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67⁶⁷



SLIPSTREAM

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



No. 67

January-February, 1963

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SLIPSTREAM

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

No. 67

January-February, 1963

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Features

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Popular Photography	Page 21
The Departments	Page 27
Sporting Notes	Page.34

Our Cover

IN THE "WETS"

The well known and sylph-like figure of the man dispensing Good-will behind the bar is proof enough of the quality of his goods! N.A. "Slim" Sutherland hangs out most days in the area of A.J.A.S.S., and can be seen piloting a blue Holden occasionally. By night he may officiate in the capacity shown on the cover — and what a capacity!

EDITORIAL

THIS FIRST ISSUE of "Slipstream" for 1963 shows some changes, both in Staff and in features and policy, but I feel that these are bound to arise with the passage of time and changing situations. However, there has been one notable change, which can only be placed on the debit side—the almost complete absence of ORIGINAL CONTRIBUTIONS. There are still a few of the Departmental features, with their Departmental inuendoes, but the dearth of self-expression is alarming! Perhaps it is a side-effect of an age of apathy, where so many things are expendable or disposable; and perhaps the comic or the paperback, or the "idiot-box," can smooth the desire for self-expression to an easy mediocrity — I cannot say. There are so many among us with a real talent which needs presentation; I have seen here the work of poets, writers, artists and cartoonists and photographers, and we all know someone about whom we can say "Gawd, he can spin a dit!" "He'd make any story sound funny . . ."

Here is their chance — your chance. "Slipstream" is a wide-open, easy-going magazine and within its pages you are bound to find something to suit your particular tastes. It's YOUR magazine to cover YOUR interests. Use it.

Read it too — amongst its pages there is always something to think about, or to laugh about, or to talk about — even your own jokes seem funnier in print — and take it home to "Mum" or to the "Squarie." There'll be a thrill of secret (or not so secret) pride for them when you're in it.

The only gracious way to accept an insult is to ignore it; if you can't ignore it, top it; if you can't top it, laugh at it; if you can't laugh at it, it's probably deserved.

Dining Out ?

We recommend

Travelodge Motel Restaurant

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CONTINENTAL AND AUSTRALIAN MEALS

Luncheon 12 noon to 2 p.m.



A Note from the Commander

It has been said, and I think it is mostly true, that one should never return to a place, an environment in which one has been thoroughly happy. One leaves behind ghosts, imperfect memories which, with physical removal and the passage of time, become larger than life and twice as real. To return is to be disappointed. Certainly in my experience this seems to have been so.

But, in respect of my return to "Albatross", the realisation has been better than expectation.

"Albatross" to-day is far better than the "Albatross" of memory, and it is a stimulating experience to come back.

I am greatly impressed with the spirit of the uniformed community here. I am impressed too, with the appearance of the station. This reflects great credit on all who, over the years, have worked hard to make something of what once was a pretty desolate clearing in the scrub.

And so, there is no disappointment on this occasion. I am glad to be back — it is nice to come home.

"Slipstream" takes this opportunity to welcome back Cdr. McIntosh — on behalf of everyone aboard — we're glad to have you here, Sir.

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PERSONALITY OF THE MONTH



LT. CDR.
COL. WHEATLEY

BORN IN TOOWOOMBA somewhere in the dim past (about '24 we feel), the perennially-youthful, white-haired-boy of the Tower Club has spent nearly as much time in the air as on the ground. He assures us his only education was by pedal wireless somewhere West of the stump . . . but no-one can spend some 20 years

in the Services without gleaning a little in the way of an education — formal or informal.

He joined the R.A.A.F. early in the War, and was broken in to the joys of the joystick in Tigermoths and Wirraways in Australia,, and then, on transfer to U.K. land, in Miles Masters and Hurricanes, finally graduating to Spitfires with 603 City of Edinburgh Squadron. The war over, and still in one piece, our personality headed for the big smoke and the good life as a commercial pilot with A.N.A. However, the call was strong, and in 1948 he was an original entry to the F.A.A. on formation.

Training began at F.N.D. to be followed by a period of "fishead- ing" in H.M.A.S. Australia. Then it was back to the "Old Dart" for flying training. On his return this time, he found himself flying Sea- furies with the 21st C.A.G. and with this experience up his sleeve, he was off to Korea. His service there was short and glorious and he was the first casualty from the F.A.A. — shot down by ground fire, he ditched in the Yellow Sea, and was rescued by the timely arrival of a U.S.A.F. flying boat.

Back to Australia and to "Albatross". He was made Senior (P) of 851 Squadron and then C.O. of 723, and during the Royal visit in '56, he shared the controls of a Dakota with H.R.H. Prince Phillip . . . a signal honour. Then off to U.K. again for exchange service and a full and exciting few years there, in the Mediterranean, and in the Middle East. Joining the R.N.'s A/S helicopter squadron, (845 Squadron) he served in Whirlwinds through 1957, and assumed command of the squadron in August 1958.

He was assigned to service on the Yemen border and disembarked from H.M.S. Bulwark, to give support to the Aden Protectorate Levees — his service here won him the General Service Medal with the "Aden Peninsula" clasp. Operations in this area continued, and he and his squadron landed the "Cameronians" in the Gulf of Akabar area during the delicate in- flammatory situation that arose in Lebanon late in 1958. Again to the Persian Gulf, and again operating from "Bulwark" he came into the big money — the ships "Melika" and Ferdinand Gilabert" collided off the Gulf and caught fire with the loss of 48 lives, Lt. Cdr. Wheatley partici- pated in the salvage of these ships, passing the towline by helo. from "Bulwark" to "Melika" and receiving £120 salvage money for his efforts! Not only that, but he personally rescued a number of survivors from the sea. Perhaps his penchant for Big Game fishing has developed from that day.

Off again to more active duties — this time in Cyprus, at Akrotiri and Nicosia during the Famagusta risings. Here he embarked troops of the 1st Battalion Parachute Regiment to fight against the guerilla-type mountain troops of General Grivas. As a fitting reward for these exploits,

his Squadron was awarded the R. N. Boyd Trophy for the most outstanding achievements in Naval Aviation for 1958.

Leaving 845 Squadron, he suffered the rigors of an R.N. staff course at Greenwich Naval College — then home to Navy Office on the staff of D.A.W.O.T. As you all know he is currently serving here as ("f") Lt. Cdr. Flying.

We forgot to mention that Lt. Cdr. Wheatley was shot down while on wartime service in the U.K. — but pleasantly! The gunner was a W.R.A.F. serving at the same fighter squadron, and now Mrs. Wheatley. Good shooting M'am!

The family live in Nowra and have three children aged 17, 14 and 10 years. We're told that they rarely see their father as he divides his time between the Tower, and the high seas, as president of the Albatross Game Fishing Club — well, life is to be lived!



● We publish this picture without comment — mute testimony to the efficient versatility of the Old School of Senior Rates.

+ The Chaplain's Corner +

At a Moral Leadership Course one of the lecturers was dealing with the subject of Life after Death and he was asked by one of the students whether, when a patient dies, and is restored to life by heart-massage, the soul comes back to the body?

The answer is quite simple — NOBODY KNOWS; and your guess is as good as mine.

The question however is a useful one as it shows how the language that we use can be misleading. We say that the soul leaves the body at death. This is true, but it is metaphorical language. What we mean is this: if we think of the soul as something that can change its position in space, then at death it departs from, and ceases to inhabit the body. This leads us to think of the soul as a little wisp of smoke which during life has been located in the body, and at death has issued from the body and vanished into thin air.

There is no harm at all in thinking like this but we must remember that the soul is not a wisp of smoke and it does not exist locally in the body. It does not change its physical position at death because it does not have a physical position to change — it does not occupy space. Being immaterial (or better we should say — spiritual) it does not go away any more than God, who is also immaterial, does not literally come "into my heart." Nearly all the language of religion is metaphorical because we use language which belongs to the space-time universe to describe things which are not within the space-time universe.

Sometimes a team that has done excellently during the season strikes a bad day when everything goes wrong. The touchline critics say that the play is dead. Yet the very next match the team may make a wonderful recovery and recover the inspiration that previously led it.

Now no one thinks that the inspiration suddenly LEFT the field and vanished for a while and then returned; we know that inspiration does not move around in this particular fashion. We all know however when inspiration is present and when it is absent.

The soul is not an abstract quality like inspiration, but this illustration may help you to realise that the difficulties of belief are often the difficulties of trying to visualise something that cannot be visualised.

CHAPLAIN J. TRAINER.

Unfortunately, at the time of going to press. Father McDonald is still on leave cavorting in the Deep South we hear. However, he will be back with us next month and I have no doubt will give a good account of himself in once again taking up the pen for "Slipstream" and presenting his side in the Chaplain's Corner.

Unhappiness lies in not knowing what we want, and killing ourselves to get it.

Middle age is that perplexing time of life when we hear two voices calling us, one saying "Why not?" and the other "Why bother?"

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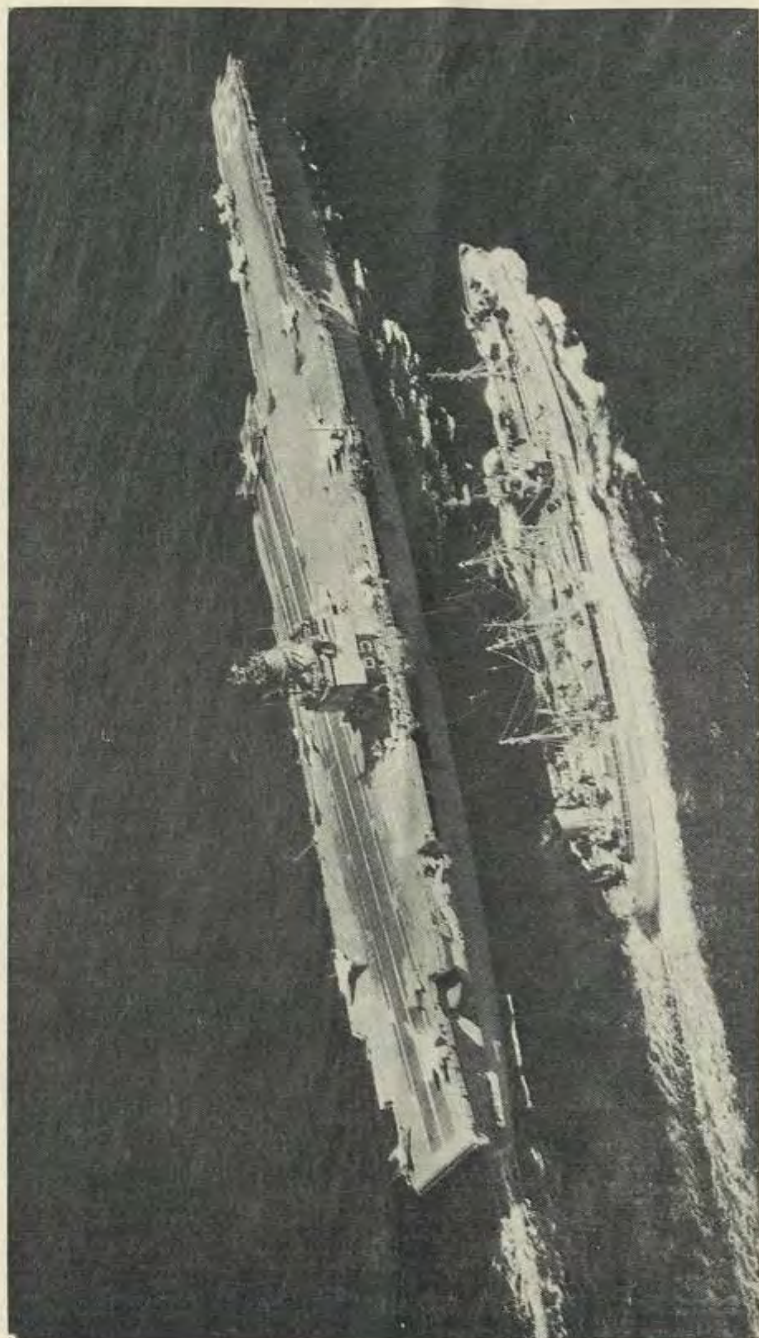


and Supershell

All types of repairs done.



"I didn't come up before, Sir, 'cause I thought it might go away by itself."



The OTHER MAN'S NAVY

The eighth U.S. Naval vessel to bear the name "Enterprise", the first nuclear-powered aircraft carrier is the largest floating platform in the world. Nuclear-power gives her comparatively unlimited high-speed, cruising range and with no need for the vast volumes of air necessary for conventionally-fired boilers, provides for clear, uncluttered decks and superstructure, and — joy of joys from Jolly Jack's point of view — there is no stack, with its fumes, soot and gasses, that strip the paint from conventional ships and initiate the drudgery of constant maintenance and cleaning.

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Full air-conditioning, stabilised recreation rooms, a shopping centre, strategically placed ice cream and soda fountains, and a full closed-circuit T.V. station for training lectures, videotaped programmes, and live shows.

Complete hospital facilities for 100 in-patients exists and Specialists are carried aboard.

For the Fisheads, "Instant Steam" is on hand, and an 800 mile cruising range each 24 hours, with the handling characteristics of a small ship — a positive-action rudder immediately behind each of her four props.

For the Birdies, the largest deck in the world for safety and minimum landing shock; four sets of arresting gear; super fast elevators; jet-air starting units and cooling in the flight deck. As well there is a four-sided radar and Tactical Data system on the Island that makes Ops. calculating a breeze.

With all this, a bloke could mutter nonchalantly "I'm from ENTERPRISE . . ." and he'd be IN, man, IN.

—BUQ.

-
- U.S.S. Enterprise replenishes aviation fuel supply from U.S.S.

Aucilla.

It is now proved beyond doubt that smoking is one of the leading causes of statistics.

A committee of one gets things done.

Midst the rash of Xmas-New Year partiles (shorry — partnies
Hic!) did you go to one like this

People grasping
Cocktail glasses,
People drinking,
Coughing, choking.
Getting stinking,
Some discreetly
Boiled or fried,
Some completely
Ossified.
Steady swilling,
Guzzling, slopping,
Liquid spilling
Bodies dripping.
Heavy smoking,
Air gets thicker,
Someone croaking
"No more liquor."
"WHAT! NO MORE LIQUOR!"
People snicker,
Unbelieving,
"No more liquor,
Lets be leaving."
No more drinking,
Sighs and kisses,
What a stinking
Party this is!!

ANON.

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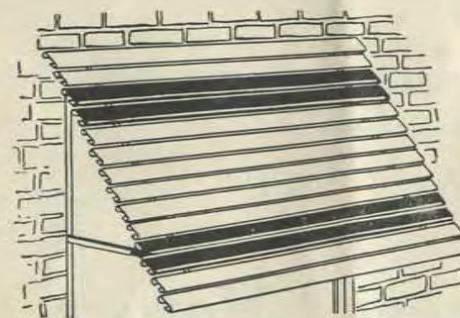
Just a few words of
advice my dear . . .
I know a lot about sailors
. . . as you can see . . .



Don't you come any
closer! My mother told
me what you sailors
are like!

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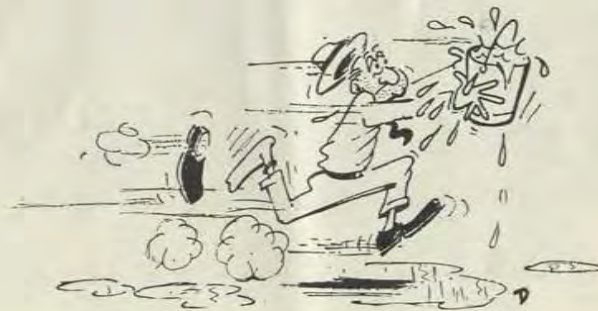
FIRE! FIRE! FIRE!

Alarm and dispondancy has been rife in the last week or two amongst that hardy crew of fire-worshippers whose joy and salvation seems to lie in regular attendance at fires of all sorts — complete with the trappings and regalia of their sect, and riding upon a carriage of symbolic colour and obvious splendour!

Picture the ruddy complexion of the Senior Pilot of 816 last week! "H" hangar alarm rings — (a false alarm) — with outstanding initiative and regardless of life and limb, he gained access by breaking a window. 'Twas several dreadful seconds later that his view from inside revealed that the hangar doors had been open all the time!

This, and precautionary landings, and a double bunger Gannet start, and all! What a week!

There was even a little man with a bucket on the scene





Albatross Album



The Village Xmas Party was a "screaming" success — Rapt attention paid to a rather hirsute Santa by a tribe of "Braves" — (or is it to the photographer?)



The MAG embarks





he Sponsons? An A.A. team at work, wielding the deterrent.



Did I understand you to
say SEVENTEEN
defaulters, Lt. . . . ?

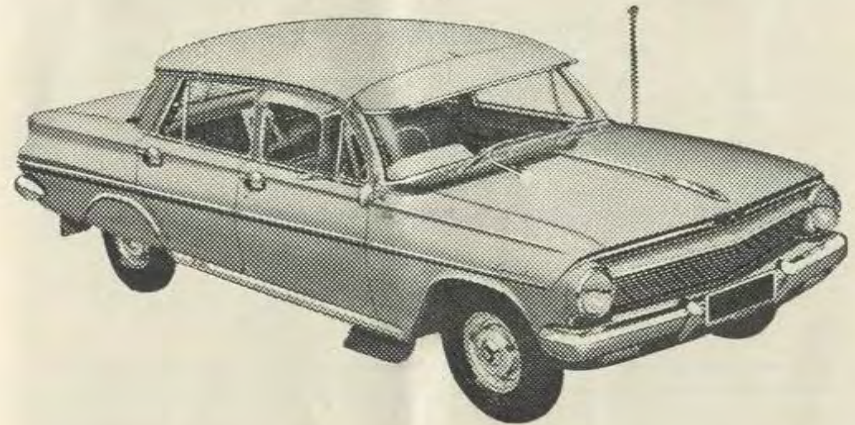
Modern paintings are like women — you'll enjoy them if you don't
understand them.

ne reason Australians won't go Communist is that when they hear
out, "Workers Arise", they think it's time for a coffee break.

ellow was walking down the street when suddenly someone
a gun into his ribs and said "Stick 'em up!"
ned, the victim managed to stutter: "SSstick what up?"
't mix me up," replied the thief, "This is my first job."

ncle takes a drink just to steady himself. Sometimes he gets
he can hardly move.

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POPULAR PHOTOGRAPHY — Part 1

Photography is an art form, and like all other art forms, anyone can indulge. Of course, we can't each expect to become a photographic genius, but we can guarantee to get a lot of satisfaction from our pictures, whether they're the casual holiday snaps or the hobbyist's pictures.

Don't let the previous paragraph persuade you to rush out and buy a camera. Remember, there are a lot of different types of camera most of which have their own peculiarities which may or may not suit your particular requirement.

To start off this series on amateur photography properly, we will first deal with the camera from the point of view of the man who thinks he might as well have one for the odd times such as holidays, new babies, or a real prize catch at gamefishing. This man wants a cheap and uncomplicated camera, convenient in size and reasonably robust, in fact, any ordinary type of box camera, taking eight pictures on a 120 film, where all you have to do is press the button and wind on the film. If you fit in this category you will be easy to satisfy, and you will, before you realise it, have quite a collection of snaps to show your friends, (providing of course you have lots of babies and are a better fisherman than most of the enthusiasts that I hear discussing it in the mess). This collection and the showing of it to friends, is the thin end of the wedge; you will find that friends show their pictures to you also, and theirs are always in some way better than yours! This causes one of two things to happen, either you stop taking pictures or you try to learn to take better ones.

It is at this stage that things become complicated. What type of camera do we need? This requires a lot of thought — it's one thing to buy a camera for holidays etc. — but if you wish to make photography your hobby, or want a camera as an ancillary to your main hobby, (bird (???) watching for instance) then you need a camera of a more specific nature. I can assure you there's nothing more frustrating than having a camera, and a subject, and not being able to combine the two and get the required picture.

Cameras come in a variety of styles and makes, but not too many sizes from an amateur point of view. The general sizes, running up the scale from the smaller to the larger in the amateur range are as follows:

First the 35mm. This camera takes a small negative, and is itself usually quite small and fairly sturdy. It comes in a large price range, and one can be found to suit any pocket. It is the most convenient size of picture for the colour enthusiast, and the film, both monochrome and colour can be bought in lengths of 36, 20, or 12, exposures. This camera's major disadvantage is its small picture size, it is necessary to have your pictures enlarged to be able to see them properly, and this of course adds greatly to the overall cost per picture, and, due to technical reasons, to be explained more fully at a later date, really big enlargements of that "really good" one are usually found to lack a lot of qualities of the picture enlarged from the negatives of bigger dimensions. Nevertheless, this is a handy type of camera, and can be obtained in a range from the very simple to the highly technical, and, — this seems a must after a while — there is a large range of accessories available.

On the whole, the 35mm. camera's advantages for outweigh its failings from the amateur point of view, and even most of the simpler models have an interchangeable lens system so one camera can be used to do two or three different types of work. If you do buy 35mm., don't go gadget crazy. A large number of the available accessories are completely unnecessary and a waste of money. We'll leave the 35mm. there for now.

A new advertising campaign is now on; pushing the 127 cameras, mainly in "box" form. These cameras are a half way move between the 35mm. and the 120 and they take a roll film 127 size of a set length, but different cameras have different pictures sizes, the normal having eight exposures on a film. They are a cheap but quite fair type of camera, and are highly suitable as presents for the younger enthusiast, being of a simple nature and easy to handle. They are not as robust as the 35mm., and from an adult point of view are in the class of holiday use only.

We now move on to the 120 cameras, taking eight, twelve, or sixteen pictures. The twelve shot, 2½x2½ is the more popular number and is in fact used a lot professionally.

However, it is not wonderful from the layman's point of view as it gives a SQUARE negative, and as square pictures are not very attractive to look at (and the un-initiated is likely to compose his picture in the whole of the frame) it often necessitates the cutting out of some of his picture to make a pleasing end product. I suggest then, that of this range the eight 2½x3½ is the better size, as the whole frame can be used.

Again there is a fair price range and variety of styling in this camera, and they have the advantage that the contact print from the negative is of a good viewing size and quite good to put in an album, so saving on the cost of enlargements. This is also a good size film for the man who wants to learn to process and print his own films as there is less equipment required, and it is far cheaper than that necessary for the 35mm., so the hobbyist can "have a go" at a far cheaper outlay.

The 120 camera does take a colour film but of an inconvenient size, and the 120 man who wants to take colour pictures usually buys a cheap 35mm. camera as well.

That more or less covers the range of cameras available to the amateur, and although some of the cameras in the range dealt with CAN be as high as £150 in price, they all have a good quality low priced range for the beginner and for between £12 and £20, a camera of quite high quality can be had. (Of course, the M.A.G. men can laugh at this).

Almost all of the cameras on sale today are fitted to take flash pictures, a subject to be discussed later, and so it is more or less entirely up to your own taste just what type you buy, but, if you do want a camera as an ancillary piece of equipment to couple with your main hobby, then ask for advice from the man you buy it from. This brings up a major point: you go to a sports shop to buy your golf clubs, so don't go to a chemist's shop to buy your camera. He can only tell you what the salesman told him, and that is a standard spiel to sell his own product. So go to a shop that deals in photographic equipment and you will get advice from personal knowledge and experience.

To sum up, photography is a most rewarding art form, as a hobby or as a job. Everyone can have fun with it, but like everything else, it needs a little knowledge to start with, a lot of common sense, and a lot of patience at first. Don't try to run before you can walk, and leave gadgets alone. Remember, by the time you know enough about them to be able to use them, you'll have more sense than to buy most of them!

Self-portraits are usually highly coloured.

Keep on going and the chances are you will stumble on something perhaps when you are least expecting it. It have never heard of anyone stumbling on anything while they are sitting down.

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The White Ensign Club.

In 1952 after many meetings between civil and naval representatives, it was decided to establish a White Ensign Club modelled on similar lines to the club in Melbourne which had proved such a success.

The present site (originally known as the Shoalhaven Private Hospital) was purchased for £10,750. A further £27,000 was required for alterations and reconstructions. This large sum was raised by an Art Union, local functions, generosity of the townspeople, assistance from public spirited people in high circles, and of course a loan from the Bank.

The object of the Club was to provide for servicemen at a reasonable price, meals, accommodation, reading, writing and recreational facilities, and relaxation away from Service environment.

The Club was opened on the 21st October 1954, by Admiral Sir John Collins, K.B.E., C.B. From that day the Club has proved a great success fulfilling its purpose. Further improvements are forthcoming in the very near future, costing a further £10,000.

The Board of Directors are always looking ahead for further improvements, to benefit the members. So why not join and become a member of a great club.

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PATCH PATTEN

● Their many friends will be sorry to say good-bye to Commander and Mrs. Gray, who have taken such an interest in Village affairs, and wish them God-speed in Canberra.

● The Christmas Season seems to become longer and longer, and this year was no exception, with parties in and for the Village arranged as early as the last week in November. We enjoyed the Barbecue Dance arranged by "Mick" Middleton, and were sorry that it clashed with the Petty Officers' Christmas Ball, as this cut the numbers somewhat. It was nice to have the Captain and Commander and their ladies with us that night.

● The Village Welfare Committee meets as usual each month and tries to do its best for the Village it hopes to arrange more dances this coming year. It occasionally gets some hard ones to deal with — BOW-WOW!

● Congratulations to the many gallant ladies who have been keeping Watson House busy and keeping up Albatross' reputation for fertility. The following were baptised in St. Nicholas' Chapel during the past few weeks:— Sandra Harris, Suzanne Lawson, Kenneth Swimbourn, Andrew Wilson, John Stewart, Chris Baker, Richard Bryant, Margaret Wilson, Susan Wilson, Lisa Moffet.

● Mrs. Trainer says that the fencing and pottery classes will be starting again shortly and asks that those who are interested should see her at 21 Bedford Street.

● Congratulations to the new arrivals in the Patch! A daughter (Tracey Lee) to N.A. and Mrs. Middleton and another charmer to N.A. and Mrs. Beck.

English for Beginners

We'll begin with a box and the plural is boxes,
But the plural of ox is oxen, not oxes,
The one fowl is a goose, but two are called geese,
Yet the plural of mouse should never be meese,
You may find a lone mouse or a whole set of mice,
Yet the plural of house is houses, not hices,
If the plural of man is always scalled men,
Why shouldn't the plural of pan be called pen?
If I speak of a foot, and you show me your feet,
And I give you a boot, would a pair be called beet?
If one is a tooth and a whole set are teeth,
Why should not the plural of booth be beeth?
Then one may be that, and three would be those,
Yet hat in the plural wouldn't be hose,
We speak of a brother and also of brethren,
But though we say mother, we never say methren,
Then the masculine pronouns are he his and him,
But imagine the feminine she, shis and shim,

SICKBAY SCRIBBLE

You may have noticed acrid clouds of dense black smoke billowing from the Bay on a recent Tuesday afternoon . . . no cause for alarm! The dispenser was only trying to evolve his own brand of "Brylcream" — unfortunately, the mixture reached its flash point and exploded, much to the disappointment of those promised FREE SAMPLES. Seems to have solved his problem for the time being . . . no hair.

Whilst on the subject of "Being Seen Off" I'd like to mention yet another disappointing experience. Whilst on Christmas leave, my Grandparents (very keen gardeners) gave me the seeds of an exotic tropical tree to plant in the mess garden. Believe me, it was a real bottler. I guarded it with my life all the way from W.A. (with complete disregard to Quarantine regulations regarding plants, seeds, fruit etc.) and feverishly planted the seeds on my return to the 'Tross.' Day by day I watched to see if they had sprouted — they hadn't.

Never-the-less I still remained hopeful. I enquired from Charlie the gardener, and he informed me of the fact that I would see it sprout in a few days' time. Now they tell us that the wrecker is starting on our mess and we have to evacuate immediately. I've dug up the whole garden looking for those — seeds but all in vain. Incidentally, my new mess is number 13 and my cabin number 13 — life gets tedious don't it?

At last the W.R.A.N.S.' ward is in commission. The other day I opened the door to be confronted by two of the most gorgeous kittens I had seen for a long time, all snuggled up asleep. Hold on fellers, these weren't the human species, so take a cold bath, come back and read on. Ready? To continue. The Sickbay's faithful tabby cat (been with us for years you know) has just given birth to her umpteenth bundle of kittens, two of which she has walked out on. Luckily for her, and them, the healers were on the spot and accommodated them in the W.R.A.N.S.' ward. Doc Cilento and "Tug" Wilson have kindly condescended to adopt them — even though they're females.

More of our wild life can be seen in the various bottles placed in every convenient nook and cranny throughout the sickbay. With the help of our staff and Charlie the gardener, we have managed to capture the following species: One centipede, one bullfrog, one red-bellied black snake (presented with the compliments of the Instructor Lieutenant) two red-backed spiders, one Djakarta beetle (or something like that) two garden wolf spiders, one funnel web spider — plus one named species of unknown origin — we call it "Dexter". These may sometimes distract the attention of nervous patients awaiting injections and inoculations. Whether this distraction is one of sheer horror or interest we have yet to find out, but still, the distraction is there and that's all we want.

Judging by the number of medicals we have done for the sub-volunteers, I was surprised to find that we had so many martyrs willing to dedicate nearly two and a half years of their life to the bowels of these sinister, black cylinders commonly known as submarines. The idea of spending pay week-ends in Paris immediately appealed to me but after some deep thought, I declined to offer my most sought after service to these inky ignots. For a start, there would be a lack of sunshine, and I pictured myself sporting a prison pallor and feeling like a white ant. Then I thought of Paris and those luscious French women . . . it mightn't be so bad after all . . . too small for divisions etc., and the pay would be good. But, all the same, I don't think I would relish the thought of spending most of my time in those gloomy fathoms of H.Q. However, I wish all those successful volunteers the best of luck in their underwater existence.

INCIDENTALLY, whilst I'm delivering good wishes, I musn't forget the latest news item from the shack across the street. A certain Dental P.O. namely Tom Bushby has been successful in his climb to the dizzy heights of the Upper Deck and will be made wardmaster Sub-Lt, on the first of February. We of the Sick Berth branch wish you all the best for the future Tom, Sir.

Seen pacing the sickbay, looking for all the world as though he had swallowed a sour lemon was a certain wardmaster Sub-Lt. (formerly of the Old Country) who was alleged to have muttered something about ashes to ashes, dust to dust. Upon further investigation it was found that the M.C.C. was 4-25 in the latest Test results.

Sympathy cards will be very welcome.

JAY 'ELL.

COUNTER JUMPERS' CORNER

Well, your scribe is back again with the news of the counter jumpers. Yes, you've noticed the changes. We have quite a swap around. S.P.O. Gasboulte is now in charge of the permanent Muster Party. Assisting him are L/S.A. Cox and S.A. Polo.

S.A. Stevens now keeps the Whirly Birds of 723 fluttering about, and S.A. Starr is O.I.C. of Receipt and Despatch, S.A. Duncan (poor chap) battles with too much work (so he says) at the M.T. Issue Centre.

S.A. Graham has his old job back again in the Main Store so you can call him Toolkit Graham again. S.A. Bill (everybody knows Bill) Mason is now situated in the A.P. Library.

Since last issue of S.S. we have welcomed some new chaps. S.A.'s (Jock) McKinney, Vincent McMerron and Tavener. At this point I'd like to congratulate him on his recent marriage to Miss Elenor Quinn, of SIAM Station, which is 700 miles west of Adelaide. Hearty congratulations to you from all the Counter Jumpers; we hope you will be very happy.

L/S.A. Parsonse has paid us a short visit of just over a month, but L/S.A. Peek is not to be so lucky, so the D.S.O. hopes. By the way, we are trying to find out who the S.A. is who on 700 bets in 2/6's a place, also has £9,000 in the bank, and can't afford a pack of smokes.

One of our L/S.A.'s asked this riddle: "Why is the Statue of Liberty's nose only eleven inches long?" Answer: "Because if it was an inch longer it would be a foot".

The D.S.O. was heard saying at a recent Naval Stores Xmas party at the Ensign Club, that he would back Naval Stores against any other S. & S. Division in any summer sport. Unfortunately there are a number of us who just ain't quite that sure.

Who was it who was caught looking for the things: Tail wheels for Venoms; props for a Venom, sky hooks for a Sycamore, green oil for the starboard light on the Dakota, and an air pocket reference No. 27XA-3.

Our Social Celebrity has taken ill and is now convalescing at the Sick Bay after "a poisoned leg." The quack says it is a result of not enough alcohol in his blood (recently he gave up drinking).

— CONFUSION.

MATTHEW BASTERSON SPEAKS!



"Yeah, put the line S.A.'s in twenty fours about."

"WIGGY SAYS . . ."

"Oh no! Not TWO ruddy watches!"

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THE PURPLE PAGE!

In compiling the first article for 1963 from the sanctuary of the Purple Palace, it seems fitting to comment on several arrivals and departures within the branch since our last issue. Firstly, we hope CDR. (E) enjoys his leave (we know Senior isn't, though his comments are a trifle muffled beneath the mass of paper work he is dealing with). This may be taken as an explanatory note by those who detect a different hand wielding the pen of "Scriptus Purpillicus" on this occasion.

To introduce Lieut. John Selby, we display (below left) that masterpiece from the Albatross Studios, Lieut. Selby has joined us to pad out the Technical Officer's watchbill, play Squash for the Engineering Division, keep the Green hordes at bay (preferably say, Subic Bay) and such other mundane chores as are required of A.E.O.S'

Chief M. (E) John "Bluey" Orford (below right) (by courtesy of same firm) is our new Chief Stoker, having forsaken a seagoing life in H.M.A.S. Diamantina to organise such essential items as our water supply, domestic boilers, emergency power and the ditching pool. Chief Orford has already proved his worth in the Engineering Sports Division by showing remarkable, agility on the Cricket field despite the rigours of long years of service, a very hot sun, and the lack of natural protection on his scalp.

Other movements include the change over of H.M.A.S. Melbourne H.Q. Staff, the departure of the M.A.G., the return of Aircraft Mechanician Class 10 from Nirimba and the departure of the newly formed Aircraft Mechanician Class 11 to that stronghold of Apprentice Training.

Life must indeed be good on the Ship these days — witness the fact that C.A.A. Stilton was late taking up his new job as Chief Inspector due to a malady generally attributed to indulgent living and frequent thirst quenching — normally only acquired by retired Army Officers — with apologies to C.B.G.L.O.

On the subject of movements and for the information of the misinformed—those delightful blue units which are regularly towed from the Powerhouse to areas of Wessex activity are not the long awaited gopher dispensers for thirsty Air Mechanics. They are in fact Wessex Jet Start units — used for arousing the dormant Gazelle into life. For those interested in detail, these units comprise 24 air storage bottles with a total capacity in excess of 5,000 cubic feet, and the necessary valves and fittings to receive charging air from the compressor and discharge to the engine when the aircraft starting system is functioned. A fully charged unit will provide approximately 18 starts.

The offspring of the Jet Start trolley unit is a portable packaged unit which will be available for transport by Wessex for away from Ship or Station starting.

From M.R.S. we hear the news that Honest Ray's book-lending business has suffered a recession and it appears that if he is forced to operate within certain prescribed regulations the firm may go into liquidation. From the same source we also hear that notwithstanding the hazards of Wessex rotors, strong brews and long working hours, the greatest single insurance risk in the area is a manned projectile operated by one bearded LT., CDR. "L".

It is gratifying to note the number of children enjoying the Station's latest amenity — the wading pool. Having provided this pool we now think it's up to the Safety Equipment Officer to find an official requirement for it — such as ditching drill for aircrew backward swimmers.

A run through statistics at the S.A.M. (E) reveals that during 1962 approximately 300 personnel received instruction on a variety of subjects on courses ranging from two weeks to 101 weeks.

In the sporting world, cross training and Wessex production have limited our numbers available and at present we are battling to break evens—leave and weather having limited activity to date, we will leave the report on our progress till next issue.

In closing, a brief note on the building renewal programme. Our Maintenance Test Pilot, having sent a rating to replenish the aircraft's oxygen, received the startling reply on the rating's return, "Sir — the oxy bay is gone"!

SCRIPTUS PURILLICUS (Mk.2)



LT. JOHN SELBY



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"Dig him, Dad — He called me 'Sailor' — we're IN!"

Sporting Notes



SAILING CLUB NEWS

With sailing at its half season mark, and a prosperous year in sight, as far as competitive sailing is concerned, there has been much activity around the Clubhouse.

Our first major task this year was an organised working bee to get the Clubhouse ship-shape again, after it had turned into a miniature jungle over leave period.

A great number of members turned-to and joined in the work, in which a big effort was made, and all work was completed in the forenoon; the afternoon brought a fair breeze and a pointscore race was held, followed by the usual post-mortem at the White Ensign Club.

Once more the powers that be are sending our coxswains off in the Great War Canoe. This year we lose our Treasurer, LT. VENAMORE. This loss will be noticed, not only as one of the top coxswains, but as our instructor in capsizing and survival at sea, and we all wish him the best in his sailing overseas.

On the 23rd and 24th February, the Club will be entering four boats in the Lake Illawarra Regatta, where we hope to gain the same success as we achieved last year, when we returned bearing two trophies and carrying the burden of a very good week-end.

The Club is slowly gaining popularity in the district, and even had a mention in the "Nowra Leader", on the front page! Who knows, maybe soon Sir Frank Packer will give us a column in the "Telegraph".

Remember, if anyone at all is interested in this institution of sailing and sinking, contact either SUB.-LIEUT. ANDREWS at the Sick Quarters, or N.A.M. CAMPBELL on extension 293.

JOCK.

PHOTOGRAPH — A 14 foot skiff sailing close-hauled on the Shoalhaven River.

R.A.N. Gliding Association

On Friday, 14th December, two of our aircraft, the Nymph and the Kookaburra 4, left Albatross on trailers for Narromine, 385 miles away. With them were out two most experienced pilots A.F. and Lt. Johnson. Also with them were N.A. Perkins, Don Allen and Craig Davis. C.A.F. Daniels and E.(M) Mitchell joined them at Narromine later in the month to form two two-man teams, to compete in the National Gliding Championships beginning on December 28.

During the work-up period many good flights were made, the best one being in the Nymph, flown by Keith Hodges. He flew from Narromine to Coolamon, a distance of 190 miles, in 6 hours, and attained a height of 11,400 feet, approximately 12,200 feet above sea level. He is fairly confident that he will once again win the Stamina trophy for the longest flight in N.S.W. for 1962, and possibly the Martin Warner trophy for height as well. Unfortunately, Keith could not stay for the championships, owing to a previous engagement with 816 Squadron. Keith's flight gained him his Gold "C" Certificate.

The Director General of Civil Aviation Mr. D. G. Anderson officially opened the contest on December 28, but the weather closed in after one day of flying (won by Arthur Johnson). Just about when everyone had enough of rain, and were thinking of packing it in, the weather lifted, though not to the usually good gliding conditions. The daily tasks seemed unattainable, but good flying and determination won out and some good flights resulted.

Don Allen flew to Gilgandra and completed his Silver "C" requirements. Arthur Johnson won another contest day and Don Daniels beat the field in an 80 mile race to Nyngan, covering the distance in 2 hours 6 minutes. A few days later, Arthur and Don completed an 81 mile race to Forbes and Don attained his Silver "C" by taking over 5 hours.

All in all, our boys put up a very good show against better aircraft. Arthur Johnson came third in the individual score and he and Don Allen brought the Nymph into 3rd place in the teams event. The Kookaburra team, although unplaced, were not disgraced. Out of ten contest days, our pilots won three. Arthur won two and Don Daniels one. We feel that with a higher performance aircraft for the 1964 comps. RANGA could make the going hot for a first prize.

It was good to see our ex-C.P.I., Geoff Strickland at Narromine, carrying out his official job as Safety Officer and Ground Marshal for the contest. We hope to see him very soon on an official visit to our club.

The contest ended on the 11th January and our boys arrived back here on the 14th. On January 26, an eight-day course for the Midshipmen will commence. Don Daniels, Mitch, and Peter Welsh will be at Creswell for that period to instruct and operate the course. Also doing the course will be Rear Admiral McNicoll, F.O.C.A.F., and Lt Osborne, R.A.N.V.R.

The club operated here on Saturday and Sunday, January 19 and 20. Congrats to Harry Beardsell on gaining his "C", and Abe Lincoln on his first solo. Also congrats to Barry Lister for his "C" prior to leave, and to Peter Welsh for his first solo. Peter made it after only 23 flights (dual) which is well below the average number made before a solo flight.

Here's hoping for plenty of good gliding weather this year.

— BARRY LISTER.

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INTER-PART SPORT

The Inter-Part competition is well under way, with Electrical showing its superiority in all sports with the exception of cricket. Supply Department is finding it difficult to muster teams, due to Service commitments, but now that the M.A.G. has gone on board they may be able to muster more players. Their cricket team is the dark horse at the moment, with an outright win against Engineering and have Electrical in a spot at present. The Wardroom is as yet undefeated, the Officers showing more experience and ability, with Lt. Cdr. Wells really getting amongst the runs.

For the first time Softball and Volleyball have been included in inter-part competition, and both are proving to be very popular. Air Department is in front in the Volleyball section, with the Fire Section forming the nucleus of their team. Electrical is undefeated in the Softball and should have no trouble staying that way.

The Water Polo team, led by Jim Winkle, is just about an inter-service side, and I don't think they will have much trouble in winning that.

Squadrons is only a small department and, like Supply, are having trouble in mustering teams. With the forming of 725 Squadron they may be able to do a little better from now on.

The idea of inter-part competition is to encourage men to take an active interest in sports, and special interest centres on those who don't play much. Even if you have never played the game before, HAVE A GO; there's nothing to lose except that little excess weight. There are six squash racquets in the "shop" which may be drawn overnight, also two sets of golf clubs, one left and one right-handed. The clubs may be drawn overnight at the small cost of 3/- per night. Interested? Then see the Sports Officer (210).

The Rugby League team has started personal circuit training and the roll up so early in the season has been a good indication of the keenness of this young team.

The lunch time Volleyball competition is still going strong, with Phillip Top still undefeated. P.O.'s second with one loss, one draw, followed closely by Stirling and the Fire Section.

— SPORTS AND P.T. DEPARTMENT.

JUDO CLUB

The Judo Club has been slowly re-organising after the leave period, and we have a few new faces to welcome on the mat. We have gained Allan Arney from "Melbourne" and we need him sorely, as we lose two of our stalwarts this month. Peter Kemp goes back to the UK and Bob Thomas goes out into the big cruel civvy world; we wish them both the best of luck. We farewelled them at a party in the White Ensign Club, and presented Peter with a judo book, and Bob with a pewter mug, both of which were really appreciated. We also presented Johnny Stewart with a judo trophy for winning the club open championship held before leave. We lose John to the "Melbourne" for three weeks or so, after which he'll be back for his 2's course. The inter-club championships have been cancelled until August so we'll be practicing every Tuesday night at 7.30 p.m. in the gymnasium. New members will be made very welcome.

GOLF NOTES

Eight matches have been played so far in the inter-part golf competition, and Electrical and Squadrons are now leading with 4 points each. Supply and Engineering are also tied in third place with 3 points, followed by Station on 2, with Air Department yet to score. There are still many matches to be played and these positions could well change before the final result is known.

Results to date are as follows:— Nov. 13: Electrical 3 def. Air 2, Nov. 15: Supply 2½ drew with Engineering 2½, Nov. 20: Station 3 def. Air 2, Nov. 22: Squadrons 3 def. Supply 2, Nov. 29: Squadrons 3 def. Electrical 1, Dec. 11: Engineering 3 def. Station 2, Jan. 8: Electrical 3 def. Supply 2, Jan. 10: Supply 3 def. Station 1.

All players on the local course will have noticed the improvement of the course since leave. The three new tees are almost ready for use, but they will be reserved for major events. In March it is hoped to core, top dress and re-seed all the greens which should provide good greens during the winter season.

It is hoped to arrange a return match with Creswell during February, so that we may attempt to retrieve the Naiad Cup. Our golfers will also need to get a little practice in for this year's Davis Cup matches against Nowra. These will not start until after March.

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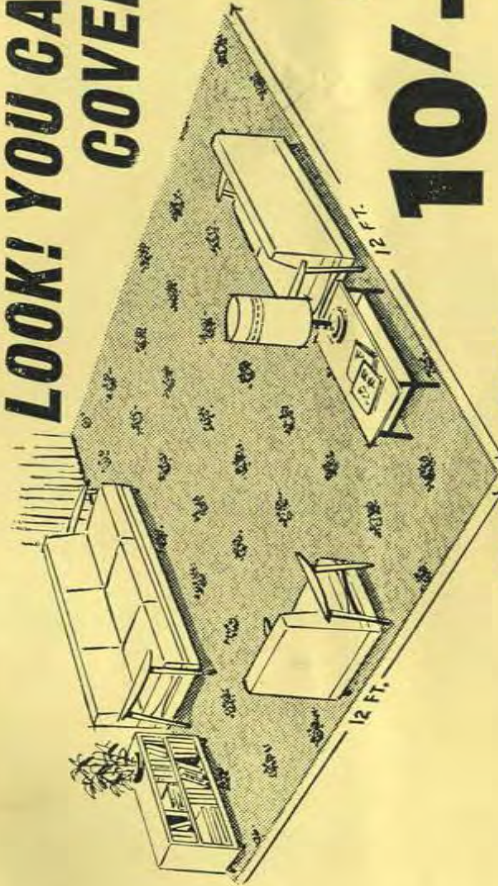
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