

official was placed in attendance during the last two week-ends. The following results were obtained:-

	12/1/65.	17/1/65.
M/cars refused admittance.	17	17
Pedestrians " "	43	50

This gives the Committee something to go on and similar action will be taken in the future.

GOOD "TIPPING" ON SUNBURN.

Sunlight contains rays which cause tanning of the skin and rays which cause burning of the skin. These are quite distinct. The rays which cause burning pass through light cloud and it is in such weather that we are aggrieved to find ourselves burnt; people speak of it as "windburn" because they do not realise the sun causes burning (without tanning) on a cloudy day and do not take any precautions as they do in bright sunshine.

Also the burning rays are reflected off water and sand and white sails, and so a hat or umbrella, does not give the protection which might be expected.

Prevention: 1. Tanning provides protection against burning, but takes time to achieve by graduated exposure.

2. Suncreams etc.: there is little to choose between the numerous proprietary preparations; the expensive ones are no better than the cheaper ones; creams are better than liquids. The main thing is to apply the preparation frequently. They all contain one or more chemical filters which block to some extent the passage of the burning rays while letting the tanning rays pass through.

Best of all is old-fashioned zinc cream. This acts as a physical barrier to both burning and tanning rays and is the best thing for those who burn badly. Its only disadvantage is that you look a bit more of a clown than usual, but at least you know when it has rubbed off and you can then apply some more.

Treatment: Aspirin - two tablets four hourly; ice cold compresses of water for 10 minutes every hour; calamine lotion on the skin and

100 cold beer on the lips every hour is about the best you can do.

SYDNEY-HOBART, 1964.

Kareelah, a 30ft. plywood sloop left the Outer Harbor on 10th December and returned on 15th January. In that time she travelled over 2,500 miles and after allowing for non-sailing time during the period, she averaged over 100 miles per day. In the race she was placed 9th overall and 3rd in the second division.

Kareelah is a design from E.G. Van de Stadt, the Dutch yacht designer, and is based on the Dogger class design. This design was the first plywood drawing by Van de Stadt with the R.O.R.C. rules in mind. In the Sydney-Hobart race this year there was, in addition to Kareelah, another yacht, Bindaree, from Tasmania, which was built from the Dogger design. Kareelah is the first yacht of plywood construction to have completed the race and the first to have gained an official placing in the event.

The events leading up to the entering of Kareelah in this race are of little importance here and the fact that she followed the ideas of two of our best known skippers in long distance yacht racing in S.A., David Judell and John Muirhead. Their ideas, proved in 2 years of local racing, were developed into a slightly larger edition of the Black Soo design to produce a yacht capable of carrying the crew, stores, fuel and equipment required by the Cruising Yacht Club of Australia to permit entry in the S-H. race. These requirements in Kareelah's case were some 24 gallons of water, enough fuel to steam nearly half the distance to Hobart from Sydney and a medical kit to provide for almost all but a major surgical operation. Added to these were various items of safety equipment and stores, which in all lowered the waterline about 3" all round.

For any who have experienced the start of a Hobart race, the spectacle of Sydney Harbor on the morning of 26th December will not be forgotten. The expression "anything that floats is on the water" is not far short of the truth, and although we did not see any bath tubs, we did not cover all the Harbor and there were probably some about.

ANECDOTES ON THE RACE.

The 40' ketch which was watching the fleet outside of South Head from a position 50 yds. to windward of Kareelah and on being impolitely asked to move away replied "You won't get to Hobart in that!"

The owner of Lorita Maria, the yacht being shipped to U.K. for the Fastnet race this year, saying in Hobart - "We didn't mind Kareelah passing us in Bass Strait in that north-easter but what were the crew doing 'hanging five' over the foredeck?"

When a fire extinguisher went adrift in the beat up Storm Bay and one of the crew racing on deck thinking it was water gushing in and not dry chemical powder.

The owner not knowing to this day whether the helmsman eased the boat off the wind to relieve the pounding when he looked up to see how much water was in the upper part of the genoa.

Why did Judell have to show the Dogger would "twist" like he says a Soo will? Is this true?

Jim Hall, the navigator, bringing the sun down by reversing head down to arm up in a 20 knot head wind.

The owner's cry of "she's gone" as we went through the lee of Tasman Island with the firm conviction she was.

Peter Sievwright's heating a bowl of soup, we are convinced, with matches inside a bucket of water.

The ingenious cunning of every boatbuilder to so place a leak over the head of anybody in the owner's bunk.

CONCLUSIONS ON THE RACE.

Unfortunately, as so often happens with major sporting events in Australia, the day comes when the amateur, on the average, gives way to the professional. This is probably only unfortunate for the amateur, but the Sydney-Hobart race seems to have fallen into this category.

Added to this is the one of handicap which with his day to day experience of the R.O.R.C. rules the professional yachtsman seems to be able to gain that little extra from the rules and from his ability to drive his yacht which all but the keenest amateur would be hard put to achieve. It would seem the only two prime possibilities of keeping this race open to the amateurs are:-

1. Tighten the loopholes in the R.O.R.C. rules and continue to do so, if necessary by a special rating rule for Australian yachts.
2. Restrict the number of sails carried by yachts to place some premium on seamanship at present absent for those with enough means to replace sails carried away from overdriving.

OBITUARY.

We record the death of Mr. C.G. King, father of Mr. Peter King, who was a past member of the Squadron.

UNFINANCIAL MEMBERS.

To those members who are still unfinancial, attention is drawn to Rule 15 of the Squadron's Rules and By-laws, which states:-

"Any member failing to pay his subscription within three calendar months after the date whereon the same becomes due, may at the discretion of the General Committee be struck off the list of members and thereupon shall cease to be a member".

ITEMS OBTAINABLE FROM THE SECRETARY'S OFFICE.

Car stickers - 2/- each.

The booklet "Safety in Small Craft" - 4/- each. (3 only)

The S.A. Yacht Racing Association Year Book - 4/- each. Just received in the office.

International Code Flag cards (plastic coated) - 2/6 each.

Tide Tables - 5/- each (3 only).