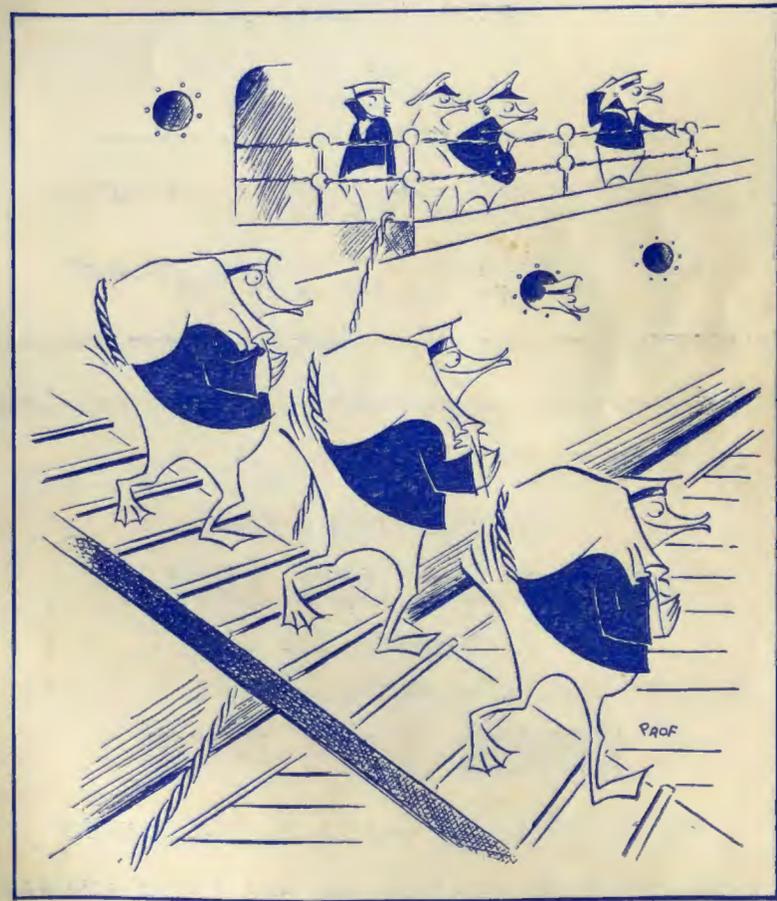


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# SLIPSTREAM



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

No. 26

JUNE, 1959

Price 6d.



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No. 26

JUNE, 1959

EDITOR ..... Lt. Cdr. Harvey

SUB EDITOR ..... Lt. Miller

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

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

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

AS EVER, we welcome the M.A.G. back and are glad to get this issue out in time to place it in their eager paws. We are always glad to see their return if only because the circulation of Slipstream goes up by about 150. But apart from this consideration, their regular arrivals and departures sometimes give us furiously to think.

Every time the M.A.G. embark they take with them about a third of the aircraft on the station. Do we then have a third as much work to do? No, of course not. Do we have any less work to do at all? Personally we've never noticed it, and it all seems very odd. However, a man by the name of Parkinson has published a book about this sort of situation in which he shows that in Government organisations the number of men employed and the amount of work each does bear no relation to the end-product, i.e., in our case, the number of aircraft flying. Albatross provides a good example of his theory.

EDITOR.

## Station Personality

No. 26

CH. SHPWT. SHARPLES



OUR PERSONALITY this month is Ch. Shpwt. Sharples, who joined the Royal Navy in 1940 after four years shipwrighting in an Engineering firm at Annan in Scotland.

After a short course at Devonport Barracks he joined the Prince of Wales, in time to make the trip to America in her when she took Sir Winston Churchill to America to negotiate the American Charter.

Early in 1941 the Prince of Wales was engaged in the action which eventually led to the sinking of the Bismarck — but not before the Hood had been sunk and the Prince of Wales extensively damaged. She was lucky in one respect — during the refit which followed the action an unexploded fifteen inch shell was found in one of her water tanks. After this refit she escorted four Malta convoys but despite severe air attacks she escaped damage each time.

At the end of November, our personality, still in the Prince of Wales, found himself in the middle of the first Japanese air attack on Singapore and shortly afterwards, on 10th December, 1941, the Prince of Wales was sunk with the loss of approximately 500 lives. After several hours in the water our personality was picked up by H.M.A.S. Vampire and returned to Singapore.

When the Japanese troops had reached the Causeway, our personality had the good fortune to have his name drawn from a hat during the ballot for a chance to escape in a small tramp steamer which was evacuating women and children. The Erempura finally sailed with 700 women and children and six sailors on board. Food for the seven day passage to Colombo consisted of a small quantity of rice plus four goats, and they were very hungry when they arrived in Colombo.

Ch. Shwpt. Sharples returned to England via South Africa and after twelve months ashore he joined the cruiser Bermuda. She took part in the North African landings and then commenced what proved to be our personality's worst time of the war — three winter convoys to Russia. He went ashore only once — on that occasion he learned that the Russian soldiers from a huge camp nearby were not at all particular about whom they shot at and they all seemd to have very nervous trigger fingers. He was also not unimpressed by the bodies of four soldiers hanging from a multiple gallows erected at the entrance of the camp.

Our personality next found himself assisting at the fitting out of the Lothian, which was designed as the Headquarters ship for the Normandy landings. However she was not completed in time for D-Day and she journeyed instead to New York where she joined up with the American Seventh Fleet for the Philipines landings and then she joined the British Pacific Fleet train.

Continued on Page 10.

## BETWEEN THE CHINKS IN THE BAMBOO CURTAIN

It was a sunny morning in May, the place Hong Kong, and we, the party to which I belonged, were travelling via the ferry to Kowloon. This was to be a big day; the Army on board had arranged for a small party to visit the frontier of China and forward observation posts. We left Kowloon by landrovers and proceeded up Nathan Road going north. This road must surely have more shops than any other single road in the world; we passed Boundary Road, marking the boundary between the ceded and leased territories and headed for the open country. We were to travel along the eastern coast of the territory and along the frontier, returning via the western side, and consequently, took the causeway road alongside Shu Tin Hoi (Tide Cove). Innumerable gardens lined this road and paddy fields abounded. Here and there, a water buffalo rolled leisurely, wallowing in mud, whilst the coolies, always with their backs bent, laboured ankle deep in water, planting the new rice shoots. Dotted around on the escarpments, urns filled with bones of forebears rest, giving approbation to their descendants' work in the fields. When a Chinese dies, he is buried as high as possible for ten years, then he is dug up and his bones interred in an urn. These urns are given places of honour in the fields in which their contents originally laboured and once a year, the bones are removed and cleaned, then put back to rest another year.

We passed our first village of size, Tai Po Kau Hui, some twelve miles from Kowloon and gently climbing all the while, sped on towards Red China. Peaks bearing names like Cloudy Hill and Grassy Hill passed us by. On our left, a large mountain swathed in mist seemed to glare at us . . . it has no name and so to this day is known as the Nameless. These are the sentinels of the New Territory. We joined the Indus River at the village of Fan Ling and made our way to Sha Tau Kok Hoi Inlet. We were now in the border country and roll upon roll of barbed wire lay across both peak and valley alike, giving the whole country the appearance of an unshaved youth, the sun catching on the rusty wire softening its barbs. During the last war, when the Japanese armies invaded Hong Kong, defeat was made possible when the invaders, failing to observe the rules of warfare, made the advance from peak to peak. With all the wire around the hills now, this mistake will not occur again.

We left the main road, into four wheel drive, and like flies, up the side of the mountain known as Robin's Nest. Its height is about fifteen hundred feet, and from here, our first glimpse of Red China. How forbidding it sounds and yet, it looks the same as the rest of the country around. Under instruction from our mentor, an army captain, we soon became aware of the differences. A seemingly peaceful countryside became menacing. Under observation with glasses, a small group of peasants turned into a patrol of Police Security troops. They came down the road, slummocking their way along, all chattering and waving their arms as they made their way into the border village of Ao-hsia. Small earthworks, under scrutiny, turned into observation posts and on the sides of the mountains, vivid orange scars testify to subterranean digging, as it poured down the hillsides.

The hills to the west of the village of Ao-hsia, are known as Messines Ridge and these hills are riddled with well prepared diggings, tunnellings, and earthwork defences, all well camouflaged. Separating us from Messines Ridge is the Sham Chun river, the northern bank of which, at high water, marks the demarcation line between Red China and freedom, whilst the whole of the southern bank is fenced with cyclone wire some six feet high.

—Our vantage point on Robin's Nest was not as good as would be imagined for we were overshadowed to the north by the threatening height of Wu Tung Shan Wei, some 2400 feet high. This mountain, China Mountain by name, overlooks the whole of the basin area forming the frontier right from Shan Tau Kok in the east, to Deep Bay on the western side. In order to improve our view, we went to an observation post, midway along the frontier at Sheung Shui, situated high in the Cheviot Hills. From here, we could look down into Lo-hu, the Chinese border village and last stop before leaving Red China, for the Peking-Canton-Kowloon express. Here in Lo-hu, is the clearing shed through which all travellers leaving Red China must pass. When a train arrives, all passengers detrain and queue to go through this shed. They come out singly after many minutes and walk to the waiting train in British territory, by way of a footbridge. The bridge, one of the last Bailey bridges, being across the Sham Chun river, is British from the northern high water mark and is consequently painted a normal dark green colour, that is, except for its last fifteen feet. Since this is Chinese property under the rule, it is painted bright red.

Military activity is quite pronounced and there are to the best of knowledge, a regiment of the Chinese Communist Army based at Pu-chi. Their barracks, being of temporary nature, are so fluid that movement is swift and military camps often disappear under the eyes of the observers in the area. Other troops in the area, consist of platoons of the Public Security Troops, whose sole job is the security of the frontier. These troops are recruited locally and are not as well equipped or drilled as the C.C.A. There is little or no air activity except for an occasional light aircraft. The nearest known base with jets operating from it, is Canton, some eighty miles to the north, although there is a deserted strip still usable on the Tai Shan peninsular, situated on the Sino side of Deep Bay.

Our return to Kowloon took us by the famous walled city at Sek Kong. Built some three hundred years ago as a defence against invaders from the north: it stands, as it always has, surrounded by a moat, a reminder that invaders come and go, but people somehow seem to survive them, and now on the last leg of our journey, we passed the highest peak in the territory, Tai Mo Shan; from here we look down some ten miles down on the Melbourne's deck and wonder how many of us realise the threat ten miles further north? People who are free accept freedom as they accept the air they breathe. It is frightening to look on suffocation . . . . .

## COURTSHIP AND MARRIAGE

I know not if my love is like the red, red rose of "Burns"  
I only know it is to you, my every thought returns.  
I cannot count as poets do, my love in all its ways  
I only count my time with you, the sweetest, dearest days.  
I know not when my love began, or even how or why,  
But this I know; my love shall be though all the seas run dry!  
Though all the seas run dry my dear, with earth and sky no more,  
With all else vanished, all hope fled, I'll love thee as before.

Of course I love you just the same as I did years ago!  
What's that you say? A red, red rose, oh don't be sloppy Flo!  
Will I stay home and mind the kids? Of course I can't, you know  
Tonight the Lodge is "breaking-up" and I really have to go.  
A man can't stay at home each night and still remain quite sane,  
He must get out and have some fun — Ah, there you go again!  
I realise that men must wed, if the world is to progress,  
But exactly why I picked on you I couldn't even guess.

## A.J.A.S.S. — CONFIDENTIAL

Our special investigator, disguised as a disappearing radar contact, managed to enter the grounds of the Australian Joint Anti Submarine School. His startling revelations are contained in the following despatch:

On entering the grounds of H.M.A.S. ALBATROSS the first buildings that meet the eye are the cells and A.J.A.S.S. These buildings, although separated by time, distance, construction and design, have one thing in common — they house no volunteers.

The school is run by the Navy with the Air Force as an equal partner, this is why it is known as a "Joint."

The two heads are known as the Joint Directors. There is also a private heads known as the Joint Directors', which the rest of the staff are not allowed to use.

The Director R.A.N. (D.R.A.N.) is appointed by A.C.N.B. to see that the Air Force does not put anything over the Navy. The Director R.A.A.F. (D.R.A.A.F.) is appointed by the Air Board to see that the Navy does not put anything over the Air Force. These positions are very responsible and are therefore filled by a Commander and Wing Commander respectively.

To qualify for these positions a smattering of A/S knowledge and a low golf handicap is desirable but not essential. Some previous incumbents have managed to cope without either.

Further down the scale we have the Senior Instructor, a Lieutenant Commander, who is Director Responsible Organisation Naval Exercises (D.RONE). His opposite number is the Chief Instructor, a Squadron Leader, who is Director, Operations Personnel and Equipment (D.OPE).

Both these Officers are from the U.K. and in the finest traditions of the Empire, the sun never sets on A.J.A.S.S., not in their presence anyway. At the other end of the day Colours are held and negotiations are under way to hold this ceremony at 0900 in order that these two officers may witness this interesting spectacle before leaving the area.

Next man down the totem pole is Staff Officer Signals (S.O.S.), an R.A.A.F. Squadron Leader. At present he is working on the problem of improving R.A.A.F. communications. He has been on this task several years and there is no guarantee that the strain of carrier pigeon he is at present producing will be any better than the last.

His opposite number is a Lieutenant from the communications world. This Officer works jointly for A.J.A.S.S. and Nowra's Communication Department. The main reason for the recent visit of the Complements Committee was to try and solve the mystery of where he does actually work.

An R.A.A.F. cricketer is on the staff and holds the rank of Flying Officer. Between matches he stands at his window watching the Cambewarras, with his hand poised on the phone waiting to ring Home Command at the first sign of an avalanche. His predecessor was unfortunately overheard, by D.R.A.A.F., in a lecture giving the true capabilities of the Neptune and Lincoln. The school received a beautiful card from him at Xmas time saying how much he enjoyed the Antarctic and what a fine aircraft the Auster is.

The last member of the staff is an aged aviator from the Fleet Air Arm. He is very interested in astronomy and every morning stands on the eastern side of the building watching the movement of the sun through the heavens. After a brief lunch from 1130 till 1400 he rushes back to the western side of the school and continues his observations. He is so diligent at this work that it is believed that he is hoping to transfer to the supply branch.

The naval ratings are fully occupied on the sports fields of an afternoon and in the sick bay the following morning. Occasionally when no fixtures or golf matches are being played they are available to hold the First Lieutenant's coat whilst he digs the garden.

It was at this very school that Lipscombes' Law was first promulgated, i.e. "If a slide can possibly be put into a projector upside down, it will be." Throughout the year various courses enter the hallowed portals of A.J.A.S.S. and are given the full weight of the knowledge of the school.

#### JUNIOR OFFICERS' COURSE — J.O.C.

This course is run for Mids, Subs and Junior Lieutenants. These men are hand picked in as much as any Junior Officer who annoys his First Lieutenant is a certainty to be selected. From the lecturer's point of view this course is extremely simple to handle — all he requires is infinite patience and a large supply of blocks and plasticine.

#### JOINT UNIT COURSE — J.U.C.

This is a composite course drawn from ships' A/S and communications teams, R.A.A.F. and Naval air crews. In order to keep up with the tempo and technical advances of the school, only ships teams which can match the experience of the staff are selected. Last year SWAN and WARRAMUNGA provided the crews after it was found that KOOKABURRA, EMU and KIMBLA were not available.

The Naval air crews are drawn exclusively from Venom, Dakota and Firefly units. If a Gannet crew is unable to fly formation sufficiently well for a ceremonial fly past over Boggabri or some other town, they are sometimes included.

The R.A.A.F. crews are normally captained by accident prone pilots who are about due for another prang. Naturally their C.O. prefers it to happen on somebody else's airfield and accordingly the J.U.C. is extremely popular among R.A.A.F. Squadron Commanders.

#### JOINT TACTICAL COURSE

This is a collection of old and bold airmen and sailors. How they are selected is not clear but it is in much the same manner as ratings volunteer for the course at Holdsworth.

Unfortunately for the lecturers there is always someone in the course who is more experienced than himself and willing to say so in a loud clear voice.

When not arguing with the staff this group argue among themselves. The days thus pass very quickly. At night they congregate in the Wardroom and tell each other highly improbable stories about their war-time experiences. As all talk at once and listen to nobody these discussions can be said to have only limited value.

#### R.A.A.F. STAFF COURSE

This is a collection of senior R.A.A.F. officers who are learning to read and write at Point Cook. Most of them are administrative, radio and engineering officers. Together with their warders they come to A.J.A.S.S., clutching "Victory Through Air Power" under their arms, denying that submarines exist. To give an air of respectability to this course an Army and Naval officer are generally included.

#### SENIOR OFFICERS STUDY PERIOD — S.O.S.P.

Once a year, Captains, Group Captains, Admirals and Air Commodores descend on A.J.A.S.S. This course is a tribute to the powers of A.C.N.B. and Air Board, for surely no high-ranking officer would come to Nowra in mid-winter of his own free will.

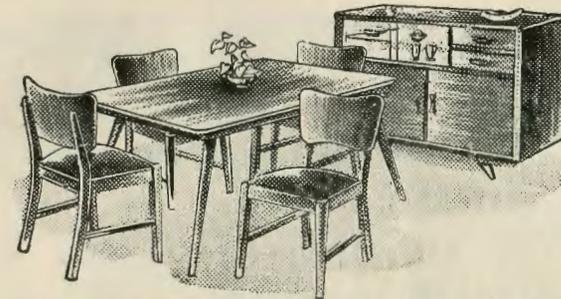
The lecturer in these courses is heavily outranked and after his spiel is over he steps back and ineffectually tries to referee the contest which starts between the two Services.

The high brass really enjoy these periods as they are able under the guise of discussion to say things about each other's policies which would be grounds for libel under any other circumstances.

The school does not content itself with local activities and at the drop of a sonobouy will send staff members scurrying to different parts of the world to preach the doctrine. No country is too close and none too far and the A.J.A.S.S. Officer packs his ATP1 and his toothbrush and heads into the distance rejoicing in the school's war cry — have babble will travel.

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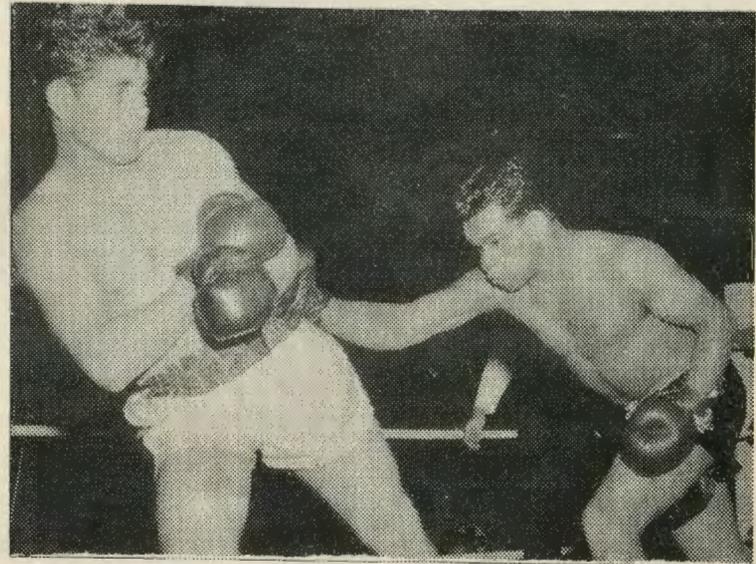
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## Around The Station



★ Billy Morris of Kempsey attacks Johnny Ahrens of Dapto during a bout at the Albatross Boxing night. Morris won.

Nice to see the M.A.G. and their rabbits back again. The indecent haste with which they are getting away from the place again to go on leave is hardly flattering, but I suppose we must expect it. At time of going to press we have received little news of their activities in the Mysterious East, but anyway, it is doubtful if any of the really good stories would have been printable.

Considering this is not the V.I.P. season, Albatross has done well for distinguished guests this month. Air Vice Marshal Candy carried out the equivalent of an Admiral's Inspection on the R.A.A.F. part of AJASS (how horrible to be in an organisation which has two inspections a year), the Complements Committee was here for 4 days and Rear Admiral Harries made two overnight stops on his way to and from inspecting Creswell.

The Commander's broken leg was no surprise to one small group on the Station. After being awarded one week's stoppage of leave, one L.E.M. was seen to construct an effigy of the Commander and stick pins into it, while muttering weird curses and incantations. Appears to have worked.

A letter has been received from Commander Learmount who reports that after having spent two years at the home of AJASS, he now finds himself at JASS, Londonberry, doing a course.

Talking of AJASS, was everyone aware that a swarm of bees took up residence in one of the Tactical Floor vents? There was some bitter Inter-Service wrangling as to whether the bees were a Naval or Air Force responsibility, but it was finally decided that bee-keeping duties should be carried out by D. RONE (See AJASS Confidential).

Even if no other improvements result from the visit of the Complements Committee, the additional work and effort noticed this week to convince the Committee how busy we are, is a bonus in itself.

The L branch was one jump ahead of the Committee by drafting for General Service, 2 Chief R.E.s, 2 P.O. R.E.s and 6 L.R.E.M.s.

In 1949, the building of two Squash Courts at Albatross was approved in principle. We now learn that they are actually under way, the contract completion date being early September, 1959. It is expected that this sport which is gaining in popularity is going to be very popular at Albatross. The Sports Officer recommends a book: "Squash," in the Know the Game series for those who wish to familiarise themselves with the game.

The Armament Stores Officer is feverishly building up his stock of clay pigeons and cartridges while the Commander is in the Sick Bay.

The Editor has twins and now the Sub Editor has twins. The Art and Sports Editors are looking worried.

At a recent Supply Branch orgy at the White Ensign Club, N.A. Hodges secured an all comers record by falling flat on his face with a full tray of beers and only spilling one glass. Anyone who thinks this is easy, should try it — at someone else's party!

It appears that most people are facing up bravely to the prospect of tearing themselves away from the Nowra westerlies for a fortnight. Never mind, you'll all (well most of you) be back on Monday, 13th July, a date which we hope you have well marked in your Calendar. As usual the Retard Party will work their fingers to the bone keeping the place nice for your return.

A HAPPY MID-WINTER'S LEAVE TO ALL OUR READERS.

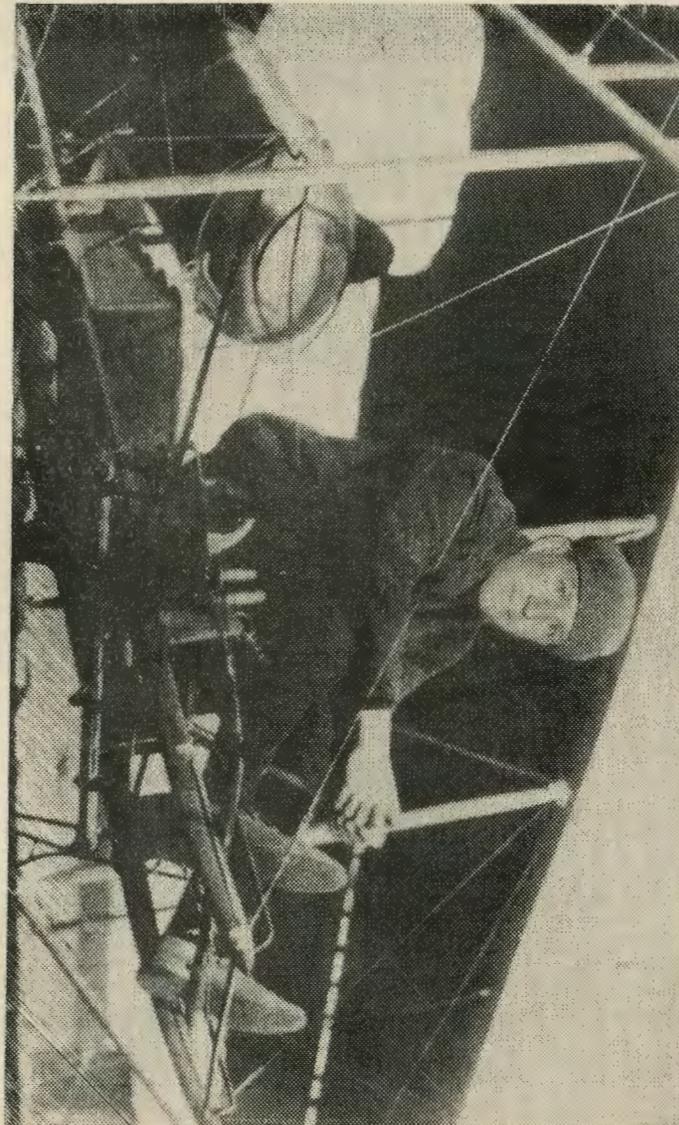
## Station Personality Continued from Page 2.

When the war finished the Lothian spent some months transporting Prisoners of War from Shangai and Manila and on one trip, she returned to Madras for trial a number of Sikh and Burmese Army officers who had collaborated with the Japanese.

After paying off from the R.N. in 1946 our personality spent twelve months with the Merchant Navy then returned to his pre-war trade with a Scottish engineering firm.

In 1950 he joined the R.A.N., travelling to Australia in the Sydney. He remained in her for four years, then joined the Australia. This was followed by a draft to the Damage Control School at Penguin and later, two years at Manus before joining Albatross. Next month he joins H.M.A.S. Voyager.

★ A high official of the Albatross air world personally tries out the machine which will at last put the R.A.N. in the forefront of world aviation.



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## A DAY IN U.S.S. RANGER

SOME people go for booze, others take women or cards. Well, besides all these, I have a further addiction — aeroplanes. And when I heard that the U.S.S. "Ranger" was putting to sea for a shop window in honour of the President of the Philippines, I decided that come what may, W.G.A. must go.

However, there was one small difficulty. Only Admirals, Captains and Commanders (Air) were invited. I looked up my selection of uniforms, but found I had none of those high ranks left as I'd hired them all out for exercise "Sea Demon." There was only one thing to do — find somebody from "Ranger" and get invited to "be my guest." Accordingly, I looked up my pal, Bert, the C.O. of the Banshees in "Yorktown" and we hatched our plan.

We met an officer from "Ranger" who was remaining ashore, and kindly lent us his cabin. We then took a "Yorktown" cutter that was returning the last revellers from shore to their units in the fleet. Bert dropped me in "Melbourne" and set out for Rochester while I changed into uniform. When he returned for me it was in Rochester's barge, the cutter having broken down. Rochester's O.O.W. was only too delighted to help an aviator and demanded "a boat alongside in 5 minutes." With this splendid vessel we had plenty of authority at "Ranger," and at 3 o'clock in the morning walked boldly up to the O.O.W. who kindly provided a guide to our cabin. This cabin was right next to the heads and showers, flight deck and one of the four wardrooms, so we had no complaints. It was also air conditioned.

In the morning I awoke to the musical pong tiddy pong pong one hears in better class hotels ashore. We sprang out, quick shower and shave and headed for breakfast. I was about to help myself to fruit juice when a large negro steward almost forced me into a chair and said "We Serve You, Sir." He didn't say it, but I knew he meant that this was "Ranger" where the best was only good enough.

After coffee we wandered around the aircraft on the flight deck and met a few people who told us the best spot to witness flying — FLYCO it is, and from there I had a perfect view of the splendid spectacle which followed.

"Ranger" embarked the remaining V.I.P.'s and got under way at 0930. In very short time she was wound up to 34 knots and commenced a turn of surprisingly short radius. This produced a wake twice the size of the best Bondi dumper. At this stage four F8U Crusaders were launched simultaneously. These climbed away at a strictly impossible angle — in fact they reach 40,000 feet in 3 minutes and can be launched at anchor.

A break for coffee followed, while the deck was spotted. 1130 was the scheduled time for first launch. At 1110 the Skywarriors were started up. This is necessary to enable the lengthy check-off list to be completed. The remaining aircraft were started in turn, until all were running up when the mighty ship began swinging into the wind. The last 7 minutes were counted down and at each minute a large card was placed which showed all on the flight deck the number of minutes before launch. The wind was about 3 knots and the Air Group Commander had been promised 35 knots over the deck. With 4 minutes to go, the wind was 30 knots and flying course was a good 90 degrees off. Flying course, incidentally, had been decided in advance, because the natural wind was so light.

With one minute to go ship was steady and wind was 35 knots — "Stand by to launch jets!" With a thunderous crack 4 afterburners were cut in — "Launch 'em!" and dead on time 4 Skyraiders were hurled into the air. Now the Crusader's climb looked steep, but it was nothing to these boys which reach 50,000 feet in 3 minutes, and my mouth was gaping as I watched the diamond formation disappear vertically.

45 aircraft were launched in 14 minutes. The jets were catted off, while the Skyraiders did free take offs, and if the launch time seems lengthy, let

me tell you the loads carried by various aircraft, and remember the time necessary to plug in rockets.

- 2 AD with napalm.
- 2 AD with 12 rocket pods each — 7-rockets per pod.
- 4 AD with 6x5 inch rockets.
- 4 AD with 12x100 lb. bombs.
- 2 F8U Crusaders with Sidewinder and 1x5 inch rocket.
- 4 F8U Crusaders with 2x2.75" rockets.
- 4 FJ Furies with 2x500 lb. bombs.
- 2 FJ Furies with 4 rocket pods.
- 2 F8U Crusaders with photo flares, 72 per aircraft.

The final launch was 4x A3D Skywarriors launched simultaneously. The Skywarrior has a wing span of 73 feet, but looked quite at home on the 4 acre flight deck. The air display opened with a series of sonic booms in quick succession by Crusaders from 1000 feet. Even from that height the booms shook the ship. Then followed a demonstration of in flight refuelling by a Crusader from a Skyraider. The AD was flat out and very nose down, while the jet hovered just above the stall. The fuel connection was parted and rejoined as the aircraft passed the ship, then the Crusader detached, cut in after burner and roared away.

Two FJ's then demonstrated in-flight refuelling. They were so manoeuvrable that the demonstration was rather like formation aerobics with aircraft tied together. A formation of 8 A3D and 8 FJ gave some idea of the immense size of the Skywarrior. Alongside it the Fury looked positively tiny.

Without a second's pause the show continued as a Skyraider dropped two napalms as a target. The napalm ignited in the usual spectacular manner and was immediately attacked by Crusader's R/P, Furies with more rockets, Furies with bombs and finally Skyriders with bombs. The armament was generally very accurate and impressive, but, naturally enough, with such a precise schedule it needed only one man to be slightly shallow or delayed in his dive, and the following runs were thrown out, so occasional salvos went astray.

Then came what I thought was the highlight of the display, in that it was new to me and nearly impossible to believe. A Crusader fired a practice rocket at about 200 feet altitude, slightly nose up, and from the starboard quarters to the port beam. Just as this rocket began to drop because of gravity he fired his sidewinder and this weapon, which travels in excess of Mach 2 homed right on to the rocket motor and destroyed it in the air. The final demonstration was by the FJ which dropped its 72 flares to show how a target can be perfectly illuminated for night photography.

The recovery took 30 minutes and included the unrehearsed ditching of a Crusader which had a flame out at 3000 feet. Since the rate of descent of this aircraft in the glide is about 8,000 feet per minute, the pilot's action is understandable. He was picked up by the S.A.R. chopper completely unharmed, but they did not interrupt the land on to get him aboard. They treat fighter pilots rough over there too!

### LAMENT OF AN ARTIFICIALLY INSEMINATED COW

I have given birth to a calf, sir,  
And of motherly pride I am full.  
But please do not snigger or laugh, sir,  
When I say that I've not met the bull.

Acknowledgements to the Sydney University paper, "Honi Soit."

## PROBLEM

Murgatroyd, Ramsbottom, Ginger,  
Do nothing but doss in the hay;  
Ramsbottom, Murgatroyd, Ginger,  
Do nothing but wallow all day.  
When their heads are not down they are guzzling;  
And when they're not guzzling they sleep:  
So to me it appears very puzzling  
On what they all do for their Keep!

Murgatroyd, Ramsbottom, Ginger,  
Are very intelligent hogs:  
Ramsbottom, Murgatroyd, Ginger,  
Just lie like a trio of logs.  
While their offspring make rashers of bacon,  
These worthies do nothing but snore,  
And eat all the scran they can take on:  
What keeps the bad wolf from their door?

Murgatroyd, Ramsbottom, Ginger,  
What a wonderful life they must lead!  
Ramsbottom, Murgatroyd, Ginger,  
On this we all are agreed.  
As I survey their paradise yonder,  
I really confess that I must  
Wrinkle my brow as I ponder  
On what they all do for a crust!

"MONTY"

## NAVY MEN!

For a QUALITY PORTRAIT

Contact:

# MAC'S PHOTOGRAPHIC SERVICE

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(JUST AROUND THE CORNER FROM PRINCE OF WALES HOTEL)

See our Display:— PHOTOGRAPHS, CAMERAS AND ALL  
PHOTOGRAPHIC ACCESSORIES.

JOHN McCLENAGHAN, Ex-R.A.N.

## Around The Village

Nowra Hill Village has now added a modern hairdressing salon to its many amenities. The salon is complete with cubicles, waiting room and hair-dryer. Appointments may be made at the Salon behind the Village Store or at 22 Bedford Street.

The Village Library was re-opened last week, when Mrs. C. Johnston volunteered her services as Librarian. Library Hours are 2 p.m. to 5 p.m. on Tuesdays and Fridays. The borrowing fee is only 6d. per book.

The Village Hall, with its brightly coloured tubular chairs and laminex tables, piano, stage, draw-curtains and space heaters would make any town envious. It is a wonderful setting for a dance or for private parties. Bookings may be made through P.O. Hayes, 36 Bedford Street.

Good use has been made of the Hall by the Naval Wives Club, which meets alternate Thursdays. This club celebrated its first birthday on 4th June, when an afternoon was attended by nearly 50 ladies. Newly arrived ladies continue to find the club a wonderful place in which to get to know their fellow residents. While the club does not function as a money raising organisation, the ladies were responsible for running a successful doll show at the School's Market Day recently. The curtains in the hairdressing salon are also the result of their good work.

A popular night in the Hall is every pay Friday, when Tombola is played. Dart boards and table tennis are also available to enthusiasts at any time.

The Nowra Hill P. & C. Association ran a successful Market Day in May and raised £53/19/7 bringing their present credit balance to £120/4/5. The School now has 67 on the roll, 51 of whom are infants.

The Village Welfare Association's half yearly general meeting was attended by 15 residents on Wednesday, 10th June. Chaplain Willson was re-elected for a seventh term as President. P.O. Jenner was re-elected as secretary and Lieut. Downey as Treasurer. With Mrs. Smith's continued patronage, the Association anticipates a happy six months ahead.

The following committees were elected:— Play Centre: Lt. Blaikie, MAA Harrell, Mrs. Dalby; Surgery: Mrs. Hancox, Mrs. Downey; Social: C.P.O. and Mrs. Hitchcock, C.P.O. and Mrs. Strickland, P.O. Jenner, Lieut. Downey, Mrs. Mack and Miss Thompson; Parks and Gardens: Mrs. Fenn, P.O. Jenkins.

A general meeting of all interested in re-forming the Nowra Hill Tennis Club will be arranged very shortly. Residents are requested to watch the Notice Board for the date. Membership is open to all residents. The annual fee is only 10/-. The keys of the court are obtainable from N/A Davey, 4 South Cresc.

### DEFT DEFINITIONS

My candle burns at both ends,  
It will not last the night.  
But Oh! my foes and Ah! my friends,  
It gives a lovely light.

ANON!

## Miss D-Meanour All At Sea by Monty

Ship mates ahoy! Avast there, you lubbers! This is your special representative, Miss De-Meanour (Veronica to you) telling you all about my thrilling day in a real navy warship . . . and I wasn't the teeniest bit sick!

My visit was arranged by the Editor of "Slipstream", who is such a charming officer with naughty eyes and piano fingers. He personally drove me to the Jervis Bay landing steps without the car running out of petrol or breaking down even once; although he did make a date for Monday night. At J.B. we were met by a little motor-boat from the "Eddie-Ward", which is one of the Politician Class Frigates and, therefore, the very last word in warships. The driver of the boat helped me in and told me to sit in the stern sheets; but as I couldn't see any sheets I sat on some cushions instead, while he tried to start the engine, which is called a "Ruddy Fair Cow Diesel". After several unsuccessful tries the driver said a naughty word and the engine started at once. I told him that was no way to talk to a Ruddy Fair Cow Diesel; but he said it wouldn't start unless you used that word. So he told me to try and I did and it did, so now I know what to do when my car won't start. On the way out to the ship the boat broke down three times; but I wasn't going to fall for that old trick, and I told the driver I didn't mind walking home occasionally, but I wasn't going to swim home even for Clark Gable himself. Besides, people might have been watching through telescopes or binnacles or something.

Well, when we arrived alongside the driver made a great show of helping me up a funny little ladder on to the ship; which reminded me I should have worn my new slacks. All the Officers and half the crew seemed to be waiting for me, and a man with rows of gold braid introduced himself as Commander Bollard, the Captain. So I said, "How can you be a Captain when you are only a Commander?" But he only laughed and replied, "That doesn't signify; meet Lieutenant Commander Shackle, who is my First Lieutenant." So I said, "If he is a Lieutenant Commander, how can he be a Lieutenant? I may look wet but I didn't come down in the last shower." Then they all laughed and the Commander said something about "top being marked bottom to avoid confusion."

Well, I wasn't going to be insulted by anyone, so I demanded to see the real Captain and be shown over the ship like I was promised.

So the Commander said, "Oh, so you insist on a real Captain do you? Well, I'll get you one!" Then he said something to a sailor who whistled into a box on the wall and shouted, "Captain of the Heads lay aft!" Very soon a curly headed man dressed in overalls came along and saluted and said, "You wanted me, sir?"; and the Commander said, "This is Able-Seaman Plonker, the Captain of the Heads. He is a real Captain and will show you round the ship. Plonker, please show Miss De-Meanour over the ship, but don't show her the golden rivet; although you may let her see the fog-locker, but only in passing, mind you!"

Well, I wasn't going to let him get away with that; so I said, "As a tax-payer I demand to be shown the golden rivet and what's more, why don't you call Captain Plonker "Sir" when he is your superior officer? You should be ashamed of yourself, and I will tell the Editor of "Slipstream", who is a very big shot indeed."

So the Commander grinned and saluted and said, "Captain Plonker, Sir, you will kindly show Miss De-Meanour over the ship; but I regret you cannot show her the golden rivet as it is being repaired by Dock-Yard."

Well, we climbed all over the "Eddie Ward" and saw everything and met everybody who counted, including "Fatso", "Guts", "Lofty", "Shorty", "Blue", "Curley", two "Shiners", "Nobby" and "The Bull", and I made dates for Tuesday, Wednesday and Thursday nights. The "Eddie Ward" has two masts and on the front one the crew have built a dear little house

called the Crows Nest, which is specially designed for lady crows to roost in. There are three floors or decks, the upper one from which the ship is suspended and the two others which hold the sides apart. The masts are stuck in holes in the upper deck.

The ship is driven by twenty thousand horses working in two shifts, and Captain Plonker told me this makes her very stable. Mares nests are provided for lady horses and the by-products of the stables are used on the mushroom heads. My escort told me that on the bottom floor there are shell rooms which are filled from the ship's oyster beds; but he couldn't show me those as it was the mating season and the oysters get annoyed if disturbed.

The top floor is covered with a perfect menagerie of gadgets like horse pipes, bull rings, cat walks, hedgehogs, squids, fish-heads, monkey islands, duckboards and other too numerous and bewildering for a poor girl to remember; but it was all very interesting and I made reams of notes for my next lecture to the Married Quarters Ladies' Poker Machine Guild.

Well, after I had seen everything, Captain Plonker took me to the Wardroom, explaining on the way that he took turns with Commander Bollard, who was really a very nice Officer, to run the ship and live in the Wardroom. Therefore, as this week was Commander Bollard's turn, Captain Plonker would be lunching in his special quarters and would be compelled to leave me, which he did, after making a date for Friday night.

Well, the other Captain and the officers were very charming and gave me a lot of high vitamin drinks called Horse Necks; Hair of the Dog; Cats Whiskers; Crocodile Tears and White Ladies which, they said, were mixed specially in my honour.

After lunch they all helped me into the boat which was rocking a lot and I said, "Watch me start the Ruddy Fair Cow Diesel!" whereupon I said the naughty word and pressed the button and off we went in a shower of spray, with everyone cheering behind us.

Oh, I forgot, the Captain and the First Lieutenant made dates for Saturday and Sunday which were my only blank nights this week.

Yours with a Yo-heave ho!

VERONICA (MISS) DE-MEANOUR.

## SPECIFICATION OF SHROUDS

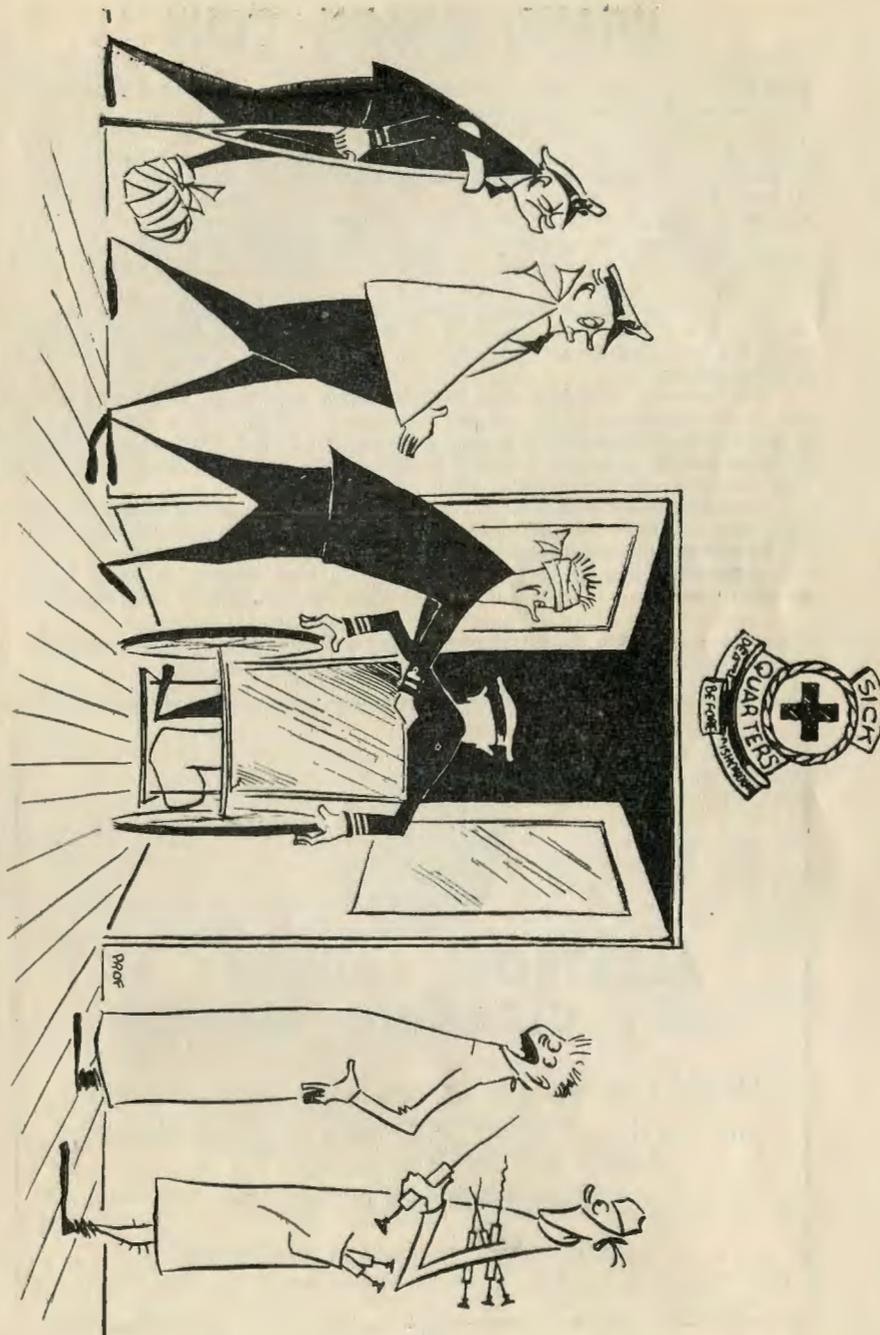
Shrouds when supplied, shall be manufactured of good quality bleached, white cotton woven material and free from any dressings, of an adequate size and orthodox pattern and shape with gathers at the collar and cuffs and fitted with tapes at the collar.

REF. Appendix 21, to Q.R. & A.I.

We quote:—

Matelots it seems, are not allowed,  
To leave this world without a shroud.  
With quality of fine material  
Befitting things far more ethereal.  
Of cotton woven, what a blessing!  
Bleached white, and free from any dressing.  
Orthodox in pattern and shape  
With gathered cuffs and collar tape.  
Their lordships, in wisdom agree,  
That sailors perishing at sea,  
Shall all be uniformly dressed  
In nothing but the very best.  
What more could jovial jack require?  
What nearer to his heart's desire?  
Yes! Now that he has played his part,  
One harp of gold, to match his heart.

"Looks as if the Wardroom had another Guest Night last night."



## WHITE ENSIGN CLUB

Owing to the absence of a Manager during the last few months, the Club's activities have been somewhat curtailed. Now at last a Manager has been installed and settling himself in, and enjoying his work.

On Wednesday, 20th May, the Ladies Auxiliary held their monthly meeting, led by their President, Mrs. V. A. T. Smith, wife of Captain V. A. T. Smith. How could any Club run without these good ladies? They hear of something that is required, and they put their heads together, and it arrives on our doorstep. They heard we were short of cutlery, and so they are replenishing our stocks. Also, when they have sufficient funds they are anticipating buying Bed Mats for the Cabins, so that the lads will not have cold feet when rolling out of bed.

Forthcoming events for the Ladies are afternoon card parties late in June in the pleasant surroundings of the Club's Games Room, with afternoon tea provided. So all you ladies roll up and spend a pleasant afternoon playing cards.

On Tuesday, 26th May, the Buffalo Lodge held their fortnightly meeting in the seclusion of the Games Room, a few kegs of beer were sunk in true Buffalo fashion and a good time was had by all. They're a grand set of lads, and it is hoped that the Club's association with these gentlemen will continue for a very long time.

This month far and wide a lot of families will be joined with husbands and sons on their Annual leave. The Committee and Management wish all Members and non-Members of the Club a very happy holiday.

Congratulations to Petty Officers Willis and Homer on their happy event, we are glad to hear that the Mothers and Daughters are doing well.

### DO YOU KNOW

THAT NOWRA'S BRIGHTEST SPOT ON THESE COLD WINTER EVENINGS IS THE WHITE ENSIGN CLUB?



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Situated on the Air Station for your convenience and Service. No job TOO BIG or TOO SMALL.

Bag Wash — 9 lb for 2/-

EMERGENCY DRY CLEANING SERVICE  
in at 0730 — out at 1300 — Same Day!

## THE OTHER WOMAN

With our famous carrier now almost imminent, I feel it incumbent upon me, no, it's really my duty, to warn "Melbourne" wives — and those who might one day become "Melbourne" wives, of the strange being who will perhaps invade their domestic circle in the near future, causing upheaval, chaos, and possibly mayhem. I'm referring to the Other Woman, of whom you have all heard.

Now girls, be advised by me. I KNOW. I've experienced it, and out of the kindness of my heart I'm going to give you a few pointers.

Firstly, it's no use making one of those hysterical and quite uncalled-for scenes. No matter how much you want to, you simply must not lie down and kick and scream with mortification. It gets you nowhere, and doesn't relieve the feelings at all.

Accept things as they are, and don't on any account break up the happy circle by leaving home and the children. It's quite unnecessary, and will only upset your better half. Your dear better half.

What you must do is to remain suavely, graciously calm, and accept the creature right into your home. You'll be surprised at how quickly the children and the neighbours get use to it . . . after the first eager speculation.

I remember the day it happened to me. There I was, eagerly awaiting better half's return, morning tea, wood chopped, etc., when I realised he was not alone. There, clinging to him was the choicest little Oriental I'd ever seen. Seething with what is termed outraged feelings, to cover a number of nasty other things, I went forward to greet them. I hope you note girls, I remained CALM. No point in getting flustered over trifles.

She really was the most gorgeous thing. Enormous, meaningful brown eyes, tiny waist, but my dears, her hair! One is always a little suspicious these days, with pink, blue, mauve and even green tresses, but hers was, quite simply red and white. Not carrot red and milk white, but new-minted penny red and buttermilk, beautifully blended, and to my utter chagrin, absolutely natural! We women can tell these things at a glance.

As I expected, her name was apt, and Oriental, and quite needlessly exotic. When she walked, it was with a decided hint of arrogance, and I heard later that her great grandmother had been a favourite of the Emperor, and had lived in the Imperial Palace. Privately I thought her present surroundings a bit of a comedown, but she didn't seem to mind.

Surprisingly, we all settled down quite amicably in the end. She was very good with the children, and in fact, the only quarrel I had with her was when she demanded to sleep in my bed. I had to draw the line somewhere. However, peace reigns in our triangular home, and the Other Woman is a member of the family. I am resigned to it.

So girls, take my advice. Be prepared, and if and when she arrives, follow my example. What? Oh, didn't I tell you? Well, you know a native of Singapore is called a Singalese, and a native of China is Chinese, and our Other Woman, being a native of Pekin is — a Pekinese.

DOREEN SCHROEDER.

— X — X — X —

## AT THE CAPTAIN'S TABLE

CAPTAIN: Naval Airman Blow, do you still persist in claiming that this liquor bottle which you were charged with smuggling on board, contains perfume?

N.A. BLOW: Yes Sir, it is a present for my wife.

CAPTAIN: Remove the cork from that bottle and allow N.A. Blow to smell the contents. Well, Blow, what have you to say now?

N.A. BLOW: Must have drunk the perfume, Sir.

## PUSSER'S PAGE

"When the cat's away, the mice do play" runs the old adage, but this is the sort of thing no Pusser would think of doing. On the contrary, for the last fortnight while our deeply respected Boss has been away, basking in the luxuries of Balmoral Naval Hospital, we have never dug out harder. In fact is, it will be a relief to see him back again, so that our consciences can allow us to relax a little. (We hope you are reading this, Commander Lochland, SIR). In any case, we send him our best wishes for a speedy recovery and only hope that the richness and variety of the food at Balmoral does not contribute to a relapse.

M.V.H.

### COOKS(S)

In spite of an upset or two recently we have continued to provide delicious hot wholesome food for the sailors from our varied and intriguing menus.

In spite of our fanatical devotion to duty in the Main Galley, we have found time to take over a derelict hut from the Stewards and turn it into a place fit for your chivalrous chefs in a matter of a week or two.

We are sorry to report that we are losing a few of our most valuable hands — one to the snowy south and another to that place of temptation just north of us.

Our temporary acting unpaid Cookery Officer, Sub. Lieutenant (Escoffier) Mulcare is also being taken from us by the hard hearted fiends in Navy Office. We all admire the way he conceals his grief behind a bravely smiling countenance.

### WRITERS

With the sudden efflux of many members of our happy little band, many of the stayputs have turned to with thick heads occasioned by all the free beer.

Our father, in his conscientious approach to duty, recently volunteered for five extra days as Duty Security Officer — stalwart chap!

We farewell our departed members, welcome the new and have to put up with the Chief Scribe back to terrorize all the little Writers and "puddy tats."

Usually reliable sources report that the Cash Officer is plunging into the deep cool waters of matrimony during the leave period. We congratulate him.

### SA (S)

We know we are good — but please do not let that frighten you. Our challenge to Vollyballers in last month's issue of Slipstream resulted in only TWO challenges. The intrepid 723 Squadron proved too good for us. However, the Met section need a little more practice before tackling such stars as Winger O'Shea, Flashlight Foster and Basher Bawley.

Our regular evening at the W.E.C. passed off quietly as expected. Of the entertainments available the darts, quoits and bowls contests resulted in a draw. Ern Wilkins spent most of the evening asleep and Starry-eyes Stevens returned home without a scratch, and, so we understand, without assistance.

LSA Reed has joined the ranks of proud Poppas.

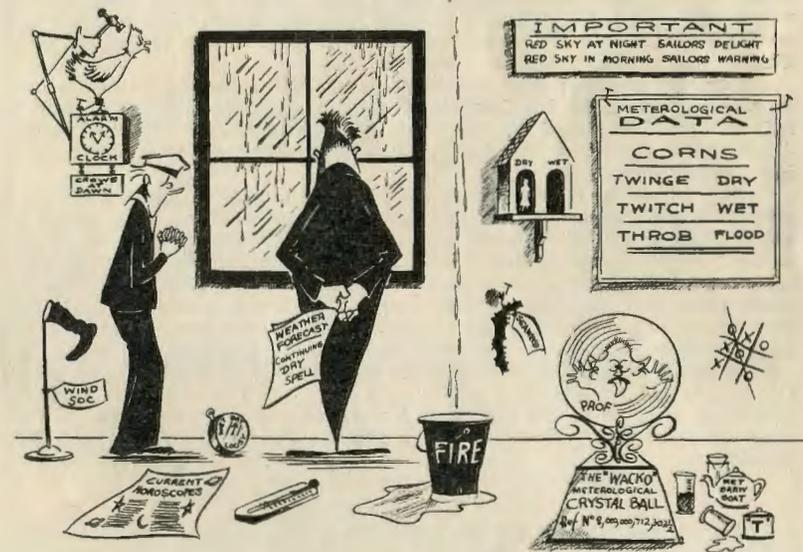
Tweeties loss is General Service gain. After all these years, Wingey O'Shea is at present on pre-embarkation leave.



## FENNESSEY'S FABULOUS FORECASTS

You Want the Best Fronts —  
We Have Them!

Wet Week-ends and Dry Division Days  
Arranged at Short Notice.



Planning a Picnic? Organizing an  
Outing? See us first and make  
sure of a really good drenching.

## + The Chaplain's Corner +

### CAN WE BELIEVE ALL THE THINGS WE READ IN THE NEW TESTAMENT?

This question is often directed at a Chaplain. It is natural that men should want to know whether the New Testament is true, because, if it is not legendary, it is the most important book in the world. If God really entered the life of this world and did something to destroy sin's power as the New Testament maintains He did in the Person of His Son, then man does matter to God and He has indeed made Himself available to help us in the handling of our personal living and the building of a firmer world.

Now the first thing, of which we can be sure, is that the people about whom we read in the New Testament are real people. Historians of the first century A.D. like the Roman Tacetus mention Christ as an historical person in their writings and refer to his death. Among the early Christians, who proclaimed that God had raised Christ from the dead and that He was the Messiah, by whom God was offering salvation to men and through whom His Kingdom would be ultimately established, was an ardent young Jew named Saul (or Paul) of Tarsus, whose writings are especially valuable as evidence, because he was absolutely opposed to Christian teaching, until he suddenly became convinced that he had been quite wrong in doubting the truth of the Gospel. Paul's letters were written within 20 to 30 years after the crucifixion of our Lord. That in itself is a good guarantee that the wonderful things, which he has to declare about Christ, had a sure basis in historical fact.

Similarly we have good reason to trust the accounts of Christ's public ministry given in the Gospels. These were written between 65 and 90 A.D. and are all based on the reminiscences of people who had known Jesus in the flesh and who had heard Him preach and seen evidences of His healing power.

All this makes it plain that the New Testament narratives are in a very different category from the legendary stories which have grown up around the name of Buddha and other great religious teachers of the ancient world. In saying this I do not forget that legends did grow up in course of time around the names of Jesus and his disciples. There are many legends in the "apocryphal" Gospels, that is the Gospels which the Church refused to recognize and which are not therefore included in the New Testament. Thus in the so-called Gospel according to Thomas we read how the boy Jesus when five years old made twelve sparrows out of clay; then He clapped His hands and they all flew off. The fantastic character of some of the stories in the apocryphal Gospels helps by contrast to show how very much more reliable are the stories in the New Testament.

By Chaplain J. Willson.

\* \* \*

### FOOD FOR THOUGHT

The latest edition of the United Nations Demographic Year Book contains several points that should be taken to heart for serious reflection by anybody who is capable of thinking at all.

Many subjects are covered by the Year Book. For example, it may be of some consolation to know that married people live longer than single people, whether male or female. Also because the death rate for married people is low, marriages are lasting longer now than they were in grandmother's day. But the most interesting matter comes in when the Book deals with such subjects as life expectation in various countries. The women of Norway run out the winners, for on the average they may expect to reach the ripe old age of 75. But in India, for both men and women, the average life span is only 32.

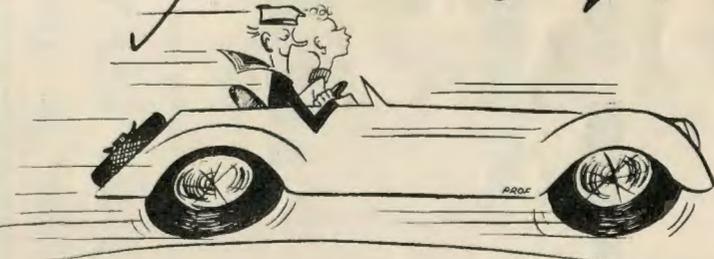
In Asian countries, the infant mortality rate is staggering. It appears very difficult to obtain accurate figures. But in spite of the infant mortality and the low average life span, Asian populations continue to build up at an astronomical rate. More than half the world's people live in Asia, and it is estimated that by the year 2000 more than 60 per cent of the population of this planet will be Asiatic. At present only 14 per cent lives in Europe, and by the end of the century that figure will be less than 10 per cent.

Add all these facts together, and one of the answers we should get is that in this country we are fairly well off. We might think we have many things to complain about, but compared to most of this world's people we are living under almost ideal conditions. Further we should realize that a change is coming over the face of the earth. We may regard the countries to the North as somewhat backward, but they are rising to a new destiny and time is on their side. Where does Australia stand in any picture of the future? What can we do now to make sure we know and play our part in the change that is coming over the world?

What do you think?

F. LYONS.

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## SPORTING NOTES

### RUGBY UNION

In the Dempster Cup competition Albatross has now played seven games, six of which have been won convincingly and one drawn. With 13 points for this effort we are at the head of the competition list. Our last two games were played at Trumper Park in Sydney against Kuttabul and Watson. Kuttabul surprised greatly by being able to draw with us 11 each, but Watson were again beaten, this time by 16 points to 10. Nirimba having been annihilated by us in the first round forfeited in the second round due to injuries.

With only a few matches remaining to be played to complete the round of the Inter-Part Rugby competition it is easy to determine the Three Top Teams but the fourth position for the finals could go to either S.A.M.(E) or 725 Squadron.

The leaders are:— Executive 11 points; Electrical 10 points; Supply 6 points. S.A.M.(E) and 725 Squadron are 4 points each but 725 have two more games to play.

It is noted that Air Department who are out of "the four" drew with the powerful and favoured Executive side in a very good scoreless game. Previous to this Executive had won all their games and this might indicate that the finals will produce some very good football indeed.

### AUSTRALIAN RULES

A very lean period has been experienced during the last series of games. First, we are informed that Destroyers and Frigates could not raise a side because of the absence of the greater part of the fleet. The next week saw us in Sydney to oppose the Police Force. In this game we experienced an easy win but it proved to be our hardest game of the round due to the size and awkwardness of the opposition. The comfortable victory was due mainly to the mobility of our side rather than individual efforts but those who contributed just a little extra were Wtr. Hiller and L.Air Dunlop. Eventually we ran out victors by 16 gls 19 bhds to 1 gl 13 bhds.

The following week we were hosts to the Army and everyone turned out in the peak of form for what was expected to be a solid and closely contested game. But such was not to be as unfortunately the Army were a depleted side and failed to show the form that we encountered on our visit to their home ground. The scores indicate the general trend of the play in which Captain Ralph Turner shone at centre-half-forward. N.A. Farquhar took out the prize for an exhilarating performance of roving. The final bell saw us in front to the tune of 22 gls 13 bhds to 1 bhd.

Our morale was battered the next week when Watson informed us that Trumper Park was under water, so this game was postponed to a later date.

As can be seen Albatross remain supreme in this competition and on form so far should remain so. A few of our stalwarts in A.B. Freeman, Wtr. Winter and Wtr. Hiller have left us for other ships but we trust we shall meet these players if ever we oppose their various teams.

In the Station football Executive remains undefeated with the order of the teams still the same. Supply has only had one game in this period so little can be said for them. Electrical and S.A.M.(E) provided us with the match of the month with a last minute kick giving Electrical the decision by 1 bhd. What we hope to see in this coming month is some improved football from all sides as by now the "new" players should be growing accustomed to the game.

## SOCCER

The Station first team has got away to an excellent start in the Eastern Command League and now head the table with full points from five games played, the only unbeaten team in the league. The performances of the top three are as follows:—

	Played	Won	Drawn	Lost	Goals		Points
					For	Agnst	
Albatross	5	5	0	0	38	4	10
SME (Army)	5	4	0	1	25	10	8
Watson	5	4	0	1	25	13	8

Our next two games against Penguin and Watson will complete the first half of the season and though the submarines are again in Port the only three in it appear to be ourselves, S.M.E. and Watson.

Top goalscorers for the club to date are L.E.M. Harris with 19 and "Crash" Bailey with 9.

The reserves had a very close game against Tarrawanna this month losing by the odd goal in three, but being by no means disgraced. They have two more friendly games before leave, against Berkely Hostel and Bulli Surf and they hope the results will be favourable on these occasions.

Plans are already under discussion for next season and with the aid of these weekend friendly games and others to be arranged, it is hoped to build up a fair reputation for entry into other competitions.

In the interpart, Electrical are still way in the lead having won all five games to date. They are closely followed by Executive with 7 points from 5 games. 725 Squadron are still in the picture lying third with 6 points and a game in hand on Executive. The game which will be the highlight of the season will be that between Electrical and Executive and will undoubtedly decide the competition.

## BASKETBALL

Since the last issue of Slipstream there has been little activity in Basketball. Navy 1 and Navy 2 are still undefeated in the Civilian Competition although we have lost the services of Wtr. Hiller, R.S. Harris and L.R.O. Hosking through drafting. Present indications are that we will be fortunate in replacing the above with three players with equal ability from H.M.A.S. Melbourne. A recent arrival from "Cerberus" is S.A. Wilkins who represented Tasmania Juniors before joining the service. This lad is 6 feet 2 inches and a tower of strength to the team.

At the time of going to press we are unable to give any details of the Basketball Carnival played in 363 Hangar on Saturday, 13th, but will give a full coverage in our next issue. Our guests on this evening will be the visiting "Mormon Yankees" and a good night is anticipated.

With only four games to go to complete the pool, it appears that the final four will be Executive, Supply, Electrical, and 724 Squadron. Until further notice all Basketball will be played on the outdoor court.

Players to show improvement in recent weeks are E.M. Butler, L.E.M. Bushe-Jones, L.E.M. Shepherd and R.O. Thorpe.

The Station Basketball teams wish to convey their appreciation to Commander Air for use of 363 Hangar in the absence of the M.A.G. The availability of such a fine court has greatly improved the game of both Station and Shoalhaven Area teams and it is hoped that the facilities will be available on the embarkation of the M.A.G.



**ALBATROSS BASKETBALL TEAM**

Back Row: S. A. Wilkins, R. S. Harris, P.O. Mackenzie (Capt), L.R.O. Hosking, Wtr. Hiller. Front Row: L.Air Clark, N.A. Laing.

\* \* \*

## HOCKEY

Since the last issue of Slipstream, the Albatross Hockey Club has established a clear lead in the Illawarra competition. Woonona were easily defeated 15-0, Marcus Clarkes forfeited and, in a good hard game, Australian Iron and Steel, our nearest rivals, were narrowly beaten 1-0, on Saturday, 6th June. The majority of the team are playing for Illawarra District in a Country Week Carnival at Goulburn on the Queen's Birthday weekend.

Leading Airman Tite is now Team Captain with P.O. Blair as Vice-Captain. These two, with Leading Airman Zuch and L.E.M. Pederson, deserve special mention, but the success of the Club has been due to teamwork rather than individual brilliance. The arrival of Lieutenant Cummuskey, a R.N. representative player, with the M.A.G., is awaited with interest.

In the Inter Part Competition, Executive are still unbeaten with Air Engineering and Electrical, one loss each, fighting it out for second place. The overall standard of play is higher this year than ever before.

## ALBATROSS GOLF CLUB

The second round of the Davis Shield was played on Wednesday, 3rd June, and was won by Albatross. The score in this series is now one all with three matches to play. Individual winner was R. Kelly, (Navy), 37 points, Runner-up, J. Hobbs, (Nowra), 34 points.

The Albatross Club hopes to hold a Navy Golf Day after main leave. All members are reminded that they must have obtained a handicap before being eligible to play in competitions against Nowra.

Intending members contact P.O. McCulloch, Ext. 243.

## WINTER ATHLETICS

The cross-country season is going along smoothly and very satisfactorily. Our young members continue to improve, and most of them have some good times to their credit over the road and country courses. Our first big test, however, will be at Goulburn this week-end when we compete in the N.S.W. 20-mile Road Relay. Some of the best athletes in Australia will be competing. These include World record holder for two and three miles, Albert Thomas (St. George) and Dave Power of Eastern Suburbs, who so brilliantly won the six miles and marathon titles in last years Empire Games at Cardiff. Albatross A.A.C. can hardly hope to press athletes of this calibre but our boys, though very inexperienced, are very fit and will be well up with most of them. Our best effort in this event was 4th out of a total entry of 22 teams in 1952.

Other events of importance in the immediate future are:—

- July 11: N.S.W. Novice Cross-Country Championships.
- July 25: N.S.W. 10,000 Metres Country Championships.
- July 25: N.S.W. 10,000 Junior Country Championships.

In the Junior 5,000 Metres much is expected of the Gill-Vodler-Wilson combination, who are in excellent form. Ken Barratt might easily be the first country athlete over the line in the Senior 10,000 Metres. It may be remembered by some "old timers" that Albatross athletes won this title in 1951, 52, 53 and 54. The Championships are to be contested in Sydney's picturesque Centennial Park.

We bid farewell to R.O. Geoff. Wilson, who leaves us for H.M.A.S. Melbourne and welcome back Petty Officer John Mackie from course at F.N.D.

**STOP PRESS:** In a very hard fought cross-country race with the youthful, but very fit athletes at Creswell over one of the toughest courses we have ever seen, ten of our members defeated ten of Creswell athletes by a margin of 22 points. E.A. Barratt was first man home, closely followed by Cadet Chalmers and R.O. Wilson. Barratt, who led for most of the way, was greatly hampered by a badly marked course and at times lost over 100 yards by incorrect turns. He repeatedly lost and regained the lead from Chalmers and Simpson (Albatross) but only with dogged determination and courageous running established a good lead in the later stages and went over the line about 50 yards in front of Chalmers. We were all impressed by the good sportsmanship and team spirit and all round physical fitness of the opposition, and look forward to a return match on our own territory.

To recent R.N.A. arrivals from F.N.D. If you are interested in athletics and wish to join Albatross A.A.C., don't hesitate to contact the Club Secretary (Frank McCaffrey) in the Canteen, or any member of the Club. Join NOW. You will be most welcome!

## BOXING

A small crowd of about 350 people, predominately Nowra locals, attended the evening's boxing programme in J hangar on Thursday, 4th June, and witnessed one of the best night's boxing entertainment ever presented on the South Coast, profits of which were to have been donated to Legacy.

A total of 36 rounds of real fight entertainment kept fans cheering throughout as fortunes fluctuated in each of the six bouts contested. The programme deserved a better fate as the show was run at a loss, but Mr. Ray Mitchell, the referee, and editor of the Australian Ring Magazine, stated on his Channel 2 T.V. session on Saturday, 6th June, that a better night's boxing entertainment could not have been wished for.

The proceedings commenced with Knobby Walsh of Albatross narrowly outpointing Albert Mosely of Sydney. This bout was followed by a real slug-feast in which Billy Morris of Kempsey (nephew of the late Dave Sands) appeared lucky to gain a points decision over Dapto puncher, Johnny Ahrens.

The first of the six rounders followed, with a very fit New Australian scrapper, Peter Ortzinger, proving too fit and consistent for popular Navy boxer, Sailor Bill Collings. In this writer's humble opinion, Sailor Bill, half fit, would be too "hot" for Ortzinger.

This bout was followed by a most interesting contest between "Wild Man" Norm Jones of Kempsey and local dusky boxer, Art McLeod. Art's elusive style and ringcraft proved a match for the "Wild Man's" strength and punching power and the drawn decision was popular with the crowd.

After a ten minute interval, former No. 2 rated lightweight in Australia, Americo Agostini, made his come-back to the ring and entertained the crowd with his mad-cap actions in a six rounder with "Blue Gum" Matthews of Kempsey. Matthews received the ref's pat but Agostini appeared to throw away the bout with his clowning which Matthews didn't appreciate. Only diplomatic action by promoter Jackie Dean saved a nasty situation in the ring after the final bell.

Australia's No. 2 rated featherweight, Brian Smith, of Albatross, met with unexpected opposition in the main event against former amateur star, Luis Magnifico. Lack of recent fights and good gymnasium boxing caused Brian to have a hard time with his Sydney opponent and he just made the grade, referee Mitchell's score card showing a final tally of 26 points to 24 in Smith's favour. Both boys visited the canvas and only Smith's early lead stood to him in the final tally. Brian will have to work much harder and fight more often to retain his present high national rating.

## TABLE TENNIS

The reintroduction of the Nowra District Table Tennis competition has started a surge of enthusiasm throughout the Air Station. The C.P.O.'s Mess has recently taken delivery of a new table and the Wardroom has "scouts" out looking for its table, last sighted three years ago.

Albatross has two teams competing in the above competition and they meet at the time of going to press. The Captains, N/A Spresser (No. 1 team) and P.O. Willers (No. 2 team) are both confident of victory so a spirited evening's play is forecast.

A Knockout competition is now underway with games being played in the Gym., near the Administration Block.

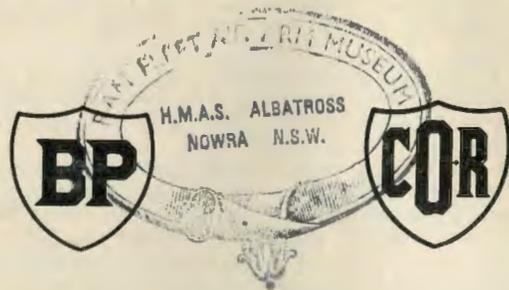
A district competition will take place in the School of Arts Hall, Nowra, tentative date 23rd June. All welcome, so start training.

## RUGBY LEAGUE

The general apathy of Club members is fast becoming a matter of embarrassment to the remainder of the Station. The recent fiasco against Nowra should spur some action from someone.

This weekend we should see an interesting tussle in Reserve Grade against Jervis Bay if the Firsts can field a team against Berry.

It is expected that the return of the MAG will bring new and enthusiastic blood into our club.



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## SPORTSMAN OF THE MONTH

“MOOSE” MACKENZIE

**P.O. (P.T.I.) D. C. W. MACKENZIE** was born at Bunbury, Western Australia, on 9th May, 1927.

After attending Perth Boys' School and spending a short time in the building trade, “Moose” decided to join one of the services. In 1945 he joined the R.A.N. mainly on the recommendation of his father who was an ex-P.T.I. having served around the world as a member of the Queen's Own Cameron Highlanders.

Bill's sporting life really started at F.N.D. when as a recruit he made the most of sporting facilities available — bettered by very few establishments in the world.

His first draft was to LST 3035 which was operating from Sydney and he gained selection for Balmain Firsts team in the Sydney Australian Football competition.

A year later, during 1948, while he was in the United Kingdom as a member of the ship's company of H.M.A.S. Sydney, he was selected to play Australian Football in London against the Combined Universities and also in 1952, this time while serving in H.M.A.S. Vengeance.

During 1953, while serving at F.N.D., our sportsman played Australian Football with 1st team which competed in the Mornington Peninsular League, was a member of the successful Inter Service Team and also gained selection in the Inter Service Rifle Team.

“Moose” was selected as Captain-Coach of the Inter Service (Vic) Basketball Team in 1954/55/56 and in 1954/55 represented in the Inter Service Rifle Team and Inter Service Athletic Team competing at Shot and Discus.

“Moose” achieved one of his ambitions by gaining a “possible” on the 800 yard range while competing in a Saturday shoot as a member of the Mornington Peninsular Rifle Team.

At Harman during 1956/57, Bill was captain/coach of the Harman Basketball Team, played Inter Service Basketball for R.A.N. (N.S.W.) and as a ruck was a prominent member of Queenbeyan/Acton Australian Football team.

Since January, 1959, “Moose” has been at Albatross where he distinguished himself by captaining the first Navy (N.S.W.) Basketball team to victory in the Inter Service competitions. He was also a member of the Shoalhaven Basketball team which was defeated in the final of the N.S.W. Southern Area Competition by Canberra.

Our sportsman is a “driving force” for Executive Department in inter-part sport competition and is confident of their chance in all sports.

“Moose” is proud of the achievements of his three children, who have learned to swim at the age of two years, and he hopes they will prove to be outstanding swimmers like their mother.

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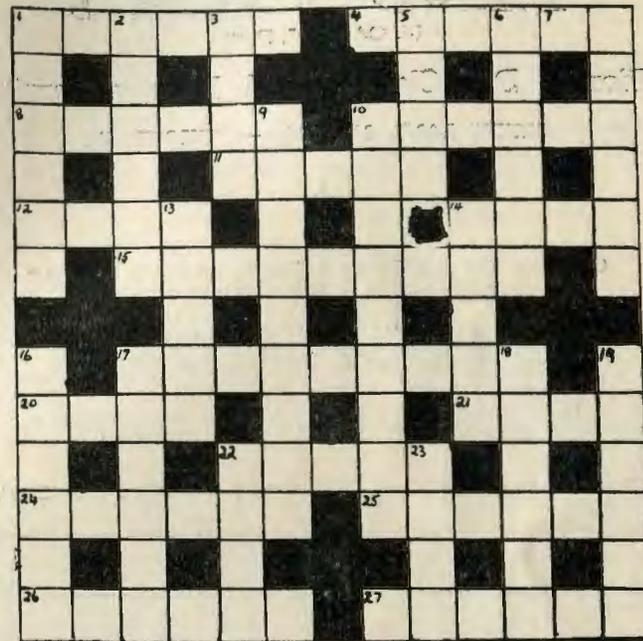
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## ALBATROSS CROSSWORD



### ACROSS

1. Tom gets in the cab for action.
4. For nil silver money.
8. Little Sally and Little Edward have endured together.
10. Con this has been saved.
11. When a ship does so, you spend a lean time aboard.
12. Yes Sir! About a deity.
14. Trains to be angry.
15. A nil count keeps on going.
17. "\_\_\_\_\_, what are you sounding now?"
20. Ray went West and became crooked.
21. Facts found in and around a table.
22. The banquet is mainly Oriental.
24. He's mostly outer polish.
25. Shy cat is confused at sea.
26. Lives in little but water holes.
27. Little Reginald starts to feel sorry.

### DOWN

1. Led Roc to a lower temperature.
2. He's strange!
3. \_\_\_\_\_ and he raised Cain!
5. Twist 14 across to tell them.
6. Disclose about the meat.
7. A small lump started by inclining the head.
9. Covers walls or causes walls.
10. A popular pipe for smokers — and others! (5.4.).
13. Was 27 across caused by this game?
14. Storm over the grade being twisted.
16. Craved for the meat being cut correctly.
17. Canter about in a coma.
18. The more foolhardy way to cut bacon.
19. He's just a hound-dog!
22. A handy way to do things . . .
23. Docile outlook of the Mate.

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