

*Best Wishes
for a Joyous Christmas and a
Happy New Year*

From

THE DIRECTORS AND STAFF

Leader Newspapers Pty. Ltd.

25 KINGHORN STREET, NOWRA

This Magazine is Our Endorsement.

SLIPSTREAM



DECEMBER, 1957

SHELF J0150.08
CW2-C

Christmas and New Year Greetings

LEO. PHELAN

Licensed Electrical Contractor

20A KINGHORN ST., NOWRA, N.S.W:

TELEPHONE NOWRA 466
For SALES and SERVICE

Authorised Agent for — HOOVER, WASHING
MACHINES, POLISHERS and CLEANERS

And all Leading Makes of Refrigerators, Washing Machines,
Vacuum Cleaners, Radios, including Brand Names such as—
Crosley, H.M.V., A.W.A., Admiral, Westinghouse,
Simpson, Thor, etc.

— NOWRA AUTO PORT —

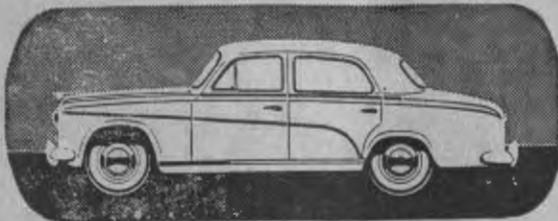
(A. L. & A. J. LEAHEY)

Your Shell Station — Kinghorn Street, Nowra

Shoalhaven District Dealers for

CHRYSLER — DODGE — PEUGEOT — SALES & SERVICE

Call and Inspect the Latest PEUGEOT 403 SPECIAL DE LUXE or Phone 473



Open from: Monday to Friday
until 8.30 p.m.

Saturday and Sunday
until 6 p.m.

CLOSED XMAS DAY



Christmas Message

By CAPTAIN V. A. T. SMITH, D.S.C., R.A.N.

This is one of the most pleasant tasks which I have carried out during the year. It gives me an opportunity to congratulate everyone for the fine performance achieved during 1957. Throughout the twelve months, a number of distinguished persons have visited "ALBATROSS" and a number of complimentary remarks regarding the spirit, work and appearance of the Air Station have been made. After his visit in November, the First Naval Member wrote, "I was most impressed with what I saw at 'ALBATROSS'," and in his inspection report, the Flag Officer in Charge stated, "Her Majesty is well served in this Establishment."

I wish everyone a Merry Xmas and a happy leave, and we shall be ready to tackle everything required and more during 1958.

Finally, I consider the Editor and Staff of "SLIPSTREAM" have done and are doing a very good job.

CAPTAIN V. A. T. SMITH, D.S.C., R.A.N.



SLIPSTREAM

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

No. 8

DECEMBER, 1957

Editor: LT. CDR. D. S. HARVEY
Sub - Editor: SUB. LT. HOCKLEY
Sports - Editor: SUB. LT. SHERIDAN
Art - Editor: P/O. J. EDWARDS

Now that the festive season is near
And everyone's thinking of Xmas cheer
And plenty of leave and parties and beer,
It seems a good time to take the chance here
To wish everyone a really SINCERE
MERRY XMAS AND HAPPY NEW YEAR!

This Number culminates a series of SLIPSTREAM. We feel that the Magazine has taken solid growth in our Station and we must thank YOU, the reader, for it's present health. It is purely up to YOU as to whether the Magazine prospers or sinks blissfully into oblivion; but if you can keep up the articles, sketches and poems, etc., that have been so willingly contributed in the past, there seems no reason why the Magazine should take the latter course.

Publishing costs are not excessive, but without the support of the Nowra and District Business People, the project would have been impossible. We also owe thanks to the Welfare Committee, as your representatives, for helping this issue to come to print.

In conclusion, may I thank Members of the Staff, Photographic Section, Reporters and the "Nowra Leader" for their co-operation and extend a Welcome to your new Editor — Lt. Cdr. M. V. Harvey.

— D. S. HARVEY.

76057



Station Personality

No. 8

"HAPPY HAWKINS"

"Happy" Hawkins joined the Royal Navy on the 24th August, 1920, as Boy 2nd Class on the rather extravagant salary of 6 pence per week.

Prior to actually joining the Royal Navy "Happy" joined the training ship "ARETHUSA" on 23rd October, 1917, at the age of 13½. The object of this prior training was in preparation for joining the Service. The "ARETHUSA" was a full rigged 3 masted ship, square rigged on all three and stationed at Greenhithe in Kent.

After spending 3 years in "ARETHUSA," our personality joined "GANGES" and then drafted to H.M.S. "ERIN," a Battleship which was originally laid down for the Turkish Navy.

After "ERIN" came "ROYAL OAK", where "Happy" rose from a Boy Seaman through the ranks of Ordinary Seaman to A.B.

In 1922 Able Seaman Hawkins volunteered for service in the R.A.N. and he sailed from Tilbury on 14th January, 1923, on board the S.S. "JERVIS BAY" which arrived in Sydney on 16th March that year. He joined "PENGUIN" that day and the following day he joined H.M.A.S. "SYDNEY", the 4 funnelled cruiser of EMDEN fame. After this he went to H.M.A.S. "BRISBANE," a sister ship. On 17th February, 1925, "Happy" transferred to the R.A.N. while still serving in "BRISBANE".

Able Seaman Hawkins left this ship a year later to undergo a Seaman Torpedoeman's course at Cerberus, and as a S.T. he was drafted to the Cruiser "MELBOURNE", which sailed for U.K. shortly after.

Whilst in the U.K., "Happy" volunteered for Submarine Service and was transferred to the Submarine training ship, "DOLPHIN", where he underwent a course of submarine training.

Following this training, he served for 5 years in Submarines. Among some of the subs. on which he served were L23, H42, L71, L64, H.M.A.S.M. "OTWAY" and "OXLEY".

Our personality left Subs. on 19th April, 1931, and from H.M.A.S.M. "OTWAY" and went to Cerberus, where he underwent and R.P.O.'s course.

His first draft as an R.P.O. was to H.M.A.S. "CANBERRA". This draft was for a short period only and was followed by a draft to commission H.M.A.S. "YARRA" in Sydney, under the command of Captain G. Moore, later Rear Admiral Moore.

On 31st December, 1937, R.P.O. Hawkins was promoted to M.A.A. and was drafted to H.M.A.S. "WESTRALIA" for its Commissioning in March, 1940.

It was during service in H.M.A.S. "WESTRALIA" that M.A.A. Hawkins fell sick with Asthma.

This was by no means the end of "Happy" as far as the Service was concerned. He obtained a job on Garden Island as a Clerk in the Foreman

(Continued on Page 9)

DEC 57

H.M.A.S. "ALBATROSS"

Early Days of the Fleet Air Arm

by COMMANDER F. G. CROTHER, R.A.N.

One often hears the question "When did the Fleet Air Arm first start in the R.A.N.?" The answer is that somewhere about 1922 the Naval Board decided that the R.A.N. would have a Fleet Air Arm and approved of the building of H.M.A.S. "ALBATROSS", officially designated a Seaplane Carrier.



H.M.A.S. "ALBATROSS" was laid down and built at Cockatoo Island and was commissioned on 23rd January, 1929, under the command of Captain D. M. T. Bedford, R.N. The Carrier was of 6000 tons, had a speed of 22 knots, and provided accommodation for nine Supermarine Seagull V Amphibians, although never more than six aircraft were normally carried for operational duties.

In spite of her unusual appearance "Albatross" was an excellent sea boat and her accommodation was superior to other vessels at that time. She was very well built and the general finish of all fittings and equipment was of a very high order.

At that time, the aircraft carrier with all the facilities and problems of deck landing was still in the experimental stage, and few, if any, suitable aircraft were available for the purpose. It was then generally accepted that the most suitable Naval aircraft must be seaplanes, but preferably small flying boats, or amphibians.

The aircraft chosen for H.M.A.S. "Albatross" was the Supermarine Seagull V, which was a development of the Supermarine flying boat which won the Schneider Cup in 1921, with a top speed in the region of 120 knots.

The Seagull V was an amphibian powered by a single 500 h.p. Napier Lion water-cooled engine with an endurance of four hours. The aircraft were of wooden construction and although they were very robust and stood up to rough handling well, they were unsuitable for catapulting. The performance of these aircraft was poor by modern standards, but they gave good service and were delightful to fly and had no vices.

The top speed was about 85 knots, cruising speed 65 knots and stalling speed about 48 knots. On a few occasions when the landing wheels and struts were removed it was possible to get speeds of up to 95 knots, an excellent performance for such an unwieldy design.

The retractable undercarriage was hand operated by a handle on the starboard side of the pilot's cockpit and took 162 turns to wind up or let down the wheels. Lowering the wheels was comparatively easy but winding them up took considerable time and effort, and was often difficult, particularly when flying under bumpy conditions.

The instruments in the pilot's cockpit consisted of air speed indicator, inclinometer, tachometer, oil pressure and water temperature gauges, watch and compass. No automatic pilot or turn and bank indicator were provided, which made flying in cloud or bad weather somewhat disconcerting. In those days a good pilot flew by the seat of his pants.

The crew of the aircraft consisted of the pilot, who sat in the nose of the aircraft, the observer, who stood in the rear cockpit, and the Telegraphist Air Gunner, who mostly sat in the hull beside his radio equipment. The armament

consisted of one Lewis Gun which invariably produced a stoppage whenever it was used.

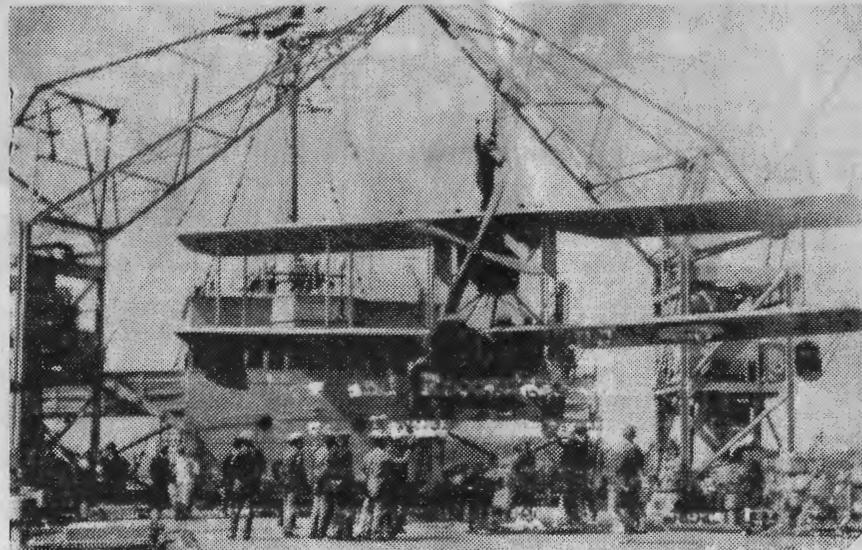
The aircraft was normally stowed between decks in "ALBATROSS" and when required for flight, were wheeled by hand through the hangar and then hoisted by crane through the hangar hatch onto the flight deck. Once on deck the wings were folded forward and securing pins (8 No.) put in by hand. In spite of so much man-handling, it was still possible, in an emergency, to get an aircraft up, spread the wings, warm the engine and have it hoisted over the side in under 10 minutes.

When the aircraft was ready to be hoisted out the Observer or T.A.G. had to climb up on to the top centre section and hold on to the slings so as to slip the quick release hook when the aircraft was about two feet off the water. Good timing for this operation was most necessary, as, if the aircraft was permitted to hit the water before unhooking and the ship was still under weigh, the Observer might have difficulty in releasing the hook and the aircraft would be swept back and into the ship's side.

Launching was usually done when the ship was headed into wind and stopped, or doing about 2 knots, but it was also possible to launch aircraft under weigh up to 10 knots. This operation was tricky and required the use of experienced pilots as it was necessary to use a considerable amount of throttle so that the aircraft virtually "flew on the hook" until the quick release was knocked off by the Observer standing on the centre section. Observers were really made of tough stuff in those days.

After an operation the aircraft flew round the ship at about 1,000 feet and awaited permission to land. Permission was usually given by flag signals, strung horizontally, on booms which protruded on either side of the signal bridge or by aldis lamp. On landing the aircraft approached the ship from astern and taxied alongside until it was under the hook, when the Observer raised the slings and hooked on. As soon as the aircraft was hooked on the crane lifted the aircraft free of the water and hoisted it inboard.

Under the original Fleet Air Arm scheme the aircraft were maintained by the R.A.A.F. and the pilots were a mixture of R.A.N. and R.A.A.F. Officers. The



Loading on board H.M.A.S. "Albatross"

first R.A.N. pilots were trained at No.1 Flying Training School, Point Cook, and consisted of the following officers:

Lieutenant J. E. Hewitt (later Air Vice Marshall).
Lieutenant (E) E. C. Wackett (later Air Vice Marshall).
Lieutenant D. Ross.
Lieutenant G. Carter.
Lieutenant V. E. Kennedy.
Paymaster Lieutenant F. G. Crowther.
Lieutenant G. A. Hall.
Lieutenant P. Bailhache.

The first Observers were trained at Point Cook and in the United Kingdom. They were:

Lieutenant H. S. Chesterman.
Lieutenant V. E. Kennedy.
Lieutenant C. H. Brooks.
Lieutenant G. A. Hall.
Lieutenant G. C. Oldham.

When H.M.A.S. "ALBATROSS" commissioned on 23rd January, 1929, the following were the flying personnel:



No 101 FLIGHT R.A.A.F. —

Squadron Leader A. E. Hempel, R.A.A.F. (In Command)
Flight Lieutenant J. E. Hewitt (Lieutenant R.A.N.)
Flying Officer F. G. Crowther (Paymaster Lieutenant R.A.N.)
Flying Officer P. Bailhache (Lieutenant R.A.N.)
Flying Officer S. A. C. Campbell, R.A.A.F.
Flying Officer E. G. Knox - Knight, R.A.A.F.
Flying Officer E. F. Selk, R.A.A.F.

OBSERVERS —

Lieutenant Commander G. R. Deverell, R.N. (Senior Observer)
Lieutenant H. S. Chesterman, R.A.N.
Lieutenant V. E. Kennedy, R.A.N.
Lieutenant G. A. Hall, R.A.N.
Lieutenant I. D. Elliot, R.N.
Lieutenant C. H. Brooks, R.A.N.

It is of interest to many that two officers still serving in the R.A.N. commissioned both H.M.A.S. "ALBATROSS" and later N.A.S. Nowra. They are:

Captain R. F. Hatherall, R.A.N. and
Supply Lieutenant (W) E. G. C. Stokes, R.A.N.



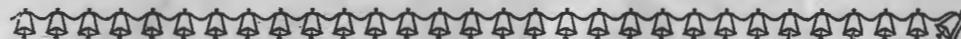
A Merry Christmas and a
Happy New Year to All



FROM

L. E. Seyffer

Watchmaker & Jeweller, Nowra



THE WEDGEWOOD GIFT SHOP

Cedar Furniture and Lovely Gifts

AND

THE SHOALHAVEN PIANO SERVICE



Distributors of the New Lieder Piano

New and Reconditioned

Easy Terms Arranged

74 JUNCTION ST., NOWRA

'Phone 653



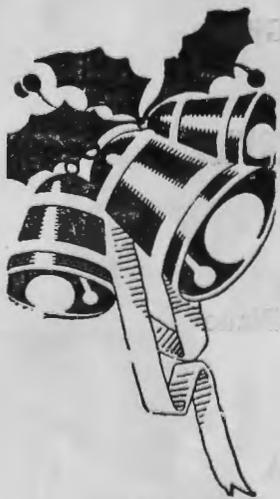
R.A.N. GLIDING ASSOCIATION

We have recently had a letter from John Staulker, an ex-member of the R.A.N.G.A., who is now working for D.C.A. in West Australia. When he tried to join a Gliding Club over there he was staggered to find that the joining fee was £30! The R.A.N.G.A. is certainly the cheapest club in Australia with its entrance fee of only £5, and of course the reason that we can run it so cheaply is that the R.A.N. very kindly allows us to make use of its facilities here at Nowra.

Gliders are pretty expensive machines, costing around the £1000 mark each, when new. We are hoping to buy a Kookaburra side by side two-seater trainer in the near future which we think will be a big improvement. Our present trainer has done sterling service and has stood up magnificently to pilots trying new techniques in landing. Some like to hover six feet in the air for as long as possible before descending to the runway at a high vertical speed, and others are known to favour the "back to earth quickly" policy, of driving it in like a tack, (rather like our plumber-member lands his Firefly).

With side by side seating in our new trainer, however, the instructor's screams of fright will be more audible, and a gentle crack on the skull can be introduced into the instructors' techniques of emphasising a point.

By the way, Petty Officer Strickland has retired as Chairman after holding the job since April when Lt. Cdr. Dalosso left. Geoff has handled the position with his usual competence and will continue to be an active, and very valuable, member.



A pleasing Xmas gift for Naval personnel
who Dress with discernment —

Hand made, genuine Maccelsfield Silk Black
Neckties — 27/6 each.

Morison's Menswear

92 JUNCTION STREET, NOWRA



Father Xmas or Not, You Can't
Bring GROG on Board!!

STATION PERSONALITY (Continued)

Rigger's Office, where he was employed for a year.

From here "Happy" volunteered for Canteen Service in H.M.A.S. "WARREGO", where he served as manager for 4 years. During this time the "WARREGO" saw heavy action in the Philippine landings.

The "WARREGO" insisted on being in the forefront of most of the Pacific was, it was the Flagship of the Task Group 70.5, a Survey and Mine-Sweeping Group.

A side-line of "Happy's" has long been first aid. He had often administered first aid at local football matches and it was due to this experience that many badly wounded servicemen owe their lives.

A long history of one Ship's Canteen after another followed, "MANCOORA", "KANIMBLA", etc., and then "Happy" ventured ashore into an Electroplating business in Sydney, but the call of the Service proved irresistible, and he has been with us here at "ALBATROSS" since November, 1949.

— Pussers Page —

We, the most important people, without whom no Rabbit firm could exist, greet you and wish you all subsidiary departments a Merry Christmas and a Joyful and Prosperous New Year.

Please disregard all those rumours maliciously being spread by the opposition that we are giving an extra pay for a Christmas bonus and that stores and victuals will be issued without signatures for a week. These specials are for Pussers only! No outsiders need apply.

We are frankly envious and would like to know how so many under-staffed (?) departments can spare hands for gardening in the Queen's time.

Quiet, everybody! The Commonwealth Auditors are here.

— R. SHARP.

COOKS (S)

Having exhausted the supply of cats the Hamburger firm is looking around for a new source of fresh meat. You'd better pull your head in, Gunnedah, or there might be parrot, alias pigeon, pie on the menu, so there!

For a while we up here in the tucker factory were thinking that Mrs. Patch must have had boxing lessons at some time or other, until we discovered that the Chief can't resist a hive or bees when he sees one hanging on a tree.

It's been rumoured around the Kitchens that there'll be no turkey on the menu this year. The firm's too poor to provide it. What about Jimmy going into the Turkey business, to ensure turkeys for Xmas, '58.

Relevant to the recent application by the Supply Officer to have doughnuts supplied as a regular item on the menu, the following piece of poetic advice could be of some assistance to the would-be devourers:

As you ramble on through life,
Brother, whatever be your goal,
Keep your eye upon the doughnut,
And not upon the hole.

S.A. (V).

Why doesn't someone give Chief Butcher Klaen something to plant? Its pathetic to see the poor old fellow daily watering the barren acres outside the victualling yard.

Is there any truth in the dit that the Grand Hotel at Goulburn is giving away bibs to dribbling drinkers?

We're worried about the Haberdashery Petty Officer. He's talking in his sleep these days, and say, of all things: "Badges, Branch Red, Badges, Branch Blue, Badges, Branch Gold Wire . . ."

No wonder there's nearly 300 of them!

COOKS (O) and STEWARDS.

The vital nucleus of men who, from the Wardroom Staff, offer a hearty welcome to the following newly-joined members of the Team:

C.P.O. Cook (O) F. E. Cattermole, from MELBOURNE.

Ldr. Cook (O) M. R. Mancer, from VOYAGER

A/Steward T. J. Dick, from CERBERUS.

A/Cooks W. A. Anstee and K. J. Larnack, both from CERBERUS.

Congratulations to Petty Officer H. R. Ramsey and L/Steward C. J. Smith on their advancement.

Observant fellows around the Station will doubtless have noticed that Cooks (O) and Stewards are to be found forming the backbone of any sports team required by the Supply Division. This is good to see. Keep it up!

NAVAL AIR STORES.

If anyone sees a streak of yellow light flash past them in the vicinity of Naval Stores, don't bother reporting it to the War Office or the Guard House,

for its not an "Unidentified Object" from outer space, nor a Russian satellite undergoing low altitude tests. It's only S.A. Dawson in transit from the Main Naval and Air Stores Office, to the Bulk Store, Oil Store, Inflammable Store or the M.T. Tyre Store (of which he is Storekeeper, not Store-giver). At 1330 on Mondays he can be seen at the Sick Bay (if you are fast enough) receiving a hyperdermic needle in his port wing, administered by our very capable S.B.A. Gross. Who knows? Perhaps that is where he gets his energy from. Although it's been said that when the R.A.T.O.G. Mos Sets were recalled, he had some written off by the A.S.O., and is now using them on his bicycle, modified to his own requirements.

If the Regulating Branch does not catch up with him for exceeding the speed limit he will most likely hit one of the many other vehicles which exceed the speed limit around the Station.

Anyway, he has a lovely fiancée who can visit him in hospital. Careful, Smokey, that "Halter at the Altar" day isn't far off. Here's hoping you can make it in one piece.

WRITERS.

With the close proximity of Christmas celebrations and Seasonal leave, it is desired to indicate to all that only those buzzes on pay increases arising in the Pay Office are worth considering. At present there is only an ominous silence.

For those wishing to follow the sun north, south, east, or all points west, there is a certain rotund officer who can forecast appointments for officers, whilst the Chief Petty Officer Writer (scare drafting) has his price — allotments may be declared during off pay weeks only.

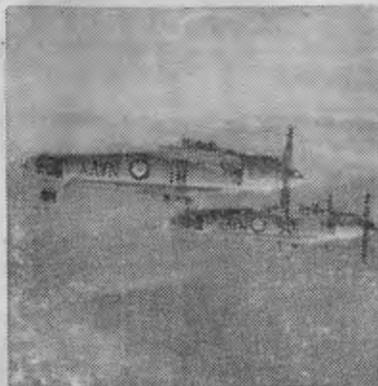
There has been a number of changes in the Writer Staff, due to drafting, and to those who are leaving, we wish them the best of fortune and good health. The new members are all welcomed with the light of enthusiasm in their eyes, and the reminder that they're duty the first week-end.

It is noted with pleasure that the accommodation problems have been smoothed out and that two General Service branches are able to live together in harmony. A close watch is being kept to observe the triumphant announcement that horticultural developments are about to be commenced in the vicinity of C30 hut.

Well informed sources have intimated that the certain Writer rating who was guilty of the offence of attempting to refill the radiator of a Volkswagon is now receiving mechanical enlightenment on that subject.



805 AEROBATIC TEAM



Early in July this year we of the 805th started working up an aerobatic team, primarily to put on a display at the Station Families Day on August 14th. The original team was led by the Senior Pilot, Lt. Cdr. Stock, with Lieut Eagles and Sub. Lieut. Davidson as 2 and 3 respectively. Families Day came and in spite of unpleasant turbulent conditions and cloud at 4-5000 feet we performed — not fully to our own satisfaction, but apparently the families were suitably impressed.

Junior Davidson then left us to delve into the mysteries of Night Fighters and in slow time we kept practising with Lieut. Lane in the No. 3 position. Our next public display was on October 11th at Broken Hill, where a crowd of about 8,000 of the locals witnessed

what was probably our best effort yet. After a hectic liquid weekend we returned to Nowra and had a months further working up period before going to Mildura for an Air Pageant there on November 9th. This time in addition to formation aerobatics we did some synchronised and individual tricks and in all kept the crowd entertained for 45 minutes — 45 minutes of sweat, blood and tears for us, but sheer joy and bewilderment for our public! The hospitality we enjoyed at the Aero Club at Mildura that evening was absolutely first class — but oh! Flying back to Nowra on the Sunday! After one good night's sleep the three of us were more or less fit enough to perform once more, for no less a personality than C.N.S., on the occasion of his visit here.

On Wednesday, 27th November, we were showing our paces to the R.A.A.F., at Uranquinty, near Wagga. Naval pilots commence flying training there, and it was for their benefit that we were invited. Later on we hope to do the same for Naval trainees at Point Cook, near Melbourne.

Finally, how do we do it? It's just practise, practise and still more practise and confidence in each others flying ability. As leader I have the easy job — fairly normal flying. Fred and Dave have to stay with me through intentional manoeuvres and otherwise, and it is due to their smooth flying that the team is so much in demand. Anyway, each of us would welcome the opportunity to see our show from the ground.



Station Personality No. 8a

— "Bill"

Few people know of my existence on the Air Station, although I joined nearly a year ago.

I was purchased from the Nowra Cordial Company by the Armourers Tea Boat, and although there have been quite a few rumours I had nothing to do with the manufacture of Fruity lemon.

My rate is Naval Goat 1st Class and I am employed at the Bomb Dump as grass cutter, dog chaser, and empty box label eater.

I am the only rating in the Navy who has a beard since birth, and I consider that all others are amateurish when compared to mine.

About two months ago I was indisposed for a few days because I had eaten a hearty meal of 'Ratsack', but as I refused to go to the Sick Bay I recovered completely.

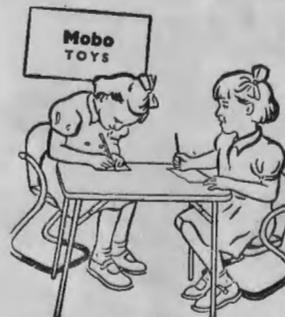
My biggest disappointment since I have been in pussers was not being inspected by the Admiral, after I had got myself a nice coat of roofing green paint too.



There's The Full Range Of CYCLOPS AND MOBO TOYS

In Our Store

DON'T DELAY, LAY-BY NOW !.



All Metal TABLE and CHAIRS. Table which folds, sturdy Chairs.



CYCLOPS JEEP and CYCLOPS CARS.



CYCLOPS DINKIES and other models.

T. Basha & Sons

79/81 Junction Street, Nowra — 'Phone 90



Merry Christmas and New Year Greetings to All



JERVIS BAY HOTEL

HUSKISSON

1st Class Accommodation — Resch's Beer!

The outlet to Jervis Bay Fishing.

Telephone Huskisson 1.

Stan Stewart,
Licensee.

Merry Christmas and New Year Greetings

"ALBATROSS" DRY CLEANING & LAUNDRY

"PIER HEAD JUMP" SERVICE — 4 Hours

Ladies' Apparel a Speciality

Normal Service 48 hours. Special

Service 24 hours. 7a.m. 'till 3.30

p.m., Monday 'till Friday.



Prop. Happy Hawkins,
Ex - R.A.N.

Lessons in Electricity

For this week's study of jippers, we will take a firm grasp (by the lower band, of course) of a problem which baffles many wise men. It is only by sheer genius that this explanation becomes possible; only geni will understand the workings of a closed mesh. Engineers are forewith excused. For those who know not watt it is, a closed mesh is one to which there is no entry from the outside. If not inside, then the outsider has no ohm and consequently no resistance. Not having any resistance is another name for a short circuit, which has nothing to do with this publication.

There are two rules which govern a closed mesh namely:—

- (1.) There is only one um,
- (2.) Get me a cow.

These laws may seem silly, but what electrical problem appears to be any different. When we, the Kirchoff Kids, become involved in a problem of this nature, there is invariably some electro or earthly magnetic force, which draws a volume of knowledge to us. Sometimes it is harrising, but quite often it has many wills to work. Deviations and errors are sometimes encountered, but he who strikes a blow (with a hammer) is not to be laughter upon. He is no charleytan.

The problem of the closed mesh was greatly experimented with when the Electrical Workshops, behind their green doors, endeavoured to launch "The Big Wheel, Mk.1." Gravity was overcome with some great effort but it is not within our capacity to condense the details in one volume. It should be noted though that the test animal, (just a small rabbit called the Vaseline Kid) was fed on fish, strawberries and onion seed. These have great bearing on the problem under discussion as they created parasitic oscillations. Fluids fed to the bunny were orange juice and finer claret cup, but this was rather barbarous as animals don't like those drinks.

However, if there is difficulty in solving the problem, then an equivalent circuit should be drawn. The Sick Bay Staff say that a drawn circuit need not look pale, the ideal example is the circuit which is flushed. This could mean one of two things, the latter being the best. The former is used for winding coils on and that is totally another question. It can be seen, quite clearly, that if there is a volts drop it will not be heard, as the carpet on the floor is soundproofed.

In conclusion, it will have been noticed that no mention was made in the explanation of the two rults. This is quite often the case as they only confuse the issue. The thing to remember is, if there is no oil pressure first suspect the gauge.

N.B. If nothing is learnt, then nothing is lost.

— "THE KIRCHOFF KIDS"

A certain young lady I know,
Used to think that the Navy was slow;
Till a sailer on leave
Caught her on Christmas Eve
Standing under the Mistletoe!

AUSTRALIAN JOINT ANTI-SUBMARINE SCHOOL

Russia has a fleet of some 500 submarines. Since you read your November issue of "Slipstream" she has launched four more, and by the time the January issue comes along yet another four will have gone down the slipways. And so it will continue until who knows when.

Why is Russia building them in such quantities? A.J.A.S.S. is as interested in the answer as you are, but it is not our main concern. Our concern is the problem of finding, fixing and striking them however they may be employed.

There are similar schools in other countries concentrating on the same problem. The U.K., Canada and the United States each maintain schools to foster sea/air training and a steady interchange of information takes place to progress training and the development of common techniques.

Why is a joint school required? To quote a recent statement by Mr. Menzies, "Australia has placed emphasis in the Navy on light craft which can be fed into the carrier task forces or employed against the most probable form of naval attack, submarines . . ."

But the surface craft cannot handle the problem alone. They must act in accord with the carrier-based and shore-based air forces and it is therefore the task of A.J.A.S.S. to weld the three arms into a single weapon capable of protecting our shores, screening shipping or carrying the war into enemy waters.

It may be argued that the guided missile has rendered the Russian submarine fleet redundant. Not at all. It is even more dangerous than it was before. What need has Russia of inter-continental ballistic missiles when her submarines can carry much smaller, less sophisticated weapons to within 500 miles of our coastline and launch them with great accuracy.

Will the Russian submarines venture this far, either to attack with conventional weapons or torpedos?

During the last war German submarines operated in the Indian Ocean and Japanese submarines operated in the Atlantic. Recent reports in the press of Russian submarines off South Africa prove that Russian naval strategists are thinking in global terms.

Soviet submarines belong to two "ocean" fleets — the Northern fleet and the Pacific fleet. Submarines from both have undertaken many long range cruises and in 1955 extended their exercises as far as the Antipodes.

Since 1947 the Russian whaling fleet has spent at least six months of each year in the Antarctic and it provides an excellent base for submarines. Since the Russian scientific base was set up in the Antarctic, their ships have been making extensive surveys of the area between the Antarctic continent and the 40th parallel.

Australia has SEATO commitments as well as looking after her own interests so there is little doubt that our maritime forces would be thinly spread in war.

The training at A.J.A.S.S. is therefore directed towards providing highly trained forces ready to operate under SEATO command, capable of operating off Australian shores yet sufficiently flexible to permit redeployment anywhere at short notice.

— "STEAMPIGEON"

Christmas Greetings
and Best Wishes for Safe and Happy
Motoring

ADVANK

WESTWOOD PTY. LTD.

KINGHORN ST., NOWRA — 'Phone 324

Merry Christmas and New Year Greetings

BRIDGE HOTEL

Nowra

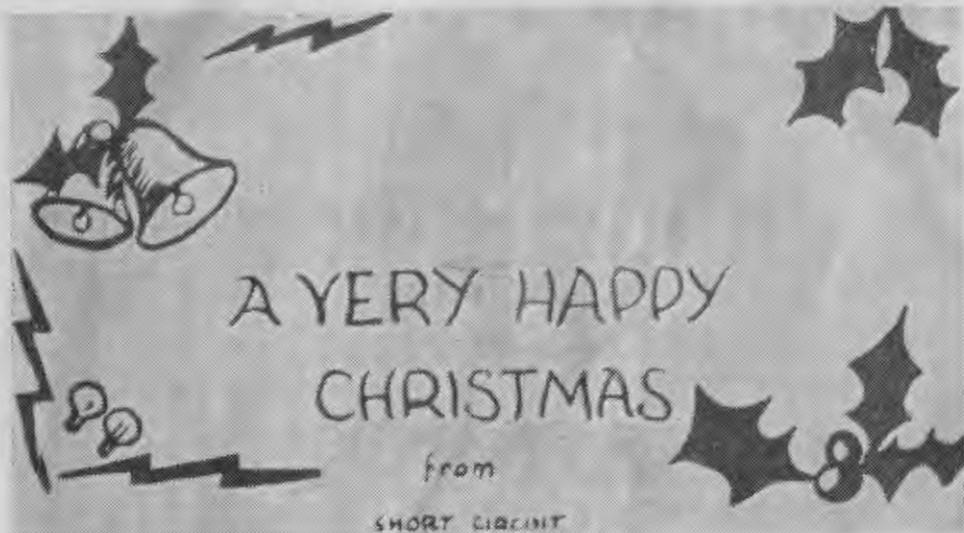
The Sailors' and Workers' Hotel

WHERE THE BEST DARTS ARE HELD, AND
THE BEST PLAYERS PLAY THEM.
JOIN US FOR YOUR PLEASURE.

DEEP FREEZE RECENTLY INSTALLED

"Chook" KITCHEN, Licensee

TELEPHONE: NOWRA 135



**P. WALSH & SONS
SPECIALS:**

- (1) BABY FOOD — 10/6 doz.
Save 3/6 doz.
- (2) TOMATO JUICE — 8d. Tin, 8 oz.
Save 9d.
- (3) SALINE POWDER — 3/- Tin, 16 oz. — Save 1/9.



Test Your I.Q.



Here we endeavour to allow you to calculate your own Intelligence Quotient **BUT** rather than resort to idiotic questions that bear no relation to normal pursuits we have drawn our questions from events in your daily routine.

If you get over 797,423 marks, I am mentally deficient. I'm sorry but figures don't lie.

Ques. 1. MARKS

When you knock at the door of your own locker do you:

- A. WAIT for the reply "Come In" before or after you open it (10 marks)
- B. If there is no answer do you go away and wait until he comes back. (0 marks)

Ques. 2.

When the Commander says "Five Days Number 11's" do you say:

- A. It's a pleasure Sir. (4 marks plus 1 off for lying).
- B. What, only five days for what I did. (10 marks).
- C. Who, me, Sir. (5 marks).....

Ques. 3.

When the Cake from Mum arrived were you:

- A. Surprised that it arrived in pieces. Yes (10 marks) No (10 marks)
- B. Surprised that it arrived at all. Yes (20 marks) No (5 marks)

Ques 4.

Have you gone for a shower and:

- A. Taken your eyes off the soap. (0 marks)
- B. Expected not to wait (5 marks)
- C. Expected any water (Take off 10 marks)

Ques. 5.

Have you gone to the Scran Bag:— Expecting to get something to eat

- Yes (0 marks)
- No (20 marks)

Ques. 6.

Have you put a letter to Jean in an envelope addressed to Mary?

- Seldom (10 marks)
- Often (3 marks)
- Every Ash Wednesday (15 marks)

Ques. 7

When you speak to a woman does she:

- A. Appear pleased. Yes (10 marks) No (0 marks)
- B. Call a taxi. Yes (10 marks) No (15 marks)
- C. Call a cop. Yes (4 marks) No (8 marks)

Ques. 8.

Do you believe the buzz that we will get a long weekend for May Day?

- Yes (Subtract 30 marks)
- No (20 marks)

TOTAL

CHRISTMAS & NEW YEAR
GREETINGS

FROM

**THE NOWRA STEAM
LAUNDRY**

1st Class Work at City Prices.
Naval Personnel Specially
Catered For.

M. G. STUCHBURY Proprietor.

CHRISTMAS & NEW YEAR
GREETINGS

FROM

**HARDIMAN'S
HOTEL NOWRA**

We shall be pleased to
WELCOME YOU.

MRS. R. M. SHIELDS Licensee

CHRISTMAS & NEW YEAR
GREETINGS

FROM

**THE
COMFORT SHOE
STORE**

CHRISTMAS & NEW YEAR
GREETINGS

FROM

T. E. DAVIS

— TIMBER MILLER —

Orders Conscientiously Supplied.

'Phone: Nowra 226.

**MAC'S
PHOTOGRAPHIC SERVICE**

(EX-R.N. and R.A.N.)

FOR

PORTRAITS

WITH A DIFFERENCE!

Also WEDDINGS
CHILD STUDIES
SPECIAL 35mm SERVICE
DEVELOPING & PRINTING

Cameras, Projectors, Viewers,
and all Colour Accessories.

Top Floor, Next to Post Office.

'Phone 735.

CHRISTMAS & NEW YEAR
GREETINGS

FROM

DAVIES' NEWSAGENCY

JUNCTION ST., NOWRA



CHRISTMAS & NEW YEAR
GREETINGS

FROM

**THE PRINCE OF WALES
HOTEL**



MRS. M. I. WATSON Licensee

CHRISTMAS & NEW YEAR
GREETINGS

FROM

BAINBRIGGE & SONS

MOTOR BODY REPAIRS,
PANEL BEATERS,
DUCO SPRAYERS.

INSURANCE QUOTATIONS FREE
TOWING SERVICE
HOLDEN BODY REPAIR
SPECIALISTS

JANE STREET, NOWRA

'Phone: Nowra 323.

THE CHAPLAIN'S CORNER

WISHING YOU A JOYFUL CHRISTMAS

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

One of the things most notable about Christmas is the goodwill which becomes manifest among those of us, who are fortunate to live in a Christian land. There is an increase in our efforts to create and spread happiness in the lives of our fellows with a consequent increase of friendliness everywhere. Life changes for the better, and for a few days we get a taste of what life could be like always, were we to permit Christ to keep in our hearts the place, which we give Him, whenever we celebrate His birth. As a little child He takes possession of our lives, and through Him the best is brought out of us.

If we were ever to be visited by a delegation from Mars during the month of December they would take back a most conflicting report about us, stating that human things seem to live two quite different sorts of life; one—a life of fear and violence and selfishness for most of the time, and then, once in a while, quite the opposite—a life of comradeship, co-operation and goodwill. And they would go on to say that when these human beings were asked which of the two was THE REAL sort of life, they said, "Oh, the second, of course!" and that was about the only thing upon which they all seemed to agree.

That's true isn't it? We find on Christmas Day the one thing we've all agreed about. THIS is the life, and our behaviour and attitude to one another bears our witness to this truth. The way we behave for 364 days of the year is only real in the sense that it is actual. Greediness happens, wars take place, quarrels break out, but a Frenchman named Edmond About was very wise when he said: "There are many truer things than those that have happened." There's another kind of reality that isn't just history. Christmas is real in the sense that it's right. It strikes the right note and thus satisfies us as no other note can do. You know how it feels when the pianist at your party can't find the right note on which to start a song. When at last after a process of elimination he gets the right note it's the most real sound in the world, isn't it? The tension is over and everything is right again. The Reality of Christmas is like that. We've found the note that is in harmony.

Christmas is the story of the coming of God in among us. He is not outside the universe, above its struggles, but He has come among us to put right each of our lives and our world. He could do it this coming year, if we would let Him.

And now A HAPPY CHRISTMAS to you and yours.

Don't forget to keep Thursday, 19th December free at 8 p.m. for Carols by Candle-light. There'll be a star that really twinkles from the Cinema to guide you to the sight, and angels too to beckon you to the Manager of Bethlehem..

A warm welcome also awaits you and your families at the Christmas Day Services—Holy Communion at 9 a.m. and a special Christmas Service at 9.45 a.m.

CHRISTMAS

(Chaplain L. T. Breslan, R.A.N.)

A great writer and thinker, Emerson, tells the following interesting experience he had while riding on a bus. He was tired and perspiring as he boarded the bus one scorching summer afternoon. The sooner this trip was over, the better, thought he. And no doubt that was the wish of every other drowsy and disgruntled passenger. Unrest and weariness were written on the faces of all.

All of a sudden, however, the atmosphere began to change. People sat up and smiled, first to themselves and then to one another. What caused the change? A young mother had boarded the bus, in her arms her little son, a fair-haired,

bright-eyed youngster. Although the bus was crowded, a place was soon found for the two, who became at once the centre of attraction. When the little one would ask a question, everyone would bend to listen. When he waved at one, all would wave back. How they admired that mother as she tightly and lovingly clutched the wriggling youngster, who would pat her on the cheek, and twist her ear, gurgle and laugh, and put out his arms in greeting.

Nineteen hundred years ago the world was in pretty much the same condition as that bus. Men and women were weary with waiting for a Redeemer. Mankind seemed to have nothing to live for. Their only wish apparently was that life, the journey of life, would be over. Discouraged and despondent, uncomfortable and unhappy, the world was rushing along its helpless way.

Suddenly there came upon the scene a mother and child. Not an ordinary mother and not an ordinary child. For the coming of the Child the world was waiting thousands of years. His coming changed the face of the earth. His coming brought joy to those who saw Him. His arrival was announced and sung by angels. From the moment He came upon this earth things turned much brighter, much happier, much more promising. That Mother was the Blessed Mother. That Child was the infant Child Jesus born into the world 1957 years ago.

The world to-day is much like the bus Emerson rode. It is a weary world, a discouraged world, a sin-saddened world, a world seeking happiness, but refusing to turn to Him who said "Come to me all you who labour and are heavily burdened, and I will refresh you."

May the Infant Jesus bring to all of you the fullness of Christmas joy. To all of you Peace. To all of you Joy. To all of you a truly Merry Christmas. To all of you a very happy Christmas.



Give a Sporting Gift for Christmas

GIVE SANDALS FOR XMAS

Davis & Co.

FOOTWEAR & SPORTS STORE

Near Post Office Nowra — 'Phone 279



Letters to an Administrative Authority

No. 4 OUR PARTY By Monty

Officer in Charge,
Maintenance Party,
R. A. N. A. S. BOMBINJERRY.

THE FLAG OFFICER IN CHARGE,
SOUTH COAST.

R.A.N.A.S. BOMBINJERRY — REPORT ON CHILDRENS' PARTY

The following report on the annual Childrens' Christmas Party held at R.A.N.A.S. Bcmbinjerry on Friday, 13th December, is submitted in accordance with South Coast General Order 1329.

2. The party commenced at 1400, Service transport being provided for children of personnel residing in Bcmbinjerry. However, due to a most unfortunate misunderstanding, the drivers of the buses waited inside the Prince of Wales Hotel instead of outside the Prince of Wales Theatre, and it was not until nearly 1600 that some scores of tearful children were finally embarked. The childrens' greatest fear was that all the food would be eaten before they arrived.

3. The Shipwright Staff had worked overtime preparing swings, see-saws and slides, and these were extremely popular, except in the case of Milly Jan-kers, the small daughter of the Sub. Lieutenant (Regulating), who received a large splinter each time she rode the slides. Some suspicion rests upon Harry McChook, who was seen to be following Milly and whose Father, N/A. McChook, is serving ten days No.10 Punishment as a result of charges laid by the Sub. Lieutenant (Regulating).

4. Early in the afternoon it was observed that certain children were displaying highly exuberant spirits, while others appeared drowsy and yet others were most belligerent in their actions. This last manifestation came to a head when Willie Tucker, aged nine years, insisted on fighting the local school Headmaster and three of his female staff together. It was later found that owing to a most unfortunate error in catering the Wardroom bowl of iced rum punch had been diverted to the Childrens' Refreshment Marquee, while Wardroom guests were imbibing copious draughts of home brewed ginger ale.

5. The arrival of Santa Claus by Helicopter brought a great ovation from the children, especially when the lowering hook caught in his trousers and ripped out the seat. The distribution of gifts was mostly uneventful except when little Bertie Plonker, who had apparently sipped freely at the punch bowl, set fire to Santa's whiskers and stuck a pin into his leg to see if he was real. Further slight confusion reigned when it was found that some persons unknown, but believed to be men under punishment, had changed all the names on the gift parcels.

6. The Magician (C.P.O. Fumble) was a great success, except when he borrowed a five pound note from the First Lieutenant for one of his tricks. Having torn the note to shreds he explained that he had unfortunately forgotten the rest of the trick and was unable to restore it. The First Lieutenant's indignation was only exceeded by that of the Electrical Officer, whose wrist watch was subjected to vicious hammer blows in another unsuccessful trick and is now a complete write off. It is now recalled that C.P.O. Fumble had previously helped dispense drinks in the Childrens' Marquee. His act was interrupted when he fell asleep while attempting to juggle 3 Indian Clubs, an empty bottle, 4 cricket balls and the G.I.'s dog.

7. The "Lost Childrens' Bureau", conducted by N/A. Fergus McHaggis, was considered a great success until it was found that he was enticing children



Well it WAS Servicable . . . Sir !!

to the booth with offers of ice cream (not fulfilled) and then charging the distraught parents five shillings per head storage and recovery fees. McHaggis was relieved of his duties and transferred to the Jumble Sale, where it was thought that his special business instincts could be used to greater advantage. As the Jumble Sale showed a final deficit of £42/17/9½ this supposition would appear to have been correct.

8. Some unpleasantness arose when certain parents complained that their children had lost all their spending money in a "game of chance". Investigation showed that N/A. Perks, a business associate of N/A. McHaggis, was conducting a Crown and Anchor Board for the older children behind "B" Hangar. Perks winnings totalled 14/8½ in small change, 3 lozenges (slightly soiled), a piece of chewing gum (partly used) and a set of false teeth, the property of the father of one of the youthful gamblers. N/A. Perks has been severely reprimanded.

9. Considerable excitement arose when Ronny Avpol tried to show little Aggie Ampgas how his father, who is in the Salvage Section, drives the 20 ton Crane. By some mischance Ronny succeeded in starting the Crane but was unable to stop it until it went through the walls of two Hangars, demolishing three Sea Demon aircraft en route, and finally came to rest on the wreckage of the Salvage Section, narrowly missing Ronny's father, who was asleep inside.

10. The call to afternoon tea was followed by a stampede of children in which three Officers, eight Ratings and twelve women volunteer helpers were trampled under foot, suffering severe lacerations and head injuries. The G.I.'s dog was mutilated beyond recognition.

11. A full report on damage to buildings, aircraft, vehicles and personal injuries suffered by helpers will be forwarded when final assessment is made.

O. T. SNORKER, Lieut. Commander.

SPORTING NOTES

SHOALHAVEN & DISTRICT CRICKET COMP.

Since last issue only one more match has been decided, namely against Kangaroo Valley, the leaders in the comp. The Station team batted first, amassing the large total of 316 runs; the main feature of the innings being the fourth wicket partnership of 209 by Beutel and Keay. The partnership was outstanding for some of the best batting and running between wickets that has been seen at Albatross for many a day. Beutel's individual score was a really fine 145 runs, whilst Keay, playing for the Station for the first time this year, finished with a very handsome score of 80.

Whilst chasing the Station's large score Kangaroo Valley were very cagey and subdued in their run-getting; however, they were got into by our bowlers who dismissed them for 171 runs. Insufficient time was left for anything more than a first inning's win and the Station team had to be satisfied with that. Bowling performances were: Keay 3 wickets for 24 runs; Smith 2/43; Prendergast 2/48, off 15 very accurate overs; Vine 1/19 and McWhinney 1/43. It was very pleasing and heartening to the Station side to see many Albatross supporters watching the progress of the match from the boundary. No doubt quite a number of these were there on the knowledge that the sailor's team was going so well. Nevertheless, no matter what prompts people to be spectators, we like to see you there.

I. ZINGARI SHIELD CRICKET

This team is really to be congratulated in completing the first round of matches without one defeat. But without lack of modesty, the writer tipped early in the season that this team will have an excellent run in this competition. We've got the talent here and the desire to see this Cricket Shield reposing in our Trophy Case.

Two more first innings victories were added to the Station's performances since last issue of this magazine; they were Kuttabul and Watson "A", who were last season's premiers. In the match with Kuttabul, Albatross made a dismal start, five wickets falling for only 31 runs. Later, a partnership by Kerr and Luther managed to stop the rot and the first innings total reached 169. Kuttabul's first innings reply to that was a poor 84, having been blasted by L.E.M. Smith and P.O. Prendergast on a very treacherous wicket. Albatross batted again with a view to an outright win with quick runs; they certainly came quickly enough. Luther put on a whirlwind 72 not out, in a score of 2 wkts. for 102 knocked up in 27 minutes. Kuttabul, however, managed to put on a stern defence and successfully averted an outright defeat.

Statistics in the Albatross v. Watson "A" match were; Albatross 172, Watson 64 and 1 for 78. (Batting: McWhinney 68, Hathaway 28 not out — Bowling: Prendergast 4 wickets for 12, Vine 3 wickets for 21).

BOXING

By the kind permission of the Captain, a successful night of boxing was held at the Air Station last month. The audience of over 600 naval personnel and civilians thoroughly enjoyed a full programme of professional bouts, ranging from 10 rounds to 4 rounds. And the rare opportunity of witnessing our lads in combat with well-rated boxers from trainer Ernie McQuillan's Sydney gymnasium was snapped up with gusto, particularly as the meeting was held on our own doorstep, so to speak. The profits from the entertainment went to our own Village Kindergarten Fund which was swelled quite considerably thereby.

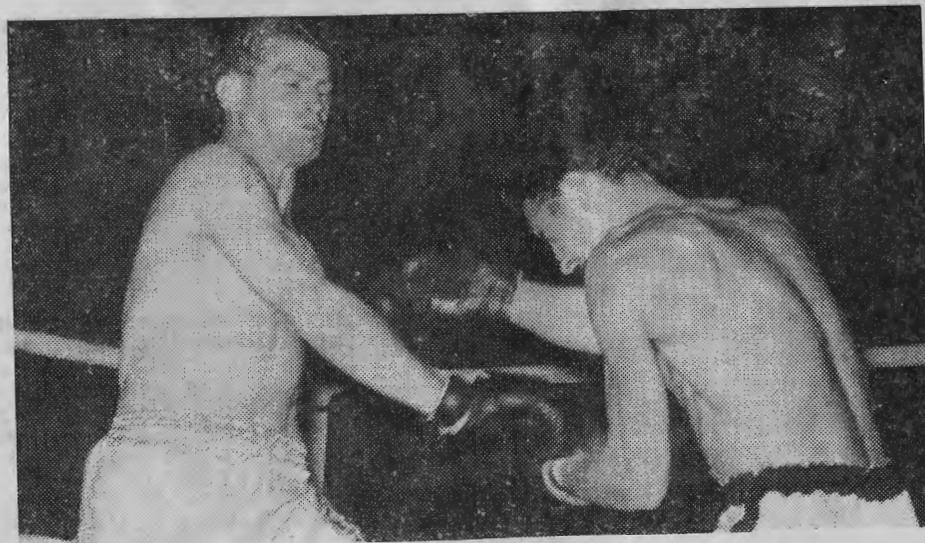
In the main ten round bout L.E.M. Smith, although dropped by Sydney boxer Ritchie in the third round, went forward from then on to win a decisive points victory. Nevertheless, Ritchie carried a potential knock-out punch right to the finish. Smith's form was his best seen for a long time and the showing he gave should satisfy him greatly, considering Ritchie defeated him on a knock-out, 18 months ago, in the third round.

"ALBATROSS" BOXING TEAM



Seated in front: Sub. Lieut. Lemon,

At back: Stewd. Clark, S.A. Fraser, E.M. Smith, N.A. Pengilly, N.A, Welsh



N.A. Pengilly and "Spot" Worrel mixing it up.

Naval Airman Pengilly's 10 round encounter with ex-s'oker Worrell brought to light the stinging right hand drives to head and body which are great features in the Pengilly armoury. The fourth round punishment meted out to Worrell proved beyond his capacity to take it and a beautiful left hook followed by a heavy right to the mark by Pengilly brought Worrell to the canvas for the full count. This was Worrell's second defeat at the hands of Pengilly—the previous loss being in H.M.A.S. Melbourne.

E.M. Collings had the tables turned against him by Sydney boxer Leo Brennan in their return bout scheduled for six rounds. Their first bout, 18 months ago, at Sydney Stadium, was a points win for Collings. Although Collings fought very fast and well for the first four rounds at Albatross last month, it was apparent that Brennan's fitness and hard punches to the body were wearing Collings down. The fifth round found Collings down for the count from a succession of heavy right rips to the solar plexus.

Preliminary bouts in which Steward Clarke, N.A. Welsh and S.A. Fraser competed, were well enjoyed and much appreciated by the crowd. Fight enthusiasts should keep Tuesday, 10th December clear of obstructions if they wish to enjoy another good fight night in 363 Hangar, when the main bouts will be against more of Ern. McQuillan's Sydney pros., including Congello, and Artie McLeod.

SWIMMING & WATER POLO

This most enjoyable and seasonal sport is proving its value in many ways. Swimmers are getting into form in the various events with a view to this season's interservices competitions and secondly, dozens of players and spectators are learning more about water polo than they ever thought possible. But it was shocking to have two interpart teams forfeiting in the draw recently, though; one of them from a place they call the Old Men's Club. 'Be understandable if it were swum in Siberia in the depths of winter; but in New South Wales in mid-summer, well.....?

Another new venture for Albatross soon will be our participation in the Intership and Inter-establishment Water Polo Competition. Away games will be played simultaneously with our away Zingari cricket matches and vice versa for our home games. The Station side is practising and training daily at the pool 1145 to 1215. Anyone is welcome to come along and tryout.

Whilst on the subject of swimming, personnel must realise that before they can be advanced in rating, even though they are fully qualified otherwise, they must have a swimming qualification noted on their Service Certificates.

CRICKET — INTER DIVISIONAL

By the time the ship's company step off on long leave no fewer than thirty five 2-day interpart cricket matches will have been completed. Petty Officers, S.A.M.E., Officers and Eng/Ordnance have now taken the lead in this large comp., whilst Chief, Recruits and Air Divisions at the moment are having runs of bad luck in the batting line. Number of matches played and competition points gained to date by the leading four divisions are: Officers four matches—15 points; S.A.M.E. five matches—18 points; Petty Officers four matches—17 points; Eng/Ordnance four matches—15 points.

TENNIS — INTER DIVISIONAL

Recruit and A/H. School has withdrawn from the competition and all other divisions have been awarded 3 points each consequent upon the withdrawal. Twenty eight matches have so far been played and it is thought that a total of forty matches will be got through by the start of leave. The position of the leading four teams have not changed since last issue, i.e.—Officers, P.O.'s, Executive and Air Engineering. Petty Officer Bertram has had the P.O.'s team well tutored to win the comp. and jingles loose change as a challenge to anyone discussing interpart tennis.

ALBATROSS GOLF CLUB

At the time of writing this article the Nowra-Albatross Match is still several days away, but by the time of printing it is hoped that the Albatross Golf Club can boast of a well-won victory. (Will our faces be red if it is a

complete reversal of form). However, from the number of members who have submitted their names for selection in the team, it is felt that Albatross should be able to field an even stronger team than last month.

Most notable among those who have submitted their names is a recent arrival on the Station who is known to most. He is P.O. (Wingy) O'Shea. Wingy, who plays off a handicap of six, should be one to watch in the coming match as he is alleged to have stated that it is his ambition to break 72 in at Nowra. We all sincerely hope that the day of the big match is also Wingy's day.

Anyway, no matter what the eventual score between Nowra and Albatross, I feel sure that everyone will have enjoyed themselves thoroughly and will be looking forward to the first match of the new season, either to keep our newly acquired Shield or to win it from Nowra, whichever is the case.

Noticeable in local golf recently is the falling off in attendance of our Wednesday Competitions. It is known that the course at present is in a poor condition, which leaves much to be desired. However, if members will persevere I feel sure that they will finally overcome those un-natural hazards which are so dominant at present.

For the benefit of those members who missed the results of the last few competitions, here they are:— On the 6th November, Geoff Terry won on a count-back from Charlie Fisher and came in with a net 65. The following week, L.E.M. Weiss won the Stableford Comp. with the very high score of 38 points. Needless to say this lucky (unlucky?) member has been dropped several strokes by our very conscientious handicapper.

It is also worthy to note that we are in the midst of putting up our new Club House (through courtesy of the 1st Lt.). The hut is already on the course and only needs a concrete base on which to stand. This is already in hand and we hope to have it laid within a week of this issue being out. However, once the hut is in position help will be needed in regard to the repainting of same and also on the general modifications such as club stands, coat hangers, etc. So if you feel like pottering about one Friday afternoon contact your Sec. who will only be too pleased to give you some little job.

AT LAST !



Happy New Year, Jack!

Marching here and doubling there,
Under orders everywhere,
Even those who just don't care
Often get upset and swear,
Because they say it isn't fair!

And yet there's hope for all to share,
To put an end to this despair,
In a respite from worldly care,
With which nothing can compare.

It's Christmas leave!
As I declare,
The answer to a Sailor's prayer ! !

BALL RACE



The Engineering Department are now busy setting up their Xmas tree. Very pretty it is, too, with a flashing pundit on the top and gilm lamps hung from every other bough. We have presents for you all. For our bestest pals in the plug and socket world, we have a non-insulated screw driver guaranteed to shock at one millivolt; for the sailing and gardening department, we have a toy boat, guaranteed unsinkable, even in the bath; for the boys with wings, we have an elastic powered Gannet, practically maintenance free; for the Met team we have, of course, a toy balloon complete with pin for deflation of ego when the westerly blows; for the sick bay staff, we have a new toy carpentry set; for the mortar board outfit, we have a new fountain pen from Italy complete with a bottle of invisible ink; and for ourselves, of course, we have a new set of ball races. When it came to you, dear reader, we found that we'd run out of cash, so all we can do is wish you a jolly good Xmas Leave and fair sailing in 1958.

—J. L.

The big event of this month has been the Line/M.U. Ball, which was a complete success and a credit to the organisers. The evening was happily unaccompanied by any mishaps or upsets, and indications were that a great deal of planning had been carried out. A very large crowd attended, indeed had there been any more, there would doubtless have been dancing in the street.

The hall was magnificently decorated, and to complete a picture of charm, many of the ladies could only be described as stunning. The "Metro" boys provided practically non-stop music, aided by Max Punton and his lads at "breather times."

The lion's share of credit for endurance, and a large contribution to a successful evening was P.O. Macquarie and his band of waiters. These lads did a tremendous job, and their legs were about a foot shorter by the end of the evening. One waiter was observed at one stage carrying 3 jugs in one hand, wiping a table with a cloth with the other, and observing liquid requirements of a table some yards away. So hard did the waiters and beer pullers work, that after four hours, not one had had more than three beers!

The atmosphere was a little close, but an inexhaustible supply of beer and

wine helped to cool things down a little. Naturally, at the high rate it was consumed, some people, indeed a large number, became rather spirited. A petty officer was at one stage observed holding tightly to the arm of a very senior officer, and holding a very animated conversation close to his ear; why the holding of the arm is uncertain, but it could have been out of pure friendship, or hopeful support.

The Chief steward and his small staff supplied a truly delicious supper, which was enjoyed and commented on by all, the beer ran to a nice close, just on time to coincide with the licence expiry, and at the end of the whole affair, nobody at all seemed anxious to leave. Reports on the ball the following morning were unanimously in agreement that a more enjoyable and successful time would have been hard to find. To A.A.3 Hennings, P.O.'s Willshaw and Mack, and the organising staff generally, a man sized thanks and "well done" are due.

ITEMS BY "GRANNY" —

Will you dig those crazy Writers? In last month's issue, they expressed the hope that their new abode, C30 Mess, would soon become the best Hut in the area. We all know that C30 has always been the best, and we hope that they and their curtains will keep up the tone of the place. But welcome, Scribes. May your stay be a long and happy one.

Our senior part-time Messdeck Dodger, BUMPER FARRELL, hopes that the boys from the 'Loo never hear about him living in a place with drapes. He's afraid that he might get a good reputation.

The whispers about the pay rise must have grown into a shout, for one L/M (E) is going West to be married this leave. Best of luck, Tom, to you and your wife, from all in the Department.

Who hasn't heard those weird and wonderful noises coming from the Powerhouse during non-working hours? We want to assure all and sundry that it is not a snake charmer imported to keep the Powerhouse sign erect. It's Tommy Mundy blowing his own trumpet. But one of his sour notes must have reached Manning, for young Tom is leaving us to go to Tarangau next month. Good flying, Tom — may all your notes be long and sweet.

Slim Davidson has given away his diet chart, for the Department wants to use him as weight-tester on the Hurdy Gurdy to be used at the Children's Christmas Party. We hear that Barry Meynell has taken over his diet, so he can regain his gaunt look before rejoining the Bindaboo tribe over leave.

Now that Jack Morone has left for Atom Land, the Station Engineer's handyman — Doc Rowan — has been looking for a new pair of ear drums to pierce. Watch out, Slim, for your's are just the right size and Doc has been studying them intently. Was it Doc who coined the phrase: "Friends, fitters and turners, lend me your ears!"?

— "GRANNY"

An unnamed leading hand at the line recently went to great lengths to put a senior chief right on a small matter of servicing Gannets, the matter in point being the breakdown into components of a very intricate mechanism. The chief said not a word, and shortly somebody was floundering. It turned out that the chief was the first person in the R.A.N. to invent a way to do this particular job. Give a man enough rope.....

Does your car start at the first touch at the starter? If it does, please get in touch with Lt. Coward (ext. 550) and give him a few pointers. We're getting tired of push starting his for him just so that he can give us a lift.

Salvage has at last had some work to do. During the high winds recently, a temporary building near by was very effectively razed, and a bridge over a trench gave way, just at the moment a truck was passing over it. Are the Salvage boys going to claim salvage money for rescuing the civvies?

Christmas time means "Goodbye" to three of our officers. Frank Spong, the senior watchkeeper, is off to do some steaming in the Sydney. We sym-

pathise with you Frank, going back to old-fashioned steam again, but we are sure that by you'll manage to untangle that b of bs down in the engine room. Tony McCrossan is back to Pommy-land after two years loan service, and very sorry we are to see that magnificent beard leave us. All best wishes to you and your wife, Tony, and we trust that you take back warm memories of Nowra and Australia. The Station Engineer is also leaving us, and what a job he's got. He's got his own ship, the Sprightly, and if he can't make that ship a good, happy and faithful one, we will all be most surprised.

R.A.N.A.M.E.B. —

"R.A.N.A.M.E.B. ! What's that ! " you here them say. To any one not in the A, E or O Branch, it is just a mystery. But to anyone in the A, E or O Branch it's a terror and also appears to be about the best "perk" in the outfit.

It came about late in 1949 with the first of the courses from the Technical Training School being ready for examination, the return of R.N. trained Aircraft Artificers and Aircraft Mechanics wishing to qualify for Higher Rates and also the number of R.N. Loan people who were here in the R.A.N. who were not able to qualify in their respective trades and so couldn't get further promotion until their loan period had elapsed, that a separate organisation was required to examine these people to a set standard.

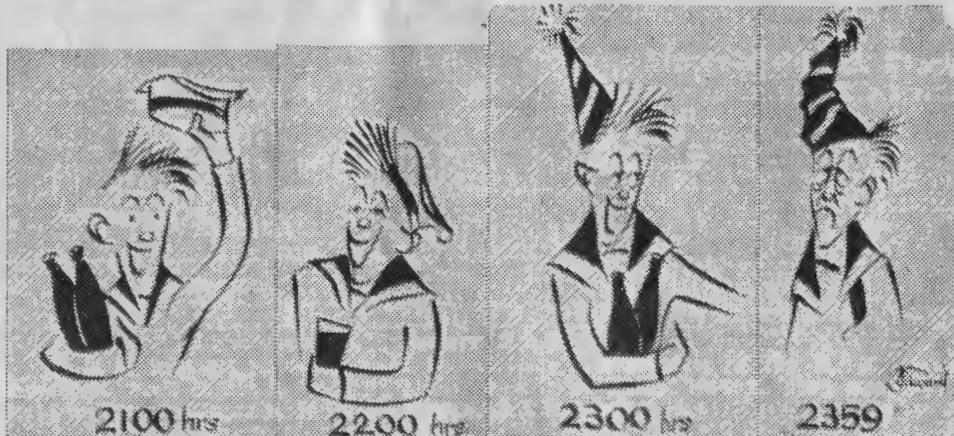
One C.A.A. (A/E) and one C.A.A. (O) was "appropriated" to form a Records Office with information requested and received from the "Royal Naval Aircraft Maintenance Examination Board" (N.A.M.E.B.). Boards were convened as required using Engineer Officers from R.A.N.A.S. Nowra and with the assistance of the Records staff.

In 1955 a permanent staff of one A.E.O., two C.A.A.'s (A/E), one C.A.A.(O) and an A.E.O.'s writer was set up with permanent headquarters at Nowra. R.A.N.A.M.E.B. was then transferred to the Administration of the Naval Board as part of the Directorate of Aircraft Maintenance and Repair with the Deputy D.A.M.R. as President.

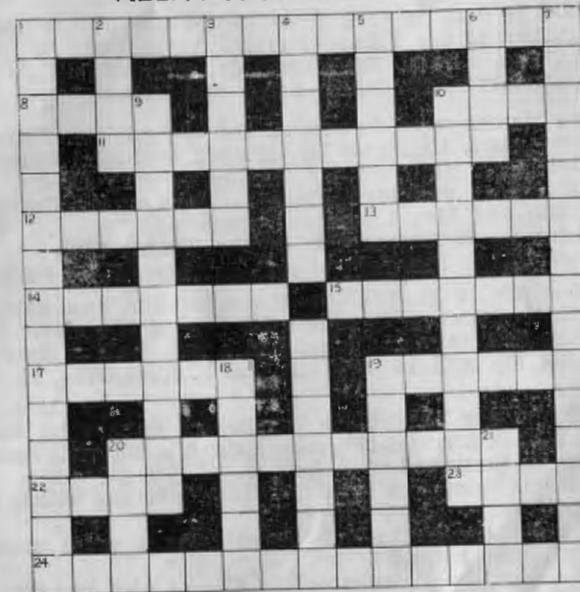
Since that day in 1949, when the first candidate for examination entered the portals of R.A.N.A.M.E.B., 1,186 candidates have been conducted a total of 2,091 individual examinations.

To those who have not yet seen us we offer our best wishes. To those who have been successful we offer our congratulations. To those who have been unsuccessful we offer our commiserations and say "au revoir". (good-bye till we meet again).

New Years Eve



ALBATROSS CROSSWORD



ACROSS

- 1. U.S. Chief of Naval Operations (3, 7, 5).
- 8. Girl's Name.
- 10. Animal Noise (Var.)
- 11. Pacific Island.
- 12. Secretary (Roman).
- 13. Mathematician.
- 14. Hold Back.
- 15. Type of Scale.
- 17. Introduce.
- 19. Turn of the Tide (3, 3).
- 20. Lights.
- 22. India (Slang).
- 23. Without (Fv.).
- 24. Rees (7, 8).

DOWN

- 1. Temperature Control (3, 12)
- 2. Chinese Dynasty.
- 3. Haughty.
- 4. Insert.
- 5. Three Headed Goddess.
- 6. Vicillate.
- 7. Movie Star (6, 1, 8).
- 9. Impudently.
- 10. Misfits.
- 16. Kingly.
- 18. U.S. President.
- 19. Vein in the Arm.
- 20. A Figure
- 21. Eastern Dress.

CARAVANS FOR HIRE

PERMANENT or TEMPORARY DWELLINGS

£3/10/0 to £4/10/0 Rental

STAN DUGAN (Late of Wollongong)

"THE PLOT," HUSKISSON

VILLAGE NEWS BULLETIN

Now that 1957 is coming to a close, we would like to look back on the work and organisation of the Village Welfare Association. At the last elections, Chaplain Willson was elected President, Mr. Sommerville as Treasurer and Mr. Radley as Secretary; Mrs. Smith being our Patron.

The following names were forwarded for the various Sub-Committees:
Mrs. Radley, Mrs. Hall and Mr. Murrell — Social Committee.
Mrs. Elliot, Mrs. Hall and Mr. Lemon — Play Centre.
Mrs. Van Gelder and Mrs. Elliot — Handicraft's Corner.
Mrs. Willson and Mrs. Logan — Surgery.
Mr. Whitton — Representative of the Tennis Club.
Mr. Dallaway, Mr. Prendergast and Mr. Murrell — Parks and Gardens.

These elections are to be held every six months, the next election being due on Tuesday, 14th January, so names for any of the above positions are to be handed into the Secretary at 26 Bedford Street, before Monday, 13th January, 1958. The meeting will be held in the Kindergarten at 8 p.m. All are welcome.

The Social Committee has held a number of dances for the Village residents, all of which were a social success, although not well enough patronised to enable them to be continued.

Better success has been met with the Huskisson bus which has been running now for sometime.

The fete held for the Humi-Crib appeal was a great success thanks to Mrs. Smith and all who helped.

Also we must extend our thanks to Mr. Clarke who has given up much of his time in order to teach the children of the Village the finer arts of swimming — well done happy.

Just recently the Nowra Hill School held a fete which was a big success, we would like to thank all who put so much work into making this event so successful.

The Welfare Association would like to remind members of the Village who drive cars that the speed limit is 15 M.P.H. It is most important to obey this regulation as there are many young children living and playing around the Village. So we ask you to help us to enforce this law, as the safety of your depends on it.

Many thanks to N. Ralph who has started a Cub Pack in the Village and has made it such a success — thanks a lot, Neil.

The Welfare Association wishes all the residents and personnel of the Depot a very Merry Xmas and a Happy New Year.

SECRETARY, Village Welfare Association.

A Melancholy Note from Murgatroyd on the Festive Season:

I saw the memorandum saying Christmas
For some of us chaps over here
Won't come around this year.

But don't let this spoil your fun—
I'll still say to everyone
"Happy Christmas and good cheer,
And a prosperous New Year."

However, please, less talk of the price of pork!

— Hogpen Mash.



Wishing you
a Happy Christmas
and
a Bright New Year.



From

HARRISON'S GARAGE

— YOUR LOCAL VOLKSWAGON DEALER —
KINGHORN STREET, NOWRA



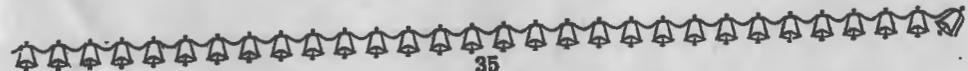
A Happy Christmas and a
Prosperous New Year

Davis & Herbert

TIMBER MILLERS OF TOMERONG

All Builder's Requirements met. Straight from the Mill to the User.
ECONOMICAL — IMMEDIATE

'Phone: Tomerong 9



Woodhill's

extend to all at H.M.A.S. "ALBATROSS" their best wishes
for a **HAPPY CHRISTMAS** and a Prosperous 1958!



INTERESTED IN SAVING? Of course you are. Call at
our Office and be told how you can save.

12 MONTH'S INTEREST FREE TERMS!

on your FURNITURE, FLOOR COVERINGS, BLINDS,
BEDDING, etc., etc., needs.

Woodhill's Pty. Ltd.

"The Store with the CHRISTMAS SPIRIT"

The Shoalhaven Saga

Casting aside (sorry, outboard) with jeers and satirical laughter, our preview copies of Slipstream No. 7, featuring Electrical Department's lamentable effort in attempting to reach Burrier on foot, the Air Department closed up Special Sea Dutyman (A.B. Rhodes) and set course up the Shoalhaven River (Death bed of so many fishheads) at 0916 on 20th November. E.T.A. Burrier 1515, on 20th November.

Sadly lacking in power (of the steam variety only) but full of Bligh-hearts (3,000 miles in an open boat) the first 2 miles was covered easily before morning tea time. Due to the fact that the water pump of the only power boat was not working at full efficiency, we were unable to brew the coffee, so we had to make do with calorie filling, icy cold orange drinks.

Due only to the persistence of "ALBERT, R.N.," all ships hove-to for Re-victualling. Fanned by the cool river breeze, an enjoyable buffet lunch was served by Steward Dewhirst, and this was followed by a short siesta. All hands having then been woken by the quartermaster, the convoy again got under way at 1300.

The first crisis of the expedition occurred at 1430 (according to the ships log) when it was reported that the sun cream lotion was running extremely low. A thorough search of each boat revealed that only one jar remained. This necessitated the rig of the day being altered from swimming trunks and sun glasses to No. 8's, with head coverings. As the river narrowed and navigation became hazardous, all the fishing lines were hauled inboard, and the lead lines tossed outboard. Despite all precautions, P/NA Powell was able to find a very, very secure berth for the convoy, right in the middle of the river.

Battling Beaver Baverstock attempted to clear a channel, but was not particularly successful, except in as much that he caused the navigator's pyjamas to become saturated.

After a lengthy conference of two minutes, we elected to make camp on a nearby beach. Elaborate construction of wind breaks and beds was commenced. There were a few raised eyebrows, and knowing glances, as "Stan" and "Edgar" chatted together about their double bed, and B.B.B. was appointed to keep a close watch.

Eventually we all sat down to the evening meal of sausages, eggs, chips and tomatoes. We were a little taken back when a local farmer (complete with rifle) came to the camp and enquired about 24 rabbit traps which, evidently, had been moved from their original positions.

He was eventually pacified by P/NA Atkinson, who assured him that we hadn't moved the traps very far at all. It was then decided to use extreme caution in clearing the traps in future. Eventually everyone settled down to enjoy a well earned night's sleep. Unfortunately, cold weather prevented most people from sleeping after 4 a.m., and there was quite a fireside gathering trying to get warm.

All was well with "Stan" and "Edgar" though, and B.B.B. decided to turn in then, and get some sleep. Early breakfast of bacon and eggs was served, and preparations made for the return trip. Notations were made of the rise and fall of the tide in conjunction with I.G.Y. authorities.

The return trip was uneventful, except for Steward Dewhirst losing his hat, and the convoy arrived back at Nowra on E.T.A.

The entire trip was filmed by the Photographic section and will be on show in the near future. Electrical personnel, will, of course, be granted complimentary passes to the premiere.



THE MANAGEMENT AND STAFF

OF THE

CANTEEN & VILLAGE STORE

EXTEND TO THE SHIP'S COY. AND THE

RESIDENTS OF THE VILLAGE

Best Wishes for Christmas and the New Year.

GARDENING

(By "BULL-RUSHES")

The state of our lawns seem to be a constant worry. It is a little late in the season for manuring and top dressing, but lawns should be watered thoroughly, which means that when soaked a penetration of 3 to 4 inches is desirable. Light sprinklings by hand do little good and may do harm by causing an accumulation of roots at the surface and subsequent burning during hot weather. The usual procedure of watering by hand is obviously inadequate because the average person has not the patience to water long enough in one spot to give deep penetration. Rotary sprinklers and the new fine spray (Soak-it) hoses, set for a sufficient period in one spot are much more satisfactory.

No damage is caused by watering while the sun is shining, but less water is required when there is less heat for evaporation.

It is often asked if Waratah are hard to grow from seed. This is by far the easiest way.

Firstly pour boiling water over the seed and leave to stand for two hours, then plant about $\frac{3}{4}$ " deep in a seed bed or box of light sandy bush soil and leaf mould, making sure the soil is firmly pressed down. Keep the soil damp at all times and the seeds should germinate in about one month. When plants are about 4" high, place in permanent place. It is best not to dig around the base of plant, as this often causes loss of plant.
COLEUS (Ornamental Nettle)

Although most plants prefer a cool place in the summer, either in garden or in the house, with little or no sun, there are few exceptions and the one that immediately comes to mind is Coleus or Ornamental Nettle, whose foliage is multi-coloured and loves a warm spot.

Seeds or plants can be purchased quite cheaply from most nurseries. For the average person it is less trouble to buy a few plants.

For potting, a mixture of one part leaf mould, one part loam and one part sand. The plant, which can develop into a show specimen in one year, needs a lot of feeding and this is supplied in the form of liberal doses of water and fertilizer once a week.

Should a Coleus not get enough water it immediately droops, which is only too often thought to be due to the sun, but sunshine is what this plant chiefly needs. A good watering generally corrects the trouble and the plant revives, but prevention is better than cure, so the plant should be watered twice a day in hot weather. Try not to place this plant in a draft.

DECEMBER PLANTING

BORDER: Portulaca, Alyssum, Brachycome (Swan River Daisy), Torenia, Viola, Pansy.

BEDDING: Dahalia, Agapanthas, Cockscomb, Canna, Dianthus, Cosmos, Petunia, Celosia, Aster, Zinnia, Amaranthus, Snapdragon, Gallardia, Gerbera, Marigold, Phlox, Stock.

VINE: Passion Fruit.

POT: Cyclamen.

VEGETABLE: Bean (French, Wax, Climbing), Beet, Silver Beet, Brussel Sprouts, Cabbage, Corrot, Cucumber, Lettuce, Melon, Marrow, Parsley, Pumpkin, Tomato, Sweet Corn, Turnip, Radish (a row each week).

CROSSWORD SOLUTION

DOWN
 1. Airconditioning.
 2. Ming.
 3. Lordly.
 4. Implant.
 5. Hecate.
 6. Reel.
 7. Edward G. Robinson.
 9. Audaciously.
 10. Malcontents.
 16. Basilic.
 18. Truman.
 19. Trauma.
 20. Idol.

ACROSS
 1. Adm Arlegh Burke.
 8. Rona.
 10. Meow.
 11. Guadalcanal.
 12. Notary.
 13. Euclid.
 14. Inhibit.
 15. Vernier.
 17. Induct.
 19. The Ebb.
 20. Illuminates.
 22. Indy.
 23. Sans.
 24. Golting Champion.



"Wanna kiss me, Sarge?—
 Mistletoe!"



and once you see our new Great Bargain Catalog, that will be your New Year Resolution . . . to SAVE. You'll want to turn over a new leaf, in fact, leaf after leaf, because page after page after page of this new Catalog is packed with unbelievably low-priced bargains. We start mailing them on New Year's Day, so be sure of yours by ordering NOW!

Some typical bargains from the catalog:

Rectangular Seagrass Mats, 2 for 7/6 each. 3 or more for 6/11 each.
 43 pieces Stainless Steel Cutlery for £5/19/6
 Admiral Portable Radio at unheard-of price of £19/19/- (Easy Terms)
 Newest-type Garden Incinerator, best-selling American design at £5/12/6
 Belvedere Innerspring Mattress, 2ft. 6in. at £6/19/6, 4ft. 6in. at £10/19/6
 Saville Electric Sewing Machine, hottest value in Australia at £33
 Park Lane Green Label Sheets, 78in. x 88in. 17/6 each. Or 4 for 65/-
 Baby's 47-piece Layette £13/2/6 with our money-saving Twinsurance.
 Girl's Back to School Tunics, finely tailored. Priced from 26/-
 Hawksbury Stipple Wilton Carpet in many colours. 27in. wide at 35/- yard.

WALTONS-SEARS
 CATALOG SALES STORE

**Kinghorne St.
 NOWRA — 1111**