



# SLIPSTREAM



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

No. 17

SEPTEMBER, 1958

Price 6d.

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

No. 17

SEPTEMBER, 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.

Although we have never been able to see why such an admirable tendency should be confined to the Springtime, this is the season when, by tradition, a young man's fancy lightly turns to thoughts of love. At "Albatross", in recent weeks, his actions, if not his thoughts, are more likely to have been directed towards preparing for the Admiral's Inspection and now that it is over and the brickbats and bouquets thrown, we may be forgiven for asking, "Was it all worthwhile?" A lot of people have put in a lot of extra work, the even tenor of our lives has been disrupted and tempers have occasionally become frayed. To what end?

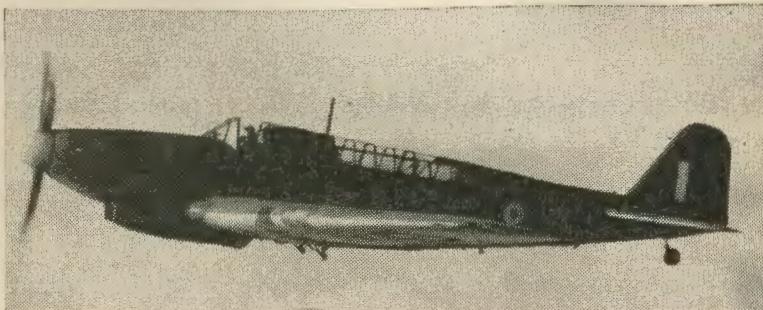
During the course of the year we try to keep the place clean and reasonably habitable, but what about the hundred and one jobs which should be done and are so easily shelved? The hole in the wall conveniently hidden by a locker, the unpainted bit behind the door, which, you hope, no one will shut, the copies of Pix and last season's football socks in the filing cabinet drawer—such is the frailty of human nature that it takes nothing less than an Admiral's Inspection to persuade us to remedy these things. The result in fact is a cleaner, brighter establishment and thus a more pleasant place to live in. Nothing which achieves this can be regarded as wasted.

All in all, and despite calloused hands and an incipient ulcer, we come down strongly on the side of Inspections. Long may they continue, but not, we hope, more than once a year.

— EDITOR.

## FLEET AIR ARM TYPES OF THE PAST

### No. 5 — THE FAIREY FULMAR



In 1937, as an interim measure between the Osprey and the Skua, the Admiralty ordered, straight from the drawing board, the Fairey P4/34 and subsequently named it the Fulmar. It had a crew of two, a 6 hour endurance and a maximum speed of 230 knots.

In December, 1940, H.M.S. "Pegasus", equipped with three Fulmar fighters, joined a convoy with the express object of destroying German long range Focke Wulfs, which were attacking and reporting convoys. The aircraft were to land on any convenient airfield in Northern Ireland or on the sea if circumstances warranted it. "Pegasus" was thus the forerunner of the later C.A.M. ships.

Outside the Mediterranean the Fulmar was little used before the end of 1940; in that theatre, however, they were very successful against Italian reconnaissance aircraft and the slower bombers, but they did not have a sufficient margin of speed for interceptions involving a climb or a chase. They were also less manoeuvrable than the Italian CR 42 and therefore not always successful against this aircraft. The Fulmar's armament consists of eight .303 inch guns with 1000 round per gun and a 500 lb bomb.

In 1940, 37 Fulmars were operating. In 67 combats, 23 Italian aircraft were shot down for the loss of one Fulmar. In 1941, Fulmars were embarked in H.M.S. "Victorious" and took part in operations against the Bismarck and also attacked German held airfields in Norway.

As increasing numbers of American aircraft were received, so the Fulmar gradually went out of service. By April, 1944, only 4 were still operational, compared with a total of 86 just two years previously. The direct successor of the Fulmar was the Fairey Firefly and the fact that one of the later marks is still flying from "Albatross" today is a tribute to the soundness of the basic design.

## Station Personality

### No. 17

SUB. LT. TOZER



Sub. Lt. Tozer joined the Training Ship "Arethusa" at 14½ years of age, 2 years before actually joining the R.N. in January, 1938. After 12 months initial training at Devonport, he joined H.M.S. "Iron Duke", an old Battleship of World War I, vintage which was used for the purpose of giving trainees sea experience.

At the outbreak of World War II, our personality was a Boy Seaman 1st class, serving aboard H.M.S. "Norfolk", a Cruiser which was employed in patrol work in the Denmark Strait, between Iceland and Greenland. During a brief visit by the Cruiser "Norfolk" to Scapa Flow, in March, 1940, the ship was heavily damaged by enemy Bombers and was taken to Glasgow for extensive repairs.

In May, 1940, Able Seaman Tozer was drafted to a Gun Battery in the Shetland Islands. Four months later A.B. Tozer sailed for Canada with a number of crew members to bring back the first of the American Lend - Lease Destroyers for the R.N.

At Halifax, our personality joined the U.S.S. "Aaron Ward", later re-named H.M.S. "Castleton". This ship served with Atlantic Convoys and as escort Destroyer to Mine Laying Squadrons operating off the North Coast of Scotland.

In 1942, Petty Officer Tozer joined H.M.S. "Londonderry" a Sloop which operated on Convoy Escort between Londonderry and Freetown, in West Africa. After the escort duties, came a period of service in the Mediterranean covering landings in North Africa. Early in 1943, "Londonderry" was hit by a 'Homing Torpedo' and lost 58 feet of its stern. This incident occurred while the Sloop was actually engaged in a 'Depth Charge Run' over an enemy Submarine, which was attacking a Convoy from Canada. The Sloop was towed safely back to its Home Port of Londonderry.

Our personality recalls his first "brush" with the Fleet Air Arm as being a draft to H.M.S. "Illustrious", where he served as a Flight Deck Petty Officer. Two other personalities, now well-known in "Albatross", were serving in the ship, Leading Air Mechanic Churcher and Air Mechanic Webster. At this time Mediterranean Convoys were receiving their worst battering and the offensive on the Italian Coast had begun, and "Illustrious" took a leading part in these operations.

From "Illustrious", P.O. Tozer went to "Attacker", a light Escort Carrier, still as a Flight Deck P.O. It was during this period of service that he decided to qualify as a Pilot, but, after passing the necessary boards, fate took a hand and a serious accident put our personality in hospital for many months.

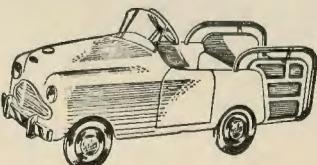
Our personality came to Australia for the first time in October, 1944, where he 'skippered' a tug in Sydney Harbour until June, 1946.

(Continued on Page 7)

## LAY-BY CYCLOPS TOYS

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## Dark Doings at Sleepy Hollow

Olga Ubitcha, the tantalisingly beautiful Russian spy, has gained entry to a secret Australian naval air base disguised as a Regulating Petty Officer. She has been ordered to get the plans of the last word in secret weapons or perish in the attempt. NOW READ ON:

Next morning Olga was rudely awakened by a rough male hand on her shoulder and a voice which told her to "Op out and shake the 'ands." A startled cry of "No, darling, please" (in Russian) rose to her lips, but her assailant did not appear to notice. She got up and dressed quickly in the smart blue uniform which the Agents Academy in Omsk had so thoughtfully provided, and, pushing her long black hair under her cap, went out into the half light.

Olga had little idea where to go, but after a short while met a Stoker on his way round the boilers.

"Excuse, please, but can you direct me to the mess of the chickens?" she asked him in a well modulated voice with hardly a trace of a foreign accent.

The Stoker was clearly taken aback, but after some thought replied, "If it's the chooks hut you're after, it's over on the right."

Olga had been taught that Regulating Petty Officers were invariably courteous and thanked the man effusively.

In the Men under Punishment mess, Olga shook each man gently and apologised for calling him so early, but would he be good enough to get up. The inmates were so startled by this treatment that they turned out immediately and got dressed in record time.

Her other duties performed as she had been instructed, Olga returned to the P.O.'s Mess.

"The bathroom's free if you want a shave, Smithy" (Smith was the name which, by a brilliant stroke, Olga's chief had invented for her), said one of her messmates. This was an unforeseen dilemma.

"Er — no, thank you, I am in the process of cultivating a beard," she replied hurriedly. The R.P.O. looked at her oddly but made no comment.

Breakfast over, Olga addressed herself to the task of finding the Weapon. They had told her at Omsk that it would almost certainly be kept in an underground hangar and that the entrance would be concealed with diabolical cunning. Indirect and discreet enquiries produced no result other than blank incomprehension and Olga began to feel that security precautions were better than she than been led to believe. Later in the day she decided to look round the Station in the off chance of stumbling on some clue.

The sailors were engrossed in feverish preparations for the visit of some important Commissar and paid little attention to Olga. Her steps finally led her to a large hangar in which a few aircraft were parked. No work was being done on the aircraft, but a large number of sailors were polishing drip trays, whitewashing the concrete floor and performing other vital tasks, and Olga was about to leave, feeling her mission would never be accomplished, when she saw it.

There, unattended in a corner of the hangar, shining, sleek and deadly, lay THE WEAPON. How many times had she studied photographs and drawings of this thing in the disused salt mine at the Agent's Academy? Every smooth line of it was familiar to her. But to see it was not enough. She must get the plans.

Approaching the sailor nearest to the weapon, she gave him a brilliant smile. "You work here, no ?"

"Yes."

"Do you like it 'ere, yes ?"

"No."

"Per'aps you do not like the machines. Me, I am crazy for the machines. That one over there, you work with it ?"

"Sometimes—if the Chief can't find no one else."

"Maybe you 'ave some drawings of this machine, so you can work with it ?"

"I think I have got an old book in my tool box. The Chief's been looking for it for months. Anyway what do you want to know for ?"

"Ah, it is for my little brother. He wants to model this thing and must have the diagrams. Could I borrow it for one night."

"Suppose so, if the Chief don't see."

"You are a very kind, sweet boy, and perhaps one day I will demonstrate to you my gratitude."

"Well you're the oddest Crusher I ever met. Better looking than most, though. Here you are."

To slip the volume under her well-cut jacket was the work of a moment and Olga hurried back to her Mess, where she hid it under her mattress.

Later that night when the snores of her messmates were shaking the hut, Olga quietly got up, switched on her shaded flashlight and took the precious book to her table. She opened it and, her hand shaking with excitement, started to transcribe the contents onto rice paper in invisible ink.

"Firefly A.S. Mk. 6 Vol. I," she wrote.

Will Olga get the plans of the weapon out of the Station? Will the Master at Arms smell a rat? Will there be another instalment of this appalling story? Get your copy of "Slipstream" next month and find out.

## A Plug for the Porkers

The following is a true copy of a letter received by our versatile First Lieutenant, and proves that your pigs are in good hands:—

Charles L. Rowling,  
325 Church Street,  
Parramatta.

Lieut. Commander W. Perren,  
H.M.A.S. Albatross,  
Nowra Hill.

Dear Sir,

I thank you for your telegram of even date advising consignment of 41 Bacon pigs per rail from Nowra on Monday the 1st September, for my sale at Homebush on the 2nd instant.

You are assured everything possible will be done to effect the most pleasing results on your behalf. The Master Butchers, who have previously requested me to notify them when your consignments will be marketed, will be personally notified by me. They specially requested me to inspect the carcasses on the rails at Homebush Meat Hall. Their unsolicited comments were that your last consignment was the best quality they had ever had for sale, which in itself, is something you and your staff should be very proud of, considering these men have sold many thousands of pig carcasses at Homebush and country Abattoir Meat Halls.

Yours Faithfully,  
C. L. ROWLING.

Now turn to Page 25.

## LETTERS TO THE EDITOR

DEAR SIR,

Unlike the author of the article "Was It All True?" in the August issue of "Slipstream", I unfortunately have no inside information on the supposedly anti-Australian attitude of the English Press towards this Country's Empire Games Team and I therefore have to accept his inside story as being authentic.

In the interest of fair play, which he stoutly upholds, I would, however, like to comment on a few of his own statements.

Dealing with the plot behind the sensational anti-Australian headlines which daily confronted the reader in England, he writes, and I quote, "The hard core of sensationalism induced a natural indignation and consequently the public demanded more newspapers." Further on in his article, the author states, "What was the average person's reaction to the storm of anti-Australian matter in the newspapers? In the main it seemed that most people couldn't care less." Well, well. Did the Lion roar or not?

I will admit the truth of the author's remarks concerning some sports writers in Britain, particularly Desmond Hackett, of the "Daily Express". He is inclined towards the sensational in keeping with the general policy of the newspaper for which he writes, but to say categorically that the major sports writers are not qualified to write on the finer points of the Empire games events is, to borrow one of his own phrases, a "garbled truth". Who in the world of athletic sport is better equipped to report on events than Chris Chataway, Roger Bannister, Harold Abrahams, Sydney Wooderson, Reg Harris, Jack Crump, Geoff Dyson, John Campkin, Crawford White and Peter Wilson, to name only a few who contribute regularly to a wide section of the British Press.

Finally, Sir, all Australians should be justly proud of their national achievements in the field of sport, but if that pride is such that other opinion cannot be tolerated then they will always be ready-made targets for the minority of reporters in all parts of the world, including this country, who are expert at muck raking and pin pricking.

Yours faithfully,  
D. STEELE.

## STATION PERSONALITY (Continued from Page 3)

While in Australia he married an Australian girl and in 1946 they returned to the U.K.

There followed loan service with the R.A.N. and in 1950 the Tozers again returned to the U.K., where P.O. Tozer served aboard H.M.S. "Bern", an 'Odd Job' vessel attacked to the A/S School at Portland doing underwater research. This vessel also took an important part in the filming of "The Cruel Sea" and "Above Us The Waves". In 1955, our personality was Commissioned and appointed to H.M.S. "Mediator", an Ocean Going Tug, based at Malta.

In 1956, S/Lt. Tozer accepted loan service with the R.A.N. and joined H.M.A.S. "Karangi", at Fremantle. Following the paying off of "Karangi", our personality joined us here at "Albatross", where he will serve until December this year when his two year's loan service will expire.

### SCHOOL BOY HOWLERS —

An eavesdropper is a kind of bird.

William IV was given a magnificent funeral. It took six men to carry the beer.

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**AROUND THE STATION**



★ THE ADMIRAL inspecting S.A.M. (O) accompanied by Lieutenant Commander Kent and Sub Lieutenant Daisley. On right are C.P.O. Hall, and P.O.s Tiffen and Hope.

\* \* \* \*

"You can't make a silk purse out of a sow's ear," says the old adage, but "Albatross" came as near to doing it on her tenth birthday as is humanly possible. The sow's ears (AJASS and the Canteen disregard) looked a picture last week and the rust hasn't worked through yet. In fact one could say, this is the best part of the Inspection—everything nice and clean but a comfortable air of relaxation throughout.

\* \* \* \*

So carried away was the Admiral during his inspection that he didn't notice that he'd arrived at his own car during the Inspection of the M.T. Compound. It is not recorded whether or not it passed muster.

\* \* \* \*

There was a tense moment in the C.P.O.'s Galley when the Admiral asked a young Cook to treat the Petty Officer Cook for severe facial burns. The lad began to tremble, so much so that he was temporarily unable to remove the cap from the tube of Cetavlex. Everyone's face was burning by the time it was over !

\* \* \* \*

During the heat of the evolutions a Sea Venom was 'scrambled' to photograph the S.A.R. vessel which was detailed to pick up the "G" Dropper. When the Venom arrived back and the picture was about to be developed for delivery to the Admiral it was discovered that. Guess ? ! Right first time, the film was in the camera back to front.

This is True: Admiral to Recruit, "How long have you been here?"  
Recruit, "Since 8.30 this morning, Sir."

\* \* \* \* \*  
There has been a persistent rumour that the crew of the chopper which recently expired were reading last month's article in "Slipstream" on "How to Fly a Helicopter" shortly before their descent. "Slipstream" denies all responsibility. It is well known that these aircraft are allergic to Commanders and that the presence of one in the cockpit was the cause of the incident.

\* \* \* \* \*

Drunk with the success of their Inspection efforts, the Supply Branch had another of their quiet, dignified functions at the White Ensign Club recently. It was a trifle warm in the room and one or two participants were apparently overcome by the heat later in the evening, but otherwise the occasion was voted a howling success—literally.

\* \* \* \* \*

Could there be a better reason for a man to blow his trumpet than to be suddenly and unexpectedly presented with a set of twin girls? Musician Rebbeck can be excused, having currently been the victim of a practical joke played on him by his wife. It was a nice gesture on the part of the Band to rally to the cause when the unexpected guests arrived.



★ REAR ADMIRAL HARRIS inspects the Cooks and Stewards Division.  
From left Cooks (S) Bayliss, Thomas, Sykes, Willis and Harman.

The author of the last issue's "How to Fly a Helicopter", having received such encouragement from his fan, unfortunately, produced a further article in the "How to Fly" series, which the Editor presents with his apologies:-

## HOW TO FLY A JET PLANE

Any kid out of nappies can fly a jet plane. Unlike a helicopter, when in motion, it should move in one direction—fowards. It is possible to descend vertically but this manoeuvre is normally restricted to pilots who have forgotten to switch their oxygen on.

Perhaps the simplest jet for you to try first is the Vampire Trainer. The cockpit layout is totally different in them all, and, therefore, you don't have to worry about learning where the various knobs and dials are. I suggest that you first select a bang seat one as, if all fails, the possibility of you being correctly strapped (that is, if you can get in at all) is extremely remote and you will therefore have no further worries.

Before entering the cockpit, one should learn to walk around the aircraft for the purpose of removing the pitot head cover and somnolent electricians from the intakes and extakes. On second thoughts, if you have successfully mastered the intricacies of chopper flying, consequent upon imbibing the brilliant treatise on this subject in the last issue of this rag, you may find it easier to fly the aircraft with the pitot head cover on. When strapping yourself in, avoid the usual pitfall of attaching yourself to your neighbour unless, of course, it be one of the forthcoming WRANS.

Starting up is easy; virtually it consists of pressing the starter button. If, instead of the usual burbling noises, you hear the crash alarm, you can assume you have pressed the fire extinguisher button in lieu. Taxying consists of the simple operation of opening the throttle, swooshing the tail around and watching the gravel rattle over the Captain's lawn. Take off is equally simple and merely consists of opening the throttle a bit further. Should you hear a rude noise, your fears are ungrounded, you have merely opened the throttle too fast.

Don't forget to raise the undercarriage. Quite a number of red faced aviators have returned to base with their girl friend's scanties lifted off the clothes line. As the Accident Prevention booklets say, "Don't let this happen to You."

Once airborne and accustomed to the forward motion, you will naturally wish to try some aerobatics and perhaps a spin or two. Spinning a jet plane is totally different from spinning a helicopter. In the helicopter, the rotor stops and the helicopter spins around its axis. In a jet plane, you stop and the jet plane spins around you. "To initiate a spin"—in the words of the guide book—"First initiate a stall and then push one or other foot hard down". Odd sort of feeling, n'est ce pas? "To come out of the spin, reverse the rudder and ease the stick forward". Perhaps I should have told you before we got this far, that this particular mark of Vampire does not normally come out of a spin, so it's lucky we brought the bang seat along, is it not?

"To leave the aircraft, reach upwards and over your head, grasp the handle and pull the blind downwards and over your face." Oh, bad luck, Sir, you should always jettison the canopy first!

# DON'T GO NEAR THE WATER



The horse and mule live thirty years,  
and nothing known of wines and beers.

The goat and sheep at twenty die,  
with never a taste of Bourbon or Rye.

The cow drinks water by the ton,  
and at eighteen is mostly done.

The dog at sixteen cashes in,  
without the aid of rum or gin.

The cat in milk and water soaks,  
and then in twelve short years it croaks.

The modest, sober, bone dry hen,  
lays eggs for nogs, then dies at ten.

All animals are strictly "dry",  
they sinless live and swiftly die.

But sinful, ginful, Bourbon - soaked men,  
survive for three score years and ten.

And some of us, the mighty few,  
**STAY PICKLED TILL WE'RE NINETY TWO.**

— With acknowledgement to the 'bloke'  
who wrote it ? ? ?

# "LIFE ON THE LINE"

(A real life tragedy, in several acts, with many actors)

## ACT I — SCENE I

364 Hangar. The stage is littered with oil-soaked rags, torn-up Mayflys and discarded Squadron Flying Programmes.

Upstage, a Slightly Bearded Engineer Officer cringes in the entrance to AMCO as Commander (Air) approaches, long black stockwhip curled loosely in his right hand.

A Short, Red-haired Petty Officer Electrician (Air) approaches a Slightly Demented Electrical Officer.

S.R-h.P.O.E. (A): Sir, I am off to the Sick Bay. I have been working on this Gannet for two days now and I have a constant ringing in the ears.

S.D.L.O.: Silly boy. That is the Stall Warning Bell you hear. The Jet Pipe Temperature Amplifier must be unserviceable. Take it across to the Instrument Repair Shop.

## SCENE 2 — A short while later.

S.Rh.P.O.E. (A). (To S.D.L.O.): I.R.S. says this J.P.T. amplifier is u/s and there are no serviceable items in stock. A.S.U.C.O. have ordered an amplifier from Sydney and have made it an A.O.G. demand.

## SCENE 3 — Next day.

S.R-h.P.O.E. (A). (To S.D.L.O.): Sir. A.S.U.C.O. have had word from Sydney that there are no JPT amps in Australia. A.C.N.B. are making arrangements for spares to be flown from England.

S.D.L.O.: Curses. Tell them in A.M.C.O.

## ACT II — SCENE I

The same Hangar. Oil-soaked rags, torn up Mayflys and discarded Squadron Flying Programmes are now floating on top of a pool of Hydraulic oil.

Upstage a new Engineer Officer cringes in the doorway of A.M.C.O. as Commander (Air) approaches, long black stockwhip curled loosely in his right hand. (Slightly Bearded Engineer Officer has been sent to a Rest Home).

The Short, Red-haired Petty Officer Electrician (Air) approaches the Slightly Demented Electrical Officer.

S.R-h.P.O.E. (A): Sir, I have just had word that the JPT amp has arrived from England.

S.D.L.O.: Good. Send the driver to collect it at once.

## SCENE 2 — Shortly afterwards.

S.R-h.P.O.E. (A) and S.D.L.O. are chatting gaily about the Jet Pipe Temperatures, Invertor Failures, Engine Control Boxes and similar light hearted trivia. Drive approaches carrying JPT amplifier, fails to notice pool of Hydraulic oil, slips, JPT amplifier flies through air, smashes to concrete with an expensive noise. S.D.L.O. screams hysterically and fails to deck where he lies, frothing at the mouth, limbs twitching spasmodically.

S.R-h.P.O.E. (A) makes way to AMCO.

As S.D.L.O. is carried from the stage, lashed in a Neill Robertson stretcher, and now weeping uncontrollably, the P.W-f.C.A.A. makes following entry in appropriate column of Aircraft Serviceability Board; "JPT Amp u/s. AOG."

CURTAIN

## Around the Village . . .

The dance at the Village Hall was a considerable success and well attended. Thanks are due to the organisers and to the band for their excellent music. We also thank Mrs. Healey for giving up her time to do the baby sitting.

The last meeting of the Village Women's Social Club was cancelled, due to the bad weather. At the next meeting, Mrs. V. A. T. Smith will be the guest speaker.

The Village Shop is fast expanding. Free air for your tyres is now available and an extension will soon be added which will house the hair dresser and a dress shop, which will be visited by Nowra firms.

It is rumoured that the rating living next to the shop is going to have a path put in to the garden hose, to save people jumping the fence. Still, he informs us that anyone is welcome to use the water — only watch the garden!

Congratulations to the following parents :—

Twin girls to Mr. and Mrs. Rebbeck.

Girls to Mr. and Mrs. Becker, and Mr. and Mrs. Weller.

Boys to Mr. and Mrs. Collier, Mr. and Mrs. Porter, Mr. and Mrs. Chorlton and Mr. and Mrs. Pearce.

Residents who have just had trees planted in front of their houses are requested to give them a bit of water three times a week.

It is noticeable that some people still do not know the speed limit in the Village. 15 m.p.h. it is — Please observe it.

\* \* \* \*

### REPORT FROM THE VILLAGE WELFARE ASSOCIATION

During the month of August social activities in The Village commenced with a good start after the winter months. Some seventy Villagers attended the dance held in the Village Hall on 29th, and all enjoyed themselves. Plans for the next dance are under way and another good evening is assured.

The financial position of the Village Welfare Association on 2nd September, was £49/15/11 credit balance.

Profits from the cake stall held in aid of the "Inasmuch" Christmas party amounted to £3/6/4. Mrs. Healey is now the Naval Wives Club representative. Many thanks to Mrs. Herron, for the work and interest shown during her term.

It is intended to hold a meeting in the Village Hall to discuss the variation of prices between the Village Store and other shops.

Mr. Flintoff and Commander Sharpe will be invited to attend, also all interested villagers.

Many thanks to Mr. Lemon and C.P.O. Diehm for the hard work in organising the boxing. The sum of £67 was raised for the Village Welfare Fund and this effort is appreciated by all.

(Signed) P.O. El. RICE, Hon. Sec.

### THE "INASMUCH" CHILDREN'S HOME

The Inasmuch Auxiliary will be holding a FETE in the grounds of the Home at Fall's Creek on 15th November. There will be stalls and games as well as entertainment for the children.

It is hoped that full support will be given to this excellent and most deserving charity.

LOOK

LOOK

LOOK

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## Uncle Joss's Column



**DEAR UNCLE JOSS,**

During "Admiral's", I was ordered to report to the Cinema wearing seaboots, blue shorts, a No.6 jumper and a tin hat. On arrival I was "blasted" for not having creases in my shorts and for failing to blanco the chin strap of the tin hat. Do you not consider the whole performance was a trifle unreasonable ?

**"Disgruntled".**

Not at all. A sailor should be prepared for anything and should certainly have no difficulty in turning out smartly in such a useful and practical rig.

**DEAR UNCLE JOSS,**

I have been doing Reserve Training in the Navy for several years now, the main reason being that it gives me an opportunity to "get off the chain" for a time. My business interests do not provide me with this chance, so I have sought refuge with the Navy.

One serious problem arises however, and that is that there is no provision for me to bring my Secretary with me; you see he requires constant communication with me on various matters of business and unless we are together my business suffers. Could you arrange something for me when I visit "Albatross" soon.

Yours, etc.,  
**Cholmondeley Smythe.**

Perfectly ghastly situation Smythe old man. Perhaps we of the Navy could arrange a Sub' for you in your business interests while you tear yourself from the dreadful bind of making all that cash.

**DEAR UNCLE JOSS,**

I've been trying to discover the amount of my husband's pay for some time now and my efforts have not met with any success so far. I've decided to ask your assistance in the matter as I think my husband is 'holding out' on me.

I have enclosed details of his Rate and seniority, etc.

Yours, etc.,  
**"Luckless Lil".**

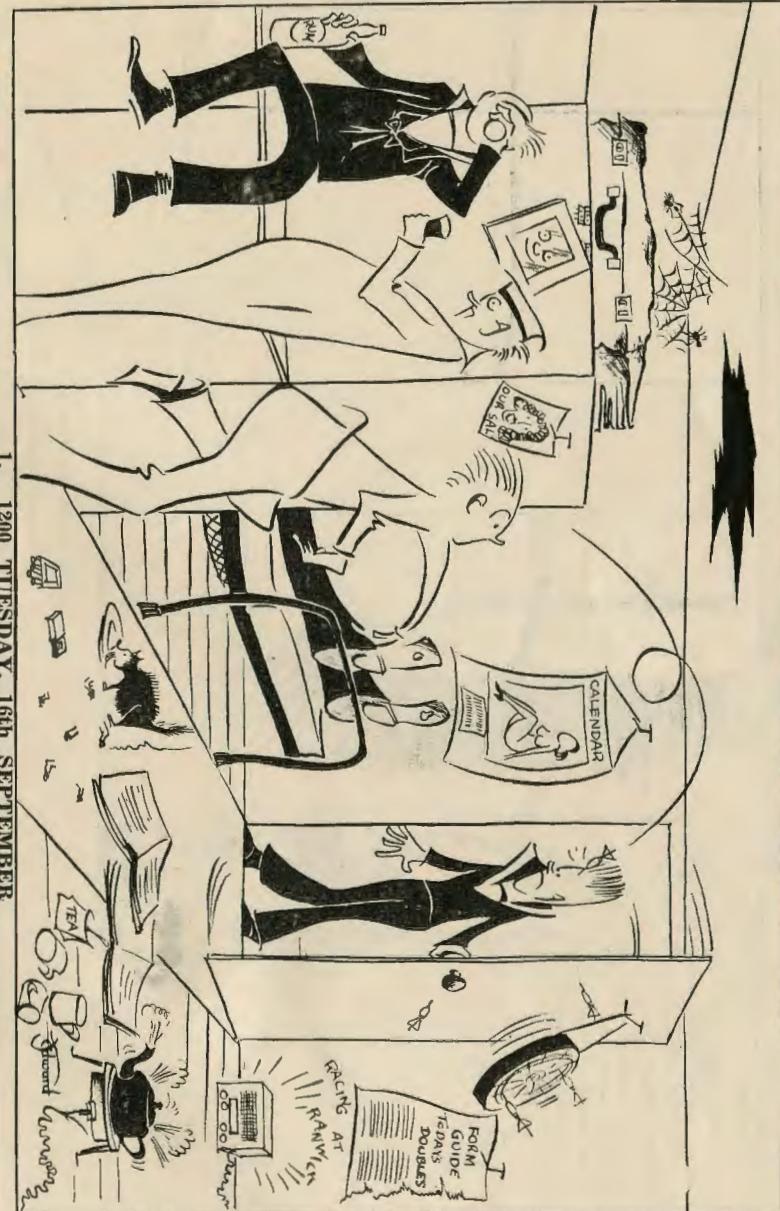
It's rather coincidental that your husband owes me a substantial sum of money. I'm afraid there doesn't appear to be much chance of us both getting our cut, so I must decline to assist you on this occasion. Sorry.

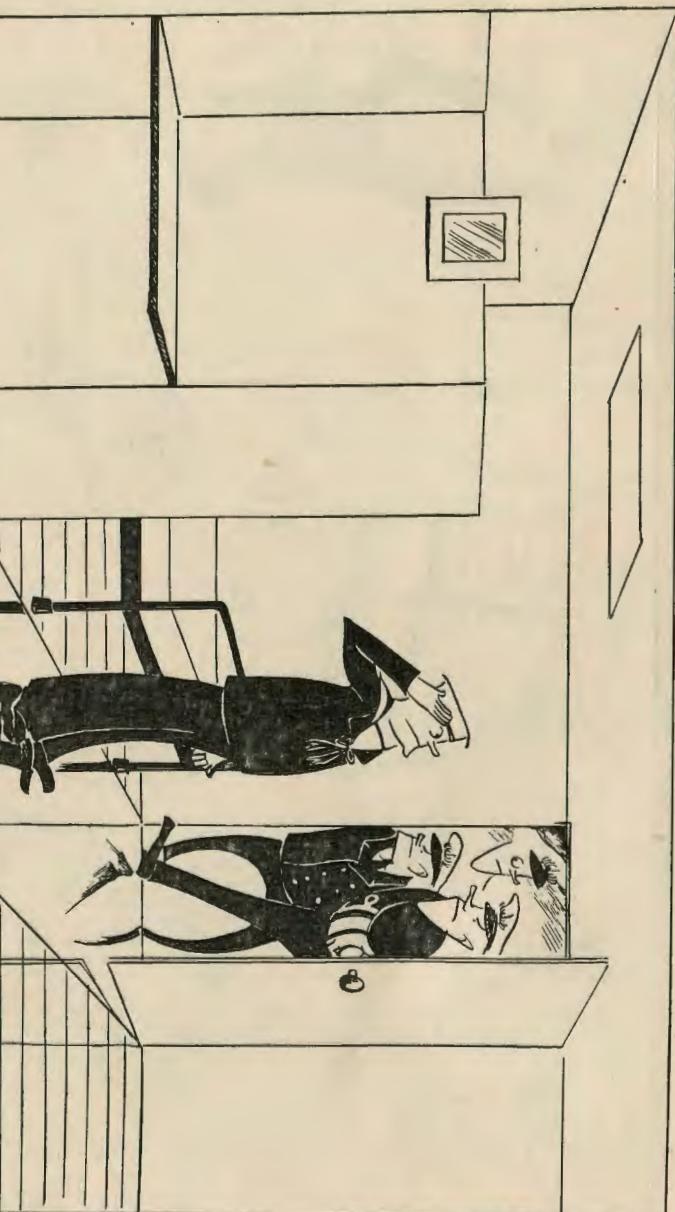
**To "Incognito":**

This was an extremely mean trick to play on her, it was possible that she had not received your letter and did not know that the ship was due in so soon. You deserved what you got.

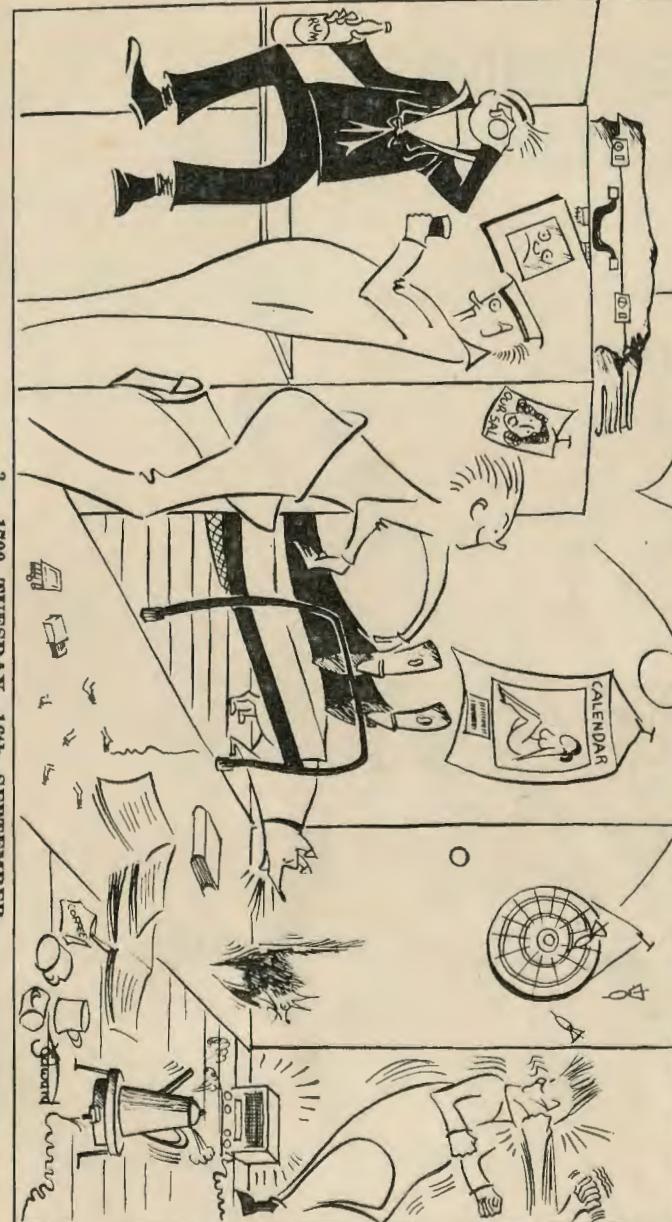
**To "Orphan Annie":**

He can be traced through our records, give me more details and I will assist in finding the cad.





18



3. 1700 TUESDAY, 16th SEPTEMBER

19

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## BALLRACE

### L.T.M.U. —

Another month has come and gone, and this month we have been more than fully occupied cleaning up the hangar for the Admiral's Inspection (who hasn't?). At long last it's over and we have been able to dig our favourite Chief Air Fitter out from under his shell of water paint (peach). Now there is nothing left to paint, we believe he'll be lost and miserable.

All of a sudden, we have sufficient Naval Airmen to cope with the jobs in hand, so evidently the rest of the station has also completed their cleaning and painting programme.

This month the strength of the Section has been increased by two recruits, a girl to P.O.A.F. (A) and Mrs. Donnelly, and a future signwriter (male) to P.O.A.F. (A) (Prof.) and Mrs. Edward. Congratulations to both happy mothers and proud fathers.

### FUEL FARM —

"Fill her up with Super"

Apparently the super and standard petrol grading, common at garages ashore, has now crept in to the Fuel Installation. We are not sure who the bowser driver was who filled a Sea Venom with Super (100 Octane), but we do know he is now in the "Gunn."

## FED UP!

A man's fed up, that's what he is,  
Fed up with life and serving Liz'.  
The Andrew seems to think it owns  
A fella's very flesh and bones.

It doesn't matter what he was,  
Or what he does, at all, because,  
A guy gets treated just the same,  
A blasted number, with no name.

He works all day without a rest,  
And even tries to do his best;  
But still the chief is on his back,  
And runs him in for being slack.

He sneaks ashore all dressed up right,  
But has a few and starts a fight,  
And so winds up all bashed and broke,  
In strife again and sees the bloke.

And when he fronts up to the b'oke,  
He's classed straight off a proper soak,  
And so a stretch of cells is his,  
A man's fed up that's what he is !

COMMANDER: This Patrol Report says that you got into the bed, lit a cigarette, and then dropped the cigarette in the bed and set it on fire. Is that true ?

DEFALUTER: No sir. The bed was on fire when I got into it.

## LEGACY

### THEATRE EVENING:

Through the courtesy of Mr. and Mrs. O'Brien, the Torchbearers for Legacy are holding a Theatre Evening at West's Theatre, Nowra, at 7.45 p.m. on Tuesday, 30th September. The programme is "SEVEN HILLS OF ROME", starring Maio Lanza. Reservations may be made at the Theatre. Net proceeds to Legacy.

### BUTTON DAY APPEAL:

The Annual Button Day Appeal made by the Nowra Torchbearers for Legacy at the Air Station raised £70/2/-. This was a very creditable effort and a vast improvement on last year's total of £38.

### CHIEF PETTY OFFICERS' MESS FUNCTION:

A Legacy Week function, organised by the Chief Petty Officers' Mess, to which a number of Legatees and citizens of Nowra were invited, resulted in a cheque of £70 being handed over by the "Albatross" Contact Officer, Sub. Lieutenant Slade, at the last monthly meeting of the Nowra Legacy Contact Group.

## CLASSIFIED ADVERTISEMENTS

**L**AND FOR SALE. Daley Crescent, 66 x 150. £550. 'Phone Nowra 191, or call at 105 Shoalhaven Street, at week-ends.

### ?? Spending Your Leave in Sydney ??

Anyone living in Nowra with a large home, want to spend Christmas Leave in the "Big Smoke"?

I have a 4 bedroom house with all mod. cons., including television, refrigerator, washing machine, at North Ryde, nine miles from the G.P.O., and only 200 yards to city bound buses in Epping Road. I also have retarded leave.

Is there someone with a family going on normal leave, who would like to spend the period in Sydney, but has been worried about accommodation expenses?

Here's my plan — swop homes for the fortnight on the walk-in/walk-out basis — then only your clothes need be carted and no extra rent to pay.

My four kids are pretty well house-broken, but any damage would be made good by the offender.

Talk it over with Mum and queries to :—

C.P.O. Writer CARVILLE,  
Pay Office, Extension 326.

## CROSSWORD COMPETITION

The winner of last month's competition was Lieutenant Blaikie.

**SOLUTION** — Across: 1 Rattle, 4 Placid, 8 Stream, 10 Spring, 11 Fills, 12 Robs, 14 Less, 15 Stowaways, 17 Barn Dance, 20 Atom, 21 Hale, 22 Beach, 24 Antler, 25 Hatter, 26 Alert, 27 Regret.

Down: 1 Resort, 2 Throbs, 3 Leaf, 5 Lips, 6 Chimes, 7 Digest, 9 Mid-winter, 10 Slow March, 13 Steam, 14 Lynch, 16 Banana, 17 Bottle, 18 Easter, 19 Secret, 22 Best, 23 Hate.

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# PUSSER'S PAGE

"The Spring is sprung!  
The grass is riz!  
I wonder how the Birdies is?  
The bird is on the wing.  
Now, that to me's a funny thing,  
I think that it's absurd.  
'Cause the wing is on the bird.

(Not Original).

As self applause is in the Spring air, congratulations to the department on their very fine showing for Admiral's inspection. Further congratulations to the Australian Rules team on their winning the interpart Australian Rules competition. By the time this goes to press I hope we well also have the soccer premiership to crow about. The cross country team also turned in a fine performance to take third place.

We were sorry to hear that some forty members of the ship's company (mainly electrical branch) suffered an attack of nervous stomach on the day prior to the inspection and deny that there was any deliberate sabotage by our department.

— R.S.

## COOKS (O) AND STEWARDS —

We'd like to express our gratitude to the Canteen Manager and his staff, whose efforts made the birthday celebrations of our two young "colts," Strachan and Gaunt, something to remember. Besides being unique in the history of birthday entertainment, we made short work of the "piece de resistance."

All the best to CK (O) Appleton, who leaves the Service soon to begin a course at the W.A.F.T.S. The Message Stick says something about eventually joining the staff of the Federal Hotel in Melbourne.

We noticed that the Admiral arrived in a state of health, in no way affected by the victuals provided for his table by Leading Cook (O) Tomlin, who has recently joined his staff.

## WRITERS —

Our new "dongah" came through the rigours of Admiral's well — even the little bit at the end received great acclaim. One of the P.O.'s has developed a new "cistern" in underwater work and everything panned out well.

No wonder the P.O.'s Mess members are getting leather-like steaks — "Boots" is serving there.

## COOKS (S) —

We've had so much publicity during the past month that there seems little we can add.

The Senior Cookery Instructor at F.N.D. has "kept our end up," down that end, with features in the Melbourne Herald Saturday, August 3rd, the Australian Post, August 28th, as well as the local "Rags" and the Sydney papers, so we'd only be "gilding the lily" to say even boo! at this stage.

## S.A.s (V) AND BUTCHERS —

The C. in C. of our Supermarket can no longer be seen taking the dog for a stroll around the town and nodding knowingly to the publicans; these meanderings have all ceased and a new way of life has begun, now that he is living in the "Patch". We're wondering how long this can last.

Any defect in the eyesight of the gentleman in question might easily

24

be attributed to the colour scheme in his office.

The numerous Blatta Orientalis have been removed from the switch box in the Butcher's shop. A count revealed the starting figure 14,281,002 and one cripple.

## S.A.s (S) —

The "(S)" boys were in FULL strength at the White Ensign Club on Wednesday, the 17th, to celebrate the successful conclusion of the Inspection and to "launch" Nobby Hall and "Winge" O'Shea on the bumpy road of Matrimony.

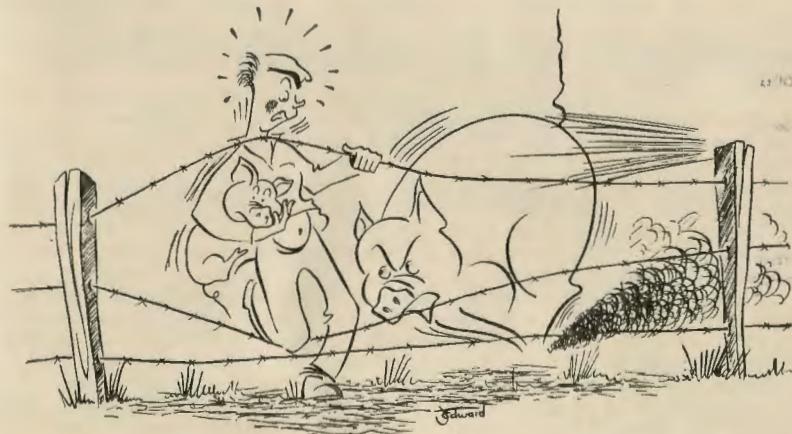
Most indoor sports were unskillfully played and "doubtful" songs tunelessly rendered. Little competition was encountered from the Scribblers who monopolised the "blue stories" department.

The following day the life of the "Nut and Boltery" was punctuated by numerous brews in order to sooth the frayed 134D's and 331Z's.

## Don't be a Ham !

## GET YOUR PORK AT PERREN'S PIGGERY

Choice cuts free . . . if Jimmy no see



Why be a SUCKER and  
buy your tucker ? ? ?

## THE CHAPLAIN'S CORNER

### YOUR LITERATURE RACK

A literature rack has been placed in the porch of St. Nicholas Chapel for those who would like to learn more about the Christian Church, the Christian Faith, Home and Family Life, and Christian Marriage. Devotional booklets for use in your home, and modern translations of the New Testament are also available. Members of Protestant Churches are invited to inspect the rack and to make free use of the literature provided. The Chapel is never locked.

### MAN TO MAN

One lives and learns. Life wouldn't be worth living if it had nothing new to teach us. There was an old cynic who said once that there was nothing new under the sun. Most of the joys and thrills we discover in life have been found by other men before us. None of us would be satisfied, however, to neglect the things, which have filled others' lives with gladness, simply because they are not new. We cannot learn what human love and friendship mean just by reading some of the world's great romances. To learn what they mean we must discover them for ourselves and experience them in the twentieth century. They become new to us — they are rediscovered.

And you know, all this is supremely true of religion. There in the Bible are the great words which tell of man's discoveries about God in the past. We repeat the words, but perhaps they don't mean very much to us. Then if we're in the right spirit, we get to know that these things are true for us — that God is our Father and that we can speak to Him, and that Christ walks with us along our road. And at that moment of personal discovery all life changes.

By CHAPLAIN J. WILLSON, R.A.N.

### THE MAKER'S INSTRUCTIONS

In last month's issue of "Slipstream", we made reference to the false position of those who felt they could afford to neglect religion in lives and justify themselves with the plea that they did no harm to anybody. In actual fact, they do harm to themselves.

If ever you have had the pleasure to take delivery of a brand new car, you may recall that before you took your seat behind the wheel of the gleaming vehicle you were handed a book of instructions. It may have been called an "Owner's Manual", but it really was a means of conveying to you what the makers of the car considered you must do if you wished to get the best possible performance out of the vehicle. In view of the fact that they had made the car, they would surely be the best ones to know what should and should not be done in order to assure satisfactory performance.

But you remained free to please yourself whether the instructions were to be observed or not. Many a car, however, has developed serious troubles early in the piece because speed limits recommended by the makers for the first 300 or so miles have not been kept, or because proper servicing has not been carried out at the appointed times, and so on. The owner may please himself about the maker's instructions if he likes, but he will not enjoy happy motoring if he should decide to ignore them.

Man also remains free in regard to the instructions of his Creator. Ten Commandments detail what man should and should not do. Human nature always has and always will be a delicate yet complex institution requiring proper handling. He who made it must surely know the rules by which it should live. The observance of those rules, therefore, is not only the submission of man to the authority of his Creator, but involves also the fulfillment of those conditions which lead to happy living.

REV. F. LYONS, R.A.N.

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## WHITE ENSIGN CLUB BLAZER POCKET COMPETITION

A suitable Monogram Pocket is required for the proposed Club Blazer.

The Board of Directors of the White Ensign Club will present an engraved silver tankard to the person who forwards the most suitable design.

The competition is open to all ranks of the R.N. and R.A.N., and is restricted to one entry per person.

Entries should be forwarded to the Manager, White Ensign Club, Nowra, on or before Wednesday, 8th October, 1958, at 2200 hours.

The winning entry will be announced at the Trafalgar-Day Dinner at the White Ensign Club, Nowra, on Tuesday, 21st October, 1958.

Intending competitors are reminded that, under Naval regulations, any facsimile of the White Ensign cannot be incorporated in the design.



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## SPORTING NOTES

### RUGBY UNION

Twice within eight days Albatross has downed their Dempster Cup enemies, H.M.A.S. Watson, thereby avenging a defeat by them early in the season. At Albatross, on 1st September, the Station almost totted up a cricket score against them to win 41 points to 8. The queer part about it was that the score was 8 - all at half-time, and a hard fought 8 points they were, too. Watson didn't score a point after that half-way whistle, but the "Birdies" went mad and turned on excellent play and ran up another 33 points. At Victoria Barracks the following Monday we met them again, this time to contest the 2nd semi-final, which was also by the Station side, 25 points to 5. Details of the game were as follows:

At the commencement, the forwards of both sides were very loose and many infringements occurred. Ball passing by the backs wasn't the best and lack of backing-up was most noticeable. These errors, obviously caused by semi-final jitters, were gradually put right as the play proceeded; the ball coming out nicely from the set scrums and being put to good use by scrum half Carter, and so on quickly out to the wing. However, good defence by Watson offset any scoring by the "birdies" until just on the half-time whistle when five-eight Keech picked up the ball 15 yards out, dummied nicely and crossed the line for a good try. Duncombe converted and made the score 5 points to nil in our favour.

The second half saw "Watson" score five points quickly through excellent passing and backing-up. In no time Albatross got some of its own back when Dugdale had a good penetrating run from the scrum and passed the ball to Corkhill, who scored a three-pointer, but failed to convert. "Watson" came fighting back with good moves but classing cover-defence by Dugdale saved an almost certain try. Both teams had settled down to better football and breakaway Winkle continued to harass the opposing halves. Once, from a line-out, the ball got flash-passed the full length of Albatross' backline to winger Hoskins, who sprinted the remaining thirty yards to score a try in the corner.

A little later "Watson" on regaining possession fumbled badly and Hoskins promptly seized the loose ball to score again; Duncombe converted nicely. At this stage Albatross led 16 points to 5, but the pace did not relax and our forwards continued with their rugged work in halting "Watson" from scoring further. Carter again started a movement which enabled Dugdale to score in the corner and Duncombe sure-footed another conversion. From then on Albatross backline virtually threw the ball around at will to finish the game 25 points to 5.

And now, at the time of writing, we find that since then Destroyers and Frigates succumbed to Watson in the final only a week ago; and Albatross is set the task of defeating them again, in the Grand Final to be played today.

### AUSTRALIAN FOOTBALL

The grand final of the Combined Services competition in this code was played as the curtain raiser to the big match, New South Wales versus Oakleigh (Vic.), at Trumper Park, on Sunday, 7th September. Albatross met the 1st Field Regiment and were defeated 13 gls. 22 bhds. to 11 gls. 14 bhds.

The game opened with flashes of brilliant play from both teams. Throughout the game both backlines forced both forward lines to fight hard and earn every kick at goal, hence the largish number of points shown in the final scores.

Keay started the goal-finding by scooping up a loose ball and snapping a six-pointer. Good play by Wells, Jeffrey and Turner produced three more goals. The Army side repeatedly attacked strongly but Albatross' backline in Clarke, Mason and Irvine turned back many determined and strong offensives. Albatross likewise found it now difficult to score and half-time found her with a slender lead.

On resuming, the going was really tough and as many as three Station players were receiving medical aid at one time. This was the period when the "Birdies" were striving hard for a break-through, but Gault had to retire with a head injury, Snell soon followed him off with a bad leg, and Keay, who was hobbling around with a bung leg preferred to remain on the field.

Nevertheless, although badly mauled, Albatross maintained a slight lead at the three quarter bell. During the last quarter everything they could muster was turned on by Albatross forwards despite their heavier and more mature opponents. However, though Thompson and Dunlop did a power of work in the rucks and Mignon rovere well around the packs, the last fifteen minutes of play brought victory to the Army team.

It was gratifying to the Station team to see E.M. Clarke awarded the McMahon Trophy for the best and fairest player. The side should also be commended for reaching the Grand Final, their first year in this hard competition. Scorers were: Jeffrey 4 goals, Mignon 3 goals, Keay, Gault, Thompson and Onley 1 goal each. Best players were: Clarke, Dunlop, Turner, Mignon and Irvine.

#### RUGBY LEAGUE

Our Reserve Grade team, last year's premiers, ran out winners over Kiama (25 to 7) a couple of weeks ago in the semi-final. The major portion of the game was fairly even and was considered to be of a very high standard. Vine, of Albatross, opened our account with a penalty goal within minutes of the start. Both sides found great difficulty in tearing through the others' defence line, but our backs did not dwell on the situation and threw the ball around in excellent fashion. The wisdom in this was soon realised and Corkhill and Tate took no time in scoring quick tries. Vine kicked well and converted these tries. Tate scored a nice centre try just before half-time and in the second half his third for the match. Pashley also crossed the line during this period to add to Albatross' score. The result of this match qualified Albatross to go straight into the Grand Final.

#### BOXING

One of the biggest attendances at an Albatross boxing night was seen a few weeks ago when Station boxers lined up against Billy McConnell's boys from Sydney. Keech did well to stop John Salmon after being adrift in the early rounds of his bout. Naval Airman Collings, after a close bout, disposed of ex-State welter champion Simpson, in eight rounds. L.E.M. Smith set about in scientific fashion to knock out a very strong and experienced gloveman in ex-State amateur champion Shelby, in nine rounds. Sub. Lieut. Lemon and Chief Cook Diehm are to be commended in staging these meetings, as the profits go to a good cause, the Village Play Centre.

#### INTER DIVISIONAL

The annual Cross Country Race for 1958 was won by the Air Division, whose first two men home took first and second places; they were E.M. Hingston, who broke the record with 16 minutes 6 seconds, and L.E.M. Batchelor. L.E.M. Kelly, who won last year, came in third. Electrical gained 2nd points, Supply third.



★ THE DEMPSTER CUP RUGBY UNION TEAM, which will play Watson in the final today. Players shown above have represented the Station at various times during the season. BACK ROW: Tait, Tucker, Martin, Copping, Kimmorley, Harkness, Dunn, Mackenzie, Davis. CENTRE ROW: Dugdale, Winchell, C.P.O. Finch, Martin (c.), Lt. Dedman, Beutel, Corkhill, Keech. FRONT ROW: Greenup, Burns and Julius.

\* \* \* \*

The Rugby Union grand final was won by Electrical division from Air Department, 12 to 9, after a really ding dong 80 minutes. Supply Division surprised Executive by defeating them easily in the Australian Football grand final, 6-6 to 2-6.

S.A.M.E. has done well to win its semi-final and final of the Interpart Hockey competition, disposing of Executive, 4 to nil, and Chief P.O.'s, 4 to 1. They met the Officers in the grand final. In a hard-fought, rugged game, S.A.M.E. won, 3-2.

Soccer is almost at the semi-final stage with Air Dept. and Executive fighting it out for fourth position. Three divisions certain of being in the four are Electrical, Supply and Air Engineering.

#### NEPTUNE'S KINGDOM

A broad expanse of sea,  
A sea of deepest blue,  
A large expanse of sky,  
Reflecting a deeper hue.

Around, within and up above,  
The sun consumes with violence,  
The blood within my pulses throb,  
In tune with the dreadful silence.

All there was that could be seen,  
In that strange clime of heat and water,  
Was sun, sea and my stately ship,  
And the laugh of Neptune's daughter.

— IAIN HUTCHISON.

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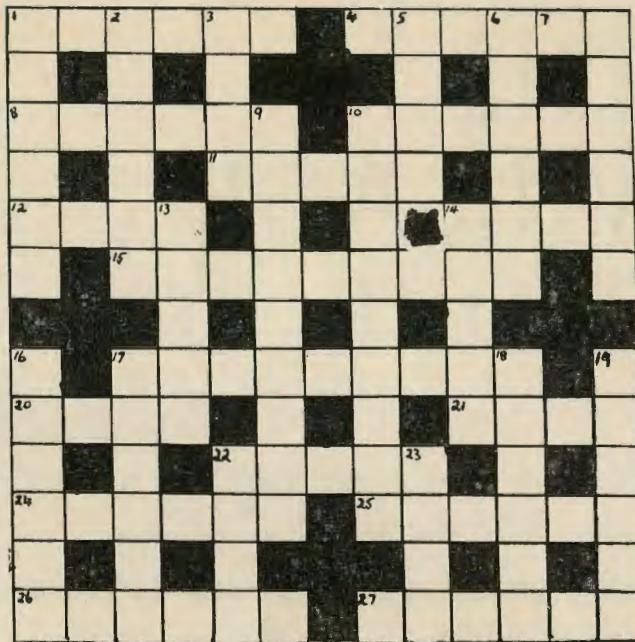
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Nowra's Leading Store

Berry Street, Nowra.

'Phone: Nowra 4

## ALBATROSS CROSSWORD



### ACROSS:

1. Tom is in the river — strip him.
4. An irritation from this region can be put on.
8. The tar gives a warning.
10. See 11 Across.
11. and 10. Definitely not a 'fly-by-night'. 5.6.
12. The pretty end of 2 Down.
14. Fever seen in The Plague.
15. These people certainly preserve well.
17. Let pets in on the deadly answer.
20. Left a drink.
21. The district seen in 14 Down.
22. Ship with a nag aboard creates difficulties.
24. 4 Across could provide a good one.
25. Get me any Zero, and I'll show him to you.
26. The doctor goes over the border for taking oysters.
27. Ma's due to be entertained.

### DOWN:

1. Puts off the Red set.
2. The doctor and the lady look peevish.
3. Melt down the start of 9.
5. 20 Across can be a good one.
6. 'No Bathing' signs contain vague references.
7. With just her gun and no food.
9. The seating can be most frustrating.
10. A word about words.
13. Met me about the ant.
14. It's the North region for action.
16. Side with the constable — he's seasoned.
17. He's charming for the romantic girls.
18. They're always unbeatable.
19. Gaped about any we'd put together.
22. Put your arms back and be comfortable.
23. Join found in 27 Across.

# THE VILLAGE STORE

When you shop at the VILLAGE STORE,  
Your money will buy so much more;  
The doors are open, from nine to five-thirty,  
We will dry clean your clothes when they are  
dirty;  
Our groceries, small goods, they are always the  
best,  
You will see by the prices, we sell them for  
less;  
Your allowed entries, discounts and bargains  
galore,  
To see our displays is to buy them I'm sure;  
Our bread is fresh daily, also our meats,  
There's papers and books and ice creams for  
treats.

## CROTCHETS and QUAVERS

Your Band representatives at the R.A.N. Band Festival are glowing with health, vim and vigour. Enjoying fully the glories of F.N.D. in the Sunny Southern Climes. We had Summer last week, on a Thursday, I think it was Temp. 59 degrees.

Our Programme of work which you have no doubt seen in the E.A. Navy News, will be extra full from 17th September in Victoria; then to Surfer's Paradise for a further ten days. As to be expected, the influx of approx. 60 extra Musical Rates into F.N.D., bringing the numbers up to 115 Musical Rates, had a mixed reception.

Our rehearsals, etc., are moving along exceptionally well, the use of the fabulous Southern Cross Cinema as a Rehearsal Studio is a great aid to our work. The ex - College Australian Rules Football Ground we are using as our Marching Arena is proving particularly helpful because of its shape, as we will be performing at the M.C.G. for the Grand Final of the Aussie Rules and at the Show Grounds Main Arena.

I do believe a couple of our Marching Displays are being Tele/filmed, so it is possible they will be re-played in the Sydney area. No more news.

Good listening, hope the hungry Band of 16 we left behind are faring well, — IL MAESTRO.

## Nowra Music Club

The Nowra Music Club was formed 10 years ago by a group of people who spared no effort to bring good music and the World's best artists to the remote town of Nowra. Their foresight and love of the Classics is beginning to bear fruit in that after a few short years the membership of the N.M.C. has grown to 106.

Among the members of the N.M.C. are many of our well-known "Albatross" citizens, to name a few: Lt. Cdr. and Mrs. Cordell, Lt. Cdr. and McCrow, Chaplain Willson and many others, including a number of Cadets and Professors from the R.A.N.C.

The object of the Club is to "provide good music and social intercourse for the enlightenment of its members and their friends in the district". Patrons of the Club are Sir Bernard Heinze and Mr. H. Cox; the Nowra Music Club is affiliated with the Federated Music Clubs of Australia. The patron of the F.M.C.A. is Lieut. Gen. Sir Eric Woodward, K.C.M.G., C.B., C.B.E., D.S.O., Governor of N.S.W.

A Concert was held on the 12th of this month in the Nowra School of Arts, and Clive Amadio, together with Olga Krasnik appeared. This was the "Fourth Musicae of the 10th Season".

The next Concert to be held by the Nowra Music Club will be on the 16th of October and the highlight of this occasion will be the appearance of the famous Polish Pianist, Neidzielski, who is at present touring Australia.

An annual subscription of 25/- for adults and 12/6 for juniors, covers the cost of engaging the variety of great artists who appear from time to time. Visitors are charged a fee of 10/- per head for Concerts.

The Music Clubs as a whole are largely listening groups but a small percentage of the fees are allocated to the Council of the F.M.C.A. for the purpose of providing annual Scholarships for Members or children of Members under the age of 21.

In short, because of the keen interest shown by a few selfless citizens, the World's best artists appear in one's home town for the surprisingly small fee of 25/- per year.

## A Tribute to the Officers and Men of H.M.A.S. "Searcher"

6th September, 1945 — By an ex P.O.W. (Japan)

I have found new enchantment all this day,  
With hair wind-ruffled, gazing out to sea;  
Watching the silver flying-fishes play,  
Feeling as light as they, as careless free.  
Night brought fresh beauty, on the leaping foam—  
A million fire-flecks mocked the starry sky—  
I seemed to see the countless lights of home—  
So calm and tranquil, shining brilliantly—  
I felt a man again; gone was the past  
With all its burden vanished far astern;  
I'd found new friends and kindness, seen at last  
Our human fire-flecks gloriously burn.  
In friendship firm, I see and, what is more  
In peace as gallant as you were in war !

From one of many, who used to be a drooping melancholy P.O.W. but now feels on top of the World.

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