



From left to right: J. Tilley, F. Winkler and R. Tilley, of Tasmania.

An all-metal fuel storage shed has been erected behind the Lodge. By storing gas cylinders and all other inflammable materials in this shed, the ever-present fire risk has been greatly reduced.

Plans for the future include electric lift, ski-tow, windproof patio and re-arrangement of the basement.

Five new members were admitted during the year and Club membership including junior members, now stands at 74.

It is hoped that 1959 will see a record year for snow and activities in the Winter Area.

THE SKI CLUB OF AUSTRALIA

The year 1958 was a most important year for this Club as it was for most other Ski Clubs being the opening year of the new Skiing Resort in the Thredbo Valley. The Club Hut was built and ready for occupation for the opening of the winter season, as was the Ramshead Hut, which was built by an independent group of club members. Each of these

huts can accommodate up to 12 in comfortable conditions. The new chair-lift was officially opened by Sir Herbert Schlink on July 19th in the presence of Sir William Hudson, Commissioner of the Snowy Mountains Authority. The Club arranged to hold an official season in the area from 19th July to 26th July and also one at the Chalet from 26th July to 2nd August.

The season in the Thredbo was a great success with approximately 65 members in residence for a full fortnight in the Club Huts and throughout the remaining huts in the area. The main Club Races were held during this period. The season at the Chalet, however, was not well attended as only some 10-12 members were present.

The Hut in the Thredbo although only filled to capacity during the official season, and during the school holidays, was well patronised in the winter, especially at weekends, and promises to be very popular in future. Though the attendance at the Chalet during the official Club season at the Chalet was

not good, approximately 100 members used the Club rooms during the winter particularly during the school holidays.

For the first week of the official season, snow conditions at the Thredbo were excellent and the opening ceremony was held with the whole village in deep snow. Later on, however, after some rain, the snow disappeared from the village and the bottom part of the tow, but excellent skiing conditions continued for the whole winter on almost all of the new runs. Snow conditions at the Chalet were excellent where there was more snow than in recent years.

The Club is anxious to persist further with its development in the Thredbo Valley and those members who have not contributed are asked to do so. As members know, the cost is £30 payable in full or over 3 years at the member's discretion. Total membership of the Club is at present 577.

Our 1959 season is due to commence in the Thredbo Valley on the 25th July for three weeks' duration, and it is intended to hold the Club races during the third week.

The Club was represented in the Inter-dominion teams by: Christine Davy

(Women's Captain), W. Davy, Gillian Litchfield, Ken Breakspear (Manager), M. Munro (Reserve).

Club Races were as follows:

PAUS CUP.		points
1. M. Munro	.....	200
2. W. Davy	.....	192.5
3. C. Davy	.....	180.2
4. T. Bell	.....	173.9
5. N. Allen	.....	173.9
TEECE CUP.		m. s.
1. M. Munro	.....	2 58.2
2. T. Bell	.....	3 05.2
3. W. Davy	.....	3 07.2
4. C. Davy	.....	3 10.2
PAUL CUP.		s.
1. M. Munro	.....	87.8
2. W. Davy	.....	90.0
3. C. Davy	.....	91.4
4. N. Allen	.....	94.0
FARQUARSON CUP (SLALOM).		points
1. C. Davy	.....	91.4
2. J. Litchfield	.....	98.2
3. J. MacDonald	.....	103.4
4. J. Osborne	.....	112.8
CASEY CUP (DOWNHILL).		m. s.
1. C. Davy	.....	3 10.0
2. J. Osborne	.....	3 45.2
3. J. MacDonald	.....	3 49.0
4. D. Litchfield	.....	4 08.0
ADAMS CUP.		points
1. C. Davy	.....	200
2. J. MacDonald	.....	171.45
3. D. Litchfield	.....	169.9
4. J. Osborne	.....	165.8
INTERMEDIATE CUP.		points
1. D. Munro.	.....	200
2. N. Allen.	.....	171.45
3. T. Prell.	.....	169.9
4. D. Gordon.	.....	165.8

SKI TOURERS' ASSOCIATION MAIN RANGE AND THREDBO REPORT

REPORT by C. W. ANTON.

This report covers the winter season of 1958 and the subsequent period until the middle of February, 1959, after the Kunama tragedy and the Northcote Tow House fire during the 1956 season, the Association last winter again operated a total of three ski lodges, Roslyn Lodge, not good, approximately 100 members used the Club rooms during the winter particularly during the school holidays. at Thredbo Alpine Village, Lake Albina Ski Lodge at 6,530 feet, the highest habitation in Australia and Illawong Ski Lodge at the site of the old Pounds Creek hut near the confluence of Spencers Creek and the Snowy. The total number

of beds in the three lodges exceeds forty and the Association now has the largest membership of any club or Association in N.S.W.

With the completion of Illawong and Roslyn we can justly claim to have gone quite a long way towards the fulfilment of our original aim of providing a chain of lodges, giving our members the best of touring and downhill skiing. Many of us felt that the loss of Kunama, Northcote Tow and the Tow House would be a fatal blow to this ideal. We might recall the words of Mr. Byles, Forrestry Commissioner, in July '56 that, "Phoenix like the Association will rise again." The end is not even in sight and we are looking forward to the day when our

...chain will have been so strongly
...as to link together the Kosciuszko
...Range. For a start, we intend to
...this summer the possibility of
...a small lodge near the top
...of the Thredbo chairlift, an ideal
...for a smaller alpine village where
...will be the snow from June to at
...October.

Roslyn Lodge

Roslyn Lodge was completed in June,
1958, and Foundation Membership in
the project total 300. All those connected
with the design, facilities, furnishing and
opening of the building are to be warmly
congratulated. In particular, thanks are
due to Dr. Peter Blaxland, chairman of
the Roslyn sub-committee, and his wife,
Mrs. Imre and Julius Soos, the hon-
orary lodge designers; Robert Ward,
honorary treasurer; John Turner, Roslyn
lodge manager during the winter of 1958
and many others, too numerous to
mention in this report.

All facilities worked well and John
Turner excelled in managing the Lodge.
From July onwards the 22-bed hut was
usually filled to capacity and on some
week-ends Roslyn has accommodated up
to 25 visitors. The Lodge was closed at
the end of October and reopened for two
weeks at Christmas time.

Early in the new year, a simple bronze
plaque, designed by Venn Wesche in
memory of his daughter Roslyn, was
placed in the living room. A similar
plaque will be affixed by Venn and Ann
Wesche to the stone basement of Kunama
Hut.

A number of improvements and innova-
tions are planned for this summer, but
essentially the Lodge, which has to date
cost us more than £10,000, is finished.

Lake Albina Ski Lodge

All those who stayed at Albina last
season should feel greatly indebted to
Leon Smith, in charge of the project. He
worked tirelessly through last summer



Edelweiss Ski Lodge of the Perisher.

with a small band of helpers. His only setback (and we seem destined to have some every year!) was the destruction of the shelter shed on Muellers Saddle by a terrific storm during construction.

Lou Vozab, as area manager for Albina, did a splendid job in addition to his normal duties. He escorted visitors to and from the Lodge, and on a number of occasions looked after 20 residents in the 12-bed hut. If there should be an upswing in Albina bookings and a revival of main range touring during the coming season it will, to no small measure, be due to Lou's efforts.

The Gam Tow, on which we pinned such great expectations, unfortunately proved a failure. Lou tried to modify it by changing it from a reversing to a continuously running lift, but the results were very much below expectations. We have, however, high hopes that Frank Spencer, a past vice-president of the association, and who until recently, was in charge of the Villiers engine factory in Ballarat, will take an interest in our tow problem and either modify what we have at Albina or design, build and instal an entirely new tow for the coming season. This tow, which need only have a very low capacity, is most important to a successful season for Albina and to rekindle the interest of skiers from the Thredbo, Chalet and Perisher areas in touring on the main range. It is invaluable when the weather is not good enough to go touring and greatly appreciated by skiers returning from touring who want to spend the rest of the day practising on the slopes near Albina.

Leon Smith, at various periods during the summer months, has done a great maintenance and improvement job on Albina. Unfortunately we lack the space in this report to enumerate all that has been achieved and only those who have helped him know the amount of difficulties which have to be overcome to keep an isolated outpost like Albina running. Lately this task has been made infinitely more difficult by the refusal of the Kosciusko State Park Trust to allow

vehicular traffic away from the Kosciusko summit road owing to soil erosion problems. The Trust, having allowed us to build Albina and having aided us by supplying bulldozer transport for all building materials, is now forcing us to revert back to the use of packhorses or to arrange for the bringing in of our supplies by tractor, snowmobile or snowcat in winter. There is no denying that a considerable amount of erosion has occurred on the bulldozer and jeep track from Seaman's Memorial Hut to Lake Albina Ski Lodge, but it seems that until promised soil conservation measures have been carried out on these tracks that the occasional use of a Landrover in winter weather could not possibly do any further harm. Due to the generosity of one of our members, we were given the opportunity last winter to experiment with an Oliver OC3 tractor. The experiment proved partially successful and it may be possible to supply Albina in winter with this tractor, provided stores and fuel can be left in summer at Seaman's or to prevent loss by theft, in a small storage shed which we would have to build away from the road. Unfortunately it appears however, that this tractor will not be available to us this winter. Consequently we have had to experiment bringing next winter's requirements on the back of pack-horses on the Wednesday end of February 7 and 8. Jean Findlay from Thredbo Alpine Villages brought six pack-horses to Albina and a number of trips with stores and fuel were made. Jean did a great job and has partially solved our supply problem for 1959. However, this method is both costly and very time-consuming. Kerosene and petrol for instance has to be decanted from 44-gallon drums into four-gallon drums, carried across to Albina and then the reverse process has to be repeated. Various other methods of supply are at present being explored by the Albina sub-committee, such as attempting to hire an SMA Snow-Cat to bring the stuff from either Seaman's or the SMA weather station at Spencer

It is, however, felt that whatever methods are adopted, the Snowy Mountains State Park Trust will have to be approached with a view of allowing a small number of jeep trips to Albina each year, provided that these trips coincide with the time when the ground is perfectly dry, which will prevent any erosion taking place. It is inconceivable that the Trust, who has greatly encouraged and physically helped us to visit Albina, will now make it virtually impossible for us to maintain it.

Range Safety Measures.

Representation will also be made to the Trust direct and through the Safety Committee of the Ski Council to secure wireless communication at Albina. During the summer of 1956, we insisted on wireless communication from the Snowy Tow House be established and the Trust's technicians installed and tested the set. It was through this medium the ski patrol at the Chalet and the Snowy at Island Bend were alerted when the Kunama tragedy occurred. Another measure which should be undertaken by the Trust before next winter is the maintenance of the snowpole lines from Albina to Seaman's and from Seaman's to Charlotte's Pass along the Snowy Summit road. The Seaman's line was built by the trust in 1951 and quite a number of poles have fallen out. The summit road pole line from Charlotte's Pass to Seaman's is even more in need of maintenance. Last summer, the Trust, in response to a combined STA and Ski Council approach, erected a snowpole line from Crackenback Peak to the second Snowy bridge on the Snowy Summit road. In fine weather, this line is an excellent guide to Albina and Chalet for hikers and main range tourers unfamiliar with the Ramshead Ranges. In bad weather, it lands skiers on the Snowy Summit road about ½-mile from Seaman's and whether the party wishes to go to the Chalet or Albina, they are likely to find either way owing to the missing poles. We are of the opinion that one of the major functions

of the Trust is the provision of snow pole lines to all high altitude lodges and to clearly mark routes across the treacherous high plateaus of the main range. We will also approach the Trust to erect a pole line from Guthega dam to Illawong Ski Lodge.

Illawong Ski Lodge

Illawong Ski Lodge was opened last winter for the first time and visitors were full of praise for it. The Lodge is beautifully furnished and fitted, and all facilities have been designed by John Turner for easy operation by members without resident area manager. Last September an electrically driven rope tow belonging to the SMA Ski Club went into successful operation on Tate East Ridge approximately 1½ miles from the hut. This should give further encouragement to members to spend a holiday at Illawong this winter and will provide an admirable mixture of touring and downhill running. Illawong also boasts the ownership of the STA flagship "The Jumping Trout," a fibreglass boat with an outboard motor which operates on Guthega Dam. This boat facilitates the bringing in of supplies to the end of the dam. From there they are taken by draft horse and sled right to Illawong. Thus John Turner has neatly solved the seemingly unsurmountable supply problem of Illawong. The 8-bed Lodge is a testimonial to John Turner's imagination, rugged individualism and stubborn tenacity. Tourers who remember the ramshackle old Pounds Creek hut will hardly credit the achievement. Illawong is a worthy successor of Kunama and a proud addition to the Ski Tourers' family of huts.

This project, too, has had its share of bad luck. During the beginning of 1958 an 83 ft. bridge was built across the Snowy near the Lodge to assure access to the main range and the tow at Guthega when the Snowy is in flood. A tremendous effort went into the construction of this bridge, which was strung several feet above the known high water level. Yet during a flash flood in autumn

when the volume of water exceeded all previous records, the bridge was carried away by the raging torrent, taking with it a rock weighing several tons to which it was anchored. John Turner, undaunted as ever, has started work on a higher and longer bridge which will be ready for this winter. Granite boulders on both sides of the Snowy had deep holes drilled into them with the aid of a pneumatic drill (kindly loaned by the Atlas Corporation). All timber and materials for the new bridge have been transported by the "Jumping Trout," and draft horse and sled to Illawong. A large party of voluntary helpers will shortly assist John in erecting the new bridge.

STA Telephone Lines

Leon Smith, untiring in his efforts to maintain and improve main range telephone communications has laid a line from Albina via Seaman's (where there will be a telephone set during the winter) to the top of Crackenback Peak. This line will link up with the Kosciusko-Thredbo Company's chair-lift telephone line at the top station. Thus during the time the chair-lift works, important messages between Albina and Roslyn and Seaman's and Roslyn can be relayed and when the chair-lift is not operating, the line can be switched directly through to Roslyn. Albina and the Chalet are already linked by a telephone line. John Turner and Leon Smith have recently completed a telephone link between Illawong and the SMA Ski Club Lodge at Guthega, which Lodge is connected to the SMA exchange at Island Bend. John is also half-way through laying a wire from Illawong to the Chalet. Whilst it must be realised that our Don 3 signal wire lines which are laid on the ground are rather vulnerable and in the past have given a fair amount of trouble, we have learned a lot during the three years Leon has perfected our telephone system and all going well we might have complete inter-Lodge communication, which will make main range touring and movements between our huts infinitely easier and safer. In addition, one could

envisage emergency messages from Chalet being relayed via Albina to Roslyn and from there over the PMG network, or, if for some reason this link between Roslyn cannot be established, a message could be sent via Illawong, Guthega and the SMA exchange at Island Bend.

Mid-Summer Ski Races

The seventh STA Christmas races were held on Sunday, December 28 on the "South America" drift on Mt. North facing Seaman's. The Albina Slalom started at 11.30 and was set by Tony Sponar. It had 35 gates and was fast and fluid. Thirty-five competitors took part and the standard was up to New Zealand Championships. Telephone communications were laid by Leon Smith connecting the start with the finishing line, obviating the need for visual starting and allowing for a much longer course. In the afternoon a giant Slalom for the Hans Neering Memorial Trophy was run. Tony Sponar again set a beautifully open and fast course, making the best of the drift. The summer races have become an accepted event in the Australian Ski Racing calendar. Many spectators came to New Cote including visitors from Three Alpine Village, who had travelled up the chair-lift and then walked across the Ramshead Ranges, or had ridden up Jean Findlay's horses. She conducted a riding school and children's camp during the Christmas holiday.

ALBINA SUMMER SLALOM CUP.

MEN.

1. D. Collman
2. B. Day
3. B. Janata
4. T. Mandlik
5. K. Werder

LADIES.

1. M. Stuart (Day)
2. P. Bruce
3. N. Humphrey

HANS NEERING MEMORIAL TROPHY.

MEN.

1. D. Collman
2. B. Day
3. B. Janata
4. T. Mandlik
5. J. Steiner

LADIES.

1. M. Stuart (Day)
2. P. Bruce
3. N. Humphrey