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SLIPSTREAM



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

No. 10

FEBRUARY, 1958

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“SLIPSTREAM”

The Journal of H.M.A.S. “Albatross”

No. 10

FEBRUARY, 1958

EDITOR: Lt. Cdr. Harvey.

SUB. EDITOR: Sub. Lt. Hockley.

SPORTS EDITOR: Sub. Lt. Sheridan.

ART EDITOR: P.O. Edward.

BUSINESS MANAGER: Sub.Lt. Hall.

Seeing the M.A.G. off has been February's principal event and things have been quieter, and, perhaps, a little duller since their departure. “Slipstream” has been fortunate enough to secure the services of a Special Correspondent, who will report on the fortunes of the M.A.G. during the cruise. His first despatch appears in this issue. We wish them good weather, good runs ashore and every good fortune generally.

For the first time we have allowed feminine influence to creep in, in the shape of an article by one, Martha Malaprop, who, we are distressed to see, libels the Editor in her very first paragraph. We are seeking legal advice, of course, but in the meantime we would welcome more contributions (non libellous) from other camp followers.

— EDITOR.

SALVAGE OF HELICOPTER 902

On 10th January, a Naval Helicopter engaged on survey work in conjunction with H.M.A.S. "Warrego", crashed on Brown's Knob, 37 miles north of Coff's Harbour.

The Salvage operation, carried out under incredibly difficult conditions was completed on 29th January. A small team of Forestry Department workmen under Forestry Officer, Mr. R. Richmond, together with the Salvage Officer and a Leading Pilot's Mate from 723 Squadron carried out the work.

The first step was to construct a road through the thick forest as close as possible to the top of the hill, overlooking the wrecked helicopter. Next a truck loaded with the salvage gear and a bulldozer were hauled through the forest by winches to the top of the hill. The bulldozer was then used to construct a flying fox from the top of the precipice to the helicopter. While the equipment was being rigged, the road was finished off by the bulldozer. With all preparations completed, the bulldozer hauled the helicopter up the flying fox, over the edge of the precipice.

With the main rotors removed, the tail boom trimmed to a suitable size and the undercarriage dismantled, the helicopter was laid on its side on mattresses on the truck for its trip down the mountain.

The truck was driven slowly down the mountain with the bulldozer anchored behind as a brake, or, on the upgrades, hauling in front. Particular care had to be taken not to cause additional damage to the helicopter, which arrived with the engine and rotor gearbox undamaged. At the Barcoongerie State Forest camp, the machine was finally transferred to a Naval truck for the journey back to Bristols, Bankstown.

NEED FOR NAVIES

Admiral Arleigh Burke, U.S. Chief of Naval Operations:—

"Let us not under estimate the threat of the nuclear powered missile firing submarine. However, new weapons will also be put to work to assist the Free World navies in controlling and using the seas. Instead of spelling the doom of navies, powerful new weapons invariably add to our strength at sea."

* * * *

QUALITY

Mahan: "Historically, good men with poor ships are better than poor men with good ships."



Station Personality

No. 10

**SURGEON COMMANDER
COPLANS**

Surgeon Commander Coplans underwent his medical training at Middlesex Hospital and the University of London. He entered the Royal Navy as a Surgeon Lieutenant in September, 1939, and spent six months at the R.N. Hospital, Haslar. His first sea going appointment was to H.M.S. "Hebe" of the First Minesweeping Flotilla of which Rear Admiral Harries, now F.O.I.C.E.A., was the Senior Officer. H.M.S. "Hebe" was present at the evacuation of Dunkirk and took off Lord Gort and the General Staff from La Panne.

In September, 1940, Surgeon Commander Coplans went to Halifax and joined H.M.S. "Leamington", one of the 50 Lend Lease Destroyers. Our personality served as Senior Medical Officer of the First Escort Group on Atlantic convoys, and then had a short period ashore at Sheerness Dockyard and with the Royal Marines, before he joined H.M.S. "Indefatigable" on its commissioning in 1943. "Indefatigable" made three attacks on the "Tirpitz" in Alten Fjord and was also employed on convoy duties on the notorious Murmansk run.

From January, 1945, until V.E. Day our personality was stationed at the Home Fleet Base at Scapa Flow and witnessed the surrender of the German U boat fleet. In April, 1946, Commander Coplans visited Sydney for the first time during the passage of H.M.S. "Black Prince" to New Zealand, where she paid off, the first R.N. ship to pay off overseas for 150 years. He returned to U.K. as S.M.O. of the troopship "Arawa" and after a period in the Demobilisation Centre, Plymouth, transferred to the Emergency List in November, 1946.

For 18 months our personality was Assistant Medical Officer of Health to the Port of London Authority. In 1948, however, he transferred to the R.A.N. and became Albatross' first Medical Officer in March, 1949, where he founded the School of Air Medicine, the first of its kind in the Southern Hemisphere. He returned to the U.K. in 1955 in H.M.A.S. "Vengeance", and, while there, represented Australia at the International Congress of Military Medicine and Hygiene at Istanbul. He also attended N.A.T.O. and Commonwealth Post Graduate Courses in Aviation Medicine.

Our personality has a long list of academic qualifications and has been Honorary Physician to His Excellency the Governor-General since 1953.

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INTRODUCING MR. GULLIVER

"Slipstream" is pleased to announce that it has embarked a Special Correspondent in H.M.A.S. "Melbourne" — Mr. Nathaniel P. Gulliver, a man well-known and respected in journalistic circles for his forthright spirit and bold style.

It was Mr. Gulliver who exposed the "Brick Buildings for Figs Only" racket at Albatross, and it was he who drew attention to the coincidence that several stray dogs had disappeared from the Station in the same week as the price of meat pies dropped at the Canteen.

He will continue to write in the same fearless style from the "Melbourne", and will bring you little snippets of inside information each month while the ship is away. We look forward to hearing more of —

"MR. GULLIVER'S TRAVELS"

Last February 12 I landed on H.M.A.S. "Melbourne" in one of the Navy's Gannet aircraft. It was an unforgettable experience. I had reported to 816 Squadron's briefing room that morning, and listened to their jovial senior pilot raise his voice above the rattle of the dice, to brief his Flight for the occasion.

Afterwards, they fitted me out with flying clothing, and I heard someone say, "Better give old Gulliver a bone-dome." I was a bit nettled by this remark. There are some people who cannot resist making disparaging remarks simply because I have a parting about six inches wide across the top of my head. However, I soon discovered that the bone-dome in question was merely a Flying Helmet.

Soon we were airborne, and heading out over the water. My pilot pointed out a microscopic speck below us and called out, "There's the Melbourne." It was several seconds before I realized that he wasn't joking. Wiping the sweat from my brow with a shaking hand, I watched as we turned downwind to land, and just as we were approaching the deck, I caught a glimpse of a brilliant orange glow reflected in a mirror and realized that the ship was on fire! With a shriek I pulled the canopy jettison handle, and then I blacked out. (I afterwards discovered that I had in actual fact pulled the radar stowage handle by mistake). When I came to, they had lifted me gently from the cockpit, prised the broken radar handle from my fist, and carried me below to the sick bay. Two days later I was up and about again.

* * * *

I must now mention a rather painful subject. During the days that followed, while the ship carried out her "work-up" in the Jervis Bay area, a change came over the Aircrew Briefing Room on board. No more were happy cries of, "out piece and blob!" or, "Snake Eyes! You beaut!" to be heard. No more

did aircrew sit around swapping their droll sea stories, or singing their quaint sea shanties. An air of depression settled over the Briefing Room. Conversation was stifled and laughter suppressed. The reason? — Black Lollies.

The aircrew flying ration tins have always contained a number of jellied sweets, amongst which there are usually a small percentage of black ones, licorice flavoured. These black lollies have always been considered a gourmet's delight, the prize of the whole tin.

It has been noticed in past months that the number of black lollies per tin has dropped off alarmingly. Now, in the latest batch of rations, it has been discovered that many tins contain only one, two, or in some cases, none at all! The Operations Officer, in an exclusive interview, told me that he could remember the days when there were as many as five black ones per tin. I am assured that the Navy has made no changes in its requirements for the contents of these tins, and that the manufacturers are still producing the same percentage of black lollies as always. The fact remains that they are not getting through to the consumers.

There is a question on everybody's mind now — Is someone running a Black Lollies Racket? If so, into whose pockets is the big money going? Until this matter is cleared up, morale will remain dangerously low, and I fear that, unless something is done about it before the ship arrives in Hobart next week, aircrews may do something desperate.

— GULLIVER.

ROADMANSHIP

The following message passed between the Game Fishing Club's Boat, AWB 436, and N.A.S. Nowra when the former was heading towards the fishing grounds in the Australian Game Fishing Club's Championship:

FM: AWB 436
TO: N.A.S. NOWRA

POSITION 0800K 13th
285 BLACK POINT 4 MILES COURSE 020
SPEED 8 KNOTS.

FM: N.A.S. NOWRA
TO: AWB 436

COPY OF HIGHWAY CODE BEING FORWARDED — N.R.M.A. HAVE BEEN INFORMED.

The Navigator of AWB 436 ?

6

THE S.C.O.

LETTERS TO THE EDITOR

SIR,

I disagree with "Wingeing Winnie" about the Village Store prices personally, because I consider it a small price to pay for all the up-to-date local gossip.

"TESS TRUEHEART".

DEAR SIR,

I wish to express my thanks to all members of the Ship's Company and their families, as well as other friends, for their kind thoughts and unrestrained assistance since Frank's accident. It has helped both of us greatly during the difficult times to know of the interest taken by you.

If any of Frank's friends intend calling at the Wollongong Hospital to see him I will be pleased to hear from them beforehand.

I am, Yours in appreciation,
MRS. BERYL HOOD.

SIR,

Could you spare me a few lines of your valuable space to have a "bleat"?

Acting on a good "buzz" (and what better source of information) supported by the latest issue of Navy News, I hastened to the Clothing Store clasping £1/2/0 in my hot little hand (I was even prepared to pay extortionate prices) to purchase a pair of the latest style "Baby Doll" Heavyweight Pyjamas with Sputnik and Space Ship designs.

Imagine my indignation, Sir, when I was sold a pair of blue and white "pussers issue" apologies for a chaff bag.

Very unimaginative and unromantic.

Yours faithfully,
"THE TUBBY SUBBY".

DEAR SIR,

It is with a feeling of deep regret that I must once again say farewell to my beloved "Albatross". The generous leave, rich food, Tommo's two-up, the beaut smokies and all the things that I am going to miss as we head north to the World of Susie Wong with its warm tropic nights, soft music, and, well — don't you wish you could come too?

"BEAST OF 808".

DEAR SIR,

On 28th February I say "Goodbye" to Albatross after having spent many years here, and in future years, when I look back, I will think of the many happy times I have had. Though some may have been hard days when things always seem to go wrong, the majority will have been enjoyable with lots of fun.

During my service I have met many really nice people in the navy and have enjoyed their company immensely and it's a pleasure to know people like them really exist. As I won't be able to shake you all by the hand, I'd like to say cheerio for now, for we shall meet again, and all the best of luck for your future happiness.

L.A.M.(E) LES CHILDS.

7



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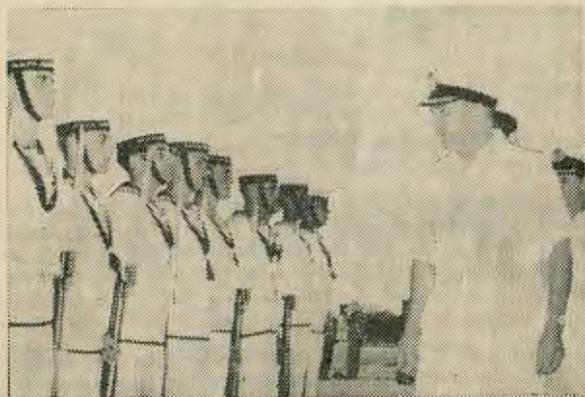
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AROUND THE STATION



The Captain inspects the Guard at Divisions. From left: Naval Airmen Thompson, Cooper, Venn, Hottley, Hart, Beale, McCluskey, Staff and Lyons.

* * * *

The Air Station will be alive with V.I.P.s next month. The Commander in Chief, Far East Station, Admiral Sir V. Gladstone, K.B.E., C.B., will pay a visit on Friday, 14th March, and, as should be well known by now, F.O.I.C.E.A., Rear Admiral Harries, will be here from Tuesday, 18th March, until Thursday, 20th March. Between 3rd and 10th March, the Station will be host to an Industrial Symposium attended by senior officers of all three Services and civilians of equivalent status. Rear Admiral Clarke, Third Naval Member, is the Director of this Symposium and during its stay the Chief of Naval Staff, Vice Admiral Dowling, will lecture. (In case anyone is uncertain of the meaning of "Symposium", here is the Oxford Dictionary's definition:— Ancient Greek after dinner drinking party with music, dancers or conversation.)

* * * *

Sub Lieutenant Slade has been appointed Legacy representative to the Air Station. Anyone requiring information contact him in the Main Stores Office, Ext. 331.

* * * *

Could there be any connection between the boat built by Jimmy and possible consideration given to extra pay for sea-time by the Allison Committee?

The atmosphere in L.R.S. has not been quite the same since one of the Chiefs bought the winning copy of "Slipstream" from another electronic genius for 6d.

* * * *

It has been reported from a usually unreliable source that the Commander received three Valentines this year. All bore a Holsworthy postmark.

* * * *

Come off it, Charlie...

"Morris, 21, stationed with the Navy at Nowra, threw 182 ft. 1 ins. in a qualifying round of the State Championships..." — Sunday, Telegraph, 9th February.

* * * *

That well-known Vice President of the Huskisson R.S.L. Club and influential shareholder in Tooth's Brewery, C.A.F. (O) Hayes, is signing on for yet another five years, thus proving that, once again, he has his ear closer to the ground than anyone else.

* * * *

At least one Lieutenant Commander has developed acute sinovitis of the knees practicing starts for the Veterans Race. Today will show whether his efforts pay off.

* * * *

After the recent floods and rain, Bruce Dodd reckons he is now qualified P.P.T. Chief P.T.I. please note.

* * * *

It is evident that one Chief Petty Officer who volunteers lifts to the Bomaderry area relies more on manpower than horsepower for his Vanguard.

* * * *

The Commander has asked that it be made clear that the extension of the Wet Canteen hours to 2130 is not entirely due to the persistence of Leading Cook (O) Anderson. Nevertheless he wishes to thank Anderson for raising the subject at every Welfare Meeting as far back as anyone can remember.

* * * *

Chief Air Fitter and Mrs. Bray were among the four naval ratings and their wives presented to the Queen Mother at Balmoral on 22nd February. Mrs. Bray, who comes from Edinburgh, had a nasty moment when she broke the heel of her shoe on the way to Penguin, but had a quick repair made and achieved what was described as the smoothest curtsy of the day. During the course of the conversation, the Queen Mother told Mrs. Bray how nice it was to hear her Edinburgh accent. C.A.F. Bray reckoned, that among other things, it was the finest divisions he had ever attended — he had a nice soft seat through-out.

Letters to an Administrative Authority

No. 6 Our Sports by Monty

Officer in Charge,
Maintenance Party,
R.A.N.A.S. BOMBINJERRY

THE FLAG OFFICER IN CHARGE,
SOUTH COAST

R.A.N.A.S. BOMBINJERRY — SPORTS DAY

The following Report on the Annual Sports Day held at R.A.N.A.S. Bombinjerry on Friday, 13th February is submitted in accordance with South Coast General Order 1867.

2. The sports opened with a parade of all sports teams and competitors. However, this was somewhat marred by discord within the volunteer band, as the Big Drummer refused to keep time with or conform to the movements of the remainder of the Band, due to a long standing quarrel with the Band Master. A final solution was reached when the Big Drummer marched clockwise while the rest of the Band marched anti-clockwise around the arena.

3. A regrettable scene occurred when the legal wife, fiancée and de-facto wife of N/A. Fergus McHaggis met in the refreshment marquee. After a heated exchange of words the three ladies entered into a spirited hair pulling contest in which they were cheered wildly by onlookers, while McHaggis started a "Book" and called the odds on the outcome. However, the ladies sank their differences to combine against the M.A.A., who was rash enough to intervene. They later won the 3 x 100 yards ladies' relay race in grand style. They are now firm friends and were last seen searching for N/A. McHaggis, who took refuge under the Wet Canteen.

4. The Egg and Spoon race for girls under twelve was won in a gallop by Milly Jankers, the daughter of the Sub. Lieutenant (Regulating). Milly was later disqualified on a protest, after a tube of Tazan's Grip glue was seen to fall from her knickers. She claimed that N/A. Perks, who ran the "Book" with N/A. McHaggis, had bribed her to use glue by giving her a Violet Crumble Bar.

5. The Javelin throwing events were cancelled as it was found that some person or persons unknown had "flogged" the Javelins. The gap in the programme was filled with a Hammer throwing contest in which Electrical Sub. Lieutenant Chorley competed with the Electrical Officer. Although Chorley has recently achieved some record throws, he appeared stangely nervous and ill at ease, especially when the Electrical Officer smiled at him, and he abandoned the contest after a feeble vertical throw, which brought down the 33,000 volt overhead power lines, thereby blacking out the entire South Coast. The Electrical Officer won the event with a magnificent throw of 13 ft. 9 3/4 inches. The Electrical Officer now reports very favourably on Sub. Lieutenant Chorley and assesses him highly for tact and discretion.

6. The 50 yards Veterans' race for men over fifty was won in brisk style by Engineering Sub. Lieutenant Van Winkle. As competitors were awarded two yards for every year over fifty, Sub. Lieutenant Van Winkle had only to take three paces to the rear to win. This promising young Officer should go far in the Service as well as in amateur athletics.

7. A Boomerang throwing exhibition by Lieut. Commander Fusty was received indifferently. Lieut. Commander Fusty's first throw, which narrowly missed Mrs. Nagg, the Mayoress of Bombinjerry, was greeted by boos and cat-calls and cries of "What a pity!" and "Try again!". The Mayor appeared most upset, but sportingly urged Fusty to take a second shot. Lieut. Commander Fusty's second attempt resulted in the shattering of the Commanding Officer's car windscreen, but at the third throw the Boomerang went into correct orbit, and, amid loud cheers from the delighted spectators, circled round and hit the surprised thrower on the back of the neck. Lieut. Commander Fusty is still only semi-conscious, but as this is his normal state, no great anxiety is felt on his behalf.

8. The High Jump was won easily by L.E.M. O'Grady. However, this competitor was later disqualified when it was found that he had a battery and shocking coil concealed on his person. O'Grady's best vertical jump of 11 feet 7 3/4 inches with battery switched on is believed to be an Australian record.

9. The Tug of War was won in fine style by the Supply Division. Some ratings were heard to remark that this was because the Supply Branch is too well fed, while others claimed that the Pussers are only dead weight anyway! Still others proclaimed that all Pussers, like Oliver Twist, are born to end up on a rope and that victory was only a rehearsal for their ultimate finish! However, despite these well intentioned remarks, the Supply team's win was well received and was only marred when the Supply Officer refused to accept the trophy until he had sighted completed Forms A.S. 549 in triplicate in support of the transaction.

10. The five mile cross country race was somewhat disappointing as no competitors completed the course. Through an unfortunate error in judgement the course ran past the Bombinjerry Arms and as the weather was extremely hot, all competitors were overcome with fatigue and heat stroke at this point. It was later necessary to send a Patrol Van to the hotel to return the athletes to the Air Station. Some were still in a weak state and were unable to stand unsupported in the Guard Room.

11. The remainder of the day passed without special incident, except when N/A. McHaggis was discovered raffling the First Lieutenant's new car among civilians for 10/- per ticket. Some confusion also arose when it was announced over the P.A. system that a purse containing five pounds had been handed in. After some dispute the original 372 claimants were eventually reduced to 33 and a ballot was drawn to establish final ownership. Mrs. Saintleigh, the Chaplain's wife, held the winning ticket and promptly announced her intention of trying her luck on the Jackpot Tote.

O. T. SNORKER, Lieut. Commander.

Around the Village . . .



Rhythmic Games at the Infants Class of the Village School. Robyn McInnes, Gayle Campbell, Rosalind Gledhill, Gillian Catton, Erica Hammond.

* * * *

We were all very sorry to hear that our dear friend, Peggy Dallaway, has been sick. All of us in the Village would like to wish her a speedy recovery.

* * * *

The new building that is being erected at the rear of the Village shop, is going to be the Village Community Hall, in which dances, doctor's surgery, Cubs and Baby Health Clinic will be held, also Tombola when it restarts.

* * * *

The Village Welfare Association would like to thank all those who turned up at the last general elections. The names of office bearers elected will be placed on the notice boards.

* * * *

On the occasion of Lady Baden-Powell's visit to Wollongong, a Cub rally took place at Mt. Keira Scout Camp.

Some twenty Cub Packs were there, and the Cubs must have numbered around 400.

The Albatross Cubs were in attendance to have lunch in the Reserve and to see Lady Baden-Powell's arrival in an open jeep.

Star of the Pack was young Tenderpad Michael Learmount, who insistently wanted to know where the Brownies were and when would they be coming.

* * * *

Congratulations to the following Mums and Dads:— Mrs. Lewin, Mrs. McLaughlan, Mrs. Bramish, Mrs. Dillon, Mrs. Archeray, Mrs. O'Halloran, Mrs. Currie, all of whom gave birth to GIRLS; and Mrs. Brunswick, who had a BOY. So it looks as if the weaker sex came out on top once again.

R.A.N. GLIDING ASSOCIATION

The gliding got away to a very good start after the Christmas period, with the R.A.N. College Cadets course, carried out at Jervis Bay Aerodrome. The course lasted ten days, and during this time, apart from the necessary ground instruction, over 400 flights were made. All eight participating Cadets reached the required standard to carry out solo flights and qualified for A and B Gliding Certificates. In addition one Power Pilot, Lt. Spurgeon, was converted to Gliders, and qualified for A, B, and C Certificates.

There were two incidents during this period; one was an attempt to reduce the height of a bush on the approach to 15 runway, and the other was due to the non-existence of hangars at the airfield. After one rainy night, despite the fact that water was apparent in the bottom of the cockpit, a loop was attempted. Unfortunately this is not necessarily a positive "G" manoeuvre in a glider, and one of the College Officers, having a joy flight, had his spirits and uniform considerably dampened.

The new Kookaburra Glider arrived while at Jervis Bay, so very little time was lost assembling it and launching it into the air. Dual controlled and with side by side seating, which is much better for instructing, the Kooka is semi-which is much better for instructing, the Kooka is semi-Tutor. This will permit dual instruction to a much more advanced standard than previously, even, if the instructors can master it, slow rolls.

Back at Nowra, Saturday, February 1st, produced the best soaring conditions for some time. Lt. Christie and P.O. Strickland both made flights of approximately one hour and could have stayed longer, but decided to give the rest of us a chance to battle with the thermals. L.S.A. Haron at last broke his jinx, and became the first member to attain his C Certificate in the Kookaburra. He appears to be very taken with the new aircraft. His wife, I fear, wishes that we had never acquired it.

Most of the members have by now had at least a dual ride in the Kooka, one even enduring my first attempt at aerobatics two up, a fate normally reserved for the other instructors.

We still have vacancies for new members, and in particular for a couple of Power Pilots to try their hands at instructing. It means giving up a bit of time, especially at week-ends, but surely this is not too high a price to pay to (a) keep a worthwhile organisation running; (b) send another R.N.-er back to England.

HINTS FOR INTERPRETERS:

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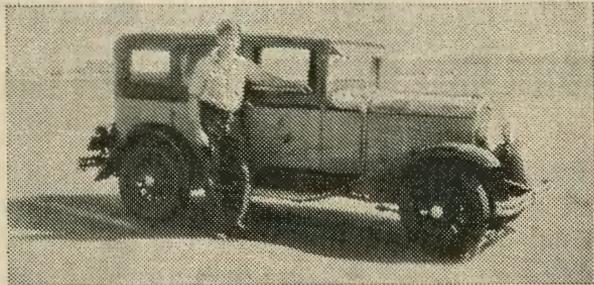
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Cars of Distinction



This distinguished vehicle is owned by none other than the Harmonious Blacksmith and we are sure that he will not be offended when we say that it fits his rugged personality to perfection.

Built in 1929, it is the first De Soto model ever produced and was brought shining new by a Mr. Horgan, of Bolong, near Nowra. Mr. Horgan was a dairy farmer and gave the car some rough treatment, but, despite this, it was in remarkably good order when the present owner acquired it in 1953. Since then, under Blackie's capable hands, it has travelled 22,000 miles without major breakdown. It cruises at 40 but Blackie claims to have coaxed it up to 75 and we would be the last to question this. Anyway it makes a brave sight, bowling along with the owner at the wheel and his four nippers disposed around the body.

Blackie has fitted a down draught carburettor, a water pump and has shortened the stroke. He has also put on a new roof and re-upholstered the interior in a tasteful, and practical, shade of brown. Otherwise it is the old 1929 K De Soto, including the paintwork. It starts at a touch of the button and pulls like a Trojan—it never turned a hair when level to the gunwhales with blue metal.

DETAILS ARE—6 cylinder; 21 H.P.; Hydraulic brakes; 3-speed Gear Box, no Synchro Mesh nonsense; 2 7/8th Bore; 4 in. Stroke; Compression Ratio 5 to 1.

We would like to see more of this interesting machine on the Station but it prefers to spend most of its time at Blackie's home in Helensburgh. This is a fine vintage car and NOT a bomb. Anyone referring to it as such within a hammer's throw of the Blacksmith's Shop is asking for more trouble than you can poke a pair of tongs at.

ADVICE TO BUDDING PILOTS

An 'arrowin' tale of misfortune
To one and all I will unfold
Of Pilot who landed in muck'cap
Through flyin' in Harvard too bold.

'Twere down at dispersal one mornin'
Where Albert were sitting on chair
That Detail were passed to CLOTS' CASTLE
Young Albert were takin' to air.

But Albert still sat there unconscious
And, eating a twopenny bun,
Were startled to hear Senior Pilot
Shout "Albert, there's work to be done!"

But Albert were slow on the uptake,
And sleepily answered "Who, me?"
And back came the answer abrupt-like
"oo else is called Albert but thee!"

So Albert got up most reluctant
And started to look for his gear,
While all the time wishing most hearty
He'd kept off the previous night's beer!

'e scribbled 'is mark in the Flight Book,
700 'e wrote on with care,
And after a manner of speakin'
'e scrambled 'is rear into air.

Now once up aloft 'e felt shockin'
And bloodshot and weary on eye,
And all 'e could see all surroundin'
Were acres and acres of sky.

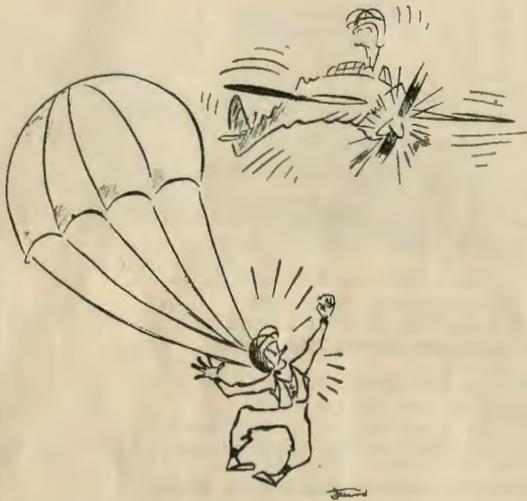
When all at once out on horizon,
'e blinked twice and there 'twere again,
A wee speck with wings on were flyin'
"By Gum," said our Albert, "A 'plane!"

'Twere C.O. returning from sortie
A little disgrunted and sour
When what he saw next shook him rigid,
'Twere Albert at X miles per hour.

Now X miles per hour is soom' at
When flying in Sea Hawk Mark 1V,
But Albert were flying in Harvard,
Which makes it a gradely bit more!

'e dived like an 'awk on 'is target,
Then pulling on pole bold as brass,
'e flick-rolled four times past the C.O.
And finished up right up 'is—Empennage!

Now C.O. was greatly disgruntled
As smartly he switched on R/T.
And shouted at Albert most threatenin'
"Just wait 'till I cop 'old 'o thee!"



Then turnin' 'is kite choofmost up'ards
'e balled out with ripcord in 'and
And shakin' 'is fist at our Albert
He floated quite gently to land.

But Albert, who flew most intrepid,
Cried "MAYDAY!" and headed for Base,
And crashin' 'is kite down on runway,
Sat in cockpit preparing his case.

At subsequent General Court-Martial.
When asked what the 'eck 'e 'ad done,
Our Albert replied quite nonchalant
'e were tryin' out Mach runs for fun!

But Judge, 'e weren't standin' no nonsense,
And glarin' young Albert in face,
Delivered 'is judgement most sternlike,
Saying "Crash! It were nought but disgrace!"

So Albert now sits in Glasshouse
While pilots who fly more sedate
Sit basking in sun outside Crewroom
And talk about poor Albert's fate.



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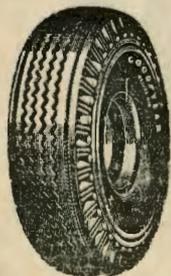
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— Pussers Page —

Sad to see all those highly skilled ratings with such important supervisors wasting their "L" talent on the blossoming acres around their places of—hard to know which is which—sleep or work. Results, we must admit, are a credit to the gardeners.

Will the Engineers guarantee security of tenure to our current M.U. Issue Centre please?

The Pussers slave to contribute their share to the common good and will continue to do so.

— R.S.

WRITERS:

With the departure of the M.A.G. for distant lands, everyone settled into Married Quarters and State houses and Naval Health Benefits Funds allotments up to date, there would appear to be little left to do but to await the pay rise. It was murmured the other day that the great day was at hand, but alas it was only those wealthy R.N.ers again.

Congratulations to the devisers of the "bird of passage" cards which will mean a reduction in the number of "enquirers" who appear to pass the days floating from one office to the other.

COOKS (S):

Whoops of joy were heard coming from P.O. Cook Bill Storer up in the mountains of Yalwal a few weeks back. He shouted that there was gold in the dish he was panning. After further frantic washing, he discovered that a pair of gold inlaid false teeth had fallen from his top pocket into the dish.

Is there a Department on the Station which can say after a day's work, "There goes another 2250 satisfied customers. (The number of meals served from the Main Galley plus rabbits)?" We'd say without fear of contradiction, "No." How many Departments could have their work subjected to such intense criticism as the Cookery Branch and still SURVIVE? We'd say again without a shadow of doubt, "None."

That was a plush bush survival exercise led by the Boss. We noted with a knowing smirk that two dozen Pilsener went along too. Must to tough out there!

S.A. (S):

You may have noted that the "yellow streak of light" can be seen in the vicinity of the Naval Stores once again.

After a month's leave, including a fortnight's honeymoon, S.A. Dawson returned on board to find his vehicle in a very unserviceable condition. After waiting for the Deputy Supply Officer to return from leave and much signing of 156s and 1091s, an extensive refit was carried out. This involved a new saddle, rear wheel, inner tube and R.A.T.O.G. mod. When he received

his new inner tube, fresh from the S.N.S.O., it was found to have two punctures and a blow-out, which had to be repaired before the refit could progress. (The quality of Pusser's material is not what it was in his father's day). He still has his old job and certain of the Ship's Company are getting nervous. How about putting someone slower on the job, Chief?

The proposal to rename C. 17 Hut, "Las Vegas", has been vetoed by practically everyone.

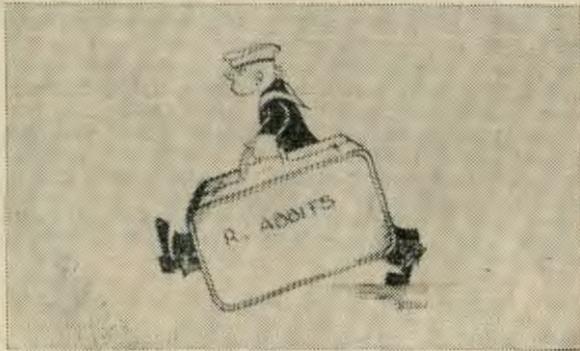
Congratulations to Stores C.P.O. Woodard on his advancement. It can be authoritatively stated that his request to sign on went in before his D.O. 10 arrived.

COOKS (O) AND STEWARDS:

It appears that the fast and comfortable Mainline service to Sydney has now been forsaken by Chief Steward Harvey, who prefers to arrive on the same day that he left Nowra. Perhaps the enjoyment of the distractions en route were outweighed by the exhausting cross examination confronting him when he returned to the fold.

So nice to see such keenness to attend Divisions at Balmoral; the Corporal of Stewards actually pleaded to be permitted to go so that his starboard (unserviceable) knee could be given a real test before royalty.

After years of trying, we have at last managed to plant a secret agent in the Police Office where Bluey Strachan is pretending to be a makey-learn Leading Patrolman. We have an uneasy feeling, however, that he is playing his part almost too well.



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SHOP AT SALWAY'S

Ball Race

As this particular edition of "Slipstream" is being issued on our annual sports day, I have no doubt that some "spark" will have some bright pun to make concerning Ballrace. Fortunately, the engineering world is fielding a mighty team which will aim to prove that the individual Balls are not lacking in lubrication. The same, of course, can be said for our various darts teams.

The Air Engineering aquatics and tennis teams have, I hope, proved to the scoffers that, notwithstanding the fact that they have little or no time to practice their art, they are able to hold their own against all comers.

Congratulations also to the S.A.M. (E) and Engineering/Ordnance bat and ball boys for their worthy efforts in the cricket league.

GRANNY'S BIT —

Doc Rowan has been looking for dry wood to cook the fish he expected from the Game Fishing Club. No dry wood — and no fish. If ever they do come good, Doc., ask the Bindaboo Boy to rub a few twigs together.

"Wingy" Warren wants it on record that he didn't break his arm starting the diesels during all the recent black-outs (planned or otherwise). While he was at Penguin, he was coming home from the local pub when some clumsy clot trod on his arm.

Welcome to the two R.A.F.R. dustmen. They must really love Pussers when they sign on for twelve months in the reserve.

Does anyone want to become a father to two (female) kittens? If you can get them away from Dizzy, you're welcome to them. Wait until they start digging up his garden, and he'll pay you to take them.

THE LINE —

The Line Darts and Social Club is once again functioning, helping to foster good relations between "Albatross" and the Local Police and Inn Keepers. Any section darts team who are looking for a good night out will always find plenty of support from this neck of the woods. We'll drink with anyone.

One person who enjoyed the Nowra Show was a certain Line Handler — even if he did see most of it from a prone position on the boxing booth canvas.

Certain Leading Hands in the section have been looking very haggard of late. Could be the Stork has been keeping them awake. Congratulations, boys, and remember you can always get a good night's sleep by volunteering for Duty Watch.

Anyone knowing the whereabouts of a couple of dozen "Out of Routine" cards, please contact the Line Regulating Office. It would appear that the Line routine is mainly "Out of Routine."

ARMOURER'S ANTICS —

Congratulations from all the Air Ordnance boys, to L.A.M.

(O) Arthur Ougham, who got wedded on Saturday, 15th February, to a lovely local lass.

Slim Harris left us last week for Civvy Street and the boys gave him a grand farewell party — wets and a sports meeting in D12 afterwards. Another character who is retiring from the Service to take up milk carting is getting fit with long "runs" every night and is being instructed by Dan Patch in the art of watering milk.

Don Rashbrooke's experiment with a home made smoke generator for his bees have been encouraging. He succeeded in smoking out the entire section the other day.

John Herbert caused a stir at Divisions recently when ordered to pull up his shorts and couldn't find the buckles under the overhang. At the same turn out, Bill Shirley was asked to cease wearing his Bikini shorts as the boys couldn't concentrate on the orders.

Kit Kitson's sudden departure to Berry Hospital recently provided us with an embarrassing moment when packing his kit. A preponderance of intimate feminine attire made us wonder whether the WRANS had arrived after all.

A DAY IN THE LIFE OF AN INSTRUCTOR AT S.A.M. (E)

0745 Muster glass of Naval Airmen (Engines), found correct, excepting two reported sick bay with advanced symptoms of brain fever. Two apprehended in "D" area printing "Out of Routine" cards. One last reported examining safety devices on ejector seat during previous night's duty; and one waiting for flood to subside before attempting to ford stream between mess and roadway.

0900 Finally commence instruction and endeavour to impart to these young hopefuls the mystic cycle of the internal combustion engine. Have difficulty in convincing them that "Power" Stroke has other meaning than that possessed by one, S/Lt. Melon. Eyes are getting glassy, heads beginning to droop, until:—

1030 Bun Waggon arrives — am left with piston in mid stroke, through window I see bright eyed alert young N.A. armed with Pepsi-Cola and Paddle Pops. In my day it was Rum and baccy (among other things).

1045 Resume Instruction — progress to explanations of exhaust stroke. N.A. Dypper report to Ledgers. N.A. Payne has toothache — must go to dentist. Life is becoming difficult again.

Valiantly attempt to compete with one Sea Venom, two Gannets and sundry other A/C being power checked adjacent to hangar. I reluctantly concede their superiority.

Exhaust stroke finished. So am I.

Any question? Yes? Ah! Success. They have absorbed my instruction.

Yes son, your question:

Please Chief, where did you buy those 8's?

1300 -
1630 General training for class. Recuperation period for Instructor.

THE LATEST BUZZ

In England, there's a catchy tune
Sung with this little rhyme,
"Where do all the flies go
In the wintertime?"

Now winter there is summer here,
So, plainly, is the answer clear,
They do not die or hibernate,
But out to Nowra, emigrate!

Meteorological Information For January, 1958

January weather provided a welcome relief from the long, dry months which the Nowra district experienced in the latter half of 1957.

Temperatures were more moderate, the century mark being passed on only one day, Friday 10th, when the maximum reading was 101.5 degrees F. at 3 p.m., and the 90 degree mark was exceeded on only 3 other days.

Rainfall recorded at the Meteorological Office for the month totalled 348 points, compared with 54 points for January, 1957.

Including the heavy rain in early February, we have recorded 14.41 inches of rain for the first six weeks of this year, compared with an expected average of about 5 inches for the same period. Not bad for the start of a prophesied drought!

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FOR SALE — Fyrside Heater.

Owner returning to sunny U.K. In first class order. £12 or offer. Lt. Cdr. Hodgkinson, Ext. 490.

FOR SALE — Vintage Holden.

Many extras, including touring maps by C.O.R., Caltex and H.C. Sleight, and one case Resch's Dinner Ale in boot. Owner needs cash to enjoy passage to U.K. Large offers to Senior Pilot 805, Ext. 480.

THIS SPACE TO LET

ANY OFFERS?

Report From The Premier Fighter Squadron In The Southern Hemisphere

In spite of the bigger and better noises coming from our Front and Second Line Squadron neighbours, we in 805 still have the privilege of flying the finest single engined piston fighter ever built. When the announcement was made, therefore, that we were the Squadron chosen to drop the new Kitchen-Sink-Bomb on the North Pole to drown the Russians in snowsuds, it didn't even raise an eyebrow in the Crewroom, and our Squadron ratings too had shown their confidence in our getting this enviable duty by already "modding" the Furies to take the Sink. (Three are carried; one under each tailplane and one in the spinner.)

Sink-dropping trials started just over a week ago (without the dangerous Heavy-Water warhead) and yesterday the Senior Pilot dropped one so close to the target that the Range Safety Officer actually saw it. The Senior P's success was undoubtedly due to the suggestion by N/A. Brunswick that we take the taps off the Sinks and so improve steamlining. Although we then had to find somewhere else to tie the plugchains, this mod has now been generally accepted.

The only trouble we have met with the Sink so far was when "Fatso" Callan had a hang-up under his starboard tailplane and tried to make his usual impeccable three point landing. "Fatso" lost an ear in the explosion that followed (it is believed the grease trap struck the ground first) and P.O. Boulter, who was in the Control Van, is believed to be still running.

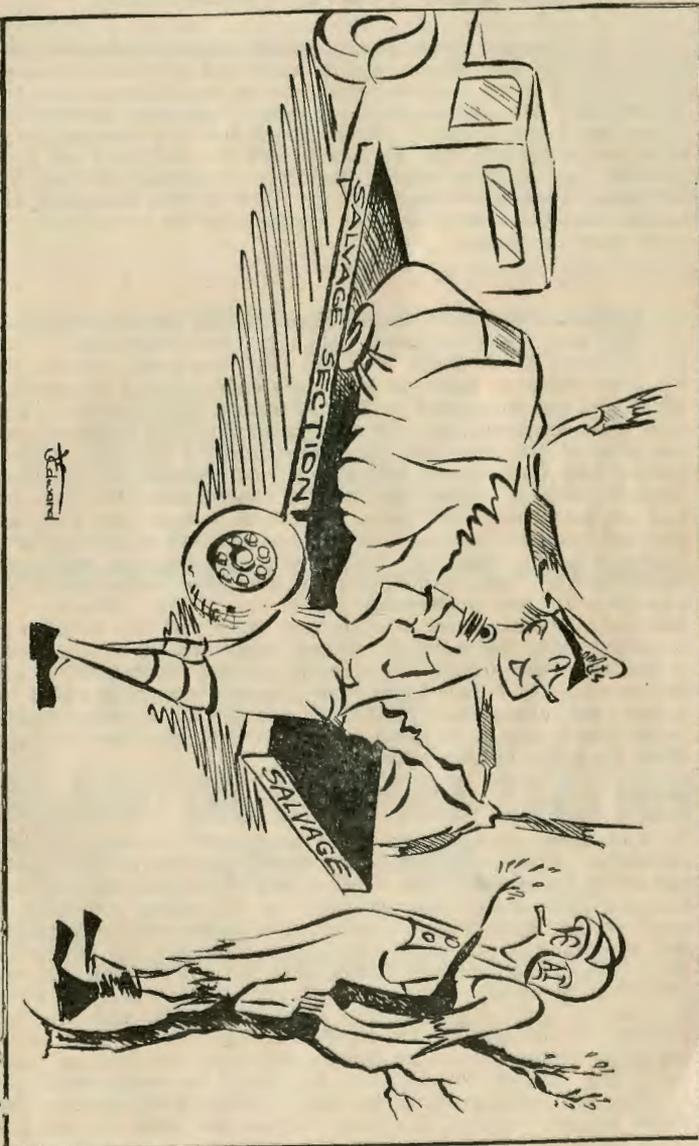
Two 1000-Gallon drop-tanks are to be fitted for the long haul to the North-Pole, and, in addition, Lieutenant Hill is to be strapped in the C.O.'s aircraft behind the radio bay with a camera. Pud Smith will carry our Gallah, Gunnedah, who will drop his lethal payload over Moscow en route. After the mission the Squadron will refuel in England and start a recruiting campaign for more Poms.

Unfortunately more details of this mission cannot be released just yet owing to the presence among us of R.A.A.F. spies, but further gen will be available later from our Information Officer, Lieutenant Callins.

PHOTOGRAPHIC COMPETITION —

Due to lack of entries, no prize could be awarded. Those who did submit photographs are thanked for their interest, and congratulated on the high standard of their work.

"I suggest that in future it would be better if you refrained from making personal deliveries."



PURELY FOR WOMEN

I have been wondering why women seem so silent in the great gale of masculine opinion expressed in this dedicated periodical. It seems that we are not so voluble as men would try to convince themselves that we are. There are several explanations I can think of. Maybe the Editor is a woman-hater, or is so henpecked that he has to get his own back by suppressing any feminine efforts. Perhaps the women are nervous of getting their pin-money (if any) cut by irate husbands, or, murky thought, maybe articles are sent in by wives under a male nom-de-plume.

* * * *

Actually, the more I think about it, the more convinced I am that men really are pretty garrulous. Just walk past a room full of them, if you doubt that. Not that they don't speak to us, but they seem to really get into their stride among themselves. Mind you, the Australian male does seem a little allergic to our charm on occasions, for why else do all the men huddle up on one side of the room on social occasions? I thought at first that I had put Phenol behind my ears instead of my usual "Slayer", until I noticed that all the other women were up my end too, and then I felt better. Of course, I know now that the men are indulging in Tradition, so who are we to rebel? Anyway, it gets a lot of "Shop" off their chests, and saves us having to stand first on one foot and then the other while trying to look as if we understood it. It is a bit different in England, although I feel sure the men would just love to get into a corner with the boys, they don't stand much of a chance if the wives are around. As a result, the old "shop talk" is apt to creep in, but I have found that this can usually be killed by a few well-chosen and intelligent remarks. It is much easier to do this if you have never been a WREN, and have no idea what they are talking about.

* * * *

Get them on their own and they seem to fall into two categories. Those that talk and those that don't. The latter are really heavy going, but a great help if you feel pent up and in need of a little steam-letting, that is, unless you want a good row and then they are useless. The former can be fascinating, especially if you don't know them very well. It is usually when these charmers stop talking that the trouble starts, as my grandmother always used to tell me, only I didn't find out what she meant until I was older. Those that talk, but are not fascinating are usually very hard to escape from as they never get to the stage my grandmother meant, but just keep on talking, which is very boring. There is usually no escape from one of these, as nothing seems to stem the tide and everyone else keeps out of the way. The only way to deal with this sort of thing is to slip a Mickey Finn into his glass.

Gossip is usually attributed to women, but the stuff the men hand out is gossip-plus. They have brought the whole thing to a fine art and leave the women speechless. Of course, they are not handicapped by emotional make-up so they don't get carried away, as we are supposed to be. This pastime is usually indulged in only in male company, so it is only rarely that their prowess is suspected by us.

In the home the men hide their talents behind the newspaper, or under the bonnet of the car, but this is probably to give their vocal chords a well-earned rest and as it gives us a chance to exercise ours, let us be content with things as they are.

— MARTHA MALAPROP.

At Christmas, in Azerbaijan,
A maid was pursued by a man.
Said her friends, "She'll hold out,
Through December, no doubt,
But I bet you he Azerbaijan."

A HAVEN FOR THE WEARY
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THE CHAPLAIN'S CORNER

THE VALUE OF THE CHRISTIAN CHURCH TO YOU

"You don't need to belong to a Church to be a Christian!" Such a statement raises the question whether the Church is necessary at all, for if you can be a Christian without belonging to the Christian Church, surely we may as well close all churches and turn them into museums and clubs, as the Russians did!

Admittedly Church membership or Church attendance does not make a person a Christian. It is a sad thing to have to say, but there are some, who have been members of churches for many years, and they are far from being Christians as their conduct shows. This does not alter the fact, however, that you cannot be a Christian outside the Church. In justification of that bold statement, let us face the intention of the Founder of Christianity. Christ came to bring us into right relationship with God and with all our fellows. He taught that God was our Father, and sought ever to relate all men as sons to Him and consequently as brothers to one another. Christianity is the outworking of these family relationships. It is simply not possible to work out the family relationship of Christianity by keeping to yourself, no matter how good, kindly, generous or loving a man may be without belonging to a Church. The fellowship of the Christian Church provides the only means through which the family idea in Christ's mind can become a reality for mankind generally.

Let us be honest with ourselves and with one another. There are many among us who do not want Christianity to disappear from this world, but they want other people to keep it alive, to be there when they want it. How dare any man claim to be a Christian, if he leaves the exercise of Christian privileges and Christian duties to others.

A class of instruction for all who desire to become confirmed members of their respective Churches is held every Wednesday at 1930 in St. Nicholas Chapel.

Chaplain J. Willson, R.A.N.

"BEGONE, SATAN."

One night, while the great St. Vincent Ferrer was at prayer, the devil appeared to him in disguise saying he was one of the saintly fathers of the desert, come to give the young Dominican some advice. The devil began:

"In my youth I was very careless and sinful, but on reaching old age I began to think and prepare for death. I repented and am now in heaven. I advise you to do as I did. You are still a young man. Go and enjoy the pleasures of the world.

Then when you see the day of death approach, begin to lead a life of penance. God is good that He will readily pardon you, and when you die the Lord will take you to heaven, to enjoy unending delights in the company of the angels, and of so many others who were once sinners, as I was, but are now glorious saints."

St. Vincent realised that the person before him was not one of the blessed, but that it was the devil in the disguise of a saint. At once St. Vincent cried out: "Begone, Satan. I have consecrated to God my youth as well as my old age, because I wish to give Him my whole life."

Seeing himself discovered, Satan fled.

The devil never comes to us as a devil. He comes in some attractive disguise. He comes as a gentleman in fine clothes and with courteous manner, he comes as an innocent young woman, he comes as a helper, he comes as one needing help. Always he chooses some costume or disguise that will catch us off our guard, some appearance that will appeal to us. He comes as one interested in our rights, our pleasure, our happiness.

Were he to come to us as he really is, ugly, repelling, with his wicked purpose painted on his wicked face, we would say at once: "Begone Satan." Instead he comes as a friend or helper. He comes as one who wants to do something for us.

Chaplain L. J. Breslan, R.A.N.

R.A.N. RELIEF TRUST FUND

The following are extracts from the minutes of a recent meeting of the committee:

HOUSING LOANS — The committee was informed that expenditure on housing loans estimated for the year at £5,000 a month had averaged, up to 31st December, over £5,599. Owing to the continued flow of applications it has not been possible to reduce the period on the waiting list below approximately 8 months.

FURNITURE LOANS — It was stated that expenditure on furniture loans estimated at £2,000 a month for the year, had been exceeded by more than £500 a month up to 31st December. The waiting period has been extended to approximately three months. It is found, however, that many firms will allow up to 3 months credit enabling personnel to obtain early possession of furniture which they are purchasing on cash terms.

R.A.N. GLIDING ASSOCIATION — It was recommended that the Canteens Board should make a loan of £650, repayable in 18 months, to the R.A.N. Gliding Association for the purpose of completing the purchase of a Glider Trainer.

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SPORTING NOTES

SWIMMING & WATER POLO

An excellent night's swimming was had by Albatross swimmers at the Nowra Olympic Pool a few weeks ago. In a competition against Nowra Amateur Swimming Club the Albatross won every event but one. Lieutenant Andrew turned in a star performance by winning the 100 metres freestyle race in the good time of 67.9 secs., the fastest swim put up by a male at the Pool; and only 1.4 secs. outside Sandra Morgan's open record for the distance. The exhibition water polo match played between two Albatross teams delighted the large crowd, the majority of which were witnessing that water sport for the first time.

Results of the events held were as follows:

50 METRES FREESTYLE — 1st L/A. Dugdale, 29.2 secs.; 2nd Ck. Pilmore, 30.4 secs.

100 METRES FREESTYLE — 1st Lt. Andrew, 67.9 secs.; 2nd C.A.F. Clark, 75.5 secs.

50 METRES BUTTERFLY — 1st P. Keeble (Nowra), 36.5 secs.; 2nd E.M. Davis, 37.0 secs.; 3rd L.E.M. Bushe-Jones, 38.8 secs.

50 METRES BREASTROKE — 1st E.M. Davis; 2nd L/Ck. Mancer; 3rd C.R.E. Robertson.

4 x 50 FREESTYLE RELAY — Won by Albatross (L/A. Dugdale, Lieut. Andrew, Std. Walker, Ck. Pilmore).

4 x 50 MEDLEY RELAY — Won by Albatross (L.E.M. Bushe-Jones, E.M. Boucher, L/A. Dugdale, N.A. Haynes).

Although the Interdivisional swimming and water polo competition is winding up very well and interest is high amongst the competitors, the points so far scored by the five strongest teams will give a lead on the progress of this competition. Air Engineering, very strong in the water, have gained 38½ points from 7 meetings; Electrical 34 pts. (7); Executive 29½ (7); Officers 29½ (7) and Supply with 36½ from 8 meetings.

Last year's attempt at an Interdivisional Swimming Carnival was such a success that Albatross Swimming Sports has been set down for Thursday, 27th March. Divisional sports officers are asked to get their boys up to competition form within the next few weeks.

CRICKET

Soon after resuming its fixture matches in the Shoalhaven District "A" Grade Competition it seems that the Station side went beserk and won two matches in the one week; one of these being the shock defeat of the Nowra Warrior's team, the competition leaders.

In the match against Berry the Albatross victory was greatly due to the grand batting of Keay (53), Luther (41), Beutel (31) and the bowling attacks of McWhinney, 6 wickets for 43, and Beutel, 2 for 24.

It should interest the Station to know that N.A. Beutel, N.A. McWhinney and P.O. Kerr are away at the moment playing in the Navy Interservices team. Chief P.O. Prendergast has also been included due to his showings whilst a member of Albatross team.

Progress in the I. Zingari Shield competition has reached an interesting stage. Albatross with only one more match to play (Watson "B"), has won ten of the eleven played so far, and is leading Penguin 85 comp. points to 71. However, Penguin has yet to play Melbourne and Kuttabul, points against the Carriers being awarded double, i.e. outright win 20 points, first innings win 14 points. The position is that if Albatross gains an outright against Watson "B" and Penguin do not obtain outright wins against Melbourne and Kuttabul, the Air Station would win the Shield. Another slant is that if both Albatross and Penguin net only first innings wins in the matches to come, both will tie with 85 points each for the Shield.

Bad luck dogged S.A.M.E.'s interpart cricket game last week against the Officers' team. S.A.M.E. had 32 comp. points and the game with the Officers to go. It looked as if Electrical (34) might be knocked out of the four if rain had intervened and forced a draw. The 3 points for a draw was not forthcoming, however, and Officers gained an outright win. These teams will now play off to the grand finals: Officers 47 pts., P.O.'s 44 pts., Eng./Ordnance 35 pts. and Electrical 34 pts.

TENNIS

At time of writing, two teams, Officers and Chief P.O.'s, are competing very strongly for inclusion in the final four. The places of Air Engineering, 25 pts.; P.O.'s, 21 pts.; and Executive, 20 pts., are already assured.

The first semi final, between Air Engineering and P.O.'s, is ready to be played; the second semi final will be between Executive and winners of the match, Officers v. Chiefs.

INTERSERVICES SPORTS, 1958

It seems no time since the conclusion of the last I.S.S. and once again sportsmen from Albatross will represent Navy in 90 per cent of the events.

The Navy athletics team will result from our own annual sports day; the Navy boxing team will all come, without exception, from Albatross boxers, and the swimming and water polo teams will hold very few members that do not live at Albatross. The tug-war team once again will be our Dempster Cup Union footballers. It is a regrettable fact that Albatross must supply these sportsmen or there would be no Interservices Sports as such.

RUGBY — UNION AND LEAGUE

Meetings of interested players of the above codes of rugby have already been held with a view to settling down for serious training in the Group 7 League and the Dempster Cup matches. Get fit training has started already.

Chief Kirwin, as coach, and P.O. Lawford for blackboard lectures, were gladly accepted by the Union, and Chief Finch is team manager. Union training days are set down for Tuesdays and Thursdays; the early training is to include vigorous, all-round physical training by the P.T.I.'s.

Business at League has been confined to questions of finance, obtaining clearances, new members, etc. Lieut. Salway is president.



N.A. Mihell, L.S.A. Fraser and N.A. Welsh put in some hard training for the Inter Services Boxing.

ALBATROSS GOLF CLUB

On Saturday 15th, Nowra Golf Club held their Annual Servicemen's Day Golf Meeting, and Albatross turned out in force with full hearts and empty stomachs, intent on enjoying themselves to the utmost.

In marvellous weather, Jack Finch won the day with 36 points Stableford, and our Captain, Norm Brown, took the "A" grade trophy with 32 points. Well done, both.

Of course there always has to be a joker in the pack somewhere, and ours turned out to be Wingy O'Shea, who wasn't satisfied with winning the Long Drive with a drive of approximately 295 yards, but also had to win the best First Nine, with 21 Stableford points. I don't know who was most surprised, Wingy, or the rest of us, as he was observed on several occasions at the various refreshment tents and also freely imbibing at the Rum Tent.

Most of the players succeeded in completing the course in spite of the fact that there were kegs on the 5th, 9th and 14th, in addition to the Rum Tent. However, a few were noticed to be reclining gracefully under trees and on various green. Presumably it was too hot for play.

Albatross has already commenced training for the Inter-Service Golf and it is with pleasure that I report that out of nine players who attended the Lakes on Friday 14th, there is a possibility of six of them being chosen for the Training Squad. The next few Fridays will tell whether this will be or not. Best of luck to you all, and Albatross wishes you the best in the coming elimination rounds.

GAME FISHING CLUB

At time of going to press, the Game Fishing boat was at Port Stephens, competing in the Australian Game Fishing Championships. A report on their activities will appear in next month's "Slipstream".

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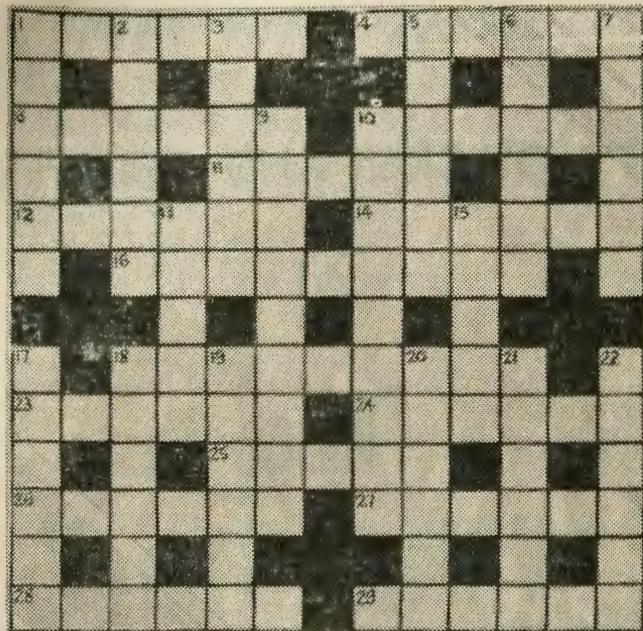
Records from the Catalogues of A.W.A., R.C.A., Telefunken, Festival, Coral, Brunswick, American Decca, Coronet, Pacific Rodeo, Philips, D.G.G., Polydor, Esquire - Mercury, Nixa, etc.

JUST A FEW SUGGESTIONS:

- "A Treasure of Immortal Performances" — Enrico Caruso — 12", 33 1/3 R.P.M. 57/6
- "Operatic Highlights" — Richard Tucker — 12", 33 1/3 R.P.M. 57/6
- "1938 Carnegie Hall Jazz Concert" — Benny Goodman — Two records £4/12/0
- "Mr. Emotion" — Johnnie Ray — 7", 45 R.P.M., Extended Play 15/-
- "Calypso" — Harry Belafonte — 12", 33 1/3 R.P.M. 52/6
- "Thursday's Child" — Eartha Kit — 12", 33 1/3 R.P.M. 52/6

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ACROSS:

- How to reject useless material?
- Rages about the Orient, yet stays in harmony.
- Nought but precise costs.
- Sat around the front with the man of learning.
- Little Valerie and the French gentleman's gentleman.
- Ten to nil about this songster.
- Plant with a sting in it.
- Barren start for men with a barren future.
- Deter plan, confuse it, then put back in later.
- Starts cold, sounds cool, but it's hot all right.
- A comfortable start for the supporters.
- A tex on the island.
- and what you might get back!

- Young Leslie and the lady from Eden on his arm.
- Sent as a whole, the most sound in mind.
- Stared about for the skilled jobs.

DOWN:

- Drives back the biggest part of a broken sleeper.
- On your side, but it's evident he has the devil in him.
- It took Eve and her small sister to sort things out.
- Beard the animal at the start.
- Late parts of a play can be trying, it appears!
- Sounds a lazy type of dog to be a hunter.
- Ties tell a story about space travel.
- Ten less in positions of security.

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IT'S QUICKER AND CHEAPER

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AND SAVE ON TIME

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GARDENING NOTES

BY "BULL RUSHES"

I often think it must be very disappointing for gardeners, who see a nice bloom, and it is only then that they realize, that they must have passed the planting season of that plant. From now until May is the time to plant spring-flowering bulbs.

A few suggestions:—

Dutch Bulbous Iris are available in February and March. Plant about 5 ins. deep, one foot apart. They can be left in the ground for about two or three years, but for maximum increase, lift every year and divide up the bulb. The bigger bulbs, approximately $\frac{3}{4}$ of an inch, will flower, but the offsets will not, and must be planted in rows and grown on for one year to make bigger bulbs for the flowering next year.

Daffodil Bulbs are available in February, March and April. They should be planted in well drained soil and in an open position. Lime the soil heavily but do not use any fertilizer at planting time. Plant about 5 inches deep and top dress with any complete fertilizer just before flowering.

Anemones and Ranunculus. These bulbs need a very rich and well drained soil. Use a liberal quantity of any animal or poultry manure plus lime. Plant two inches deep and eight inches apart in March to May.

Freesia. These bulbs need a rich well drained soil and plenty of nitrogen. Use a well rotted manure or compost and plant in March, April or May two inches deep, four inches apart. Top dress before flowering with sulphate of ammonia.

These are a few of the bulbs to select from. "Your Garden" Magazine will give you a very good list of where to obtain most bulbs for the coming season.

L.E.M. Durant has had very good results with *Hippeastrum* in this district. Flowers are approximately 6 inches across and four or five to a stem. *Hippeastrum* are planted now.

MARCH PLANTING

Flowers — Antirrhinum (Snapdragon), Aquilegia, Balsam, Brachycome, Calendula, Carnation, Cornflower, Cineraria, Clarkia, Dianthus, Delphinium, Forget-Me-Not, Foxglove, Gal-lordia, Linaria, Lupin, Wallflower, Petunia, Pansy, Phlox, Sweet William, Sweet Pea, Scabiosa.

Vegetables — Cabbage, Cauliflower, Lettuce, Peas, Turnip, Radish, Swede, Beet, Beans (French Wax Climbing), Brussel Sprouts.

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| 13. A fresh start for a bannister post. | 19. Petals scattered on the dining-room table. |
| 15. Endeavours to score at foot-ball. | 20. 50-50 rate can be higher, you see! |
| 17. The start of The Oaks. | 21. Those in 10 Down are supposed to do this. |
| 18. A curved bone is good (in France), for the hair. | 22. A donkey can be the start of your advantages. |

CROSSWORD SOLUTION

22. Assets.
21. Defend.
20. Taller.
19. Plates.
18. Hibdon.
17. Acorns.
16. Tries.
15. Newel.
14. Deserter.
13. Sennels.
9. Sattelle.
7. Setter.
6. Exact.
5. Goatee.
3. Steves.
2. Friend.
1. Repels.

DOWN:

29. Trades.
28. Saneat.
27. Sleeve.
26. Rebate.
25. Atoll.
24. Esasels.
23. Chilli.
18. Replant.
16. Deserter.
14. Nettle.
12. Linnet.
11. Valet.
10. Savant.
8. Prices.
4. Agrees.
1. Refuse.

ACROSS:

People who make speeches at school functions should never describe their school days as the happiest of their lives. The pupils will be aghast at the dreary prospect before them.

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