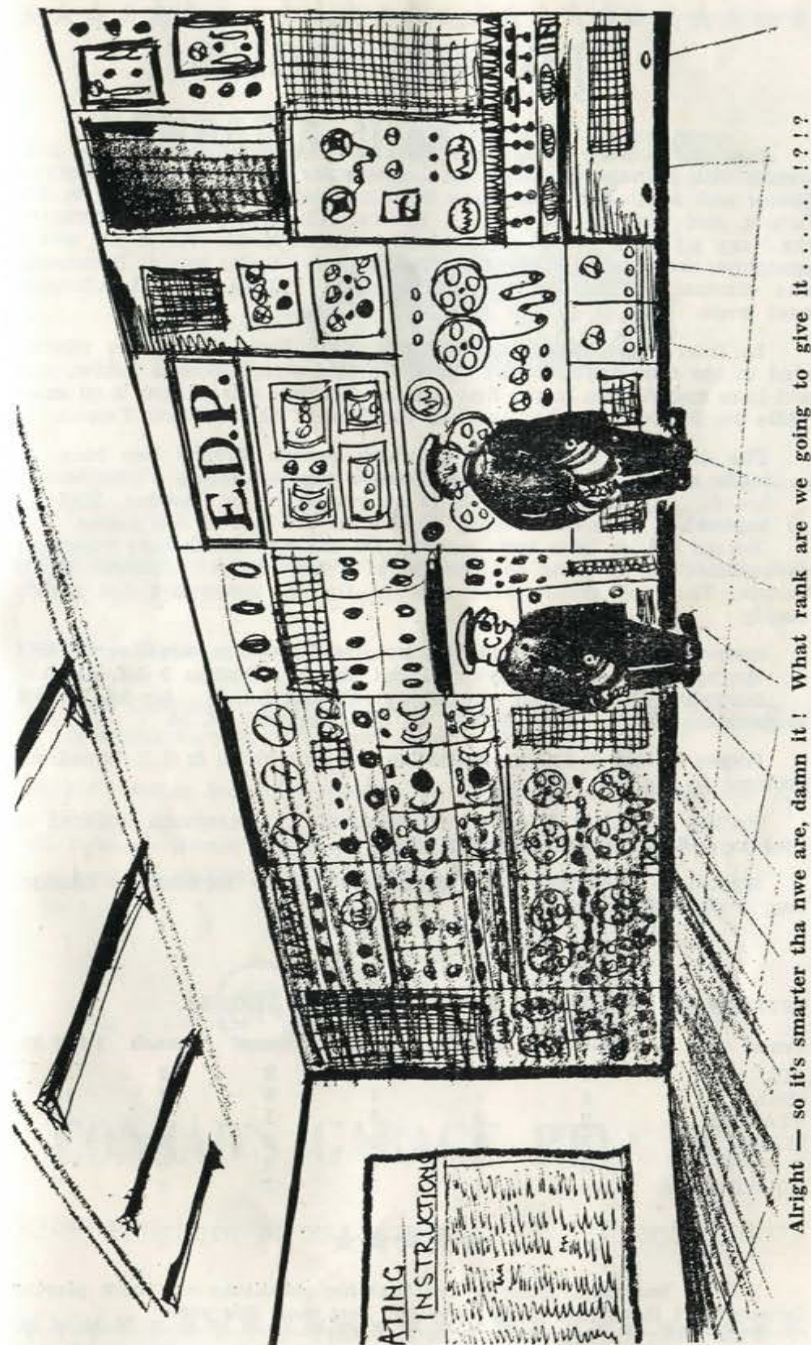
RAILROADED.

## WE SERVE TO SAVE

The mantle of the S.E.S.O. has just about passed from Lt. Cdr. McNay to Lt. Gardiner. They have been compiling a list of Aircrew who have yet to experience a Survival Course at J.T.C. Canungra. They know that people would hate to miss out on this course, with plenty of fresh air, brisk walks in pleasant rain forests, and rare delicacies to stimulate the appetite, e.g. grubs, snakes, and wild ginger... The boss was seen to smile when names such as Poona, Muffet, Innes, Subs, Henry, Dads-well, O'Farrell and Payne were men-

tioned. Perhaps they would like to go.

An S.E.2's course has just been completed, and our congratulations go to the successful course members. They say Schnapper the Janitor passed by accidentally, leaving lobsters on the S.E.S.O.'s desk. He'll get on for sure!! The Officer's course is progressing steadily, and is now entering the "back to nature" stage of their training. This does not mean that they turn up for work each morning clad in only the wrappings of aircrew rations — it simply means SURVIVING.



Alright — so it's smarter than we are, damn it! What rank are we going to give it...!?!?



# Sporting Notes

Sporting activity has progressed most favourably over the past month with perhaps the finest spell of weather this year. Inter-Service Soccer and Australian Rules have been completed with Navy tied in the former, and winning the latter. Several Albatross players represented the Navy, although not all those selected were available due to the severe manpower shortage. Rugby Union is at present under way at Richmond, and eliminations for the Navy tennis team will be held at Albatross next week.

In Inter-ship competitions our Australian Rules team were eliminated in the semi-finals, Rugby Union finished second on the ladder, and will have met Watson in the first semi by the time this edition is on sale, while our Soccer team has reached the final of the Showers Trophy.

The draw for the "Happy" Hawkins Squash Trophy has been made and is displayed at the squash courts and on all notice boards. The first round is to be completed by Monday, 23rd September, all matches being decided on the best of five games.

Record entries have been received for the new lunch-time volleyball competition, necessitating the erection of a new court adjacent to D hangar. This will ensure that each of the 20 teams has one match weekly.

Inter-part results since the last issue of Slipstream, are:

Rugby Union — Engineering 11, def. Air 0. Station 9 def. Air 0.  
 Australian Rules — Air 12.8, 80, def. Station 5.8, 38. Air 5.4, 34, def. Engineering 4.8, 32. S. & S. 6.12, 44, def. Electrical 5.6, 36.

Soccer — Eng. 5 def. Air 3. Station 2 drew with S. & S. 2. Squadrons forfeited to Air.

Hockey — S. & S. 1, drew with Electrical 1. Squadrons forfeited to Station. Squadrons forfeited to Air.

Squash — Electrical 3 def. Squadron 2. Air forfeited to Station. Eng. 3 def. Squadrons 2.

## INTERPART PROGRESS SCORE TO 13th AUGUST

Team	Hockey	A/Rules	Union	Soccer	Squash	Total Pts
AIR	6	4	0	2	-2	14
ENG.	4	2	4	4	2	16
STATION	2	0	5	1	2	10
ELEC.	3	2	0	2	4	11
S & S	-1	4	0	1	0	4
SQUADRONS	-4	4	3	2	2	7



Bill (at basketball game): "See that big substitute out there playing forward? I think he's going to be our best man this year."

Phil: "Oh, darling, this is so sudden!"



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## RULES

### INTERSERVICE AUSTRALIAN RULES

The first match in the series was played on Monday, 5th August, between Army and Navy. Six representatives from Albatross played for Navy, three of them being judged best on the ground. These were O'Donnell, Rutzou (4 goals) and Onley. The final score in this game was Navy 14-21—105 def. Army 8-16—64.

The second game of the series for Navy was against the R.A.A.F. at Picken oval on Friday, 9th August. This was the deciding match of the series as both had reached a win over the Army. Kicking against the wind in the first quarter Navy were first to score, and, retaining possession, chalked up a handy lead at the first change. Navy

forged further ahead in the second quarter, proving superior in the rucks and the back line proving too solid for the R.A.A.F.'s forwards.

With a six goal lead at half time O'Donnell took over from injured Col Mason, Navy's captain coach. Play became harder and although the R.A.A.F. made a determined effort the Navy tightened its play and held on to their lead. Mason gave the team a sound lecture at the third change (much to the delight of the spectators) and a very fit Navy team went further ahead to take the match and the series. Result Navy 15-8—98 def. R.A.A.F. 8-6—54.

At the presentation Col Mason received the shield from Wing-Commander Morgan and a very enjoyable celebration of a well deserved win followed.

### ALBATROSS SUFFERS HEAVY DEFEAT

Albatross Australian Rules team suffered its heaviest defeat in three years on Monday, July 22, when the side went down by 12 goals to the 1st Royal Australian Regiment at Hols-worthy.

The navy side failed to get going in the gusty conditions and was easily outplayed by the heavier and faster Army team.

Centre Ken Staff played an outstanding game for Albatross and was ably supported by centre half forward Leon O'Donnell and centre half back Mike Carr.

Final scores: 1st RAR: 15-6-96 def. Albatross 3-12-30.

Albatross has a large contingent of players in the E.A.A. inter-service rules side for 1963, eight have been chosen in the team and two more selected as reserves. However it is expected that several of the players will be unavailable for the triangular competition later this year.

The players chosen are: Mike Carr centre half back, Rodney Burke wing, Barry Templeman wing, John Williams full back, Leon O'Donnell centre half forward, Ken Staff centre, Neil Rutzou rover and Keith Taylor ruck-rover.

Reserves John Trewhella wing half forward and Trevor Mathers half forward flank.

In the competition to find the club's best and fairest player the lead is held jointly by rover Neil Rutzou and centre Ken Staff.

Competition points:

K. STAFF	5
N. RUTZOU	5
M. CARR	4
B. TEMPLEMAN	3
E. KENDALL	3
I. SMITH	3
Leon O'DINNELL	2
J. TREWHELLA	2
B. JEFFREY	1
Laurie O'DONNELL	1
R. ONLEY	1

K. BOLLER.



● The Inter-Service Soccer Team contains several familiar faces.

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## Golf Club Notes

Competition on the local course has now become very popular with a match played every weekend. Last week's competition was won by Merv Willers with 34 points off 17, "Digger" Schmidt taking second place in front of "Tiffy Bill" on a count back with 32 points. The trophy for the best 27 handicap card returned was won by that Spanish gentleman "Senor E" with 24 points.

Albatross won the last match played for the Davis Shield, giving us a 2-1 lead over Nowra with two matches to play. Albatross club members were to the front with the trophies, Wing/Cdr. Wakeham, P.O. Wyllie and L/Std. Muller taking first, second and third places.

The "Happy" Hawkin's Annual Trophy is well under way and we should have the winner decided next month, before I leave, I hope, as I can remember helping at the christening of "Happy's" last trophy and I am assured this one will hold even more of the amber fluid.

We should have a crack at the Naiad Cup soon as I have been in touch with Creswell again, so all golfers sharpen up their game as we want that cup back in this Establishment.

All members will have noticed the improvements in the course over the past few months, and you'll agree Stan is doing a good job. A putting green will be started soon between the first green and the Department of Works Compound. When the evenings lengthen there will be a nine hole competition run from Monday to Thursday, so all the mid-week golfers get ready for that. Don't forget all cards should be returned as handicaps can be adjusted both ways. Sorry, no more than 27.

Membership now stands at 78 so I am sure we will have over a hundred members before the end of the season. Membership for the remainder of the year is 2/6.

HON. SEC.

## Albatross Soccer Club

With the season three-quarters of the way through, the team is working as a UNIT instead of the eleven individuals we saw at the beginning of the season.

We had three representatives in the inter-service at Wagga — "Darchie" Cole, Brian Eagleton, and Brian Sargesson who gave good accounts of themselves.

At present we are second on the ladder for the Showers Trophy — four points behind the Submariners — having had wins against Watson, Penguin (twice) and Fleet, and being beaten by S.M.4 and Fleet.

We have had five social games against Civilian Soccer Clubs, followed by post-mortems in the Sportsman's Club. These games proved to be very popular and we pick up quite a few hints from these contacts with the League. Our next social game is against Corrimal Rangers on the 25th of August. These are old opponents, and with the honours just about even, it should be an exciting match.

There is a shortage of experienced linesmen and referees, so it is proposed to give Soccer instruction to those interested in the control of the game. Anyone interested should contact the P.T.I.

★★★★★

"My mother was terribly disappointed when I was born."

"Oh! Did she want a girl?"

"No. A divorce."



● Some line-out action in a recent R.U. match.

## R.A.N. Game Fishing Club

The R.A.N. Game Fishing Club (Jervis Bay Branch) has held the first meeting for the 1963/64 season and the following have been elected. PRESIDENT: Lt. Cdr. Wheatley; SECRETARY/TREASURER: Lt. Innes; Committee: C.A.F. Turner, P.O. R.E. Harvey and N.A.M. Beauchamp.

The club is indebted to "Happy" Hawkins for the facilities provided for the successful "Las Vegas" night on 8th August when so many contributed part of their backpaj to club funds for new equipment!

The boat is at present undergoing refit at Garden Island and is due to be sailed down on 24th/25th

August, all ready to start fishing at the commencement of the season on 1st September. Points in the N.S.W. Competition will be scored on two Sundays of each month and it is hoped to organise week-ends away to Sydney and Bermagui during the season.

Membership for the season costs £2/10/- and the charge for a non-member has been raised to £1/- per outing. To allow all members a reasonable season's fishing, club membership has to be limited to 40 and this is filling fast so get your fees in to the Treasurer at 724 Squadron NOW!



## TENPIN BOWLING

Bowling might never have become the popular sport it is if it had not been for a canny Puritan who three hundred years ago ingeniously broke the law legally.

The game of ninepins was brought to America by Dutch settlers in the seventeenth century. Subsequently the Puritan Fathers found bowling entirely too popular. As they saw it, men devoted to it time that would have been better spent in building homes or doing chores, and they passed strong laws against ninepins. The game could be played only on the sly, and many a Puritan bowler sat in the stocks or in prison for his brashness in defying the authorities.

Came the day when one Puritan noticed that the law specified ninepins. He added a tenth, which today we call the headpin, and not only circumvented the law but improved the game.

By the time the good Fathers reassembled to change the statute, so many settlers had taken up the "legal" sport of tenpins that the earnest lawmakers gave up their opposition to it, and the boom was on.

Today there is a new concept in bowling and it is proving to be a boon to bowlers everywhere. The game of tenpins has become the popular sport it is today simply through the introduction of automation, the constant challenge to the individual to better his score, the development of good sportsmanship and teamwork, and, of course, the healthy exercise the sport offers. In addition, bowling is an activity that can be enjoyed by people of all ages.

Our nearest bowling centre is at Warrawong, which, like most centres

here in Australia, contains every convenience for the modern day bowler. Warrawong is about forty two miles from Nowra, and on many nights during the week bowlers from Albatross are observed either in league matches or just bowling socially. Navy bowlers in Sydney are proving their superiority in dry land activities by leading in the Combined Services League at Rushcutters Bay Bowl. Here on the home front a team comprised of four members of the "Green Empire" are leading in the Boomerang League at Warrawong. Three of these members have been selected to go to Melbourne in October together with other bowlers to represent the Illawarra Districts in the all Australian Championships.

These bowlers have become very popular at the Warrawong Centre and the team, named the "Tigers," has been widely publicised both in the press and in Tenpin Bowling magazines throughout Australia.

Spike Giles has recently been awarded his 200 pin for a fine game of 204, and continues to bowl well for the team. It shouldn't be long before Dave Marks and George Loveday break the 200 barrier, both have been bowling consistently and deserve a good pinfall for their reward. Team captain Tom Trinder, who has a commendable 555 series to his credit, has bowled well just recently and is hoping that the "Tigers" will be able to capture League honours at the end of the year.

It is gratifying to see such keen interest displayed by Navy bowlers both here and in Sydney, and it is hoped that it will not be too long before we have a bowling alley of our own on the Station.

"STRIKE"

## BOWLING GLOSSARY

BROOM BALL — A mixer; a ba'l that sweeps down pins.  
 CREEPER — A s'ow ball.  
 FOUNDATION — A strike in the ninth frame.  
 GRAVEYARDS — Low scoring lanes.  
 GETTING THE WOOD — Scoring well.  
 NOSE HIT — A bit full on the headpin.  
 POCKET — The 1-3 spot for right handers; the 1-2 spot for left handers.  
 RUNNING ALLEY — A lane that takes a hook.  
 SLOT ALLEY — A lane on which strikes are easy to get.



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● A fine action picture by N.A. Phot. 3 Evans shows Eddie Lamb throwing an opponent at a recent practice night.

#### ALBATROSS JUDO CLUB

Since the last issue, there has been a steady work-up for the area gradings in Wollongong. Under the guiding hand of Eddie Lamb, the aspirants for higher grades have made good progress and should prove themselves on the 17th August.

Alan Wright will be going for 4th Kyu (Orange Belt), Clarrie Blakeney and Carl Linnane are going for 5th Kyu (Yellow Belt).

Practice night is now Wednesday which seems to be more popular. We have several new faces, and shortly we will be getting a 4th Kyu man from Creswell (P.T.I. Brad Stead) who will, no doubt, add a touch of variety — being a student of "Spud" Murphy, the black belt at F.N.D.

Inter-Club championships will commence a week after the grading, which will provide valuable training against "unknown quantities."

UCHI MATA.

#### GUN CLUB GOSSIP

Despite various rumours to the effect that the Sick Berth Chief and the stouter of the Station's two Surgeon Lieutenants were forming a breakaway group, and building their own Sick Bay at the airfield, the truth finally emerged: Work has started on the clap pigeon trap! With luck, now that the bulldozing has been completed, we should progress to the shooting stage before next issue of "Slipstream" hits the stands. A few members have been seen at the Gunners Store gazing fondly at the Club's two Dakin over-and-under guns and just itching to have a shot. Not long now chaps, but don't forget to bring your MONEY to the first shoot — **ONLY FINANCIAL MEMBERS WILL BE SHOOTING.**

#### SAFETY HINT OF THE MONTH

Unload your gun or rifle before climbing through or jumping over that fence. No safety catch is EVER safe enough.

"FULL CHOKE."

## Albatross Sailing Club

The time of year is upon us again when all blue-water sailors and others (like us) muster round the boats for a refit before sailing season begins.

Well, we have mustered; we have refitted; and now we are ready to match our brawn, nerves and ulcers against our natural adversaries, the sea, the wind and the White Ensign Club.

We would like to take this opportunity to thank our retired President, S.Lt. COL ANDREWS, for the work and interest he has put into the club over the years. Even though he has retired he is not inactive, and is now deeply engrossed developing the rural aspects of the district, with sea boots the dress of the day.

We would also like to welcome the new committee, and remind them that if club business does worry their ulcers, Col is still at the Sick Quarters!

At the helm now is our new President, Lt. BARRY VENAMORE, Secretary, JOCK CAMPBELL, and as fixer of the swindle sheet, our Treasurer, PETER PENNY.

It may be of some interest to our ardent sailors to hear that the latest "buzz" from the Stores Branch is that our motor cutter may be returned. We only hope that they remember to include the motor, as most of our members are not of an energetic nature!

In case any other club is interested, we have first claim on the W.R.A.N.'s, as we are the only club on the depot with 'oilet facilities for females! (Watch the Naval brains tick over now!)

Remember, if there is any able or disabled body who wishes to be initiated into this retreat for unworthy water rats, contact either: Lt. Venamore, Ext. 462, or Jock Campbell, Ext. 470.

The sailing season opens in September.

"SEA SIC".

PHOTO — the Albatross-owned and Resch's-trained rowing crew preparing for a day of complete choas!





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