

Something to

CROWABOUT

Newsletter of the

Wagga Wagga Senior Citizen's Computer Club
Member of ASCCA (Australian Seniors Computer Clubs Association)

Issue 4

June 2010

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Reminder

The committee meets on the second Monday of the month at 10.00 am - Senior Citizen's Centre, Tarcutta Street, Wagga Wagga.
Anyone with an interest most welcome to attend.

Wagga Wagga Seniors' Week 2010

Closing Ceremony 28th March

1. Welcome by Jim Weeden (Wagga Senior Citizen's Club President)
2. Entertainment by Wagga Accordion Band
3. Maliyaa - Ashmont Aboriginal Dance Group
4. Maliyaa - Ashmont Aboriginal Dance Group
5. Official Closing of Seniors Week 2010 by Member for Riverina Mrs. Kay Hull



1



2



3



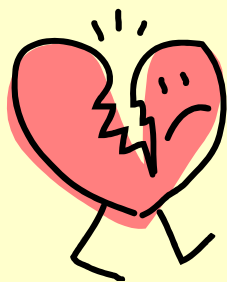
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Heartfelt A Message from the Editor

Fair Dinkum, Stone the Crows, and anything else you could think of please insert here. Seriously though, who would have forecast that 2 of the executive committee would be struck down by heart conditions within days of each other. First Paddy, then myself.



For my part, after surgery and a month in hospital plus recovery time the task of putting this edition together on time is a daunting one. But, as they say, life goes on (thankfully) and I have given it my best shot. Meanwhile, I must take this opportunity to express my gratitude for the get well wishes from all, they have strengthened my resolve to overcome this latest setback. Happy computing one and all !

In view of the above, perhaps the following news item may be of interest to our aging membership!

Heart Risks Soar

Almost half of all Australians aged 55 or over are at high risk of heart attack or stroke in the next five years, doctors say.

One in five are at extreme risk, with at least a 30 per cent chance of dying, a study found.

“We are seeing an unprecedented level of heart attack and stroke risk within the aging community, a group we are now calling Generation Risk”, Cardiologist Dr Greg Conner said yesterday.

Those most at risk were people who did little physical activity, contributing to them being over weight or obese, and those with high blood pressure and high cholesterol, Dr Connor said.

Herald Sun, May 20, 2010

The following extract is reprinted with kind permission from the **myDr** website - for the full article go to <http://www.mydr.com.au/heart-stroke/heart-attack>

What are the symptoms of heart attack?

Mild to severe crushing pain is felt in the centre of the chest and may extend to the jaws, back, and arms (usually the left arm). The episodes of chest pain increase. During an attack a person may also experience breathing difficulties, sweating, dizziness, nausea and vomiting. The person may also have an impending sense of doom and symptoms which include paleness or looking grey, rapid breathing, cold sweat, clammy skin, and may lose consciousness. However, some heart attacks cause only minimal discomfort and are often mistaken for severe indigestion or heartburn.

If your alone when a heart attack strikes? See page 4

For further critical information please visit the National Heart Foundation of Australia at

www.heartfoundation.org.au



Wagga Wagga Senior Citizen's Club

Membership (\$5.00 per year) to over 50's

Weekly Programme of Activities

Day	Activity	Time	Cost
Mon.	Computer Club	10.00 am to 3.00 pm	\$2.00 Per hr
1st Mon. Of Month	Public Meeting Day Guest Speaker	1.30 pm	\$1.00
2nd Mon. Of Month	Cards and Indoor Bowls	12.30 pm	\$1.00
3rd Mon. Of Month	Luncheon Day	12 noon	\$4.00
4th Mon. Of Month	Sing-along	1.30 pm	\$1.00
Thursday	Computer Club	10.00 am to 3.00 pm	\$2.00 Per hr
Thursday	500 Cards	1.00 pm	\$1.00
Thursday	Line Dancing	10.30 am	\$1.00
Thursday	Craft	1.00-3.00 pm	\$1.00
Friday	Computer Club	10.00 am to 3.00 pm	\$2.00 per hr
Friday	Euchre	1.00 pm	\$1.00
Friday	Indoor Bowls	1.00-3.00 pm	\$1.00

Monthly Bus Trip: Normally 3rd Wednesday of month, destination decided at monthly meeting and bookings taken that day with payment.

Annual Bus Trip: Normally in October for 5 days.

Will you recognise your heart attack?



Do you feel any

pain pressure heaviness tightness

In one or more of your

chest neck jaw arm/s back shoulders

You may also feel

nauseous a cold sweat dizzy short of breath

Yes

1 STOP and rest now

2 TALK Tell someone how you feel

Are your symptoms severe or getting worse?

or Have your symptoms lasted 10 minutes?

Yes

3 CALL 000 Triple Zero

- Ask for an ambulance.
- Don't hang up.
- Wait for the operator's instructions.

*If calling Triple Zero 0000 does not work on your mobile phone, try 112.

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Hints & Tips

What is a driver? What do they do? How do we need to know if we need to update them? How do we update them? What if we never bother?

Answer: A driver is a program which enables a piece of hardware like a printer or scanner to work. Many drivers are unique to a particular type, make and model of the hardware and the operating system in use.

Generally a driver is installed when the piece of hardware is fitted to a computer. Some general purpose drivers are already built into the operating system e.g. Windows XP or Vista. For example the drivers in XP or Vista are able to recognise and operate most USB devices. The majority of drivers never need updating, but sometimes a manufacturer finds an error in a driver and issues an update. If you registered as user when a driver was first installed the manufacturer may email you when an update is available.

Generally if your hardware is working leave it alone. Many updates are for very obscure errors and do not affect the average home user. Instructions for downloading and updating drivers are usually provided on the supplier's web page.

What is a default?

Answer: A default is a basic original setting. For example the **default font** in many word processing programs is "Times New Roman". It can also refer to many other things such the default folder of "My Documents" where files are saved unless you elect to decide to save them somewhere else.

The CD drawer on my computer has stuck and will not come out. How do I correct it?

Answer: There is a tiny hole (usually near the ejection button) on the drawer. Open out a paperclip and insert it into the hole and it will trigger the mechanism to open the drawer.

Can I copy a disc when I only have one disc drive?

Answer: Yes. Insert the disc to be copied from into the drawer, initiate the "Copy Disc to Disc" feature from your software. When the copy process is completed the drawer will open automatically, then insert the blank disc into the drawer and close the drawer, the computer will write the data to the Blank disc.

Sleeping or Hibernating, saving power!

Users of Windows Vista may have noticed that they have two extra settings compared to Windows XP users. These are "Sleep" (Standby mode) and "Hibernate" mode. But what do they actually do? "Sleep" mode can be compared to a human's sleeping patterns.

Continued 

Everything remains operating but there is a large reduction in the amount of energy being used in this mode. This means if you are going to step away from the computer for 15 to 30 minutes, you can set it to "sleep" and come back to the computer when ready to use it again, with all the same settings and programs open ready to use without wasting power. "Hibernate" mode is an enhanced version of "Sleep" mode and can be used when you are in a hurry to leave the house for example but want to continue using the same information when you get home. "Hibernate" will save the exact settings of what you are doing on the computer (keep all the current programs open) and will save every setting on your computer. It will then completely turn off using no energy at all and will load off the file it has saved on next boot up (and then delete that file).
XP users: To set your computer to "Hibernate" – Start – turn off computer – hold shift (Standby changes to hibernate) enter hibernate.

Cleaning a Flat Screen Monitor.

Flat screen monitors require a bit of special care when cleaning. Their displays are very sensitive and are easily scratched and damaged. The same applies to your LCD television.

Follow the easy steps below to safely clean your flat screen monitor in just a few minutes.

Here's How:

Turn off the monitor. If the screen is dark, it will be easier to see the areas that are dirty or oily.

Use a dry, soft cloth and **very gently** wipe the screen. A great choice would be the microfiber type of cloth used to clean eyeglasses. See Tip #1 below for kinds of cloths to avoid.

If the dry cloth did not completely remove the dirt or oil, **do not press harder** in an attempt to scrub it off. Pushing directly on the LCD screen can often cause pixels to burn out.

If necessary, dampen the cloth with distilled water or with an equal ratio of distilled water to white vinegar. See Tip #2 below for products to avoid.

Many companies also sell small spray bottles of special cleaner for flat screen monitors but the vinegar mixture is usually just as effective.

The plastic edge that surrounds the screen can be cleaned with any multipurpose cleaner but take care to avoid contact with the screen itself.

Tips:

1. Avoid using paper towels, toilet paper, tissue paper, or something like your shirt to wipe the LCD screen. These non-ultra soft materials can easily scratch the screen.
2. Avoid cleaning products that contain ammonia, ethyl alcohol, acetone, toluene, ethyl acid, or methyl chloride. These chemicals can react with the materials that the LCD screen is made of which could yellow the screen or cause other kinds of damage.
3. Never spray liquid directly on the LCD screen or it could run inside the monitor and cause damage.

How to Survive A Heart Attack When Alone ?

After my own experience with a heart attack a friend sent me the following set of slides in a PowerPoint presentation. They are reproduced as is without any claims to their effectiveness or otherwise.

The Editor

1

Let's say it's 6.15pm and you're driving home (alone of course) after an unusually hard day on the job. You're really tired, and frustrated.....



2

YOU ARE REALLY STRESSED AND UPSET



Suddenly you start experiencing **severe pain** in your chest that starts to radiate out into your arm and up into your jaw. You are only five miles from the hospital nearest your home. Unfortunately you don't know if you'll be able to make it that far

3

WHAT TO DO ???



YOU HAVE BEEN TRAINED IN CPR, BUT THE GUY THAT CONDUCTED THE COURSE DID NOT TELL YOU HOW TO PERFORM IT ON YOURSELF !!!

4

HOW TO SURVIVE A HEART ATTACK WHEN ALONE?

SINCE MANY PEOPLE ARE ALONE WHEN THEY SUFFER A HEART ATTACK, WITHOUT HELP, THE PERSON WHOSE HEART IS BEATING IMPROPERLY AND WHO BEGINS TO FEEL FAINT, HAS ONLY ABOUT 10 SECONDS LEFT BEFORE LOSING CONSCIOUS



WHAT TO DO ??

5

ANSWER:

DO NOT PANIC, BUT START COUGHING REPEATEDLY AND VERY VIGOROUSLY.



A DEEP BREATH SHOULD BE TAKEN BEFORE EACH COUGH, THE COUGH MUST BE DEEP AND PROLONGED, AS WHEN PRODUCING SPUTUM FROM DEEP INSIDE THE CHEST.

A BREATH AND A COUGH MUST BE REPEATED ABOUT EVERY TWO SECONDS WITHOUT LET-UP UNTIL HELP ARRIVES, OR UNTIL THE HEART IS FELT TO BE BEATING NORMALLY AGAIN.

6

DEEP BREATHS GET **OXYGEN** INTO THE LUNGS AND COUGHING MOVEMENTS SQUEEZE THE HEART AND KEEP THE BLOOD **CIRCULATING**. THE SQUEEZING PRESSURE ON THE HEART ALSO HELPS IT REGAIN NORMAL RHYTHM. IN THIS WAY, HEART ATTACK VICTIMS CAN GET TO A HOSPITAL



ARTICLE PUBLISHED ON N.° 240 OF JOURNAL OF GENERAL HOSPITAL ROCHESTER

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TELL AS MANY OTHER PEOPLE AS POSSIBLE ABOUT THIS. IT COULD SAVE THEIR LIVES !!! DON'T EVER THINK THAT YOU ARE NOT PRONE TO HEART ATTACK AS YOUR AGE IS LESS THAN 25 OR 30. NOWADAYS DUE TO THE CHANGE IN THE LIFE STYLE, HEARTATTACK IS FOUND AMONG PEOPLE OF ALL AGE GROUPS.

BE A FRIEND AND PLEASE SEND THIS ARTICLE TO AS MANY FRIENDS AS POSSIBLE





The Crows Joke Page

What's your internet pass word???

During a recent password audit at Bank Of Ireland it was found that Paddy O'Toole was using the following password:

MickeyMinniePlutoHuey-LouieDeweyDonaldGoofyBerlin

When asked why he had such along password: "Oi was told it had to be at least 8 characters long and include one "capital"!"

Always ask..... Never Assume!! -

His request approved, the CNN News photographer quickly used a cell phone to call the local airport to charter a flight.

He was told a twin-engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger.

He jumped in with his bag, slammed the door shut, and shouted, "Let's go".

The pilot taxied out, swung the plane into the wind and took off.

Once in the air, the photographer instructed the pilot, "Fly over the valley and make low passes so I can take pictures of the fires on the hillsides"

"Why?" asked the pilot.

"Because I'm a photographer for CNN", he responded, "and I need to get some close up shots."

The pilot was strangely silent for a moment, finally he stammered, "So, what you're telling me, is You're NOT my flight instructor?"

An eye for fun

A man is dining in a fancy restaurant and there is a gorgeous redhead sitting at the next table. He has been checking her out since he sat down, but lacks the nerve to talk with her.

Suddenly she sneezes, and her glass eye comes flying out of its socket toward the man. He reflexively reaches out, grabs it out of the air, and hands it back.

'Oh my, I am so sorry,' the woman says as she pops her eye back in place.

'Let me buy your dinner to make it up to you,' she says.

They enjoy a wonderful dinner together, and afterwards they go to the theatre followed by drinks. They talk, they laugh, she shares her deepest dreams and he shares his. She listens.

After paying for everything, she asks him if he would like to come to her place for a nightcap and stay for breakfast.

They had a wonderful, wonderful time.

The next morning, she cooks a gourmet meal with all the trimmings. The guy is amazed. Everything had been SO incredible!

'You know,' he said, 'you are the perfect woman. Are you this nice to every guy you meet?'

'No,' she replies. . .

Wait for it. . .

It's coming. . .

The suspense is killing you, isn't it?

She says:

'You just happened to catch my eye.'

Ol' Fred had been a religious man who was in the hospital, near death. The family called their preacher to stand with them. As the preacher stood next to the bed, Ol' Fred's condition appeared to deteriorate and he motioned frantically for something to write on.

The pastor lovingly handed him a pen and a piece of paper and Ol' Fred used his last bit of energy to scribble a note, then he died. The preacher thought it best not to look at the note at that time, so he placed it in his jacket pocket.

At the funeral, as he was finishing the message, he realised that he was wearing the same jacket that he was wearing when Ol' Fred died.

He said, "You know, Ol' Fred handed me a note just before he died. I haven't looked at it but knowing Fred, I'm sure there's a word of inspiration there for us all."

He opened the note, and read out loud, "Hey, you're standing on my oxygen tube?"

... To Be Six Again

George was a thoughtful husband. He wanted to give his wife something special for her birthday, which was coming up soon. As he sat on the edge of the bed, he watched his wife turning back and forth and looking at herself in the mirror. "Reta," he said, "What would you like for your birthday?"

His wife continued to look at herself and said, "I'd like to be six again."

George knew just what to do. On the big day, he got up early and made his wife a bowl of Fruit Loops. Then he took her to an amusement park where they rode all the rides. Five hours later, Reta's stomach felt upside down and her head was reeling. Never the less, George took her to McDonald's and bought her a Happy Meal with extra fries and a chocolate shake. Next, it was a movie with popcorn, soda and her favorite candy.

As Reta wobbled into the house that evening and flopped on the bed, George asked her, "Well, Dear, what was it like to be six again?"

Reta looked up at him. Her expression changed. She said, "I meant my dress size!"

A blonde, wanting to earn some money, decided to hire herself out as a handyman-type and started canvassing a wealthy neighbourhood. She went to the front door of the first house and asked the owner if he had any jobs for her to do.

"Well, you can paint my porch. How much will you charge?"

The blonde said, "How about 50 dollars?" The man agreed and told her that the paint and ladders that she might need were in the garage. The man's wife, inside the house, heard the conversation and said to her husband, "Does she realize that the porch goes all the way around the house?"

The man replied, "She should. She was standing on the porch."

A short time later, the blonde came to the door to collect her money.

"You're finished already?" he asked. "Yes," the blonde answered, "and I had paint left over, so I gave it two coats. "Impressed, the man reached in his pocket for the \$50. "And by the way," the blonde added, "that's not a Porch, it's a Ferrari."



Continuing our series on members profiles—in this issue it is **Paddy Adams**. At the age of 15 Paddy entered the Merchant Navy, rising to Able Bodied Seaman, then Navigation Officer and finally Ship's Master. In 1960 he left the sea and was employed by Cables and Wireless London as a Radio Officer. In 1965 Paddy came to Australia where he served as a Port Control Officer at Port Kembla, NSW, then as a Communications Officer at Sydney Airport. In late 1971 Paddy went to New Zealand where for approximately eighteen months he was Master of a Fishing Trawler and then served for a period with the New Zealand Railways and in the Administration Department of the Ministry Of Works New Zealand. Retiring in 1988, Paddy returned to Australia and eventually came to live in Wagga. Paddy says he has always been interested in computers and when he joined the Wagga Wagga Senior Citizen's Club was happy to share his knowledge with fellow members, even while protesting that he was "no expert but just an Enthusiastic Amateur". Even so, Paddy has been instrumental in getting this computer club established, serving on the committee and as a tutor.

But that, as they say, is not the whole story. In what I hope is only the first in a number of stories on the lives of our senior members, Paddy's Story is presented, starting on Page 7.



New safety footwear for the workplace

THE STEELCAP Thong

Designed in Australia for Australians

Available from all good Aussie owned safety shops
Proudly designed and manufactured by Blundisi Boots
Also available for New Zealand use as "Jandols Bro"

Menshed Wagga Wagga / Telstra Connected Seniors Program

Menshed Wagga Wagga (MWW) will commence the Telstra Connected Seniors project on Thursday 3rd June 2010.

There will be two sessions each Thursday as follows:...

9.30 ~ 11.30 (15 min smoko) MWW members only

1.30 ~ 3.30 (15 min smoko) MWW members, wives & friends

Participants will need to commit to 4 sessions and to meet Telstra registration requirements which includes ...

Name , Telephone contact & Email addresses.

Session 1 Mobile phone intro – calls, contacts & speed dials

Session 2 Mobile phone set-up and SMSs

Session 3 Introduction to the Internet – Google, E-Bay, Banking etc

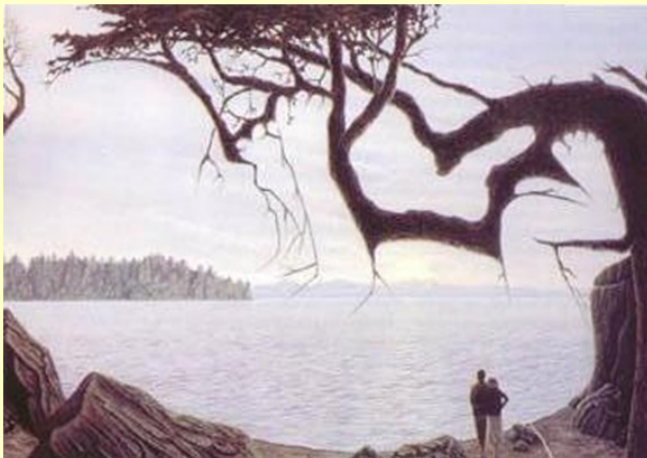
Session 4 Introduction to email – sending & receiving mail & dealing with pesky pictures.

There are only 12 seats available each session & bookings will be necessary. It's not just a drop-in & drop-out program. Telstra contract with MWW requires record keeping and reporting.

The program will be repeated in July and again in August depending on interest. **The afternoon sessions will be open to all seniors communities in Wagga Wagga when Menshed interests are satisfied.**

Enquiries and nominations to Brian Byrne on ph: 0439743377 or by email to bbyrne1@dodo.com.au. No calls after 8.00 pm please.

Optical Illusion Where's The Baby ?



Collectors Corner !!!

This could become a regular feature if enough interest was shown by members. Do *you* have a collection of any sort that could be presented here ? Pictured is part of the editors Collection of old irons.



Paddy's Story

Patrick H L Adams; or Paddy as he is known to all has lived through and experienced many changes in his lifetime. His story commenced, as fate would have it, when he was born on St. Patrick's day, March 17, 1929 in Finaghy, a suburb of West Belfast, Ireland. The ninth of twelve children, his early childhood, although not unhappy, was bare of any luxuries as his parents struggled to survive the onslaught of the Great Depression.

One duty, Paddy vividly remembers of that time was being responsible for keeping the family supplied with that famous Irish staple, potatoes. At lunchtime this entailed collecting about six kilos of potatoes from the shop whichever sold them the cheapest and bringing them home where they would be completely demolished at the main meal.

Another chore was to obtain the daily fresh milk supply, in a can, from "Webb's Dairy Farm" before going to school. This generally involved getting up early and racing down to the small dairy farm, about a kilometre away, and getting back before anyone was up.

World War Two broke out when Paddy was ten years old. In the early stages, apart from making life more difficult because of imposed blackouts etc, it made little difference to daily living. Except for a few air raid practices, and/or false alarms, life went on pretty much as usual. Then one Easter Sunday, early in the war and a lovely spring day, Paddy recalls; "I was lying on my back, with some friends, at the top of Cave Hill, just above and to the north of Belfast. The air raid siren had sounded, but no one had taken much notice. Suddenly three R.A.F. fighter planes came zooming over our heads and headed out over Belfast Lough. A lone German reconnaissance aircraft had suddenly appeared and the fighters were on their way to intercept. The aircraft were on the same eye level as ourselves and just to the east of the shipyards so we got an excellent view of the proceedings. Much to our disappointment the German aircraft eluded the fighters and escaped out to sea. That night Belfast got one of the biggest blitzes of the war."

Everyone was taken completely by surprise when the German Bombers approached from the southeast, circled just above Finaghy, and then dived down the valley dropping their bombs on the town, docks and shipyards. Many people were killed as there was practically no resistance. No one had expected to be bombed so soon.

Paddy's house, above Belfast, provided them with a bird's eye view of the bombing and fortunately for them, the nearest bomb fell three or four kilometres away. Everything was disrupted and the school was taken over to house the many evacuees and homeless. There would be no more schooling for many months, and the German bombers became regular visitors.

Although food was strictly rationed during, and for some time after the war, the family always seemed to get enough to eat. A lot of young men joined the various armed forces and two particular friends of Paddy's older brother were killed during the Battle of Britain. They were still in their teens; Spitfire pilots did not last very long.

Early in 1942 Paddy began attending The Technical High School at Lisburn, a large market town some eight kilometres from Finaghy. As bus fares only added to the family budget this usually meant travel by bicycle each day. The curriculum at the High School required involvement in either an Engineering or Building Trade Course. With visions of sailing the world as a ship's engineer Paddy chose the former. In November 1944 he successfully completed a fourteen day Cadet Course at Portsmouth, Southern England.

Disappointed at missing out on an Engineering apprenticeship necessary to become a ship's engineer, Paddy was offered the chance to join the Merchant Navy in whatever capacity was available. This was enthusiastically accepted, and on a cold winters morning of Wednesday, 6th February, 1945 the "S.S. Fanad Head's" new "Galley Boy" set sail for Liverpool and then Canada.

Each day one of the many duties performed consisted of proceeding along the main deck to the Pantry, then down three decks to a store. There, a forty five kilo bag of potatoes would be located, slung over one shoulder, and then, regardless of the pitching and rolling of the ship, carried up three ladders back to the main deck and along to the galley. These potatoes then had to be peeled by hand in readiness for the day following. Other responsibilities included the cleanliness of the galley, stoking and keeping the galley coal fires burning brightly and keeping all pots, pans and galley equipment scrupulously cleaned at all times. A square copper tank containing boiling water and a soup stock pot, both situated on top of the hot galley stove, had to be kept filled and bubbling continuously. These duties, and others, began at six in the morning and were designed to be completed by six that night each and all seven days of the week. Often it would be a much later than a six p.m. finish.

Wages were five pounds, Stirling, per month plus five pounds war risk money, with adult wages set at twice that. All these duties were carried out under wartime conditions in the North Atlantic in wintertime. It was generally dark when work started and dark again by the time the day's work was completed. During the darkness hours the only light permitted was a small, dim, blue light and of course all galley doors and openings were blacked out with heavy canvass screens etc. The work during such times was carried out more by touch than by sight.

The trip across the North Atlantic was carried out in convoy and took four weeks. Although the trip out was uneventful, the return trip was anything but. Towards the end of their voyage, around noon, as they approached the South Coast of Ireland, two large explosions were heard. The U-boat commander had picked his time, and his targets to perfection.

Suddenly a large oil tanker, right in the middle of the convoy, burst into flames. The torpedoes had gone right between two rows of ships and hit one of the most valuable and perhaps most vulnerable ships in the convoy.

As all attention was held by the burning tanker, there was a booming, cracking noise. About a kilometre away the bow of a large freighter began to rise up into the air out of the water. The freighter seemed to rise almost vertically and then slide, stern first, beneath the waves. Paddy heard later that most of her crew had been saved but the crew on the tanker had not been so lucky.

That night everyone slept, fully dressed, with life jackets handy but luckily, except for a few false alarms, no more attacks eventuated. The U-boat got completely away. Two days later they arrived safely in Liverpool.

On Paddy's next assignment he was sent as temporary replacement as a "Cabin Boy" on board a ship in port whilst the crew was on shore leave. Hoping to take the crewman's place if he did not re-sign, Paddy was disappointed when that individual returned and claimed his position back. The ship, he was to learn later, sailed for the United States and disappeared. She never reached her destination and was considered lost, with all hands, somewhere in the North Atlantic.

By 1945 the war in Europe was over and so there was very little or no danger in making these trips, which was just as well because Paddy was to sail many times to ports all over the world as he gradually worked his way up through the ranks of seamen. One such port was at Jeddah, where he actually saw slaves in chains and guarded by armed Arabs with whips. It seems, at that time, in the 1940's; slaves were quite common in that area.

On another occasion (July 1948) the crew were paid off in Calcutta and sent overland by train to Bombay where they were to embark by passenger ship for England. Not long before Ghandi had been assassinated and the country was in turmoil, with some trains coming under attack.

In 1951 Paddy returned to Belfast where he was accepted into the Belfast Nautical College to study for a Second Mate's Certificate, which he was awarded in May of that year.

That year proved significant in Paddy's life because in August, 1951, Paddy married his sweetheart, Lillian.

Going back to sea, Paddy eventually sailed as ship's Mate to New Zealand, where late in 1951 Lillian joined him. After sailing to ports around New Zealand for some months Paddy left the sea and worked at various jobs; including a stint at the world renowned 'Franz Joseph Hotel'.

In 1954 Paddy and Lillian sailed back to London. There followed a series of jobs, culminating in that of pool attendant. Then, just as Lillian was expecting their first child, Paddy was accepted as a trainee Radio Operator in the Post Office Overseas Cable and Wireless Service. For over a decade he worked as an Overseas Telegraph Officer, whilst at the same time acquiring five sailing boats and operating a sailing school on a nearby river.

In 1965 Paddy answered an advertisement for emigrant workers at B.H.P. Port Kembla. Paddy and family, by now including daughter Elaine and son Joseph, set sail for Australia. At Port Kembla Paddy became one of four 'Port Shipping Controllers'; controlling all shipping movements in and out of this busy port.

In the late sixty's came another move. This time to Sydney, where Paddy found employment as first, an Operator with Australian Telecommunications, and then as a Teleprinter Operator with Australian Associated Press. After that, in the early seventies after undertaking a course with the Department of Civil Aviation, Paddy was accepted for a Communication Officer's position with Air Traffic Control at Sydney's International Airport. At this time Paddy also maintained his interest in sailing during his spare time and eventually purchased a large catamaran, conducting a yachting business. He also found time to gain his 'Master Mariners Certificate'.

The catamaran was eventually sold, and Paddy found himself in another job. Passing an examination in Rigging and awarded a Grade One Riggers Certificate, Paddy was soon employed erecting the steel framework for buildings, both low and high rise, around Sydney and district.

After a near accident and other events Paddy decided to find a safer job, this time as a telegraphic operator with S.I.T.A., an organisation within the aviation industry. This was a fairly brief period as in December of 1971, the family, this time without daughter Elaine who had just married, departed for Christchurch, N.Z.

For two years on the West Coast of N.Z. Paddy worked as a Trawler fisherman, until in 1973 he left the sea again to start work as a salesman with John Burns & Co. Ltd; a large hardware organisation. Paddy stayed with the firm for a total of four years, during which time he carried out extensive renovations to their home. During this period Paddy obtained an Amateur Radio Operators Certificate Grade One, enabling him to set up a "Ham" Radio Station in a back flat situated on his property.

In 1978, seeking better pay, Paddy sought, and gained employment with the N.Z. Railway as a "Lifter". This involved the inspection and repair of railway wagon undercarriages. Although the work was heavy and demanding the pay was much better than previously received and Paddy enjoyed working there. Eventually elected as Union Delegate he served in that capacity for a number of years.

One day, after being advised of a position with the Department of Works and Development as a Records Clerk within the Administration Department, Paddy applied for and was accepted into the position. In Paddy's own words "he was beginning to feel his age 'and life became a little easier. Because of his radio operating experience the local Civil Defence Organisation designated Paddy the Communications Officer for the West Coast of the South Island of New Zealand. Also, as Official Police Search and Rescue Communications Officer he took part in a number of their exercises and search and rescue operations.

With advancing age and being diagnosed with diabetes Paddy sought retirement. While on holiday in Australia in 1990 he had a heart attack and was admitted to Melbourne Hospital for two weeks.

In late October, 1991, having sold their home in New Zealand Paddy and Lillian flew to Melbourne and then on to Leeton. Their daughter Elaine and son-in-law John had purchased a two bed roomed unit as an investment. Settling in as tenants Paddy and Lillian were now living in modest but very comfortable circumstances.

Paddy had a second heart attack while shopping in Wagga Wagga and spent ten days in Wagga Wagga Base Hospital. In July 1994 he was admitted to St. Vincent's Hospital, Sydney, and had an open heart operation which involved five bypasses. Paddy has chosen to end his story here, and even though there have been changes in his life since then he remains a much loved and appreciated member of the Wagga Wagga Senior Citizen's Club / Computer Club.



Paddy during his seafaring days.

Misleading Signs...

In a restroom:

TOILET OUT OF ORDER. PLEASE USE FLOOR BELOW

In a Laundromat:

AUTOMATIC WASHING MACHINES: PLEASE REMOVE ALL YOUR CLOTHES WHEN THE LIGHT GOES OUT

In a London department store:

BARGAIN BASEMENT UPSTAIRS

In an office:

AFTER TEA BREAK STAFF SHOULD EMPTY THE TEAPOT AND STAND UPSIDE DOWN ON THE DRAINING BOARD

Outside a secondhand shop:

WE EXCHANGE ANYTHING - BICYCLES, WASHING MACHINES, ETC. WHY NOT BRING YOUR WIFE ALONG AND GET A WONDERFUL BARGAIN?

Notice in health food shop window:

CLOSED DUE TO ILLNESS

Spotted in a safari park:

ELEPHANTS PLEASE STAY IN YOUR CAR

Seen during a conference:

FOR ANYONE WHO HAS CHILDREN AND DOESN'T KNOW IT, THERE IS A DAY CARE ON THE 1ST FLOOR

Notice in a farmer's field:

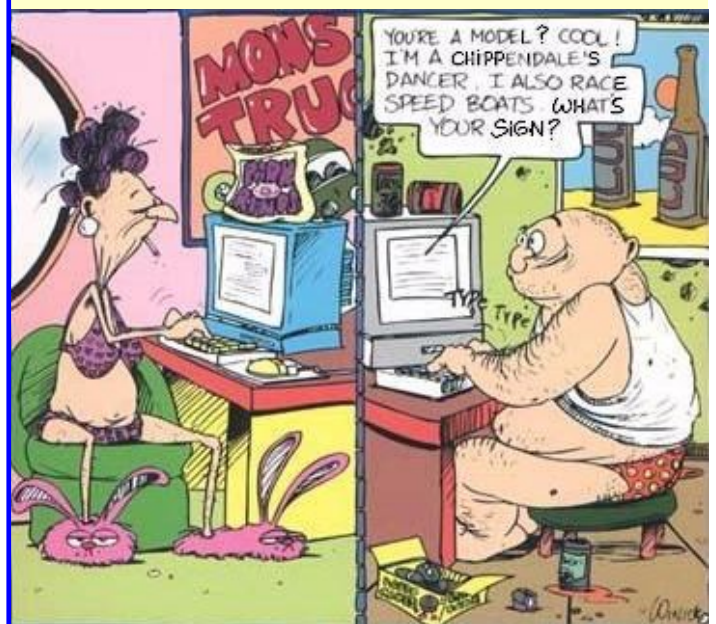
THE FARMER ALLOWS WALKERS TO CROSS THE FIELD FOR FREE, BUT THE BULL CHARGES.

Message on a leaflet:

IF YOU CANNOT READ, THIS LEAFLET WILL TELL YOU HOW TO GET LESSONS (continued →)

On a repair shop door:

WE CAN REPAIR ANYTHING. (PLEASE KNOCK HARD ON THE DOOR - THE BELL DOESN'T WORK)



HONESTY ON THE INTERNET

The trouble with an OPEN MIND is that, people come along and try to put something into it.