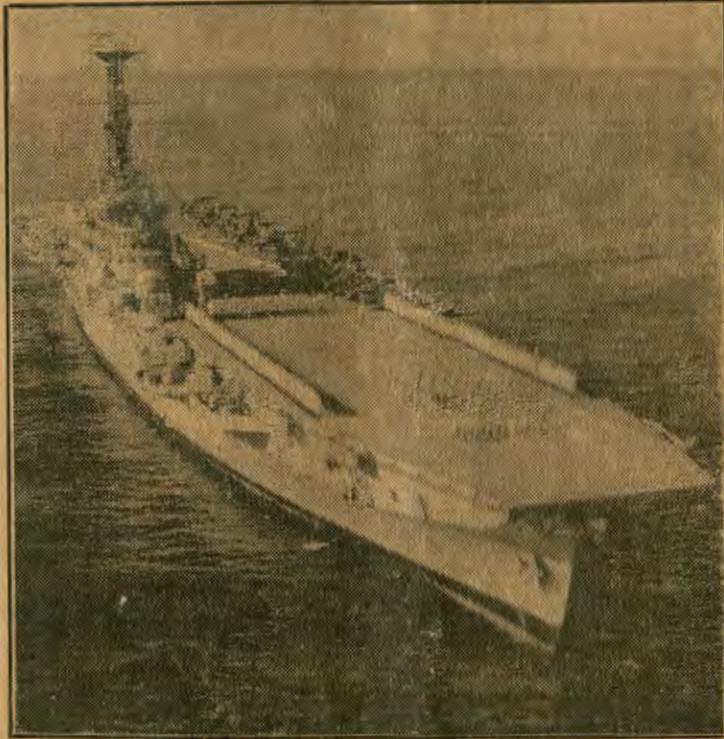


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SLIPSTREAM



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

No. 15 JULY, 1958 Price 6d.

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H.M.A.S. ALBATROSS*

SLIPSTREAM

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

No. 15

JULY, 1958

EDITOR: Lt. Cdr. Harvey.

SUB. EDITOR: Sub. Lt. Hockley.

SPORTS EDITOR: Sub. Lt. Sheridan.

ART EDITOR: P.O. Edwards.

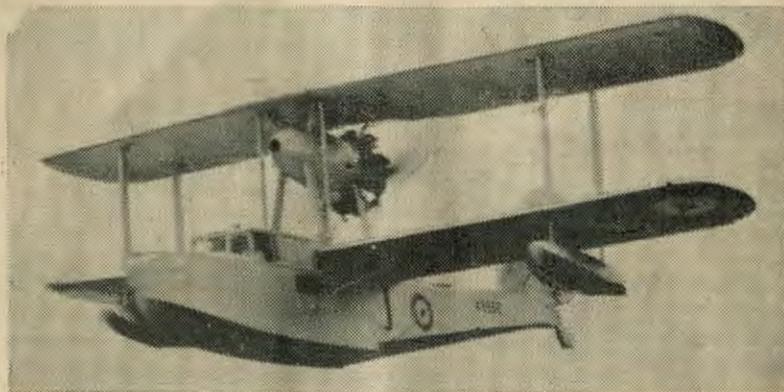
BUSINESS MANAGER: Sub. Lt. Hall.

This month's most notable event has been the return of the M.A.G. Brief reports gleaned before its members departed on leave indicate that the cruise was, in every way, a huge success. Things have been quiet without them and we are glad to see them back. It does no harm to remind ourselves occasionally that the support of the Melbourne Air Group is our primary function and that all other activities, though important, take second place.

We wish them a splendid leave and hope that they will not find life at Nowra too humdrum after the glamour of Hawaii and points South.

— EDITOR.

FLEET AIR ARM TYPES OF THE PAST (The Supermarine Walrus)



Most people are familiar with the somewhat ungainly lines of the the Walrus amphibian, but few may be aware that this excellent aircraft was originally ordered by the Australian Government, in 1934, to equip the seaplane carrier "Albatross". A heavy amphibian, at first known as the Seagull V, it was powered by a single Pegasus engine driving a pusher propeller. On trials it proved so satisfactory that it was adopted by the Admiralty as well as by the R.A.N.

The Walrus was a remarkably seaworthy aircraft, capable of being landed in unpleasant sea conditions. It was easy and safe to deck land and did not require a hook or arrestor wires. Endurance was 3½ hours and it had a low speed of 110 knots, but this was offset by its capacity to carry more elaborate navigational and radio equipment than had been possible heretofore in shipborne aircraft. The armament consisted of two .303 Vickers Guns, front and rear, and it could carry a 500 lb. bomb load.

Upon its introduction in the Fleet it replaced the existing catapult aircraft, the Osprey, Swordfish and Sea Fox and by 1939 was carried in virtually every capital ship and large cruiser. Landing technique at sea consisted of the ship steaming cross wind until the aircraft was on its final approach; the ship then turned into the wind, thus creating an area of calm water, or "slick", on which the aircraft landed. It was taxied alongside, hooked onto the crane by an intrepid crewman perched on the top wing and hoisted inboard.

At first the Walrus was principally used as a communication aircraft between ships or between ship and shore and carried out these duties with success except for one unfortunate occasion when the C-in-C Home Fleet was landed alongside his flag ship in a Walrus with wheels down. The aircraft's value for reconnaissance and anti submarine work was soon recognised however and on the outbreak of the war it was used on Anti Submarine patrols with the Fleet and on Area patrols near Fleet bases such as Scapa Flow and Alexandria and from "Albatross" stationed at Freetown.

In the South Atlantic and Indian Oceans they operated from cruisers on anti raider patrol and on three occasions aircraft from the County Class cruisers, "Cornwall", "Dorsetshire" and "Devonshire", sighted enemy ships, twice at more than 100 miles from their parent ships. In the Nor-

(Continued on opposite page)

Station Personality No. 15

MUSICIAN BUGLER
"BOBBY" GREEN



Musician Green joined the Service on the 20th September, 1945, as an ordinary seaman.

Prior to joining the service our personality was a Cornet player with a Salvation Army Band. Seven months after joining he changed his rate to a Bandsman and was soon after drafted, together with a Band of 12, to H.M.A.S. "Hobart", where he remained for 9 months playing the Cornet and Viola. During this period the "Hobart" served with the British Commonwealth Occupation Forces in Japan where the demands on the ship's Band were heavy. They included an Empire Day March through Tokyo at the head of the Occupation Forces and numerous garden parties and social gatherings ashore.

In January, 1948, Bandsman Green was drafted, together with a Band of 18, to H.M.A.S. "Australia" still in the capacity of a Cornettist. During the year 1948 the "Aussie" visited New Zealand, Hobart and the Great Barrier Reef.

Our personality remained in H.M.A.S. "Australia" for 3 years, during which time the ship made a mercy dash to Heard Island to rescue a doctor, who was seriously ill with appendicitis.

In May, 1951, all Bandsmen were drafted to Flinders Naval Depot owing to an extreme shortage of qualified Musicians. While at F.N.D., Bandsman Green transferred to Musician Bugler and in February, 1952, he became a "Lone Wolf" bugler following a draft back to the "Australia".

Later that year our personality sailed for the United Kingdom in "Australia" for the commissioning of H.M.A.S. "Vengeance" and he continued his lone bugling in "Vengeance" for 18 months. From "Vengeance" Musician Green returned to H.M.A.S. "Australia", where he remained until the ship paid off.

In April, 1955, he rejoined a band of 18 aboard H.M.A.S. "Sydney", where he served until June, 1957. The "Sydney" visited New Zealand and Fiji while Musician Green was on board.

From the "Sydney" our personality was drafted to H.M.A.S. "Albatross", where his faultless bugle calls can be heard at regular intervals.

wegian campaign, in the English Channel and off Dakar, Walrus aircraft did sterling work often in the face of opposition from faster and more heavily armed aircraft.

Gradually catapults and aircraft were removed to make way for A.A. Guns and so the Walrus left the front line. By the end of the war she was being used solely for S.A.R. duties from carriers and air stations and shortly afterwards was replaced by the Sea Otter.

The Walrus, the first R.A.N. aircraft, has a special place in Fleet Air Arm history, and, by its association with the first "Albatross", provides a direct link with the aircraft we have today and the Station in which we serve.

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"MR. GULLIVER'S TRAVELS"

(Back at "Albatross" — 25th July)

Hello, kiddies! Your Uncle Gulliver has just arrived back from a long cruise round the Mystic East in H.M.A.S. "Melbourne".

There is a popular belief that there is nothing like a long sea voyage to straighten out the ravelled sleeve of care and put the roses back in the old cheeks. In your Uncle's case this proved to be mistaken. True, the long days at sea were healthful, but your aged relative was so zealous in carrying out his duties as a good-will ambassador ashore, and so determined not to miss one of the many social engagements, that he is now just a quivering shadow of his former self.

However, he has managed to keep up his literary activities during his time at sea—mainly the re-writing of a more up-to-date version of Mother Hubbard's Book of Nursery Rhymes. Some of these verses are set down below and the influence of his travels upon his writing may be seen clearly. If any of you would like an autographed copy of this book, call at your Uncle's office and hand your applications to his new secretary, Miss Wong.

Little Bo Peep
Is a bit of creep;
She lives in Singapore.
Leave her alone
And She'll go home,
And won't bother you any more.

Jack Spratt can eat no fat;
His messmates eat no lean;
It doesn't matter either way—
All you get on board is beans.

Humpty Dumpty lives in Manila,
Humpty Dumpty's a real killer diller.
He puts petrol in bottles and labels it "Gin",
And the Yellow Bar sells it at ten bob a spin.

Jack and Jill
Went up the hill,
To have a look at Hong Kong.
Jack fell down,
And broke his crown,
And saved this from being a long song.

Dickory, Dickory Dock,
I bought a Japanese clock.
The clock struck one,
And then ran down,
Dickory, Dickory Dock.

Little Jack Horner
Sat in a corner,
Drinking his Kava and rum.
Upon trying to rise,
He got a surprise
To discover his legs were quite numb.

There was an old woman who lived in a shoe,
She had so many children she didn't know what to do;
So she made them Naval Aircrew and sent them away,
And lived happy ever after on their nineteen bob a day.

Twinkle, Twinkle, little star,
How I wonder if you are
Aware that down in Waikiki,
A glass of beer costs nine and three.

Hey diddle diddle
By a bit of a fiddle,
I've just been drafted ashore.
My little wife laughed to hear the news,
But I bet my relief is sore.

— GULLIVER.

CROTCHETS and QUAVERS

Your Band has returned from leave, and will be here for only a short time. We will be off again to the Southern Climes (F.N.D.) on 22nd August, returning for commencement of normal work on 14th October. There will be a small Band in attendance here during this period.

Two of our members have entered into the Married Bliss state during the leave period, i.e. Ken Mansfield, the drummer, and Brian Dixon, piano. Congratulation, Ken and Brian.

Who is the member of the Band with the moustache who is learning Polish to enable him to speak to his latest girlfriend in Sydney?

The following are the Massed Bands' commitments for Melbourne and Sydney:—

MELBOURNE—Saturday, 20th September, V.F.L. Grand Final; Sunday, 21st September, Programme—Gardens; Monday, 21st September, Swimming Pool; Wednesday, 24th September, Record 2 programmes with A.B.C.; Thursday, 25th September, Show Grounds; Friday, 26th September, ABV, Channel 2 (TV programme).

SYDNEY—Monday, 29th September to Friday, 3rd October, Recordings at E.M.I.; Friday, 3rd October, Town Hall (Naval Ball); Sunday, 5th October, Marching Display, Floral Show Opening; Monday, 6th October, ATN, Channel 7 ("Sydney Tonight"); Tuesday, 7th October, P.M. Concert in Hyde Park; Wednesday, 8th October, Lunchtime Concert in Hyde Park; Thursday, 9th October, P.M. Concert in Hyde Park; Friday, 10th October, Marching Display—Ryde; Saturday, 11th October, 1430—Waratah Festival Parade, 2100—Marching Display—Showgrounds.

This is all for now. Good listening.

"IL MAESTRO"

Why is it that everything I like is either illegal, immoral or fattening?

— Alexander Woolcot.

LETTERS TO THE EDITOR

DEAR SIR,

I have had the misfortune recently of having to pay a large Doctor's bill.

I am a contributor to the Naval Health Benefits Society and this was my first claim for assistance. Not being endowed with an excess of worldly wealth I was shocked and financially embarrassed to find that I must pay the bill before claiming. This is not so with other Health schemes, so I say to your scheme, "Thanks for nothing".

"WINGEING WINNIE".

THE WETTING OF THE TEA

(DAILY ORDERS, 7th JULY, 1958, REFER)

This Navy, in tradition, is very deeply bogged,
And every little ceremony is very carefully logged,
Clear lower deck for payment, and salute the quarterdeck;
Dress ship and strike the topmast, or get it in the neck
If the evolution's below the par, and lift your bloomin' hat.
And up in Heaven, Nelson smiles and says, "I started that."
But hark! There is one duty that a messcook dares not shirk.
And woe betide him if he fails to do this sacred work;
Responsibility weighs hard upon the young O.D.
"And what," you ask, "can be this trust?" — Why, the Wetting of the Tea!
The Wetting of the Tea, my sons, the Damping of the Brew;
The drink that cheers, revives us for the work that's still to do.
It must be strong and thick and black; it must be high red-hot;
And as one man we humbly kneel before the sacred pot.
We wet the tea for breakfast, stand-easy, and at noon—
For there is no sweeter music than the tinkle of a spoon.
At half-past two it's wet again, at four, and supper time,
And last of all before we go to bed at half-past nine.
Seven times a day our trusty teapot steams and stews;
Seven times a day, my sons, with seven different brews;
And always there's the clarion call that rings across the sea
From the lips of thirsty sailors—
"Hey! Who's going to wet the tea?"

— Signalman W. WAYE.

"NAVY NEWS"

Practically everyone will now have seen "NAVY NEWS" and must agree that it makes excellent reading. It is intended to make regular contributions from "Albatross" in future. Next issue is on 15th August. Send contributions to Lieutenant Commander Harvey, Main Stores Office, by Friday, 8th August.

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AROUND THE STATION



Lieutenants Tony Eccleston and Phil Roe display the last word in flying clothing on arrival at Nowra on Sunday, 20th July.

An eventful month this. Most people returned from leave, the pay went up, the M.A.G. came down and "Navy News" came out.

* * * *

The leave seems to have been all that was expected and no one who spent it in the Nowra district was troubled with sunburn. Those who stayed behind had the usual hectic time.

* * * *

The long awaited (and, no doubt, already mortgaged) pay rise may have softened the blow of return from leave. This does not apply to the Medical and Dental Officers, however, in whose presence the subject should not be discussed on pain of a life sentence in Balmoral Naval Hospital.

* * * *

The return of the M.A.G. was even more dramatic than had been expected. The first few characters who emerged from their cabs were mistaken for an advance booking team for Edmundo Ros's Rhumba Band, but after this misunderstanding had been cleared up, all was sweetness and light. "Fabulous" seems to be the O.K. word to describe the cruise and having heard one or two accounts, we cannot think of a better description.

* * * *

It nearly kills us to have to admit that the first edition of Navy News was a first class job. We knew competition would be hot, but not quite as good as this. However, there is no despondency in the "Slipstream" Editorial Office and the Sub Editor's new Holden proves that he is unworried about his future employment.

We had hoped to have a personal account from Charlie Morris of his activities at Cardiff, but he has clearly been too busy to write. The ugly rumours that the swollen legs, which he suffered from on arrival, were caused by too much weight on the knees during the air passage, have now been disproved.

* * * *

The "wets" are really jumping these nights, what with the return of the Squadrons, the installation of "central heating" and the inspiring music provided by the band. In fact, so carried away are the customers these nights that their singing can be heard as far afield as the "patch".

* * * *

The White Ensign Club will soon be under new management. We wish to take this opportunity of saying farewell to Maurice Hickson and thanking him on behalf of many satisfied customers. Reluctantly we part with his services but he finds the call of the mountains too strong to resist.

* * * *

The young officer in charge of M.T. Maintenance has recently become a grandfather. We would never have thought he was old enough but we congratulate him.

* * * *

The Chief's Mess Gala Night was followed by a Super Gala Night and we are looking forward to a Hyper Super Gala Night, which must be coming soon. With their entertainment experience, the Mess Committee should go into the Night Club business without delay.

* * * *

Another thing we have been expecting with eager anticipation is a second edition of "Sea and Sand Saga", 805's journal. It is hoped that the first issue was not Chellwin Retlaw's Swan Song.

* * * *

Never in the field of human endeavour have so many Chippies laboured so hard to produce an instrument of torture like the boxing ring recently completed. It is understood that for some weeks we have been warming ourselves at the glowing embers of the old one which some hero in the Boatswain's Party inadvertently sawed up for firewood.

* * * *

The Duke of Sydney (C.A.F. Denehy to you) wishes to notify his many friends that his new address is C/- A.S.U.C.O., Main Stores Office, where he is dispensing the latest buzzes, coffee, bonhomie, etc. You still don't actually get any stores out of the place, but you can't expect everything.

* * * *

Listening to dits from the M.A.G. boys, it would appear that the Yanks are still wondering which raid was the least costly, the Japs in 1941 or the Aussies in 1958.

* * * *

The first wedding to be held at St. Nicholas' Chapel, R.A.N. Air Station, Nowra, took place on 21st June, when Petty Officer Robert Willis married Miss Wendy Tankard, of West Wyalong. The Willisses seem to have started a fashion. Another wedding is due shortly.

The fickleness of the women I love is only equalled by the infernal constancy of the women who love me.

— George Bernard Shaw.

MARTHA GOES UNDER

I was feeling pretty blue the other day, when home came Mr. Malaprop with the news that we had been invited onboard a submarine. It took a little time to sink in after which my first thought was the problem of the correct costume I resolved to be practical.

"Is it up or down?" I asked. I should have known better, for this gave him the required opening for the well worn crack about me being twice the woman he married, and he was able to get technical about ballast tanks and the effect of great weights on delicately balanced vessels. Evidently the thing was in Jervis Bay. This seemed safe enough and I discarded my original idea of wearing my jade green swim suit and the beach stole with seagulls painted on it and decided I could risk more formal attire.

We were a little late in starting and after we had gone about five miles, he said we would probably miss the boat and it was a pity I always took so long to get ready.

"How can we miss it if it is tied up to the jetty?" I asked. At this he waxed heavily sarcastic and said he had quite forgotten, they were going to lift it on to the jetty, so no one would feel sea-sick. By now, a nasty suspicion was forming in my mind.

"You aren't trying to tell me that it is out in the middle of the Bay and that I shall have to jump out of a rocking boat onto its dark, slimy, rounded, slippery sides, all like a Whale Shark, are you?"

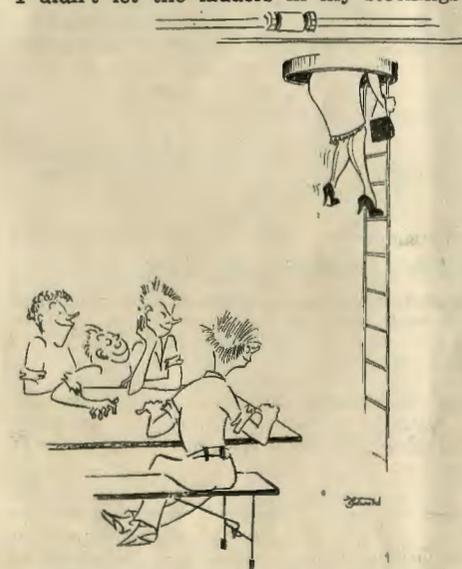
"How else?" said the man who had sworn to cherish and protect me till Death did us part—now that was a thought. It looked like he had almost completed the contract. I hoped he would bring up the children to remember their mother died at sea.

The boat was about to leave when we arrived at Jervis Bay, and my descent into it was a little more precipitous than was intended. However, I didn't let the ladders in my stockings or the blood congealing on my

legs upset me as I had other things to think about, such as whether sharks slept at night and why I had such a yearning for adventure. At last someone said, "There she is!" and there she was, looking worse than all the pictures and what is more, apparently sinking. Only a long low bit of the top was showing and the water was lapping none too gently along it, obviously keen to reach itself the other side. I reckoned that the extra weight of the people in the boat was all that was needed to send it under.

Getting onto it proved unexpectedly easy and I shot up the ladder at such a rate that our welcoming host nearly went in over the other side under the impetus. He grasped me firmly and sent me

off on the single traffic line along the top, leading to a round hole with the lid off. I reached it and peered down. As I feared, one of those up-



right brass ladders, the sort shoes slip on, no handrail, but at least no helpful male at the bottom to pick up the pieces. I gathered my courage and my skirt, flung my legs into the abyss, found the ladder and did a masterly descent. At the bottom, I turned to take stock and straighten myself out and looked into the grinning faces of eight or nine sailors who were trying to eat a meal at a table.

Someone came along then and led me to the rest of the party. Having accepted liquid refreshment, I began to feel almost my old self until I turned round to speak to someone and knocked myself nearly senseless on some contraption with knobs and wheels on it that was hanging from the ceiling. Conversation was difficult, as I could only see the legs of my host on the other side of this thing and every time we tried to talk round it, we chose different sides. Finally he squeezed round it and became a person, instead of a voice with legs. He told me the thing was a periscope and let me look into it. The shore looked a long way off and I was sure I saw someone drive our car off at high speed. I told Mr. Malaprop and he looked too and was quite scathing about people who didn't know the difference between a car and a lighthouse.

I eventually found out that the place we were in was called the Control Room and I remarked to one of our hosts that they certainly did things in style with their ten armed Bandits, but where did the money go in? He didn't seem to know what I was talking about and when I went on about it, he started to look quite nervous. At that moment, Mr. Malaprop came up and I pointed out the ten armed Bandit to him: our host then seemed to understand and he roared with laughter. It took him ages to explain that it was not a Bandit, whatever that was, but a torpedo firing something or other.

Still, it was a jolly party and the extraordinary thing was that I walked back along that catwalk and down the ladder to the boat as if I had done it all my life. In fact, I don't remember being frightened at all on the way home.

It was a lovely party.

— MARTHA MALAPROP.

CLASSIFIED ADVERTISEMENTS

WANTED TO BUY—Cabin Trunks or large Suitcases. Mrs. Gledhill, 13 Perth Drive, Albatross Village. Ext. 557.

FOR SALE—Blue Figured Folding Pram, £8. Mrs. N. Tremble, c/- 82 Kinghorn Street, Nowra.

ADVANCE NOTICE OF SALE—1954 Standard 8, Beige with blue hub caps. Will be for sale August/September, as owner is returning to U.K. Interested? Contact Lieutenant Dedman, Pilot Training School. Ext. 451. Price about £420.

Around the Village . . .

Welcome home to the boys of the "Melbourne"! Their arrival is quite apparent from the happy faces and new toys the children are proudly displaying. We wish them a really good leave.

We also welcome back to the Village two of its first residents, Commander and Mrs. Richmond. We imagine they will have noticed a few changes.

There is to be a cake stall outside the Village Shop on 1st August in aid of the Parents and Citizens' Association. Donations of cakes, etc., will be very gratefully received.

On 6th August, the children from Nowra Hill School are going to Jervis Bay for the day to be shown around the College. On the same day the Jervis Bay scholars will be coming up to "Albatross" to have a look at the Air Station.

We are hoping that more ladies will join the Women's Club, which meets every alternative Thursday in the Village Hall. Times of meetings are posted in the Village Shop on the day beforehand. At the moment we have some very interesting events on the programme.

Attention is drawn to the notice in the Village Shop regarding the formation of a Women's Basketball team. Any ladies interested are requested to add their names and if enough support is forthcoming, a knock-out competition will be arranged.

Congratulations to the parents of new arrivals to the Village during the month. From what we hear most of them were girls again, so the prospects for any bachelors aged, say, five or under are excellent.

The Nowra Hill Tennis Club now has a membership of 26 ladies and 22 men and has made good progress since it first started. Tournaments are held each Saturday, entry fee 2/6. Intending players are requested to be at the courts by 1.30 p.m. A ladies' afternoon is held each Wednesday and a tournament is arranged if enough players are available. On Tuesday afternoons, there is a children's coaching class at which all budding Lew Hoads are welcome.

The annual subscription for the Tennis Club is 10/- and new members will be welcome. The keys to the court may be obtained from: P.O. Staley, 2 Voyager Road, and P.O. Herron, 8 Yarra Drive.

REPORT FROM THE VILLAGE WELFARE ASSOCIATION

On 14th July a General Meeting of the Village Welfare Association was held in the Village Hall to elect office bearers of the Village Welfare Committee and various sub-committees.

The attendance of nearly 40 Villagers was most gratifying and many suggestions were discussed for the welfare and social activities of the Village.

The following members were elected to office for the Welfare Committee and Sub-Committees:—

PRESIDENT: Chaplain Willson.

SECRETARY: P.O. Rice.

TREASURER: Lt. Cdr. Matthew.

PLAY CENTRE COMMITTEE: Lt. Hames, M.A.A. Harrell and Mrs. Carroll.

SURGERY COMMITTEE: Mrs. Matthew, Mrs. Hancock, Mrs. Mullins and Mrs. Mack.

HANDICRAFT COMMITTEE: Mrs. Rice, Mrs. Watkins and Mrs. Hayes.

SOCIAL COMMITTEE: P.O. Mack, P.O. Campbell, C.P.O. Catterall, C.P.O. Hemmings, Mrs. Purvis, Mrs. Mack and Mrs. Healey.

The enthusiasm shown by the office bearers promises a bright and active future in the Village. The President extended a vote of thanks to the past members for their ardent support during their terms of office.

— P.O. RICE, Hon. Sec.

FLASH BACK TO 1914

A small book entitled "The Navy of Today" published in 1914, immediately before the outbreak of World War I, throws an interesting light on the state of the Navy in those days.

In 1914 the active strength of the Royal Navy was:—

- 63 BATTLESHIPS
- 9 BATTLE CRUISERS
- 96 CRUISERS
- 234 DESTROYERS
- 36 TORPEDO BOATS
- 72 SUBMARINES

Even allowing for the fact that many of the ships were smaller and less powerfully armed than their modern counterparts, this is an infinitely larger fleet than that possessed by any single nation today.

The infant R.A.N., established only three years previously, had:—

- 1 BATTLE CRUISER—"Australia"
- 3 DESTROYERS—"Parramatta", "Warrego" and "Yarra"
- 3 CRUISERS—"Sydney", "Melbourne" and "Encounter"
- 2 SUBMARINES—AE 1 and AE 2

and it was proposed that by 1933, the R.A.N. Should comprise:—

- 8 BATTLE CRUISERS
- 10 CRUISERS
- 18 DESTROYERS
- 12 SUBMARINES

and have an establishment of 15,000 men!

Few of the ships then in commission were more than ten years old, and, although crude in some respects by modern standards, had formidable armament and performance. The latest battleships mounted 8 15-inch and 16 6-inch guns and were capable of 25 knots. H.M.S. "Swift", a destroyer flotilla leader built in 1907, was over 2,000 tons, had 4 4-inch guns, 2 torpedo tubes and 36 knots, a speed which has not been exceeded by any destroyer built since, with the possible exception of the Tribal Class.

The Navy of those days was fully alive to the importance of Aviation and in 1914 the R.N. had 150 pilots and over 100 aircraft. The following excerpt shows that Senior Officers were thinking on lines which 40 years study, two wars and A.J.A.S.S. have hardly altered.

"Admiral Sir Percy Scott is of the opinion that aircraft will render such assistance to the submarine that the two in combination will make the existence of the battleship impossible; but there are other experienced officers who incline to the belief that aircraft will ultimately provide an efficient antidote to under-water vessels. . . . the seaplane (i.e. naval aircraft) is as yet a very undeveloped machine, and we may be sure that no trouble or expense will be spared in the effort to make it an efficient anti submarine weapon."

(Continued on Page 35)



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ARE WE SO BADLY OFF?

Most people fight shy of comparing Service pay with civilian pay and for very good reasons, since a direct comparison is usually misleading. However, in view of the recent pay rise, we have decided to take the bull by the horns and do just that. This brief article does not set out to do what it took the Allison Committee twelve months to achieve and the figures shown below should be treated with the utmost reserve.

The difficulty is that the Serviceman as compared with his civilian counterpart has so many advantages and disadvantages that cannot be evaluated in terms of cash. How much, for instance, is the free medical and dental attention available in the Services worth? What compensation should be paid for family separation? The sailor gets 28 days leave a year compared with the N.S.W. award for civilians of 10 days plus 5 days sick leave. On the other hand, civilians do not do "duty week-ends" or "duty nights" or, if they do, get well rewarded for their pains. And so it goes on — the list is endless.

The question of the value of "Board and Lodging" provided by the Service has often been argued. The fact is, that to a married man, it is worth very little. He has to maintain a house, which costs very much the same to run whether he is at home or not. The position of a single man is different. An unmarried civilian has to pay for his keep and, even if living at home, would normally contribute to the family housekeeping. For the purpose of this comparison, the value of Service "Bed and Board" is shown as a modest £3 a week for single men only.

The following figures show the pay of CIVILIANS, at N.S.W. award rates, the highest in Australia. NAVAL RATINGS — Active pay on advancement plus Uniform Allowance and, for married men, Marriage Allowance. Badge Pay is not included.

CIVILIAN	Weekly Rates	NAVAL RATING	Weekly Rates
	a) Minimum	a) Single plus £3 "Bed and Board"	a) £15-12-7
	b) Maximum	b) Married (incl. M.A.)	b) £17-15-10
Labourer	a) £15-19-6 b) £17-12-0	Naval Airman 2/c	a) £15-12-7 b) £17-15-10
Storekeeper	a) £17-5-0	Naval Airman 1/c	a) £17-2-4 b) £19-5-7
		Leading Airman	a) £18-9-1 b) £21-2-4
Ganger	a) £17-15-0 b) £17-19-0	P.O. Airman	a) £20-18-9 b) £23-2-0
Tradesman (average)	£18-15-0		
Tradesman (Ldg. Hand)	£19-15-0		
Foreman (Non Tradesman)	a) £20-10-7 b) £22-5-1	C.P.O. Airman	a) £23-6-0 b) £25-9-3
Foreman (Tradesman)	a) £22-5-1 b) £23-19-7		

There are, of course, numerous other civilian grades at varying rates but the majority fall within the brackets shown above.

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— BALLRACE —

To those who have been battling for the last few years with Flag Officers, Navy Office, Works and Jerks, Treasury, etc., it probably appears that they are beating their heads on a brick wall. As an absentee from this Station for the last 4 years, it is encouraging to see that many a brick has been dislodged from the wall and that a remarkable improvement has resulted in return for sore heads.

Doubtless the Ball Racers will continue to make the major contribution to progress.

This contributor would like to add his congratulations to the Editor on the excellence of this magazine to those of his predecessor in the last issue and to reiterate the willingness of both to be present at the long awaited anniversary celebration.

—P. RICHMOND.

A.S.U.C.O. CALLING:

Any port in a storm — I see the D.S.O. has now installed an Espresso Bar in the Main Stores Office. This is the latest move in the attempt to increase the signing on rate in the Stores Department. Apparently the Essays were complaining they were getting Tepol in their brew and were using Colysol WX in lieu of sugar.

Don't be fooled by the sign A.S.U.C.O. This means After Signing You Can Open. Despite this there are a couple of Stores chappies (Upper bracket of course) who call regularly.

Notice the O.I.C. of this new office has a barred window to gaze through. This do doubt is to warn him of the penalty for parking for three hours in George Street on a Saturday morning, in case he tries it again. Ignorance is bliss they say.

What colour is pink? Who was the Officer who hastily 'phoned his wife when told there was a feminine voice on the 'phone in his absence, only to be told she did not, Repeat not 'phone him . . . WELL?

A.S.U.C.O. has performed some mighty deeds, but were beaten when a demand came in today, target dated for yesterday. They had to wait until tomorrow. No doubt we shall receive other curley ones, but there will have to be less raucous laughter from certain quarters before we can function at top efficiency.

GRANNY'S AID TO BALLRACE:

From out of the crazy world, inhabited by the Station Engineering Department, Granny has resurrected these crazy definitions:—

An OPTIMIST is a person who looks out into the darkness and sees a light that isn't there.

A PESSIMIST is one, who, when he has the choice of two evils, takes both.

A CYNIC is a person who knows the price of everything and the value of nothing.

SELF is what you are when you think no one is looking.

Married Men do not live longer than singles ones — it only seems longer.

A girl is a pleasant dinner companion when she makes you think that she is taking dinner with you, and not from you.

A suitable epitaph for an ATHEIST is:—

Here lies the body of an Atheist,

All dressed up, and nowhere to go.

A METEOROLOGIST is a rating who can look into a girl's eyes and tell whether

A MORALITY PLAY is a play in which the characters are goblins, ghosts, virgins and other supernatural creatures.

PUSSER'S PAGE

Now you know what the Allison Committee have assessed your value at in £.s.d. and I am deprived of a safe bet for a few lines in this foreword. This month we welcome Commander Richmond, who has assumed the title of Chief Ballrace. Understand that ASUCO in their new niche in the naval store office get that weary look from watching how hard the office staff work and not from their own toil.

—R.S.

S.A.s (S):

The ceremonial removal of (ex.L.) S.A.(S) Halifax' hook was carried out in the Naval Stores with due dignity and a certain poignancy five minutes after he reverted to S.A.(S) on transfer from R.A.F.R. to R.A.N. It is said that H.D.A. has provided a little compensation.

The fascination of life in Air Stores "Albatross" has recalled such old friends as Stores P.O.s Morgan and Anderson, L.S.A.s Johnson and Evans and S.A. Wethered. On the other hand there is one rating who seems to be thoroughly allergic to the place.

Wedding bells have just rung for S.A.s Foster and Proud and Chief Hall and Petty Officer O'Shea will seek consolation in marriage about the time of the Admiral's Inspection—keep the week-end of 27th September open, is the hot tip for social butterflies on the staff.

St. C.P.O. Rice has made one of his rare departures from the Darwin area for sunny Nowra.

S.A. (V) and BUTCHERS:

Gosch these Hil'mans are fast. Old "Leather Legs" up at Kiama had to really open up that throttle on his "Trump" to catch one Black one on Friday. Second time in a row, too.

L.S.A. (V) Fraser has left us to rejoin the "real" Navy, which we believe still exists. We of the Supply Lines, feel it is our duty to contradict the "Birdies" buzzes about their's being the only Navy.

WRITERS:

At last pay-dirt! The Allison lode tapped by our munificent cabinet committee has really put a sailor's pay at all levels on an undeniably lucrative basis. It now remains to be seen what recommendations Sir Allison (must be a nice fella) has about gratuities and pensions which have yet to be tended to the cabinet committee.

As a matter of interest the Air Force are still waiting on their rise to be paid so hats off to the sterling job by those concerned who burnt the midnight oil ensuring ours was paid.

It is noted from the drafting forecast that our most rotund member will be heading for the "Swan". Not many sports days doing sea-time Punchy, so our sincere regrets.

COOKS (O) and STEWARDS:

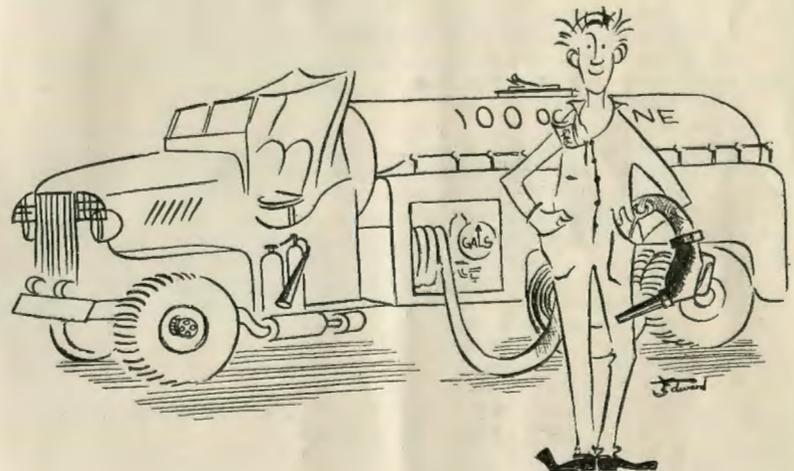
Congratulations to Cook (O) Sidebottom (no relation to Sidly) on his wedding, which took place in Hong Kong during the "Melbourne" cruise. You're all "wong", it was an English Nursing Sister at a Hospital on the Peak.

It would be reasonable to assume that the Wardroom staff had located some buried treasure after seeing Cook (O) Jenner's black Jaguar, Steward Booth's Rolls Royce and Leading Steward Sonner's £30 push bike.

COOKS (S):

The local constabulary has approached us on their leather bound knees and asked for our professional assistance in the preparation of the eats for the forthcoming Police Ball. We're going to help to the best of our ability but you'll have to excuse our uncontrollable mirth.

Sorry fellers, but the Atomic Age kitchen we were going to show off in has been scrubbed by the powers that be, along with your tea boat.



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THE CHAPLAIN'S CORNER

HOW CHRISTIANITY CAME TO ENGLAND

"And did those feet in ancient time
Walk upon England's mountains green?
And was the Holy Lamb of God
On England's pleasant pastures seen?"

The question raised in the above verse by Blake has often been put to me. Lord Brabazon, a student of the early history of Britain, considers that it is quite possibly true that Christ spent some of the eighteen years of his life, about which there is silence in the Biblical record, in England. He advances the following reasons:

- (1) Ships almost certainly traded in tin and other goods between Palestine and Britain at the time Christ was living.
- (2) There are old and strong rumours that He did live at Glastonbury, in south-eastern England.

England was the first country to proclaim itself Christian. Fifteenth century Church Councils laid down that the Church of France and Spain must give way, as to the precedence in antiquity, to Britain.

They also, he says, laid down that the Church was mentioned by the great Saint Augustine, who landed in England in the sixth century to convert the country to Christianity. Writing to Pope Gregory of that time, he says that in the east of England the people were indeed pagan, but that in the west they had been Christian since just after the Crucifixion, and that there existed a Church founded by Joseph of Arimathea—and he added these remarkable words: "Built by no human hands, but by Christ Himself."

Lord Brabazon links this reference with a wattle hut at Glastonbury, which was held in special veneration for a thousand years, until destroyed by fire. He considers that there is justification for the idea that Christ built this wattle hut with his own hands for Himself, and that this became the first Christ Church in the world.

Whatever the truth may be, the fact remains that we belong to a tradition of Christianity, which goes back to the second century, when there is historical evidence that Christianity was already a force among the Britons. Christianity has therefore played a major part in shaping our way of life.

"ALBATROSS" REPRESENTED AT CONFIRMATION SERVICE

P.O. Ron Grafton, P.O. Matterson, and L/Air John Dukes were among 80 confirmees, who were confirmed by the Bishop of Sydney at a service in All Saints' Church of England, Nowra, on Sunday, 13th July.

The Bishop of Sydney has indicated his willingness to come to the Air Station for a Confirmation Service. Leaders of the Free Churches have also indicated that they would be glad to receive men into full communion.

It is hoped that during the ensuing six months there will be enough candidates on the Air Station to warrant a special visit. Anybody wishing to be confirmed or received into the membership of their respective Church, should contact Chaplain Willson as soon as possible.

CHAPLAIN J. WILLSON.

THESE MORAL LEADERSHIP COURSES!

Moral Leadership Courses are again in the air, and no doubt they are the usual fair game for many a smart remark. Such may well be the case for all time, but nevertheless a few wise thoughts would not be astray, whatever about the wisecracks.

Western civilization has 2000 years of Christianity behind it, and this historical fact inevitably means that our way of life is closely connected with Christian belief and ethics. In fact one can say that the survival of our way of life depends largely on the survival of Christianity as a vital force. Even if the truth of that statement cannot be clearly seen, it should at least cause concern that the claim is quite definitely made. One can follow on from this and say that all our defence preparations are futile, unless we have our own very definite ideas and beliefs about a way of life that is worth defending.

To re-examine our Christian ideas and beliefs, discuss difficulties, and perhaps strengthen our ideals is the deadly serious task of a Moral Leadership Course. A great deal of work is involved in their preparation and presentation, and no effort is spared to make them a success. They have already succeeded in becoming an established feature with the R.A.A.F., and further back still with the services in the United Kingdom. To the Navy and the Army in this country they are still somewhat new, but with the co-operation of all concerned they can also succeed with us.

Whatever about the wisecracks, it will be a desperate outlook for the services, and that means for the country, if these Courses fail to achieve some good results.

CHAPLAIN F. LYONS, R.N.

The "Inasmuch" Children's Home

"Inasmuch as ye did it to one of the least
of my brethren, ye did it unto me."

The Welfare Committee recently made a donation to the "Inasmuch" Children's Home, and a drive will be made shortly through the Village for any unwanted children's clothes which will be forwarded to the Home.

The following brief paragraphs will give some indication of how welcome are such gifts.

The Home is run by one quite elderly lady, Major Townsend, who has for thirty years been actively engaged in the welfare and care of the more desperately unfortunate children who appear before the courts in Sydney, and of late, in Nowra. She has, as well as her welfare work, been a full-time member of the Salvation Army.

Under her care at "Inasmuch" at this time are ten children, all under eleven years of age, who have been two and three time losers—children who have been starved, neglected, unloved, of mixed colour and race, who have never known a decent home. Because their parents cannot be traced, Major Townsend is unable to adopt them out and rather than have them sent to State homes she has taken upon herself the task of providing the love and family life which they have previously not known.

As well as caring for her "permanent" family she has, during the last two years, received into her home thirty young babies, who have been abandoned or removed from the mother's care by the courts. These she has "fattened" and cared for until they have been ready for adoption, and she has had four of these tiny infants at the one time. All these, plus her "permanent" brood, she has had to wash, iron and mend for, provide medicines for, feed and clothe, and, where old enough, educate. This she does on the most slender of budgets and with the help of a few generous individuals and groups in the district.

Major Townsend is pleased to see visitors at any time, and if any married couples would care to have one of these youngsters for a day's outing it can almost certainly be arranged. The Home is situated about one mile the Nowra side of Fall's Creek just off the Highway.



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Safety Equipment & Survival School, R.A.N.A.S., Nowra

Through the illustrious pages of "Slipstream", we are at last able to push a little to the forefront and bring ourselves to the notice of readers of whom, I have no doubt, quite a few are fairly ignorant of what happens in this here neck of the woods. We are, admittedly, only a small (comparatively speaking) branch of the Service, but without us, not a great deal of flying would be carried out today.

The S.E. and S. School was established at Nowra in 1948, and the difficulties encountered in starting a training establishment from its foundation are, I believe, appreciated by many.

To bring into being a School and Section in the same buildings and space where originally only a small Section existed, was a hard task and it was through the mighty efforts of Mr. W. T. J. CROZER, Cd. Pilot R.N., P.O. Airman W. L. C. STEVENS, R.N., and P.O. Airman J. FEWSTER, R.N., that the School at Nowra became firmly established. Close liaison was at that stage, and is still being maintained with the R.N. S.E. and S School at R.N. Air Station, Gosport.

Training commenced with the arrival of No. 5 Naval Airmen Recruits Class in September, 1948, and the method of training from then on has, as far as practicable, been adapted to comply with R.N. standards, and the same length of courses and approximate syllabii have been adhered to.

To date, nineteen S.E.3, nine S.E.2 and three S.E.1 courses have been held at Nowra, with N.A.2 (now L.A.) LEW having the honour of being the first rating to do the first course, commencing in November, 1948. Apart from specialist qualification courses, a number of Officers have been appointed to the School within the last two and a half years for courses on Safety Equipment and Survival, which last six weeks. A total of twelve Officers have been through, after which the majority have become Squadron S.E. Officers.

Throughout the years the School has expanded, and at one stage had a Synthetic Parachute Jumping School (which, unfortunately, is now non-existent). We now have a Ditching Pool, and with the advent of the Air Medical School, a survival section was started, thus completing the "set up", giving the S.E. and S. School full training status.

At the present time, the School comprises a main section, incorporating a Parachute Packing Room, Office and Service Bay, a Dinghy Maintenance Bay, Parachute Hanging Room, Lecture Room, Survival Section and Ditching Pool.

The normal complement of the Station S.E. Section is nine hands, plus one for detached duties at R.A.A.F. Richmond, whose job it is to service R.A.N. parachutes, parachute harnesses and pack covers. The remainder have the responsibility of maintaining all items of safety equipment and flying clothing at Nowra, which include various types of parachutes, dinghies, life saving waistcoats (Mae Wests), safety harnesses, etc. Also, we are responsible for the survey and maintenance of S.A.R. dinghies, 20-man Liferrafts and life jackets in use in the Fleet, and countless other items.

All aircrew are required to carry out a number of safety equipment drills each quarter, and these drills are Dry Dinghy Drill, Wet Dinghy Drill, Wet Winching Drill, Synthetic Parachute Jumping, and Abandon Aircraft Drill. Apart from these, we have a wicked little contraption (or so the aircrew believe)—the Ditching Trainer—by which aircrew can gain confidence in their ability to get clear of a ditched aircraft. However, none of them have been game enough lately to strap themselves in

(Continued on Page 35)

SHOALHAVEN TRAVEL CENTRE

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SPORTING NOTES

RUGBY UNION

Last week "Kuttabul" travelled down to "Albatross" to meet us in the first game of the 2nd round in the Dempster Cup competition. It was difficult to believe that this was the team which defeated us in the first round, 16 to 15, in May. Our back line did practically as they wished with the ball; in fact, except for the half-way kick-offs, it is doubtful whether "Kuttabul" had more than a total of five minutes play in "Albatross'" half of the field during the whole match. Heavy bustling work by the Station team's forwards continually had "Kuttabul" on the defensive; the final tally of 26 to nil being amongst the easiest victories "Albatross" has enjoyed in this series. A return match against "Creswell" ship's company again finished in our favour after a rugged and gruelling match, the score being 11 points to 9. It is understood that these occasional matches are heartily looked forward to by them.

RUGBY LEAGUE

Our "A" Grade team is not doing so well at all in the District competition, but, nevertheless, its members are still undaunted and still have vague hopes of winning at least a stray game before the competition ends. Players who have given consistently of their best for "Albatross" are Burns, Martin and Warfield, and Evans has turned out a good find as a hooker. The Reserve team has fared much better than their big brothers and are in the leading four. Some recent matches cause one to wonder, though, whether players consider that the main idea is to win the fight rather than play good football and win the match. This type of tactics has been the rule for the last two or three games; let's hope with Keech back as captain play will go back to what it should be.

AUSTRALIAN RULES

Since returning from long leave, the "Albatross" side has completed two further matches in the Combined Services competition. In the "Albatross" versus "Penguin"/"Kuttabul" game, which was played at the Station, the "birdies" dealt severely with the combined "Penguin"/"Kuttabul" side to the tune of 11 goals 21 bhds. to one goal 2 bhds. At Trumper Park on 15th July, the "birdies" repeated the full treatment against the New South Wales Police team; the scoreboard showing "Albatross" 12 goals 21 bhds. to Police 1 goal 3 bhds. "Jack" apparently enjoyed to the utmost the only way he knew of trouncing the arm of the law and getting away with it legally. A game which was to have been played against 1st Field Regiment at Holsworthy last Wednesday was cancelled at Army request.

SOCCER

The second round of the Rear Admiral Showers Trophy competition commenced disappointingly for our first eleven which trained hard for the match against "Nirimba", which was down to be played last week. On the morning of the match we were informed of "Nirimba's" inability to send a team; our side now will have to wait until the completion of the Interservices soccer fixtures before they take the field again. The ship's company may be interested in the fact that the Station Eleven has not been defeated in any match against another Establishment, ship or combined team in three years. The team has also held the trophy for the last two years and are most confident of retaining it again this year.

In the annual soccer match R.A.N. versus New South Wales Police, played at Balmoral a fortnight ago, a well fought game ended in a police victory, 4 goals to 3. Six "Albatross" personnel made the Navy side and it was from them that the Navy score of three goals came. Hutchison and Cole, of "Albatross", starred for Navy and play worthy of mention came from Shergold, Sheather, Williams and Wright, all Station people.

INTERDIVISIONAL

A Rugby Union battle, which was considered the match of the season, was staged between the two leading BOTTOM teams, Officers and S.A.M.E. The game drew as much interest as when Executive met Electrical earlier in the season. It's quite probable that well-directed elbows and swings had quite a bearing on the Officers doing over S.A.M.E. 9 points to nil for their first win in Union to date. Air Dept. and Electrical, with 18 points each, are unbeaten and Executive are running third with 16 points.

Electrical, so far undefeated in Soccer, are showing quite clear signs of again being hard to crack in the Winter games. Last year they won the Soccer, Hockey and Rugby and were runners up in the Aust. Rules. So far they are dipping out badly in Hockey, but could make the premierships in the other three codes. At the moment Petty Officers and Executive are having a big say in the Aust. Rules, being level with them at 16 points each. Regarding Hockey, a grudge match between Chief P.O.'s and S.A.M.E. ended recently in a drawn game, 3 goals each. These two divisions are out well ahead of the rest of the field and have no losses for a total of 20 points each. By next issue of this magazine the interdivisional competition will be at a very interesting stage of progress. The Station Annual Cross Country run will be held early in September, about the 10th, and divisional teams of ten runners should think NOW of getting an early start in their training.

BASKETBALL

The newly formed Nowra Basketball Association's games at the High School has caught on so well in its early matches that more and more new teams clamoured for inclusion in the fixtures. So much so, that "A" and "B" grades had to be formed. Results of former matches were cancelled and the competition started afresh. The team drawing the bye is automatically the "duty team" for the night; its duties are organisation, refereeing, timekeeping and general management. If a highly satisfactory performance of all those duties are done, the duty team gets awarded winning points for the night. It is good to learn that "Albatross" team on its first night was commended for its performance in this regard. In the second week's play the Station side easily defeated the Comets team by 36 points to 9, scorers for "Albatross" were Heintz 19 points, Barrie and Hoskin 6 points each. "Albatross" match played last week against Teachers' team was a reversal of their former meeting; both teams are of equal strength and much stronger players than the remaining teams, and all interest was centred on this battle. Teachers defeated "Albatross" 25 points to 23 in a June match, which subsequently was washed out; last week's scores resulted in "Albatross" defeating Teachers, 22 to 17.

BOXING

Chief Cook Diehm, who had over 50 professional contests between 1941 and 1949, boxing under the title of Jackie Dean, and trained by Jack Dunleavy, has returned to "Albatross" and has taken charge of the boxing potential in the Station under the overall supervision of S/Lt. Lemon.

C.P.O. Diehm may be remembered for his fights in Melbourne, Sydney and Newcastle during the war years, and anyone with a more intimate



The Chief Petty Officers' Hockey Team, current leaders in the Inter Part Competition. C.P.O.s Catterall, Warfield, Brown, Way, Saunders, Lunn, Cox, Williams, Eagles, Smith and Luther.

* * * *

knowledge of the sport will remember such names as 'Hockey' Bennell, 'Young' Frisco and Tommy Burns, and others too numerous to mention, who have felt the weight of Jack's "Sunday" punch, the swift and lethal 'Right Cross'!

Among the active pugilists in "Albatross" are Brian Smith and 'Sailor' Bill Collings, both tough veterans at 23 years of age. Arrangements are under way for a Boxing Night to be held in "Albatross" for the purpose of raising money for the Village Kindergarten and also to provide a good night's entertainment.

Wednesday, 13th August, is the date set down for the Boxing Night, and the location is 364 Hangar. Special invitations are open to keen novices, who think they will be able to put up a good show and the expert services of 'Jackie Dean' will be available to prepare them for the big occasion.

INTER PART SPORT—

"As concerning football playing, I protest unto you. It may be called a friendly kinde of fight than a play of recreation; a bloody and murdering practice than a felowly sporte or pastime. For dooth not every one lye in waight for his adversarie, seeking to overthrowe him and to picke him on his nose, though it be oppon hard stones, in ditch or dale, in valley or hill, or what place soever it be, hee careth not so hee have him down, so that by this means sometimes their necks are broken, sometimes their backs, sometimes their legs, sometimes their armes. They have sleights to meet one betwixt two, to dashe him against the heart with their elbows, to hit him under the short ribbes with their griped fists, and with their knees to catch hum upon the hip, and to pick him on his necke, with a hundred such murdering devices."

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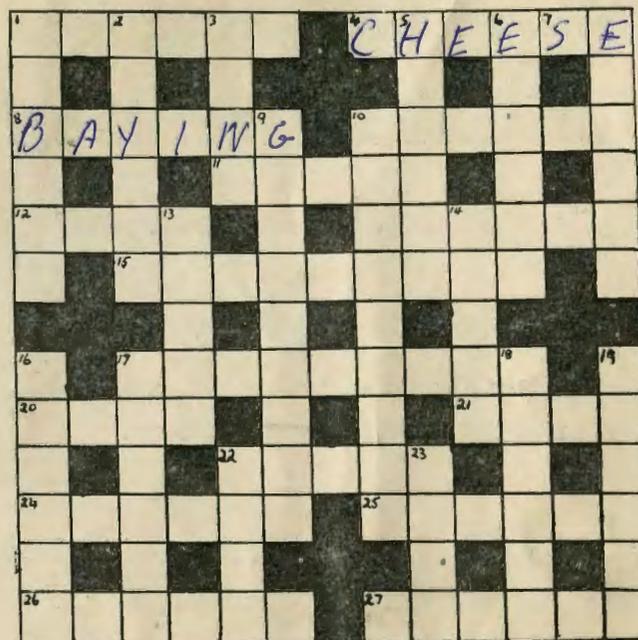
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ALBATROSS CROSSWORD



ACROSS

1. Stop work, but not for the match.
4. What to say to a photographer!
8. 'We hold together!', cried the Wolves.
10. Belief that tired 100 out
11. Used for a spite flight, perhaps!
12. The wicked part of Roger.
14. Get back that sharp taste with a sting to it.
15. Subduing in dim rags.
17. Get Len, with his rep. we will get more.
20. Disregard this look.
21. — as H.H. comes to lunch.
22. This eventually will contain a small number.
24. They don't call ME this, these days.
25. The grim one is deadly.
26. The John who was Robin's friend.
27. Attitude adopted from a shaky ascent.

DOWN

1. Place where the Old Boys say they were happiest.
2. Put the drawer back, and receive your dues.
3. Ike and 5 in the USSR.
5. This less couldn't hurt anyone.
6. A happy one is a favourite one.
7. Non this would hardly exist.
9. He's certainly in trouble —, by him!
13. That is, Red is out for a duck.
14. Hangs out his teeth to grind.
16. An old one is either interesting or boring.
17. 9 Down is in the this of the 10 Down.
18. Seen to occur in each appendix.
19. The Light Brigade's was a famous one.
22. Close up the amphibian.
23. Found in the annex tower.

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HOSPITALITY !

On a quiet Sunday afternoon, the Commander of Flinders Naval Depot was having a walk around the depot in civvies when a recently kitted up recruit called out, "You'll be sorry."

The Commander decided to give the recruit the treatment and asked, "Why? Don't you like the Navy?" The lad replied, "It's all right for blokes like me who have been in a while, but a bit rough on you blokes."

On hearing this, the Commander said, "Don't you miss the whisky and beer and the joys of the city?" "No, I know a steward and I can get anything I like. As a matter of fact I've a bottle of whisky in my locker. Come and have a drink."

This was too much for the Commander who right away yelled, "D.L.C., O.O.W., M.A.A., Duty R.P.O." Said the recruit, "Hang on, I've only invited you, not all your bloody coppers."

FLASHBACK TO 1914 (Cont. from Page 14)

Nor was the art of Aviation Medicine, in at least one of its aspects, neglected.

"The Admiralty intend as far as possible to pass officers and men on from the aeroplane to the airship section as they complete their period of usefulness in the former, where the work is naturally of a much more nerve-wrecking character."

Conditions of service were undoubtedly rugged, but no doubt the Able Seaman lived better than his princely pay of 1/8 a day suggests. No K.U.A. was paid and men had to maintain their uniform at their own expense. The victualling arrangements were simple in the extreme; each man was issued with a standard ration of very basic victuals, bread, meat, tea, sugar, etc., plus 4d. a day and told to get on with it. Nevertheless, ideas regarding promotion and advancement were right up to date and exactly the same opportunities for promotion to commissioned (general list) or warrant (S.D. list) rank from the lower deck were available as is the case today.

It is clear from a study of this book that the Navy of 1914 was confident, progressive, and, above all, thought big.

Safety Equipment School (Cont. from Page 27)

it, and "have a bash!" Their main fear is that it is not at all safe and liable to invert, under water, at the slightest provocation. But I might state here, for their benefit, that this is an entirely wrong conception, as it is quite safe, and nobody has been drowned in it—yet! In fact it is very much safer than the American "Dilbert Dunker". (I know—I've tried them both).

It is a far cry from the days of World War I, when gear such as Parachutes, Dinghies, Safety Harnesses, Oxygen Masks, Ejection Seats and so forth were never used, (and in some cases, never even thought of). We laugh, and are sometimes aghast, when we think back to the early "bird-men" and their lack of gear. It is only a matter of months since we ourselves introduced the ejection seat into the Venom and Vampire, and new equipment is being brought into Service use continually. We ourselves will probably laugh, and stand aghast at the equipment used in this day, when we are only a few years older. Who knows?

We cannot stop the march of progress, and we in the Safety Equipment world must keep abreast of it.

— P. F. M.

