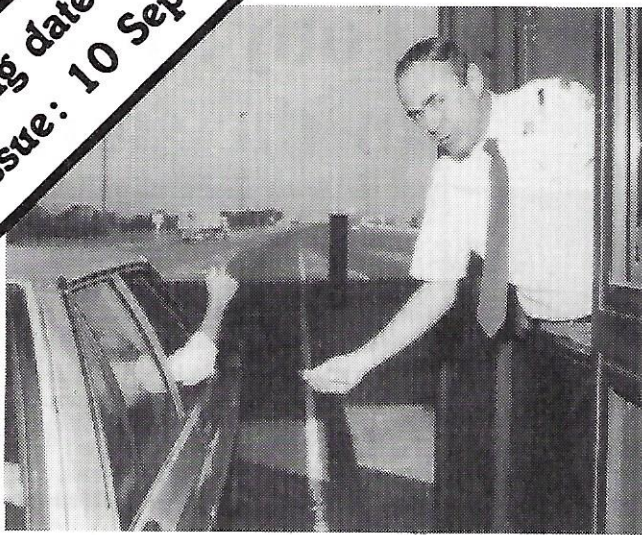


Closing date next issue: 10 Sept



INTERCHANGE^{CRB} STAFF MAGAZINE

Vol 6, No 4
September, 1982

The powers and functions of the West Gate Bridge Authority were transferred to the CRB on 1 July 1982 as a step in the re-organisation of Victoria's transport portfolio, following the election of a new State government in April.

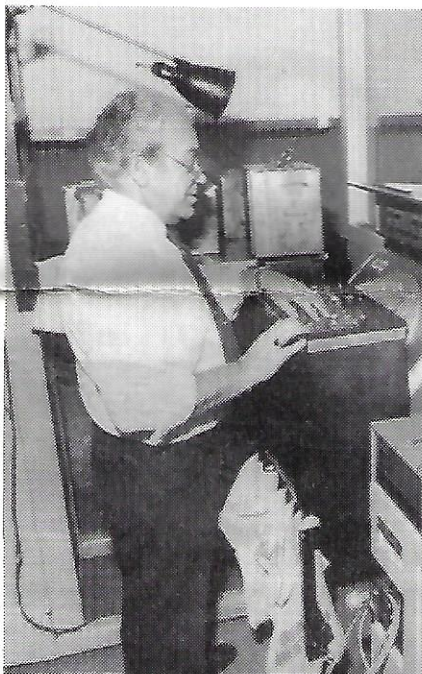
One hundred and thirteen staff members working for West Gate have joined the ranks of the CRB.

Recently Interchange was given a tour of the Bridge by the General Manager of West Gate, Mr Graeme Comben.

WELCOME WEST GATE

The Bridge Control Room of West Gate Bridge is reminiscent of a James Bond movie.

The visitor to the control room is confronted by flashing lights, a closed circuit television system, an array of telephones and a computer link-up. The room overlooks the toll plaza and the approaches to the bridge on the Port Melbourne side of the Yarra River.



Claude Bury has been a Bridge Controller in the Control Room since the bridge opened.

"My responsibility is to co-ordinate traffic and the toll collection, and liaise with maintenance people," says Claude.

Safety

"Oh yes, and then there's the safety aspect," he adds. The intricate panel of lights, computer terminals and cameras monitor everything on the bridge. The computer advises the Controller whether a vehicle is travelling too fast or has entered the toll plaza in the wrong direction.

The Control Room is also linked to 106 direct line telephones on the bridge which a motorist can use during an emergency.

Should anything abnormal happen, Claude will know about it.

Not that things go wrong very often, apart from the occasional embarrassed motorist who has run out of petrol. In fact, more than 35 million vehicles have travelled over the bridge since it opened

and there hasn't been one serious accident.

Opened

The 5km bridge was officially opened by the then Premier of Victoria, the Hon R J Hammer, on 15 November 1978. The bridge, a cable-stayed, box girder structure, is the longest in the State, and cost about \$200 million—including interest charges—to build.



"About 35,000 vehicles use it each week-day," says Graeme Comben, the General Manager. "Traffic, naturally, fluctuates depending on a number of conditions; more than 42,900 vehicles passed through the toll plazas on Australia Day this year."

The James Bond-like tour continues through a long tunnel from the main building, underneath the carriageways, to the modern toll plaza. Eight toll lanes in each direction ensure that tolls can be paid at either automatic machines or manual collection booths.

Clem Maloney has been greeting motorists passing his booth for nearly four years. "It's a very good job," he says, "and most drivers are very friendly. I know a lot by sight."

Whereas Clem is in direct contact with the motoring public, the situation is quite the reverse for Neville Martin.

Neville works 'behind bars' in the strongroom where he counts money that has been collected through the tolls. He has been with West Gate for three years and says that, although he is constantly surrounded by cash, he's learnt to simply 'treat it as stock in trade'.

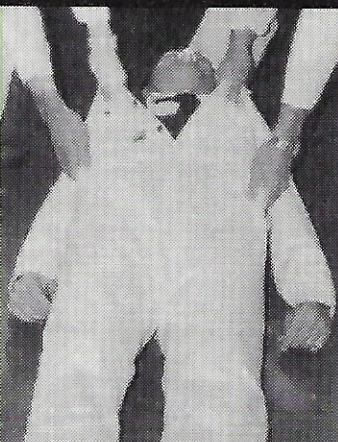
These are just a selection of the people who work on the West Gate Bridge. Interchange would like to welcome all staff from the bridge to the CRB and we hope to be running several features in forthcoming issues on the bridge one of Melbourne's most famous landmarks—and its personnel.



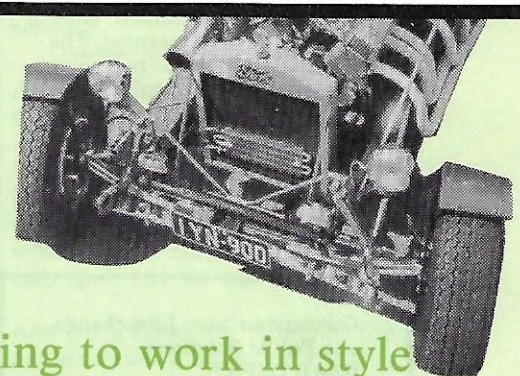
Photo gallery—top of page: Toll Collector Clem Maloney; far left: Neville Martin behind bars; left: Bridge Controller Claude Bury in the Control Room; above: Graeme Comben, General Manager of West Gate, with John Allison from Public Relations

Inside this issue :

At least he's in good hands—see page 4



Getting the Point Across Page 11



Going to work in style - see middle pages!

September, 1982

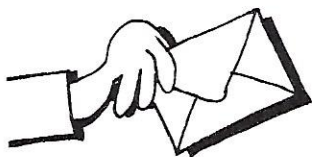


It's a Dog's Life! And that's one of the features planned for the next issue of Interchange. If you breed, show, race, train or do anything with our canis companion, let us know. We don't care if you've got a whippet or a Doberman, or perhaps just a loveable Heinz variety that has some peculiar traits. Drop us a line with all the details by 10 September.



Darryl Watts is our far flung correspondent in Warrnambool. So whether you're a cost clerk in the office or on patrol on the outskirts of the Henty Highway, Darryl is only too keen to hear from you.

Other country Division reps: Ian Ellis Bairnsdale; Ron Hrymakowski Ballarat; Mike Farmer Benalla; Reg Marslen Bendigo; Victor Lawther Dandenong; Charles Low Geelong; Ken Mathers Metropolitan; Betty Sleep Horsham; Sonia Delost Traralgon.



Contributions: If you do want to submit photographs, they should be in black and white but colour material can be used. Better reproduction can also be achieved if negatives are also submitted, and detailed captions are essential. The Editor would also like to hear comments about our regular features: Diversions, Joggers Corner, Chef's Delight, Divisional Roundabout and Sportsdesk. Tell us your view on them: whether it be complimentary or otherwise.

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60 Denmark St, KEW 3101.
Telephone: Ext 2584

A Lifespan In Bridges



It is with a touch of irony that the Chief Bridge Engineer, Keith Opie, retires this year.

For 1982 is also the year that the administration of the West Gate Bridge becomes the responsibility of the CRB.

Almost 20 years ago, Keith, and the then Chairman of the CRB, Mr I J O'Donnell, prepared a report on 'Bridge and Tunnel Crossings of Navigable Streams and Inlets'.

It recommended that a bridge - as opposed to a tunnel - could be built across the Yarra River and that one method of financing such a project would be through a toll facility.

Some time later work began on the Lower Yarra Crossing, now the West Gate Bridge, one of the longest bridges in the country.

But West Gate is only part of Keith Opie's involvement with bridges. During his career with the CRB, and VicRail, Keith has worked on the design and construction of hundreds of bridges throughout the State.

Keith has also represented the CRB on NAASRA and for approximately 20 years was President of the Staff Charities Fund.

On 19 July, more than 150 staff members joined the Chairman and Board members in the Theatre for his farewell. Mr Russell, who presented Keith with a painting of a rural scene, said: "there are not too many bridges in Victoria where you can't see Keith Opie's influence".

"I'm very grateful for all my friends and colleagues who have come to say goodbye to me today," Keith responded.

"I think it is more difficult to go out of the organisation than it was for me to get in.

Keith joined the CRB in February 1947. He is officially retiring on 5 January 1983, although for the rest of 1982 he'll be taking full advantage of some recreation and long service leave that is due.

• Keith, photographed above, with his wife Pat

Tony: hero in the snow

On the evening of July 8th, Tony Fitzgerald was being acclaimed a hero in Bairnsdale Division.

A few days later he was being commended all over the state.

But it's a title he earned the hard way.

Tony, who is involved in snow clearing on the Omeo Highway, was responsible for rescuing two elderly men on that bleak Thursday evening. They had been reported missing from the Cooinda People's Home at Benalla since the previous day.

Tony found the two late at night on an isolated section of the Omeo Highway, 30 kilometres south of Mitta Mitta.

"I came across one fellow in a car. Then I found the other one, who was about five miles down the road, laying on his back. He didn't know what was going on.

"I couldn't put him in the grader so I made him comfortable and went back to the Mt Wills snow hut to ring up the Omeo police.

"When I got back to him he was in a pretty bad way. That night the temperature would have been two or three below freezing. The road had ice in the puddles."

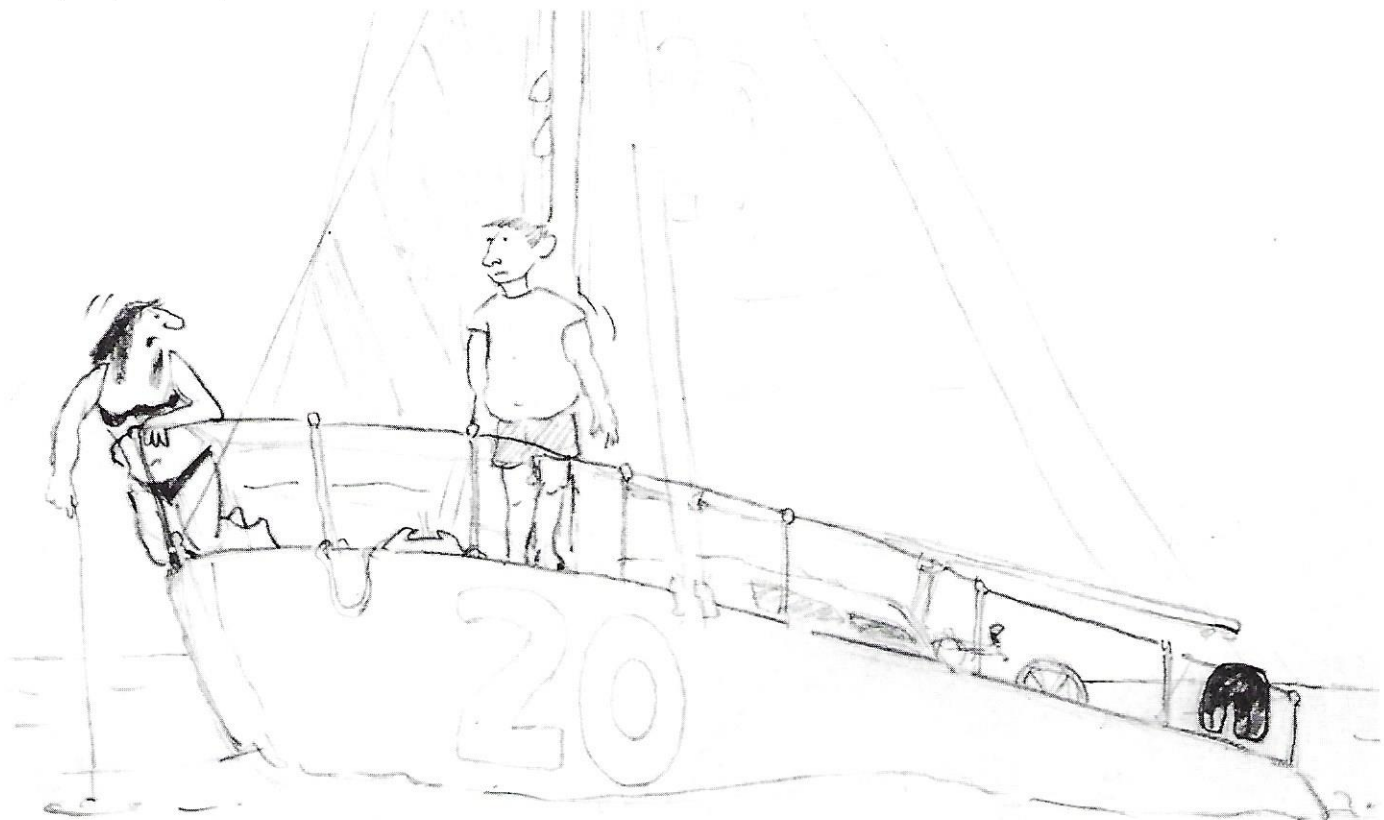
Mitta Mitta police said that the two elderly mates owe their lives to Tony. "They might not have lasted much longer," said Sgt John Park from Mitta Mitta.

Tony said that it was the first time he had ever been through such an ordeal. "And I hope it's the last time too!" he said.



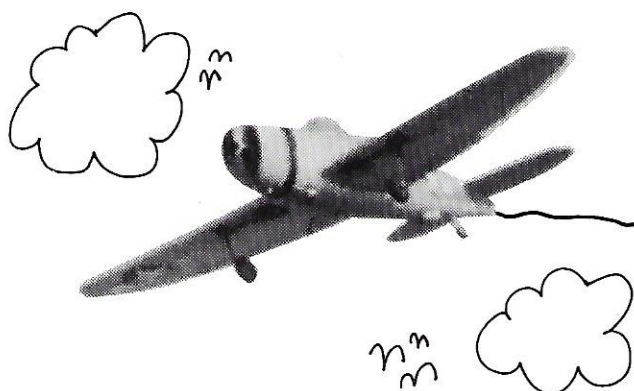
• Tony Fitzgerald: won a lot of praise from the media and received the 3DB City of Melbourne Award for his efforts.

Margaret Goddard tells Interchange about her experiences aboard the yacht Jo d'Affaire, which was triumphant in the 1982 Sydney to Suva yacht race. And here's Dave Lumsden's view...



"Listen Roger...Don't try the old 'We seem to have run out of wind' trick with ME..."

Sails Talk - page 12



BRIAN LIKES PLANE LIVING

When Brian Hutchinson feels like relaxing, he often takes his Sabre jet for a fly over Horsham.

He used to spend his weekends with his Lockheed twin-engined Lightning.

"But it crashed when both engines failed after takeoff," mourns Brian, a workshop foreman at Horsham Division.

Brian has been described by one newspaper as 'one of the best model aircraft makers and flyers in Australia'. And apart from a slightly damaged Lockheed, his record is quite impressive.

"I dabbled for years in building and flying free flight and control line model planes," Brian says. "But it was not until 1974 that I took up radio control modelling."

Since then, Brian has created a number of scale model aircraft. "My interests range from World War II to modern planes, with a particular interest in twin engine types."

Brian's first big test as a scale builder and pilot came during Christmas, 1976.

"The national Model Aircraft Championship was held at Camperdown, near Warrnambool. My scale model of a F86D Sabre—driven by a propellor from a 10cc engine, flew into seventh place.

"It was from a field of 38 contestants. "Then in 1979 at Goulburn I won 8th place for a scale model and second for a seaplane model. I'm now aiming for top position."

One of Brian's biggest challenges was to come in December 1981.

"Our club, the Wimmera Model Aircraft Association, was given the task of running the 1981/82 National Championships.

"The privilege of chairing the organising committee and running the 35th national competition fell to me. The workload precluded me from entering the competition, but the personal satisfaction of seeing around 1000 model owners having a good time during the week long event made it all worthwhile."

Brian says that if anybody is interested in building model planes to scale—one of the most important prerequisites is PATIENCE. To build a Cessna, for example, including its complicated cockpit and colour scheme, would take about a year, Brian says.

At the moment, Brian is tackling a DeHavilland Chipmunk, which is nearing completion.

"The desire is still there to build another twin or multi engine model," he says. "An Avro Lancaster, with its four engines, would be a real challenge to build and fly."



Brian, and his Cessna 310 Q.

Brian explains how you can

FLY YOUR OWN

If you've got a spare \$2000 and aren't afraid of heights—you could be flying your very own aeroplane within three months.

And you don't need a pilot's licence!

"It's a mini aircraft which is driven by a lawnmower engine," says Brian, who has flown one several times.

The incredible mini plane, called a 'Skycraft Scout', is being manufactured by a small factory in Carlton, Sydney.

The plane carries 2.3 litres of fuel and can fly for about 40 minutes—so it isn't designed for international flights.

Then again, as designer Ron Wheeler says, the Scout is only being made 'for FUN flying'.

Ron and a partner began producing the plane in Sydney about eight years ago.

The plane is exempted from many strict rules governing the use of light aircraft. The Federal Department of Transport says that because of its size and structure no pilot's licence is necessary to fly it.

The department does insist, however, that the Scout can only be flown in open country areas, no higher than 91 metres, and away from roads and buildings.

And because the plane is so basic, it takes less than a day to learn how to fly it.

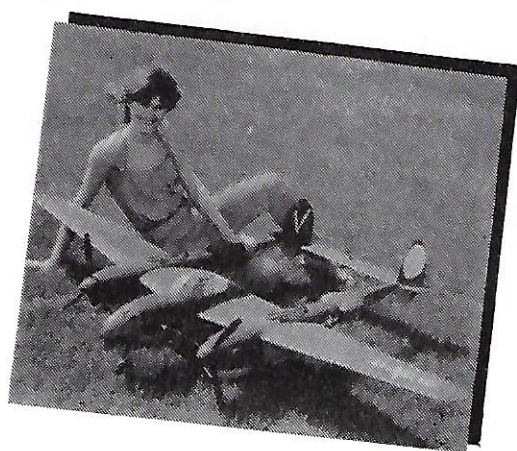
It has also been described as one of the safest aeroplanes in the skies; in the event of the engine failing, it will simply float to the ground for a safe, soft landing. Flying the Scout basically involves operating a single gear stick—forward or back or from side to side.



There is no need for complicated instrument panels and the pilot sits in an open cockpit under the wings.

There is about a 12 week waiting period for the Scout—if you're interested.

Brian's Lockheed Lightning appeared on the cover of 'Airborne', the official journal of the Model Aeronautical Association of Australia. The lovely lady is Jan Tippet, whose mother, Betty, works in the Accounts Section at Horsham.



Diversions



Our roving correspondent in SE Asia has done it again. In the October 1981 edition we featured a photograph—taken by Kaye Lyall—of one of the many curious road signs seen in Bali. Kaye has only recently returned from another tour where she snapped this equally unusual sign. Unfortunately nobody seems to know whether it means 'Falling Trees Near Rest Areas' or what. We welcome any suggestions from well travelled Traffic Engineers.

Gone to the Dogs

Greyhound trainer and Horsham patrolman Bill Launder has a special reason for remembering a funny little bump on the road at Dimboola.

Bill was tooting along from Nhill to the Horsham Meeting one Saturday with his greyhound, Namron Lass, comfortably settled in the dog trailer.

When Bill reached Horsham and went to collect Namron Lass...struth...she'd gone! The cupboard was bare.

Bill wondered whether he was going funny, peculiar.

He drove all the 80-odd kilometres back to Nhill but...Namron Lass was nowhere to be seen.

Bill began heading back to Horsham, feeling a bit odd and looking for his greyhound, when something twigged as he stopped at a Dimboola stop sign.

That bump!

Bill recalled he'd bounced on a bump when travelling through Dimboola.

Had it jarred open the door of the dog trailer?

He walked to the nearest house and there she was: as snug as a bug in a rug, all curled up, sleeping off an enormous feed.

What a relief.

Bill's only choice would've been to scratch her, or run himself.

A Fate Worse Than...

In the last issue, under the Benalla section of Divisional Roundabout, it was claimed that 'the deaths of Cost Clerk had created problems for Max Stevens and his Accounting Section'. Max, Benalla's DA, has brought it to our attention that the sentence should, in fact, have read: 'the DEARTH of Cost Clerks...etc., etc.'

We thought we'd better publish the above amendment because when Max contacted us he was DEARTHLY serious.

An enterprising Class 3 engineer, Gary Scott, reckons he's thought up the ideal name for the new State road authority: the Country Roads And Bridges Board. It's quite an apt name—especially when you consider the capital letters spell out the words CRABB.

And an interesting sideline: the same day Gary came out with this suggestion, he was seconded from Road Design to the Ministry of Transport in Spring Street.

First Aid... a Rescue Service ...it's all part of being **ON THE SAFE SIDE**

It's all a bit like something out of 'Code Red' or 'Emergency'.

Men wearing funny outfits, armed with radios and torches, running around and brandishing fire extinguishers...to the first time observer the scenario seems to one of confusion.

But actually it is quite the contrary. Everything is organised and orderly. RAFT is executing another training exercise.

So, what is RAFT?

"It's the Rescue And Fire-fighting Team," says Geoff Jameson, Scientific Officer Materials, who also happens to be RAFT's Leader.

The team was formed to attend any emergency or hazardous situations which could occur within the Laboratory Building.

"The principal aim of RAFT is to deal IMMEDIATELY and effectively with a problem," says Geoff. "Like the rescue of trapped or injured staff members, or the containment of fires, until the arrival of medical assistance or professional firemen."

RAFT has been established since April 1981 when the first breathing apparatus set was obtained. Current members of the team, as well as Geoff, are Metallurgist Andrew Walker, Scientific Officer Sam Maccarrone, and Experimental Officers Bruce Ennor, Rob Magennis and Cliff Parfitt.

"A second breathing apparatus set and spare air cylinders have been obtained to provide an adequate backup for training exercises," Geoff adds.

"A range of fire extinguishers is available around the building, and a first aid kit, radio and torches make up the rest of the team's equipment."

Rescue Techniques

Naturally handling an emergency requires some preparation and training beforehand so that a suitable rescue technique can be used effectively.

"Each RAFT member has attended the St John Ambulance First Aid Course and a basic self-contained breathing apparatus course run by the National Safety Council of Australia. He also has had instructions in the choice and use of fire extinguishers," Geoff explains.

Geoff and his RAFT comrades often attend training exercises to practise rescue techniques.

"We also need to become familiar with the layout of the Lab building as well as determine air consumption rates," says Geoff.

Fog Room

A lot of training is held in the Laboratory's 'fog room', which is used for concrete curing.

"It's called the 'fog room' because of all the water vapour," says Sam Maccarrone, "And because of the vapour it induces the similiar effect as a smoke filled room, except that it's easier to breathe, of course."

Geoff says the room, located on the lower ground floor of Materials Division, has proved to be the most suitable for exercises. Ironically, Geoff points out, although being the best for training, it is also the wettest and therefore — the least likely in the whole building to have a fire.

It's all in a day's work

First aid work, that is.

Ray Hammond, left, an admin. officer from Warrnambool Division, learns all about the delicate business of cardiac compression from ambulance service training officer Ray Lougheed.

Ray, and assistance overseer Barry McLaren, far right, were just two of fifteen workers from the division who attended a four day sponsored first aid programme recently. The course was held at the South Western Victoria Ambulance Service in Warrnambool.



RAFT in action

GET A LOAD OF THIS!

Transporting a generator from South Melbourne to the Loy Yang power station can be mammoth job.

And it's not just the paperwork!

Generators — the type that are found in power stations — always seem to be on the large side, and consequently, when they do have to be moved, a lot of preparations have to be made.

One such trip began on 4.00am on Sunday 20 June.

Three prime movers left Lorimer Street wharves to transport a 230 tonne generator, 4.85m high and 5.5m wide, to its new home at Loy Yang — approximately 180km away. Escorted by police cars, the load could've been one big headache. Fortunately the CRB, SEC and many local shires have been well prepared. "A number of new bridges on the Princes Highway have been built to cater for such loads," said Peter Brooks, the Assistant Permits Officer.

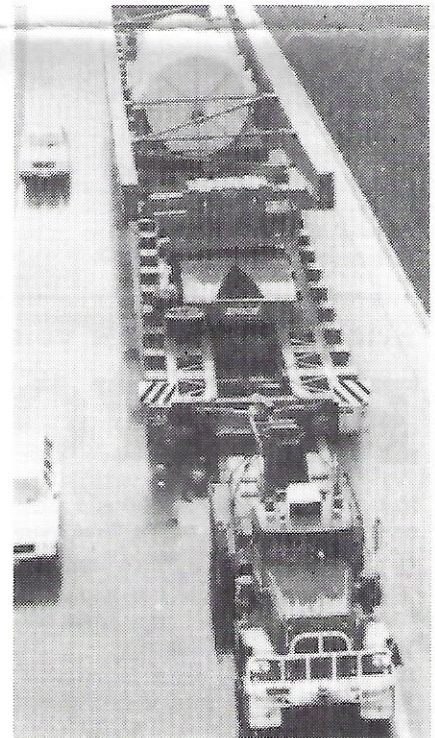
Many other bridges along the route have also had specially reinforced sections built.

"During the trip, CRB road patrols were also standing by on some locations to remove traffic signs, tram safety barriers and traffic signals."

Despite its immense dimensions — the total gross weight of the generator and the movers was around 500 tonnes — the trip was accident free and the generator arrived intact at 2.00pm Tuesday.

"Oh, it did get bogged in Morwell," Peter confessed.

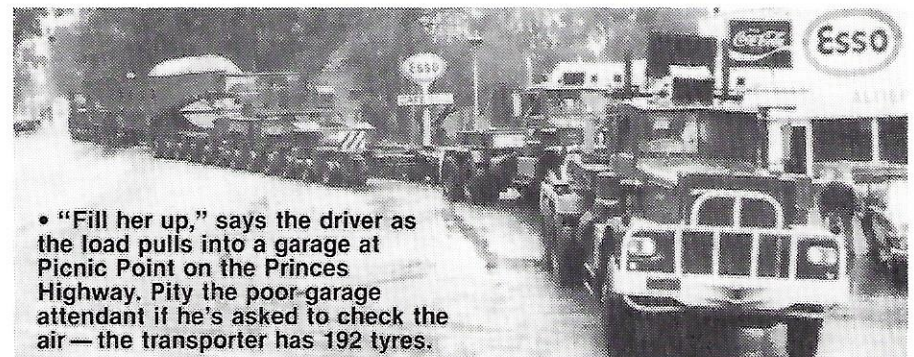
A number of bridges on the Princes Highway have been constructed to cope with heavy SEC loads bound



• The load on the move: in the city the average speed had to be confined to about 17 km per hour, which even little old ladies in Morris 850s would've found vexing.

for Loy Yang. The loads, which include generators, reactors and transformers, vary in weight from 90 to 310 tonnes.

And in case you're wondering why three prime movers were used in the trip, Peter explains that two were pulling and one was pushing.



• "Fill her up," says the driver as the load pulls into a garage at Picnic Point on the Princes Highway. Pity the poor garage attendant if he's asked to check the air — the transporter has 192 tyres.

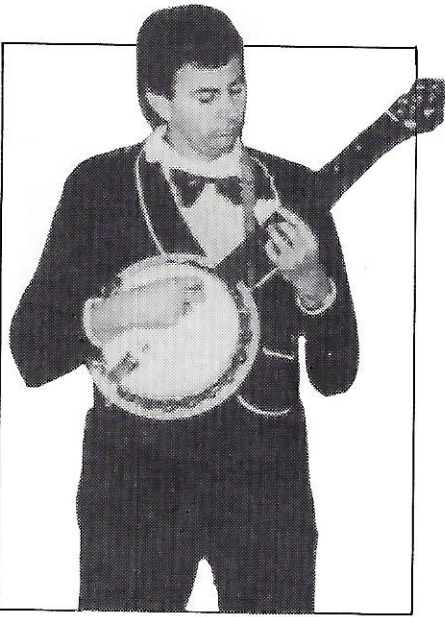
Graeme Day, an admin. officer from Ballarat Division, plays a banjo with the GOLDEN CITY 7 JAZZ BAND. Although Victoria is a long way from New Orleans, Graeme's band enjoys a flourishing following...

ALL IN A DAY'S WORK

Graeme Day's favourite class at Ballarat High School wasn't Geography, Economics or 18th Century Spanish Literature.

It was Jazz!

Jazz? "Yes," he explains. "I started to play jazz when I was 17 years old. A couple of High School teachers were into that type of music and that's how I got influenced."



Graeme: "first love is jazz"

"One of them was Bob Pattie, a trumpet player. We used to play jazz on a Friday afternoon at school—that was my introduction. It was an impromptu thing, we had guys on the clarinet, piano and saxophone, and I played the banjo."

To cut a long story short, Graeme helped form the only jazz band Ballarat has ever had, with the group's cornet player just happening to be one Bob Pattie.

"The band got its name from the Golden City Hotel in Ballarat where we played for about four years. We've been going strong since about 1978."

'King Oliver'

Graeme, who plays the plectrum banjo, says their music is mainly in the style of 'King Oliver', a band of the 1920s.

"We play a lot in Melbourne and Geelong, and we've also got regular work in Portsea, which is about 140 kilometres from Ballarat."

Graeme is a bit disappointed with the paltry amount of time Australian radio devotes to jazz: "Melbourne's 3LO gives us some airplay and we have appeared on 3CR. But most radio stations don't want to listen to music that isn't commercial and popular. But to get popular, people have got to know about you—it's a Catch 22 situation."

Theatre

Although Graeme says his first love is jazz, he also has an affection for the theatre. "I used to act at the Ballarat National Theatre, although when the opportunity came to join the band I had to forsake the theatre." And it wasn't as if Graeme didn't have a talent for the stage: he won the Best Supporting Actor award in 1979 for his role in the local production 'Good Night Mrs Puffin'.

"Now I specialise in playing jazz," he adds, "I playing golf!"

Apart from Graeme and Bob, the Golden City 7 consists of railways officer Bob Franklin on piano, Telecom technician Ben Systemans on drums, printer Gill Nichols on tuba, BTV 6 executive Peter Rosser on clarinet, and pig farmer Herb Jennings on trombone. They've had two albums out on the Anteater Label.

Touring with the MCCC

They're a very friendly lot at Metro Division.

So much so that they even go on vacations together.

In fact, it has been a tradition for Metro staff to head off on family weekend jaunts since 1976.

That was when the introduction of flexitime inspired several staff members to set up what is now affectionately called the Metro Camping and Caravanning Club.

The resourceful crew then consisted of engineers John Clark, Bill Kay, Ed Parker, Fred Davenport and the Divisional Engineer's Clerk, Michael North-Coombes.

"Our first weekend away was at the Prom!" said Michael, "where five families set up camp at Tidal River."

"The camp was such a success that several others have been held in the years since."

The trips usually involve about four families, Michael said, although usually some staff members manage to visit the camp for a day trip.

"Since the Prom trip, we've been to Corowa in NSW, Shoreham near Flinders and Inverloch in South Gippsland."

"Our latest camp in March this year was at Fraser National Park on the shores of Lake Eildon."

Michael recalls that weekend break quite vividly. "A certain Irish beverage

did not quite agree with my Mauritian blood!" he laughs.

Staff members at Metro come and go, but every now and then somebody raises the question over the tea urn: "When is the next camp?"

A few chats at lunchtime, some memorandums to interested parties and a date is established. A few weeks later the camping gear is packed and the caravans head off to a new location.

If there are any starters for the next camp—from anywhere in the CRB—give Michael a ring at Metro Division.

"We've set a tentative date for the 1982 Melbourne Cup Weekend."



CAMPING. BE IN IT

The summer school holidays will soon loom upon us and for parents the inevitable question arises: "What'll we do with the kids?"

Well the Department for Youth, Sport and Recreation may have the answer: recreation camps.

The Department has several camps in Victoria catering for families: in alpine regions, natural bushland and beach resorts. Accommodation varies from bunkhouses to modern self contained units.

"The Department has recently produced coloured brochures and a scale of charges in order to further promote our recreation camps situated throughout the state," says Perry Crosswhite, Director-Recreation Development and Youth Affairs Division.

Here is a summary of the five main camps available. Enquiries for bookings, costs, etc., can be made to Brendan Downey of the Department of Youth, Sport & Recreation, telephone (03) 67 6391.

ANGLESEA RECREATION CAMP is situated on 10 hectares of bushland near Anglesea. Three modern units are available accommodating 93 people in rooms sleeping between two and six people. The units are set in a naturally landscaped tree environment, and facilities cater for basketball, badminton, table tennis, trampolining, orienteering, archery and tennis. The Department can also provide river craft for canoeing on the Anglesea River and campers can have access to the Anglesea Golf Club and the nearby surf beach. Both are within easy reach for anglers or keen surfers. The Camp's Manager is Bill Hicks Symes, telephone (052) 63 1512.

MANYUNG RECREATION CAMP is only 50km from Melbourne, set in bushland at Mt Eliza. Eight bunkhouses each have eight bunks for campers, and another three cabins have ten bunks. There are courts available for tennis, badminton and basketball, and campers can enjoy barbeque facilities in a bush setting. The beach is only 300 metres from the camp, and Maurie Anderson is the Manager, telephone 787 1867.

LADY NORTHCOTE RECREATION CAMP, is 16km west of Bacchus Marsh, is set in 25 hectares of undeveloped parkland. The camp has 12 lodges each catering for 13 campers. Another lodge has been adapted and includes facilities for disabled persons and their families.

Amongst the many recreation facilities available is a learner swimming pool. Environmental, geological and other field excursions can be conducted in conjunction with day trips to Werribee Gorge and Brisbane Ranges National Park. Day visits by charter bus to Sovereign Hill, Bullen's Lion Park and Kryal Castle can also be organised. Jim Symes, the Manager, can be contacted on (053) 69 2224.

HOWMAN'S GAP RECREATION CAMP nestles in dense, sub-alpine forest 1240m above sea level and four km from Falls Creek Ski Village. A modern chalet provides bunk rooms varying in size to sleep two to eight persons. Self contained units are also available, where groups make their own catering arrangements using a separate kitchen and dining area. In winter the Department conducts learner alpine and nordic skiing classes, and in summer a diverse range of activities are available including bushwalking, hiking, canoeing, rockclimbing, archery, orienteering and trout fishing. Rates vary according to the season and enquiries can be made to Bruce West, Manager, on (057) 58 3228.

MT EVELYN RECREATION CAMP sits in the foothills of the Dandenong Ranges, 2km from Mt Evelyn township. Sleeping accommodation is available for 112 campers in rooms containing between two and nine beds. A recreation hall suitable for indoor games is available, and outdoor facilities include a swimming pool, grassed oval and a tennis court. Frank Frith, the Manager, can be contacted on 736 2228.

So whether you're into bushwalking, canoeing or trout fishing, the YSR Camps cater for everyone. But get in now and beat the school holiday rush, as some of the camps are very popular.



STRAWBERRY CREAM SHORTBREAD

Shortbread: 100gms butter, 100gms plain flour, 100gms cornflour, 50gms castor sugar, 1 beaten egg, 15ml (1 tablespoon) single cream.

Toppings: 1 punnet strawberries, 300ml thickened cream—whipped, 100gms toasted & flaked almonds, 3 tablespoons grand marnier, and 1 tablespoon castor sugar.

1. Preheat oven to 350°F. Rub butter into flour until it resembles fine breadcrumbs. Add cornflour, sugar, egg and cream, and mix to a stiff dough.
2. Roll dough on a floured board until 1.75cms thick and cut into rounds with a 6cm pastry cutter.
3. Arrange on a greased baking sheet. Prick each one with a fork and bake for 30 mins. Remove from oven, dust with a little sugar and leave to cool.
4. Whip cream with grand marnier until stiff, mix in the toasted flaked almonds and sugar.
5. To serve, spread cream mixture on top of shortbreads and place 3 to 4 strawberries on each shortbread.
6. EAT!



20th Surprise!

It's enough to make any young girl blush.

In fact, that was the whole objective!

There was Debbie Egan, sitting in the congenial surroundings of the Hofbrauhaus, attentively reading the wine list, when suddenly a well-dressed young gentleman approached her and began to undress.

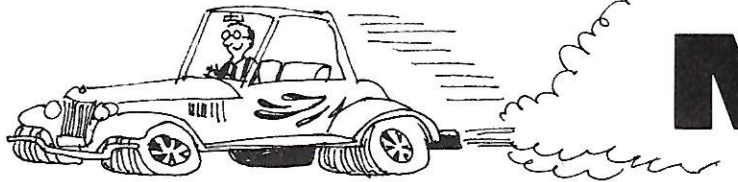
This doesn't look much like the Bavarian stage act, she thought.

Suddenly everything started to fall in its place. Or rather—out of its place. The gent in question was from the renowned 'Strip-A-Gram', and his presence there was obviously the result of some mischievous plotting from her work mates. Debbie, a typist from Head Office, was at the famous German restaurant with friends to celebrate her 20th birthday.

"We would've paid any price to see Debbie blush, and booked the 'Strip-A-Gram' for 9.30 pm that evening," confessed clerical assistant Jenny Spilar, "but our scheming backfired."

As it turned out, Debbie was anything but embarrassed. The male stripper—Andy—was still in her arms when the party departed from the restaurant in the early hours of the morning.

There's nothing like getting value for your money!



MOTORING

You can have your banal Japanese sedans or conventional family size station wagons. Brian Tavare, from Benalla Division, only feels comfortable behind the steering wheel of his Ford Pilot and Ford T Bucket. Then again, it's all part of the street rodding circuits...

CAR CRAZY

Brian makes it clear that street rodding isn't racing around back roads in modified V-12 Chevies with 18 inch wide Goodyears and lowered protection strips.

"It's a family sport," he emphasises.

"Rod runs are held throughout Australia with a national road run being held every two years at Mildura," he says.

"Some 2000 cars attend the run which is held over Easter and there are events for everyone."

Brian owns two cars: a Ford T Bucket and a Ford Pilot. "Street rods are either hand built, as is my Ford T, or are old cars, as is my Ford Pilot, which are rebuilt using motors and axle assemblies etc., from late model cars."

When Brian attends a rod run, he participates in a variety of events including slaloms and go whoa tests — where drivers start on a line and stop on a line 150 metres away. "This event tests the vehicle's accelerating and stopping powers to the limit," Brian says.

At the national event, activities aren't just confined to exhibiting cars or demonstrating driving skills. "There's a rock and roll ball, barbecues and for the children, puppet shows and competitions."


Brian says that recently he has been spending most of his driving time in his Pilot. "The Ford T is only a two seater and with a new addition in the family last January its use is limited."

"When I purchased the Pilot, which is a four door sedan, it was in a very run down and rusty condition."

Brian then collected his tools and 'dismantled it to the last nut and bolt'.

Reassembling it proved to be a painstaking job.

"I fitted a late model 327 cubic inch V8 motor and automatic transmission to it, and the rear axle was replaced with a Ford Fairlane assembly."

 Ford Pilot: in demand for weddings

After months of tireless panel beating, upholstering and spraying, the Pilot was finally ready to hit the streets; the only thing that was missing was a registration sticker on the windscreen.

"Overall, the cost of the car was in the vicinity of \$5000," says Brian. Part of the expense was in the spray job: the vehicle sports ten coats of GMH malachite green on its panels.

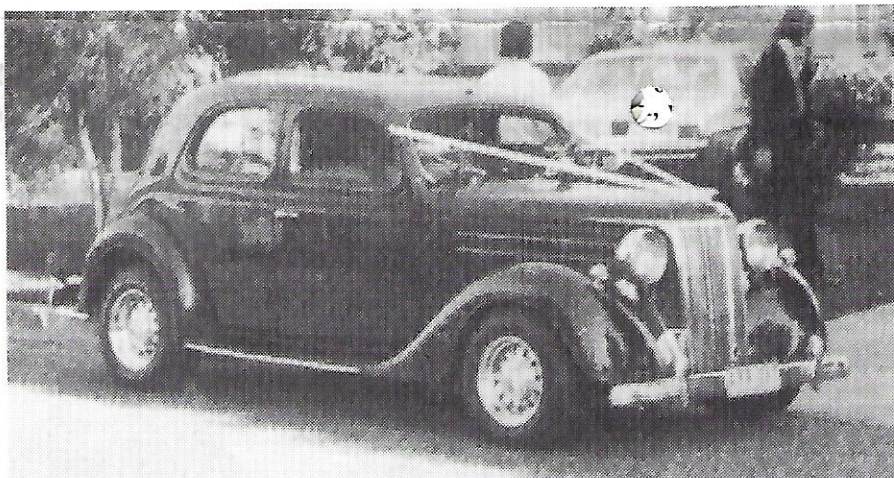
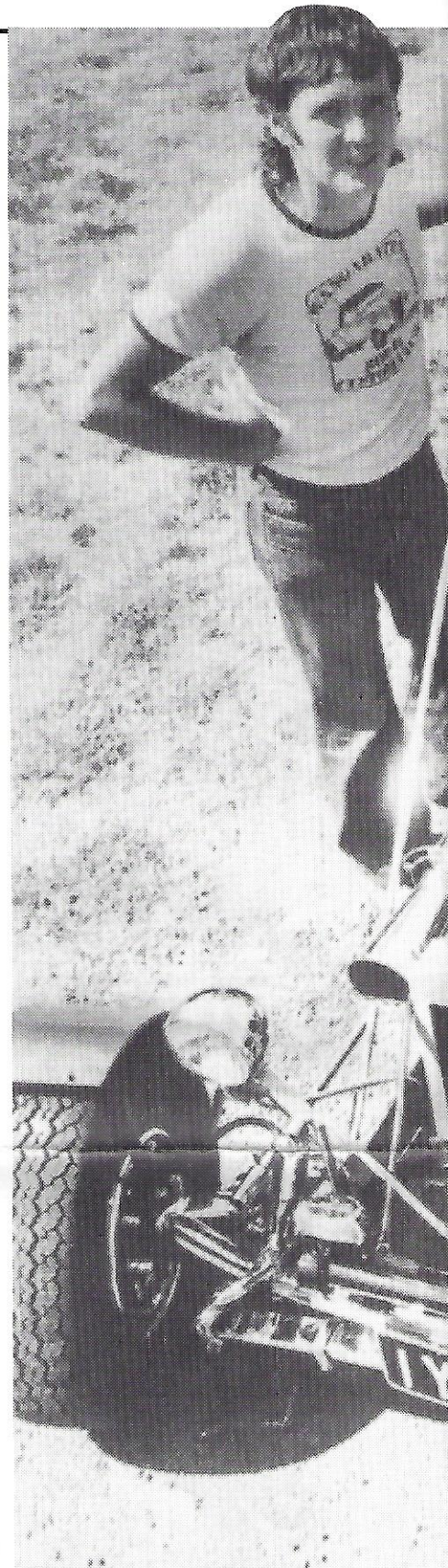
Brian's T Bucket could only be described as a multifarious-mobile: it has a Dodge frame and windscreen posts, Ford Y engine, '58 Customline Ford-a-matic transmission with a HK Holden T-bar adapted, VW shockers with a Ford transverse leaf spring and front tube axle and rear Holden coil springs, Chevy front drum brakes and Capri bucket seats.

The body design is a Tavaré special — he cut, bent, hammered and welded the shape out of 16 gauge steel sheet.

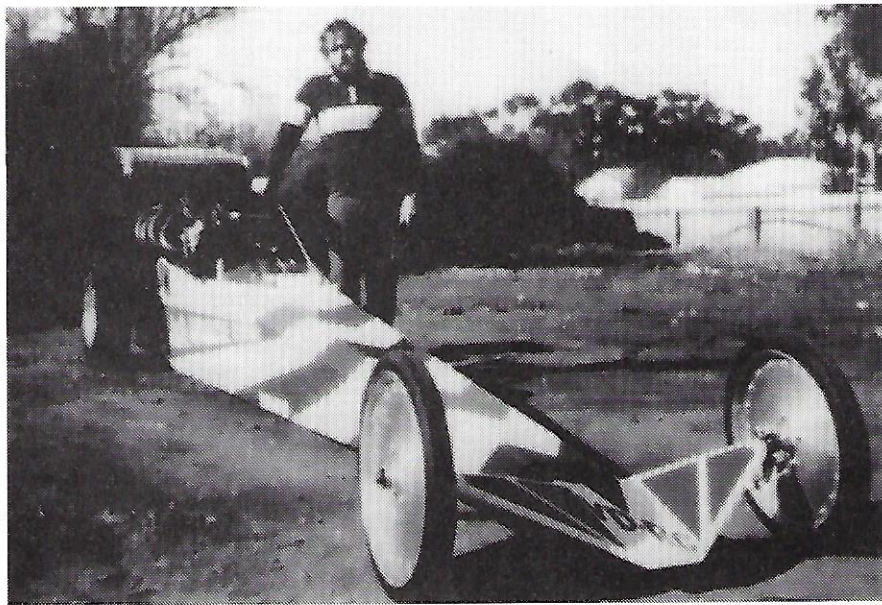
But all the blood, sweat and tools are now paying off: the Pilot is a popular bridal car in the Wangaratta and Benalla district and Brian says that the photograph (left) was the only one he had that didn't feature a bride groom in it.

An active member of the Wangaratta Rod and Custom Club and the Australian Street Rod Federation, Brian lives in Wangaratta and uses his cars to drive to the Benalla Office where he works as a draftsman.

Brian's Bucket →



JEFF SETS THE PACE



Jeff Garland is into dragsters in a big way.

His conversation is peppered with terms like 'slicks' and 'all liberty gears'.

Jeff, a storeman from the Head Office service station, is a member of a pit crew involved in drag racing.

"The dragster we race has a 4 cylinder BMW Works Rally Motor," says Jeff.

• Jeff Garland with the dragster: an odd design to the uninitiated, but it is functional. The driver's compartment is situated in front of the motor for improved traction and weight transfer. It has all liberty gears which means the driver is able to select any gear at any given time or speed.

"It has been modified extensively," he quickly adds.

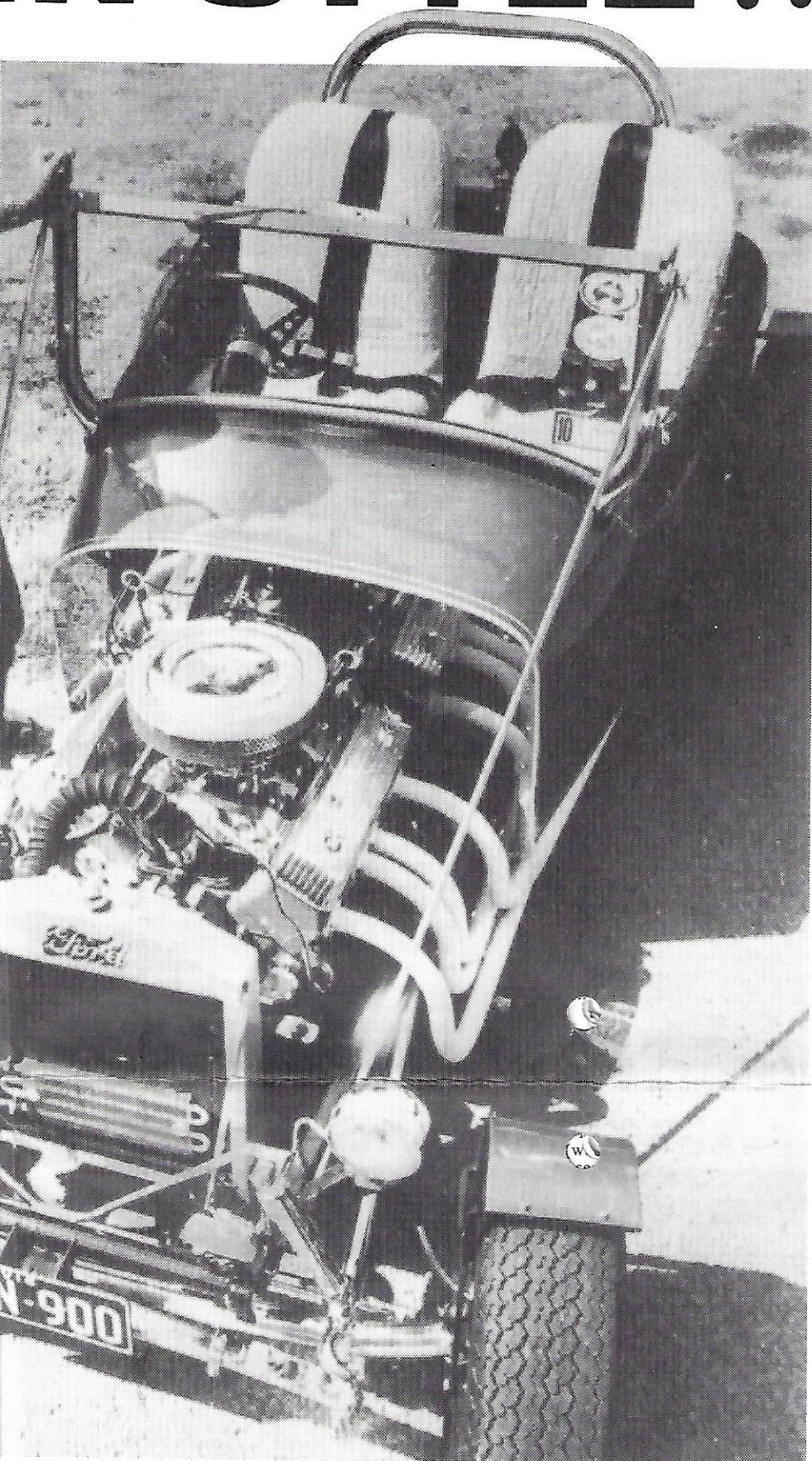
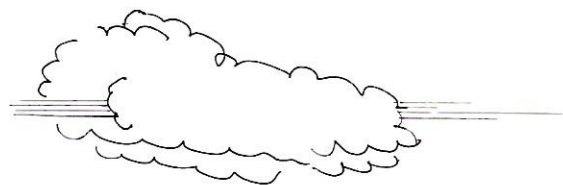
Jeff is one of two on the pit crew, and the vehicle is owned and driven by Joe Kuhar, proprietor of J & D Automotives in Melton.

Despite the motor being only a 4 cylinder, it has won a lot of races, including two national open events and the 1981 Sports National. The success is impressive especially when you consider that a lot of dragsters in the same class are 6 cylinders and V8s.

"Most of the racing is done at Calder, but we go interstate for national meetings," Jeff says.

The last National Open was held in April at Adelaide. It wasn't an entirely rewarding weekend either, Jeff recalls. "After rushing home from work on Friday and frantically getting there in plenty of time before the racing..."

IN STYLE ...



CUSTOM CRUISING

"I'm not too sure who I inherited my interest in cars from," says Drafting Assistant Lee Scott.

"The only person I knew who showed any involvement with anything auto was my great grandmother.

"She spent a lot of her spare time as a spectator at the once famous Brooklands race track in the UK in the 1930s."

Lee, however, isn't content to be just a spectator: at the moment she's the owner of two Ford Customlines.

"I bought my first trusty, rusty Ford four years ago and had the motor—an old, 272 cubic inch, side valve V8 replaced with a 272 cubic inch o.h.v. motor. I also had it changed into automatic transmission."

Since then, Lee says, she's enjoyed many kilometres of trouble free commuting, apart from the odd blown bulb and troublesome window winder. Now, Lee reports, she is concentrating on a new project: rebuilding her '53 model Ford Customline.

"We're building it virtually from the chassis up," she says.

"With a few body modifications...it now has a four inch 'roof chop', and headlights and tail lights which are almost flush with the body."

The front end has also been strengthened, and the vehicle has been given a new lease of life with disc brakes, power steering, new tail shaft and differential and air conditioning.

It'll cruise the freeways powered by a potent 298 cubic inch V8 motor.

Rebuilding automobiles is a job that demands perseverance, dedication and money, but Lee says that she is fortunate.

"I have friends in street rod clubs who give me plenty of advice and often help me by finding spare parts."

"There are probably many months' work on the car yet, with improvements needed on the windscreens, duco and upholstery."

Lee, who is an active driver with the Australian Street Rod Federation, hopes to have the Ford finished by January. "I want to enter it in the Victorian Hot Rod show," she says, "and maybe I'll stand a chance to win a trophy for Best Custom Classic."

At the moment, Lee is touring England and Europe, where she says she hopes to see a lot of famous landmarks...Big Ben, Earls Court, Hyde Park...and Brooklands, maybe!

Lee's '53 Customline: a candidate for the Best Custom Classic in the 1983 Victorian Hot Rod Show

we spent most of the weekend just watching the rain pour down.

"That's the way it goes sometimes."

The pit crew must be reliable and alert with a great deal of enthusiasm for the sport. Their main job is to assist the driver with mechanical work required on the dragster, as well as towing the machine, strapping the driver securely into the cockpit and "generally pitching in whenever needed".

Jeff says that although they have enjoyed a lot of success in recent years, it hasn't been without its problems.

"We've been plagued by braking and differential troubles. The maintenance on the car to keep it in competition is fairly expensive too," says Jeff.

"To date we have had to replace two differentials, fully recondition the head with new valve springs, valve guides, valve timing chain, rockers and a set of axles.

"The fuel used is 100 octane petrol with a blend of additives."

Jeff keeps up to date with the latest in 'drag developments' by attending monthly meetings of the Victorian Drag Racers Club.

Says Jeff: "As well as enabling people involved or interested in drag racing to get together, the club aims to ensure that legal drag racing is made as safe as possible."



THE WAY IT WAS



"Traffic record on the Princess Highway at Warragul."

A tally of traffic was made over one week from the 14th to 20th April 1922 inclusive between the hours of 7am and 11pm and the following were the tallies.

Class of Vehicle	No. for week	Average per day	Greatest No. per day
Motor Cars	1395	199	325
Motor Cycles	796	114	239
Jinkers	1171	168	240
Buggies	793	113	179
Waggons	49	7	15
Drays	142	20	74
Spring Carts	408	58	133
Horse Lorries	94	13	30
Motor Lorries	5	1	2
Milk Carts	67	9	14
Vans	13	2	7
Total No.	4933	Total Average per day	705

Their Record Is Safe



A 20 man road construction crew in Ballarat Division has just set a new record in safety.

The team has worked twelve months on roads throughout the Division without a single serious accident.

And for their meritorious efforts, the team has received an award from the National Safety Council.

Division hopes to build on this record by setting Achievement Aims to other work areas in the Division."

Photo: Mr Oppy (left) congratulates Kevin Lavery (centre) and Dick Ross, both who have been oversees with the accident free construction crew over the last 12 months.

Divisional Engineer, Mr Ted Oppy, presented the award to the safety conscious team in June.

Mr Oppy said it was quite unusual for a team to work for such a long period without a few minor accidents causing loss of working time.

During their accident free year, the crew had been working on a number of major jobs, including the widening of the busy Calder Highway between Woodend and Gisborne, and work on the Midland Highway in Ballarat.

Said Tom Laffey, from Ballarat Division: "As far as we know, this is the first time a construction team of similar size has gone for 12 months without a serious injury. Ballarat

HO Six in 40 Hour Famine

This year six people from Head Office participated in the World Vision 40 Hour Famine.

Gavan Squires, Rodney Adams, Koula Elias (all from Accounts), Beverley Wong (Road Planning), Arnold Black (Road Design) and Vincent Quinn (Traffic Engineering) went without food for 40 hours and, as a result, collected almost \$500 from sponsors.

"It doesn't cost all that much to keep people alive," said Arnold Black. "And the amount collected, \$494.20, should be enough to prevent at least one family from dying from starvation or related causes during the year."

Congratulations to those who participated and those who acted as sponsors.

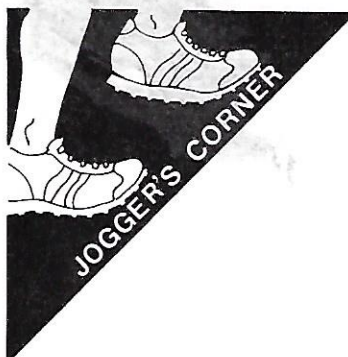
94 YEARS AGO

Excerpts from the Shire Engineer's report to the Shire Council, Shire of Warragul, at the time of the Council's celebrations for its Centenary, are of interest.

Obviously there were problems with the bureaucracy before the turn of the century because the Engineer in 1888 reported as follows:

"Instructed by Mr President, I went to Melbourne on Tuesday 12th inst. to do what I could towards pushing on Tramway matters. I went to Mr Fields office but found he was at Mirboo. I then waited on Mr Derbyshire who

informed me that the matter was out of their hands and in Mr Morkhams. Mr Morkhams said he had nothing to do in the matter but prepare the order in Council authorising the construction of trams when the Railway Department reported that plans etc. were done to their satisfaction. This had not been done and the matter was therefore in the hands of the Railway Department still. I further called on Mr Sewell, Secretary to the Treasurer but he could give no information and Mr Gillies the Premier was in Sydney at the Chinese Conference.



HIGHWAY HARRIERS

• From Mary Elliott: Nepean Hwy Project

The Nepean Highway Project Office staff couldn't be accused of "slacking it" as far as physical fitness is concerned.

Daily at 12 noon, four ambitious (you have to be ambitious to get around) staff members lead by Founder/Team Manager, Mervyn Seeney, head off to tackle Dendy Park, Brighton. Rain, hail or shine (usually shine).

What a sight for sore eyes, Mervyn accompanied by Robert (has pulled a muscle or two) Parr, Michael (Rocky III) Potesta, and Mary (can't keep up) Elliott. Armed with dog-dropping scoops to clear the way (Mike never was a hurdler), they set their don't lie

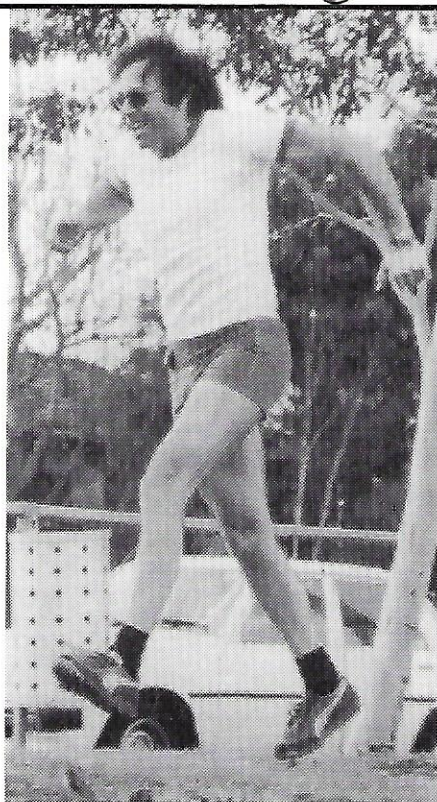
watches for another attempt at a consistent 9 min. dash over the 1900 metre circuit.

The ambition and dedication of the four cannot be questioned as they daily face many a determined ankle-biting canine and the constant barages of constructive criticism by local school children. Or as they dodge the many obstructions—the survey markers, now painted white for easy identification; the tree stakes; or the occasional "bodies" amongst the bushes.

And what of the rest of the Project Team? David Blore and John Fitz hold the view that exercise is somewhat less than essential, especially if packaged in the jogging form. Their exertions take place on the table tennis table during the odd lunch-hour. Project Engineer Gordon Anderson concentrates on early morning runs and the very occasional marathon. Besides, his lunch-times are spent answering the telephone in Mary's absence.

David Hosking? We're not sure. But he may be contemplating greater endeavours when his temporary stay on the Project comes to an end.

Mary Elliot tackling Dendy Park



Engineer Mike Potesta seen here in full flight during lunchtime run

Although the reader may now have formed the impression that there is a division in attitude to the most appropriate cardio-respiratory pursuit of the Team, do not fear. The advent of Paul Low's fortnightly tennis evening has commanded 100 per cent attendances on more than several occasions.

Finally we all find the lunch-time slot ideal because there are no early morning hang-overs to contend with; it is easier than of an evening and it also refreshes us for the afternoon.

Remember—"When the going gets tough, the tough get going".

Letters

On the Run

The Editor

I am writing to put the record straight about the impressive 2.30.06 accredited to Andrew Walker in the July issue of Interchange. Andrew ran an impressive 2.39.06.

I have been having a friendly battle with Andrew now for some years from distances of 8k to the marathon. Every time I get my marathon time near his, he gets away again. Prior to Canberra, our PB's were 2.48.36 and 2.48.40.

The task is now ahead of me to attain 2.39.05. At this stage to reach 2.30.06 would be impossible.

Geoff Elston
Bridge Design Division

Typing Blues

The Editor

Typists will not be the least bit surprised to read the item under 'Diversions' in the July issue of Interchange which referred to "approaching motorists to see 'wormmen' wearing a traffic jacket".

The mis-typing of an 'm' for a 'k' is very common—on many occasions correspondence has almost sneaked through over the signature of the "Chief Worms Engineer".

Ann Tindall
NAASRA Road Study

Rhythm Section

The last issue of 'Interchange' was warmly welcomed at Seymour. A great response from our guys as would-be participants of 'Karen's Rhythmic Gym' classes—eyes only! In particular our Admin. Section feels that their talents are wasted here in the backblocks of Seymour!!!

M Moore
Seymour Project Office

DIVISIONAL ROUNDABOUT

TRARALGON

By Sonia Delost

Welcome To

We welcome Graeme Rodgers (G.W.) as our new DE's Clerk. We hope that he can hurdle the filing.

Farewell To

Ian Couch (Morwell Const. job) resigned to work with the SEC.

John Reeves (BS Overseer) to Bairnsdale Div. John's last 16 years involved working with the BS Unit. His workmates during this time, wish him well for the future.

Brian Richie (Workshop) who resigned after 25 years of service is now teaching at the Yallourn Tech. College. We wish Brian well in his new venture.

Peter Simmons (Inst. Driver & Interchange Rep.) to Bendigo Div. Sorry to see you leave, and thank you for all your help in preparing Div. Notes.

Arthur Tobias (Balook Patrol) resigned to make his fortune from the Contractors at Loy Yang.

Deaths

Harvey Briggs (Boolarra Patrol) suddenly on the 11 July 82. Harvey joined the Board in 1939. He retired on the 4 Aug 81 after 41 years of service. He will be sadly missed by his workmates and friends. Sincere sympathy is extended to his wife and family from all in the Division.

Sammy Cohen (Patrolman) passed away after a long illness, (mid June). Sammy was our "post painter" over the last 22 years.

Leave

Leon Sweeney (Snr Draftsman) is taking his family to America. We believe that Leon and his wife Pat have always wanted to go to Disneyland even though their two daughters are the said reason for going. Hopefully there will be some details and pics next issue.

Sick List

Peter Jaskiewicz (Grader Driver) and Joe Palffy (Foster Patrol) are both recovering after recent operations. We hope to see them back on the road again soon.

Social

The Social Club recently had a film night to see 'The Man from Snowy River'. It was a very successful evening and was enjoyed by all.

The Social Club is also trying to arrange another night at "Breeney's", mid August, and a Chinese Banquet night at a local restaurant. Any enquiries to John Wilson Div. Office.

Diversions



Quote from a recent Interchange article: "Snakes were a problem and we were mainly concerned about the children. So if they came around the house I'd shoot them".

Perhaps one way of reducing Mrs Melba's duties!

Taken from the Nostalgia Section, on the Benambra Corryong Road, 2nd column, 3rd para.

BALLARAT

By Ron Hrymakowski

Retirements & Resignations

Farewell to Graeme Doepel who resigned after 25 years' service with the CRB. Graeme commenced in 1957 after service for six years with the Royal Australian Navy.

In 1960 he was appointed Supervising Ganger and worked his way up through the supervisory ranks until his appointment to Superintendent of Works in 1978.

In recognition of his loyal and conscientious service, Graeme was given a going away farewell by workmates and friends at the Sebastopol Bowling Club on 15 June. During the festivities he was awarded a long service token by John Bethune (APCE) for his 25 year's service with the CRB. Ted Oppy presented him with a weather barometer on behalf of his friends.

On his final departure on 18 June, Graeme was presented with a parker pen by Ron Hrymakowski on behalf of the CRB Office Social Club.

Graeme and his wife, Bev, have purchased a caravan park and restaurant at Yarram, Gippsland, and we wish them luck in their new venture.

On 27 May, the Social Club held an afternoon tea at the Divisional Office for Christine Parkin (Senior Typist) who resign-

ed to be married after 6½ years' service. As well as being secretary of the Divisional Office Social Club, she was also an active member of the Army Reserve—a pastime which she enjoyed very much. On her departure, Chris was presented with pottery cookware and a 'mud brick' by the president of the Social Club on behalf of all her friends.

Farewells are also extended to Ron Howlett, Jack Sherry and Fred Gaulton. Ron Howlett retired after 32 years' service on 3 August 1982 because of ill-health. Through the years he gained valuable BS and construction experience working in various supervisory classifications and in 1976 was appointed Roadmaster.

Ron is to be given a retiring farewell by his workmates and friends at the Divisional Office on 3 August 1982.

Jack Sherry retired from the Board's service on 30 July 1982 having reached the retiring age of 65. He commenced in 1968 and devoted 14 years' service in the Divisional Depot as Workshop Foreman's Clerk.

Fred Gaulton retired after 15 years' service on 14 July 1982 having reached the age of 60 years. Fred was also a conscientious worker, having spent his service in the Divisional Depot as a Fitter. Fred is to be given a retiring farewell by his workmates at the Divisional Depot.

We wish Ron, Jack and Fred long and happy retirements.

MATERIALS

By Lee 'Scoops' Scott

New Persons

John Robertson is the new Special Fitter in the Instrumentation Lab and is the replacement for Bernie Rene who left in June. Phuong Truong is the new Engineer in the Geotechnical Section. We also have a new Fitter in the workshop—Glen Davis.

Social

Welcome back to Margaret Goddard after her victorious win in the Sydney to Fiji yacht race. Tom Barker is well on the way to recovery after a long illness and hopes to be back at work very soon. Jeff Gerrish has returned from a sudden 4 weeks' holiday in the UK (well named for the World Cup series). Good to see some of the men from MD joining in the Monday lunchtime aerobic classes. Richard Evans is in Benalla for six months working on construction for the Hume Highway. Andy Masterson is the proud grandfather of twins. Sickness in the form of the flu epidemic really hit MD hard in July, hopefully by now everyone has recuperated. James Xenophontos has left us for Bridge. The social scene in MD has been very quiet lately. There was a send off for Cliff Parfitt and Lee Scott (both UK trippers) at the Sergeants Mess at the Swan St Barracks. Cliff will return to Oz in August and Lee in September, hopefully the sun will still be shining when they arrive. There was a 'spontaneous' barbecue in the Kew Park at the start of July where Margaret supplied us with various types of sausages, cheeses and bread. The day was a sunny one luckily.

Talk about update! Tom Horsfield, Experimental Officer, is now patrolling the streets in his new Porsche 928...his old Porsche 911 was getting on in years anyway.

MD Smorgasbord

Staff in MD were treated to a feast of culinary delights at their third smorgasbord. About 20 people contributed two dishes each for the menu and, because of the many nationalities in the building, the food was varied and very interesting. Some examples were borsh, goulash, lasagne, cornes, rottolini, orange chicken, pizza, saffron coconut rice, waldorf salad, and the good old Aussie meat pie. There was also a selection of at least 10 sweets. More than 90 people attended the luncheon and many ex-MD staff members were also present. Thank you to Eileen for the idea and the organising and to those who helped so much with the preparation and the cleaning up. Hopefully there'll be another one in the near future.

DANDENONG

By Victor Lawther

Congratulations to Ken Russell on his promotion to Asphalt Division. Prior to Ken's departure a presentation was made to him by D.E. Stan Hodgson on behalf of the assembled staff.

Geoff Rayner was also farewelled with a presentation and good wishes which extended to the usual "watering hole" down the road. Geoff has gone north to the Seymour-Euroa project and will make his

home in Euroa initially. A 'map' was left behind (or 'up front') indicating directions to Geoff's abode.

Alan Armstrong has returned to the fold after an absence of some 8+ years; trust your two year stay with us will be enjoyable, Alan.

Several cards have been received from Patrolman Leo Donker showing places he has visited on his extended holiday to Europe; Leo has noted many changes in his homeland, Holland.



As reported in the last issue, George Keating retired after 43 years' service. Our photo shows George relaxing in the chair presented by his workmates.

Jim Brownlie and Edel Canas have both had enjoyable holidays (not at the same time!) to Bali. Bali is recommended to our Victorian winter for a good, cheap holiday with plenty of sunshine guaranteed.

One recent lunchtime Iva Day showed us her slides of 'the' holiday honeymoon to Canada and USA. So impressed was one guy that his trip is almost booked.

BENALLA

By Mike Farmer

Welcome

A warm welcome to Marj Jones, temporary typist, who returns to the CRB ranks after an absence of a number of years. Marj is filling in for Helen Allan who is off looking after her new baby boy, Nicholas.

Two new fitters have joined the Workshop crew—Ted Kilner ex Dandenong Division and Daryl Pearce who joins our ranks from a local garage.

Sick Leave

Engineer Bill Stubington has called in to the office several times after his major operation. Bill is looking very well and hopes to return to work within a month or so.

I believe Patrolman Manfred Brauner is progressing too, after a serious accident on the highway near Yarrowonga.

Patrolmen

Patrolman Jim Newman of the Walwa patrol retired in July after thirty years of service, mostly spent in the far north east point of the state. Thanks for a good job Jim over the many years and all the best for a happy and healthy retirement.

Congratulations to Allan Luckman who was successful in his application for the patrolman's job at Yea.

Trips

Stella Warton and Helen Harker and their husbands are enjoying the sunshine at Palm Cove, a delightful resort north of Cairns. Have a lovely time girls, and don't rush back to the winter cold. After her trip to Cairns, Stella and her husband will spend a week at the Mt. Buffalo Chalet—What a change!

Sympathy is extended to Jack and Beverley Skene, whose son was seriously injured in a car crash near Ballarat; believe he is making progress.

SURVEY

By Gloria Kilpatrick

Steve Ruffels, our intrepid Hang Glider, has been instructing Alan Beavis in the art of gliding through the air with the greatest of ease. But his star pupil let him down when Alan bit the dust and fractured his arm. However, the eager Beavis is not daunted by his mishap—his lament being—"It will be 6 to 8 weeks before I can get back into the air".

Geoff Miller has returned to Survey Division from Eastern Freeway.

GEELONG



By Charles Low

After winning several large prizes in Tatts-lotto rumor has it that Rupert Chidgey has made a permanent appointment with the Tatts Office each fortnight to collect his winnings.

Further to our mention last issue on bike riders of Geelong Division, mention could also be made of Michael Quinn who rides to work each day, rain, hail or shine. And then there is Brian Chandley, I mean for a mechanic his bike suffers badly. I cannot remember one day when he has arrived at work without mechanical failure of some sort. Full marks for effort though.

There are many benefits to be gained from bike riding: it's cheap, there's no pollution, fitness etc. But on the other hand, it could also be said to be a Health Hazard...just ask Dave Scarsi.

Ricky Gloster, our field mechanic, was in Werribee when he heard the news that his young son had knocked over a heater in the bedroom, setting fire to the house. Quick action by the Fire Brigade saved the house, holding damage only to the bed and carpet. Ricky, being a clear thinking person, went out and bought a water bed to avoid this problem in the future.

It was good to see our rugged, he-man, mechanic-welder Ross Dorling doing dishes, washing, cooking, ironing and looking after the kids while his wife had a short stay in hospital.

METRO

By Ken Mathers

Holidays

Although in conflict with management views the holiday season is with us once again. This time Jock Lyall is setting the pace with a 15 week tour of the United States, United Kingdom, Europe and Hong Kong. Des Jennings has also journeyed to the United Kingdom whilst Bruce Standish regularly sends back news of his scoring rate from his tour of Europe. Intrepid outback traveller David Blore has decked out another Range Rover and has headed north to Cairns and beyond.

After 15 weeks as a uni-student at the Traffic Management Course in Sydney Geoff Kloot could only take four weeks of the real stuff before taking annual leave. Geoff was seemingly unimpressed with the course and rumor has it that he was offered a permanent lecturer's job—may be he has gone back to check out the scene.

Of course Geoff Hose should be included in this column if his reports from overseas are factual. Apart from snakes behind the curtains and communication difficulties with the house maid however, the Hoses are making the best of it.

Sports

The football tipping contest is hotting up now that the important part of the season is approaching. For some time now Alan Hassal, one of our survey team, and Bob Parr have been sharing the lead but they now have some keen competition from Ian Mullett, Frank Arendse and George Mavroyeni. The Divisional Engineer has slipped out of contention possibly resultant from his concern over Carlton's mid season form.

After a very intensive pre-season training stint which included a doubles competition won by Graham Gilpin and Peter Hensley over George Mavroyeni and Bruce Standish, Metros powerful 8 ball pool team finally got their act together and overwhelmed Traffic Engineering Division in the 1982 Challenge for the L J Bull Memorial Trophy. However, there was an element of "colliwobbles" about the team's performance when the highly regarded combination of Col Roy and Col Kosky lost an early match.

The sportsmanship associated with the "challenge" continued in its downward trend with the losers knocking off the trophy. Fortunately "General" L R Bull came to the rescue by leading a team of highly trained commandos in a successful night raid which restored the trophy to its rightful position. It was noticed that the late L J Bull remained absent throughout.

A successful film night was arranged by the Christmas Dinner Dance Committee and all concerned enjoyed the "Man from Snowy River".

Welcome

Brian Wood who has joined us from Road Design Division.

Divisional Roundabout - cont.



What better way to celebrate an 18th birthday than with friends. Geraldine Hunt (seated, left) shared her special day with co-workers Joanne Burns (also seated) and, from left, Pat Brenton, Jenny Baker, Rosanna Palermo, Kerry Steel, Karen Senior, Des Chapple and Debbie McDonald. The cake—in the shape of an 18—was prepared by Joanne.

HEAD OFFICE

HORSHAM

ACCOUNTS

By Annette Taylor

Welcome

We wish to welcome Maureen McDonald to the 6th Floor Typing Pool.

Engagements

Bruce Young (Pay Section) to Elaine Haines (Cafeteria Manager) on 27th May. Congratulations to you both. At least now Bruce is guaranteed a hearty meal every night.

Births

Cheryl Ross and Ken a baby girl (Melissa Cheree) on 18th June. A sister for Adrian, congratulations.

COMPUTER

By Joan Lo

Social

Back in June the fella's decided to show their worth outside of computing work, and have a social lunch here at work. They all tried hands at cooking, without help from their wives. We held it on a Monday so they had the week-end to practice.

Well, they really outdid themselves, with some of the dishes made by our chefs for the day being quiche, pumpkin pie, fried rice, pea soup, rissoles, and a chocolate cake, just to name a few. Needless to say we were all well fed, and not requiring dinner that evening.

Welcome

Part of the computer section is the FAS team, and they would like to welcome Graeme Birch (seconded from Methods) and Robert Chin-Lenn (seconded from computer section). I hope you enjoy your stay fella's.

Sport

Our sympathy goes out to Neil who in a game of rugby in the last week of June, had his nose broken. (At least this year's injury hasn't kept him away from work. I believe last year he broke a leg, needing a couple of weeks leave. What's on the cards for next year's injury list, Neil?)

REGISTRY

By Jenny Spilar

Debbie McDonald, Karen Senior and Geraldine Hunt (all from Registry) are now 'licensed to drive'.

So beware: Deb will be driving an orange Torana; Karen will be driving a blue 'panel van'—mag wheels, curtains, mirrors etc... Gerry will be cruising around in a purple Monaro with thick black GT strips, cushions, pom poms, loose-headed dog in the back...the works!

Casino Magic

Debbie Egan (5th Floor Typing Pool) just returned from a 2-week holiday in Tasmania. Staying in Youth Hostels and hitching all over Tassie was great; but the fun began on the weekend when Debbie was joined with her friend Mary Spilar (Traffic Engineering) for a wild weekend at the 'Wrestpoint Casino'.

Ross Trompf and his wife Anne are proud parents of beautiful twins: a girl, Kristen Anne and a boy Shane Ross. They were born on 1st August...what more could they ask for?

By Betty Sleep

Jet Away Holiday

On 26th July our Divisional Engineer John Heid is spending 1½ months L.S.L. in America. We wish him a beautiful holiday.

Dave Parker, Construction Engineer left for 3 weeks leave with his farther, brother and two sisters to New Guinea to walk the Kokoda Trail (Dave will need 6 weeks leave to get over it).

Resignations

Construction Overseer David Harry left the Board's service on 2nd July 1982 to enter into partnership in a private contracting firm in Mildura. David was farewelled at a dinner at the White Hart Hotel in Horsham where a presentation was made to him from the Social Club. Also an evening was arranged at Mildura where his workmates presented him with a pen set.

We wish Dave, his wife and family all the best in their new venture and thank them for their support given over the years with the Board.

Brad Clarke Engineer 1 resigned on 8th July 1982 to take up a position with the City of South Barwon at Geelong.

A presentation and afternoon tea was held to say goodbye to Brad. We wish Brad and his friend Darlene all the best for the future.

Deaths

Our sincere sympathy goes to (Welder) Fred Brauer and family on the sudden passing of his wife on 17 May.

Horsham's Beard Growing Champs

Horsham is holding a Centenary in Nov-Dec this year and have a contest—Beard Growing. Our Instructor Driver Les Lawes has entered as our Social Club representative. We will show photos of before and after in a later issue. All the best Les!

Sick List

We wish speedy recoveries to the following personnel.

Welder Fred Brauer who is still recovering from a severe heart attack. John Dubyna (Serviceman) after nasty burns to his legs. Ray Brown after an operation on his foot.

CRB Ladies Social Club

The Ladies Social Club held an evening at Barbara Betts' home to farewell Lyn Harry and Darlene Giles. A small presentation was made to Lyn and Darlene at suppertime. We wish both Lyn and Darlene all the best.

An enjoyable evening was had by all who attended a Crochet and Macrame evening at Bet Tippett's home.

We are now looking forward to a Chinese Night at Koro Court for our next meeting.

WARRNAMBOOL

By Darryl Watts

New Arrival

Our new ADE, Bob Solly, has joined us from Works Sub-Branch. We hope Bob and family are settling in to the quieter environment of Warrnambool.

Travellers

Jack Burke has nearly completed 3 months LSL and several trips to Sydney.

Rod Cottrill and family have been leisurely travelling to Cairns where they will spend about 4 weeks before slowly making their way home again. On the way they hope to stop at the famous Hugh Parker estate near Mooree. Hugh is about to do his yearly lord of wheat crop trick.

David Lynton has recently returned from touring Bali on a motor bike. He tells us he didn't fall off once (perhaps it was twice). Motor Mechanic Greg Dalton has started touring Australia for the next 12 months.

Bill Degan had his first trip OS to New Zealand and came back so refreshed that he returned to work a week early.

Sick List

David McSwain has been confined to a life of putting his feet up for a few months. David sustained a broken leg when he was hit by a car while riding his bike to work. We hope he is back in fine form soon.

Congratulations

Congratulations to Stuart Porter on his appointment as Experimental Officer Class 3 in charge of the laboratory.

Bereavement

It is with regret that Warrnambool Division bears the loss of our Workshop Foreman, Alec Cannane. Alec died on 2 July of cancer.

Alec had been with the Board for nearly 31 years. He began in September 1951 at Ballarat and moved to Warrnambool shortly after. Alec spent 3½ years in the RAAF as a leading aircraftman during the war, where he saw active service in the Pacific. After the war, he spent 2½ years with the railways as a fitter and 3 years with the Ballarat Water Commission.

BAIRNSDALE

By Ian Ellis

Obituary

The whole of Bairnsdale Division, along with many of his friends, were shocked to hear of the sudden death of Alan Scott—aged 56—at home on the night of 24 June.

After war service as a motor boat crewman with the RAAF (which he joined less than a week after turning 18), Alan worked in Horsham Division for 9½ years. Alan then moved to Benalla Division for 10 years where he was Patrolman in Charge of the Mansfield Patrol before he left to become Depot Foreman in Bairnsdale on 15 September 1966.

Alan's association with colleagues extended beyond work to the golf course where he was a keen player and an active member of Social Association, donning the red suit at Xmas time for many years.

In his 16 years as Depot Foreman, Alan became very well known and liked for his considerate manner towards all his fellow workmates and his friendly face will be sadly missed from behind the stores desk.

Our sympathy is extended to all his family and especially to his wife Lorna, son John and daughter Jan.

Out and About

Good to see Patrolman Tony Fitzgerald getting recognition for his efforts in early July. Well done Tony.

Construction at Chandler's Creek, Cann Valley Highway, is definitely getting bogged down as "The Fox's" poem reveals.

The DE Neil Jephcott and Leo Russell have both just returned from trips to sunny Queensland. Leo thought he might need glasses after a bad case of eye strain.

Keeping one's eye on the '82 ball: Leo Russell's wife Athol, for the benefit of Judy Boardman, spotted the unknown partner who happens to be 'known' as their son Gerard.

Brian Sampson certainly knows where to 'mark the lines' on his footy tipping cards. He is now outright leader from Brian Wowles who's hit a bit of a 'softy' and fallen in a hole.

Blue Water Blues

Sandy 'Chichester' McLeod's seafaring voyage to Fiji ended up quite short of its destination.

After a late start and bad weather, one crewman lost his teeth and another able seaman trod on them. This 'gummy' seaman subsequently mutinied at Eden.

Sailing into gale force winds, the disillusioned trio of unable seamen tackfully entered Sydney Harbour, put the yacht up for sale, hired a station wagon and headed for the comforts of home on stable, dry land.

Un-a-bridged story next edition.

Specialist round-a-bout designer Phil Prosser is a "staggered T" man now after being knocked off his motor cycle recently. The accident occurred round-a-bout 8 o'clock on 14 June.

SEYMOUR

On July 28th we are to farewell another of our long standing Staff members. Ray Hardy (Lab.) is retiring from the Board after lengthy service. Amongst his retirements plans is a trip home to bonny Scotland after an absence of many years. Upon his return to Australia (yes, he's coming back) he intends to pursue his interest in golf and market a golf aid.

We will remember Ray for many things but one stands out. Our wee Scot had apparently 'lost' the Lab. Hi-Ace. He drove

up and down the lengthy site looking for it but could not find it. Guess what he was driving in his search...right, the Hi-Ace!!! Happenings are afoot to ensure that Ray is farewelled in a manner of which any Scot would be proud.

Another ex-Lab member to leave us is Kevin Smith. Kevin is now safely installed (we hope) in Materials Division.

We welcome to the Project Geoff Rayner (ex Dandenong) and family.

Our editor will be on holidays in America for the next issue, (staying at the Watergate Hotel for added security).

WODONGA

By Bruce Phillips

Make it in Albury-Wodonga

In the April edition of Interchange we reported that the official slogan for the centre was "The growing place" and pointed out that the Board was contributing through additions to staff. The official slogan has now been changed to "Make it in Albury-Wodonga". The Board's contribution will obviously be limited to making roads and bridges and any other contribution must be left to the individual members of staff and will depend on what they make the new slogan.

Arrivals

In keeping with both the old and new slogans for the Albury-Wodonga complex, we are happy to report two new arrivals:

John Thorpe has joined the Project staff from Traffic Engineering Division.

Mike and Elnor Villani are proud new parents of a son, Phillip John, at Wodonga Hospital on 11 June.

Office Warming

All work to complete the Project Office was finished during March and to mark the occasion, wives and families descended on the office in force on 25 March. After a tour of inspection, the new office was toasted with tea, coffee and lemonade and afternoon tea, kindly brought by the ladies, was consumed in the conference room.

The children enjoyed talking to each other on the internal telephone system, drawing pictures on the conference room white board and adorning scrap paper with rubber stamps.

The new Project laboratory has been installed and there's rumours of a laboratory warming party. High on the list of children's entertainment must be mud pie making.

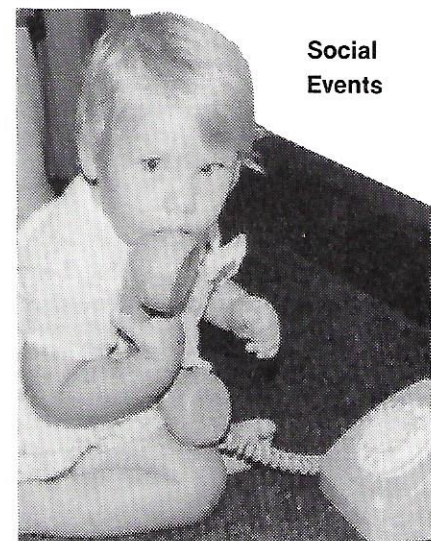
Holidays

It's that time of year when last year's annual leave must be absorbed.

Debbie Deretic and family bussed it to Perth and had an enjoyable holiday. Sitting down for so long must have been a bit of a pain however because they flew back to Melbourne.

Paul Tucker and family drove to Nambucca heads where Paul found more fish than you could poke a stick at. Paul didn't catch many fish, however, and perhaps someone should tell him to use a rod or net instead of a stick.

Roger Thorp spent his holidays in Wodonga building the new family home (or part of it). Roger was heard to remark that it was not an inexpensive holiday—and we had been lead to think that it was on the house.



Social Events

• They train 'em young up Wodonga way. Paul Tucker's daughter Sarah may seem like a ring in but she was just one of the many youngsters that fronted up to Wodonga's 'office warming'.

The Albury-Wodonga area has a lot to offer to the tourist and the staff have used some of the facilities lately.

A picnic and winery tour at Corowa-Rutherglen was staged in May. The function also served to welcome the newly arrived Villanis and consisted of a barbecue lunch followed by a football game and a tasting of Campbells wines. Two cars were involved in a minor altercation during the afternoon but this was on the way to the winery.

INTERCHANGE SPORTSDESK

ACCOUNTS BRANCH GOLF TROPHY

Report: John Anderson



Gone Fishing!

Bob Dumesny, Depot Foreman at Horsham Division, shows his prize winning 1.809 kilogram tench that he caught recently.

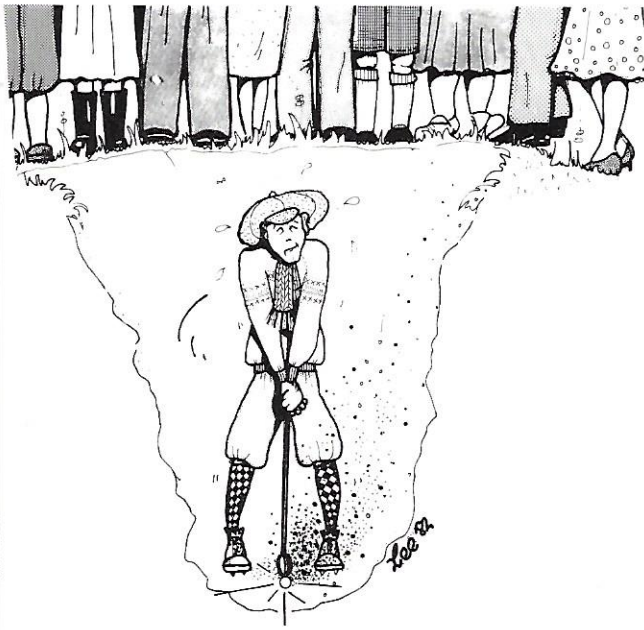
He caught the fish during a two day shield competition, organised recently by the Horsham Angling Club.

The fish proved to be not only a breakfast bonanza for Bob, but it also won him a prize for "the nearest catch" in the competition.

More than 90 anglers from the Horsham district battled rain, hail and wind to participate in the annual fishing event.

Golf, and Barry shows the way

John Scrivens
Materials Division



The first Materials Division Match Play Tournament has just been completed.

The field consisted of sixteen entrants, including social handicappers. There were some very close results all through the tournament which made for exciting golf.

All of participants enjoyed the event. In some cases, it was the first time golfers had played 'head to head' matches. Unlike stroke play, match play situations allow you to play badly and win, provided your opponent plays worse. A few of us were relying on our opponents to do just that.

The final, played at Croydon Golf

Course, was between Bruce Gidley (Pavement Section), playing off a handicap of 16, and Barry Bromham (Concrete Section). Barry is a 15 marker and winner of numerous club competitions at his home club, Croydon Golf Club, and Bruce was a recent monthly medal winner at Latrobe Golf Club.

Barry took out the unofficial title of "Materials Division Match Play Champion 1982" finishing 2 up with 1 to play after a very close match. The prize was a dozen golf balls.

So it's congratulations to Barry, and stiff to the rest of us.

No, its not true that Doug Thompson was caught, by Auditor Harold Eicke, pinching the trophy because he couldn't win it on the golf course. Rather, 1982 is the Budget Accountant's year and it is with apologies to Doug that his win of the R J Bulman Perpetual Shield, the main event decided on our annual golf day, was not reported in the last issue of Interchange.

From a field of 17 (we hope we have a better response next year) Doug 'got the chocolates' at his fifth attempt to take the title with a narrow win over defending champion Ian Brown (Costing). The RACV Country Club course at Healesville was the venue for the 7.30am start on Sunday 25 April. The weather was very threatening (and ultimately washed out the afternoon BBQ before it started) and the pressure of the big event produced a mixture of golf form. However, a good day was had by all which in the end was due to Bill Turner (Deputy Chief Accountant) who opened up his home for the afternoon get-together and presentations — thanks Bill.

Results

Perpetual Trophy (Callaway)—1st Doug Thompson (then Cost Acc) 72½ net; 2nd Ian Brown (Costing) 73 net. **Stableford Cup**—Club Hcp, Lynne Anderson (Ledgers) 46 pts; Social Hcp, Thane Prance (Costing) 36 pts. **Secret Nine**—Lynne Anderson 32½ net. **Best Gross**—Ian Brown 75. **Least Putts**—Ian Brown 29. **Longest Drive**—No 1 Ian Brown; No 2 Bill McCormack (Final Ledger Accountant). **Nearest the Pin**—No 1 Lynne Anderson; No 2 John Mead (Div Acc, Dandenong). **Teams Event**—1st Costing (38 pts), 2nd Finance (31), 3rd Divisional (30), 4th Allocations (25). **Hackers Award**—Mike Byrne (still on the course, last seen on the 12th hole).

Important Notes

It is not true that John Anderson appealed against the appointment of John Finlay to the position of Cost Accountant because he doesn't play golf (an implied requirement for a job in Costing).

GETTING THE POINT ACROSS

"We reckon we are pretty good!" Ron Hrymakowski says when talking about Ballarat Division's darts team.

Ron and his colleagues are full of confidence when it comes to hitting the bullseye and they're only too keen to demonstrate their skills.

"We've been playing in the office here at lunchtime for five or six years now," he cautions, "but we'll take up a challenge anywhere."

"But I warn you, we participate in the A-Grade of the Australian Hotel Darts Association and won the Grand Final on 22 June defeating the Globe Trotters 9-4."

"Incidentally, we've had 10 perfect scores thrown over the last few years."

Ron's tenacious team also consists of Graeme Day, Jim Burzacott, Leon Stevens, Peter Menz, Johnny O'keefe, Ray Burzacott, Steve Collins, Peter Trigg, Alan Hooper, Noel Cox, David Major and Greg Cartledge. Ron says that any Division or Section that would like to take them on can contact him at the Ballarat Divisional Offices.



Cartoon: D Lumsden

"We think he was part of the Ballarat Division Kamikaze Darts Squad...we had a chance of winning with the last throw — and he ran in front of it shouting: 'Ballarat WILL NEVER LOSE!... 'DEATH BEFORE DISHONOR'...!"

CLASSIES

MARRIAGES

BURNS: Joanne (Registry) married Jeff Cooney on 7th August. Best wishes.

PARKIN: Christine (Ballarat) married Gary Hickson on 29th May at St Michael's Church, Bungaree. Best wishes from all at Ballarat.

FOR SALE

Reluctantly Offered For Sale—1953 FJ Holden: stock body A1 condition, metallic blue, mag wheels, skogs with good tyres, new roof lining, new door trims, bucket seats, radio, CB, cassette, car completely rewired, HR brakes, HQ diff, Toyota Crown 4 speed box, 74 Torana radiator, 192 red motor, XU1 headers, 2 barrel 350 Holley carb, new springs and shockers front and rear, new windscreen and rear window rubbers, hydraulic clutch, pedals from HR, centre console, extra gauges, sports steering wheel, steering column shortened 4", etc. Price \$2,000 firm, no haggles. So you think that is dear, but what price would you put on your baby if you sold her? Contact Ian Templeton at Geelong Depot—052 21 4744 (ext 44).

PUBLIC NOTICES

HOUSE: Lake Eildon-Howqua, 14 bed house, available throughout the year. Close to Mt Buller. Roy Fisher ext 2142, AH 818 7172.

BIRTHS

ADAMS: Ken (Survey) and Janette, a girl, Katherine Elice, on 12th July.

ALLAN: Helen (Benalla) and Neil have pleasure in announcing the safe arrival of Nicholas James Livingstone Allan, brother for Richard.

BETTS: Michael (Materials) and Bonnie, a son, Keegan, brother for Brady.

BITTNER: Russell (Materials) and Julie, a daughter, Stephanie Louise.

COSTIGAN: Steve (Bairnsdale) and Jennifer, a girl, Leanne Briget, on 22nd July — weight: 7lb 8½ oz.

CARTER: Allan (Ballarat) and Jenny take pleasure in announcing the safe arrival of Tanya Marie, little sister for Bronwyn (in heaven) and Megan.

DeFAZIO: Tony (FAS) and Sylvia, a daughter, Nicole, born 3rd May, weighing 11½ lbs. A sister to Anthony and Lisa. (Is she still keeping you up at night Tony? Just shows who's the boss in their family)

FORD: John (Survey) and Thelma, a daughter, Robin. Born early June.

FORMICA: Jane (ex Correspondence Registry) and Nat, a beautiful daughter (bambina!) Jaclyn Ruth on 20th May.

GREEN: Barry (Survey) and Cathy, a boy, Christopher, on 25th May.

GREENWOOD: Darryl (Ballarat) and Ann wish to announce the safe arrival of Brendon Heath, little brother for Narelle.

HOOKER: Bill (Metro) and Erica, a son, Stephen Leslie, brother for Andrew.

MITCHELL: Daryl (Horsham) and his wife. Congrats from Horsham Div. on arrival of baby born 7th June.

McLOGHLIN: Robyn (Survey) and Eric proudly announce the arrival of Guy Lindsay on 4th June.

RICHARDS: Noel (Traralgon) and Christine, a boy, 24 June.

SALISBURY: Peter (Metro) and Robyn, a daughter, Jennifer Ann.

WORRAL: Doug (Ballarat) and Julie welcome with love their first child, Benjamin Douglas, born on 10th July.

DEATHS

BRAUER: Fred (Horsham). See Div. Notes Horsham.

BRIGGS: Harvey (Traralgon). See Div. Notes Traralgon.

COHEN: Sammy (Traralgon). See Div. Notes Traralgon.

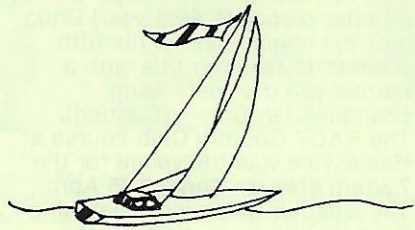
SCOTT: Alan (Bairnsdale). See Div. Notes Bairnsdale.

SYMPATHY

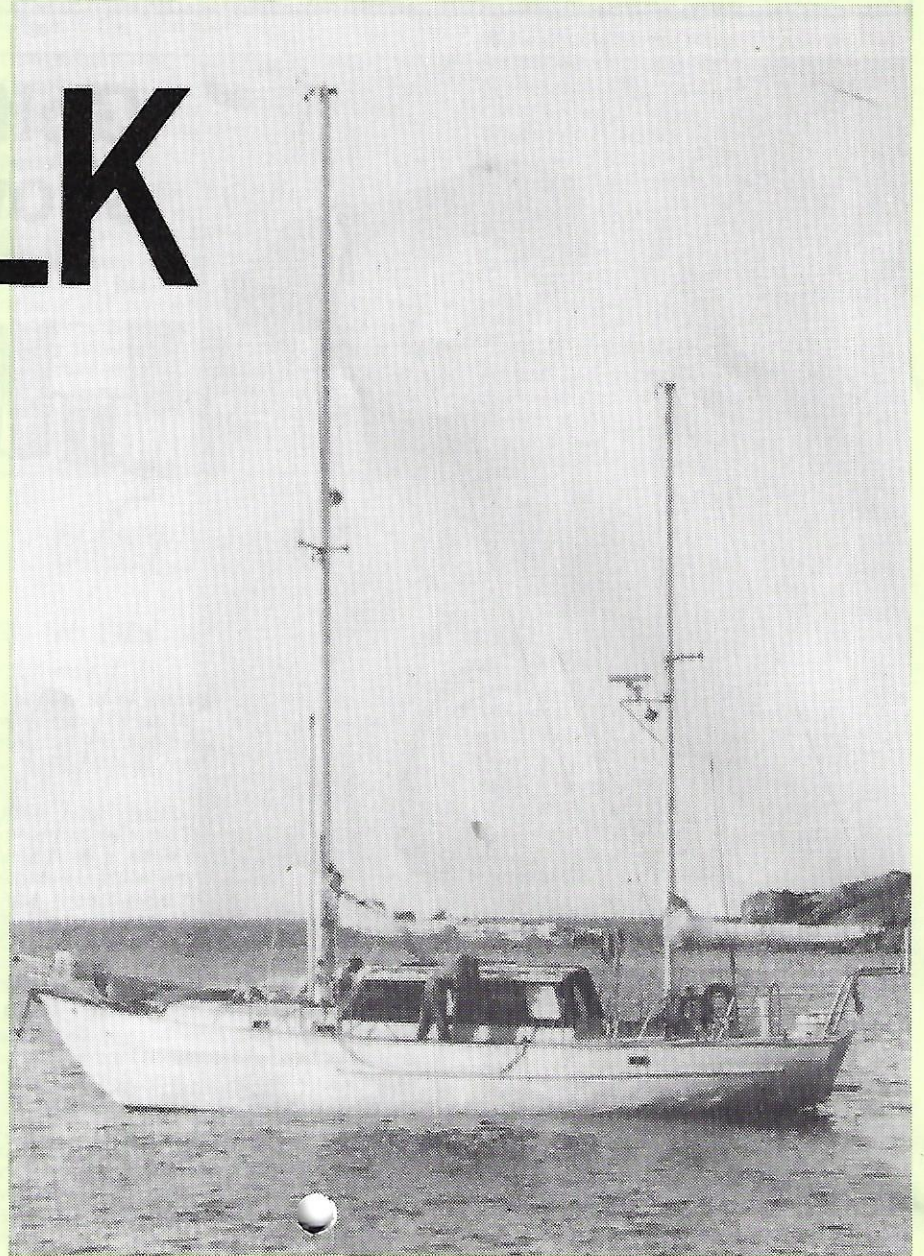
DEARNLEY: Cecil (father of Mr Collin Dearnley, ADE Geelong) passed away on 8th July 1982. The staff of the Geelong Division, current and past, offer their deepest sympathy.

Margaret Goddard, from Materials Division, was a crew member of the yacht Jo d'Affaire which competed in the KB Sydney-Suva Race held in May. She talks about her maritime exploits in one of Australia's most challenging ocean races.

SAILS TALK



The CRB's most spirited sailor talks about being part of the KB Sydney-Suva regatta...



The cruising ketch Jo d'Affaire: first place in the cruising division of the Sydney to Suva yacht race

Relaxing in the Royal Suva Yacht Club, Margaret Goddard disclosed to the Fiji Times reporter her secret to keeping fit.

It's her job, she explained. Working as a geologist with the CRB had endowed her with "good biceps". And good biceps are a vital attribute when one has to hoist sails or wind winches.

Margaret had just arrived in Fiji after competing in the KB Sydney-Suva Yacht Race, and as it turned out, all that quarry work had paid off: the yacht she sailed on, Jo d'Affaire, was the winner in the cruising division.

"We were fourth over the line overall and had first placing in our Division," she told Interchange.

The biennial Sydney to Suva yacht race is the longest regular ocean race organised and run by an Australian club. This year's race, sponsored by the Sydney based brewers, Tooth & Co Ltd, is the fourth.

The yachts in cruising division sailed under special rules which allowed them to use their engines during periods of little wind to enable them to keep pace with the racing fleet, usually faster sailing craft.

However, they had to start under sail and use their sails for an hour after the start.

How long did it take Margaret to complete the 1730 nautical mile race?

"We left on the starter's gun at 12.00 noon, May 22nd, and got into Suva on June 3rd at 8.33.26—Sydney time!" she said.

The yacht, Jo d'Affaire, is a 46 foot cruising ketch with radar and navigation aids. The crew of eight included the skipper Peter Welch and his wife, navigator Maria Welch, and a seasick canary, Cornelius.

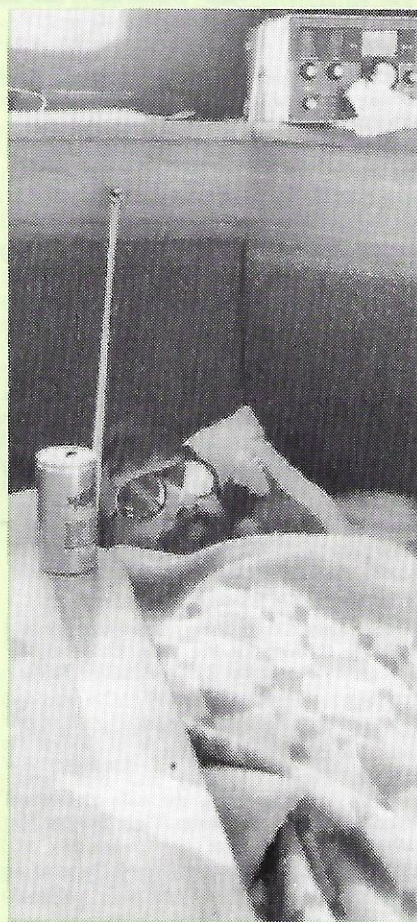
Cornelius, however, wasn't the only one to succumb to the constant motion of the Pacific; everyone except Margaret suffered at one time or another. Because of this it meant that some duties—like that of chief cook—were often delegated to her.

Apart from seasickness and an unjust cooking roster, Margaret said that the trip also provided a few other unsettling moments.

"I had a scare one bad night in a storm," she said. "I was trying to rescue our largest headsail which was trailing over port side and was being torn to bits. All I can say is that my safety harness worked."

Margaret said the going was also rough between "the infamous Middleton and Elizabeth Reefs at night".

"Then nearer to Fiji the forestay broke while I was on the helm. Quick action to release the mainsail and steer off the wind was the only reason we didn't lose our mast."



Doug Morrisey, like all the crew members, found sleeping difficult. One minute you'd be sleeping—the next minute you'd be sprawled out on the floor

"And the other worry was whether we could manage to drink our 12 dozen free KB cans."

The race is run by the Middle Harbour Yacht Club, although one could be excused if one didn't realize it was NSW orientated. "The Victorians really showed the way," Margaret said. "In our division, the first and second place getters were Victorians. In the other division, the first three were Vics and the fourth was South Australian."

Throughout the race the Jo d'Affaire had plenty of companionship in the way of marine life. "We had some porpoises all the way, schools of flying fish, three whales about 250 yards off starboard, a couple of sharks and sea snakes."

From Suva they sailed to Port Vila in Vanuata and then on to Noumea, which Margaret described as "a South Pacific paradise lost".

"The people on the islands are beautiful," she said. "In fact, the geologists had contracted me to bring back a couple of French speaking female field assistants."

Margaret said that the crew, including herself, sails with the Royal Yacht Club at Williamstown. "I was, in years, the least experienced of all. It was the first long ocean race for everyone except the owner and his wife who sailed in the Sydney-Noumea race last year".

Our best creative effort was the result of losing the special KB flag that was to be flown at all times during the race. The rough weather had torn it from its pride of place on the backstay—therefore, to divert the consciousness of seasick crew, we decided that the only replacement the race organisers would tolerate was the real thing—a tinnie flag. Emptying the 'Cold Gold'

cans of KB proved more difficult than if it were Foster's (much of the contents subsequently became fish food), but nevertheless we managed to cut open and flatten enough cans to sheet metal together. It lasted the five days and actually made it over the finish line where to our joy we were regaled with the victors' welcome of another one dozen cans of 'Cold Gold' KB. Oh the challenge!

"Right... so that's breakfast to be by 8 AM... lunch 12 Noon... dinner 6 PM... VACUUMING Tuesdays... washing Wednesdays... general cleaning Thursdays..."

