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HERON NEWSLETTER

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NEXT ISSUE

It is hoped to get the next issue - the December one - into your homes before Xmas. This will mean that any material for it will have to be at 9 Murchison Street, St.Ives 2075 by NOVEMBER 10TH.

And PLEASE! have it in by that date. The current issue was a bad one for late arrival of material. It throws out the organisational plans and delays the publication of the issue.

THE PRESIDENT WRITES

The Heron makes itself felt at all sorts of unexpected times.

I came home the other day feeling very miserable. We were having industrial problems at work, I'd just picked up my car from an unsatisfactory mechanical repair that I was going to take back and argue about, and I was struggling rather unsuccessfully, with an influenza attack. Generally, I was feeling very sorry for myself.

Then, in themail, there was this letter - A South Australian Heron family had read my comments in the last Newsletter on what the Heron means to me. They had thought about these comments and had realised that to them too, the Heron was much more than just a sailing boat. They had then taken the time to sit down and write to me about it - just a simple little note.to let me know that the words I had written had struck home, at least with them.

That note, arriving when it did, was really appreciated. I read it, and at once, the world was cheerful again.

CHRIS LLOYD-OWEN

COVER PHOTO

5123, WAP, was the 1966 National Champion skippered by Paul Hopkins and crewed by Andrew Hopkins. Properly sailed, the Heron can move pretty fast and this photo - by Ken Wilson - is the best we've seen of a Heron planing.

NOTICES OF MOTION

REMINDER If you have any matters for the attention of the next Annual General Meeting you must send in notices of motion to reach me 6 months before the meeting. This is required by Clause 9.2 of our Constitution, and, as Clause 3.3.1 requires that the A.G.M. be held in the first fortnight of May each year, the notices of motion have to reach me by the end of October.

So don't be hesitant - send in those notices of motion since they cannot be considered at the A.G.M. otherwise.

A.W. IMLAY
Hon. Gen. Sec.

URGENTLY REQUIRED - SECONDHAND HERONS

Now is the time when the Association is inundated with requests for secondhand Herons and, invariably, it's also the time when the secondhand boat list is looking decidedly lean. Do you have a Heron that will not be sailed by you this season - or alas - ever again?

Make some family happy and add your boat to the Association's secondhand list.

We need to know whether the boat is painted or varnished, brand of sails, built-in or bag buoyancy, stainless steel or galvanised rigging, with or without bailer and/or trailer and the price. Send this information to the Class Registrar, YWHSAA, 1 Ethel Street, Balgowlah, 2093.

KITS AND BITS

Ifyou are thinking of building you may like to remember that the Registrar has information of building kits that will undoubtedly be of assistance to you. These kits are available in most States and make the job of building a lot easier.

The Registrar can also put you in touch with suppliers of bits, such as the spar that needs replacing or a centreboard or a rudder blade or even a complete rudder.

Mary Clarke has a great store of information on these and other things pertaining to Heron sailing. Get in touch with her if you think she can assist. Its Pounds to Peanuts that she will be able to.

EDITORIAL

Ever tried to write an editorial with the TV on showing direct the last day's play in the 5th Test between England & Australia, with Australia in trouble and wickets tumbling. A win is needed to square the series.

My editorial this time is in the form of a plea. My work, that thing to which all of us owe our bread and butter, is taking me more and more away from Sydney and I just cannot devote the time that is necessary to the efficient production of the Newsletter. In fact this issue is being rounded off by Bill Imlay and Brian Porman and they will undertake the next issue too. Its good to have stalwarts like these people in the Association - People to whom you can turn when you need a helping hand and who respond so willingly even though they have loads of their own. In this case Bill is the Association General Secretary and Brian is the Secretary of Middle Harbour Heron Club.

(The Test report - They have just gone to lunch. Australia needs 40 runs to win - five wickets in hand.)

So, the Association will need an Editor as from the next Annual General Meeting.

How about it? Anybody willing to take on a most important job for their fellow Heroners and the Association?

ON THE DEBIT SIDE - It takes a bit of your time but not as much as all that. The issues come out four times a year and each one takes two or three weeks overall (say eight nights per issue) from 7.30 p.m. to 10.30 p.m.

As an officer of the Association you must attend the monthly (or two monthly) meetings, from 7.30 p.m to 11 p.m. or a bit later.

You get the very occasional upsetting letter

ON THE CREDIT SIDE - It is a very interesting and worthwhile job. You don't have to be an English professor or a journalist (of all things I'm one of those heavy handed Engineering types!)

You correspond with a great bunch of people all over Australia, in New Zealand and Papua/New Guinea. Actually meeting them in Sydney or on their home grounds is a tremendous pleasure.

You assist in running the affairs of the Association as one of the Executive Officers working with a good and dedicated crew.

You feel you are putting something back into the Heron class and if you are like me you must surely have the feeling that you are getting something out of it. Can you really just let the other bloke run things for you - an organisation like the Y.W.Heron Sailing Association of Australia does not run itself, you know.

Our present printers, M.J. Seymours are good people to work with. Kay Bowden and Mary McDonagh (who handle our account for Seymours) are courteous, willing and ever so helpful. They ease the burden (such as a burden it may be) a lot.

SO! HOW ABOUT IT?

Unfortunately, because of the Association's geographical layout, the Editor should be a Sydneysider and preferably work in the City of have access to the City. A lot of you fit into that category and I'm sure could do the job better than I have been able to. I had meagre experience with sailing or sailing affairs before I suddenly found myself as the Editor some years ago - BUT I can honestly say I have found you don't need that sort of experience.

SO! AGAIN! HOW ABOUT IT?

I'll be happy to ease you into the job. If you want to talk about the job requirements give me a ring or in my absence ring Bill Imlay (449-1188) or Mary Clarke (948-8142).

Its an important job for the Association. Please, PLEASE, give it some earnest consideration.

CHARLES HUTCHINGS

JOHN COEN'S REPORT ON THE U.K. HERON CHAMPIONSHIPS

Apparently the U.K. Association finds it very difficult to find a suitable place to hold a Championship - they are all booked up ages in advance. For 1972 the "gravel pits" at Chipstead out of Sevenoaks, Kent was available and that is where everybody gathered on the weekend 1/2 July. Rene Borra, Secretary, U.K. Association was not aware of it at the time, but as far as I was concerned, the selection could not have been more convenient - only ½ hours drive from my place of residence at Greenwich.

It is customary that gravel pits be filled in as they are used. In this case of Chipstead, the pit owner thought that filling in with water might prove of more value in later years and this is what he did despite fierce council opposition. The reward for his foresight comes when he sees hundreds of local people sailing on it and fishing from its bank. I was happy to meet and have a long talk with this fine gentleman and his wife - Mr. & Mrs. Stern - who, incidentally honeymooned in Hobart in 1927.

Chipstead Lake is not very large. Not unlike Albert Park Lake in shape and size; about 1 mile long, 100 yards wide at its narrowest and 400 at its widest places. One bank is a sheer drop of 20 feet and the other lined in willows and poplars. The winds as a result are seldom true. The average depth is 60 feet. The peculiarities of Lake Burley Griffin in no way compare with those at Chipstead.

The muster for the 1972 U.K. Championships was the largest for some time, reaching 82. Entries remained open until just before Heat 2. Yes, this is true. It is not difficult to imagine the problems of setting a line and a course on this tiny lake. Neither is it difficult to image the problems of getting and keeping clear wind nor of picking the favourable changes.

All kinds of boats entered; the old, the new, the timber constructed, the fibreglass constructed. Male skippers, female skippers, old and young, the keen and the "happy-go-lucky". Tents and caravans popped up outside the tiny club house and a noisy party (remember the Woolshed at Canberra in 1967 ?) was organised at the village hall. The gathering was a truly family one and reminded me so much of our own National Championships.

Fibre glass ! Sounds like heresy. But it is a fact in England. The odd thing about them is that they look exactly like a Heron - even inside excepting for a slight alteration of buoyancy tanks on the sides, the rounded seats and half deck make for easy sitting. I should know since I sailed one in the series. Average weight about 182 lbs. Balance - just right. English boats, including the glass version, have original narrow gunwhales and rubbing strips on the bottom side. Skegs are not tapered - neither are keels for that matter. Sails are set between black bands - are at gaff head and are at 4' odd above the hog. Sails generally are flatish and of (what I thought, anyway) inferior cloth. Apart from the black band measuring, a middle girth is taken before they are permitted to be used for racing. Generally this has kept owners within bounds but - and here is the rub - 5 or 6 appeared at Chipstead with a mainsail not unlike a Puffin Pacer. An official was heard to say that these were still inside the allowable area and therefore acceptable. My comment was that they were decidedly outside the silhouette and would NOT BE ACCEPTED in the COLONIES (sic). The advantages are obvious in light winds. (NOTE. I feel sure that our ideas on three girth measurements and better position control, has lots of advantages if the one design concept rather than a restricted concept is to be preserved.)

Officials met on the occasion of my visit were Mr. & Mrs. Stern whom I mentioned earlier - Patrons Chipstead Yacht Club; Mr. & Mrs. Gough Symons, President, U.K. Association, Mr. & Mrs. René Borra, Sec. and Asst. Secretary, U.K. Association; Commodore and Mrs. Donald King, Chipstead Yacht Club. I cannot overlook the first class sponsorship of Mr. & Mrs. Stanley Burton in all of my negotiations; nor the smiling face of my very competent crewman Simon Lawrence; nor the kindly and delightful couple who lent me their glass Heron No. 8110 ARDEA (Latin for Heron) - Mr. & Mrs. Harry Ridout.

And now for the racing in which Australia competed against 81 most eager Englishmen. On the Club mast flew the Victorian Heron Sailing Association flag and the Elwood Sailing Club burgee. At the gaffhead of Ardea the racing flag was a silk Australian ensign. The winds ranged from 5 m.p.h. on the Saturday morning to 15 m.p.h. on Sunday afternoon - mostly west to south west. Each race had from 3 to 4 laps. Each lap had to round 5 marks - 4 to port or to starboard and the 5th to starboard or to port. Each race not only became a memory test but also a fight for clear wind. On this lake boat speed was not as important as picking wind changes. I was most impressed by the skill of my crew who knew where these might come from.

Results as far as the Australia representative was concerned were :-

1. Open Singlehanded - 76 Starters, 19th place, missed one buoy and had to return to round it; consequently lost 10 places. No crew on board to blame for this.
2. Heat 1. 82 starters. Shocking start. Lucky breaks with wind shifts. 7th place.
3. Heat 2. 82 starters. Coolish day. More lucky breaks. Course shortened. 8th place.
4. Heat 3. 77 starters. Freezing afternoon. Stronger wind. Some minor scares. 9th place.
5. Overall places. U.K. Championships - 7th
   Brolga Trophy (raced concurrently) - 1st.

A summary of how age in boats compared.
No. 440 won the 1972 title; No. 140 was second; No. 21 was 5th; No. 2675 was 4th; No. 5777 was 6th and No. 8110 (my boat) was 7th. I cannot recall what was 3rd but No. 1313 was always handy. Incidentally 5777 and 8110 were glass. It appears that age or glass do better than most - in England anyway.

JOHN COEN
(on tour in the U.K.)

THE HERON ENDEAVOUR SERIES

With the ever growing number of attractive Invitation Days now on the Association Calender, it is increasingly difficult to persuade people to leave their own particular little patch to visit and race against Heroners of other clubs, and after all, wasn't this what Heron sailing was all about originally.

The Botany Bay Heron Sailing Club has taken positive steps to try and remedy this situation by getting together with other Heron supporting clubs in the area with the view of organising a local inter-club series.

The clubs concerned in this venture are:

Botany Bay Heron Sailing Club
Burraneer Bay Sailing Club
Connells Point Sailing Club
Cronulla Sailing Club
Kyeemagh Sailing Club
Oyster Bay Sailing Club
Port Hacking Sailing Club.

Thus a new series, to be known as the Heron Endeavour Series was born.

It was decided to race the series over 3 races each year to be conducted in conjunction with the Invitation Day of the host clubs for that particular season, the 1972/73 venues being, the Cronulla Sailing Club's Invitation Day, Connells Point Sailing Club's Invitation Day and one other, still to be decided.

To remain attractive to all members of the various clubs, be they the local Club Champion or longest handicapped boat, the series will be run on a handicap basis only, and as the host club's Invitation Day remains the main event of the day, all boats participating in the series will have to enter the Invitation Day event of the host club with results merely being extracted from the results of the Invitation Day event.

The handicapping system for the series will be based on current club handicaps with adjustments by the Associations club rating. The first six boats from each club (on adjusted times) will be the only boats to earn points for the series and points earned will be aggregated over the three events to determine the winning club for that season.

In this way, it can be seen that this series is not one catering in the main for a club's top boats only but affords the opportunity for every boat to earn points for his club and also swell the fleets for Invitation Days which will still remain the most important event of the day.

The Botany Bay Heron Sailing Club has taken further steps to ensure the fullest possible support for the success of the series by not holding any club events over the weekend that a series race is scheduled and are hoping that they will be able to transfer their whole fleet to the Invitation Day of the club concerned.

This series is an exciting idea and it could well be that some time in the near future we may see similar zone series develop in other areas and, who knows, the day may soon come whe we see inter zone series as well.

LETTERS TO THE EDITOR

The Editor,
Heron Newsletter.
Dear Sir,

It's not often that one has the opportunity to photograph one's own boat and the photo of Malbaru needs a note of explanation.

7831, Malbaru (Aboriginal for Heron) was built in 1969 in Port Lincoln, and was raced there before I moved back to Adelaide, where it now appears at Henley Sailing Club on the too few occasions I am now able to race. To save counting, there are 29 Herons on the transom, the yellow and orange ones being washed out by the yellow filter on the camera lens.

In January this year, 7831 was used at the Y.M.C.A. Camp at Antechamber Bay, on Kangaroo Island. An Aquatics Director of the camp, I had the task of introducing older boys at the camp to sailing, using three Holdfast Trainers (Cabots with Jibs) and the Heron. We found the most satisfactory scheme was to put the boys two at a time into the Heron for a while with an instructor, any other camp leader with sailing experience, which ranged from Herons to Moths and L.W. Sharpies, and then to transfer them to a Holdfast Trainer, where they would be on their own, but coached by myself chasing in a slalom canoe. I soon learned not to go too close if unintended gybes were threatening. Within the limitations of the Holdfast Trainers, which were too small, especially with Heron buoyancy bags just in case, the system worked well, and many boys were obviously very intrigued by the whole experience.

The photograph was taken while a couple of beginners were being given a few clues by a skipper who normally sails a Rainbow. Conditions were very light.

Others may like to try coaching beginners from a canoe. This presupposes a reasonable standard of canoeing skill, but is cheaper, quieter and better exercise than a power-boat, and if the beginners can sail away from the canoe, then conditions are probably too fast for them.

Yours faithfully,
P. J. CARTER 7831
Lockleys. South Australia.

Malbaru, 7831, with the 29 Herons on the transom.

The Editor,
Dear Sir,

How pleasant to find an ally in the pages of Heron Newsletter !

Brian Porman's letter on page 17 of Volume 10 No.1 set out quite clearly what had been attempted, in regard to the minutes of the 1971 Annual General Meeting and drew the attention of the membership at large (not only those who attended the 1972 Annual General Meeting, or those who received minutes of the Annual General Meeting) the unpardonable failure of last year's meeting to place on record any token of thanks to Greg McTiernan for his work during his difficult year as President. In doing this, Brian saved me the trouble of pointing out that the "quote" attributed to me on page 2 of the same issue was not verbatim.

The second of Brian's letters also made interesting reading, dealing as it did with the matter around which the Association moves. This matter is, of course, the variously interpreted ONE DESIGN concept, a matter dear to the hearts of many of the old guard. As Brian pointed out, at the 1972 Annual General Meeting, the membership handed down two quite clear statements of what it sees as ONE DESIGN. One might now expect that the Management Committee will carry these ideas forward and generally stiffen the interpretation of ONE DESIGN as it applies to the Heron Class.

However, it is a fact that a Management Committee with the best will in the world can only go so far along this road. Only the membership as a whole, can ensure that the Class is, remains, or becomes, ONE DESIGN.

The membership does this in either (or both) of two ways:-

Firstly, by willing adherence to a clearly defined set of principles and precisely enunciated limitations, each owner can ensure that he is not attempting to best the next bloke with a hull, with spars, with sails or with gear which are deliberately (or unwittingly) different from the hulls, spars, sails or gear of other boats in the fleet.

Secondly, each owner can accept the challenge of becoming known as a "Stirrer", a "Troublemaker" or possibly just a "Rotten Sport" and see to it that the Rules are applied in their spirit and to the letter to the owners that do not voluntarily toe the line - who have bodgy gear, or a "modified" or "improved" hull or "Gutty" sails or "bendy" spars.

The Management Committee was asked at the 1972 Annual General Meeting to say what it understands and accepts as ONE DESIGN. Brian Porman has shown that he, at least, knows what should be done in respect of boats in the fleet which do not comply with the ONE DESIGN concept. And Brian, from his position of vantage as Secretary of the Middle Harbour Heron Sailing Club, will no doubt ensure that the boats in that Club's fleet, at least, which do not comply, are drawn to attention and either corrected or protested out of Club competition. A Brian Porman and a TIRADE in every Club could be what the Class needs.

But perhaps all you need to do, Mr. Editor, is to suggest that your readers ask themselves:-

"Do I want to sail a ONE DESIGN boat?"

"Is my boat really A Class?"

Sincerely,
W.J. YOULL.

The Editor,
Dear Sir,

Recently I built a Manly Junior and could not but help being struck by the difference in Plans format. Obviously an M.J. is very different from a Heron but the amount of plan detail required is much the same and both are intended for amateur construction. For those who haven't seen M.J. plans let me briefly describe them. Like the Heron plans they are of 6 sheets, but each is less than one quarter of the size: no bulky rolls or need to tape to large boards. No loss of clarity in detail either - a good draughtsman has seen to that.

The 6 sheets comprise :-

Sheet 1. General view (isometric) of rigged dinghy showing and naming each fitting.

Sheet 2. Assembly instructions, with numerous number references to the part being built. Yes, each part is numbered.

Sheet 3. Comprehensive materials list (Australian timbers), jig measurements, suggested method of cutting ply sheets for most economical use.

Sheet 4. Frames measurement, rudder and centre plate. Also "exploded" drawing of carcas (i.e. centreboard case and attachments).

Sheet 5. Large isometric of partly built hull, also smaller hull drawings, measurements and construction details.

Sheet 6. Sail measurement (3 sails), details of mast, boom and spinnaker pole.

Nothing else to look at - no need. A view of a completed boat helps of course but is by no means essential. We are familiar with Heron plans and there is no need to compare in detail. They are reasonably clear, if unwieldy to handle. But :-

(a) No assembly instructions available, let along referenced to Plans.
(b) Masses of irrelevent detail on ancient fittings. No modern fittings list of course.
(c) Poor standard of draughtsmanship (a really competent drawing is worth a volume of explanatory data). No "general views" so helpful to the rank amateur either.
(d) Scrappy, confusing timber schedule (oak and elm), quite extraordinarily difficult to translate into an order on the timber merchant.

And, hidden in the Association literature, the tiger in the jungle: the lengthening list of "allowable modifications".

Anyone building a Heron in isolation would certainly have a measurable Heron if he was careful. It would also be a most fascinating museum piece.

Let's face facts: the Australian Heron has changed considerably in 20 years and the Plans no longer reflect its usual appearance. It is not too much to say that the Plans actually encourage Herons to look different from each other. Some modifications have gained general acceptance, some have not (how many leech lines have you seen). At my third count I make it 30 allowable modifications or allowed alternatives, none of which are mentioned on the face of the Plans. The actual number is wide open to argument. I won't buy into the sail measuring argument, but point out in passing that modification number 31 could be sail area : this can vary by 4 square feet or more.

Isn't it time this dreadful mess was sorted out for future generations of Heron ? Like the M.J., ALL that is needed to build a modern Heron should be drawn and labelled on the Plans. We should select those modifications which have gained general acceptance and adopt them as standard. Leech lines and the like can be quietly dropped overboard.

A first-time builder in say Broken Hill should be able to build from his plans confident in the knowledge that the top Sydney skipper has just completed one looking and weighing exactly the same. Are we a one-design or aren't we ? The naive first-time builder at present has absolutely no choice of picking his way through the alternatives. Do we really have to build or buy two or three Herons before we can acquire a fast boat. And even if you don't want to race you may still be interested in a high resale value. Jack Holt will still get his royalty if the Plans are redrawn, there should be no difficulty there. There might well be some beautiful arguments in Australia though, as to which modifications should be standard.

What I'm trying to say is this :-
(a) Plans are obsolete, lacking in some respects and fail to picture the Heron being placed on the water today,
(b) Long lists of allowable modifications and alternative constructions are highly undesirable, particularly when buried in non-plan literature.
(c) The Plans should contain one standard design. ALL Herons should be built to it.

The much vaunted Heron Plans are now the Association's weakest point. They are obsolete and confusing. They do not picture a 1972 Australian Heron. Is anything being done about it in official circles ? Answers and official statement please !

D. GRIGG

Editors Note : I'm sure someone in the Measurement Committee can be persuaded to put pen to paper on this one. Personally I don't feel competent to but I wonder if Don Grigg's comments apply in all cases. I built a boat from the plans. It was my first big carpentry job and I was reasonably happy with the way it turned out. A good modern list of fittings was available from a ship chandler and I bought the timber kit from a yard supplying the market. I kept a close eye on beached boats during the construction. Anybody else like to comment ? I'm sure that Don's prediction regarding the argument that would ensure regarding the modifications to be retained is right on the button.

HERON HANDLING

For those of you who are new to the boat and others who have not yet learnt to keep them upright, here are a few tips on handling the affectionate tub.

As with all centreboard craft, the stability of the vessel is adjusted by the position of the ballast - i.e. the crew. Let us assume an 11 stone father and 7 stone daughter as helmsman and forwardhand.

1. In light airs, 0 to 5 m.p.h., the forwardhand will sit on the lee side to balance the weight of the helmsman who will find it more convenient to be on the weather side. Both will be inboard.

2. By the time the breeze has freshened to 8 or 10 m.p.h. the forwardhand will be getting ready to go up onto the side deck.

3. At 12 to 15 m.p.h. the helmsman will be up also.

4. With 18 to 20 m.p.h. forwardhand will be swinging well out.

5. 25 m.p.h. would be as much as such a crew could "sit up" as swining planks and trapezes are forbidden under the 'one-design' rules.

6. Stronger winds would be spilled from the sails by luffing up or by easing sheets and/or by reefing the mainsail on the roller reefing gear.

7. Even experienced skippers should think twice about going out in 30 m.p.h. winds - and only then if assistance is assured.

The Heron, when working (in other than light airs), should be sailed upright. When heeled even the well balanced boat develops a strong weather helm. This is a marked safety feature as the boat will round up sharply and lie in irons quite safely if tiller and mainsheet are let go in an emergency. The centreboard should be adjusted to give a near balanced helm - from fully down when hard on a work to 45^{o} forward when reaching and very nearly fully up when running. In a drift, the centreboard and rudder blade may be raised and the boat heeled to leeward so as to dig in the lee chine and use that surface to reduce leeway. This also reduces the wetted area and water resistance. Remember to keep your crew weight well forward - the bottom of the transom should be just in the water - whenever you are working the boat to windward.

On a broad reach or a run the Heron will plane in 15 m.p.h. winds, but, like all short beamy boats, she tends to be somewhat piggish just before she lifts out. The crew weight should be shifted well aft immediately the bow shows signs of burying in the wave ahead. There may be a tendency to develop a roll on a dead square run in heavy winds and this should be counteracted by rounding up a little - say 15^{o}. A gybe is then less likely and the boat will tend to steady. When she is steady you can return to her original heading. Don't get into close company on a run - you may need the room ! ! ! A kicking strap, which is optional fitting, holds the boom down and makes sailing off the wind much more pleasant and safe. There is little likelihood of the boat capsizing on any point of sailing, even on a square run, provided the helmsman and crew do the right thing at the right time. If this could be guaranteed, there would be little point in going sailing.

Taken from a recent issue of the W.A. Newsletter.

VICTORIAN NEWS

West of Melbourne - Altona Y.C.

from Ken Thibou

Sailing on the western shores of Port Phillip Bay has been limited to only a few yacht clubs compared with the more popular and heavier populated eastern beaches. Industrial expansion throughout the western area for a while dampened progress but the inevitable subdivisions followed and so the need for a yacht club at Altona arose. Altona is only 12 miles from Melbourne and with the prevailing winds from the SE, seaweed tends to collect along the shore. Despite the industrial appearance of the oil refineries and the seaweed the Altona Y.C. was formed in 1953 as a result of an advertisement in the local paper calling for interested persons. Included in the original constitution was the aim to foster family and junior sailing, a policy which is still adhered to 20 years later.

The original sponsored class was the Hornet and these early sailors sailed directly off the beach with the judges box being a few brave souls standing on the end of the Altona pier. The first building came into being as a result of negotiations with the local council in 1957 for a suitable site - the final site being accepted by the club, Seaholme, in 1959. The original club house was financed by a council grant of $3000, all construction work being undertaken by the club. The building was occupied in 1962 and further extensions were made in 1965 to cater for increased storage space.

The first Herons (4 solid looking boats) were introduced into the club in the season 64-65. Two original Heroners, Bluey Pearl (Biab) and Big Jim Grieves (Pee Wee) are still sailing their Herons. The Australian Heron Association donated $50 towards the promotion of the class and this sum was added to by the Club and a perpetual Heron Championship Trophy was purchased. Winners have been -

'64-65	Moondoggie	R. McMaster
'65-67	Gunnado	A. Owen
'66-67	Joanne	B. Bulmer (present Commodore)
'67-68	Andiamo	G. Blunt
'68-69	Harry L	L. Pound
'69-70	Pee Wee	J. Grieves
'70-71	Biab	T. Pearl
'71-72	Sensie	K. Haynes

Later G.P.'s were introduced to the club making Jack Holt's Hornet, the G.P. 14 and Heron the three sponsored classes within the club. The Heron fleet has grown from the four original members to a fairly consistent representation of 15-20 competing boats. The majority of yachts have been amateur built with assistance and advice from other members. These Herons have had top ratings within the club and at regattas with success coming to the Club in the Heron State teams racing in 1968. Today there are 5 professionally built yachts with beginners at the helm. This coming season could see one of the Botterills way out in front. The Club was host to the 7th Vict. State Championships in 70-71 and with Jack Holt's proteges and G.P.'s organising the races the event has gone down on record as the best ever organised Victorian Championship.

ATTENTION BOAT OWNERS!

Have you an "A" class certificate ?

Then check your boat now to make sure your A classification will be retained.

After Dec. 31st, 1972 your boat must have a transom stiffener and it must not have a tapered keel. These items may have been overlooked in the past so please check now.

How do you check? - First the transom stiffener. This is easy. There must be a 2¼" wide x 7/16" thick piece of wood flat against the inside face of the transom. It is in the centre and runs vertically between the top and bottom framing of the transom. Although it may involve some gymnastics through buoyancy inspection hatches, a stiffener must be fitted.

Next for the keel. Turn your boat upside down. With a long measuring tape, measure from the lower edge of the transom, along the keel, and mark the keel at a point 9'5½" from the transom. Check the width of the keel at this point. From here aft it must be 2¼" plus or minus 1/16". If the keel is too narrow it should be built up until legal.

Provided there are no metal fastenings in the way, the easiest method for correcting an excessively tapered keel is simply to plane off the existing keel down to the level of the ply from about the centreboard case forward. A new false keel section of the correct width is made up and glued into position.

If metal fastenings prevent using this method then you must build up the keel width by adding pieces to each side - a rather tedious method but essential if your boat is to remain A class.

FIX YOUR BOAT NOW !

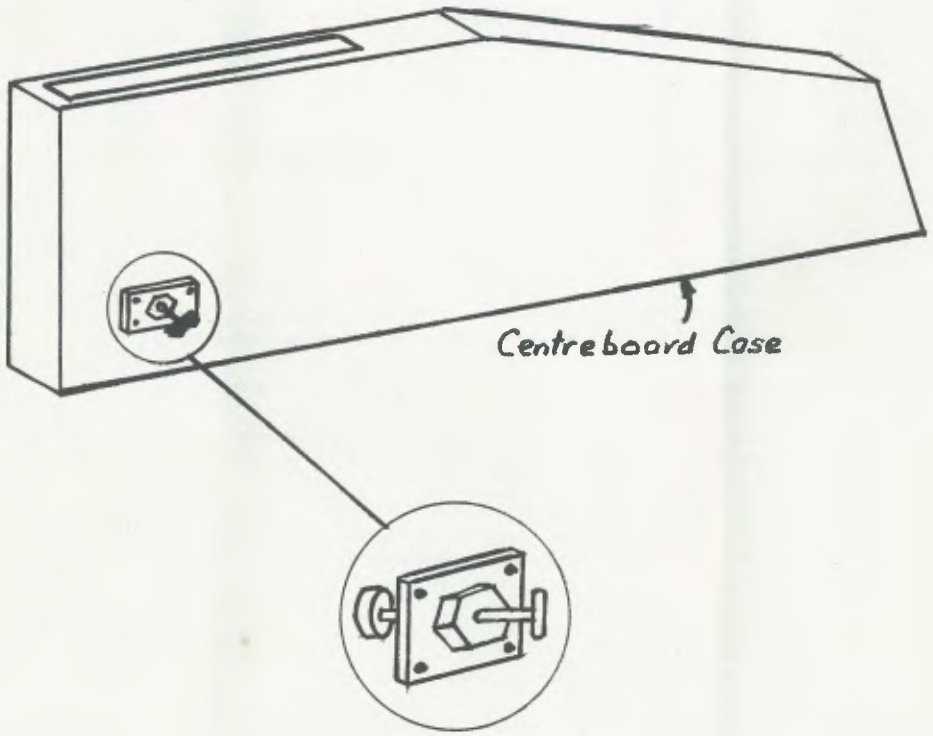
TWO IDEAS

From Ken Thibou, Capricornus, 7405, who acknowledges that even though they may not be new ones, nevertheless finds that they are an advantage to his crew.

1. Whisker Pole.

Junior crews have trouble finding the eye in the clew of the jib or hooking the pole onto the mast. In the illustration one end of the pole jams onto the sheet while the other rests on the mast. (A small block to stop it sliding down)

2. Adjustable resistance to centerboard.



1. Have a ¼" brass nut soldered to a 2½" square piece of brass or copper.
2. Thread the bolt through the nut and solder a wing nut to the end.
3. Drill a 1" hole through one side of the centerboard case, above the flooring.
4. Cut the 1" rubber door stop to the thickness of the center board case side.
5. Put compound on the plate and screw home with the head of the bolt against the door stop.

* MOST IMPORTANT

PROCEDURE FOR ENTERING 14TH NATIONAL CHAMPIONSHIPS

PERTH - JANUARY 1973

IT IS MOST IMPORTANT THAT YOU READ THIS BEFORE TURNING TO THE ENTRY FORMS

As you will see by the following, it is now a requirement of the Australian Yachting Federation that signatures be obtained from your Club, your Class Association and your State/ Territory Yachting Authority certifying your eligibility to compete in the 14th National Heron Championships.

PROCEDURE FOR ENTRY — PLEASE WATCH THIS CAREFULLY

1st Stage

Items 1 to 8 of the Race Entry form and the Social Events Entry form to be completed.

2nd Stage

Having completed the first stage, each entrant must then obtain, personally, his Club Secretary's signature to Item 9(a) of the Race Entry form.

3rd Stage

Having obtained his Club Secretary's signature. the Race Entry form. Social Events form and cheque/postal note, are to be forwarded to MR. K. WHITEHOUSE, 20 AUBOROUGH STREET. DOUBLEVIEW, W.A. 6018 no later than 31st October, 1972.

Cheques made payable to the W.A. Heron Sailing Association.

4th Stage

We repeat, no later than 31st October, 1972.

In the event of an entrant;s Club non-affiliation with the appropriate State Yachting Authority, Clause 9(c) will not be completed and the Entry form and fee will be returned to the entrant, the Association being unable to accept the entry.

As required by the A.Y.F. Prescriptions to I.Y.R.U. Rules 20 and 21, membership of the club affiliated with its State Yachting Authority is essential for entry in the 14th National Heron Championships.

PLEASE NOTE: In order to comply with the above requirements it is essential that boats to be entered for the 14th National Series be classified Class "A" at 31.10.72.

SOCIAL EVENTS - 14TH NATIONAL HERON CHAMPIONSHIPS

Tasmania had its "swinging" Derwent River Cruise and Canberra its Country Barbecue at Gundaroo. Not to be outdone by these two entertaining events, Perth has come up with an exciting social programme for the 15th series.

Welcome - New Year's Eve Party — Sunday, 31st December, 1972.

Number of tickets required ..... Adults $3.00 each

..... Children under 12 years $1.50 ea.

Name (please print) .....

Address .....

Cheque/Money Order/Postal Note enclosed.

Bus Tour to Yanchep National Park and Bullens Lion Park
Visit to venue of 1973 America Cup Trial Races — Wednesday, 3rd January, 1973.

Number of tickets required ..... Adults $2.50 each

..... Children under 12 years $1.25 ea.

Name (please print) .....

Address .....

Cheque/Money Order/Postal Note enclosed.

"SWAN-UPPING" River Trip per m.v. Perth — Wednesday, 3rd January, 1973.

Number of tickets required ..... Adults $3.50 each

..... Children under 12 years $1.50 ea.

Name (please print) .....

Address .....

Cheque/Money Order/Postal Note enclosed

Presentation Dinner — Friday, 5th January, 1973.

Number of tickets required ..... Adults $5.00 each

..... Children under 12 years $1.50 ea.

Name (please print) .....

Address .....

Cheque/Money Order/Postal Note enclosed

REMITTANCE INFORMATION

All cheques payable to the W.A. Heron Sailing Association:
The remittances enclosed with Race Entry & Social Forms are:

a.	Entry for Championship & Invitation Race ($6)	$.....
b.	Entry for Invitation race only ($1)	$.....
c.	Welcome - New Year Party	$.....
d.	Bus tour to Yanchep	$.....
e.	"Swan-upping" River trip	$.....
F.	Presentation Dinner	$.....
	Total of enclosed remittance	$.....

Name (please print) .....

Address .....

Y.W. HERON SAILING ASSOCIATION OF AUSTRALIA
FOURTEENTH AUSTRALIAN HERON CHAMPIONSHIPS

31st December, 1972 - 5th January, 1973.

*Entry for Championship and Invitation Race

1. Please enter Heron Class Yacht ..... Sail No. .....

   to be sailed by ..... in the Fourteenth Australian Heron Championship from 31st December, 1972 to 5th January, 1973 and also in the Invitation Race on 31st December, 1972.

*Entry for Invitation Race ONLY

2. Please enter Heron Class Yacht..... Sail No. .....

   to be sailed by .....in the Invitation Race (only) on 31st December, 1972.

* NOTE - Cross out where not applicable

Matters common to both Entries

3. The Helmsman will be a financial member of the YWHSAA as at 31st October, 1972 and will/willnot* be eligible for the Junior Trophy (see Notice of Race paragraph 8 for details on the Junior Trophy).

4. The yacht sails with the ..... Club and her Measurement Certificate Number is .....This Certificate is a current "A" Class Certificate.

5. A cheque/postal note* to cover the appropriate entry is enclosed (see below).

6. I/We* agree to comply with the current racing rules of the IYRU., the prescriptions and safety regulations of the A.Y.F. and the current Class Rules of the Heron Class Association, all as modified by the Sailing Instructions.

7. Name .....(please print)

   Address ..... State .....

   Post Code ..... Signature .....

8. Entry Forms and fees are to reach K. WHITEHOUSE, 20 AUBOROUGH ST., DOUBLEVIEW, W.A. 6018 by 31st October, 1972. Late entries, or entries unaccompanied by a proper entry fee, will not be accepted.

Continued on next page .....

RACE ENTRY FORM CONTINUED

9. (a) I certify that the above yacht is owned by and will be in the charge of a member of the ..... Club in accordance with the I.Y.B.U. Rules 20 and 21 and the A.Y.F. prescription thereto.

DATE .....

.....
Club Secretary/Hon. Secretary

(b) This entry is authorised by the ..... Class Association.

DATE .....

.....
Hon. General Secretary

(c) I certify that the above entrycomplies with I.Y.R.U. Rules 20 and 21 and the A.Y.F. prescription thereto.

DATE .....

.....
Secretary/Hon.Secretary

.....
Recognised State/Territory
Yachting Authority

FOR OFFICE USE ONLY.

Name ..... State ..... Boat No. .....

Number in Party - Adults ..... Children .....

SOUTH AUSTRALIAN NEWS

SAIL-BOAT SPECTACULAR

from Greg Glover

Sunday September the 24th has been tentatively set as the date for the Sail-Boat Spectacular 1972 in which the S.A.H.S.A. will participate. This year, unfortunately, we will not be able to use the Patawalonga Lake and its shores, as work will be in progress which involves the widening of the lake and extension of the approaches to the bridge over it. We intend to exhibit 4 Herons at this year's venue which will probably be Wigley Reserve Glenelg, and we hope to make good use of this opportunity to promote the Heron.

S.A. STATE CHAMPIONSHIPS

The 1973 State titles will be held at the Brighton and Seacliff Yacht Club over the Australia Day long week-end the 27th, 28th and 29th of January. It will be of interest to Country members to know that both the Kingston Park Caravan and Camping Area and the Marino Caravan Park are both situated within a short distance of the Yacht Club and both front onto the beach. Some people attending titles held at B. & S.Y.C. in the past have preferred to stay at Brownhill Creek Caravan Park or the Belair National Park Caravan Park - these parks are about 20 minutes driving time from B. & S.Y.C.

It is probable that the 1974 State titles will be held at a country venue but the decision on this will rest with the next committee.

ANNUAL TEAMS RACE

The teams race is now to be an annual event run by the Port River Sailing Club. Measurer Ron Stone has kindly arranged that the Dunlite Electrical Co.Pty.Ltd. will present a Perpetual Trophy for this event to be competed for by Club teams. The trophy will be held in the Club-House of the winning team. The S.A.H.S.A. will present individual trophies to the winning team. Scratch teams that do not consist of members officially representing their own Club will be eligible to receive the individual trophies but not the Perpetual Trophy. Each Club may have only one team to represent it officially.

The start of the sailing season seems to be approaching rapidly, in fact, in inverse ratio to the speed at which I am getting work done on my boat. New boats for christening in the coming season include ten from Le Fevre Technical High School, six from Brighton Technical High School and one Ron Stone Special.

BRIGHTON & SEACLIFF YACHT CLUB NEWS

from Paul Clayton

With the new season nearly upon us most of the fitting out should be finished by now. Club Opening Day is Sunday, 1st October. The following Sunday, October 8th, has been tentatively set as Beginner's Day. Experienced skippers will be pleased to advise those new to the class on tuning, rigging and construction problems and to discuss sailing and etiquette procedures. All new skippers are well advised to attend this day.

"Virtuous" Geoff Withrington and "Jellybean" John Macpherson were recently elected Heron Class delegates. Ian Snowball will take over the necessary but thankless task of class handicapper from Les Brown, long time Heron stalwart, who has now moved into 420's. Judging by the number of ex-Heroners now in this class it might be suggested that the Heron is a good trainer for 420's (perish the thought!)

Let's see all Heron skippers on the water early in the season to build our fleet up to the numbers it ought to be.

PORT RIVER SAILING CLUB NEWS

from "Birdwatcher"

The new season promises to be one of the best that this Club has ever had. Our flock of Herons is confidently tipped to reach the 70 mark. New boats due to spread their wings are :- "Ianne", a sleek light weight, to be sailed by Ian and Ann Fitzsimmons. A new Colin Gregg hull for Phil Walker. "Sue-Carol" with her new "fo fast" rig, to be skippered by Gail Brunger with young Max at the sharp end. Michael Walter has acquired the reigning State Champ "Kumale" - wow!

Names of other new ones elude me, but the new owners are Phil Ryan, Wilf Bowey, Murray Tucker, Allen Nairn and Cliff Spencer. Just as well that we are starting in two divisions.

Well known boats with new skippers are "Neptuna" Steven Luders, Grant Evans "Sofarings". Jennie Hughes "Wirruna" and "Nooroo" - Bernie Sierke will have to toss up to decide whether Mark or Paul skipper "Nooroo".

I am informed that starters for the Australian Championship in Perth at Christmas could be George Robertson "Nerana", Max Luders "Neptuna" and "Sue-Carol" Gail Brunger, Jimmy Armitage "Deesyah" and several other adventurous types are still trying to make up their minds. Personally, I would like to see "Hyphin" set a course for the West. Graham and Lionel Luders are methodically making this boat really go.

The line up of lady skippers in this club is something to see - and they often out sail the hot shots, in fair weather or foul. They are :- Dianne Loughead, "Stormgull", Sally Nobbs "Jannie", Marion Simmonds, "Wombat", Louise Rowe "Acquatic", "Nerana" Sue Robertson, Gail Brunger "Sue Carol" and that hard to catch flyer "Nonkla" Helen Robertson. Jennie Hughes has a reputation to live up to in taking over the Club Champ "Wirruna".

We will probably have four rescue boats, which I trust, will carry a "Course Steward" once in a while.. With a fleet as large as ours, rules must be understood and observed at all times. Rule books are readily available from your Club Secretary and training sessions will be held at 10.00 a.m. Sundays. Get your "River Rag" for details of coming events.

Don't forget the "working bees" at the Club House ! Noticed Mike Rennane, Jack Wear and Ron Hoare at our first working bee - all were carrying a little extra weight too - nothing like a hammer or a paint brush to get rid of a pound or too. See you there soon.

WALLAROO SAILING CLUB

from Trevor Koch

At last we have been able to complete the building of our Club House. Money doesn't grow on trees, but somehow we have managed to raise enough through cabarets, debentures and other smaller efforts. Now that the building has been finished there could be some busy weekends for members painting inside and outside the building.

Our club usually sails on Sundays, so we would welcome any visitors who would like to try the conditions in our neck of the woods. So far there haven't been any rumours of new boats; however it has been said that our Club Champion, Andy Marrr in Stravaiger (7420), has delayed buying his wife a pantsuit and has ordered another type of suit with a bird sitting on top. Andy will have some strong competition this season. Last season, it proved to be a very tight struggle between Andy and Bill Bollmeyer in Helix (6184), each having a chance up to the final heat.

Numbers appear to be steady at eleven, the same as last year. Capt. David Kemp, the Wallaroo Harbour Master, was elected as Club Secretary, and another Heroner, Ken Organ, was elected as treasurer. David sails Toledo (6644), and as he transferred to Wallaroo fairly late in the season, we have not seen him on the water many times. However I am sure our top boats will need to keep an eye on him. Ken Organ is sailing Bardj Two (6123) and although last season was Ken's first, he has shown that he is gaining experience very quickly.

With an interesting programme, ending with an Easter Regatta, the Heron fleet at Wallaroo is looking forward to an enjoyable season.

WEST AUSTRALIAN NEWS

The W.A. Heron Sailing Association is now putting out its own Newsletter each month. The July issue was sent in by W.A. Secretary, Bob Lehman and a healthy looking issue it is too.

The W.A. Social Committee is working hard to come up with a full programme of entertainment during the coming National Championships early in the New Year. The New Year's Eve party promises to be a humdinger and will be a real welcome for the boys and girls from the East. It is to be run in conjunction with the 14 foot boys who are also having their Championship then and a real crowd is expected at the Dinghy Club.

The real highlight of the social events during the Championships will be a "Swan-up" river trip on M.V. "Perth" with good entertainment and food. The lay day will see a trip to Yanchep National Park to show the visitors that Perth is not just a pretty river. All local Heroners have been asked to pitch in and adopt a family from the East for the day and it looks as if those lucky people will be entertained with typical Western hospitality.

NEW SKIPPER

The usual skipper being away on the last sailing day of the season, the crew asked a lady member to skipper the race. The lady expressed keenness, although mentioning that she had not skippered before, but had crewed. The day was a beauty; a warm sunny Autumn day with a 8/10 knot North-Easterly, just rippling the blue bay. Wendal 5731 was rigged. The new skipper, blonde, blue-eyed, lady-like, and well spoken, adjusted her personal flotation jacket, and with the help of friends leisurely stepped aboard taking the Tiller, for the downwind run to the starting line. After several exhilarating involuntary jibes, which caused chuckles from the skipper and groans from the crew, she got the feel of the boat.

The start, a little late; was at the wrong end, (at least all t'other boats started t'other end). A cheer from the committee boat, and with several tacks and a port approach, going under several starboard boats, neatly and correctly we sailed around the first mark. Of about thirty; here we were about 22nd. The run to the leeward mark, brought sharp orders from the lady about whisker pole, boat balance. With an outside to inside turn at the buoy, on to the square run to the wing mark, placed us upwind of the others. The crew's surprise was growing at the style (boating only) of this lady skipper.

On the upwind work, the lady started to whistle, as the boat gained amongst the 8/12 minute boats.

Crew: "Why the whistle?"
Skipper: "I'm whistling Geordie".
Crew: "Who is Geordie?"
Skipper: "It's a secret."
Crew: "O.K. I don't want to know your secrets."
Skipper: "I'll tell you, because you're my crew; Geordie is the good wind!"
Crew: "So that is why you are overtaking these t'other boats."
(Skipper rolls her eyes.)

Next downwind run:

Skipper: "Up fin"
Crew: "Why?"
Skipper: "We are going over the sand bank."
Crew: "Whaffer?"
Skipper: "You are to look for Crabs."

Ho Hum what a skipper.
Next work. Skipper whistles again a new tune.
Crew: "What are you whistling now?"
Skipper: "It's my song.
Crew: "Well what about singing it?"
Skipper: "O.K."

"Sail, Sail, Sail your boat,
Gently down the stream,
Throw your teacher overboard,
And listen to her scream."

Ho HO HO HO HUM.

Crew joins in song in base baritone (or a little lower) which chorus tended to frighten t'other boats onto other tacks. What a surprise packet is on the tiller today!

Crew: "Who taught you that one?"
Skipper: "Mr. Jack Miller, whom I usually sail with."
Crew: "You mean the chap who is the World Champion Heron owner ....
The Registrar's nightmare?"
Skipper: "Yes, that's him. Would you like to hear the second verse.
Crew: "No, no, please, but I bet it ends up 'the teacher will come up clean'."
Skipper: "Yes, that's right, how did you know?"
Crew: "I suppose you learnt all those orders from him, too?"

Well and so on, to the end of the race. More crabs, more choruses, and more places gained, until the cheer from the committee boat, who had enjoyed the duo, also.

Then, gently she took the boat against the wind and under the lee of the land, up to the clubhouse pontoon, carefully stepped out and said thank you for the race.

Skipper, Miss Jennifer Overton, aged 8, new skipper, first race.
By Allen Cawsey, aged 51, who crewed the enjoyable last sailing day.

SOUTH QUEENSLAND SAILING

Photos from Colin Gunn.

Hullaballo (Ken Smith) disgraced herself one windy day a couple of weeks before the South Queensland Championships by rolling over and breaking her mast. Ken shows who is boss by bringing her home under jury rig. Gunning! Looks like the whisker pole stayed with the sheet as a temporary mast and a hand held jib doing the job well.

A line up of boats competing in the South Queensland Championships on a rather quiet Sunday morning.

CORRECTION

In the Notice of Race in the June issue it was stated (page 9) that the Fourteenth National Titles were being conducted by the Perth 14ft Sailing Club Inc., under the authority of the Yachting Association of Western Australia. A letter from the Secretary of the Perth 14ft Sailing Club points out that this should have read - Conducted by the W.A.Heron Association venue Perth 14ft Sailing Club Inc., under the authority of the Yachting Association of Western Australia.

The error is regretted.

TASMANIAN NEWS

from A. Gayton

During the winter months quite a deal of building has been in progress, with several new boats under construction. Others are being repaired and repainted in preparation for the coming summer and all Tasmanian Heroners are eagerly awaiting the coming season to display their talents on the water. Several boats have changed hands and we would like to welcome all new Heroners to the association and wish them the best of luck with their sailing. New boats we expect to see on the water this season include current Tasmanian Champion, Andrew Payne's new boat "Wiwirri", together with "Gazinta", "Syrius", "Moerlina", "Faileag" and "J-Sue". Old boats with new owners include "Scorpio", "Taos", "Tykoo" (now known as "Tifoon"), "Alley Cat" and "Sobraon". All in all it should prove to be a most interesting, and enjoyable season and if the final heat of this year's Tasmanian Championships is any indication, the racing should be very close and keenly contested.

The main features of last season's racing were -

(1) The success of the Tasmanian representatives competing in the National Championships in Canberra.
(2) Andrew Payne's runaway victory in the Tasmanian Championships.
(3) Phillip Neville's easy victory in the Lindisfarne Sailing Club Pennant for Herons, and his brother Scott's good performance in the Tasmanian Championship.
(4) The outstanding success of Robert Foale in the Regatta series.
(5) The improved performances throughout the season of Ann Irvine in "Brinawa", Mark Sweetingham in "Nimrod", Chris Rasmussen in "Viking" and Michael Dix in "Jeanie".

At the Annual General Meeting of the Tasmanian Heron Yacht Racing Association, the following office bearers were elected for the coming season.

PRESIDENT	-	Harry Hewer
SECRETARY	-	Philip Moore (Ph. 441602)
ASSISTANT SECRETARY	-	Andrew Payne
TREASURER	-	David Jones
HANDICAPPER	-	Rob Irvine
PUBLICITY	-	Andrew Gayton

Retiring members were Graham Foale, Richard Bingham and Ross Kelly.

The coming season promises to be another great one and would be even better if all the Tasmanian Heron owners whose boats are presently hibernating in their garages would bring them out and race them. At the moment it is anticipated that there will be over 40 Herons registered with the Lindisfarne Sailing Club for the coming season, So come on all you sailors, let's make this the biggest and best season ever.

It looks at this stage as if Andrew Payne (in his new boat) and Robert Foale will be facing the starter in the National Championships in Perth at the end of this year. Its quite a way to travel and they - and their families - must be complimented on a great effort.

TASMANIAN STATE CHAMPIONSHIPS

The following are the final results for the 15th Tasmanian State Championships :-

1.	SOBRAON	A. Payne	3 pts.	
2.	RANI	A. Gayton	37.7 pts.	
3.	KULANDA	P. Moore	43.4 "	
4.	SHAMAL	S. Neville	59.7 "	1st Junior
4.	BRINAWA	Miss A.L. Irvine	59.7 "	1st Lady
6.	PANACHE	R. Bingham	61.4 "	
7.	BRAVADO	G. Foale	63.7 "	
8.	CATA-LOU	R. Foale	77 pts	
9.	JEANIE	R. Gumley	79 "	
10.	JACARILLA	D. Jones	80.4 "	

HAVE YOU A HERON TIE?

Our Registrar, Mary Clarke, was thrilled by the response to the short note in the last issue that Heron Association Ties were available. These Crimplene ties are a first class job and sell for the reasonable price of $2.50. By the time this issue comes out, Xmas will be a lot closer and one or more of these ties as a gift may just be the thing you are looking for as a gift to a member of the family or fellow Heroner.

A cheque for $2.50 to Mary Clarke at 1 Ethel Street, Balgowlah, 2093 will get you a tie by the return post.

THE BITS ON MY BOAT

from Bill Youll

Heron No.4000 ANEMONE (Greek for "The Daughter of the Wind") hasn't had many outings in the last year or two - her big Sister - another ANEMONE - has claimed much of Peter's and my time. Peter is 23 and out grew forward handing in the Heron five years ago. He had a year in Moths but, like me, prefers a crewed boat, hence, big Sister.

But ANEMONE (the Heron) is the product of seven or eight years pretty consistent Heron sailing and her "buts" - fittings to the purist-one, and I believe, as functional and as cheap as they can be. Where it is convenient, they are home made. They are home made, or home modified too, where it wasn't convenient, but no exactly suitable fitting had been dreamed up (and, more importantly, manufactured) by the chandlers.

Perhaps, at the outset I should say that I have a "thing" about shackles. Whenever I undo a shackle - even on the lawn, or the garage floor - its an even money bet that I'll lose half of it - almost always the pin. The odds are even shorter if I'm on the beach.

So, it is not necessary to undo a single shackle to unrig ANEMONE. There are no unattached little bits to get lost. I also have a "thing" about bits coming adrift at inconvenient times and, as a result, all the bits which have, at some time or other pulled off are now fixed, for sure. In the main, the fittings are quite normal - though I admit that the mast step and mast cap tended to raise an eyebrow or two when they were first seen by the measurement committee.

To go through the normal rigging sequence may help an appreciation of the why's and wherefore's of ANEMONES bits.

Photo 1 shows the chain plates - though bolted with 3-3/16" metal thread screws each. It also shows the jib sheet Fairlead and cam clear. The Trace is recessed into the deck (be kind to forward hands - or more exactly - be kind to forward behinds). On the same theme, the jib fairlead is held from sluicing forward, by a lanyard - but can be slid off, to give room for the crew's transom, between it and the chain plate. The cam cleat is a Riley stainless single job - the best I've found for holding power and durability.

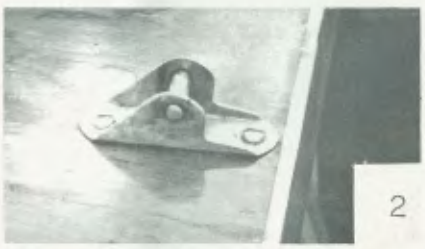


Photo 2 shows the mast step; ANEMONE is moved out doors most of the time and the little ponds formed in a normal mast step breeds mosquitoes - but there are other reasons, too, for this idea.

The Stem head fitting has a tang down the stem and a captive keyhole pin for the jib tack. Photo 3.

I prefer to carry the standing rigging off the mast, rolled as shown in photo 4. The varnish on the mast lasts longer. Working round the bundle from extreme right, anticlock wise, there is the mast cap - note the peg on the upper after end; the two shroud screws and hooks (these are modified flag clips. One of these, tested on an accurately calibrated testing machine straightened out under a load of 890 lb. - far more than it is likely to get in service); jib head clip, halliard block (note solid bar strop) job halliard slip (with rope halliard fall coiled) and forestay slip.

To erect the mast, the shrouds are hooked to the chain plates (photo 5) the fork on the front of the mast is placed on the step, with the mast lying back over the transom. The mast cap is placed on the mast head and the mast is then pivotted into vertical position by pulling on the forestay (the jib halliard tail having been tied to the jib head clip before hoisting). The prong of the forestay clip is passed through the stem fitting, photo 6, pulled up and secured with a ring - photo 7. And, with metal to metal contact it comes out exactly the same each time ANEMONE is rigged.

5

6

7

Next Sails.

The jib tack is fixed with the captive pin the stem head fitting (photo 8) the flag clips on jib head and halliard are hooked up, photo 9; bank onto the forestay and hoist away ! The clip on the jib halliard works in the same way as the forestay clip, in a slot in the mast foot fitting - photo 10 - and the rope full of the halliard is coiled on a large cleat.

Jib sheets are led inside the shrouds - see photo 5 - to the fairlead and tied off with a figure of 8 knot.

8

The mainsail is slid into the gaff groove and tied off at the peak - photo 12. Note that a sheet bend, not a reef knot is to be preferred. Note also the bar, spaced out from the forward side of the gaff which holds the Racing or Cruising flat rigidly at the gaff peak. The batten pockets on ANEMONE'S Sails are the "tie in" variety. I actually prefer the pocket where the batten "drop in" but the idea shown in photo 12 - it consists of a piece of light shock cord, rather than normal cordage - which can be left tied into the sail and which can be sprung into a notch in the end of the batten is just as convenient.

9

10

11

12

Next comes one the fiddly bits on ANEMONE. I had had considerable bother with gaff halliards breaking - nearly missed a championship series heat on one occasion. so .... The top halliard is passed through a hole in the gaff below the gaff band (photo 13), and tied off with a figure of 8 knot.

The gaff is then part hoisted and the jaws tied (photo 14). Note that the tie is inside the jib halliard note also the knob which prevents the whisker pole from sliding down the mast and the stowage for the fall of the flag halliard on the side of the gaff.

The gaff jaws are the long banana shape and are fixed to the gaff by ¼" metal thread screws which screw into internally threaded tubes passing through the heel of the gaff. I carry spare jaws, and can switch a broken one in a matter of minutes - no glue - no fuss.

As the gaff is hoisted the left lacing is threaded up - passing inside the jib halliard, so that the jib can be dropped in a hurry if need be and fastened off in a tube cleat on the side of the mast (photo 20) the flag halliard is unwound from its stoways and fastened off temporarily to the shrouds.

When the gaff is fully hoisted the loop on the band aligns with and can be dropped onto the peg on the mast cap - photo 15 - the halliard is fastened off at the mast foot as a precaution, but the gaff has never yet jumped off the peg - and I've not broken a halliard in a long while !

The boom is next slid onto the foot of the sail and hooked to the goose neck, which is home made, generally in the pattern shown on the plans - with a square and round prong which fits onto the end of the boom, photo 16; photo 20 also shows their Tack hook.

The fall of the gaff halliard doubles for a down haul on the gooseneck, and the surplus is stowed on a large cleat near the foot of the mast - as with the jib halliard.

The left end of the boom has a conventional (home made) fitting (photo 17). This and the gooseneck fitting are through bolted.

The mainsail clew outhaul is fixed with a book which provides a double purchase, the cordage passing round a sheave get in the boom, to a tube cleat on its underside. This, by the way, is a relic of the time when mainsail clew outhauls were barred and subsequently permitted. I've never got round to reinstating the tube cleat near the forward end of the boom.'

The mainsheet block is large 2½" dia. and does not quivel (photo 17).

And while on mainsheets - this is anchored off to port in a ring fitting on the inside of the transom Photo 23 shows its fixing screws. The main sheet runs conventionally to the boom end, through a fair lead in the small after deck round a fairlead shown in Photo 30 and to a block on the log aft of the centreboard case, photos 8 and 29. The centreboard case carries a boom on which is mounted a small drum winch (photo 18). A ratchet block on the log is a better bet, but I had the winch, and it is quite effective.

To complete the sail control gear I use a simple whisker pole with a spatulate and which can be used, in emergency, for a paddle. The prong on the outer end goes through a thimble in the jib sheets (photo 19) while the inner end sits above the knobs on the mast (photo 20).

The boom vang or kicking strap is fastened off at its lower end by passing the end of the tail rope through a hole in the king pin and tying off with a figure of eight knot. Holes are cheap, and they don't weigh much (photo 21).

The upper end is fitted with a conventional (home made) keyhole through-bolted to the boom and tackle with a 4 to 1 advantage held by a cleated block - photo 22. This photo also shows the small Norasteen pads which prevent the shrouds sawing into the boom while running square. The scars are old ones from times before the pad was fitted.

To steer her, ANEMONE has through bolted gudgeons on the transom (photo 23) - the drain plug is tied to the bottom one - and robust pindles photos 24 and 25, though bolted to the Rudder checks; The upper pintle is drilled to take a safety pin which prevents the rudder becoming unslipped.

Note also the stitch bolt in the after end of the rudder cheeks (photo 25) which prevents the cheeks splitting apart.

The tiller fits into a conventional hood (through bolted to the rudder cheeks) and is retained in the hood by a loop of shock cord, which also holds the rudder blade down (photos 26 and 24).

The tiller extension is mounted on a universal joint type fitting, which does not permit the free end of the extension to fall below the level of the side decks.

One large Holland (Elvestrom) pattern self bailer is fitted to Starboard under the forward thwart (photo 28).

Floor boards are 3/8" ply, in one piece each side (photo 29) covered with patterned Vinyl fabric. They are practically non skid with the Sandshoes I habitually wear.

The straps run round the centreboard case and through slots in the forward thwarts (photo 29). This encourages the skipper to sit well forward (photo 29).

Bucket and whisker pole are stowed to port, photo 30, and the paddle to starboard, photo 31. A towing ring is fixed to the bow (photo 3, for instance)

So, up with the racing flag (photo 32) (also home made with a ¼" dowel stick which floats if it is dropped into the water) and off the beach, preferably before the warning signal, to make sure it is all ship shape and Bristol fashion in time to nip back to the beach and make good an omission.

TASMAN CUP

The Tasman Cup for 1972/1973 will be conducted by the Cronulla Sailing Club on Gunnamatta Bay on 1st January, 3rd January and 4th January, 1972. The Skippers that competed in last years series in New Zealand will be automatic entries in this series. Any club desiring to take part in the series is requested to nominate one boat, the entry for which should be forwarded to the Secretary of the club, Box 86 P.O., Cronulla, on or before 15th November, 1972. There will be four definite starters from New Zealand. They are Vigette Worters, Geoff Honey, Reg Brown and Vic Doney.

PAPUA, NEW GUINEA NEWS

from John Jameson

The annual meeting of the PNG Heron Association was held in late May approximately two months after the scheduled date. Your scribe was re-elected President and two newcomers to the Heron class in Moresby, Mr. Peter Hermann - Secretary and Mr. Dave Marsh, Assistant Secretary-Treasurer. The retiring Secretary, Mr. Joe Feeney, was ineligible for re-election having sold his Heron but remains associated with the class having accepted the thankless job of becoming our class handicapper.

The Season commenced in late April as our Australian Heroners with the exception of the North Queenslanders were undoubtedly putting their boats away for the winter. Starting with much the same numbers as raced last year, the fleet has slowly increased until last Sunday with ten entrants the Heron class out of the six dinghy classes sailing within the PYC had the most entrants. Unfortunately for the newcomers the wind was rather fresh with only five completing the course - one broken mast and two blown out jibs were the only serious damage! Actually this was a better performance than earlier in the season when the wind was really fresh - only four boats crossed the starting line and only one finished - your scribe bottled three times before accepting that the conditions were beyond his ability to handle and then gratefully accepted a tow home. The only consolation was that other classes didn't fare any better, and no serious damage was done to any Herons despite the heavy conditions.

Our new Secretary, Peter Hermann sailing Georgie Girl 6730, has had an excellent season to date. After being well placed in the initial three race scratch series, he won the first trophy with three firsts on scratch and handicap, the first heat of the club championship and threw away the first heat of the long distance event by crossing the finishing line from the wrong side - he was too far ahead to hear the well intentioned hails from the following boat. Your scribe, after four wins (scratch) out of his first six starts, has now settled into his traditional role of second placing but continues to provide competition for the winner.

New boats are still joining the fleet and provided the south east trades are not too discouraging to the newcomers, 1972 promises to be the best season for Heron racing for some years.

BOTANY BAY HERON SAILING CLUB
BOAT PAINTING DAY 15TH JULY

Photos from Henry Heron

Who was the only bloke who kept his shoes on?

Why is Les Morris the only person laughing?

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