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# SLIPSTREAM



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

No. 19

NOVEMBER, 1958

Price 6d.

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# SLIPSTREAM

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

No. 19

NOVEMBER, 1958

EDITOR: Lt. Cdr. Harvey

SUB EDITOR: Sub. Lt. Hockley

SPORTS: EDITOR: Lt. Cdr. Hanna

ART EDITOR: P.O. Edward

BUSINESS MANAGER: Sub. Lt. Hall

Eighteen years ago this month, half the Italian Fleet was put out of action in a single attack at Taranto, by Fleet Air Arm aircraft from H.M.A.S. *Illustrious*. An account of the action by the Captain appears in this issue.

The Taranto attack was the first occasion in the world's history in which ship-borne aircraft inflicted a major defeat on an enemy fleet; it was the first demonstration of the capacity of the Fleet Air Arm for devastating surprise attack, and it finally silenced the F.A.A.'s many sceptical critics.

It is fitting that the anniversary of this battle should be an occasion for celebration throughout the Fleet Air Arm.

— EDITOR.

## OUR COVER

725 Squadron is at present without a Squadron Crest. This lamentable state of affairs is the prime concern of the Editorial Staff of "Slipstream" this month, and much careful consideration has been given to this matter.

It is, however, doubtful whether the Royal College of Heraldry would see eye to eye with our suggestion. — Ed.

## SHIPS OF THE ROYAL AUSTRALIAN NAVY

### No. 1 — H.M.A.S. PERTH



H.M.A.S. "Perth" was originally built for the Royal Navy with which she served at H.M.S. "Amphion" from 1936 to 1939. On 29th June, 1939, she was commissioned by an R.A.N. Ship's Company under Captain H. B. Farncomb, M.V.O., R.A.N., and renamed "Perth".

She was a Light Cruiser of 7,000 tons mounting 8 6-inch and 8 4-inch guns as well as 8 21-inch torpedo tubes and having a speed of 32 knots. The Apollo class, of which "Perth" was one, proved to be an excellent design and all ships had distinguished war records.

H.M.A.S. "Perth" spent the early months of the war in the West Indies, arriving in Australia in April, 1940, after which she spent six months on convoy escort and patrol work in Australian waters. In November, 1940, she was transferred to the Mediterranean where she saw much action. In March, 1941, "Perth" assisted in the reinforcement of British and Australian troops in Greece. On 28th March of that year, she took part in the Battle of Matapan, which sounded the death knell of the Italian Fleet as a fighting unit. In April she took troops to Crete and a month later was engaged in the costly evacuation of the island. On 30th May she was damaged by air attack and a number of casualties were sustained.

In August, 1941, "Perth" rejoined the Australian Station, and, after an extensive refit, carried out convoy escort duties. Shortly after Japan entered the war, the ship was sent to Java and took part in the Battle of the Java Sea, in February, 1942. On 28th February, "Perth", together with U.S.S. "Houston", arrived at Batavia (Jakarta) to refuel. Stocks of fuel were low and she could only take on 50 per cent of full stowage.

Orders were received to sail in company with "Houston" and the Dutch destroyer "Evertsen" through the Sunda Strait to Tjilatap. "Perth" and "Houston" sailed at 1900 and "Evertsen" was ordered to follow as soon as possible. At 2300 a vessel was sighted and challenged. This proved to

(Continued on Page 14)

## Station Personality

### No. 19



LT. COMMANDER WADE-BROWN

Lieutenant Commander Wade-Brown joined the R.A.A.F. in December, 1942 and underwent part of his initial training at Kingaroy in Queensland.

During the following year our personality spent training periods at Narromine, where he did Elementary Flying Training on Tiger Moths, then on to Bundaberg, where he was given an insight into the operation of Avro-Ansons.

From Bundaberg, Sergeant-Pilot Wade-Brown was posted to Cootamundra as a Staff Pilot.

Early in 1944, Warrant Officer Wade-Brown was posted to No. 4 Communications Unit at Archerfield, where he flew for A.N.A. as second pilot, flying C.49's (an aircraft similar to the Dakota, but fitted with Wright Cyclone engines). These and a number of Lockheed Lodestars were operated by A.N.A. under charter to the United States Transport Command; these aircraft were engaged in ferrying troops and equipment from the mainland to the operational areas at Port Moresby, Nadzab and Finschaven. During this period it was not uncommon for transport pilots to fly 10 hours a day.

In July, 1944, W/O Wade-Brown was posted to the Wireless Air Gunnery School at Maryborough, as a Staff Pilot, flying Wackett Trainers. From Maryborough our personality joined 12 Squadron in February, 1945. 12 Squadron consisted of 12 Liberators and 15 crews, each of 11 men; after a Squadron work-up at Cecil Plains the Squadron was moved to Fenton, just south of Darwin, where it operated on anti-shipping patrols, interspersed with attacks on Japanese held airfields within its field of operation.

Our personality remained with 12 Squadron until the cessation of hostilities and until the Squadron was disbanded in 1946. Between the end of the war and the disbanding of 12 Squadron, it was employed in the search for missing aircraft and the dropping of supplies to P.O.W.'s

In April, 1946, F/Officer Wade-Brown was discharged from the R.A.A.F., after an uneventful month at East Sale; then followed a year of mixed feelings, during which our personality tried to adjust himself to the civilian way of life. However, he was saved from his state of despondency when he noticed an advertisement for volunteers to join the Fleet Air Arm.

After numerous medical examinations and interviews, our personality found himself at F.N.D. at the Officer's Training School in charge of Lieutenant Commander (now Captain) Dovers. Six months later, Lieutenant Wade-Brown, together with ten other Lieutenants (P) joined H.M.A.S. Bataan, which sailed for Japan shortly after. Our personality recalls his disappointment on being returned to Australia from Sasebo on board H.M.A.S. Quiberon without having set foot ashore.

(Continued on Page 10)

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## Fleet Air Arm Attack on Taranto

I was very pleased when I was asked to write about the Attack on Taranto for Slipstream. Not that I was in the action — I was in a detached flight of 807 Squadron with a Fulmar on the catapult of a converted merchant ship in the Western Approaches at the time, trying to deal with Focke Wolfe Condors. But I knew personally many of the aircrew who took part in Taranto.

The general situation in the Mediterranean in October, 1940, was that Italy had been in the war for almost five months and, during that time, ships of the British Fleet had made no less than 16 sweeps in the Central Mediterranean trying to catch units of the Italian Fleet. The only result was to reduce the Italians to a state of inglorious inactivity.

Then on 28th October, Mussolini attacked Greece and the Commander-in-Chief Mediterranean (Admiral Cunningham) decided to attack the units of the Italian Fleet which were at Taranto, the finest naval port in Italy.

Taranto is on the east coast of Italy about 320 miles from Malta. The inner harbour, entered by a narrow channel is completely landlocked and safe from any form of surface attack. There were many A.A. gun positions, barrage balloons almost entirely surrounded the harbour and there were several nets running across the harbour. In all respects it could be considered a very well defended base.

In early November there were 6 Italian battleships, 5 cruisers and a number of destroyers at Taranto.

A successful British attack depended chiefly on three factors.

First, an accurate and up to date reconnaissance by R.A.F. aircraft based on Malta.

Second, an undetected approach, which meant a carrier having Swordfish with long range tanks embarked.

Third, a sufficiently high standard in night flying, as the attack would have to be made by night.

Enemy opposition might take the form of air, surface or submarine attack against the carrier force and of A.A. fire against the aircraft.

Conditions appeared favourable when, on the night of 11th November, 1940, the Illustrious, with 21 Swordfish embarked, and with four cruisers and four destroyers in company, proceeded to the flying off point. At 2040, the first striking force of 12 aircraft formed up and set out for Taranto, 170 miles away. There was a light Westerly wind, very little cloud, and the moon was three-quarters full.

The second striking force got away at 2134. One aircraft damaged a wing on take off, landed on, repairs were made and it took off again 24 minutes later to join the other eight Swordfish of that force.

The 21 aircraft were armed in the following manner — 12 with torpedoes, 9 with 250lb. bombs, of which 4 also carried flares.

About 2300, the flare droppers of the first force began operations and the remainder attacked through intense A.A. fire and between barrage balloons. Fifty minutes later the second force approached the harbour and dived down to attack, with the defences as formidable as ever.

Of the 12 aircraft armed with torpedoes, 2 were shot down during their attack, one had to return to the aircraft before the attack, as its long range tank had come adrift, and five hits were scored. The Swordfish with bombs attacked oil storage tanks, the sea plane base and the cruisers.

Two aircraft only were lost in the attack, which was the first in the world's history when torpedo bombers achieved big results and thus established the value of the torpedo bombers in World War II.

The results of the attack were that one battleship had her fore-castle partly awash, another one had practically the whole of her upper deck under water, a third battleship was beached, as was a fourth battleship. Fires continued for some time afterwards at the oil tanks and the sea plane base.

Briefly, half of the total Italian battle fleet had been disabled for at least six months and one of its ships for something like a year. This was done by 12 F.A.A. aircraft armed with torpedoes, supported by 9 other Swordfish.

No rehearsal was possible prior to the attack, and five of the aircraft had joined "Illustrious" from "Eagle" in harbour the day before "Illustrious" sailed. The "Eagle" could not take part because her avgas system had been damaged by near misses earlier on in the war.

The question might be asked why more Swordfish did not carry torpedoes. The answer is that, owing to the positions of the balloons and nets, only six aircraft in each striking force would be able to have reasonable dropping positions, and also flare droppers were needed to make sure that the targets would be seen if the moon was obscured by cloud.

The Captain of the "Illustrious," Captain Denis Boyd, said in his report:—

"Although the proper function of the Fleet Air Arm may perhaps be the operation of aircraft against an enemy in the open sea, it has been demonstrated before and repeated in no uncertain fashion by this success that the ability to strike unexpectedly is conferred by the Fleet Air Arm.

It is often felt that this arm which has had a long struggle with adverse opinion and its unspectacular aircraft is underestimated in its power. It is hoped that this victory will be considered a suitable reward to those whose work and faith in the Fleet Air Arm has made it possible."

In a message to the Commander-in-Chief Mediterranean, His Majesty King George VI said:—

"Please convey my warm congratulations to the Mediterranean Fleet, and in particular to the Fleet Air Arm, on their brilliant exploit against the Italian warships at Taranto."

Finally, as one reporter stated, "it was impossible to praise too highly those who, in their comparatively slow aircraft, made studied and accurate attacks at Taranto in the midst of intense anti-aircraft fire."

Once I asked someone who had taken part why the casualties had not been greater. His reply was "The Italian gunners couldn't believe that the Stringbag flew so slowly."

You will see now why I was pleased to write about the exploits of F.A.A. aircrew, many of whom it was my good fortune to know.

— V. A. T. SMITH.

## SLIPSTREAM CHRISTMAS NUMBER

Next month's issue will be a special Christmas Number — bigger, brighter and better than ever. The official publication date is 18th December, but we hope to get it out a few days earlier in order to place it in the hot hands of the interstate libertymen. At 1/- a copy, it is practically a free gift.

Contributions are being accepted now and we hope to be snowed under with a really representative selection. If you can draw, write a line or two of doggerel, or even string a few words together — have a go! Lieutenant Commander Harvey or Sub Lieutenant Hockley will receive your effort with grateful thanks.

## HARRY'S TOOTH

This is the tale of a tooth — Harry's tooth. Harry was a very small crocodile whose brief life caused the lower deck routine of one of Her Majesty's Australian Ships to be disrupted to an extent out of all proportion to his diminutive size.

His birthplace was a Northern Territory swamp. His family tree, while unknown, was no doubt very ancient. His name was a common one (the fact that it was the same as the First Lieutenant's was purely coincidental).

Somehow Harry got past the Officer of the Watch without biting him, but his presence in the ship was soon widely felt. You see, Harry possessed an inborn wanderlust, to which was coupled an insatiable appetite. His system was simply to move about silently and sample everything along his route — what was too big to tackle just now would keep until he'd grown a bit.

So it was that in the course of a few days he made his mark on practically everybody on the lower deck. Bare toes under tables were a favourite course, while the fingers of any matelot unwary enough to lay hands on him were too good to resist. His first major conquest was the ship's cat, who had been a keen odds-on favourite, as she was carrying extra weight. When, one evening, he appeared triumphantly bearing a cat's tail, negative cat, victory was generally conceded.

Harry went from strength to strength. His commando tactics of hit and run raids built up a tension which was well nigh unendurable. The stokers, whose protection he enjoyed, were worst hit, but reckoned it worth the risk. Maybe they liked living dangerously.

The action which brought events to a climax took place on a last night in port. No doubt overjoyed at the prospect of our impending departure, the boys had imbibed the good things of life a little too freely and it appears that one lad elected to bed down in the hammock bin rather than sling his 'mick. They'll never know quite what happened after that.

The first I heard was a horrific scream and a crash and then my camp stretcher collapsed under what seemed like a herd of wild elephants. A smart shout from the Q.M. on the upper, a splash and silence.

When they revived the Q.M., who had gone down in the rush, he told a garbled dit about being sent for six by a madman who came up from below and went rushing along the boat deck. The poor fellow, near naked, with his arms flailing and his eyes starting from his head, had screamed once, "They've got me!" and gone overboard. On the strength of this, it wasn't surprising when the Medical Officer's verdict was D.T.'s.

The only thing was that the Quartermaster didn't say anything about the tail. He reckoned they'd say he was troppo, too, if he came up with the story that the figure had a tail — and he swore it had. But I knew that Harry had picked the hammock bin to sleep in and maybe he didn't like the intrusion, and took a bite. I did a bit of detective work without saying anything, and while scouting round the bin, I found a little broken tooth — Harry's tooth.

### ROAD SAFETY ?

He spied a Blonde from a speeding car,  
He turned around to greet her,  
He didn't see the car ahead —  
"How do you do, ST. PETER!"

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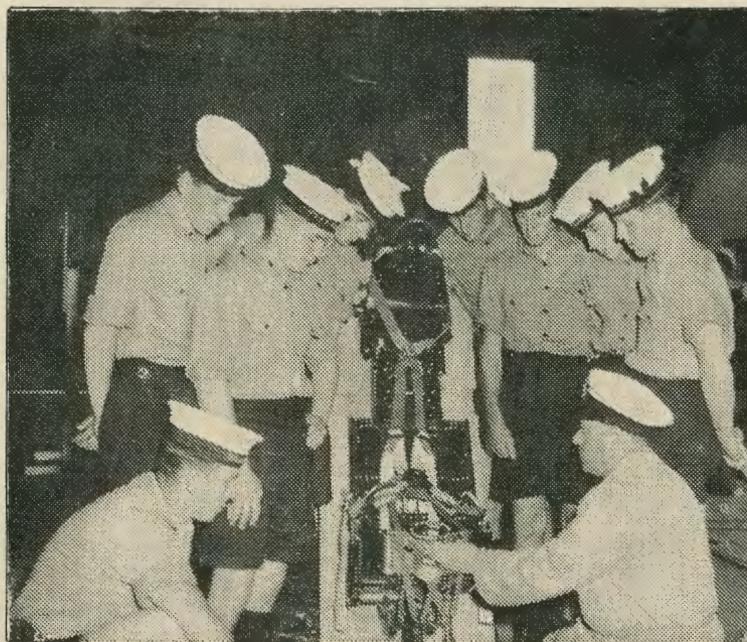
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*Around The Station*



C.A.F. (O) Gregory explains the intricacies of the ejection seat to Recruit Naval Airmen Swinbourne, Gibbons, May, Flint, Nystrom (obscured), Watts, Aitken, McLelland and Fianagan.

☆ ☆ ☆

Summer's here and for the first time in years the Met men failed to organise a really cold snap to coincide with the introduction of Summer dress. With the exception of the Slipstream staff, who remain pale and interesting (well, pale anyway) beneath their green eye shades, everyone is acquiring the regulation Pussers tan.

☆ ☆ ☆

With possibly a few exceptions, all are sorry to see the departure of Sub Lieutenant Lemon for the Deep South, where we wish him continued success. The Regulators have always been fair game for a certain amount of ribbing, and Sub Lieutenant Lemon has had his share in these columns, but it has always been meant and taken in good part. Apart from his professional activities, Sub Lieutenant Lemon has been a tower of strength in the boxing world, the Cub Pack and the Village Kindergarten, and he will be sadly missed. We welcome his successor, Sub Lieutenant Morris.

The Chief Aircraft Recognition Instructor happened to be in the Control Tower when two large Air Force machines arrived for an AJASS course and, in a flash, identified them as Canberras. We do not wish to contradict this high authority, but their crews insist that they are Lincolns.

It is pleasing to note the latest acquisition of the Air Engineering Department, situated between S.A.M. (E) Classrooms and the tennis court. What does puzzle us, though, "Is it going to be painted the proverbial colour?"

P.O.A.F. Linton would like it made commonly known that his name is PADDY, and not JOCK.

We recently received a photograph (unfortunately not suitable for reproduction) of the first landing made at H.M.A.S. Albatross, circa 1948. The aircraft was a rather tired looking Tiger Moth, whose pilot had lost his way, and the photograph also showed a SLIM debonair figure leaning nonchalantly against the fuselage. No one will believe us when we tell them that this was none other than the Tubby Subby. (Welcome back to these columns, Tub boy — long time no see) Tempus fugit.

On Saturday, the 8th of November, Lieut. Stan Goodridge, R.A.N.R. (S) being laid aside, as was his ship the "Talinga," took unto himself a blushing bride.

The bride later proved to the gathering of relatives and Naval personnel that she certainly could blush.

After a profusion of champagne toasts, the time was ripe to cut the Wedding Cake. The smirks on the faces of the guests from Albatross were not entirely due to the champagne.

The cake was produced and the combined efforts of the bride and groom on the end of a Pussers sword failed to make any impression on the cake; the efforts became so vigorous that fears were felt for the safety of the sword.

The cake in question turned out to be a splendid piece of craftsmanship on the part of the Chief "Chippy" at Albatross and Chief Cook Diehm.

No time was lost in producing the real cake, much to the relief of several of the ladies present.

### Station Personality (continued from Page 3)

In September, 1948, Lieutenant Wade-Brown sailed for the U.K. on board the Strathaird, and on arrival began a refresher flying course at R.N.A.S. Yeovilton.

After two years in the U.K., during which time our personality became thoroughly familiar with the Fleet Air Arm, he was appointed to the newly formed 817 Squadron of the 21st C.A.G. at St. Merryn.

After a Squadron work-up, 817 joined H.M.A.S. Sydney, and later that year sailed for Australia.

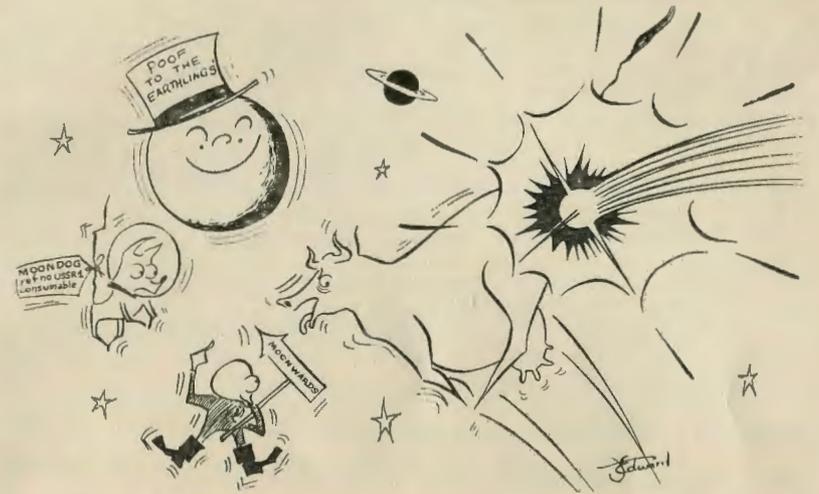
On August 30th, 1951, H.M.A.S. Sydney sailed for service in Korea, where 817 Squadron specialised in smashing communications, a job which it carried out with devastating efficiency.

There followed a number of changes for our personality, and in 1955 he did a Jet Conversion Course with 723 Squadron, and in the same year sailed for the U.K. in Vengeance, later to join H.M.A.S. Melbourne.

In July, 1957, our personality was placed in command of 851 Squadron, and in January of this year was appointed to the command of the newly formed 725 Squadron.

Seldom seen without a smile, our personality has, through his example as a cheerful and efficient leader, continued to set a high example to his Squadron.

## "HI DIDDLE DIDDLE"



Hi diddle diddle, the cat and the fiddle,  
The cow jumped over the Moon,  
A Rocket went fast and a Satellite passed,  
And made poor old Strawberry swoon.

She floated away through the Milky Way,  
Said this would confuse any cow;  
Jumping Moons may be fun when there's only one,  
But there's too many Moons for me now.

## Singing on the Road

It is not against the law to sing hymns while you are driving a car, but you should think what you sing. We suggest that while driving at 45 miles per hour you could sing "Highways are Happy Ways"; at 55 m.p.h., sing "I Am a Stranger Here, Heaven is My Home"; while at 65 m.p.h., "Nearer My God to Thee" would be appropriate. "When the Roll is Called Up Yonder" is suitable for driving at 75. But if the speedometer shows 85, sing softly, very softly, "Lord, I Am Coming Home."

## INTRODUCING FOSTER WILSON

During the early 20's, at the age of 19, Foster Wilson was numbered among the State's prominent athletes.

In 1923 he was playing First Grade Rugby League with North Sydney, having been selected from the Juniors of that year. Playing in the same team were some of the "big names" in Rugby, to name a few, Horder, Blinkhorn and Thompson.

The previous year, 1922, Foster Wilson represented Western Districts in the New South Wales Swimming Championships, and he recalls that his best time in those days was always just outside the minute for the 100 yards, a time that was considered excellent at that time. However, 110 yards is now being covered in just over 55 seconds.

Foster's sporting activities continued, and in 1935 he was a member of Dee Why Surf Lifesaving team which won the Australian Championships, no mean effort, considering the formidable line-up of teams which had entered from all over the Commonwealth.

The war years in no way detracted from Foster Wilson's interest or ability in the sporting field, and he was Captain of the Dee Why Surf Life Saving team during 1946-47.

During that period 200 rescues were made without loss of life, truly a credit to a magnificent organisation.

It is of interest to note that his two eldest sons were also members of the same team during this period.

A brief interruption came to Foster's sporting career when he enlisted in the A.I.F. in 1939. He trained with the 18th Battalion, 1st Division of the Militia at Tamworth, but on completion of his training he was claimed from the Army by the Sydney Municipal Council, and it was not until 1941 that his determination to "get into the fight" succeeded, and he entered the 3rd Army Tank Brigade. After training at Singleton, this Brigade was posted to New Guinea, where they met the full weight of the advancing Japanese in the notorious "Kokoda Trail" battles.

Following the saving of Port Moresby, the 3rd Armoured Brigade was rushed into the Ramu Valley. It was during the Ramu Valley action that Sergeant Wilson was Mentioned in Despatches and shortly after was promoted to the rank of Lieutenant.

The two eldest Wilson boys, not to be outdone by their father, joined the Services, the eldest joining the Army, and the second eldest, at the age of 16 years and a few months, joined the Air Force. (The fact that this lad was employed in the Registrar General's Office has some bearing on the fact that he was accepted into the Armed Services).

The two brothers later met on the Island of Morotai, after it had been wrested from the Japanese.

Lieutenant Wilson returned to Australia after the successful conclusion of the New Guinea campaign, and was given a well earned position at Headquarters in Sydney until the end of the war.

Following his demobilisation at the cessation of hostilities, Foster Wilson returned to his interest in Surf Life Saving and Club Management. We are indeed fortunate to have for our W.E.C. Manager a man with the wide experience and the sound knowledge of Mr. Foster Wilson.

Claud Cockburn, a well known English journalist, once won a competition for the dullest headline of the year, with "SMALL EARTHQUAKE IN CHILE. NOT MANY DEAD."



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# Around The Village

## VILLAGE WELFARE ASSOCIATION

The social committee is planning a dance in the Village Hall on Saturday, 22nd Nov., at 8 p.m. Music will be provided by a dance band. Admission 3/6. There will be no bar at this dance, but bottled beer may be brought into the hall. Hot dogs will be on sale.

An endeavour is being made to add extra books to the Village library, and a catalogue of new books will be placed on the Village Store notice board. For the benefit of new Villagers, it is advised that the library is open on Tuesday, 3 to 4.30 p.m., and on Saturday, 9 to 11 a.m. Joining fee is 5/-, and books may be borrowed for 3d.

Particulars of the Children's Fancy Dress Ball, run by the Naval Wives Club, will be promulgated on the Village Store Notice Board. This active club is also planning a Christmas Party for the "Inasmuch" children on 12th December.

The Play Centre Committee will shortly be considering applications for the position of Senior Supervisor. Before the committee can take action on this matter it is necessary for two more parents to volunteer as committee members to make up the required number. We are all very sorry to lose Mrs. Hames from this position.

— P.O. RICE.

## H.M.A.S. PERTH (Continued from Page 2)

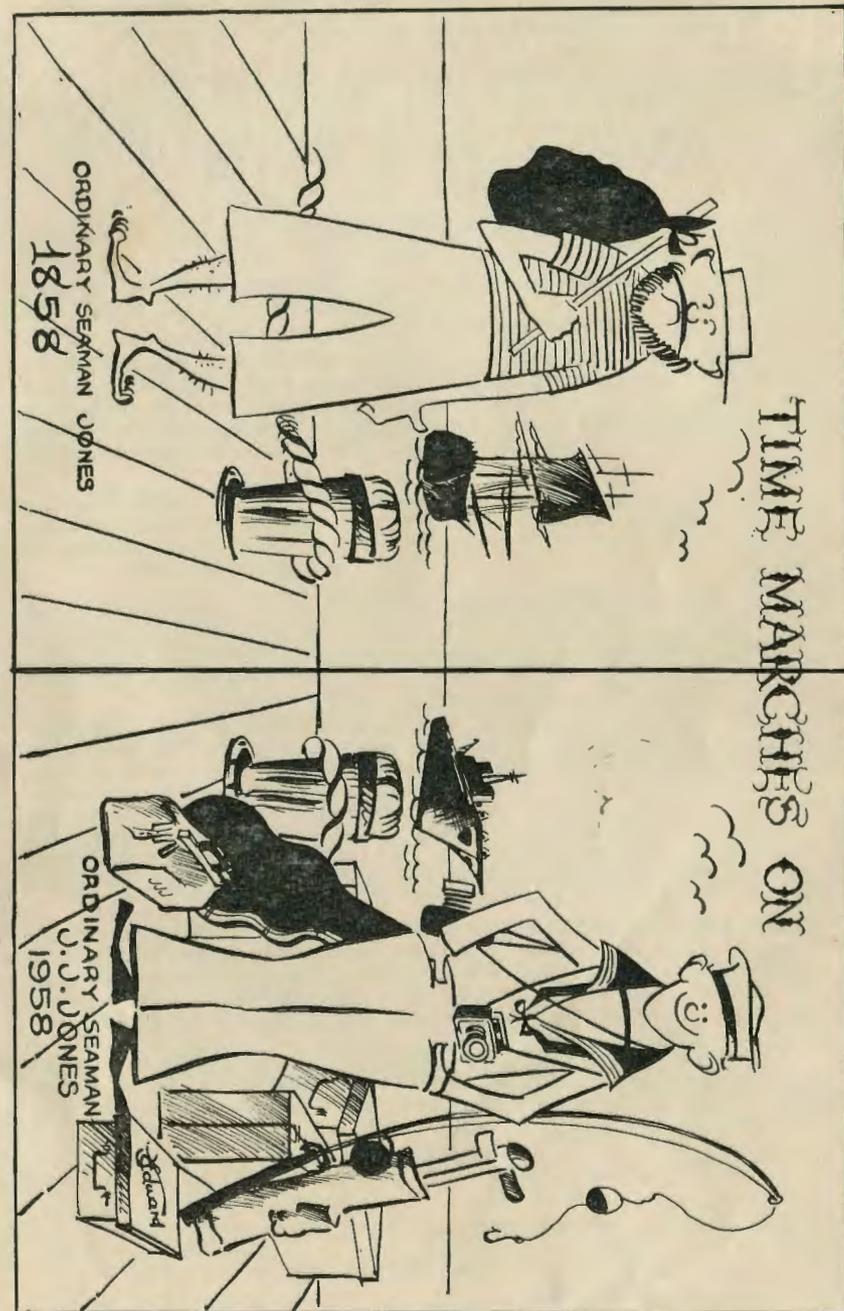
be a Japanese destroyer which was engaged immediately. Shortly afterwards other destroyers were sighted to the northward and were also engaged. During this action, the ship was attacked by a large number of enemy destroyers from different quarters and since it was impossible to engage all targets at the same time, some were able to close to short range. Despite this, "Perth", at this stage, had sustained no serious damage.

At midnight, very little 6-inch ammunition remained and Captain H. M. L. Waller, D.S.O., R.A.N., decided to attempt to force a passage of the Sunda Strait. He ordered 30 knots and altered course but had barely steadied on the new course when the ship was struck on the starboard side by a torpedo. Captain Waller remarked, "That's torn it," and gave orders to prepare to abandon ship. A few minutes later another torpedo struck and the abandon ship order was given. Five or ten minutes later, two more torpedoes hit and the ship heeled over to port and sank at 0030.

U.S.S. "Houston" fought on though badly on fire. Shortly afterwards she too was torpedoed and sunk closer inshore.

Casualties in H.M.A.S. "Perth" were heavy, since the ship was continuously under fire from close range even when the crew were abandoning ship. Over 350 officers and ratings were killed or missing, presumed killed, while the remainder were taken prisoner. Over 100 died in prisoner of war camps.

H.M.A.S. "Perth's" career was a short one, but few, if any, ships of the R.A.N. can claim a more eventful or gallant war record.



Last month we published an essay about your son (inspired by family day capers we observed) titled "What Is A Boy"? Many of you have suggested that he should be given a sister. Here she is!

## What Is a Girl ?

Little girls are the nicest things that happen to people. They are born with a little bit of angel-shine about them and though it wears thin sometimes, there is always enough left to lasso your heart — even when they are sitting in the mud, or crying temperamental tears, or parading up the street in mother's best clothes.

A little girl can be sweeter ("badder") oftener than anyone else in the world. She can jitter around and make funny noises that frazzle your nerves, just when you open your mouth, she stands there demure, with that special look in her eyes. A girl is innocence playing in the mud, Beauty standing on its head, and Motherhood dragging a doll by the foot.

Girls are available in five colours — black, white, red, yellow or brown, yet Mother Nature always manages to select your favourite colour when you place your order. They disprove the law of supply and demand — there are millions of little girls, but each is as precious as rubies.

God borrows from many creatures to make a girl. He uses the song of a bird, the squeal of a pig, the stubbornness of a mule, the antics of a monkey, the spryness of a grasshopper, the curiosity of a cat, the speed of a gazelle, the slyness of a fox, the softness of a kitten, and to top it all off, He adds the mysterious mind of a woman.

A little girl likes new shoes, party dresses, small animals, first grade noise makers, the girl next door, dolls, make believe, dancing lessons, ice cream, kitchens, colouring books, make-up, cans of water, going visiting, tea parties and one boy. She doesn't care so much for visitors, boys in general, large dogs, hand-me-downs, straight chairs, vegetables, snow suits, or staying in the front yard. She is loudest when you are thinking, the prettiest when she has provoked you, the busiest at bedtime, the quietest when you want to show her off, and the most flirtatious when she absolutely must not get the best of you again.

Who else can cause you more grief, joy, irritation, satisfaction, embarrassment, and genuine delight than this combination of Eve, Salome and Florence Nightingale? She can muss up your home, your hair, and your dignity — spend your money, your time, and your temper — then just when your patience is ready to crack, her sunshine peeks through and you've lost again.

Yes, she is a nerve-wracking nuisance, just a noisy bundle of mischief. But when your dreams tumble down and the world is a mess — when it seems you are pretty much a fool after all — she can make you a king when she climbs on your knee and whispers "I love you best of all!"

There was a lad called Billy Brown,  
But alas! he is no more,  
For what he thought was H2O  
Was H2SO4.

## LETTER FROM AN EXILED POM

Dear Mum,

Well, here I am at a place called Nowra, and I must say it's a very queer place indeed. First off I thought it was about the same as the old R.N. with a Joining Routine longer than Pompey Barracks, but after I'd flogged round the whole morning I felt sort of thirsty and hung round the Mess, waiting for tot time. 12 o'clock come and no sign, so I said to one of the Aussies, "When does it come up?" "When does what come up?" he says. "Well, the old bubbly, of course," I says. "What's this bubbly?" he asks. (Honest, Mum, the ignorance of some of these blokes out here). Anyway, after a lot of talk, it turns out they don't have it in the Aussie Navy. Can you imagine it — and me out here for two years.

Well, that was a nasty shock, but I got through the rest of the day somehow and rolls up for breakfast next morning. "What's on?" I says to the bird behind the counter. "Lamb's fry," he says. I never heard of fried lamb, specially for breakfast, but I says I'll try some, and then he puts a dirty great bit of liver on my plate. Of course I wasn't having that, so I does a moan to the Chief Chef, and you ought to have heard him. They've goth words out here, Mum, that you'd blush to hear in Commercial Road on a Saturday night.

Still I must say the other blokes in the Mess is all right, but all the washing gets me down. Always nipping out for showers and that. Down-right unhealthy I call it.

I've had one run ashore and we went to a couple of pubs, but I didn't go much on them. No girls about, and the beer — terrible stuff — you can't even taste the water in it. There is a club with a lot of machines what you put money it and get nothing out, but other than that there's nothing doing.

Well, I don't know, Mum, I suppose I'll get used to it, but it's a queer old place and no error.

Your loving son,  
ERNIE.

## CROTCHETS and QUAVERS

Very little musical news this time. The Band is back into routine, and hope to put on a Jazz CONCERT in the near future, in the Cinema, previous to a Film show. When a few details have been clarified, time and date will be promulgated.

We performed for a Sea Cadet Fete at Wollongong on Saturday. There was a fair muster of parents in attendance. The purpose of the Fete was to raise funds to purchase chairs for the Sea Cadet hall.

Bob Green wants to know if he is entitled to Flying pay and Wings after his last flight.

"Elvis Handfield" has been resting for a short period in the Sick Bay after a Hectic Gyritic Jive Session. IS it possible to throw a pelvic bone?

A few of the Band want to know of any course that could be taken in the Waltonian art of FISHING. The Band store is full of complaints about wrong bait.

I must leave you with those few words.

— EL MAESTRO.



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## PUSSER'S PAGE

S.A.'s (V) —

It has been noticed by all and sundry that the door of the Haberdashery department has remained open during working hours, this past two weeks or so.

We presume that the relieving P.O. is a sporting fresh air type, or our esteemed regulating chief (chop chop) is strictly the indoor type (not necessarily sporting).

There has been mention of one of our staff "driving" himself crazy worrying about his "Klohs" calls in the vicinity of Nowra Hill!!

COOKS (S) —

Congratulations to Cook Shanahan on his recent wedding; we hope the wedding present from the Cooks (S) has the desired effect.

We're convinced that a scare has been put into "Sergeant" Zillman. After 12 years' honourable service he is at last making a concerted effort to add something above the three stripes.

The "Army" has declined to represent the branch in the Interservice shoot. They shoot from the hip out west!

S.A.'s (S) —

Still being hard hit by drafting, most of the staff have been two desk men lately and there have been so many re-shuffles that Regulating Chief Petty Officer Hall is taking on the appearance of the lean Mississippi gambler.

Petty Officer Morgan takes on the Flying Clothing store as his third job in 3 weeks, to enable L.S.A. Haywood to get away to Darwin on time, and Writer Boots has been borrowed from Manning's favourite, the Pay Office.

Married Quarters gardening competition winner, Mick Olsen, has managed to hide his "green fingers" on Friday afternoons, and took us all by surprise.

Newly-wed S/A. Foster is taking refuge behind a beard and by the time this goes to press, L.S.A. Husband hopes to be a FATHER.

We were disappointed that all who knew him well didn't have an opportunity of fittingly farewelling Col' Seach before he left us.

PUSSER SPACE FOREWORD —

The Branch, flexible and efficient as ever, is now, in addition to its own duties, providing budding M.A.A.'s, flourishing G.I.'s and floundering P.O.'s scullery maids.

Take heart all, for no matter what you signed on as, you may yet finish as Captain of the Ship, or Captain of the Heads.

— R.S.

WRITERS —

It is understood that the Rotund Leading Hand of the Central Registry has lost any aspirations for flying and will stick to general service. A ship's rail, presumably, is much more convenient than a plastic bag!

A member of the Captain's Office staff has decided that "Pussers" regulations are too confusing, so is to study the Russian language instead. Has he been records checked?

**COOKS (O) and STEWARDS —**

C.P.O. Seib denies the rumour that he is retiring to his hotel on the "Gold Coast" now that the Wardroom is under new management.

Steward Goodwin, it is heard, has taken to rounding up cows in his motor car, much to the displeasure of the local farmers and the Constabulary.

C.K. (O) Spain complains that it's a long hard road from J.B. to Nowra with only wallabies for company.

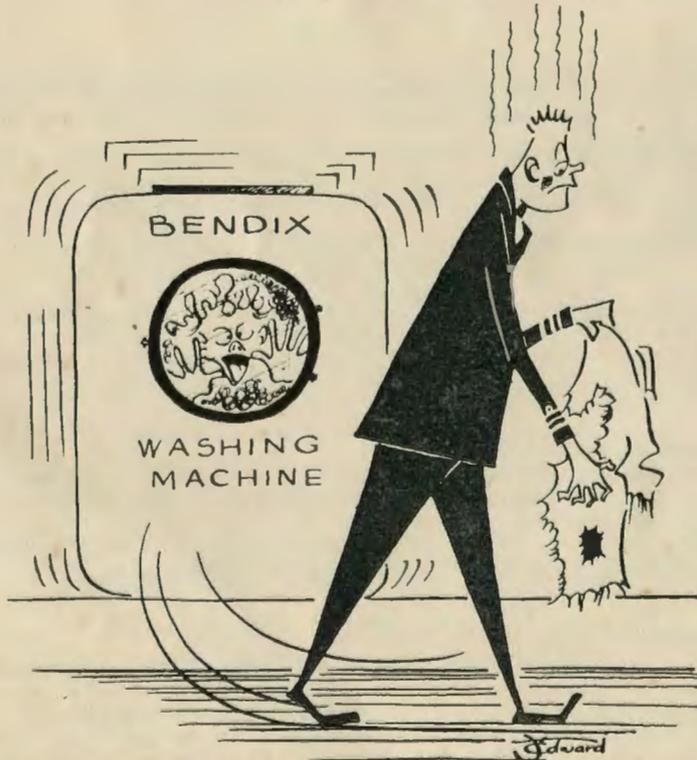
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# BALLRACE

M.R.S. —

## The "Aerobull" Crystal Ball

Now available for the first time in Australia, our new super-sensitive crystal ball is invaluable to all struggling A.E.O.'s. No longer will you have to think up fictitious excuses when your target dates are way out. The "Aerobull" will do all this for you!

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1. The "Aerobull" can forecast target dates, unforeseen snags, Mods which will crop up ten minutes before the aircraft is supposed to fly, defect signals which arrive just as the bar opens on your duty night, visits from top brass when you are in the middle of a Pusser's pie and have your feet on the desk, and many other problems, such as the aircraft getting stuck on bridges, which are liable to crop up in our world of worry.

2. New design using transistors to replace the old valves reduce the size and the "Aerobull" can now be concealed in the pocket at Plumbers' meetings.

3. Liquid cooling enables the ball to work flat out for long periods. The coolant is gin and, in the event of the pressure of work becoming too great for yourself and the ball, you can always get plastered.

4. For only a small extra fee, the "Aerobull" can easily be converted for use outside working hours — here the scope is enormous. Forecasting events, such as a blast from the wife, visits from the stork and the winner of the Cup are all within the scope of this magnificent machine.

Remember, don't just hope for promotion, GUARANTEE it with the help of "Aerobull," the greatest single achievement in aviation since Fairey produced the Firefly.

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## YE OLD SLING AND ARROWS DEPARTMENT —

Contrary to all belief, the subject most often discussed around the Armoury these days is not the Cup, but the friendly state of hostilities existing between two ratings. It could best be described as a phenomenon — a case of an immovable object coming into contact with an irresistible force. The outcome should be quite interesting. Time alone can tell.

The Eng.-Ordnance cricket and tennis teams, as was expected, sank immediately to the bottom of the ladder. Let us hope our swimming team does not follow their example. However, with such stalwarts as "Many Chins" Martin, "Fatty" Smith, and Bulbous Jost in the team, they should have no trouble staying afloat throughout the competition.

— F. I. F.

What strange, flamboyant, and sometimes dubious characters we meet. I was invited into the Chief's Mess for a quiet beer the other day. While I was waiting to be served, I was astounded to see a Chief standing behind the bar loudly driving on his minions. Protruding slantwise from his mouth was a large fat cigar. A stockwhip dangled limply in his left hand, while grasped most firmly in his right hand was the largest glass of beer I have ever seen. His name I never heard, as he is known solely by the sobriquet of the "Gold Coast" Kid.

— B. H.

Spring is here and all the flowers are blooming, but to reach this stage we must first have had extensive preparations. Good plants will only

grow from good seeds. Good seeds spring only from good soil. Good soil comes only by digging in good manure. There is, of course, only one type of good manure. But, what connection does this article and L.A.M. (O) Copping have in common? I honestly don't know.

— "ONLOOKER"

Roll on the day when we once again come under the control of the Gunners.

— "ROLLY POLLY"

LINE —

It is rumoured that the four offsprings of the Line cat, who were born in the cockpit of Sea Venom WZ 940 during the week-end 7th to 9th November, have placed orders for Fleet Air Arm ties.

# KENT'S ACADEMY

Situated amid a floral setting, maintained by the navy's highest paid gardener, is a group of assorted sized buildings known as the "college of knowledge," or to the edikated few, Kent's academy. Before proceeding any further, it may be wise to enlighten the readers of it's exact location in case, after reading this article, they may wish to enrol for one of the many courses conducted by the professors, some of many years standing, at this famous academy. After leaving the canteen, turn right and then left, proceed along the road for some hundred yards, turn left, and there, standing before you is the loam tennis court No. "5."

Take a deep breath and think to yourself "Do I value my freedom"? If the answer is Yes, go in and have a game of tennis, and if the answer is No, about turn and there it is in all its glory — Kent's Academy.

The most amazing thing about this academy is it actually teaches you something, even if it is only how to smell the goffa waggon when it turns the corner.

Perhaps at this stage the reader may like to know a little about the staff and the various hardships they endure. We really have quite a line-up of personalities, the Woy Woy Kid, the Newcastle Flyer, Diamond Jim, the Coon, Donk, and a host of other heavenly characters guaranteed to teach you anything from how to become throttle happy in a Gannet to picking the winner in the fifth at Randwick.

The sporting facilities at the college are equal to none. We have a jockey sweep tombola syndicate, available to staff only, of course. However, we do instil into the pupils that true spirit of sportsmanship, like smiling when they are ordered to double to the guard house and back in ten minutes for falling asleep in class after a hard morning in the garden getting it ready for the Chief Gardener to plant some more flowers or shrubs in an effort to win back the coveted shield that had reposed in its specially constructed glass case for the last three or more years.

Like most famous schools and academies we have our graduation days, and I might say a proud day it is for the pupil, for to him it means the end of weeks of slavery and study; never again will he hear that snarling voice, "Didn't youse blokes hear the flamin bell?" Now he can sit back and enjoy his new found freedom and maybe one day as he is scrubbing out the heads or perhaps wetting the brew, he may think to himself "They are a weird mob at that joint, but they sure was right when they told me all I would be good for was Jimmy's party."

Air crew, have you seen any new faces fooling about your aircraft lately? It was serviceable, wasn't it? Remember, one of our classes graduated yesterday.

— SAMMY.

## + The Chaplain's Corner +

### A PHILOSOPHER GOES TO BETHLEHEM

Father Christmas has already made his early November entry into city stores and carols blare across city pavements. The soft melody of "Silent Night" has to compete with the tingles of cash registers and the steadily increasing noise of Christmas commerce. It won't be long before the world once again sandwiches the sacred commemoration of Christ's birth between the commercial rush which precedes it, and the holiday stampede which follows it. And as people by the thousand follow out this Christmas routine, some of them will, no doubt, be heard to make the old assertion that Christianity has failed to do its job.

We are meant to learn things from the manner of Christ's entry into this world, and before we can learn we must at least think. What does the philosopher see in the stable-cave at Bethlehem? No Roman Emperor, or Great High Priest, or Learned Teacher, even though Christ Our Lord was all of those things and more besides. But what is to be seen there is a Child — a young Mother — a good man. It is a family — the Holy Family. No house, this stable, but for the time being it is a home. "Home is where mother is" a child once answered in innocent wisdom. And so the Saviour of the World makes His entry as a helpless infant, the least member of a little family. And for thirty years the very salvation of the world is postponed while Christ Our Lord glorified the family by being born and reared in one, and sanctified the home by living in one.

Among the moral plagues of paganism were unwanted and abandoned children, deserted and discarded women. If such things return, paganism with its brutal selfishness and sensual indulgence is returning. Can it be said that we are not in danger from these things? Only the deep significance of Christmas can save us — see that you give it some thought as the Feast draws near, for only when fathers are other Josephs and mothers are other Marys will the children be other Christs.

CHAPLAIN F. LYONS, R.A.N.

### " IN THE DRIVER'S SEAT "

When the seventeen-year-old slips into the driver's seat of the high powered car, the rest of the family is liable to have a bad case of the jitters. This is just where we are in the course of our history on this high powered planet. Man is seventeen years old — and God is gradually moving over to let the eager teen-ager take hold of the driving wheel.

Ever since he was thirteen or fourteen, man has been envious of the driver's position in the family car. There were early bids for it, but the position was being withheld. The youngster was still too immature. Until now in his advance man was not permitted to handle the power, which holds the universe together. He was like a youngsters, who was permitted to sit next to his dad—switching on the lights, working the windshield wipers . . . getting the feel of the controls . . . trying the starter . . . Ever since he was old enough to reach the controls he has thought of driving the car. Of course, he's had some funny ideas as he sat there in the front seat, elevated by a pillow or two from the family sofa.

He has imagined all sorts of unusual things — that the big lights bearing down on them through the night were a giant lightning insect . . . that the trees swimming by were people running . . . He has had fits of peevishness in which he imagined himself pusing these "people" out of the way.

(Continued on Page 36)

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## SPORTING NOTES

Results of the year's Inter Part Competitions were given in the last issue of Slipstream. Trophies for the winter games were presented by the Captain at Divisions on Friday, 7th November, the following ratings receiving the trophies on behalf of their divisions :-

Aggregate Shield — L.E.M. Kelly (Electrical). Rugby Union — L.E.M. Corkhill (Electrical). Hockey — P.O. Kerr (S.A.M.). Australian Football — Ldg. Stwd. Alexander (Supply). Soccer — Ldg. Stwd. Backhus (Supply).

Summer sport is now in full swing and progress is reported below. Swimming and Water Polo have recently started, but the competition is not sufficiently advanced to merit a report.

### CRICKET I ZINGARI COMPETITION

The Station Cricket Team in the I. Zingari Shield Competition in the past month have experienced both victory and defeat. The victories being decisive, outright wins, and the two defeats being both on 1st innings.

The match against Penguin at Penguin, came our way from the start, when Penguin won the toss and sent us in to bat. The wicket looked as if it had been affected by the water shortage on the North Shore, for after our side mustered a total of 138 (Luther 37, McDermott 26) Penguin, on a crumbling wicket, were dismissed for 57 (Clarke 3/12, McDermott 3/19). Forced to follow on, Penguin in their second innings collapsed for 19 runs. They had no answer to Weiss and Howell's bowling, Weiss taking 7 for 6 and Howell 2 for 9.

A noticeable feature in this game was the improved fielding.

The next match, against Watson, at Rushcutter, resulted in a well deserved first innings win for the home team by 30 runs. The game was keenly and evenly contested throughout. Vice-Captain P.O. Silsby obtained the honours with a fighting 81 out of a total 138.

The match against Kuttabul, at Albatross, resulted in another outright for the Station. The stars of this match were Flying Officer Lindemann, 56 not out, Silsby 52, McDermott 51, O'Shea 34 not out, Beutel 5 for 8.

This match saw the last of L.R.E.M. McDermott, who departs for 'civvy' street; a sad loss to our team but, knowing Albatross, it won't be long before someone steps into his place.

The last match to be played this month was against Destroyers and Frigates which unhappily resulted in a loss on first innings. Batting first, Albatross mustered 140 runs, thanks largely to Silsby with 58 and Weiss with 32. Destroyers and Frigates innings was marked by sad lapses in the field and it was this which caused the loss of points. One batsman scored 73 of his side's total, having been dropped at 20.

Scores:— Albatross, 5 for 218, v. Kuttabul, 57 and 85. Albatross, 138, v. Penguin, 57 and 19. Albatross, 138, v. Watson, 168. Albatross, 140, v. Destroyers and Frigates, 196.

### SHOALHAVEN DISTRICT COMPETITION

In the Saturday Shoalhaven District Competition, Albatross, having defeated Currambene on first innings, went on to play Nowra Waratahs. The opposition batted first and compiled the formidable total of 218 on the first Saturday, and then took two Albatross wickets for 20 runs. On the following week, however, the Station put up stiffer opposition and the score mounted slowly but steadily. With Lindemann making 30, Kerr 27, and Hames 41, victory suddenly appeared possible and when Luther batted, he scored so freely that the end was in sight. Having made

59, and with 20 runs to go, Luther was out. Spowart (Creswell) continued happily and the gap narrowed until he was magnificently caught at slip for 23. Two runs to get and one wicket to fall. One run was made and then our last batsman was bowled, Albatross being beaten by one run.

### BASKET BALL

The Winter competition of the Shoalhaven Amateur Basketball Association is in its closing stages, with only the final to be played between Albatross and the local Teachers.

The Albatross team has had a good season, with only one defeat in fourteen games, that being in the semi-final on Monday, 3rd November.

Unfortunately this competition has not been a really strong one with teams closely matched, as there are quite a number of young school boys, 15-16 years, playing in various A grade teams. It has been noted, however, that the general standard of play by most teams has improved greatly and there are good signs that there will be some far better teams playing next year.

The closest games have always been between the Teachers and Navy, with usually only a point or two separating them at the final bell. Scores have been 23-22, 25-17, 40-39 in favour of Navy, with the semi-final going to the Teachers 38-37. We were robbed in a very hotly disputed tussle.

In response to a challenge issued in Navy News, the Albatross team journeyed to Watson on Wednesday, 12th November. However, Watson's challenge was not issued lightly and Albatross was beaten 39-27.

Some of Albatross better known players are P.O. Altham, L.A. Bryce, N.A. Heintz and S.A. Weathered. All these have played in several Inter-Service matches as well as numerous local competitions in different States, mostly N.S.W. and Victoria.

By the time this goes to press, the Grand Final will have been played, as Albatross won the final by defeating Comets 41-20. We are hoping to reverse the decision and defeat the Teachers in the greatest game of the season.

### TENNIS

The tennis season is now in full swing, and the first round of the Inter Divisional Competition is nearly complete. Officers and Petty Officers are leading with 28 points, the Petty Officers maintaining the standard of good play and hard fought wins which has won them the trophy for the past two years. Last year's finalists, Air Engineering, have given away too many forfeits to be in the running.

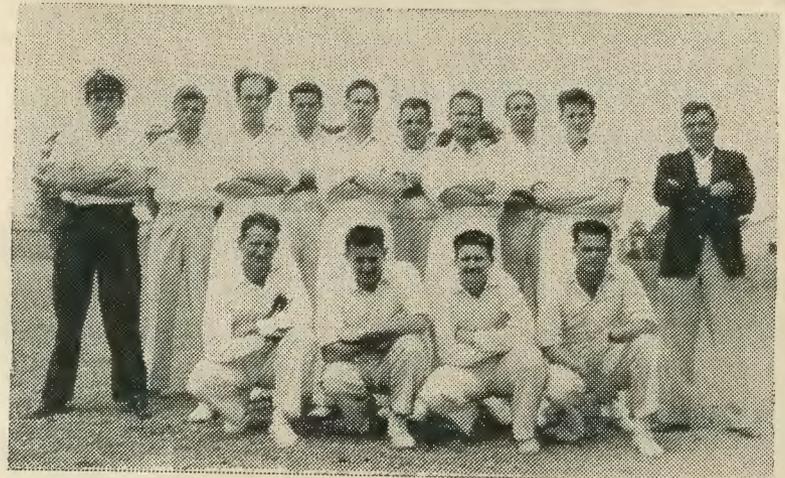
The match between Officers and Electrical brought an exciting finish. With the score at 1 rubber each the Captain and Commander faced E.M.'s Clark and Snell. At 1 set all, and the Electrical team leading 5-3 and 40-love in the last game, the Green Empire looked to be assured of a win. However, experience and some canny shots pulled the game out of the fire and the Captain and Commander went on to win 6-5.

Petty Officers beat Supply and a weakened Electrical team beat the Chief Petty Officers, who were also weakened by the absence of C.P.O. Dickson, 3-0.

Thanks to the untiring efforts of Naval Airman Banks, the courts are in first class order and a pleasure to play on. All players are asked to assist by watering and bagging the courts after play.

### GOLF

Conditions were anything but good on Wednesday, 22nd October, when Albatross and Nowra teams lined up at the first tee to do battle in the fourth and most vital of the Allan Davis Shield series. Nowra needed a win to keep their hopes alive, while Albatross, leading Nowra two matches to one, only needed victory to retain the Shield for yet another



★ Albatross I Zingari Cricket Team. Back Row: P O Bell (scorer), P.O. Silsby (Vice-Captain), L.A. Lee, Flying Officer L'ndemann (Captain), P.O. Kerr, Lieutenant Stevens, Lieutenant Hames, Stwd. Foster, C.P.O. Lawford (Umpire). Front Row: C.P.O. Luther, Sub Lieutenant Coyte, N.A. Beutel, L.R.E.M. McDermott.

☆ ☆ ☆

year. Some fine individual scores were recorded on both sides, but Albatross had a long tail and won the day with a score of 347 to 315 points. Best individual score was returned by C.P.O. (Ben Hall) Finch, with 33 points.

On Saturday, 25th October, Albatross met with Melbourne and Creswell at Jervis Bay, to play off the first round of the season for the Naiad Cup. The match was Stableford off the Bat. Conditions were bad, in that a strong gusty wind was blowing, which had adverse effects on the balls. However, everyone thoroughly enjoyed themselves, with the eventual winners being Melbourne with 127 points, Creswell with 122 points, and Albatross 109 points. Unfortunately for Albatross, the MAG had just embarked and this saw a few of our regular players playing for Melbourne. Top scorer for Albatross was Tel. Brown, with 19 points. Refreshments, both liquid and solid, were served in the Club House on completion of the match.

Now that the Naiad Cup is in circulation, it is up to Albatross to concentrate on winning it. Conditions of play are:—

Any ship or establishment may challenge the holders of the cup twice a year. Games to be match play on a course decided between the two opposing teams.

### BOXING

Nowra's loss is Flinders' gain. Sub Lieut. (Reg.) Lemon has joined F. N.D. from Albatross, after 4 years, during which he promoted boxing for local charities and strongly supported the Village Kindergarten and Cub Pack.

Chief Cook Diehm (Jackie Dean) has taken over the promoting side as "matchmaker," doing an excellent job with the last two promotions, but Sub. Lt. Lemon's services as referee will be sorely missed, particularly as his obvious relief, P.O. Writer Gilbert, joins H.M.A.S. Swan in January, 1950.

## Notice to Petty Officers' Wives

1. Does your husband keep you in the dark?
2. Do you know where your husband spends his duty nights?
3. Do you want to avoid cooking supper on 11th December?

If you answer Yes to any of the above questions, take the following action:—

Get out the glad rags and come along to our

### MONSTER XMAS BALL

on 11th December, 1958

Novelties, Spot Dances, Giant Xmas Stocking, Supper, etc., and a Good Night assured.

ADMISSION FREE

Brian Smith continues on his winning way along the "comeback" trail. He flew to Perth during his recent leave to meet Johnnie Charlton, the W.A. light and feather weight champion, and easily outpointed the local over 12 3-minute rounds to win the W.A. lightweight title. Brian now goes in with Frankie Bennett for the N.S.W. featherweight title at Nowra on November 26th, and if he can win will become a strong contender for the National title.

Albatross boxers appearing on the bill include Steward "Punchy" Parsons, A.B. "Knobby" Walsh and N/A Charlie Quinn, who is considered to be an outstanding prospect.

With the Navy the host Service at the forthcoming Inter-Service sports and Albatross the venue, the local boys have plenty to be enthusiastic about.

#### RIFLE SHOOTING

In March, 1959, the Inter-Service Sports are being held at Albatross, and it is hoped that the R.A.N. will win. Rifle shooting is an important event, and with the aim of winning this particular competition, training has started, to bring the maximum number of Albatross competitors up to Inter-Service standard. The standard is very high and consistent, solid training is essential if the team is to be brought up to winning form.

Fourteen possible contestants are training on Monday and Thursday afternoons, and some have already shown that, with practice, they have Inter-Service qualities. The Inter-Service shoot comprises 300 yards Application, Rapid and Snap, and 500 yards and 600 yard Application.

If you feel that with practice you could maintain an average of inners over this course, come along and have a try out.

We hope to be able to boast that we were members of the first R.A.N. Rifle Team to beat the Army and Air Force for many years.

### SPORTSMAN OF THE MONTH



★ Chief Electrician (Air) E. P. (Ted) Cox is wearing the coveted Australian jersey he was awarded for gaining selection in the Combined Services Rugby Union team which toured New Zealand in 1953.

Chief Electrician Cox comes from Grafton, N.S.W., and has represented the Navy at Swimming, Athletics and Rugby Union and has, on two occasions, been selected for the Victorian State Rugby Union team.

This year Chief Electrician Cox helped to coach the successful Dempster Cup team and has been a driving force in the C.P.S.s Rugby team. He also finished fifth in the recent Station cross country against a very classy field.

At 32, Ted Cox is extremely fit and by his example and demeanour on and off the sports field continues to be an excellent ambassador for the R.A.N.

## CLASSIFIED ADVERTISEMENTS

### R. A. O. B. G. A. B.

LODGE ALBATROSS, No. 575 — Meets EVERY TUESDAY AFTER PAY DAY in the White Ensign Club Rooms at 1930.  
P.O. BELL (Ext. 312)

### FOR SALE

PREFABRICATED CAR PORT —Housing Commission and Nowra Council approved design. Easily dissembled and rebuilt. £35. Inspection invited at 8 GRANT AVENUE, NOWRA, or Phone Albatross Ext. 344.

### GOOD FURNITURE

We have a very Extensive Range of First Class Used Furniture. Also Antique Cedar Pieces. We can buy or exchange all your surplus furnishings. "FIG TREE" AUCTION ROOMS, East Street, Nowra, or opposite Beaufort. Phone 418 or 20.

The Jimmy had a little pig,  
He fattened it for fun,  
He put it in the Melbourne Cup,  
And strike me pink, it won !!!

## SHOALHAVEN TRAVEL CENTRE

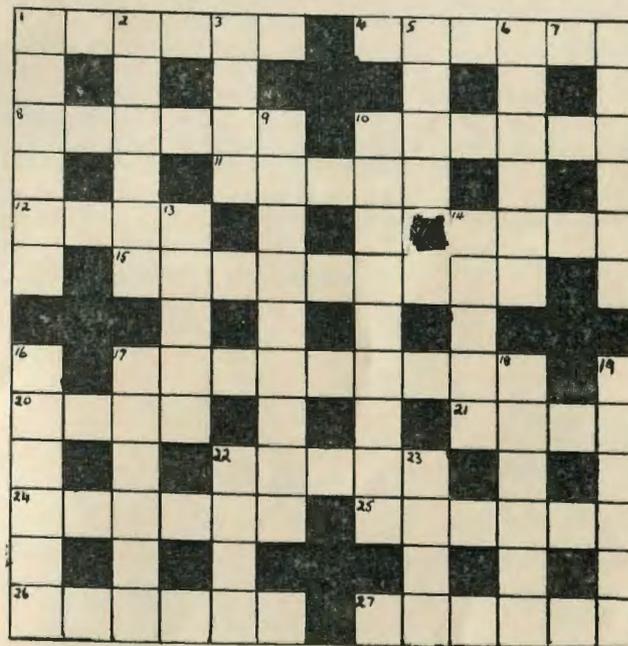
STEWART PLACE, NOWRA

Can now issue tickets for all  
RAILWAY TRAVEL

**'Phone: Nowra 660**

## ALBATROSS CROSSWORD COMPETITION

The first correct solution opened after 1200 Thursday, 27th November, will collect £3. Entries in sealed envelopes, should be handed to Lieutenant Commander Harvey, Main Store Office, by this time.



DOWN

ACROSS

- |  |   |
|--|---|
| <p>1 Architectural style that can't be given to us.</p> <p>2 Intent on the Aden campaign.</p> <p>3 Edna got shaken up in the Middle East.</p> <p>5 About this tool — it was stolen.</p> <p>6 Tea and ink mixed together for the new entries.</p> <p>7 Little Edwin goes grey and avaricious.</p> <p>9 Watch this one please.</p> <p>10 Not necessarily, but tidy nonetheless. 4.5.</p> <p>13 Mixed wines for fibre.</p> <p>14 Gin this is very popular.</p> <p>16 Sailor when not a sailor.</p> <p>17 Final resort changed the duty list.</p> <p>18 Does this bird?</p> <p>19 These for a glowing description.</p> <p>22 I'm nuts about a knockout.</p> <p>23 ——— and the way out.</p> | <p>1 Parent becomes confused in the operating theatre.</p> <p>4 See 1 Across.</p> <p>8 He cast out for the perfume.</p> <p>10 Or ties up by 'plane.</p> <p>11 and 4 Evening aeronautics 5.6.</p> <p>12 As Mr. Big has weapons.</p> <p>14 The kids slip up.</p> <p>15 The poll produced by G. and S.</p> <p>17 Enjoying the effect created by a shine girl.</p> <p>20 Bob low down, it has a hit to it.</p> <p>21 This reaper is deadly.</p> <p>22 Range around the Pecos.</p> <p>24 Tut! Sea is for the shrewd ones.</p> <p>25. A good one will help at times.</p> <p>26 The class of ship to take chances?</p> <p>27 What the Coxswain does.</p> |
|--|---|

## Chaplain's Corner (continued from Page 26)

But it didn't matter what his thoughts were . . . because the controls weren't in his hands.

But now that God has moved over to let him hold the wheel, he can't afford this unrealistic thinking. Cars are cars . . . trees are trees . . . people are people . . . and he must keep this straight.

There have been lessons . . . sober lessons from the driver's seat, before God moved over ever so slightly. But he thought the lessons didn't matter. The solemn admonitions seemed irrelevant.

But now that he finds himself in the driver's seat, with cosmic power at his fingertips, man is slowly realising that when God taught him the great words He was teaching him to assume this position of power.

So, desperately, now man is trying to recall . . . "Whatsoever ye would that men should do unto you, do ye even so to them . . . Thou shall not kill . . ."

— CHAPLAIN J. WILLSON, R.A.N.

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Parties. Enquiries invited.

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Sundays: 4 p.m. till 10 p.m.

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the new "VICTA"

# STANDARD MODEL



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