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# SLIPSTREAM



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# SLIPSTREAM

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

No. 24.

APRIL, 1959.

EDITOR ..... Lt. Cdr. Harvey

SUB EDITOR ..... Lt. Miller

SPORTS EDITOR ..... Lt. Cdr. Hanna

ART EDITOR ..... P.O. Edward

BUSINESS MANAGER ..... Sub. Lt. Hall

SLIPSTREAM is two years old this month and possibly to the surprise of some, not least the Editorial Staff, is still keeping its tenuous hold on life. The infant mortality rate among magazines is notoriously high, but in fact, there is no reason why this should be so. Throw any body of a thousand or more men into a confined space and you automatically have, among other things, ample material and talent to produce a monthly paper. All that is then needed is impetus and this can be very simply supplied in a Service organization by the Captain letting it be known that a magazine should appear each month. It so happens that in Albatross, we have all these requirements and thus — Slipstream.

However, the fact remains that Slipstream is for you, the readers, and at the risk of boring you, we remind you again that we are dependent entirely upon your interest and contributions. As long as these continue, so will this journal.

If Slipstream were a human child instead of an inhuman whatever you care to call it, it would, at the age of two, be starting to talk; it would not, however, have learnt to write. We hope that our critics will bear this in mind and make allowances.

EDITOR.

## Station Personality No. 24

Naval Airman (2)  
(A.H.) Trenberth



FOR SOME TIME NOW odd rumours have been reaching the Slipstream office about a Recruit Naval Airman who was too old to double, was excused all Divisions, was a doubly qualified Engine Mechanic and a qualified Gunnery Rating. Tracking down these rumours led to Naval Airman Trenberth, our personality for this month — and all rumours proved to be true.

Naval Airman Trenberth's naval career started in 1942 when he joined the Navy as an Ordinary Seaman. After twelve weeks at FND he went to sea in the "Kookaburra," which was engaged in Boom Defence tasks in the Darwin-Timor area. During this time they had many inconclusive battles with Japanese aircraft — both sides firing lots of cannon and making lots of noise, but doing little or no damage at all.

After twelve months in "Kookaburra" our personality returned to FND to do a third class gunnery rate course and then he joined the "Gawler" — in his words "the best corvette in the Navy." After spending a lot of uncomfortable sea time in Borneo waters, the "Gawler" joined the British Pacific Fleet which was forming at this time with the aim of taking the sea war right into Japanese home waters. Able Seaman Trenberth was soon to learn just how close to Japanese waters this meant, as in company with HMS Redlock, the Gawler spent six weeks surveying and mine sweeping right up to the entrance of Tokyo Bay.

When the war finished, the Gawler spent the remaining months of 1945 in the Tokyo area and then returned to Australia after stopovers at Hong Kong and Singapore to carry out mopping up details.

Our personality then commissioned the Barwon as a QR2 in early 1946, where he remained until his discharge in mid-1946.

The next five years were spent with General Motors Holden, during which time our personality helped make the first Holden — at that stage it did not even have a name — and also obtained his A Grade Motor Mechanic's ticket.

Having qualified as a Motor Mechanic the next move was to join the Victorian Railways, and later the Tramways, and after four years with these organisations NA Trenberth obtained his Diesel ticket.

For the next four years, at a "Standard" garage in Wonthaggi both his skills were put to good use as a foreman in charge of maintenance of Standard cars and Ferguson tractors.

A desire to learn something of jet engines then prompted our personality to re-join the Navy. (Editor's note: Apparently some people read those ads re joining the Navy). Unfortunately when Recruit Naval Airman Trenberth arrived at NAS Nowra there were no courses starting for "E" rating and he decided, after waiting for a course for four months, to do the Handlers course.

(Continued on Page 22)

## THE FLEET AIR ARM — 1908 to 1959

APART from a few dyed in the wool "Fisheads," most people today regard a Fleet Air Arm as an essential feature of any major Navy and its existence is now taken for granted. British Naval Aviation however, has had a turbulent career and might be described as having had a promising childhood, a frustrating youth and a vigorous maturity. The Fleet Air Arm is 51 years old and it has had an eventful history.

In 1908, only a few years after the advent of powered flight, the Admiralty showed its awareness of the potentiality of aviation by appointing a Naval Air Assistant.

A false start was made by concentrating on lighter - than - air machines and this delayed the start of operations with aircraft until 1912. In January of this year, Commander Schwann achieved the first take off from the deck of a British warship in a 35 h.p. Avro biplane. Thereafter development proceeded rapidly and naval aircraft were fitted with wireless, gun firing and bomb dropping trials were held and a successful torpedo was made. By the outbreak of the First World War in August, 1914, the Royal Naval Air Service had 78 aircraft and 850 officers and ratings. The R.N.A.S., although under Admiralty control, was a separate service having its own uniforms and ranks.

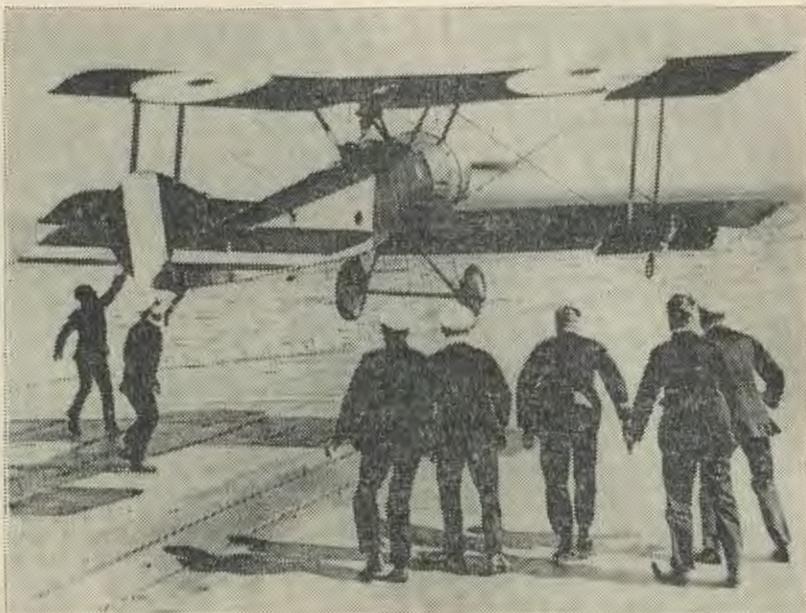
From September, 1914, the R.N.A.S. was responsible for the Air defence of Great Britain (the R.F.C. was wholly occupied in France) and for anti-submarine and anti-Zeppelin patrols over the sea. It carried out the first air raid on Germany on 22nd September, 1914, and pioneered strategic bombing on enemy targets. The great majority of Naval aircraft were shore based, but early in the war a number of merchant ships were converted to seaplane carriers. These had their limitations, however, since the carrier had to stop to launch and recover aircraft and the seaplanes could only operate in the calmest sea.

In November, 1915, a wheeled landplane, a Bristol Scout, took off from H.M.S. Vindex, and in 1917, Squadron Commander Dunning performed the hazardous feat of flying round the funnel of H.M.S. Furious, a heavy cruiser, and alighting on the 228 foot forward flight deck. As can be imagined, this was not an entirely satisfactory method of deck-landing and Furious was later fitted with a flush deck from bow to stern. Before this modification was carried out, Furious launched the first air attack from a carrier when seven Sopwith Camels flew off and attacked the airfield at Tondern, destroying two Zeppelins.

Shortage of ships with flying decks forced the Admiralty to seek other means of launching aircraft, and a technique was evolved whereby aircraft took off from platforms built on the turrets of capital ships. It is interesting that one of the first ships to make a successful launching of this type was the battle cruiser, H.M.A.S. Australia. Throughout World War I, numbers of airships were used by the R.N.A.S. for reconnaissance and anti-submarine work. Naval tradition made no concessions to these machines which were obliged to fly a White Ensign from the stern and a Jack (presumably hoisted on touch down) from a strut below the forepart.

By 1st April, 1918, the R.N.A.S. possessed the remarkable total of 2,949 aircraft, 103 airships and 126 air stations and had a strength of 67,000 officers and men. On this date, the R.N.A.S. was merged with the R.F.C. to form the R.A.F.

This decision, always opposed by the Admiralty, can now be seen to have been a most unfortunate one. In the years between the wars, all Fleet



★ SQUADRON Commander Dunning, R.N.A.S., makes the world's first deck landing on the forward flying deck of H.M.S. Furious in 1917.

Air Arm aircraft (the term Fleet Air Arm was adopted in 1924) were controlled by the R.A.F. and all groundcrew and a percentage of aircrew were R.A.F. personnel.

Under these circumstances the development of aircraft designed specifically for carrier flying inevitably took second place to land-based aircraft, and, too often, the F.A.A. had to put up with an unsatisfactory "navalised" version of a R.A.F. aircraft. In 1937, it was decided to hand over the control of the Fleet Air Arm to the Admiralty, but this gave little time to prepare for the outbreak of war and by September, 1939, the F.A.A. could only muster 340 aircraft, all biplanes (Walrus, Swordfish and Gladiators) except the Suka, a fighter dive-bomber monoplane.

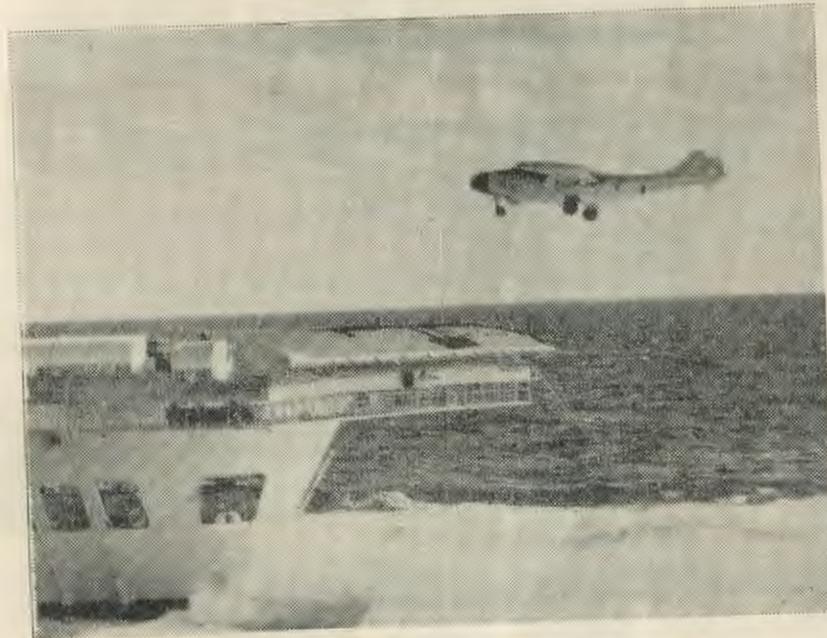
Aircraft carrier development had, fortunately, not been neglected between the wars. Arrestor gear and catapults were perfected in the early 1930s and by 1939, the R.N. had seven carriers in commission (including the Ark Royal completed in 1938) and six Fleet carriers building. In the first three years of the war, Courageous, Glorious, Ark Royal, Hermes and Eagle were all sunk, but the new generation of carriers, the Victorious Class, with their armoured flight decks proved to be a tougher proposition and all survived the war.

The exploits of the F.A.A. in the Second World War are too numerous to describe here. The skill and dash of the aircrew made up for the obsolescence of their aircraft and this was never better demonstrated than at Taranto in November, 1940, when 21 Swordfish disabled half the Italian Fleet in Taranto harbour. In 1942, the German pocket battleships, Scharnhorst and Gneisenau, sailed up the English Channel from Brest. They were gallantly attacked by six Swordfish led by Lieutenant Commander Esmonde, V.C., but all aircraft were shot down and the majority of their crews lost. This heroic disaster drew public attention to the parlous state of Naval aircraft and at long last some priority was given to aircraft and

supplies for the Fleet Air Arm. In mid 1942 the first of the Seafires was delivered and for the first time the F.A.A. possessed a fighter comparable with any land-based type. Large scale deliveries of American Lend-Lease Corsairs, Hellcats and Avengers further improved the position and by the end of the war the F.A.A. had 1300 first line aircraft and a further 10,000 in second line and reserve. There were six Fleet carriers, two old carriers, 38 escort carriers and a number of Merchant Aircraft carriers (flat tops converted from Merchant Ships).

After the war, the F.A.A. led the world in jet flying from carriers, and in December, 1945, a Vampire successfully landed on H.M.S. Ocean. Other post war developments include the steam catapult, the angled deck and the mirror landing sight. Latest aircraft in the R.N., the Scimitar and the N.A. 39 (under development) are capable of carrying nuclear weapons, while the Sea Vixen can be armed with Firestreak air-to-air guided missiles. A/S work is done entirely by helicopters.

The R.A.N.'s interest in aviation dates from 1929 when the seaplane carrier, H.M.A.S. Albatross, was commissioned. She carried up to nine Supermarine amphibians and was manned by R.A.N. and R.A.A.F. personnel. Albatross was transferred to the R.N. before World War II and R.A.N. aviation lapsed until 1946 when it was decided to form a Fleet Air Arm. In 1948, H.M.A.S. Albatross II was commissioned and the training of F.A.A. ratings commenced. In September of this year, H.M.A.S. Sydney was commissioned in the U.K. and the first squadrons, 805 and 816, disembarked from the ship to N.A.S. Nowra in May, 1949. In November, 1950, Sydney collected another Air Group, 808 and 817 Squadrons, from the U.K. It was



★ THE modern generation. A Sea Venom landing on.

not long before the R.A.N. F.A.A. received its baptism of fire in Korea in 1951 and again in 1953 and acquitted itself with distinction on both occasions. Sydney was augmented by the loan of H.M.S. Vengeance from the R.N. and H.M.A.S. Melbourne joined the Fleet in May, 1956, bringing with her the Sea venoms and Gannets which have now replaced the Furies and Fireflies.

Such briefly is the history of the Fleet Air Arm. What of the future? Can the aircraft carrier survive in nuclear war? Present opinion is that it not only can but has a far better chance of survival than a land base which is an easy target for long range missiles. The carrier's mobility together with the increasing fire-power of its aircraft will make it an important, and possibly decisive, factor in any future conflict.

(Acknowledgement to "British Naval Aircraft 1912 - 1958"

by OWEN THETFORD.

## Covers, Plastic Cards, Identity for the Protection of.

C.N.O. 227/59 expresses grave concern that plastic covers for Identity Cards are not being returned to the S.N.S.O. and gives instructions that a report is to be made of the number of covers returned during 1958.

Dear N.S.O. I must record,  
Your C.N.O. has been ignored.  
Despite threats, dire, and action, drastic,  
Not one returned his cover, plastic.  
Plain sentiment, or maybe, pride  
Prompts D.E.E.s, poor men to hide,  
These valuable souvenirs  
Of life's undoubted best six years.  
In our poor innocence we thought  
The I.D. card had some import.  
Your order shows what fools we be,  
The vital thing we clearly see  
Is not the card, but what it's wrapped in.  
Deep regrets. Yours truly, CAPTAIN.

## At the Captain's Table

CAPTAIN (faced with three leave breakers): "Well, what happened to you?"

FIRST LEAVE BREAKER: "I was returning to the ship in a horse drawn cab, sir, when the horse fell dead some distance from the Dockyard gate. I was obliged to walk the remainder of the way and was late."

CAPTAIN: "I see. What about you?"

SECOND LEAVE BREAKER: "Same thing, sir, I was following just behind and my horse dropped dead shortly after Smith's."

CAPTAIN: "How odd! And I suppose you are going to tell me that your cab horse died on the way back to the Dockyard."

THIRD LEAVE BREAKER: "No, Sir, I was adrift because I had to fight my way through about half a mile of dead horses outside the Dockyard Gate!"

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APR 59

## Around The Station



★ A.B. Le Clare and A.B. Mitchell in the newly completed G.C.I. building.

\* \* \* \*

Still they come. High-priced help from far and wide appear to have Albatross on their list of places to see. Last month it was the Industrial symposium; last week Admiral Takleo, of the Thai General Staff; closely followed by Captain Thomya, Chief of Staff of Bangkok Naval Station and Group Captain Jirastitya of the Royal Thai Air Force. And next week it will be Commander Rauf, of the Pakistan Navy. Need a new Visitor's Book soon.

\* \* \* \*

There has been a strong smell of mothballs around the station since Thursday, 16th. Appears to have made no effect on the mosquitoes though. Believe one was given the Green light by the control tower the other evening —they thought it was a Venom with radio troubles.

\* \* \* \*

The Electrical branch sportsmen are convinced that the real reason behind the move to revert to Squadron maintenance is that it is a fiendishly clever move to nobble the Electrical branch sports teams by the age-old method of "Divide and conquer." But there is apparently still money to be wagered at the back of Stirling block on the outcome of the winter sports.

\* \* \* \*

No complaint is made about the old Welfare Officers, but somehow the new Welfare Officer seems more approachable, or something.

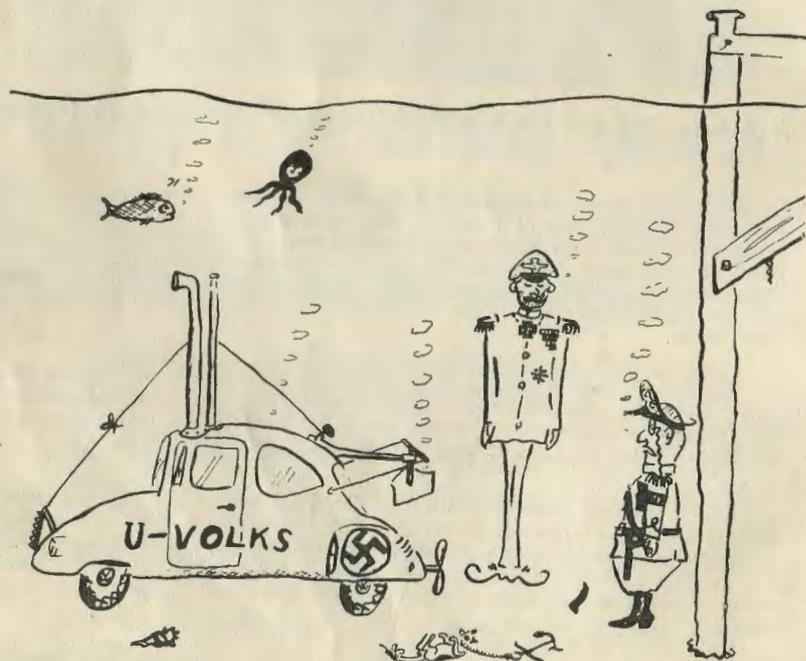
Lieutenant Davidson, 724 Squadron, who brought back a Venom making the most peculiar noises and with the high speed finish marred more than somewhat, **claims** ?? that he was disappointed that he did not have a chance to use his jump seat!! What an ambition.

A serious situation is developing in that the roof painting programme is falling behind the re-roofing programme. The result is that some roofs are being renewed **before** they have been repainted. It is hoped that every effort will be made to ensure that all the old iron gets a good coat of paint before it is unceremoniously ripped off by the roofing gang.

What a pity that the duties of the Albion and Richardson Committees were not reversed. If they had been, we would now have had our pensions fixed, while the politicians would still be waiting for theirs.

This month's prize for successful Empire building goes to the Electrical branch. The new Deputy Electrical Officer (2) is Lieutenant Fargher, an Observer of 725 Squadron. As well as Flying Pay he is now thinking of putting in for Specialist and Higher Duties Allowances!

Anyone requiring information of the flotation properties of the Volkswagen is advised to apply to Sub. Lieutenant Mulcare (Ext 235). Strictly in the cause of science this gallant officer personally tested a standard VW by driving it resolutely over the end of the refitting wharf at Garden Island (depth of water about 50 feet) at 2000 on Easter Saturday. Sub. Lieutenant Mulcare is now in a position to state, categorically, that **VOLKSWAGENS DO NOT FLOAT!**



"Ach, Herr Unterleutnant, ist new U-boat, ja?"

## SOJOURN IN THE SICK BAY

**T**HE following hints and tips about the survival course run continuously at the Sick Bay are contributed by a recent graduate.

### NEEDLES:

Contrary to popular belief, the important thing about needles is not their length. Anything up to twelve inches long need not be feared provided the point is in good order — it is the point that does all the damage, and it is strongly recommended that a watch-maker's eyeglass be included in your escape kit to enable you to carefully check the points of the dozens of needles which you are bound to receive.

### SLEEPING PILLS:

These are not given to ensure that the inmates receive a good night's sleep. The subtle idea behind the distribution of sleeping pills is to ensure that the patients are rendered unconscious so that the Duty SBA does not have his sleep disturbed. Sleeping pills are issued in pairs, but they are so potent that if they are not swallowed together you are asleep before you can get the second one to your lips.

### FOOD:

Food is supplied.

### FRUIT JUICES:

Inmates are well supplied with fruit juices. Orange, pineapple and grapefruit are stocked, but as they are supplied in 44 gallon drum lots, and as you cannot have a new flavour until the current drum is empty, it is necessary to spend three months in Sick Bay before you can taste all varieties.

### SHAVING:

If you are really ill, delay taking your first shave for as long as possible. As soon as you have your first shave the MO assumes you are feeling lots better, the word goes around and the first class treatment is stopped immediately. Thereafter you are on your own.

### WASHBASINS:

These are fiendishly clever devices which are so constructed that it is impossible to have a wash or clean your teeth without causing facial injury to yourself. They are deliberately installed, and inmates encouraged to use them when the Quota figures (see below), begin to look dangerous.

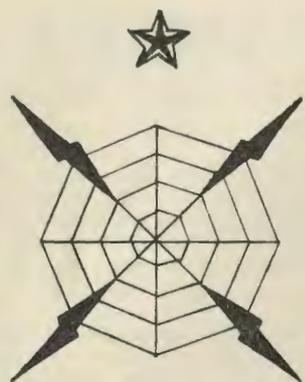
### THE QUOTA:

The duration of your stay bears no relation to the seriousness of the complaint — it is dependent entirely on the Quota. To justify the existence of the Medical and Nursing staff, there is a minimum number below which the number of patients is not allowed to fall. If you happen to be incarcerated during a lean time, you may spend weeks awaiting the day when a new victim arrives to enable you to leave. To avoid this fate, it is recommended that you con a mate into faking some illness so that he can be admitted and so allow you to escape. It may be necessary to bribe him but it is money well spent.

It is also possible to fall foul of the Upper Limit. If there is a sudden influx of victims you are apt to find yourself evicted without warning. This is particularly tricky if you happen to have two broken legs.

### VISITORS:

Visiting hours are very generous, and visitors are indeed encouraged. This is because of the well known practise of taking fruit and pleasant eats to hospital patients. As soon as the visitors have left the goodies are removed by the staff on the grounds that they are not good for you. What happens to these confiscated goods remains a mystery.



## **AIRCRAFT**

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## **DIRECTION**

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## **ROOM**

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**S**TRANGE as it may seem and possibly quite unknown to some, there are "Fishheads" in Albatross. Granted not many, only fifteen or so (dependent on drafting and excluding A.J.A.S.S.). None the less they do exist as an oasis behind the door in the Control Tower bearing the simple letters A.D.R. (Air Direction Room).

Their job is an important link in the chain and at no time is an aircraft airborne without some section of the team being closed up. Apart from being called many names, their true non substantive title is "Radar Plot Ratings," not withstanding the fact that (temporarily) there is no radar. Their hopes are soon to be realised with the completion of Ground Controlled Interception radar.

The most important role of the A.D.R. is the provision of Homing facilities for aircraft, these facilities being available at all times the airfield is open. Procedures for normal high and low level homings and descent through cloud, speechless, negative compass and flame-out are being constantly practised. The above are controlled at the moment by Executive, Direction and little (d) Officers and P.O. R.P.'s. The job will shortly be taken over by Air Traffic Control Officers, on completion of the Ground Controlled Interception (G.C.I.) Radar site, where the Direction Officers will go. The R.P. ratings will man both A.D.R. and G.C.I.

The R.P.'s are the link, via radio, between aircraft and air station, once the aircraft is airborne and clear of the airfield circuit. They are the people who initially cause the PANIC when the terrible silence occurs in excess of 20 minutes due to radio failure or some other cause. They are also contributors to aircrew frustration during their first few days under training as the "vital links." They keep the aircraft movement stateboards and record (both written and on tape) all the words spoken between air and ground.

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★ THE Fire Section have an enthusiastic practice run with their new equipment, recently received from U.K. after a long delay. (See opp. page).



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## Around The Village

Despite the torrential rain at the beginning of the month, no houses were actually swept away and villagers' spirits were not dampened.

Eight new families took up residence during the month and we wish them a thoroughly enjoyable stay.

Girls have consistently outnumbered boys, but this month they excelled themselves with the appearance of three baby girls and no boys at all. Congratulations to Mrs. Breadon, Mrs. Janz and Mrs. Dwyer, and of course, the fathers.

You can't beat the Nowra Hill Canine Intelligence Service. In an endeavour to eradicate the stray dogs which have plagued the Village for some weeks, a round up was organised on Election Day. Not a single dog was found.

### VILLAGE WELFARE ASSOCIATION

We must welcome the Naval Wives Club's new Secretary, Mrs. Willson, and Treasurer, Mrs. Fazio, and wish them all the best for their term of office, not forgetting many thanks to the retiring members, Mrs. Rice and Mrs. Davey.

A number of interesting social events are planned in the near future — see below.

### COMING EVENTS

Thursday, 23rd April (this afternoon) at 2 p.m. — Naval Wives Club Games Afternoon in the Village Hall — Table Tennis and Cards.

Friday, 24th April — Big Social Dance in the Village Hall. Refreshments, Hot Dogs, etc.

Saturday, 2nd May at 2.30 p.m. — Naval Wives Club Mannequin Parade in the Village Hall, 2/- entrance plus plate of cakes or savouries. ANY Naval wife welcome.

Saturday, 23rd May at 2.30 p.m. — A "Market Day" at the school held by the Nowra Hill P. & C. Association. This is the first large scale effort to raise funds for the school since the 1957 fete, which was a huge success and added approximately £200 to the coffers. However, all this amount has now been extended on teaching aids, library books, records and other equipment for the School and more funds are needed. Attractions will include Films, Stalls, Fun Fair.

Anyone who would like to help at this Market Day, please give in their names at the Mothers' Meeting on Wednesday, 29th April, at 10.30 a.m. at the Village Hall or at the P. & C. Meeting at 8 p.m. at the School on Wednesday, 6th May.

### ALBATROSS SOCIAL WORKER

We have recently obtained a Social Worker for H.M.A.S. Albatross. Miss Lindsay Thompson, who received her training in Social Work at the University of Sydney, has been appointed. Her duties will extend from Dapto to Naval establishments and Naval housing settlements down the South Coast.

Miss Lindsay Thompson will assist with the general welfare of Naval personnel, their wives and families. She will be available for consultation if social problems arise. She will also be interested in general community welfare. Miss Lindsay Thompson will be visiting naval wives in order to meet them, and to make known to them some of the naval welfare resources which are available to them.

## LOCAL INDUSTRIES

### No. 1. — The Shoalhaven Paper Mill

**B**UILDING OPERATIONS commenced on the Shoalhaven Paper Mill in August, 1953, and were completed, despite severe setbacks, occasioned by the wettest year ever recorded, in December, 1955. Total cost of construction and plant was approximately £1,500,000, and the most noteworthy feature of the construction is that the Mill is supported by 480 concrete piles sunk 30 feet into the ground.

The site chosen best satisfies the requirements of a Paper Mill, which must be assured of adequate water, ready labour, availability of coal, access to a railway and a tidal river for effluent disposal.

Two machines are installed at the Mill — No. 1 machine, making a paper 63 inches wide, and No. 2 machine, making a paper 92 inches wide. Both these machines were imported from England, the combined output of these machines being 8,000 tons of paper per year.

The raw materials from which paper is produced are wood pulp, rags, china clay, titanium dioxide, aluminium sulphate, gelatine starch, rosin size and dye stuffs. Of these, only the china clay, starch, rags and a small amount of wood pulp are of Australian origin. Most of the wood pulp comes from Scandinavia, this pulp having the strength and length of fibre necessary for the production of high grade papers.

In addition to the raw materials mentioned above, adequate supplies of water are required to make the wet mixture from which the paper is eventually produced. The consumption at the Shoalhaven Mill is 40,000 gallons per hour, all of which is filtered in the Mill filtration plant, and which passes through the Water Tower, whose capacity is 78,000 gallons.

Steam required to dry the paper is produced in two 40 ton boilers, consuming 100 tons of coal each week.

The pulp is first mixed with some of the other raw materials in the Pulpmaster, a large cylindrical unit, and the mixture then flows through pipes to the Beaters. Here is added the remainder of the raw materials and the Wet Mixture — 99.4 per cent. water — flows across an endless belt of wire mesh into a Suction Box, where most of the water is extracted, to leave an intermeshed web of wood fibres which form the beginning of a sheet of paper. At this stage the paper web is passed beneath the Dandy Roll, which imprints the Watermark into the sheet of paper. The paper web is next passed around a series of cylinders and between endless belts, made from wool, and is gradually dried. The drying process has to be carefully regulated to prevent wrinkling of the paper and when producing high quality papers the sheet is passed from the first drying cylinders to a Sizing Tub, where it is immersed in a bath of Gelatine, fed through a wringer, and into an Air Dryer, where the air is kept humid to prevent too high a drying rate. From the Drying Cylinders the sheet is passed through a large stack of steel rollers known as the Supercalender. This supercalendering gives the paper its extra finish, and according to the number of times the paper is passed between these cylinders, so the degree of finish is increased.

The paper making process is now complete and the rolls of paper, weighing about 1,500 lbs., go to the cutters, where the rolls are reduced to the sheets of the required sizes. The stacks of sheets are removed to the Salle, where the sheets are sorted and faulty sheets rejected. The stacks of sheets are next automatically counted, guillotined to the correct size, and packed.

To ensure that the quality of the paper remains at the desired level, the Mill maintains its own Laboratory, where every reel of paper made in the Mill is tested to ensure that it complies with the customer's specifications.

The parent company of the Shoalhaven Mill is Wiggins Teape and William Nash Ltd., who operate 15 mills in England. When the Mill started operations in February, 1956, many of the key personnel were on loan from the parent company, but now an increasing number of Australians are holding down these key posts. There are also 25 English families who were employed in English mills but who migrated to Australia to bring to this country their specialised knowledge.

The Mill, which operates on a three-shift system and employs about 250 people, has become an important factor in the employment market in the district.



It is possible that at some some or other you have seen a strong man cry with despair or sorrow, but not very often do you see a fully grown man cry with pure joy. But last month, I saw a man kneel to the east and deliver a prayer of Thanksgiving. He was crying, sobbing, like a newly chastened child. But his face was a thing of beauty, a joy to behold, all because he had seen his own name on the latest draft note. Yes, you have guessed it, he is going to leave this "Land of Tweeties" and return to our own General Service.

The President of the Petty Officers Mess has seen the light. Witnesses are available to testify that he bought a beer for a General Service Petty Officer. Are you needing votes for an election, Cuddles?

A good buzz is that the name of this publication is likely to be changed from "Slipstream" to "Upstream."

Because of censorship, a seagull, not a tweetie, tells us that it is now a common practice in all ships and establishments for two minutes silence to be observed at 2100 daily in memory of the unfortunate General Servicemen slaving away unappreciated in Albatross.

We understand that an opposition page is planned. Instead of being second to none, it will only be second — the tweeties in their rightful place at last.

Take heart G.S. men! We are not forgotten, just betrayed.



## Uncle Joss's Column



Honourable Jossman,

Ever since Australia boy come here in big ship, I go Australia-side where I know my boy wants me very bad. Now I hear Australia has girl sailors, I think they call them also-rans, all same Happy Valley. I want to be girl sailor so I can come Australia and surprise my boy. I ask another sailor and he say write to you as if there is any fiddle to be worked you can fix. I think this means you must be very wise man.

Your humble  
SUZIE WONG (Miss)

Welcome to this column, Miss Wong — long time no see. Of course we would all be delighted to see you join the W.R.A.N.S., but I am bound to point out that there may be some objection from the Superintendent (Number One Girl). However, I am sure something can be arranged and on my next visit to Hong Kong I will call on you and discuss details over a glass of supper. You are dead right about surprising your boy, he's going to get the shock of his life.

Dear Uncle Joss,

I am 35 years of age with two brothers. One is a leading Patrolman and the other is serving a life sentence for a major crime. Another addition is expected in the family in the near future and the male boarder has mysteriously agreed to increase his contribution by £2 a week. Father refuses to marry Mother under these conditions.

I have just become engaged to a young lady who has been living in luxury with no visible means of support. I wish to be fair to her; do you think I should tell her that one of my brothers is a Leading Patrolman?

Yours in doubt,  
SNOW WHITE.

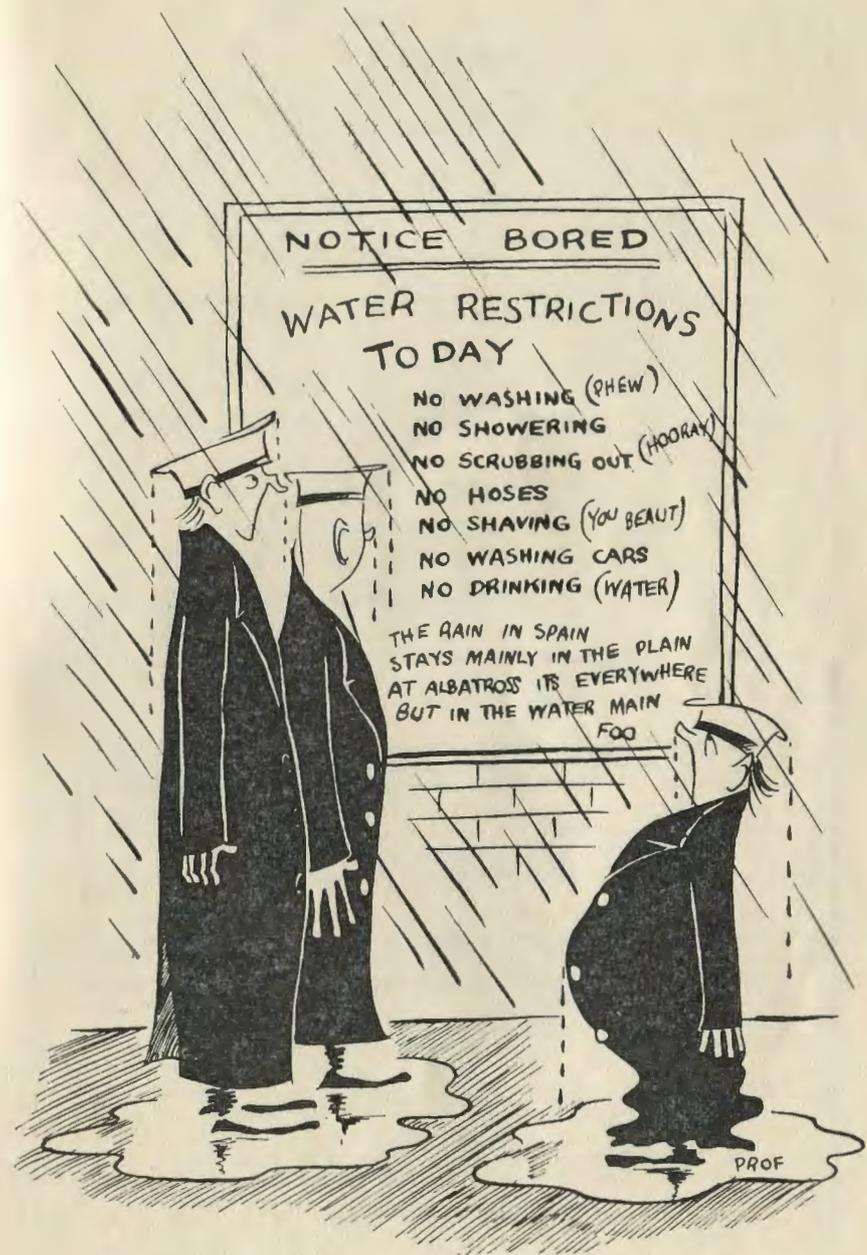
My principle has always been to speak the truth, however unpleasant, at all times. However, there are occasions when respect for a person's feelings must over-ride even this principle and I feel that this is one of them. No. I think, in all fairness, you should conceal the terrible truth from your fiancée.

Dear Uncle Joss,

I've written to you half a dozen times, under different names, and haven't had a decent bit of advice yet. In fact, all your answers have done is to get me deeper in still. Isn't it about time you wrapped up this column?

ACCIDENT-PRONE.

Sorry about this A-P, but the sort of strife you get into, **nothing** would get you out of. Regarding your second query — good idea! Address all future enquiries to Dorothy Dix and let her worry — unfortunate woman.





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## THE WHITE ENSIGN CLUB

ANNOUNCES . . .

For a trial period of four weeks there will be a  
**CHINESE SUPPER** each Sunday night between  
6 p.m. and 7 p.m., consisting of:

LONG SOUP, 1/6; FRIED RICE, 2/-;

SWEET and SOUR CHICKEN, 4/-;

CHOP SUEY, 4/-.

## BALLRACE

### A FISHY STORY

It was the day of the Master's monthly inspection of his Armoury. On previous inspections He had noticed in the gardens a disused pit which his O slaves informed him, had been formerly used as a gun pit during the last great war. (Some of his AE slaves claimed that it had been a sullage pit). The Master had in the past looked with disdain upon the disused pit and his O slaves decided to beautify the pit by transforming it into an ornamental pool which would contain the finest ornamental fish this side of the palace moat.

The Head O slave and the Chief O slave obtained by devious means some cement and sand and with the aid of the Lesser O slaves, the disused pit was transformed into an ornamental pool, filled with water and weed and surrounded by a rockery. But, alas, no ornamental fish. However, this problem was to be easily overcome, by borrowing the training slaves hand made fish net and awaiting a dark moonless night. Then with the aid of training slaves net, catch some ornamental fish from another ornamental pool in some other department of the palace.

As the Master proceeded on his inspection of his armoury, he came upon the now transformed disused pit, and calling the Head O slave to his side, congratulated him on the improvement and asked of him, "Where are the fish?" The Head O slave Kow-towed and replied, "There has not been a sufficiently dark night to collect them Sire." The Master was greatly amused by this answer and bade the Head O slave to go unto the Master's ornamental pool and take four fish, with which to stock the armoury pool. Twas almost spoiled by one of the Lesser O slaves producing the training slaves fish net while the Master was yet speaking. In less time than it takes to tell the O slaves had four of the Master's ornamental fish swimming in their pool. Whereupon the lesser O slaves said among themselves, "What manner of man is our Master that he honour us by stocking our pool with ornamental fish?" and it was decided that he was indeed a most generous man.

A few days later the Head O slave and the Chief O slave attended the ceremonial feeding of the ornamental fish, which takes place just before the hour of the Master's monthly inspection. (This is in order that the ornamental fish will be swimming around in circles, as the O slaves do, when next the Master inspects his armoury). The lesser O slaves were too busy watching the fish to notice the approach of the Head O slave and the Chief O slave and these two slaves overheard the chatter of the lesser O slaves.

It appeared that one of the ornamental fish was missing for some were saying, "He is hiding beneath the water lily," while others were saying, "Nay, he is busy, busy as ever on the other side of the pool." The Chief O slave at once addressed the lesser O slaves saying, "What is this? Is one of our fishes missing?" whereupon the lesser slaves cried out, "O Chief slave, we cannot find Smithy," and the Chief O slave asked, "Who is this Smithy that is missing?" Whereupon the lesser O slaves answered him saying, "Smithy is the finest fish in our pool!"

Now the Chief O slave was amazed to hear that one of the fish had been named and was even more amazed that all the fish had been named. He enquired of the lesser O slaves why had they named them and was told that all the O pets had names even the O goats at the Bomb dump, who were outcasts in the O pet world. But none of the O pets had ever been given such illustrious names as the fish. For the lesser O slaves being sensible of the honour of having the Master personally stocking their pool had named their fish in honour of their Master, and even to this day they are called Victor, Alfred, Trumper and Smithy.

BALL-POINT.

### KILL THAT INSPECT!

There is a growing need for each and every one of us in the Plumbing Department to equip ourselves with our own potent Pest Exterminator, be it pressure packed or otherwise.

#### The Reason

Have you not noticed the overabundance of that evil branch of the Pest family known by its common name as the INSPECT PEST?

If you cannot afford the luxury of a pressure packed job, I suggest that THE PEST can be equally effectively exterminated by vigorous use of a weighty object, for example! a craftily wielded copy of RANAMM's or perhaps RANAMOs. Even light fencing with a slimmer volume about the weight of the average Vol. 5 part 2 will prove to be most effective.

So, Plumbers all, in the coming Open Season on the INSPECT PEST let us rally round and DO 'em.

T.D.C.

### THE RUSH JOB

I am a RUSH JOB.

I belong to no age, for men have always hurried.

I prod all human endeavour.

Men believe me necessary — but falsely.

I RUSH TODAY BECAUSE I WAS NOT PLANNED YESTERDAY.

I demand excessive energy and concentration.

I over-ride obstacles, but at great expense.

MY PATH IS STREWN WITH THE EVILS OF OVERTIME,

MISTAKES AND DISAPPOINTMENT.

I illustrate the old saying, "Haste Makes Waste."

Accuracy and quality give way to speed.

Ruthlessly I rush on.

I am a RUSH JOB.

### UNSOLICITATED TESTIMONIAL

The following is an extract from a letter from a young R.A.N. officer serving in the United Kingdom. The original can be inspected in its gilt frame in our Editorial office.

"Thank you for your letter and for the 'Slipstreams' . . . They circulated through the term and were thoroughly enjoyed. Thanks also for the Navy News. You asked me about other papers. Well, I reckon not, thank you. I get the "Australian News Letter" from Australia House which keeps us up to date with the major events. But I would appreciate further copies of 'Slipstream.' I think it's a wonderful magazine."

We apologise to our readers for boastfully publishing this letter, but unlike Navy News, we have never had one like it before.

### Station Personality Cont. from Page 2.

Due to the massive build which has earned for him the nickname of "Lofty" it has proved a difficult task to produce a satisfactory uniform, and the score to date is four attempts — four failures. This lack of a suitable uniform has prevented our personality from attending Divisions during the thirteen months he has been back in the Navy. His mess mates are green with envy and claim that he bribes the tailors!



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## PUSSER'S PAGE

"Some are born great, some have greatness thrust upon them." In the last few weeks, the Pussers have had, if not exactly greatness, a deal of extra work thrust upon them. We are now supplying a Canteen Manager, a Manager for the White Ensign Club and an Assistant Treasurer for the Wardroom. We only need to get control of the Pig Farm to have a stranglehold on the economy of the place. Despite these extra burdens, we have still found time to supply the usual luscious victuals, Dakota spares, and bulging pay envelopes to all who apply.

### COOKS (S)

Gone are the days of Salt Pork and Beans. Now the branch is looking further afield. The Cookery Officer has taken over the White Ensign as temporary manager and several of the staff are doing the Compressed Air Diving Course. With one qualified diver already and possibly more to come, the staff is getting ready to breed a new type of "chef," one who can take on any job and do it.

Now who called the cook a "—————"?

### WRITERS

The months of March and April have been rather disrupting with both internal and external drafts coming through thick and fast. Congratulations to those who have received sea-going appropriations.

Numismatists, alias Money Savers or Supply Officers, value the 1937 penny (Australian) at about £50 each. Payments in future will be in pence to enable all to have a chance to collect these fabulous pennies and become members of the filthy rich.

It is rumoured that "Taffy" Fauchon has become engaged to some lucky wench — this probably accounts for his lost looks and temporary lapses. Congratulations anyway.

For sheer corn how's this! Overheard in the Movements Office, a sub-branch of the Pay Office and one of the Supply Officer's babies, "Here's the leave application of the CAPTAIN'S COOK — He's been ENDEAVOURING to get it in for days."

### STORES (S)

The Stores branch had a most enjoyable evening at the White Ensign Club early this month and believing that we are not barred from future functions at this worthy establishment, plans are already in hand for a further "do" before mid-winter leave.

S/A "Stirling Moss" Reed made sure of his alibi for the Cdr's table, by flagging down the car carrying his Div. Officer, when he broke down coming back from the long week-end.

S, A's (S) figure prominently in the S & S Rugby team, and, on their first showing, should be hard to beat this season. They also have put up a good showing in the basketball.

S.C.P.O. Hall still desperate for S/A's, hopes to solve the problem by going after recruits in the W.A. Recruiting Office.

### OFFICERS COOKS AND STEWARDS

This month we bid farewell to Sub. Lieutenant Harry Warnick who now continues his good work in H.M.A.S. Watson. Some day he will be interested to know if we are able to convert our gravel patches into lawns.

We also say farewell to Leading Cook Brooks who has departed to our Northern Outposts.

We hear that the Wardroom Mess Manager has suddenly developed very green fingers following last Friday's gardening incident. To the gardener's amazement, the earth has been turned.

Incidentally, there is no truth whatsoever in the rumour that the W.R. Stewards will work on Wednesday afternoon, and indulge in sport for the remainder of the week.

## A NEW TASTE SENSATION!



Special Free Deliveries on Pay Days,  
Week-ends and General Make and  
Mends . . .

The following are Testimonials received  
from some of our best customers,  
recently deceased:

"I have previously suffered recurring  
amnesia, especially at defaulters, when  
confronted with incriminating questions.  
However, since drinking Rocket Rum, I  
now find my mind a complete blank."

(Signed)

D. FAULTER.

"I have always had bad tonsils, but since  
drinking Rocket Rum, I don't seem to  
have any at all."

(Signed)

RORY CROOT.

"Never have I tasted anything like Rocket Rum. I was un-  
conscious for five days."

(Signed)

M. T. HEAD.

FOR A REALLY GOOD SHUDDER —  
TRY ROCKET RUM!

## ✦ The Chaplain's Corner ✦

### ANZAC FAME

THEY GAVE THEIR LIVES. For that public gift they received a praise which never ages and a tomb most glorious — not so much the tomb in which they lie, but that in which their fame survives, to be remembered forever when occasion calls for word or deed." Thus Pericles wrote in honour of the dead of another democracy 2000 years ago. His words are true of those whose memory we honour on Anzac Day. "Their fame survives." Their deeds made Australians and New Zealanders famous as a race of men, who never give up in the face of difficulty or danger. They gladly gave their lives for freedom and a way of life more valuable than life itself. We will always remember them. Whatever sea they fought on, whatever skies they sought to make safe, whatever battlefields, whether Gallipoli, France, Belgium, Middle East Desert, Dunkirk, or New Guinea jungle — they will always be remembered.

"Blow out, you bugles, over the rich dead!  
There's none of these so lonely and poor of old  
But dying, has made us rarer gifts than gold.  
These laid the world away; poured out the red  
Sweet wine of youth; gave up the years to be  
Of work and joy, and that unhoped serene  
That men call age; and those who would have been  
Their sons, they gave, their immortality."

— Rupert Brooke.

We are all proud of the fame that Anzacs brought to our race in the past. We know full well that it is up to us to continue to win this same fame for our race. A friend of mine talking about a mate, who had lost his life in action, told me that he made a vow the day his mate was killed. Although he felt that it would be hard to be as good a man as his friend, he was going to try to take his place and do the good, which he would have done in the world had he been able to live on. To fulfil a vow like that would be to win fresh fame for the nation in its role as a peacemaker and in its efforts to show our neighbour nations what life can be like in a nation, whose life is ordered by God's sovereign purpose.

By Chaplain J. A. Willson, R.A.N.

### LEST WE FORGET

THERE IS MORE THAN a grain of truth in the assertion that Australia became a nation on the slopes of Gallipoli on April 25th, 1915. On that day, on the field of battle, Australian men shed blood as a proof that they were the sons of a nation worth dying for. In their wake have followed many thousands of men and women who placed their very bodies in the path of those who sought to take away our nationhood and change our way of life.

Each year on Anzac Day, Australia pauses to remember her War dead. For the Serviceman, the day should mean more than it does to any other section of the community, for we are meant to learn a great deal from the sacrifices of those whose memory we honour. We are fooling ourselves if the service of our country is not the highest motive we have for being in uniform. Australia must always have Defence Forces to safeguard all those priceless benefits that were won at such terrible cost in time of war. We must never, through our own fault, lose those freedoms for which so many thousands of Australian lives have been sacrificed. The nation has every right to be proud of those who served her in time of war — she must be no less proud of those who serve in time of peace. That

calls for efficiency in all directions, but we would be mistaken if we thought that alone was called for. Behind the efficiency must be men who are strong in all the deals for which they could be called upon to fight. Should war come again, it will be a battle for the minds of men — a battle to decide what standards they should live by, what values they should treasure. We will not be properly prepared to fight it if we do not know and endeavour to follow the standards and values that will be at stake.

May the souls of Australia's War Dead find eternal rest and mercy with God. May we be worthy as a nation of their sacrifices, and may we be ever ready to defend the freedom that the word Anzac spells for Australia.

By Chaplain F. Lyons.

### NEWS FROM THE MET. OFFICE

So you think it has been wet! Yes, it certainly has. For the first three months of 1959 we totalled over 25 inches of rain, which is well over half our average annual rainfall, and two inches more than the total for 1957. But the old hands at Albatross, those with the webbed-feet, will remind you of the first three months of 1956, when we had 34½ inches!

## ORIGINAL SIMPSON JEWELLERY

is back again just in time for

MOTHER'S DAY

Inspect the Large Range at

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Watchmaker, Jeweller, Optometrist

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'PHONE 150

Are you organised for  
**WINTER SPORTS?**

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ext 241

Rugby League  
S/LT Slade  
ext 331

Australian Rules  
PO McKenzie  
ext 216

Soccer  
LT CDR Cawd  
ext 493

Hockey  
LT CDR Harvey  
ext 322

Basketball  
PO McKenzie  
ext 216

Athletics  
Mr McCaffrey  
ext 597

Weight Training  
L/A M Hawkins  
ext 463

Sailing  
LT Farger  
ext 547

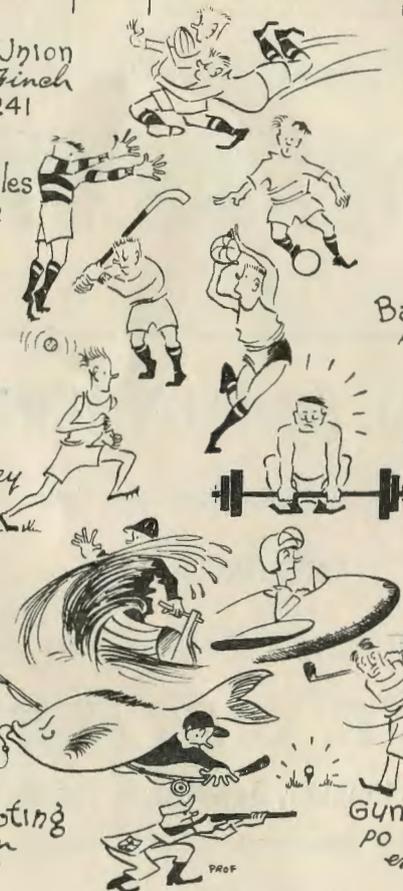
G/iding  
PO Strickland  
ext 430

Game Fishing  
LT CDR Salthouse  
ext 248

Golf  
PO McCulloch  
ext 232

Rifle Shooting  
PO Walton  
ext 290

Gun Shooting  
PO Walton  
ext 290



## ALBATROSS SPORTING NOTES

The recent incessant rains have left the sports fields clothed in green — a suitable setting on which to stage our winter sports.

The slave-driving coaches have just about whipped their "squads" into shape and the names of the members gaining selection in the various first teams will soon be known.

Interpart Sport looks like being particularly keenly contested this year, especially since the recomposition of the Inter-Divisional organisation weakens some of the established combinations. Officers, CPO's and PO's will play with their respective divisions. It is expected that the new-comers, 724 and 725 Squadrons, although comparatively light in numbers, will be forces to be reckoned with once the old "Squadron Spirit" is revived.

The sports to be contested will be Rugby Union, Australian Football, Soccer, Hockey, and Basketball, whilst the divisions competing will be Engineering, S.A.M.(E), Electrical, Supply, Air, Executive, 724 Squadron, 725 Squadron.

### RUGBY LEAGUE

The season commenced disastrously on Saturday, 11th April. As usual the weather left much to be desired and the number of spectators fell below expectations. Half-time saw the Reserve team down to Shellharbour 5 points to 2 points. Most of the second half was spent in attack spear-headed by Vice Captain Parsons who played a sterling game and kept his forwards on the move. However, Shellharbour's defences could not be reached nor were they able to score, the half-time tally being the final score.

Albatross First met defeat at the hands of Berry to the tune of 30 points to nil. This match was played in blinding rain and conditions were far from ideal. Despite the score there were many good individual efforts, but it was lack of teamwork that allowed Berry to exploit the weakness of our backline repeatedly.

Both Albatross teams played good football with little result and this can only serve to emphasise the need for constant training as a team of League players.

Next Saturday, 25th April, sees Albatross First Grade at home to Shellharbour while the Reserve Grade team journey to Jervis Bay to meet a side who, though new to Group 7, have attracted much attention for their fast tough game.

### RUGBY UNION

For us the Dempster Cup Competition gets under way on Monday, 20th April, with our first game "at home" to Kuttabul. Our second game on Wednesday, 29th April, is also "at home" with Watson the visitors. In all we play at Albatross seven times and travel six times, the finals being excluded.

At a meeting of the Navy Rugby Union Committee held at Navy Headquarters in March, Captain F. Stovin-Bradford, D.S.C., R.N., C.S.O. to FOICEA, was elected President with Secretary-Treasurer, Commander S. R. G. Sharp, R.A.N., H.M.A.S. Watson (recently H.M.A.S. Albatross), C.P.O. Ck. A. M. Plotzki, H.M.A.S. Watson and C.P.O. J. Finch, H.M.A.S. Albatross, as committee members.

Our congratulations are extended to our own C.P.O. Finch for the trust invested in him, for it was further decided at the meeting that he, as Chairman of the Selection Committee, be solely responsible for the selection of the representative teams. He is to be guided by the advice of the other selectors, Ch P.T.I. Kelly, H.M.A.S. Nerimba and Lt.-Cdr. J. S. Austin, D.S.C., R.A.N., B.O.O. to FOICEA.

Destroyers and Frigates, by unanimous vote, have each to supply teams for the Dempster Cup instead of the combined team fielded in 1958.

### AUSTRALIAN RULES

Since our last issue went to press the activities for the Albatross Club have been quietly restricted. Training has been well attended and one can notice that the players are gradually becoming fitter and more vigorous.

Only two games have been contested and these have been of a social nature. The game against Creswell brought out the best in most of us and saw us make full use of the aspiring conditions by trying out new ideas and concentrating on team work. We ran out easy winners with the final scores reading 25 goals 15 behinds to Creswell's 2 goals 3 behinds. Players to show good early season form were N.A. Cooper, LEM. Keay, SA. Reilly and N.A. Turner.

Manuka team from Canberra paid us a visit on Sunday, 12th April, but unfortunately we could not field our best side owing to the top players representing Sydney Clubs. Manuka gave us class exhibition of football and our thanks are due to them for their game.

The mid-week competition has now commenced and the next issue should show results of these games — lets hope the results will be to our advantage.

### SOCCER

This month has proved to be one mainly of organisation of the coming seasons' activities and final talent-finding on the Station. It has been notably a successful one in this respect, the summer sports having given up their places to the more energetic winter sports and the Inter-departmental teams having revealed other unknown talent. The mid-week league fixtures start on 29th April and the Showers Trophy this year will again be a knock-out competition probably starting in June after the return of the Fleet from the Far East.

Trial games are still in progress and the club expects to be committed each week now, either by the first or second team. Fixtures will be published for both teams as soon as they become available.

The Inter-part competition is under way. Engineering, smarting from a 12-10 defeat by Electrical, are now reported to be training their big guns for the next match and Electrical will undoubtedly be near the top at the end of the season. Air Department lost 2-1 to Executive who are non-committal about their prospects as yet. An Air department spokesman is understood to have said they have the makings of a good team but the writer will be able to give you a more accurate tip for the title in next month's 'Slipstream.'

### HOCKEY

After a few seasons in the wilderness, the Albatross Hockey Club has been re-formed and a team has been entered in the South Coast Competition. Ten teams are taking part in the competition which starts in earnest this Saturday. Albatross' showing in trial games has been promising. In addition to the Saturday Competition games, it is intended to arrange social matches on Sundays and to take part in a number of carnivals.

The old hands, such as E.A. Browne (Captain), P.O. Blair (Vice Captain) and P.O. Kerr (Secretary), are the backbone of the team, but two very capable newcomers, R/N.A. Matthews and O.R.O. Taylor, have made their appearance and are playing themselves in well. More new blood would be welcome; good hockey and some congenial social outings are assured. Anyone interested contact Lt. Cdr. Harvey (Ext. 322), E.A. Browne (412) or P.O. Kerr (462).

### WINTER ATHLETICS

Albatross A.C.C. opened the Winter Athletic season during the first week of April. Since then, new members have been coming forward in heartening numbers.

The Club will hold a cross-country handicap event on each Wednesday evening during the winter. These events will vary from three to six miles and will be run over different courses as far as possible.

To date, the best number of starters in an event has been twelve, and several of these have already shown promise as distance runners. Naval Airmen Gill, Davey, Simpson and Vidler to mention a few, are already clocking creditable times over these courses and if they continue to improve, Albatross A.A.C. will have a good chance of winning back the N.S.W. Country 10,000 metres teams championship which they won in 1951, 52, 53 and 54.

E.A. Barratt and P.O. Mackie are putting in some hard work in preparation for the N.S.W. Marathon Championships (26 miles 385 yards) which will be held at Botany towards the end of the season.

The Club hopes to send a strong representation to Ramsgate on May 16 where the St. George Club will conduct open handicaps in conjunction with the Harrier Board of the A.A.A. of N.S.W.

Meanwhile members have been invited to compete on each Saturday with the Western Suburbs Club to gain experience.

New Members are always needed. Training takes place every evening Monday to Thursday with pack runs which leave from the Cinema at approximately 1650. YOU are welcome, whether you have had past experience or not — or whether you are a sprinter, a high jumper, hurdler, or distance runner. Winter training will give you stamina and build you up generally for the summer season. Act now, join the Club and try yourself out.

### BASKETBALL

The season started with a Station Knock-out Competition which has promoted considerable interest in the game. The competition was won by Executive, who defeated Engineering 47-17 in the final.

The Station has two teams entered in the local civilian competition and it is anticipated that both teams should do well in the A and B grade, the first round was played on the Station in 363 Hangar on Monday, 6th April. Our B team won their game on a forfeit from Surf II and the A team defeated Surf I 39-24.

Indications are that both teams will improve with more practice. However, it must be stressed that Basketball is a team game and should be played as such.

In recent weeks it has been noted that Electrical, Officers and Supply have monopolised the court in their desire to learn and improve their game. Training is conducted in 363 Hangar daily between 1200-1300. All interested are invited to attend.

Most improved novices in recent games are LEM. Bushe-Jones, EM. Snell, SPO. Henderson, SA Jones, SA. Riley, Lt. Vickers and Lt. Adams.

As a point of interest, it is expected most teams will rue the day that a certain player nick-named "Needles" was tutored as a guard for Executive Department.

### ALBATROSS GOLF CLUB

The Golf Club commenced the '59 season with an 18 Hole Stroke Event held at Albatross on Wednesday, 9th April. A field of 17 players took part and the following members took the honours for the day:—

18 Holes: Winner, NA. Collings, Runner-up, CAF. Edwards.

1st Nine: Lt. Berger.

2nd Nine: CAF. Gregory.

Bradman Score: CAF. Barber.

Bad weather has delayed a start on the Tee rebuilding programme but it is hoped that next month will see a move for course improvements.

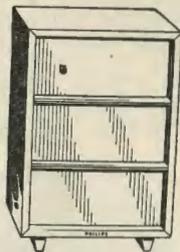
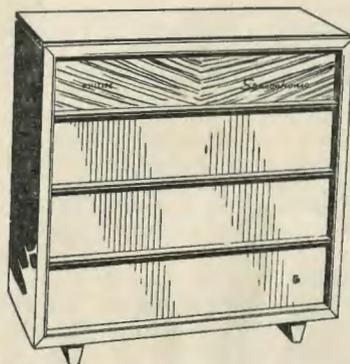
Players from Albatross were well represented at Nowra during a recent Cot Fund Day. Although rain made playing conditions unpleasant, many good cards were returned, Navy certainly had their share of prizes. Winners being: REM. Banks-Smith, L.R.O. Brown, St. PO. O'Shea, PO.(A) McCulloch, and not to forget, Bandmaster Lunn. (a great trophy).

Coming Events: Nowra on Wednesday, 6th May.

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## SPORTSMAN OF THE MONTH

NORM BROWN



L.R.O. N. R. BROWN has a golfing handicap of four and at present is the golfer with the lowest handicap in the R.A.N.

Norm was born in 1935 at Kogarah, N.S.W., and was educated at the Kogarah Intermediate High School, where he gained his Bronze Medallion for Life Saving, won the 55 yards Open Freestyle Swimming Championship and was Captain of the Rugby League Team.

At an early age he became interested in golf; mainly because he lived near the local golf course.

Weekend caddying whetted his appetite further and made him keener than ever to succeed at his chosen sport.

During 1949 our sportsman was runner up in the Intermediate High School Golf Championship and the St. George District High School Golf Championship to Bruce Crampton, who is at present one of the top contenders in Professional Golf circles.

Bill McWilliams, the professional at Beverley Park, coached Norm whilst he was at High School and helped him develop his orthodox style.

Since joining the R.A.N. in 1953, Norm's golf has steadily improved. He gained selection for Inter Service Golf Teams in Victoria in 1953 and in 1955, 1957, 1958 and 1959 when he played No. 1.

Norm has left his mark in the Nowra District by winning the Nowra Golf Championship in 1957, defeating Geoff Williams who had held the title for the previous seven years.

In 1958 Norm won the Shoalhaven Cup and this year was narrowly defeated by Noel Wade of Wollongong in the Illawarra Championships held at Nowra.

Norm is due to leave the service shortly and has his sights on a National title in the near future.

We all wish him the best of luck!

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## CROSSNUMBER CLUES

### ACROSS

1. William's age in minutes at noon today.
6. My wife's stepmother's age in months.
7. Width of front garden in yards.
8. Number of William's cousins who are married.
10. My wife's age in years.
12. William's age in years.
14. Number of cabbages in the vegetable garden.
16. Total area of garden, front and back in square yards.
17. My age in months.
18. Square of the number of William's cousins.

### DOWN

1. My father's age in years.
2. My wife's age in months.
3. My age in years.
4. Area of the rectangular front garden in square yards.
5. My wife's stepmother's age in years.
7. Length of the front garden in yards.
9. Day of the month of William's birthday.
10. William's age in minutes at noon today, divided by the year in which he was born.
11. Number of William's cousins.
13. Year in which William was born.
14. Area of back garden in square yards.
15. My father's age in months.

## ALBATROSS CROSSNUMBER

December 26th, 1956.

Dear Editor,

I think that a different form of puzzle may be of interest for this month's "Slipstream." Accordingly I have put some facts about my family into the crossnumber below. Each square contains one digit and no number begins with a nought. It will help you to know that:—

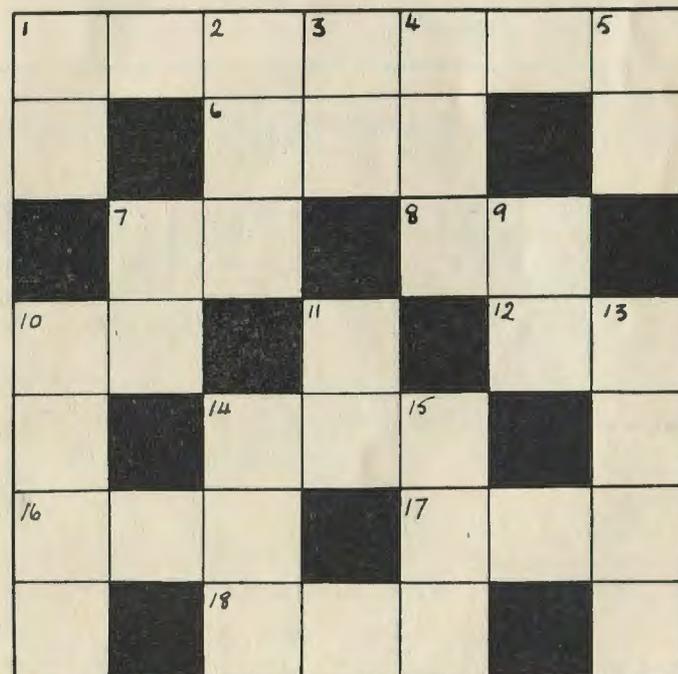
My son William was born at 3.45 p.m. My age in months equals the square of the number of William's married cousins. The number of cabbages in the vegetable garden plus my father's age in months is equal to the area of my back garden plus the square of the number of William's cousins.

You will observe from the date that it has taken me some little while to complete the puzzle!

Yours faithfully,

L. D. COHEN.

(This puzzle can be solved by commonsense, deduction and simple arithmetic. — L.D.C.)



## SOLUTION TO MARCH PUZZLE CORNER

The questions were not too easy, but some five people submitted correct answers. First correct solution drawn was from Sub. Lieut. Wilson.

1. 2.45 on the fifth day.
2. There are three possible solutions of which the most popular was  $2 \times 9$  plus  $6 - 7$  equals 17.
3. 2 inches.
4. 10 inches.
5. Despite numerous protesting telephone calls to the Editor, there is an answer to this one. The maximum height of the tree, found by Geometric Progression, is 36 feet.

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