

Yacht Marigo – The First Decade (1967-1977)

(Pearson Countess 44 – Hull #50)

By Ted Hine - August 4, 2017

(Photos and Acquisition Documents follow text.)

The following is the history, as best I can recall it, of the Pearson Countess 44 sailboat purchased by my father about this time of year in 1967... just about 50 years ago. He would sail her extensively for almost a decade until his untimely death from cancer in 1977.

My dialog will be perhaps somewhat rambling as I present what I recall from way back when and as I reminisce about times long gone. When father acquired “Marigo” in 1967 I was a 22 year old college student in Colorado.... I’m now 72. I still live in landlocked Colorado so I apologize in advance if some of the nautical terminology I use is either out of date or inaccurately remembered.

I’ll start with a little background about father. He was Edward Kirtland Hine (nickname “Kirt”) and was raised in Seattle in the 1920’s and 1930’s where he learned to sail. He and his childhood best friend raced Star Class boats as teenagers on Lake Washington and Puget Sound and represented Seattle in the 1935 International Star Class Championships at Newport Harbor, CA. Father attended college on the east coast graduating in 1939 with a degree in Electrical Engineering (and a private pilot’s license). He immediately went to work designing military and commercial airline propellers for Curtiss-Wright Corp. (a large defense contractor of the day) in northern New Jersey where he would spend his career and where I was born and raised. During the years I was growing up father only very occasionally sailed what with his job, raising a family, and the fact that we lived some distance from any meaningful water. In the late 1950’s my parents did begin taking an annual winter vacation chartering sailboats in the Caribbean. Then in 1962 when father re-married he and my new step-mother Mary moved to the tiny Hudson River town of Garrison, NY about 90 miles north of New York City. For years Marigo’s transom showed Garrison, NY as her home port.

Father purchased Marigo in the summer of 1967 and sailing her to far away exotic places for roughly half of each year would become his passion for the rest of his life. I vaguely recall that the Countess 44 (forty-four feet long) was perhaps the first production fiberglass sailboat of its size. I remember visiting Rhode Island with father when she was under construction in August of that year when I was visiting after a summer semester at college. I still have some of father’s acquisition papers (see the last pages of this document) which suggest that he probably took possession in early September.

The name "Marigo" was a contrived word representing a combination of his second wife's name Mary and Marigot Bay on the island of St. Lucia, a favorite charter destination he'd been to in the Caribbean. Marigo was immediately taken (I don't know if sailed or trailered) to Kretzer Boat Works in City Island NY (on Long Island Sound adjacent to NYC) for fitting out with everything father wanted installed that didn't come from the factory.

Layout and Equipment

This is probably a good point to go over Marigo's configuration and installed equipment. Father configured her to be an active offshore long-distance cruising boat and a requirement was the he and Mary be able to sail her by themselves if necessary on extended ocean voyages.

According to the paperwork Marigo was built with the "E" cabin layout option. Since I don't see option E on the countess44.com website I'll briefly describe the layout. First encountered when entering the cabin down the stairs (ladder) from the cockpit was the main living/dining/galley area, settee and fold-down table on the port side and kitchen to starboard with sink and gimballed alcohol stove. Farther forward down a few more steps was to port a passenger cabin with an upper and lower bunk and to starboard was the head/shower. Farther forward was the owner's cabin with a bunk on the port and another on the starboard side. Forward of the owner's cabin was a compartment we called the forepeak used primarily for storage of sails, lines, and anchor chain. In theory Marigo could sleep 7... 4 in the cabins, one on a fold-down bunk (cot) in the forepeak and two on a small "double bed" which could be pulled out from under the main cabin settee after removing the table. I don't think I ever saw this bed used.

Father equipped Marigo with just about all the electronic and mechanical stuff he could physically fit on board. I think the only major accessory he didn't have installed was air conditioning, likely because the shore power it would have needed wasn't typically available where he liked to sail. My brothers and I used to joke that father had so much mechanical and electrical stuff aboard because, being a tinkerer, he enjoyed fixing it and if keeping everything working wasn't a full-time job he'd install more stuff till it was. It seemed that everywhere he and Mary sailed you'd find father with his head stuck in a hatch somewhere or with a tool in his hands fixing something.

There was a good size bank of batteries in a deck box just ahead of the main cabin windows. As I recall the Onan 3KW generator needed to be run about 2 hours a day to keep the batteries charged to run all the electric stuff on board if shore-power wasn't available. The batteries would also charge if the main engine was running or from shore-power. Electrical/electronic equipment aboard included: The standard ship/shore type radios, a citizen-band base station, a "hi-seas" radio used to contact a "hi-seas operator" from anywhere at sea who could establish a phone patch so father could

communicate with anyone back in the U.S. (which he regularly did), and also a long-distance ham radio used to contact other amateur radio operators on regular schedules.

Navigation equipment included a depth sounder, loran (useful only along the U.S. coast...father taught himself celestial navigation for use when out of loran range.... I still have his Plath sextant), and a Decca radar unit which, as I recall, was mounted lower than normal and on the cabin top since it was too heavy to be installed higher on the mast... but it still worked pretty well, and an auto pilot he called "Iron Mike". Additionally, father had a freezer built into one of the lockers under the seats on the starboard side of the cockpit (this was in addition to the factory installed refrigerator). Also, aboard was a fresh water-maker which as I recall was broken most of the time. And then there was the electric primary anchor windlass.

I believe that Marigo had Hood sails. In addition to the main, mizzen, and jib, father carried a mizzen staysail which was used occasionally. I don't think Marigo ever had a spinnaker. This jib was roller furling so that it could be handled easily from the cockpit in heavy weather.

For a dinghy father had a Boston Whaler (made of "unsinkable" foam core and fiberglass). I can't remember it's length but it was able to easily handle 4 or 5 passengers. It had a 25hp Johnson outboard motor which provided enough power to almost, but not quite, use for water-skiing. Since the Whaler was far too large to stow on deck, it was towed everywhere Marigo went. For long ocean crossings father would stow and secure the outboard motor in Marigo's stern lazarette.

Life Aboard Marigo

From the fall of 1967 through the fall of 1976 father and Mary spent roughly half of each year living aboard and sailing Marigo to exotic and exciting places and the other half of the year recovering and planning and preparing for the next year's adventure. During this period father and Marigo would become very well known in the Caribbean sailing and charter communities from the Bahama's to Trinidad/Tobago. Father was quite outgoing and gregarious and it always seemed that within hours of arriving at a new strange port-of-call or anchorage he would have identified and made friends with the important local movers & shakers and fellow sailors. Many early evenings after "the sun went over the yardarm" Marigo would host guests aboard from other boats or ashore to enjoy adult beverages, discuss topics of common interest, and to exchange stories. Mary was an excellent cook and I was always amazed at the meals she could prepare in Marigo's tiny galley even when at sea.

Marigo hosted a steady stream guests aboard as she traveled. Before leaving for each season's adventure father and Mary would invite and schedule many family members and friends to visit for a week or two and help sail from place to place. Once the basic schedule was determined father would spend many evenings aboard updating and

confirming schedules and arranging for upcoming guest to bring needed paraphernalia (including spare parts for something that had broken) via his hi-seas or ham radio (which were located on a shelf behind the port side settee in the main cabin). He also typically called the hi-seas radio operator at least once a day to check for "traffic", which were messages left by anyone wishing reach him that were left by calling the land based hi-seas operator who would forward them when father next checked in. Since I heard it so many times when aboard I still recall vividly his calls to get the attention of the hi-seas operator..... "This is yacht Marigo, Whiskey X-ray 9479, calling station WOM, over", repeated over and over till a response was received.

Father always ran a safe and well managed ship and would always patiently work with new "crew" as they came aboard to make sure they were adequately trained for whatever duties he assigned them.

Destinations and Travels

In the fall of 1967 Marigo made her maiden voyage going from Garrison, NY down the Intercostal Waterway to Florida and then into the Bahamas. For the 1967 Christmas holidays myself and my two brothers met Marigo in a remote part of the Bahamas as father had arranged for a small Grumman Goose sea plane to transport us from the Nassau airport to Highborne Cay. We cruised the outlying islands for a week or 10 days enjoying father's new toy. In the winter of 1968 Marigo made as it far south as the Virgin Islands. During spring break in 1968 some college friends and I met father and Mary in West Palm Beach FL and together sailed into the Bahamas for a few days. Marigo then worked her way north and back to New York.

During the summer of 1968 Marigo spent a good deal of time at the Kretzer Boat Works in City Island, NY (where she had been fitted our the previous fall) having appropriate fixes and changes made after her first season of cruising. I spent that summer at home in Garrison and recall that father, myself and my brother Greg regularly commuted the hour-and-a-half each way to work on Marigo doing projects that didn't require the talents of the Kretzer trained work force. In the late summer just before I headed back to college we spent a week or 10 days and sailed Marigo to Martha's Vineyard, on to Chatham on Cape Cod, and then north to Marblehead, MA visiting friends along the way.

In the fall of 1968 Marigo again headed south. By this time father and Mary had decided that the cruising life suited them well and they made the decision to sell the Garrison, NY house and move to Tequesta(Jupiter), FL which would eliminate the annual trips up and down the Intercostal Waterway and where their house could easily be rented during the winter when they were away cruising to help pay the bills. As they passed through Florida that fall they approved the final constructions plans on their new home and then continued south, I believe that season as far as St. Lucia. In the spring (1969) as they returned north construction on the new house was complete so Marigo

stayed in Florida where her new “home” became the Jib Club, a tiny marina in Jupiter where father could commute daily from home to Marigo aboard the dingy along one of Jupiter’s waterways... about a 15 minute trip.

After graduating from college in June of 1969 I spent the summer living with father and Mary in Florida while I waited to see if I would be drafted into the military (which I subsequently wasn’t). That summer Marigo had her annual extensive maintenance and re-fitting done at Spenser’s Boat Yard in nearby West Palm Beach (later merged with and re-named the Rybovich boat yard). That fall, having my draft worries by then behind me and not yet being gainfully employed along a career path, I took the opportunity to sign on as crew and spent November through January aboard Marigo helping sail her through the Bahamas and on to the Virgin Islands. Marigo spent almost the entire month of January (1970) at the Yacht Haven marina in the harbor at St. Thomas when she wasn’t taking visiting friends and family on several day trips into the nearby British Virgins Islands. Yacht Haven had become, and would continue to be in future years, a major annual stopping off point for Marigo due to its location, maintenance facilities, and easy transportation access for visitors. After I returned to Colorado at the end of January Marigo continued south and I believe this may have been the year she made it as far as Trinidad & Tobago.

My next adventure aboard Marigo was in January of 1971. That was the season father and Mary made it through the Panama Canal to the Galapagos Islands, 600 miles west of Ecuador in the Pacific. In preparation father acquired two rubber diesel fuel tanks which were strapped to the deck in case Marigo got trapped in the doldrums (which I don’t think she ever was) and because of the lack of availability and reliability of fuel in the Galapagos. I can’t remember the exact capacity but they were perhaps 100 gallons each. Due to the long ocean crossings involved and the remoteness of the destination father also recruited an “official” crew member for the voyage, a hard-working young man native to Barbados named Godfrey who bunked in the forepeak. As I recall he received very little compensation except for food, a place to sleep, and the cost of transportation home if necessary. I think that this was the only time father ever paid anyone to help sail Marigo (and now that I think of it, I don’t think Marigo ever went anywhere without father aboard as captain.)

As I recall, Marigo spent a month to a month-and-a-half in the Galapagos and several groups of friends and family came to visit. In early January my brother Greg and I flew to Ecuador and took the once a week “commercial” airline flight to the Galapagos (the only way you could fly there and which we learned was actually run by the Ecuadorian air force). We spent an amazing 2 weeks exploring the islands aboard Marigo. While I understand that today the Galapagos have a large and necessarily tightly controlled tourist business, in 1971 supervision wasn’t required and there was very little tourism. I recall that we only ran into 2 other private yachts while we were there and additionally there was a small cruise ship accommodating perhaps 30 passengers that would come from Ecuador for around one week a month.

While I could tell many fun stories of my exciting times aboard Marigo this is perhaps a good place to tell one that stands out in my memory and which I'll call "Marigo's Close Encounter with British Royalty". One of the only two places in the Galapagos Islands in those days where limited provisions were available was the tiny village of Puerto Ayora (population perhaps 200) on Academy Bay on the island of Santa Cruz. Because of available provisions and its sheltered small boat anchorage, father used this as his default home-base while in the islands, returning frequently. Soon after Marigo's arrival it was learned that Britain's Prince Philip (husband of Queen Elizabeth) would be coming to this small village soon aboard the Royal Yacht Britannia (as large as a medium size cruise ship) to dedicate the recently opened Darwin Research Center there where several scientists would study the famous huge Galapagos tortoises and other wildlife. (As I write this in early August of 2017 Prince Phillip today made international news as, at age 96, he formally retired from making public engagements on behalf of the Royal family.)

Father made sure we were there when the Britannia and a large support vessel showed up and, because of their draft, anchored somewhat far out in the bay. We were one of only two private yachts in the harbor at the time.

Father being father, he couldn't resist the opportunity this presented so he got out a sheet of Yacht Marigo stationary and hand wrote a note which read something to the effect of (in proper nautical English) "Captain Hine would be honored to have his Royal Highness come aboard to inspect the American Yacht Marigo at a time of his convenience." The invitation was delivered to the Britannia by my brother and crewmember Godfrey via the dinghy. They were asked to stand by for a reply and after perhaps 20 minutes they were handed an official royal envelope complete with the royal wax seal on the back. All of us aboard Marigo watched with anticipation as father opened the reply which read, as expected and in very formal English on official letterhead, something like "His Royal Highness would be honored to accept your kind invitation however must decline due to his busy schedule". It was signed by the Prince's social secretary.

The next morning at the time the Prince was scheduled to come ashore for the dedication ceremonies we all gathered on deck with binoculars to watch as he went ashore in the Royal Barge, the most direct route from the Britannia to the dock being quite a distance from Marigo, perhaps 400 yards at its closest. To our surprise the Royal Barge didn't head for the dock but instead directly toward us and few minutes later passed within a few feet of Marigo as Prince Philip exchanged hand waves with us. The Royal Barge then changed course and headed toward the dock. While the Prince hadn't accepted the invitation to come aboard, he'd found another way to acknowledge the invitation.

And that wasn't quite the end of the story. Father had a ham radio schedule set up a couple of hours later and, since his ham radio aboard was malfunctioning, he'd made arrangements to use the one at the tiny local hotel (which had perhaps all of 5 guest rooms). As the designated radio contact time approached father and I went ashore. In order to get to the hotel's "radio shack" it was necessary to pass through the hotel's common area, about as large as a medium size American living room. By coincidence a reception was in progress there with the Prince's party, the scientists, and local officials and the room was very crowded. As we made our way through the crowd we accidentally literally bumped into Prince Philip and were immediately introduced to him by the hotel's owner as from the American yacht. I don't recall the exact

words but the Prince said something very British like “Jolly ho, very nice yacht you have .” Our conversation lasted perhaps less than a minute and we continued on our way to the radio shack.

I next visited Marigo in the spring of 1972 as she was working her way north after the winter far south in the Caribbean. I flew to the island of St. Barths and we spent a few days there and in Antigua before I flew home from St. Thomas.

The Later Years

Over the next few years my job prevented me from spending time sailing but Marigo continued her tradition of going south each winter and one year she spent the season exploring the Caribbean coast of Mexico.

The next and last time I saw Marigo was in Southwest Harbor, Maine during the summer of 1976 when I was otherwise on the east coast on a business trip. That year father had decided to stay in Florida for the winter and instead take Marigo north for the summer. When I visited Marigo she was undergoing her annual maintenance and re-fitting at the Hinckley facility in Maine. That fall Marigo returned to Florida.

In September of 1976 father turned 60 years old and was in excellent health. In mid-December however he became suddenly ill and was diagnosed with pancreatic cancer which had spread to the point that nothing could be done. He died a little over 3 months later in early April 1977 having spent the last month in a Miami hospital. A few days before his death Marigo, in West Palm Beach at the time, was sold. Any records of who purchased her are long gone and forgotten. I would guess that in the years he owned Marigo he put perhaps 30,000 miles under her keel.



Marigo under construction in Rhode Island – August 1967.



Above: December 1967 in the Bahamas.



Captain Hine in Nantucket Sound – August 1968



December 1967 in the Bahamas with her hull number on the mainsail.



Prince Philip's close encounter with Marigo (standing with hands on hips in the brown shirt). Galapagos Islands - Jan. 1971.



Northrop and Johnson

JAMES T. NORTHROP
GEORGE F. B. JOHNSON, JR.
A. RULON MANSFIELD, JR.
BRUCE R. BRAKENHOFF
RODERICK O. WILLIAMS
CARLOS P. ECHEVERRIA
RICHARD MAXWELL
WALTER H. RUSSELL
JOHN E. IRVIN
OSMON A. ROBINSON
GEORGE W. NICHOLS

YACHT BROKERAGE — MARINE INSURANCE

366 MADISON AVENUE
NEW YORK, N. Y. 10017
Murray Hill 2-5874

CABLE: ENJAYACHT

J. BURR BARTRAM, JR.
JULIEN ELFENBEIN, JR.
RICHARD LOH
JOHN D. WITMER, II
STAMFORD, CONN.
RICHARD WARD, JR.
JOHN D. MORSE
HENRY W. H. WASHBURN
MARBLEHEAD, MASS.
ROBERT FISHER
ROBERT G. RICHARDSON
FT. LAUDERDALE, FLA.
PETER GALLAGHER
G. ROBERT FRITSCHLER
BRISTOL, R. I.
G. F. B. JOHNSON
BUFFALO, N. Y.

July 28, 1967

Mr. E. K. Hine
Rte. #403
Garrison, New York

Dear Mr. Hine:

As promised, I am enclosing the literature and price list for the Pearson COUNTESS and the layout plans of the special interior.

After you have studied the enclosed, I am sure you will agree with my feelings that the COUNTESS ideally suited for your needs. I look forward to showing her to you and will plan to meet with you in Bristol, Rhode Island on Friday, August 1st. I will contact you by phone on Wednesday to confirm this.

I look forward to meeting with you next week, in the meantime, I am

Sincerely,



Bruce R. Brakenhoff

BRB:eb

Enclosures 3

Northrop and Johnson

STANDARD PURCHASE ORDER

Name E. K. Hine Telephone 914-GA 4-3628

Address Route #403, Garrison, New York
(hereinafter called "Purchaser")

Hereby orders from: NORTHROP AND JOHNSON, INC.
366 Madison Avenue
New York, N. Y. 10017
(hereinafter called "Dealer")

One (1) Pearson COUNTESS 44 Layout E as described in the description folder,
dated Jan. 10, 1967, attached to and made a part hereof, at \$ 50,250

To be delivered: Payment taken Ship #
To Purchaser in the water at Mrs.

To common carrier for shipment to Purchaser, at his cost and risk to _____

Delivery date desired by Purchaser A.S.A.P.

Buyer agrees to pay Dealer: \$ 13,000, being twenty-five percent (25%) of the purchase price upon signing of this order; balance of \$ 37,250 plus sales or other tax and any unpaid balance on extras is due in full, upon notification to the Purchaser that the boat is completed and ready for shipment by the builder. Any changes or extras not included herein are to be signed for by Purchaser in writing and paid for when ordered or when the cost thereof has been determined.

Witness: _____ By (Signature of Purchaser) Edward K. Hine

Date Aug 9, 1967 By (Broker) FRB.
NORTHROP AND JOHNSON, INC.

ACCEPTANCE OF ORDER

Date Aug 9, 1967 By (Dealer) Conrad P. ...
NORTHROP AND JOHNSON, INC.

(SEE REVERSE SIDE FOR CONDITIONS OF SALE)

The above typed date of "Jan. 10" is clearly a typo.

TELEPHONE:
MURRAY HILL 2-5874

DATE September 7, 196
7

Northrop and Johnson

INCORPORATED

Yachts

366 MADISON AVENUE
NEW YORK 17, N. Y.

Yacht Countess #50

Sold To E.K. Hine
Route #403
Garrison, New York

Order **N^o 1136**

QUANTITY	DESCRIPTION	AMOUNT
	Countess 44 Layout E	\$50,250.00
	Bow pulpit	250.00
	Life lines & stanchions	475.00
	Stern rail	260.00
	Pressurized hot water system for head & galley w/shower	740.00
	Powermate converter	287.00
	Radio telephone ground	29.00
	Insulated backstay	40.00
	Spreader lights, main	60.00
	Spreader lights, mizzen	60.00
	Genoa operating gear	165.00
	Onan 3KW generator	1,995.00
	Grunert 12V refrigerator	844.00
	Electric bilge pump	59.00
	Constellation compass, 5"	195.00
	Kenyon speedometer, 444A	290.00
	Ideal electric windlass, ACW	625.00
	4" name & hailport	22.00
	Deck box	65.00
	Mizzen staysail operating gear	125.00
	CONTINUED ON PAGE 2...	56,836

QUANTITY	DESCRIPTION	AMOUNT
	PAGE 2.	
	Bendix automatic pilot	\$ 985.00
	Bendix remote control unit	✓ 168.00
	Merriman jib furling gear w/2 part halyard	✓ 523.00
	Chopping block for sink in galley	N/C
	Raytheon Holiday fathometer, Mark III	✓ 265.00
	Mainsail - Hood w/reef points	✓ 730.00
	Mizzen, 7 oz.	✓ 196.00
	#2 roller furling genoa, 8 oz.	✓ 682.00
	Mizzen staysail, 1.5 oz.	✓ 323.00
	Mainsail cover	✓ 72.00
	Mizzen cover	✓ 42.00
	Freight to City Island	327.00
	TOTAL:	\$61,149.00
	→ 2% N.Y. SALES TAX:	1,222.98
	TOTAL:	\$62,371.98
	Less deposit:	13,000.00
	BALANCE DUE:	\$49,371.98

10/10/67

SOLD TO { YACHT MARIGO
 &
 OWNER Mr. E. K Hine,

Rt. 403, Garrison, New York

T O KRETZER BOAT WORKS, INC.

BUILDERS

MARINE RAILWAYS, REPAIRING & STORAGE

ENGINE REPAIRS, SPARS, SWAGING, RIGGING, HELIARC WELDING AND BRAZING

BILL No. _____

page -10-

**459 CITY ISLAND AVENUE
CITY ISLAND 64, NEW YORK**

Your No. _____

2	5/16 SS shackles, (anchor rode)	21	70
1	Marinium cleat (topping lift)	3	80
15'	Samson line "	3	30
1	308B Cheek block "	3	70
1	301B " "	2	90
1	304C deck strap "		65
2	3/16 SS Shackles "	5	50
	*****additional material and labor will follow on completion of work*****		
Labor	Make up radar stand, bend plate and weld up platform	470	50
	Labor to date - 4737.75		
	Material to date <u>1627.67</u>		
	6365.42		
	Less 10% discount, except "at cost, P. P. freight, etc.		
	<u>136.32</u>		
	6229.10		
	NY Sales Tax <u>311.46</u>	Total	6540 56

PAID
 Kretzer Inc.
 10/11/67
 E.S.

BILLS PAYABLE BEFORE YACHT LEAVES YARD

This is the last of a 10 page list.

CEILS & FOERST MARINE ELECTRIC CO., INC.

Consultants - Wholesalers & Distributors - Design Engineers

Electronic Specialists

197 CITY ISLAND AVENUE
CITY ISLAND NEW YORK, 10064

Mr. E. K. Hine
Catrock Road
Garrison, N. Y.

DATE: October 11th 1967

OUR ORDER NO. see Page 1

CUST. ORDER NO. "

RE: Yt. "Marigo" & Owners

TERMS: BILLS DUE WHEN RENDERED NET

- Page 3 -

8	S.S.Parker Kalon screws #84-1/2	32		
1	C.J. 8-prong receptacle	3	35	
1	C.J. 8-prong plug	3	35	
	Trans.Charges	13	58	
1	Perko W.T.Deck fitting	3	20	
1	58791 pulley L.N.	21	00	
1	Handlite R5116	16	50	
1	Shunt	12	00	
2	3V-425 Belts @ \$5.30	10	60	
1	3V-8" 2-groove pulley	14	73	
	Machine Onan Pulley for 8" 2-groove	24	50	
1	Oil Pressure switch	6	50	
1	1/8" Tee Brass		65	
1	#53635 F Bracket	5	95	
1	#57742 Adjusting Arm	2	25	
1	#58192 Hardware		55	
1	#53745 Adjusting Lug	1	30	
14	#4 Lugs	4	62	
15ft	#4 Belden cable	8	25	
1	Frequency and Running time Meter	38	50	
				\$1,087 88
	Electrical and Electronic Service			2,000 00
				\$10,440 88
	N.Y.S.Tax (on Labor & Materials)			521 37
				\$10,962 25
				149 68
				1111 93
				8000 00
				3111 93

Paid in adv

Last of a 3 page list.