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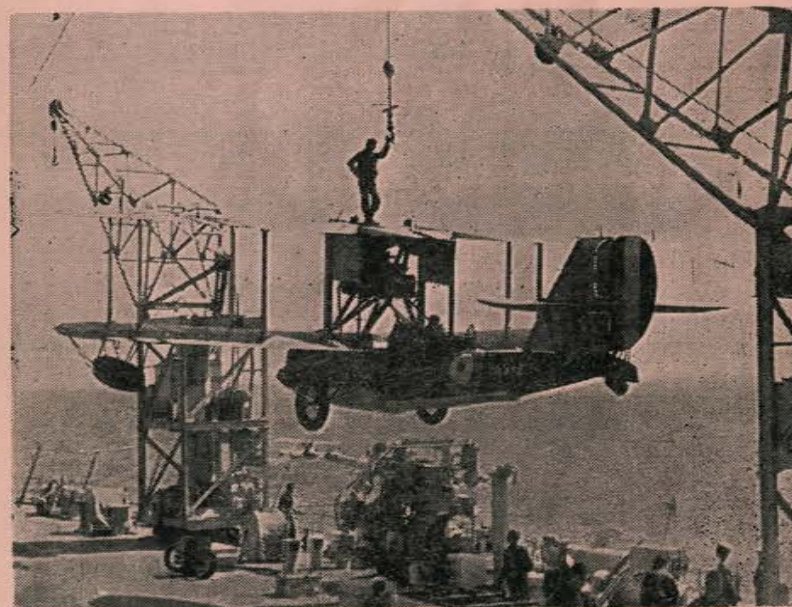
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No 57

JANUARY, 1962

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

No. 57

JANUARY, 1962

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State Gliding Championship	Page 33

OUR COVER

This month's cover is by courtesy of Mr. Earle-Oxley, whose story of the early days of naval flying will be featured in next month's issue. Known as a Supermarine "Seagull" and powered by a Napier Lion, this little beauty had a top speed of 72 knots, stalling at the 60 knot mark.

EDITORIAL

REVIEW 61 — PREVIEW 62

1961. The year of the 50th Anniversary of the R.A.N. A year of Air Displays, Pageants; the Fleet's entry into Sydney; the tour of the combined bluejackets bands.

Pageantry of a type that spelt NAVY throughout, and quickened the heartbeat of all.

It was also a year of hard work and change. Code names such as Tuckerbox, Focus 61, Icebreaker, and Swansong are but a memory of long hours, additional effort and a sense of achievement of a job well done.

Ground and aircrews are now training in England for what will be the new predominately anti-submarine force. The Westland Wessex's are rolling off the production line, and with them even more complicated electronics.

The first two Type 12 Frigates, built in Australian dockyards, have worked up and are with the Fleet. Provision has been made for the fitting of the SEACAT, close range anti-aircraft missile.

What of the R.A.N. in 1962?

The carrier "Sydney" will shortly put to sea as a fast troop transport. Working up with a complement of Regulars, Reserves and A.M.F. personnel — operating in the traditional role of transporting troops safely to battle areas.

Close to home we will be engaged with air support exercises with the A.M.F. During February a detachment of three Bell Helicopter and three Cessnas of No. 16 Light Aircraft Squadron will be attached to N.A.S. Nowra and become part of the landscape up by the Northern hangars.

Towards the latter half of the year familiar faces will return from overseas to form the nucleus of our 1st A/S Helicopter Training Squadron. Observer training will commence at F.N.D., and from there to Malta for fair weather flying. The new crew member — the underwater rates — are being selected, and training will shortly commence.

And what of the Fleet?

The "Tide Austral" joins and we will operate our own Fleet Tanker. The mine-laying potential of Russian submarines is known and our mine-sweeping capability will be increased with the addition of 6 ton class sweepers.

Modernisation programmes are continually taking effect, and shortly the Fleet will grow with the addition of two more Australian built Type 12's.

On the lighter side, this year we have the honour of being the hosts for the Inter-Service Sports.

For the future, we hear renewed plans for nuclear-powered submarines. Guided weapon destroyers of the "Charles F. Adams" class are our destroyers of the near future, and yet another air vehicle is to be planned.

The way ahead is clear — it is a way of continual change — for this is the way we progress.



A Message from the Captain

I have the honour and privilege to be your new Captain and I am very pleased to renew my association with the Fleet Air Arm.

In the few days I have been here I have been most favourably impressed by the general atmosphere of efficiency which prevades the Station. This is as it should be and I am confident that it will remain so. The various components of this Station all contribute, in their several ways, to the ultimate aim of ensuring that the Royal Australian Navy performs its many tasks in peacetime with maximum efficiency and is ever ready and able to undertake the more onerous duties of war.

Each of us has his, or her, part to play and job to do in a complex organisation and we should all appreciate the fact that the success of the R.A.N. may depend on how well we carry out our individual tasks, today, tomorrow and every day.

It is therefore our individual duty to keep fit, physically and mentally, to be thorough and attentive to detail in all that we do, whether it be work or play and to be cheerful and tolerant. We can all then face the future with confidence.

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PERSONALITY OF THE MONTH



LT. CDR. A. H. (SPEED) GORDON D.F.C.

BORN IN PERTH, W.A., on the 17th May, 1925, our personality, having had a good look around the world since, still thinks there is no place like the West.

Thinking that the war might not last long enough for him to get there he joined the Army during the school holidays in 1940. However his military career was interrupted when his father found out and he was ignominiously sent back to school. His chance came soon enough when on leaving school at the end of 1941 he applied to join the Air Force and was called up in 1942.

The first impact he made on the conduct of the war was on the completion of initial training when he rocked the Category Selection Board by stating categorically that he wanted to be an observer, not a fighter pilot. As this was an unheard of approach, it rather intrigued the Board, which consisted of two pilots and a "schoolie." Hoping to hear more, the president of the Board leaned forward and asked "Why?" Nothing loath, our personality replied that he wanted to learn navigation. On being informed that pilots also learned how to navigate he produced an explosion somewhat similar to Hiroshima when he replied that he had been given to understand that pilots could not navigate unless they had a railway line underneath them.

It is understood that after the dust settled his papers were stamped NEVER repeat NEVER TO BE SENT FOR PILOT TRAINING.

After the normal round of courses in 1943 he found himself in an American troopship, bound for San Francisco. At this stage of the proceedings his greatest impression of the war was that nobody ever told you anything except "put your gear in there" and "you go there." The organisation must have been terrific as months later both baggage and body would be reunited in the right place. So much so, that much later, in the wilds of Burma, when "retiring to previously prepared positions" and everybody being limited to 40 pounds of gear including webbing, bedding and ammunition, a sea bag full of balaclavas, sheepskin jackets, etc., arrived. It is understood that the local belles looked splendid in balaclavas.



"THIS NEXT NINE YEARS SOUND LIKE A DREAM,
JUST A TRIM POP!!"

Back to the story however — after completing a Coastal Command School in Canada he was seconded to the R.A.F., completed an O.T.U. on Hudsons and after several trips looking after convoys out of Halifax he and his crew were sent via a Dutch troopship to the U.K. where they were destined for Coastal Command strike forces.

As the air raids in England interfered with the drinking it was decided that the Middle East was a more salubrious atmosphere, so the crew, equipped with Bombay bowlers, snake proof trousers and a garment which was equipped with brass buttons and known as a maternity jacket, flew out to Cairo. Their joy at beholding the pyramids and various other Egyptian delights was only matched by the hilarity of the Wogs when they saw our heroes dressed in tropical rig that was "de rigueur" in the days of Mefeking. This interlude was curtailed by another attempt by the Japanese to invade India which necessitated a sudden shift to the Far East in support of the Army in Burma, our personality acquired (a) a great admiration for the British, Indian and African soldier. (b) A great dislike for Army food and (c) an ability to dig a hole in the ground second to none.

After the war, based in Ceylon, he flew in Skymasters from Colombo to Sydney, via Cocos and Perth. As there were very few aids, the run was done on drift and astra and from the navigational aspect considers it the finest work he has ever done.

Joining the R.A.N. in 1949 with eight other observers and a pilot, he was initiated into the mysteries of "fish heading" after which he was sent to the U.K. for courses. On the completion of these he and another observer who shall be nameless decided that the U.K. was just the place and that every effort should be made to stay there. Fronting a very Senior Officer they expounded this proposition and once again received the answer "why?" As this was totally unexpected, the only answer they could give was to mumble something about wanting to go to Korea and as the R.N. were sending aviators there this was a very good reason.

With a fiendish grin the senior officer thereupon informed them that they were proceeding home forthwith for just that very purpose and we next hear of them in the 21st C.A.G.

After the work up, the 21st Carrier Air Group plus 805 Squadron spent their time twisting the chinaman's tail in Korea interspersed with rest and recreation in Japan.

This war once again gave him a healthy respect for the fighting qualities and ability to rough it of the British Commonwealth soldier. It was a very nasty war for the Army.

More Squadron service was followed by a Photographic Course in the U.K. in 1953 where he was lucky enough to have a (covered) ringside seat at the Coronation whilst some of his erstwhile shipmates marched past in the rain.

One of his finest memories of the Coronation is of an Admiral of the Fleet hanging on to his horse like grim death as it jogged along in the procession not under command.

This period was followed by some staff work then a period as Operations Officer of the Sydney followed by more squadron time and eventually a spell in Navy Office.

In 1958 he completed the R.N. staff course which is one of the courses which, like beating your head against a brick wall, is so good when you finish. This was followed by two years exchange in the R.N. hotly followed by a change from the sublime to the gor blimy when he found himself in A.J.A.S.S.

After A.J.A.S.S. we see many more interesting appointments for our personality in particular when he picks up his "Brass Hat" in June this

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"L" FOR LADIES

IT IS ONLY RECENTLY that I have come to hold, in awe, and esteem, and respect, a group of chaps who singly have displayed outstanding courage, patience and devotion to the task.

That they receive such little recognition is the reason for this story.

The story is of women drivers, but more especially that unsung band of heroes—their husbands—who, being sound in mind and body, are prepared to risk all in an attempt to make their little woman into that, which has never been accomplished, a competent woman driver.

The basic reason, psychologists tell us, why women are such bad drivers is that they are romanticists eternal.

Now, just think back to when you were explaining the use of the clutch and brake to the little woman.

And when you said "Clutch and brake!" wasn't there just a little itsy bitsy giggle. And when you query why the giggle, she explains she just thought of a boy she used to go out with.

And then the mad female desire to prove that they can do more than a man. "Now darling, you can't do a U turn in a one-way street."

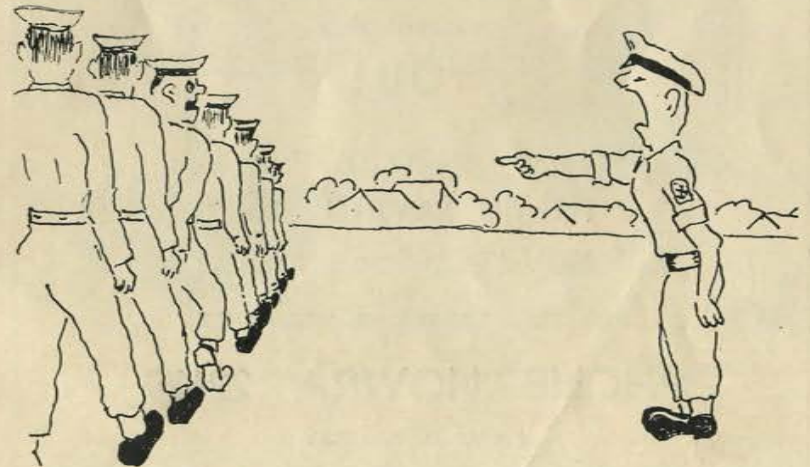
"You bet I can. Just watch!" And then "Yes, I know, Constable, I was just trying to explain to the little woman."

In a large scale census of what to expect when a woman driver puts out her hand, the most popular answer was: "Nothing. She is only drying her nail polish."

And it is known of a woman who drove into a garage to have her horn checked because she had no brakes, not to mention the countless females who have worried needlessly on finding no engine under a VW bonnet.

But on and on it goes. This desperate attempt to achieve that which is near the impossible.

Well done, these heroes! But I think it would be an easier task, say, to unscramble eggs



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CHECKMATE

This is not a thesis on the gentlemanly and time-honoured game of chess, nor yet an acclamation of the TV series of like title. Your roving reporter has been involved in an aura of kerosene fumes, jet-talk and luke warm coffee, to get the story of the Navy's premier aerobatic team — the "Checkmates."

Formation aerobatics teams are nothing new to the R.A.N. In the early Fifties several Fury teams set a very high standard for their rivals to achieve, as any number of our greying, heavily brassed and highly honoured visitors can attest.

During the middle Fifties, 805 presented a three man Fury team which won acclaim in many country displays. Later this became a four man and then in 1956, increased to five. The pilots comprising the teams were constantly changing, so too were the team leaders — but the standard remained consistently high.

In 1956 the jets cashed in on the aerobatic publicity and 808 fielded a two and then three man team. During that year the 808 team won personal praise from the then President of the Philippines, President Magsaysay and at his request Colonel General Vargas of the Air Force expressed his admiration in a radio broadcast from Manila.

In the following 2 years 805 stole the honours again and tuned on a number of very polished performances. Early in 1960 the 724 Squadron Sea Venom team calling themselves the "Ramjets" was formed. Most of our readers have seen the film produced by Movietone, which follows the "Ramjets" through one of their precision routines. The "Ramjets" received compliments on their skilful presentation from service and civilian sources alike and their performance was the highlight of the 1960 Bankstown Air Pageant.

In January of 1961, 805 Squadron adopted the present pattern of red and white checks on their tip tanks, and on the 8th March, in the Indian Ocean began working up an aerobatic team which later became known as the "Checkmates."

An invitation was extended to the R.A.N. (at a very high level) to take part in an International Air Display at Singapore commencing on Saturday, 8th April, 1961, and continuing for a week. The R.A.N. accepted the invitation and 805 and 816 Squadrons disembarked to Seletar and commenced a work up for it on the 5th April.

On the 6th A dummy run was held at the International Air Port at Paya Lebar, Singapore. The Naval element taking part consisted of Scimitars and Sea Vixins of H.M.S. "Victorious," Whirlwinds of H.M.S. "Bulwark," the Sycamores Venoms and Gannets of "Melbourne" and a helicopter borne Commando company of No. 43 Royal Marine Commandos. It was very quickly realised that to compete against our much more noisy and impressive bretheren we would need more than our Sea Venoms. On Friday 7th in a quiet corner of Jahore Baru in Southern Malaya, the team (now increased to six) worked out a brand new aerobatic routine, the remaining four Venoms being employed to fill in gaps.

The Singapore International Air Show was opened at 4 p.m. on Saturday, 8th April, 1961, by His Excellency, The Yang Di-Pertuan Negara, Inche Yusoff Bin Ishak, the Navy having been chosen to provide the flying spectacle on the opening day. The standard of flying by both R.N. and R.A.N. aircrews was incredibly high and it will suffice to say that in the Sunday papers the "Melbourne" aircraft got the lion's share of the publicity.

As "Melbourne" made her way back from New Zealand in September '61, the impending commitments of a "Shop-Window," Family Day, and Nowra's Family Day followed by Navy Week, brought the 805 jockeys out of the state of delirium tremens which prevailed upon the Squadrons through Kiwiland, and on September 20th they appeared under the title of the "Checkmates" for the first time. The team consisted of Lts. J. H. Cooke, R. J. Muffet, B. A. Dutch and A. L. Riley. A quick disembarkation and the Squadron "met the press." The demand for aerobatic teams for various purposes has been a heavy one and although the Service and the team like to oblige wherever possible — the difficulties are many and the organisation exacting.

Navy Week called for three displays (two cancelled due to weather) followed by an Air Pageant at Orange, October 28th and Kerang Vic., November 5th. During the first week of October 2 members of the team left and a third's departure was imminent and thus the current members teamed up. Both Orange and Kerang were spectacular successes which gained the R.A.N. much valuable publicity.

At the time of going to press the "Checkmates," fresh from summer leave, are preparing for the 1962 long cruise during which they hope to reduce the placid Air Traffic Controllers of the Far East to the twitching grimacing husks which identify our own sterling breed.

To conclude this eulogy on airborne showmanship we might examine the current crop of intrepids who man the red-checked chariots.



The "olde man" of the team is leader, Lieut. John Cooke, Senior Pilot of the Squadron. John was born at Wollongong in 1930 and entered aerobatic field in 1953 in an R.N. Sea Fury team of 811 Squadron. His experience since that time has encompassed such teams as 805 with Sea Furies, 808 Sea Venoms, "honorary" appearances with the "Ramjets" and since 1960 he has flown in or led the 805 team in each appearance.

Lieut. Barry Orr, No. 2 of the team, was born in Sydney in 1937 and has flown in 724 and 805 Squadron teams. Barry has appeared in various team positions and has won his spurs now in what is the most difficult spot. (Note:— when you have five minutes to spare, sit in the pilot's seat of a Venom, look out the Stbd. side and note how much of the port tip tank you can see of the aircraft parked on your right!).

Lieut. Barry Roberts, the No. 3 was born in Adelaide in 1937. He made his debut over Hobart in 1960 with 724 Squadron. Barry became one of the foundation members of the "Ramjets" and can claim to be a film star in his own right. He has flown in every display by a station team since then and joined the "Checkmates" in October 1961.

Lieut. Bill Callan, box man of the outfit, was born in Sydney in 1935 and is one of the few pilots still on the station who can claim formation aerobatics time in Sea Furies. Bill started burning kerosene in 1958 and flew with the 805 team until he joined 724 in 1959. Like Barry Roberts, he is one of the foundation members of the "Ramjets" and flew with them until July of 1961.

As the "Checkmates" leave the summer climes we wish them good luck and a good showing before the R.N., R.A.F., U.S.N. and U.S.M.C. Rumour has it that a new "Ramjet" team will be fielded at Bankstown in March and we leave the high tradition of aerobatic flying in the R.A.N. safely in the hands of these two units.

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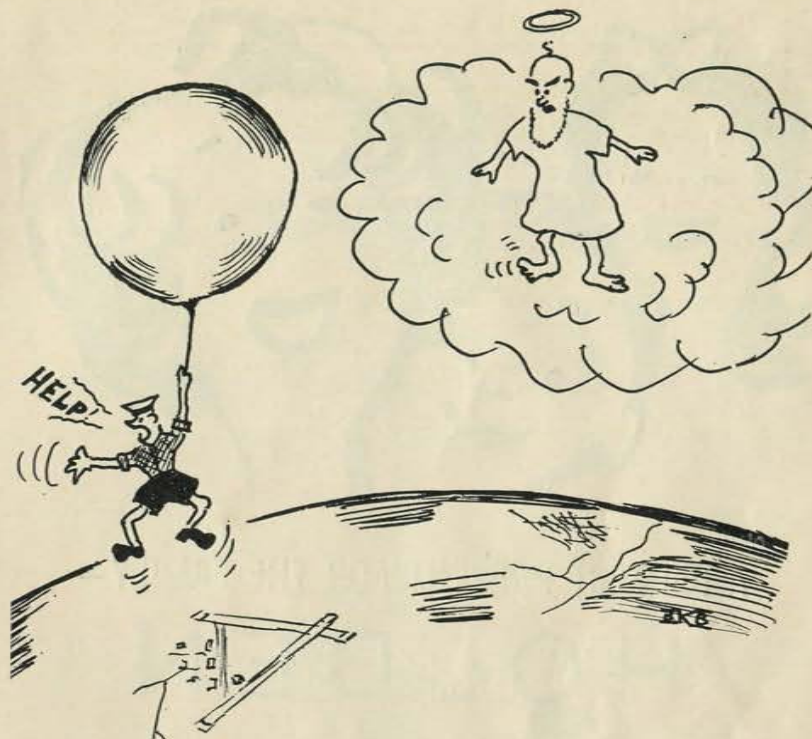
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KERANG AIR SHOW

The following is an extract from the Aircraft Owners' and Pilots Association of Australia monthly magazine for December, 1961. The article was published under the title "Kerang Air Show."

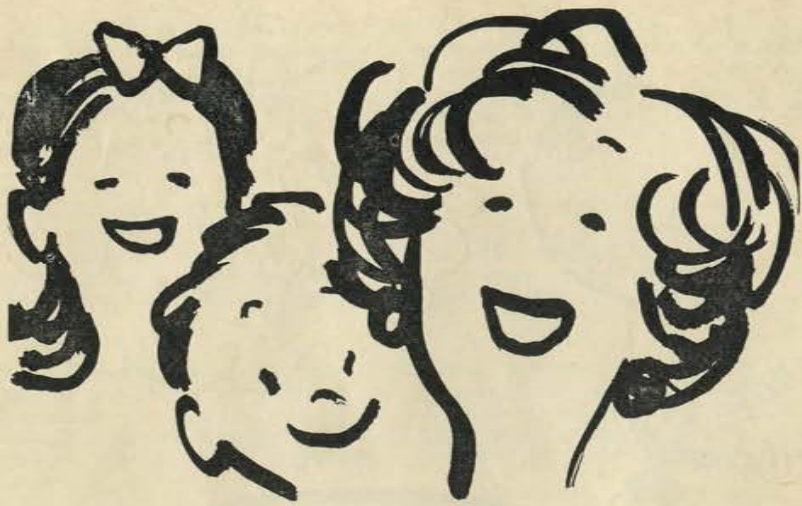
" Then the "Highlight of the Day."

The Fleet Air Arm arrived over the top at 2.55 and the 4 Sea Venoms delivered a display of aerobatic formation flying, a low run over the field and up into the "Bomb Blast" then proceeded to criss-cross the field from the four corners, crossing each other in the centre, low level "Carrier" runs, under and over runs, in fact, you name it and they did it. Gasps of admiration from the spectators were that loud that they came through my microphone and were rebroadcast through the P.A. system. All the pilots I spoke to agreed that the Blue Angels and Black Arrows were not in it. The grass is probably still scorched where they did their runs.

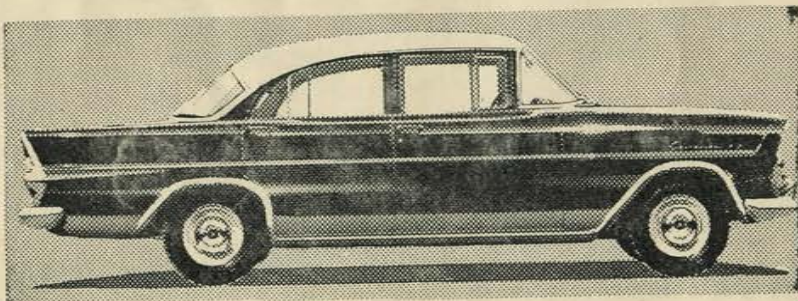
The Gannets (Flying Xmas Tree, affectionately called by a Naval chap alongside), followed giving low level, slow, high speed, carrier, torpedo and bombing runs, flying with one prop stopped and then restarting in flight, in fact, all Kerang will do now is talk aeroplanes.

After the Navy "Fly Boys" disappeared — much to the disappointment of the crowd etc., etc.

By TED WOLSLEY.



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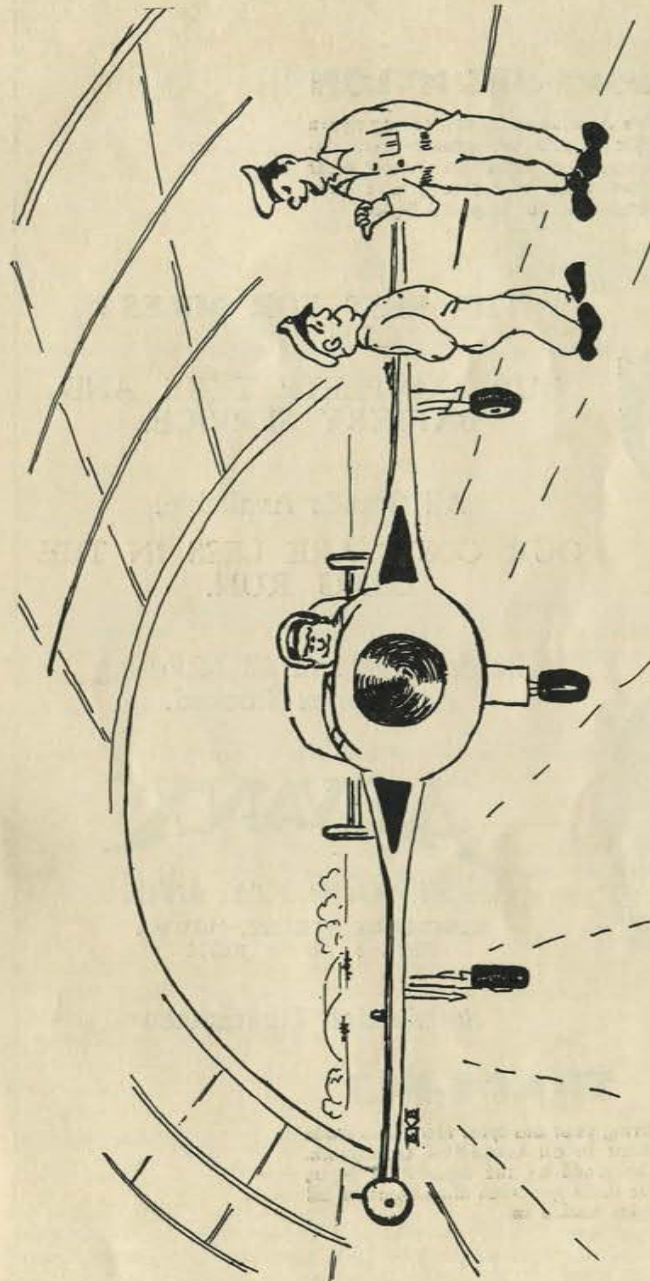


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NEWS FROM ALL ROUND



There was a noticeable increase in the sale of beer and other drinking beverage at the Village Store over the Xmas period. The usual amount of beer bought at once is 2 to 3 bottles per person, however, over the festival season it increased to 2 or 3 dozen per person.

☆ ☆ ☆

Residents of the "Patch" had an opportunity for a night out at the Village Hall when they held a "Mad Hatters" dance. This proved to be quite an enjoyable evening for all who went along.

☆ ☆ ☆

On the morning following a local dance (so I'm told) a certain young rating reported at the gangway that he had lost his wallet, Identity Card and his Station Card. Also, I'm told, he lost, but neglected to report, that he had lost his "Bells."

☆ ☆ ☆

Lieutenant Coote is still in the Alfred Hospital, Melbourne, and at time of writing is still on the dangerously ill list.

☆ ☆ ☆

The fact that New Year's Eve fell on a Sunday night didn't stop a select group from seeing the Old Year out and the New One in. They hired the Village Hall for the night and really made a night of it with a couple of 18s.

☆ ☆ ☆

Talk about Class Distinction — down by the Tyre Bay the "plumbers" sport a sign "Keep Off the Grass." But not the "L" boys. With their bulging bulb bags — for them its "Keep Off the Lawn."

☆ ☆ ☆

No its not a new version chopper over at 723, just one of the old faithfuls tiddled up in the new colours. Eventually all will be the same.

☆ ☆ ☆

Four O'Clock Monday the 8th, and 10 new faces in the P.O.'s mess, congratulations to ex L.A.M.'s Brunswick, Day, Llewelin, Thompson, Delaney, Tuckfield, Harman, Lloyd, Macfarlane and Clarke.

You will find them at any time in the next two years down at S.A.M.(E) training as Mechanicians for the new Whirlybirds.

+ The Chaplain's Corner +

A WORD OF THANKS

You have often seen parents punish children for eating the icing and leaving the cake. I'm rather on the children's side and am prepared to dispute the justice of their punishment.

Children are largely obedient, honest and grateful after the manner of their parents but how many parents, I wonder on Christmas Eve celebrated the gift of God to this world, but forgot about Him, say on New Year's Eve? Or briefly, entered the spirit of Christmas, but are not serious Christians?

We all have our imperfections. But ingratitude, selfishness, egotism are difficult to pardon. And yet to what degree and how often do we say "thank You" to God for the good turns He has done us? We have our country, as yet free, our homes, our families; we have the many institutions that protect our dignity and safeguard our rights, we are free to worship God according to our conscience. So much we take for granted!

So at this early stage of this New Year, how about we undertake to show Christ Our Lord some simple and genuine acts of thanks and gratitude? He gave His life, at the hands of men who hated what He taught.

H. McDONALD, Chaplain R.A.N.

THE BIBLE

If you were asked by someone "What is the Old Testament?" you would probably reply "The first part of the Bible." But it isn't. A Last Will and Testament is a man's agreement with his beneficiaries. The Old Testament is the Agreement between God and the Hebrew race, and the Bible describes the breaches made in that agreement by the Hebrew race. The New Testament is a Codicil — the old Agreement modified and is now the Agreement between God and the whole of mankind.

Jewish history begins with their migration from Ur in the Chaldees about 2000 BC and the first figure we meet is Abraham whom the Jews have always regarded as the founder of their race.

Terah, so the apocryphal Apocalypse of Abraham tells us, was an idol-maker, and his son Abraham was, from early days, anxious to know which was the most powerful of the gods. When this or that one fell and broke and was discarded Abraham felt contempt for them all. One day Terah told him to make a fire and cook the dinner while he was away. Abraham placed a little god named Barisat in front of the fire and asked him to see that the fire did not go out. When he returned the fire was blazing merrily but, on drawing closer, he found that Barisat had fallen into the fire and himself provided the fuel.

Abraham felt sick at heart because he knew that the fire was mightier than Barisat yet water extinguished fire. He could not call water God for the earth swallowed it up. Yet how could he call earth God — it is subject to the sun which gives it light. Neither could he call the sun God

because it was overcome by darkness. Surely darkness could not be God. While he was pondering he heard a voice calling "Abraham, Abraham." He answered "Here am I," and the voice said, "Get thee out of thy father's house unto a land which I will show thee, and I will make of thee a great nation. Thou seekest after the God of Gods, and I am he." So Abraham departed and it was counted unto him for his righteousness.

Abraham, whose name is mentioned 300 times in Holy Scriptures, lived two thousand years before Christ — it was a long Advent before the Sun of Righteousness appeared. Abraham, Isaac, Jacob — three generations and there is no sign of the City of God. Jacob's children flee to Egypt for security and find slavery.

About 14000BC Moses delivers his people and gives them the promised land, their own sacred scriptures, the Ten Commandments, a priesthood and their character as the people of God.

After Moses comes the times of the Kings of Israel — they are so similar to oriental monarchs with their absolute power, their greed, their concupiscence, and their occasional splendid humanity. The country loses its vision — strife and war break out and heathen practices are established. The Kingdom splits into the larger Kingdom of Israel, which was annihilated in 722 by Sennacherib, and the smaller Kingdom of Judah which was utterly destroyed and carried away into Babylon by Nebuchadnezzar in the early sixth century BC. These days of exile were not lost; there was an immense literary output and much of the Bible was written at this time. The faithful learned thoroughly one lesson that there was one God and that his name was Jehovah. They also learned that there would be a Messiah who would not only be a triumphant king and an inspired teacher, but the one who through suffering would redeem his people.

The faithful remnant returned to Jerusalem and rebuilt the temple and the city. But at this time Greek culture began to undermine the Jewish faith. Antiochus IV (170BC) began to make the culture of all his dominions entirely Greek and sought to exterminate the Jewish faith. He destroyed Jerusalem, profaned the Holy of Holies, and built heathen shrines throughout the land. The story of the Maccabees is one of the most thrilling resistance stories in all literature and after forty years of bloody warfare the Jews won their independence only to lose it to the Romans. Herod of Edom was appointed king by the Romans in the year 36BC. The Christian Church was baptised at Pentecost and its members believed that they were the new and true people of God. Jesus came not to destroy the law but to fulfil it.

We live in an electronic world where fear instead of righteousness has become a dominant force in politics. Let our resolution be firm and let our memories be refreshed with the deeds of the Jewish race. The vocation of the Virgin Mary, the dynamic faith and restless activity of St. Paul, the profound insight of St. John, the thousands of martyrs who have believed on the Lord Jesus, should give us the spirit of our forefather Abraham, who, by faith, responded to an apparently irrational call looking for a City that has foundations whose maker and builder is God.

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And then young Irma couldn't understand why there were so many naval surgeons in the R.A.N.

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Pop: What did you do with the shilling I gave you last week?

Junior: I spent it.

Pop: What are you doing — keeping a woman?

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Our roving cameraman picked a winner when he caught Lieut. Frank O'Grady — "How are yer mate" — and Lieut. Graham Stevens studying the form. Both leave the Fleet Air Arm this month to

Mr. G.: How about this one?

Mr. F.: Are you kidding — after all old boy, we used to be paid as N.O.'s.

Mr. G.: I can't find it.

Mr. F.: What?

Mr. G.: Drinking assistant to the General Manager.

Mr. F.: Here's one I go for. Earthy and in George Street. Never was one of those under four feet blokes. Brews always on. Drop into me hole anytime.

Mr. G.: You could be the Pig at the "Club Pigale."

Mr. F.: Summer job only — winter they wear clothes.

Both: Aw, what the hell! We can always sign no, no, no, not that!

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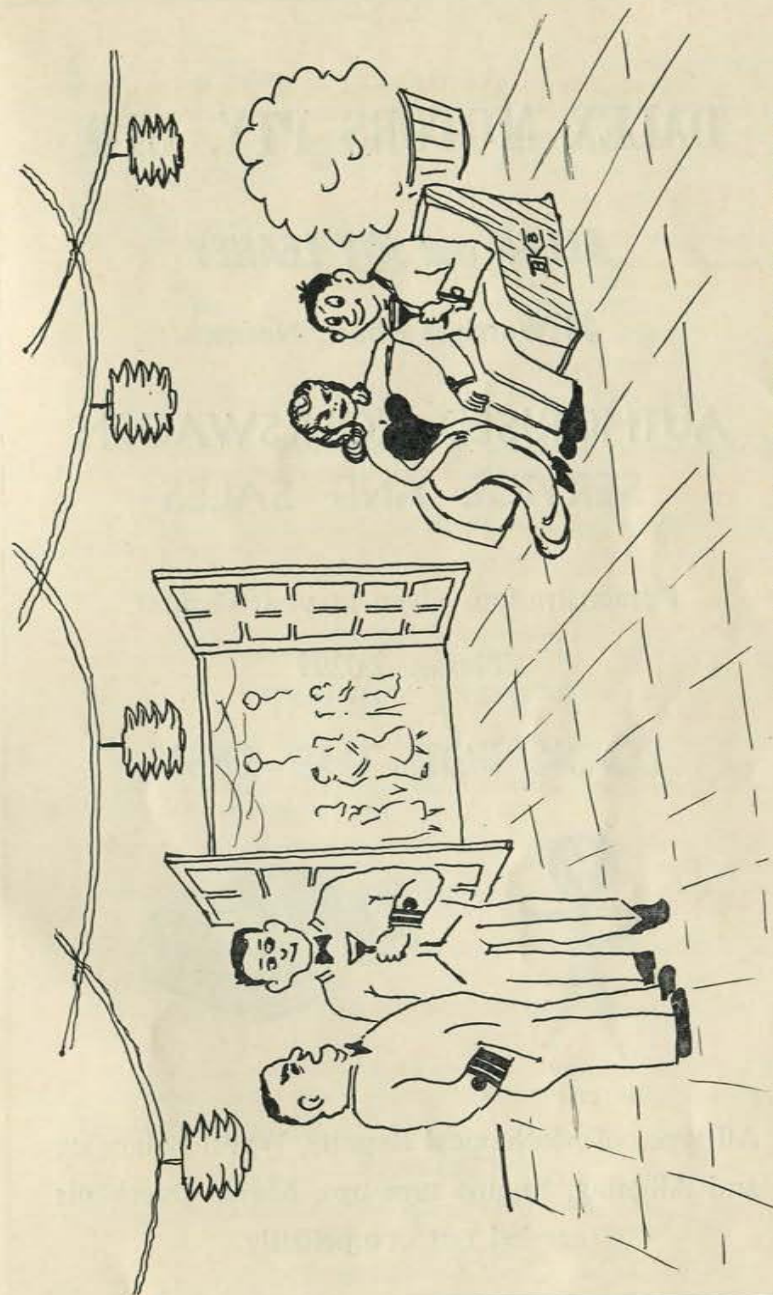
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"That fool is squandering his youth away — he ought to know he can drink when he gets older."

The printing error in Mac's Photographic Service advertisement in the December issue of Slipstream is sincerely regretted. —Ed.

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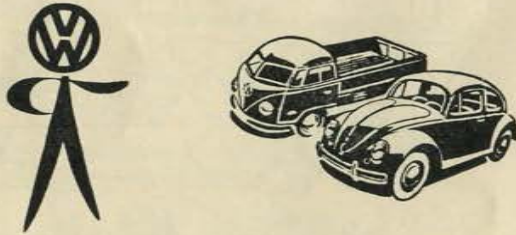
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CRIM JARGON



1. Some criminals "go down" in history, not always through the trap-door of the gallows. Who were:—

- (a) Colonel Blood;
- (b) Tom King;
- (c) William Hare?

2. Even crooks may "say it with flowers." What colours are the flowers of these plants:—

- (a) Pickpocket;
- (b) Fiddle Dock;
- (c) Wood Club-rush?

3. Criminals have always been popular fiction. Who created:—
(a) Captain Macheath; (b) Bill Sykes; (c) Raffles?

4. Some petty grafters have had to go out of business because of changing conditions. What did these systers do:—
(a) duffer; (b) sweater; (c) thimble-rigger?

5. A crook is still a crook, no matter what you call him. Can you identify these Americans:—
(a) peterman; (b) porch-climber; (c) rodman;
(d) pay-off man?

(ANSWERS ON PAGE 40)

"THINK TWICE"

1. If two monkeys sit in a corner of a room and both look at another pair of monkeys in another corner, and so forth, until every pair in a corner looks at another pair, how many monkeys can they say they are looking at other monkeys?

2. When a certain young lady heard that 1901 threepenny pieces were worth almost twenty four pounds, she took what she had, hastened to the nearest bank and found the story true. Yet she was disappointed. Why?

3. Can you give three consecutive days of the week without naming Sunday, Tuesday, or Friday?

4. A woman declares that her grandfather is only five years older than her father. Can this be true?

5. If there are two sheep, one facing East and the other one facing West, how many miles must they walk before they come face to face, assuming they walk straight on?

ANSWERS

- 1. None, because Monkeys can't say anything.
- 2. Because nineteen hundred and one threepenny pieces will always be worth almost twenty four pounds.
- 3. Yesterday, today, tomorrow.
- 4. Her grandfather is her mother's father.
- 5. No miles, because these sheep are already facing each other.

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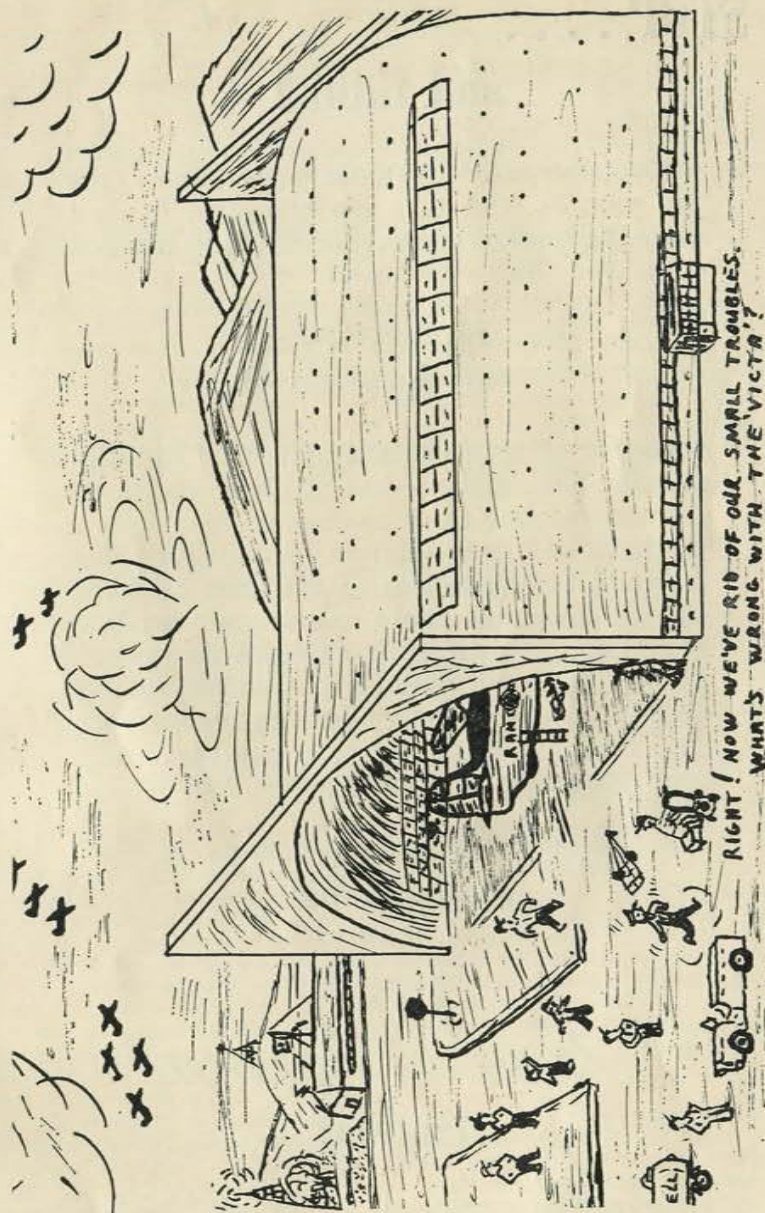
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We have so many different formulations that it would be impossible to list them all here, but the one most likely to suit your needs is MYADEC. These little capsules contain all the vitamins and minerals you could possibly need for a day — and all you need is one each day. Take one in the morning and that's it — your protection is complete.

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when you call.

Paul Farrent

CHEMIST

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Sporting Notes

STATE GLIDING CHAMPIONSHIP

At 5 a.m. on Christmas Eve the R.A.N.G.A.'s two entries in the State Gliding Championships departed for Narromine, with the pilots of both aircraft eagerly looking forward to the big thermals of western N.S.W.

After driving through light rain until we crossed the mountains at Katoomba, the sky slowly cleared until we reached Dubbo, twelve hours later, where soaring conditions appeared excellent.

A quiet Christmas Eve was spent in Dubbo and we settled into our living quarters at Narromine later in the evening with thought of a solid pre-competition work-up on Christmas Day and Boxing Day.

We were certainly far from disappointed for shortly after the Nymph was rigged the next morning Chief Hodges was on his way in an attempt to reach Bourke, 208 miles away. Later that evening, a very anxious and dusty retrieve crew came across the Nymph parked virtually in the main street of a small town called Byrock, 157 miles from Narromine. All very well, except for the fact that there was no pilot.

Fifteen minutes later, after much horn tooting, a rather dark faced figure appeared from the local railways station, complete with cold bottled steam, and with the news that the flight had taken him 6½ hours, thus completing his Silver "C." A fine flight, Keith.

It was, in fact, longer than any flight made during the competition and puts him in the running for the Martin Warner Distance Trophy, which is presented to the pilot who makes the longest flight in N.S.W. during the year.

I also hear tell that a certain dark faced captain made the shortest cross country flight of all time — .7 of a mile from the airfield boundary into a patch of thistles, and in a reciprocal of the course to the set task. You should have heard the excuses!

On Boxing Day it was Sub. Lt. Johnson's turn, and after several discouraging attempts, he cracked a beauty and covered ninety miles before running out of "green air." The hospitality he received from the owner of the cattle station he landed at was truly typical of Australian country folk. After several cold ales and a pleasant afternoon tea the boss and his wife left him in the care of their only daughter, whilst they went out to tea and he waited for his retrieve crew. Not quite the mistake you may imagine, for the lass concerned is pictured on the left of the accompanying photograph, and was quite capable of handling the Short One. This flight completed his Silver "C."

The next morning saw the arrival of the nine competing aircraft and the championships started in earnest. Cloud base was a little low for long distance flights and for most of the competitions the tasks were limited to about 80 miles.

All members of both teams successfully carried out cross country flights and thus gained valuable experience previously almost impossible to obtain at Nowra. Chief Hodges gained a second and a third placing, Chief Daniels a second, and Sub. Lt. Johnson a third. Chief Daniels and Musician O'Leary also completed their Silver "C" height and distance legs. The latter, by the way, is now doing backward navigation in the Dogs and is busy writing out "I must not land at Mudgeribar" 1,000 times.



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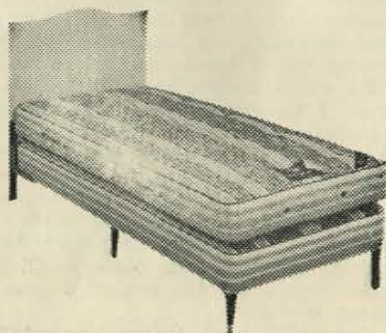
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The individual championship was won by Vic Kasak, who flew a privately owned BG 12 A, with Chief Hodges in sixth place Sub J.t. Johnson eighth, and Chief Daniels ninth, out of the 24 competing pilots. The team event was also won by the BG12A, with the Navy Nymph fourth and the Kookaburra sixth.

During the fortnight, our two aircraft covered 1026 miles, and logged fifty hours.

Last, but not least, many thanks to N.A. Nobby Clarke, who did a fine job as a non-flying crew member.

— A. E. J.

Doctor: I don't like the way your husband looks. Mrs. Roberts.
Mrs. Roberts: Nor do I, but he's good to the kids.

Hear tell about a man who has a hand-operated rotisseril in his back yard. Late one afternoon he was barbecuing a chicken, turning the crank on and on.

A bea'nik was watching him from the next yard.

"I don't want to bug ya, d'ed," the beatnik said at last, "But your music's stopped and your monkey's on fire!"

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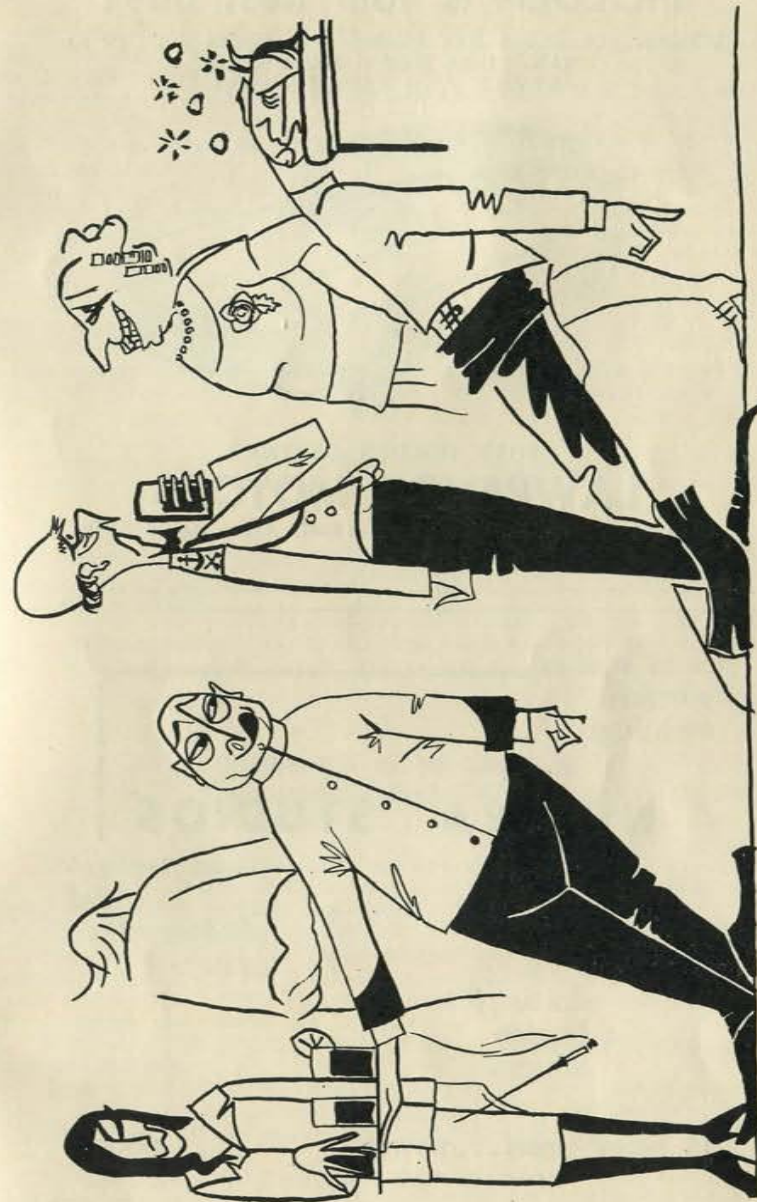
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TUNA TIME

WITH THE fishing season in full swing I had the pleasure of spending a day at sea with the Game Fishing Club "Big Wheels" last Sunday, and I must confess had a very enjoyable outing.

We set our rendezvous time for 0500 at the J.B. wharf, but a certain member of the party had trouble making it and of course the alarm clock got the blame. After the slight delay we put to sea and prepared all the equipment for the big ones we hoped to land when the competition started. I was stuck down aft while this was going on, watching a couple of lines being dragged through the water behind us with bicycle tubes attached to them. Just what I was supposed to do if something had got itself caught I hadn't a clue, but I feel the "old salts" must have known this and realised it was highly unlikely I'd be embarrassed so early.

Not long after, when all the equipment had been prepared, we were sitting around having a brew, when someone noticed he'd had a "strike" and without any effort "Snoz" landed himself a nice 8 lb tuna. After a while we found ourselves amongst a school of them, and when everyone on the boat had landed themselves one, I was allowed to have a go. Yes, my first "whopper" did get away, but success was mine later; only not quite so big as the one that got away.

After many keen hours of fishing, we returned to the wharf with a tally of 5 yellowtail around the 18 lb. mark, and 30 bluefin averaging 8lbs.

Worthy of note was Moosh's" successful landing in twenty minutes of an eighteen pounder on a ten pound breaking strain line. Not so lucky was "Snoz" who had the misfortune to lose his "Big" one after playing it for over 15 minutes.

This, my first successful and enjoyable outing, has made me keen to be a regular member of the G.F.C., and I can wholeheartedly recommend it to anyone interested in this kind of sport.

— "MULLET."

Spearfishing Notes

The annual convention of the Underwater Spearfishing Association of Australia was held at Currarong over the Xmas period, with entries from as far afield as Perth and Cairns.

There was only one entrant from Albatross, which was a surprise to the committee who expected some competition on our home ground. The organization was first class, Bill Lewis from St. George came down to the camp site a week before the comp. was due to start and rigged showers, water supply, and mowed the tent sites.

The official weights and results will be published next month as they become available.

Most of the fish taken were presented to the local hospital and adjacent campers, and as the majority of the holiday anglers were catching nothing but a cold we believe they now regard the spearmen in a much more favourable light.

The rain made living conditions uncomfortable at times but the water was clear enough out deep and on the reefs, clear enough to see the three tigers who chased us out at Long Nose Point — very nerve racking. It was a very successful convention considering the weather conditions, it will, in all probability be held at Currarong again next year.

PUZZLE CORNER

1. Divide £627 between A, B and C so that A gets twice as much as B and three times as much as C.

2. Tom walks at a rate of 4 m.p.h. and Dick at a rate of 3 m.p.h. If Dick has half an hour start, how long will it be before Tom catches up with him?

3. A page of print contains 1200 words if in large type and 1500 words if in small type. If an article of 30,000 words is to occupy 22 pages, how many pages must be in small type?

4. Car A does 30 miles per gallon of petrol and 500 miles per gallon of oil. Car B does 40 miles per gallon of petrol and 400 miles per gallon of oil. If oil costs as much as petrol, which will be the cheaper car to run over 6,000 miles?

5. A bag contains six coloured balls (all different). How many different pairs of two colours can be drawn from it if (a) each pair is replaced, and if (b) each pair is left out, when withdrawn.

6. Find three consecutive whole numbers the sum of whose squares is 110.

A prize of £1 will be given to the first correct answer handed in to the Editor. Answers will be published in the next edition. Should no correct answer be received the prize will jackpot to the next puzzle.

ANSWERS

1. (a) He stole the Crown Jewels in 1671, but was pardoned by Charles II; (b) Confederate of the notorious highwayman Dick Turpin; (c) He turned King's evidence against William Burke, his partner in the Resurrection murders.

2. (a) white; (b) green; (c) olive-brown.

3. (a) John Gay; (b) Charles Dickens; (c) E. W. Hornung.

4. (a) He dressed up trashy goods and sold them as the genuine article. (b) He filed particles off gold coins; (c) Old-time three card trick man, only he used three thimbles and a pea.

5. (a) Safe-breaker; (b) cat-burglar; (c) gunman; (d) hired killer.

The Government announced there has recently been a decrease in the cost of living — to say nothing of the chance of living.

Lt. Wilkinson: "Now son, imagine you're on guard at the Bomb Dump, and the dump suddenly blows up. What would you do?"

Naval Airman (O): "Fire my gun three times, to wake up the rest of the camp."

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