

S.A. Yachtsmen In Big Ocean Race

MONTHS of preparation over, new sails have arrived from England, spare gear and provisions have been stowed and 16 of the State's keenest yachtsmen are eagerly awaiting Australia's ocean racing classic, the Sydney-Hobart race.

by **PETER SEARCY**

South Australian yachtsmen this year will compete for the first time in this race. Among the starters on Boxing Day will be Mr. Wesley Harris's Seevogel, a 48 ft. yawl, Nerida, owned by Mr. C. P. Haselgrove, vice-commander of the Royal SA Yacht Squadron. Both Nerida and Seevogel will sail from Outer Harbor within the next week, arriving in Sydney about three weeks later. With two or three exceptions, members of the SA racing crew will fly to Sydney a few days before the race.

So great is the interest in the event that it has taken its place among the world's longest and most important yachting contests. To date, more than 30 of the country's finest seagoing yachts, from all States except WA, have entered for the 550-mile race, which is a few miles longer than America's famous Bermuda race.

Last season the third Sydney-Hobart race was won by Tasmanian George Gibson's 35 ft. cutter Westward. First home, after a gruelling five days and three hours, was the 55 ft. Sydney cutter Morna, which two

ful 48 ft. boat last season. Sailing is no new experience for skipper Wesley Harris, a Norwichester. He began his yachting career when quite young in ketches and herring boats off the rugged coast of Cornwall.

Mr. Harris came to Australia in 1924, and until 1938, when veteran boatbuilder Peter Clouston built Seevogel, he owned a 30-ft. motor-sailer. Built to English designs, Seevogel is sturdy, admirably seaworthy and the homeward voyage will take nearly two months.

At the Outer Harbor mooring basin recently I found the mate high above the freshly-painted hull inspecting rigging—much of it stainless steel to prevent weathering.

One of his chief concerns was the 58-ft. mast, which must support anything up to 2,000 sq. ft. of canvas.

To provide shelter for the crew, a beisterous weather dog-house over the forward part of the spacious cockpit. Another addition is a specially constructed compartment, complete with instrument and chart racks, where two former RAN navigators will plot See-

vogel's course during the voyage. The dog-house is a 60 ft. overall, and from tiller to wheel steering has made Nerida easier to handle and has proved considerably her sailing qualities.

Mr. Haselgrove can account for a colorful yachting career dating back to 1910. He sailed at the age of six, owned a 15 ft. sailing boat when 14, and in 1935 built the first charlie launched in the Commonwealth (today there are more than 300). He is the former owner of the 40 ft. cutter Vamp.

Eleven-year-old Robert Haselgrove—also a keen yachtsman—will fly to Hobart to join his father on the trip home.

Nerida's crew—comprising Messrs. Bill Peng (mate), Ian Smith, navigator, and Charles Vincent, Don Haselgrove and a Sydney yachtsman—will maintain alternating six and four hour watches in the race. Their average age is about 35.

About a ton of stores, including food, liquid refreshment and a cwt. of ship's biscuits have been taken aboard Nerida for the trip. The skipper says he will do most of the cooking.

but 48-year-old Bob Freeman, who has "signed on" as full-time cook, is confident he can provide three hot meals daily in almost any weather. The stove is set in gimbals, enabling it to be used in the worst conditions.

We plan to have fresh food wherever possible, but I have a good stock of iron rations on hand in case of emergency," said Bob.

Emergency equipment will include a sea anchor of heavy flax, signal flares and lifebuoys with self-lighting flares which operate on contact with the water.

The remainder of Seevogel's racing crew are Messrs. Len Wigan (mate), who is one of the State's finest helmsmen, Kenneth McLaren, and Ian Harris (navigators), John Gordon, John Muirhead, Harcourt Doberty, and 23-year-old Tom Harris, youngest member of the party. Ian Harris, Muirhead and Hardy are boat owners.

Wesley Harris gained valuable knowledge of the eastern coast of Tasmania during a cruise to the north-east of the island, followed by a SA yacht—his longest voyage two years ago. The cutter was forced to take shelter three times during the trip, and when caught in a terrific tide rip in Bass Strait off the north-east of Tasmania.

Later, on the way to Waterhouse Island, the mainsail blew out in a gale.

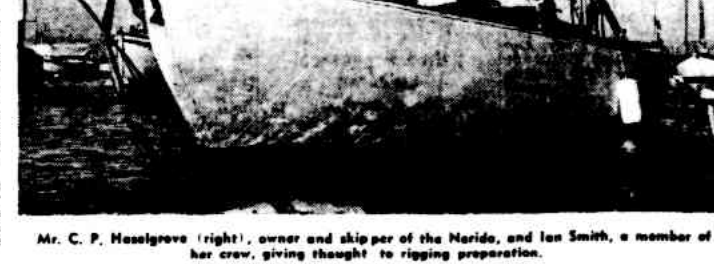
A long distance race requires constant attention to the working of the boat, repeated changes without delay and complete co-operation for the entire voyage. There is a need for untiring tenacity, drive and forceful sailing in conditions ranging from gales to flat calms.

Although a number will sail two-way radio sets, both SA Sydney-Hobart contestants plan to rely on wireless receivers only to pick up weather forecasts issued during the race.

Nerida's entry in the race will have a special interest for the many Australians who knew the late Mr. Thomas Hardy, noted vigneron, and one of Sydney's best-known yachtsmen.

Mr. Hardy, father of "Young Tom," was killed in the Kyeema air crash in 1938. Primarily a racing cruiser, Nerida was built for Mr. Hardy by R. T. Searle & Son at Birkenhead in 1932. On several occasions she has won the coveted Plympton Cup in Holdfast Bay regattas and has sailed consistently in Kangaroo Island and Cronley Cup races.

Mr. Haselgrove bought her two years ago. "I've always wanted to go on a long cruise," Mr. Haselgrove said when asked why he decided to make the trip.



Mr. C. P. Haselgrove (right), owner and skipper of the Nerida, and Ian Smith, a member of her crew, giving thought to rigging preparation.

The Diabetic Way Of Life

MONDAY, November 15

This Week's DIARY of a DOCTOR

IT was about a fortnight ago that P. L. Banckley came to see me complaining of a continuous thirst which even many glasses of water wouldn't relieve, and loss of weight, general tiredness and lack of interest.

He said that the funny thing was that he had an enormous appetite.

Now there can't be much wrong with you if you eat well, can there? he demanded.

"That's not necessarily so," I said, and proceeded to carry out routine investigations, after which I broke the news to him that he had diabetes.

"I told him, 'because you're showing quite a lot of sugar.'"

"You mean knock off work," he said. "I just can't because I've got to look after my business."

"P.L.," I said, "if you don't do what you're advised, you'll be knocking off work for good."

Now, I'll get you into hospital right away and just see what you'll need in the way of correct weight diet and perhaps insulin.

"P.L.," as everyone calls him, suddenly relaxed, looked very tired and said to go ahead.

Today I told him he could go home.

Now you've got to look after yourself," I said. "The diabetic life can be carried on quite well and happily by many people provided they follow the rules."

One thing you must particularly watch is the care of your skin and nails. I added. The diabetic skin is a tender one and won't take the ordinary skin stands up.

Now, I've got some fillings to be done, I know. It's not just that. I replied, 'you've got early symptoms of diabetes. The gums are unpleasantly putty and I dare say that they bleed often when they're brushed.'

Then there's a roughness down at the base of many of them and an accumulation of tartar on the back.

"I've been getting a bad taste in my mouth lately," said Anthony, "especially in the morning when I wake up."

I explained that it was probably due to the accumulation of pus and food fermentation overnight.

It's very important to get something done about this right away, I said. You're getting a generalised septic infection from them and there's a danger of getting joint and muscle trouble.

One of the troubles about dental trouble (the commonest ailment of mankind) is that it can be quite well advanced before the sufferer is aware of what's happening. Regular examination is the best form of preventive treatment.

Names in this Diary fictitious. Copyright.

THURSDAY, November 18

FROM this week's reading: Rush Hour: Rush hour is when traffic tends most to come to a standstill.

Happiness: "You only know of finding happiness is to look for something else."

Clothes: "The trouble about fashions in women's clothes is that as soon as they become popular they become unpopular."

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Reviews of New Books

New Plan For Empire Development

"The Three Corners of the World," by Paul McGuire. (William Heinemann, London, 14/9.)

THE Australian author of this well-condensed and logical history of the British Imperial experiment travelled through the United States in 1945, and there was asked so many pertinent questions, particularly by the Middle West, that he determined to write this book. The Empire story—its origins, its legal system, the story of each of its component parts, and their strange illogical relations with one another, and to tell of the legal and sentimental position of the Crown, and lastly, and perhaps most important of all in American eyes, the relationship of the Empire to the countries in the post-war era.

Mr. McGuire's laudable—and perhaps primary—objective has clearly been to interpret the British system to Americans, some of whom he found both hostile and ignorant.

The hostility usually sprang from ignorance. This history is not, however, an apology to Americans of anybody else. For, while the author never attempts to smother up past errors or mistakes, he robustly seeks to reveal the British system (in the overall term he applies to the whole British world organisation) as admirable as well as unique, the first world-wide system ever made to work, and one which has kept its components at peace among themselves, and united with the ex-empire of the world against the common peril.

Mr. McGuire's thesis emphasises the well-known fact that the first Elizabethan, the first of the American Revolution, the second "produced a direct picture of the Scottish life, at least up to the time of the 45."

And the quarrels were pursued with a ruthlessness and hate which almost defy description. Murder, treachery and bad faith were commonplace. The guest never became a friend. The host never became a guest.

There are some interesting photographs of Edinburgh city—the old and the new.

Younger School Of English Poets

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Derek Stanford here surveys the work of ten contemporary English poets, most of whom are familiar chiefly through their appearance in periodicals, "Penguin New Writing," "Horizon," and other little-known magazines.

It is his endeavor through this presentation to state the case for these poets as autonomous or absolute validity of art. This, he says, is not to imply a defence of the poets, but a defence of the images and forms that are dictated by the artist's own inner nature.

Stormy History Of Scotland's Capital

"Edinburgh," by Sachverell Sitwell and Francis Bamford. (John Lehmann, London, 19/6.)

THE co-authors of this superlative book divided their labors in some degree. Mr. Bamford acting the part of the historical researcher, and producing the powder and shot, as it were, for Mr. Sachverell Sitwell's narrative.

EACH has performed his task in a manner which defies criticism. Mr. Bamford has clearly delved into secret corners for his rare and interesting facts and tid-bits, and the great strength of the book is that it is a history of such high interest and merit that it is at once an education and an exciting adventure.

Into the history of Edinburgh—the scruffy eleventh century hamlet that has become the great city of fine character, distinction and beauty, and containing Europe's finest street scene—the authors have cleverly woven the great fabric of Scottish life and Scottish history.

The authors view is that while Mary was in no sense a noble-minded woman, her faults springing from her passionate nature, and the numbing atmosphere of intrigue in which she was brought up, she was a clever and a woman of high intelligence.

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Children's Books

"Ming and Ping," by A. F. Tschiffely. (Hodder & Stoughton, London. Copy from W. S. Smart, Sydney.)

The average children's book relies a good deal on the fertile imagination of young readers. But, sooner or later, a child will ask for something with more fact and less fancy. Reality and fantasy are an acceptable mixture in a children's book.

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Books of Interest To All At ALLAN'S

"The Sabina," edited by Hilton Brown. (William Hodge, London, 23/6.)

Extracts from the writings, letters, journals and books of those who have lived in, or visited, India since the time the British first went to the East.

Mr. McGuire assumes that if America did join it would be a disaster to the world. The book is most important, apart from its informativeness and readability as a "potted" history.

Mr. McGuire clearly notes and fears the onward march of Communism and in that light few will dispute his postulate that the liberal States must combine or take the consequences.

"A Short History of the Chinese People," by E. Carrington Goodrich. (Allen and Unwin, London, 16/6.)

A scholarly, but fascinating, account of the background of Chinese civilisation.

Three books for girls by E. Blyth.

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Latest Fiction

"Little I Understood," by Joanne Gollancs. (Gollancs, London, 9/6.)

"Flood Crest," by Hocking Carter. (Gollancs, London, 10/6.)

"Something Wonderful to Happen," by Darwin Teitell. (Gollancs, London, 10/6.)

JOANNA CANNAN'S new novel is a satirical tale that bittily contrasts intellectuals and materialists, making both of them look absurd enough to be pitted.

Her chief character is Dr. Henry Ogilthorpe, an Oxford doctor, who prides himself on being a man of the world. He keeps up-to-date on art—when Van Gogh becomes recognised as a great painter, he is relegated to the lumber room and Henry tries to grow sunflowers in the garden and he becomes a fanatical collector when he takes a holiday in France.

He has supreme contempt for Professor Burns and his wife, who are a pair of snobs, an old man with unpaid bills, whose children never have warm enough clothes or good enough food, and who are a constant nuisance down on Henry's pushing materialism.

Dr. Ogilthorpe's plain, spilt, literal-minded daughter, Millicent, who is always littered with unpaid bills, whose children never have warm enough clothes or good enough food, and who are a constant nuisance down on Henry's pushing materialism.

Miss Cannan, with grim satire, shows the worst side of both families and gives a disturbing description of the marriage of two incompatible people.

This is a cleverly contrived novel about people who come startlingly alive.

ONE of these intense American novels about racial hatred, political corruption and mob violence. Flood Crest, a novel by Hocking Carter, rises to flood-level of the mighty Mississippi and the menace it holds out to the world.

The political corruption is epitomised by a horrible Senator and his even more repulsive daughter, who works in his office.

There are many scenes of brutality and sordidness, but also a charming and tender love story and at least two completely lovable characters.

ALSO an American novel, "Something Wonderful to Happen" by Darwin Teitell, a satirical tale that bittily contrasts intellectuals and materialists, making both of them look absurd enough to be pitted.

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Lost Ring Found After 51 Years

NEW YORK—Mrs. Joshua Wilbur, of Cardiff, New York, is again wearing the wedding ring she lost 51 years ago.

In 1897 the ring dropped off her finger while she was planning a flower bed. Search proved fruitless and, though her husband offered to replace it, she never wore another ring.

Several days ago a farmer, transplanting a tree, found the ring embedded in the roots.

Week-End In The Garden

Flowers—The present is a good time to set out the main bed of sinias for summer flowers. They like a sunny position sheltered, if possible, from high winds.

Practical—Any good garden soil dug to a depth of 8 or 9 in. and perhaps improved by a good dressing of manure, will produce a fine crop of flowers.

Vegetables—If supports have not been provided for climbing French beans, this is a week-end job. Bamboos are excellent for this purpose. Set them along the row so that they meet and cross about 6 ft. from the ground. One long piece or several short pieces can then be fastened in the trough formed by the crossing bamboos.

Epworth Book Depot

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