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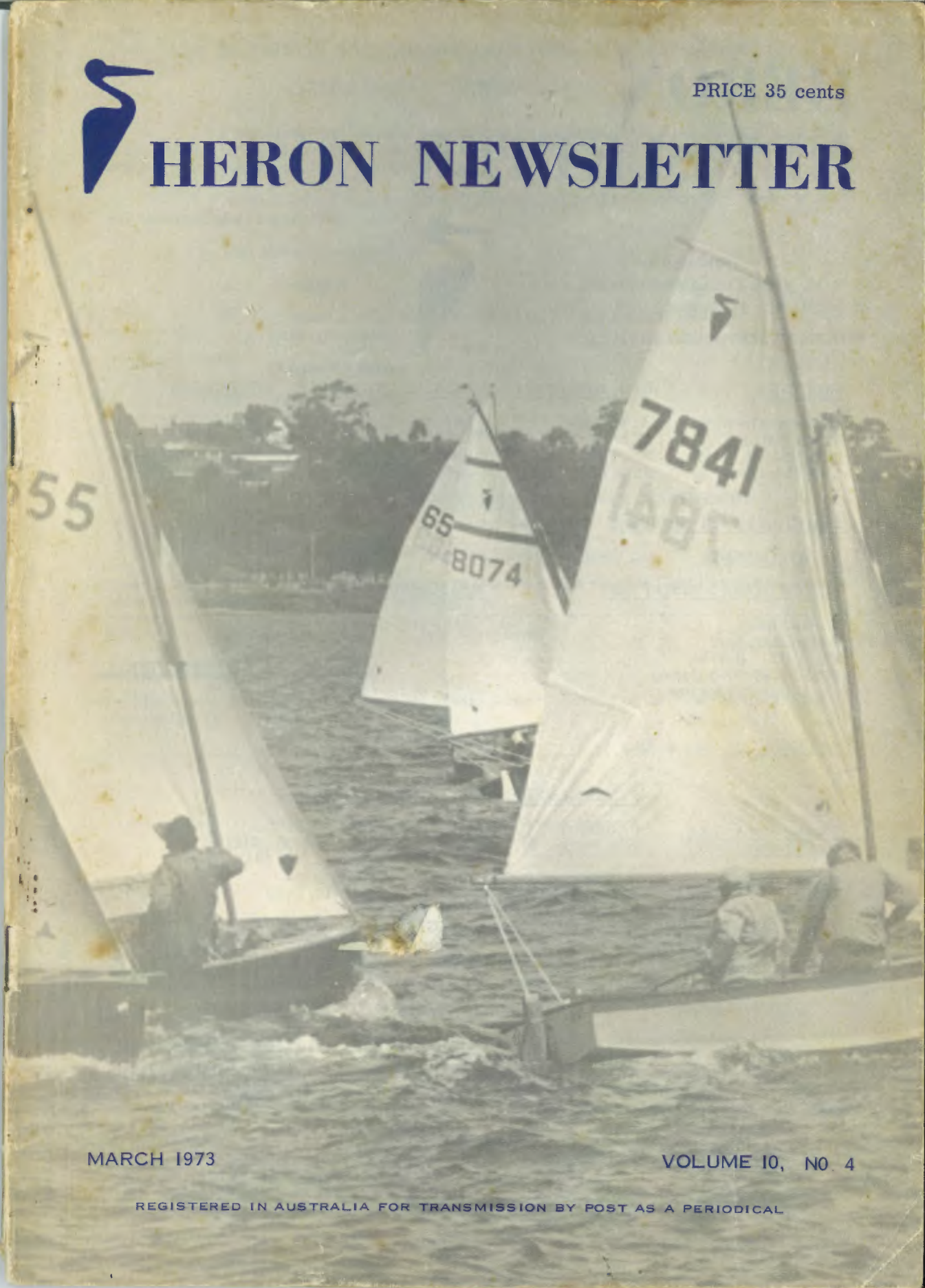
HERON NEWSLETTER



MARCH 1973

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HERON NEWSLETTER

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Y.W. Heron Sailing Association of Australia
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NEXT ISSUE

The closing date for the next issue of the Newsletter - Volume 11, No.1 - is MONDAY 21st MAY. The Newsletter will have a new Editor by then so please send any material to Brian Glase, 4 Oxley Place, French's Forest, 2086. You'll notice from material later in this issue that Brian is the Editorial Nominee.

COVER PHOTO

And they're off!
A great action shot sent in by Tony Oram, W.A.H.S.A. President, of racing at the recent 14th National Championship held at Crawley Bay, Perth.

Y.W. HERON SAILING ASSOCIATION OF AUSTRALIA

15TH ANNUAL GENERAL MEETING

Please note that the 15th Annual General Meeting of the Association will be held at the Middle Harbour Yacht Club, The Spit, Sydney on Monday, 7th May, 1973 commencing at 8 p.m. and you are cordially invited to attend.

A movie of the 14th National Championships held at Crawley Bay, Perth, W.A. will be shown after the meeting.

The AGENDA will be.

1. Apologies
2. Confirmation of Minutes of the 14th Annual General Meeting held on 8th May, 1972.
3. President's Report
4. Treasurer's Report
5. Election of Officers and Trustees
6. Election of Auditor
7. Life Membership for H.W. ORAM nominated E. CARTWRIGHT seconded W. BAKER.
8. General Business

Under Clause 10 of the existing Constitution no motions concerning the Constitution and Measurement Rules may be dealt with at this meeting.

---

tear along here

ACCEPTANCE

Please note that I will attend the 15th Annual General Meeting of the Y.W. Heron Sailing Association with ..... friends.

....

....

....

Signed .....

Dated ..... / ..... / 1973

TO the Hon.Gen. Secretary,
Y.W.Heron Sailing Assoc. of Aust.,
C/- 1 Ethel St.,
BALGOWLAH, N.S.W. 2093

tear along here

APOLOGY AND PROXY - please return by Friday, 4th May if not attending meeting.

Please record my apology for non-attendance at the 15th Annual General Meeting.

Please note that I, ... of .....
..... being a financial member of the Y.W.Heron Sailing Association of Australia and owner of Heron Class Yacht No. ..... hereby appoint ..... of .....
or failing him ..... of .....
as my proxy to vote for me and on my behalf at the 15th Annual General Meeting held on the 7th May, 1973 and any adjournment thereof.

Please remember to fill in the instructions to your proxy. They appear overleaf

EDITORIAL

Good things always come to an end and its happening to me. This will be my last Newsletter as pressure of work and increasing absences from Sydney mean that I cannot devote the time this magazine requires. But its probably a good thing I'm moving out anyway. You tend to lose your punch, your drive and your ideas as the years roll past. A new man brings a fresh approach, different emphasis, new ideas and enthusiasm.

Its been a good, few years. Good in the sense that you meet and make friends of Heroners all over Australia, Papua, New Guinea and New Zealand. Good in the sense that you feel that you are putting something back into a pastime that brings so much pleasure to you and your family.

Thank you all for your contributions. Without you, this magazine - an important feature in our organisation - would not function. But there are some who contribute over and beyond the normal call. My special thanks to those great people.

I hope you will all support the new Editor after his election at the A.G.M. It would certainly be a thankless task without such support.

As I said earlier, its been a good, few years. My thanks to you all for making them that way.

CHARLES HUTCHINGS
Editor

THE PRESIDENT WRITES

In the last issue we looked at the One Design concept as applied to the Heron. We saw that the Heron falls far short of the ideal one-design. Yet the Heron still succeeds as a one-design class. Obviously there must be a basic fundamental requirement of a one-design class that the Heron satisfies.

Bill Youll, just to prove that he is no starry-eyed idealist, has given us the words we want. The essential feature of a one-design class is that all boats, properly constructed from suitable materials, should have THE SAME OVERALL POTENTIAL PERFORMANCE.

The Association can't do a very great deal about how well the builder builds the boat, about how well the sailmaker does his job, about how well the rig is tuned or about how well the boat is sailed. But, if all these things are done properly, there is no significant difference in the performance of different Herons.

There are, it is agreed, differences in appearances because of various permitted modifications. Some of these modifications may even, theoretically at least, give slight variations in performance in certain conditions. But even these average out so that over a series there is still no real difference in their performance potential. This is the feature of a successful one-design class. This is the big attraction of the Heron.

CHRIS LLOYD-OWEN

INSTRUCTIONS TO PROXY - Please return by Friday, 4th May if not attending meeting.

Please record my vote in connection with motion on notice as follows:-
(write FOR or AGAINST in space provided)

(i) Life Membership for H.W.(Tony) ORAM .....

Signed .....

Dated ..... / ...../ 1973.

TO the Hon.Gen.Secretary,
Y.W.Heron Sailing Association of Aust.,
C/- 1 Ethel St.,
BALGOWLAH. 2093.

NOMINATIONS FOR LIFE MEMBER, TRUSTEES AND OFFICES OF THE Y. W. HERON SAILING ASSOCIATION OF AUSTRALIA. TO BE PUT FORWARD AT THE 15TH ANNUAL GENERAL MEETING.

The following nominations for Life Membership, Trustees and Offices have been received.

LIFE MEMBERSHIP

H.W. (Tony) ORAM
Nominated E.H. Cartwright
Seconded W.J. Baker

Ted Cartwright has supported his nomination as follows -

I wish to nominate Mr. H.W. (Tony) Oram, currently President of W.A.H.S.A., for Life Membership of the Y.W. Heron Sailing Association of Australia.

My reasons for so doing are broadly outlined in my report "West Australian Personality" which appeared in the March 1972 Heron Newsletter.

What the article did not perhaps make clear was that Tony is the only member of the original W.A. Heron Sailing Association to hold office continuously since its formation. In all this time he has been the one constant point through which a great deal of - perhaps even most - Heron business has been conducted.

As the article points out, he has always been prepared to be involved and to offer help, particularly to the beginner, and this I think epitomises what Life Membership ought to recognise - outstanding service to yachting, to the Association and to your fellows!

TRUSTEE NOMINATIONS

Marshall Hawes (Life Member)

Nominated John Coen (Heron No. 5396)
seconded Len Ralph (Heron No. 7411)

John Keen (Life Member)

Nominated Geoff. Withrington (Heron No. 8030)
seconded D.H. Cox (Heron No. 6130)

John Shipton (Life Member)

Nominated J. Hollman (Heron No. 7417)
seconded A. Barrett (Heron No. 8008)

VICE PRESIDENT NOMINATIONS

John Coen (Vic.)

Nominated M.L. Outram (Heron No. 5842)
seconded R. Goldsworthy (Heron No. 6477)

Alex Barrett (N.S.W.)

Nominated J. Hollman (Heron No. 7417)
seconded C. Hutchings (Heron No. 7838)

Geoff. Withrington (S.A.)

Nominated D.H. Cox (Heron No. 6130)
seconded G. Richardson (Heron No. 7699)

PRESIDENT - C.G. Lloyd-Owen (Heron No. 6464)

Nominated A.W. Imlay (Heron No. 5703)
seconded A. Barrett (Heron No. 8008)

HON.GEN.SEC. - A.W. Imlay (Heron No. 5703)

Nominated A.B. Crane (Heron No. 8001)
seconded A. Bentley (Heron No. 4486)

REGISTRAR - Mrs. M. Clarke (Heron No. 7667)

Nominated C.Lloyd-Owen (Heron No. 6464)
seconded R.B. Thomson (Heron No. 8017)

HON.TREASURER - R.B. Thomson (Heron No. 8017)

Nominated C. Lloyd-Owen (Heron No. 6464)
seconded J.Hollman (Heron No. 7417)

NEWSLETTER EDITOR - B. Glase (Heron No. 5707)

Nominated R.B. Thomson (Heron No. 8017)
seconded C.W. Hutchings (Heron No. 7838)

THE HERON SAILING DINGHY

At times, most, if not all Heron skippers, crews and devotees in general, have heard the class described in most unflattering terms by others; Floating Bathtubs, Butterboxes, Banana Crates with sails, among other terms.

I have heard that officially it is a "General Purpose Family Cartop Sailing Dinghy" which would be a more apt description but rather limited.

Ubiquitous would be a far more descriptive word as everywhere you go where there is sailing, there is the Heron.

At their recent Annual Safari to Swan Lake on the South Coast, members of the Botany Bay Heron Sailing Club certainly proved the wonderful versatility of this magnificent sailing dinghy by using them as :

(1) Heavy duty box trailers to carry the immense overflow of gear including outboard motors and canoes.

(2) A fishing trawler under sail trailing spinners after the ever elusive tailer. And what fun when you hook into them too.

(3) A motorised fishing vessel complete with outboard, fishermen and their gear.

(4) A somewhat slower fishing trawler as above when the motor conks out and progress was limited to the efforts of the crew on paddles.

(5) A cruise ship carrying umpteen screaming, squarking kids completely covering all possible deck and cockpit space.

(6) A water ski craft, towing two surfboards for the kids to ride on, including, I might add, kids up to 35-40 years old and a dog.

(7) A submarine. There were quite a few instances of Herons flying through (and under) the waves with a few swims resulting.

(8) A normal sailing dinghy.

And to those unbelievers who say that the Heron is an unstable, slow boat, be as rude as you like because the boats at Swan Lake sailed in breezes gusting up to 35 knots, measured and witnessed, not guessed. They flew so fast that on slow motion camera they were just a blur.

AN APOLOGY

The Management Committee wishes to apologise both to Mr. W.J. Yo to readers for the errors and omissions as published in Mr. Youll's article - "Bits On My Heron Newsletter Volume 10 No.2.

TASMAN CUP

From Dick Thomson

The 1972/73 Tasman Cup series were sailed at the Cronulla Sailing Club over the first week in January. Cronulla Sailing Club was selected by the Association to conduct this series on their behalf. Four competitors flew from New Zealand to take part in the series and 16 competitors from N.S.W. were present. The New Zealand competitors were taken into the homes of Cronulla Heroners during their stay and boats for them were all supplied by the Cronulla Club members.

The first race on 1st January - the Invitation race - was sailed on the course at the entrance to Port Hacking and was a very exciting race for those who were not used to the conditions on this course. The winner J. Stannard 7003 sailed an excellent race, with A.W. Imlay 5703 and W. Grounds 5783 in 2nd and 3rd Places, with the leading N.Z. boat being G. Honey in 5581.

The afternoon race, the first heat, was sailed on Gunnamatta Bay owing to weather conditions and two Club mates from Middle Harbour Club fought for 1st and 2nd places, C. Grimwood 8575 beating A.W. Imlay 5703 with J. Stannard 7003 in 3rd place with R. Brown 5591 (N.Z.) in 5th place.

Monday was a lay day and racing resumed on Tuesday with the two heats being sailed on Gunnamatta Bay. Sailed in heavy weather, the morning race saw 8 boats failing to finish, A.W. Imlay 5703 was first with V. Doney 4275 (N.Z.) in 8th place. The afternoon race was sailed in bitter weather and saw A.W. Imlay 5703 in 1st place, R. Brown 5591 (N.Z.) finished in 7th place with 10 failing to finish.

Wednesday the last day of the series dawned with prospects of better weather but as the morning progressed this was not to be and again the list of non finishers was 9 with A.W. Imlay 5703 taking line honours and V. Worters (N.Z.) 4264 in 9th place.

The final heat was sailed in strong winds and at times a light drizzle and A.W. Imlay was just able to beat his Club mate C. Grimwood by a very small margin with G. Honey 5581 (N.Z.) in 10th place.

After a bar-b-que at the Cronulla Club House the presentation of trophies took place and the competitors exchanged Club Banners.

Results of the series was as follows :-

Scratch

A.W. Imlay	5703	1st	0 points	Aust.	Middle Harbour
C. Grimwood	8575	2nd	16 "	"	Concord-Ryde
R. Sleeman	8275	3rd	26.1 "	"	Cronulla
R. Brown	5591	6th	50 "	N.Z.	

Handicap Section

Miss C. Hollman	7417	1st	21.2 points	Aust.	Cronulla
M. Barnfield	7684	2nd	29.7 "	"	Cronulla
J. McCluggage	8574	3rd	31.5 "	"	Oyster Bay
R. Brown	5591	7th	46.4 "	N.Z.	

Congratulations to Bill Imlay on his splendid win. We hope he will be able to defend his title in New Zealand.

A NOTE TO THE LADIES

Is the Captain or Junior skipper of your crew having a birthday or anniversary in the near future?

Why not surprise him with an Association Tie to be worn at functions when the talk is primarily Herons and sailing in general.

Just drop a line to Mrs. M. Clarke, Y.W.H.S.A.A., 1 Ethel Street, Balgowlah. 2093 including your cheque or money order for $2.50 and the tie will be in the return post.

REPORT ON THE 14TH NATIONAL CHAMPIONSHIPS

THE CHAMPION(SHIP) CITY - PERTH
SOCIAL NEWS

from Mary Clarke

When a BLACK SWAN and a BLACK HERON confront one another you would expect feathers to fly - not a bit of it. The 14th National Heron Titles, hosted by the Perth 14ft. Dinghy Club for the W.A.H.S.A. and Y.W.H.S.A. proved a perfect setting for the gathering of a large flock of Herons on Crawley Bay.

In fact, anyone who didn't go to Perth can start feeling sorry for himself here and now.

Perth is a truly beautiful City, its charm exceeded only by the hospitality of the Westralians, affectionately known as the Sandgropers.

Competitors began arriving by rail and road from N.S.W., Canberra, S.A. and Tasmania a few days before the series began on the 31st December. They were met by W.A.H.S.A. committeemen (usually with a C-O-L-D bottle of Swan Brew), welcomed to the Club and made to feel very much at home. They soon settled in to what was to become the daily routine of chatting, rigging, sailing, more chatting, de-rigging and re-sailing every race.

Full results are reported by Ted Cartwright elsewhere in this journal, so I won't go into that, except to congratulate Andrew and Debbie Payne of Tasmania on winning the Title and, for the second time, taking the SILVER HERON back to the Apple Isle.

Both Ian Cull and Philip Crane (NSW) were only 2.7 pts. behind Andrew with the last heat to be sailed. This made it the most closely contested National Titles for some considerable time.

When the series commenced the visitors thought that the "Fremantle Doctor" (a notorious S.W. wind) was nothing more than a myth intended to bluff the Easterners and put them off their guard.

But sure enough, the first heat on Monday afternoon ended in a freshening breeze and by Tuesday morning the DOCTOR was paying house calls and really getting into his stride for the Big Blow on Tuesday afternoon. These conditions were to prevail until, on that all-important Friday morning (last heat) a very shifty, light Easterly came over the Range. Of course, the officials could not control the weather, but they had a very firm grip on the social activities which proved to be a most pleasant adjunct to the sailing series.

The lay-day saw a busload of eager sightseers travelling to the YANCHEP NATIONAL PARK, 32 miles north of Perth and comprising 6600 acres of natural bushland. There were some very keen appetites for the barbecue luncheon prepared so expertly by John Sibbes and Rudy Tiessen and the Black Swans of LOCH McNESS looked most disdainfully at the small offerings being thrown their way

Lunch taken care of, it was back in the bus to visit the Crystal Caves, some five miles up the road which were truly delightful (and a welcome respite from what was becoming a pretty hot day).

We all donned Pith Helmets (figuratively speaking) for our next stop at the Animal Safari Lion Park at Wanneroo where, by a very clever co-incidence, we arrived at feeding time. Not quite sure what the W.A. officials had in mind, we all made sure that the bus doors and windows were tightly closed. (Foiling that idea for getting rid of the opposition).

Wednesday night saw a gathering of the clan at the Barrack St., Wharf to board the M.V. DUCHESS for the "Mysterious SWAN-UPPING". This particular trip promised some excitement and we were not disappointed when, after about 30 minutes cruising, that grand old gentleman KING NEPTUNE himself came aboard to confer on the visitors (in the most extraordinary manner) membership in YE ANCIENT AND DISREPUTABLE SOCIETY OF HERONS OF YE SWAN RIVER COLONY. Murray Bailey is still trying to get the shaving cream out of his ears!

It was midnight before the DUCHESS returned to the Wharf and a very happy, tired, band of Heroners made their way home ready for whatever the morrow would bring.

The Presentation Dinner held at the Perth 14 ft. Dinghy Club House was a most happy ending to a wonderful series and I'm sure I detected a large sigh of relief from both the W.A. Heron President Tony Oram and his good lady, Joan as they welcomed the competing families.

It was most appropriate that Mr. & Mrs. John Kitto (John introduced the Herons to the West in 1964) should be the Guests of Honour and that John presented the placegetters with their trophies. In doing so he praised the hardworking W.A. Heron S.A. Committee for making it all happen (for a small band of workers they had performed a magnificient job). He also thanked the officials of the Perth 14ft. Dinghy Club, including Commodore Rob Scloss and Vice Commodore John Lund for the use of the Club and all its facilities.

The 14ft. Dinghy Championships were being conducted concurrently with the Heron Championships and Tony Oram had much pleasure in presenting the Heron Tie to John Lund who had offered his services as Starter for the Herons when he could have been very actively involved (and probably more interested) in the Dinghy series.

There were many people to be thanked, Ted Cartwright and Ted Fletcher for their stalwart (and sometimes frustrating) work on the starters boat. John Sibbes, Rudy Tiessen and Bob Lehman who were always on hand to cope with those unexpected problems which always crop up. To the good ladies who kept the canteen supplied with hot cups of tea and cool, cool drinks. Gwen Carless who never missed a beat on the finishing line and to Bill and Mrs. Baker for their handiwork on the pennants presented to competitors to remember the series (as if we could ever forget it).

A National Title needs organisation, and this was not found wanting. But it also needs support from competitors and I think I speak for all those in the West when I say thank you to Andrew & Debbie Payne (TAS), Philip and Rodney Carnall (ACT) Don Martin, Jim Armitage, Ron and Geoff Reseigh, Max Brunger, Mal. Heithersay, Steve Luders, George Robertson and Tony Ryan, all from South Australia and Ian Cull, Philip Crane, Frank Allen, Bill Stokes, Murray Bailey and Russell Hull from N.S.W. and their families who, at considerable effort and certainly some expense decided to be part of the 14th National Heron Titles in Perth.

THE 14TH NATIONAL HERON TITLES SAILING REPORT
(Prepared by Ted Feltcher and Alan Wilson)

Invitation Race: 3.00 p.m. Sunday, 31st December, 1972. 34 Starters.

The conditions at the start were fine and generally sunny with a moderate south-westerly breeze and a fairly lively "chop" in the vicinity of Quarry Spit where the situation is exposed to the long reach of Melville Water. Some nervous tension was caused by a 15 minute postponement due to difficulties with the starting boat. Initially the starters forgot and had to go back for the starting chronometer. On arrival at the starting position they then fouled the propeller in laying a marker buoy after which there were difficulties with the fuel line and the timing system. The starting/rescue boat staggered through the series with a singular lack of honour but this was partly due to the problems inherent in using a fast outboard motor for slow-running rescue and starting work. As mentioned, skippers may have been under some strain because several broke the starting line and did not heed the recall. One, Vat 70, was second to finish but failed to score since it was disqualified.

The leaders after one circuit of the triangular course of about 2½ miles were Vat 70 (8074), Wiwirri (8555), Dees Yah (8046), Nepean (8338), Jamp (8001), and Lady G (7258). After another circuit to Quarry Spit followed by a windward work to Crawley Buoy, Wiwirri (Andrew Payne, Tas.) led Vat 70 (Jeff Cartwright, W.A.) by 20 lengths followed by Dees Yah, Nepean, Jamp, Chain Valley Bay (7472), Neptuna (5363), Slipstream and Lady G. The final work up from Quarry Spit to the finish in front of the Club was sailed in a dying breeze and several skippers found themselves in "holes" causing much teeth-grinding.

Final positions were : Wiwirri; Jamp (Philip Crane, N.S.W.) 2; Lady G (Philip Carnall, A.C.T.) 3; Cocker (R. Stone, S.A.) 4; Chain Valley Bay (Ian Cull, N.S.W.) 5; Nepean (Murray Bailey, N.S.W.) 6; and Slipstream (Frank Allen, N.S.W.) 7th.

1st Heat: 3.00 p.m. Monday, 1st January, 1973. 34 Starters

Conditions: Wind shifting around from N. West to Westerly causing a last-minute alteration of course (fortunately to the same one sailed in the Invitation Race) - Course No. 1 South-Westerly. Wind speed was about 10 knots and the sky was fairly overcast. Unluckily Neptune (5363) was dismasted on the way to the new line.

The start was a good one, the 34 starters getting away without any breaks. Misadventure (8223), New Betsy (8080), Vat 70 (8074), Slipstream (3921) and Chris-L (7915) being prominent starters. At the end of the first work, the first to round Crawley Buoy was Slipstream followed by Vat 70, Jamp, Dees Yah, New Betsy, Chain Valley Bay and Plod. One circuit later the order was Vat 70, Dees Yah, Jamp, Chain Valley Bay, Slipstream, Chris-L, Wiwirri, Plod, Jaledro and the rest. On the third rounding of Crawley Buoy the order was almost the same with Chain Valley Bay now ahead of Jamp and Wiwirri ahead of Chris-L.

This order was generally maintained to the finishing line where the order of crossing was: Vat 70 1; Chain Valley Bay 2; Dees Yah (Jim Armitage, S.A.) 3; Slipstream 4; Jamp 5; and Wiwirri 6.

2nd Heat: 10 a.m. Tuesday, 2nd January, 1973. 33 Starters

Conditions: Fine and cloudy with a moderate but increasing southwesterly breeze of 10 to 15 knots and choppy water conditions.

Just before the start Slipstream capsized on the line and one circuit later, pursued by bad luck, withdrew dismasted. The start was a clean one - Jamp, Wiwirri, Nepean and Chain Valley Bay getting away ahead of the rest.

On the first circuit Wiwirri, which was lying second to Jamp, capsized on a gybing turn around Heron Buoy but righted quickly and proceeded without losing many places. At the end of the second work up to Crawley Buoy, Jamp was first around, followed by Chain Valley Bay, Wiwirri, Dees Yah and Plod with Chris-L a long way back followed by the rest. Vat 70, the top West Australian boat which had won the 1st Heat with its light junior crew, was overpowered by the increasing wind and lay about 9th at this time. (Boipers, also with a young crew, was sailing "3 up"). On the last circuit, the reach from Crawley Buoy to Heron Buoy provided excellent planing conditions and the order of rounding of the leaders was Jamp, Wiwirri, Chain Valley Bay, Nepean, Plod, Chris-L, Neptuna, Lady G, Boipers, Nerana, Vat 70, New Betsy and Jenny Anne.

The final placings over the line were: Jamp 1; Wiwirri 2; Chain Valley Bay 3; Nepean 4; Chris-L (R. Reseigh) 5; Plod (Bill Baker) 6; Neptuna (Stephen Luders) 7; and Lady G 8.

3rd Heat: 3.00 p.m. Tuesday, 2nd January, 1973. 34 Starters.

Conditions: A strong southwesterly breeze of 15 to 20 knots with gusts up to 30 knots. The starting boat had difficulties with a dragging anchor but the start was without disqualification. Dees Yah broke the line but returned. Jamp and Chris-L made the best getaways.

On the first gybe around Heron Buoy following an exhilarating and for many a somewhat uncontrolled planing reach from Crawley Buoy boats began to go over like ninepins. Some wisely "grannied" for safety but many gamely gybed and not a few rolled or nose-dived in. There were, however, some notable exhibitions of boat-handling and the leaders took little time over the planing run down to Quarry Spit. Both starting and rescue boats had their hands full with rescues and both suffered engine trouble. For this reason the progress of the rest of the race was not followed closely but a number of skippers were seen to beach their Herons for temporary repairs and there were several retirements.

The final result which reflected the heavy weather sailing ability of the leading boats was: Wiwirri 1; Jamp 2; Chain Valley Bay 3; Nepean 4; Dees Yah 5; Boipers 6; and Lady G 7.

4th Heat: 3.00 p.m. Thursday, 4th January, 1973.

Conditions: Very pleasant - a light to moderate southwesterly breeze at 7 to 10 knots. Fine, with light cloud. The start was a good even one and at the end of the first windward leg the order of rounding at Crawley Buoy was Chain Valley Bay, Jamp, Wiwirri, Nepean, Vat 70, Lady G, We Free, New Betsy and Vixen.

One circuit later the order had changed with Nepean first to round Crawley Buoy followed by Chain Valley Bay, Wiwirri, Jamp, Plod, Vat 70, Lady G, Slipstream, We Free and New Betsy. Vixen suffered a broken gaff halyard and was sadly towed home. A feature of this race was the uncertainty of the breeze at Crawley Buoy which deceived several skippers who had to put in extra tacks to round.

The final result was: Chain Valley Bay 1; Wiwirri 2; Jamp 3; Nepean 4; Plod 5; Slipstream 6; Vat 70 7.

At this stage three skippers - Andrew Payne (6 points) and Philip Crane and Ian Cull (both 8.7 points) were in a position to win depending on the result of the final heat.

5th (and Final) Heat: 10 a.m. Friday, 5th January, 1973.

Conditions: The race started in a moderate to fresh south-easterly breeze of about 15 knots, necessitating a course which had not been sailed before in the series. This undoubtedly caused uncertainty among the skippers and local boats enjoyed some early advantage.

The first boat to round Concrete Spit at the end of the initial beat was Dees Yah followed by Wiwirri, Boipers, Jamp and Plod. On the run back to Crawley Buoy Boipers took the lead but after the beat to Heron Buoy, Vat 70 had taken the lead from We Free, Nerana, Wiwirri, Geordie, Jamp and Chain Valley Bay. There were no major changes for the rest of the race until the last run from Quarry Spit down to a nail-biting finish when Vat 70 and Wiwirri were sailing only inches apart, followed at some distance by Nerana (Susan Robertson).

The final order of finishing in this heat was: Vat 70 1; Wiwirri 2; Nerana (Susan Robertson, S.A.) 3; We Free (Brian Davis, W.A.) 4; Jamp 5; Chain Valley Bay 6; Cocker 7.

Final Placings

The overall result of the 14th Heron Championship Series on points was:- Wiwirri (Andrew Payne) 9; Chain Valley Bay (Ian Cull) 14.4; Jamp (Philip Crane) 18.7; Vat 70 (Jeff Cartwright) 29; Nepean (Murray Bailey) 41; Dees Yah (Jim Armitage) 48.7; Plod (Bill Baker) 51.7; Slipstream (Frank Allen) 52.7; and We Free (Brian Davis) 54.

Jeff Cartwright of W.A. won the junior title and Susan Robertson of S.A., sailing with her father as forward-hand, won the women's title.

14TH NATIONAL HERON CHAMPIONSHIP RESULTS

Place	Number	Name	Skipper	HEATS						Total
1	8555	WIWIRRI	A. Payne (Tas)	11.7	3	0	3	3	=	9
2	7472	CHAIN VALLEY BAY	I. Cull (N.S.W.)	3	5.7	5.7	0	11.7	=	14.4
3	8001	JAMP	P. Crane (N.S.W.)	10	0	3	5.7	10	=	18.7
4	8074	VAT 70	J.Cartwright (W.A.)(J)	0	16	40	13	0	=	29
5	8338	NEPEAN	M.Bailey (N.S.W.)	17	8	8	8	22	=	41
6	8046	DEES YAH	J.Armitage (S.A.)	5.7	19	10	15	18	=	48.7
7	5359	PLOD	W.Baker (W.A.)	13	11.7	30	10	17	=	51.7
8	3921	SLIPSTREAM	F.Allen (N.S.W.)	8	39	14	11.7	19	=	52.7
9	5152	WE FREE	B.Davis (W.A.)	15	21	15	16	8	=	54
10	7915	CHRIS-L	R.Reseigh (S.A.)	14	10	18	17	14	=	55
11	8345	NERANA	S.Robertson (S.A.)(JL)	16	17	21	19	5.7	=	57.7
12	7258	LADY G	P.Carnall (A.C.T.)	22	14	13	14	23	=	63
13	6736	BOIPERS	G.Reseigh (S.A.)	29	15	11.7	23	15	=	64.7
14	5363	NEPTUNA	S.Luders (S.A.)	40	13	19	20	16	=	68
15	8080	NEW BETSY	H.(Tony) Oram (W.A.)	18	18	23	18	21	=	75
16	8286	COCKER	R.Stone (S.A.)	19	23	32	26	13	=	81
17	6583	JALEDRO	S.Blanchard (W.A.)(J)	20	22	17	27	39	=	86
18	4844	STAFFORDSHIRE	W.Stokes (N.S.W.)	23	24	20	24	26	=	91
19	8205	JENNY ANN	R.Tiessen (W.A.)	31	20	16	28	28	=	92
20	8355	SUE CAROL	G.Brunger (S.A.)(JL)	21	31	31	21	24	=	97
21	5672	NORRPILEN	R.Hull (N.S.W.)	25	25	26	22	34	=	98
Eq. (22	754	CATALOU	R.Foale (Tas)	28	26	29	29	20	=	103
(22	5741	KOOMAK	J.Birch (W.A.)	26	27	27	25	25	=	103
24	7664	ADROIT	D.Robinson (W.A.)	24	29	33	37	29	=	115
25	7357	MELE BILO	R.Carless (W.A.)	32	30	25	32	30	=	117
26	8223	MISADVENTURE	R.Lehman (W.A.)	36	33	24	30	31	=	118
27	7841	VIXEN	J.Sibbes (W.A.)	27	29	32	40	33	=	121
28	6991	THATAWAY	A.Foster (W.A.)	34	28	28	34	35	=	124
29	7847	NIKITA	G.Thomas (W.A.)	30	44	40	36	27	=	133
30	7198	GEORDIE	D.Martin (W.A.)	39	32	40	33	32	=	136
31	5656	DIDGERIDOO	J.Andrew (W.A.)	35	34	40	35	37	=	141
32	8362	LITTLE AL	A.Ryan (S.A.)	39	39	40	31	36	=	145
33	8022	BLUE GNU	A.Wilson (W.A.)	37	35	50	38	39	=	148
34	7293	YARCOB	M.Heithersay (S.A.)	33	40	40	44	39	=	152
(35	5787	WITCH	J.Hogan (W.A.)	40	40	40	40	40	=	160
Eq. (35	6609	VIVA	V.Brittain (W.A.)	40	40	40	40	40	=	160
(35	8400	PIPPA	J.Hill (W.A.)	40	40	40	40	40	=	160

SOME PHOTOGRAPHS

from Tony Oram and Murray Bailey

The rigging area Perth Dinghy Club.

A common scene during the series - these boats finished 1st, 2nd, 3rd and 4th.

Lining up for the start of the last heat.

The Presentation Dinner.

Susan Robertson (S.A.) - our Lady Champion - receiving her prize from John Kitto.

Jeff Cartwright caught rigging Vat 70. Jeff finished 4th overall.

THE 14TH NATIONAL CHAMPIONSHIPS - PERTH

Andrew & Debbie Payne receiving their trophies from John Kitto and Tony Oram.

Runners up Ian and David Cull being congratulated by John Kitto.

Robert Foale (Tasmania) 754 Catalou being dubbed by King Neptune.

Rudy Tiessen entertains while John Sibbes cooks at the Yanchep barbecue.

Dust on the Nullabor. Frank Allen as seen through Murray Bailey's windscreen

John and Rosalie Hall (W.A.) in their uni-sex gear.

ARE YOU A MATHEMATICIAN?

from Judith Moule

Two famous people were at a party one evening. During a lull in the conversation Einstein presented the guests with a problem.
"What is 2 rectangles plus 2 triangles plus 8 right angles plus 2 question marks plus 2 full stops?"

Epstein (of Beatle fame), being a creative thinker was first to supply an answer - "1 Snifter."

"Correct", replied Einstein.

The remainder of the guests stood dumbfounded until a large piece of paper and a crayon were found .....

(I'm afraid I cannot fathom that one out at all. Come on now, Judith. Put us all out of our misery. How about the answer next issue. Editor)

SAILING ON LORD HOWE ISLAND AND SOME THOUGHTS ON SPINNAKERS

from John Shipton
Immediate Past President
Y.W.H.S.A.A.

After six weeks vacation in Sydney and forcing the bows of a Heron through the soup of the Parramatta River, I am back in my Island Paradise, able to ponder in retrospect on being thwarted of the N.S.W. Championship series due to the petrol strike and to find time to give Heroners some idea of sailing activities of the Island.

This article refers to the local Lord Howe Island dinghy. Although not a Heron I feel that a number of interesting comparisons can be drawn as the two boats are very similar in many ways.

Try and imagine a semi-tropical paradise. An Island, crescent shaped and the world's most southern coral reef enclosing a lagoon with water so clear that depth is hard to judge. Blues, greens and turquoises are so bright that to see them on a colour slide would make them seem unreal. This then is the venue for the activities of the Lord Howe Island Aquatic Club. The only fly in the ointment is that the lagoon will only permit sailing at High tide due to depth.

The Aquatic Club sponsors a local class, the Lord Howe Island dinghy which is a slight modification of the New Zealand 'Sunburst'. The 'Sunburst' is a serious rival to the Heron in N.Z. and was referred to in Ron James article "The Heron Movement in N.Z." (June '72 Newsletter).

The L.H.I. dinghy looks like a Heron in general lines. Between 11'6" - 11'9" long but much flatter and beamier aft than a Heron - it is undecked, the buoyancy (built-in) coming to about riser level. Sail area is a little larger than a Heron (approx. 90 sq.ft.) and a parachute spinnaker with 12' luffs is carried (more of this later). Minimum weight is 120 lbs but all boats, ten in all, are a little heavier than this. The original Sunburst is of ¼" ply and is a G.P. boat. The Island dinghies are of 3/16" ply and are used for racing.

Essentially the L.H. dinghy is one design but a number of modifications are permitted. It was not long before the garage began to resound to the whines and rasping of saws, the swish of planes and the odours of new wood and freshly mixed glue. The result was another 'Overture' incorporating many Heron features which have compared most favourably with more modern ideas allowable on these boats, in both practicability and competition. This has convinced me that the Heron is not lacking in efficiency in comparison with other classes using seemingly more sophisticated equipment.

First modification I made was to replace the standard dagger centreboard with a folding plate similar to the Heron. The same Heron friction pad (expanding hose) was used to keep same in position. A folding rudder complete with string and shockcord for keeping the blade down was novel to the class. Taking off through the surgewhich comes over the reef at high tide was much easier for Overture than the other boats whose crews had to juggle long dagger boards and unco-operative rudders in water up to their armpits.

When it came to sheeting the jib and main, there were some smiles. None of the other boats had adjustable fairleads with cam cleats. Such equipment was of considerable benefit in heavy weather and for quick tacking with young crew. Instead of the hawse (track) across the transom, I used the Heron system but transom eyes 12" from centreline instead of 8". Believe me, the simplicity of this system belies its efficiency, even in a blow, provided the boom vang is kicked down hard.

From the outset, one of the aims of the Aquatic Club was to encourage the young fry to enjoy the sport. When I arrived on the Island in January '72 it was apparent that for'ard hands were in short supply, even though there were plenty of children. Indeed, some of the youngsters flatly refused to go out. I can attribute this to one thing - spinnakers.

Over a season of competition in these spinnakered craft, after some careful observation I have arrived at some definite conclusions.

1) In light breezes, say 2 - 5 knots, the spinnaker gave a boat only a marginal advantage downwind. Indeed in fluky, shifting winds, one was a good deal better off without it, especially at close quarters near marks.

2) When conditions were that a spinnakered boat planed and the boat without did not, the difference was so great that races were won or lost on the ability to handle the spinnaker alone - not on skill to windward.

3) When it really blew, the old faithful jibstick was a much safer bet than 70 sq.ft. of almost uncontrollable nylon.

4) The need for specialized efficient crew put the chap who wanted to sail with his offspring or who at the lastminute had to pick up a crew on the beach, virtually out of the running.

5) For a novice, the complexity of extra ropes, blocks, cleats etc. to sport a kite presented a challenge that turned several would-be starters to golf.

6) The cost of extra ropes, blocks, sail etc. amount to $70 or more on top of the cost of the normal jib and mainsail was a deterrent to the involvement in purchasing a boat.

I was fortunate as young David (my son - 10 years) has crewed for me in Herons for five years. It did not take him long to adapt to a spinnaker and now he can set it and get it down (without tangles) quicker than most of his adult counterparts. He takes pride in his skill and delights in the red monster drawing like a horse in a fresh breeze. But there were some crises in the early stages. It is very easy for a skipper to get exasperated with foul-ups, especially when, after carefully covering and doing everything right up wind, you watch your opponent race off downwind to an unbeatable lead, while your spinnaker endeavours to tie itself into a knot beside which the Gordian knot is a picture of simplicity. In the heat of the moment words are often uttered that are not meant and sailing should be an enjoyable sport for skipper and crew alike. It is bad enough in Herons where there are fewer things to go wrong - (ever dropped the jibstick overboard or not released the windward jib sheet quickly enough - and you will know what I mean).

The L.H.I. Dinghy for its size is very stable especially downwind. It doesn't possess the tendency to nose dive like a Heron. One can almost tramp around anywhere in it. This is just as well, or there would be more wet Lord Howe Islander spinnaker fighters than there are already.

From time to time we hear from disgruntled Heroners that we should sport a spinnaker. These people argue that a training boat should teach all facets of the sport. To a point I agree - but the Heron is not a training boat in the comprehensive meaning. It is a boat where people learn to sail, learn the thrill of wind lashed spray and the tug of the helm - and the wetness of a capsize. It is a boat to be enjoyed by families not an arena for frustrated fathers to hurl abuse at sons and daughters. It is a boat where fine tuning and a skippers skill combine to produce a winning team for the minimum financial outlay. It is a boat which provides the best and closest one design racing in Australia today. The Association plans to keep it this way. Sometimes it appears that the advocates of spinnakers are looking for some means of overcoming inadequacies in the basic skills of sailing. It is with certainty that if spinnakers were allowed, the same fellows would do well that do well without them. Insome conditions, the boat might go a little faster, but at what a dreadful price in terms of frustration and family discord.

Spinnakers are exciting and those that like to use them, I hope you get the fun out of them that I am getting on Lord Howe - but keep them away from Herons, where they have no place.

SAILING ON LORD HOWE ISLAND WITH THE L.H.I. DINGHY

Photos from John Shipton

Heron lines are obvious. Absence of fore decking is an advantage.

Beating to windward. Heron type sheeting is very effective.

Romping along in fine style - boat is beautifully balanced.

Clean and uncluttered. Side buoyancy makes righting easy.

VICTORIA NEWS

from Judith Moule

The new Corio Bay Sailing Club opened their doors to the Heron Sailing Association for their Annual Christmas Picnic. The few Heroners who made the trip to Geelong had an excellent days sailing and socializing. Father Christmas (alias Reg. Deller) and his helpful Clown (John Clark) arrived by the traditional sleigh, after negotiating the trip by sea under considerable difficulty. But to the delight of the children he arrived safely to give away his goodies.

Two races were held and produced the following results.

2.15 p.m. 35 starters. Olympic course.

Line Honours	Handicap	
1. R. Bluck	R. Plummer	(only Lady skipper)
2. A. Moule	C. Ryan)	Son and father
3. P. Symonds	J. Ryan)	respectively
4. R. Plummer	B. Jordon	

5.20 p.m. 18 starters. Shortened course because of necessity to hear a protest.

Line Honours	Handicap	
1. A. Pounsett	A. Pounsett	- just returning to sailing
2. R. Bluck	J. Clark	
3. J. Ryan	A. Lloyd-Jones	
4. A. Lloyd-Jones	K. Scudder	

Thank you Corio Bay S.C., for turning on such good sailing and such a wonderful welcome.

The New Year commenced with the Annual Lake Epplock (Bendigo Yacht Club) Regatta. It was attended by 12 Heroners. All races were sailed in very light weather. Placings were as follows -

Heat 1	Heat 2	Heat 3	Heat 4
5647 R. Bluck	5647	5647	5647
8026 J. Fay	6972 P. Syme	8515 A. Moule	7411 L. Ralph
8515	6647 G. Jordan	5083 P. Westaway	8515

Final placings were - 1. 5647 Robert Bluck (Elwood S.C.)
8518 Arthur Moule " "
8026 J.A. Fay (Bendigo Y.C.)

This was to some an introduction to Lake Sailing - Now we look forward to State Championships at Cairn Curran during the Labour Day weekend - March 10, 11 and 12.

Inverloch - South Gippsland Sailing Club, February 4. This promised to be a great day - that was when the folk left Melbourne. But alas the weather turned for the worst and the skies opened, but the wind didn't even come. So racing for the Day was abandoned.

Balnarring -Western Port Yacht Club. This was a challenge day against the Sparrows. 20 Herons and 16 Sparrows took to the start in winds of 23-25 knots with slight seas. This turned into a very interesting race - with top Heron skippers, Alec McClure (Black Rock), N. Ridgway (Black Rock, Balnarring), Bob Bluck (Elwood) and Len Ralph (Elwood) battling for top position. All was going well with these four until Len decided go have a swim for the second time during the weekend. Bob noticed that a Sparrow was on the way up and suggested that Alec should watch out for him. Him was Her - top Sparrow skipper Judy Hale. This the Herons did not like so all stops out and away they went. They crossed the finishing line thus -

N. Ridgway	1st	
A. McClure	2nd	
R. Bluck	3rd	
Judy Hale	4th	State Champion Sparrow
G. Ross	5th	

The Herons won by 8 points.

JIM HARDY'S VISIT TO MIDDLE HARBOUR

The last issue of Newsletter reported on Jim Hardy's visit to Middle Harbour Sailing Club's November meeting.

Some of you are very interested in the racing side of sailing. The following notes will be of interest to you coming as they do from Jim Hardy's talk at a Seminar held by Brighton and Seacliff Yacht Club entitled "Thinking of Winning". Their use is acknowledged.

YACHT RACING

MY THOUGHTS ON WHAT COUNTS MOST IN ORDER OF PREFERENCE.

1. SKIPPER & CREW

   (a) Winning mental attitude.
   (b) Ability, I.Q., etc.
   (c) Concentration.
   (d) Discipline and effort.

2. SAILS

   (a) Quality of cloth.
   (b) Draft depth.
   (c) Draft position.

3. SPARS & RIGGING

   (a) Minimum weight.
   (b) Minimum windage.
   (c) Minimum complexity.
   (d) Running rigging and sheets etc. must run.

4. BALANCE

   (a) Slight weather helm sailing upwind.
   (b) Neutral helm sailing downwind.
   (c) Sail the yacht on its least resistant lines.

5. HULL

   (a) If restricted design, minimum all up weight.
   (b) If unrestricted design, must be a competitive shape.
   (c) Super smooth outside surface.

6. PRACTICE

   (a) Boat and sail handling.
   (b) Remedy the cause of anything that fouls.
   (c) Waves, an enemy upwind, a friend downwind.
   (d) Do everything for a reason.

7. STARTING

   (a) Favoured end of starting line for wind and course.
   (b) Tight leeches to eat out to windward.
   (c) Loosen leeches for speed.
   (d) Know the course and sail the shortest route.

8. RULES & TACTICS

   (a) Complete knowledge of racing and class rules.
   (b) Stay between a beaten boat and the next mark.
   (c) Advantages of loose cover and close cover.

9. SEA & WEATHER

   (a) Predictions of tidal currents.
   (b) Predictions of wind patterns.

10. RELAXATION

(a) Yacht racing is a sport not a business.
(b) Successful Northern Hemisphere yachtsmen sail only in the summer.
(c) Reflect on your good and bad performances.

CONCLUSION

If you remember only three points from my presentation at this Seminar, I shall be satisfied.

(1) The side force or lift developed by the keel or centreboard of a yacht, increases by the square of the boat's speed increase.

(2) A yacht's propulsion is dependent on the differential in wind speed over both sides of the sails. The critical maintenance of the maximum differential sorts out the quality of all helmsmen.

(3) In the final analysis, it is the sum total of all the little things being well covered in their order of merit, that produces the consistent yacht racing champion.

OVER THE HORIZON - ALEC AMESS

from Judith Moule

Smiling, pipe puffing, generous, helpful, enthusiastic, friendly - this was Alex Amess. It is with a note of sadness, therefore, that we report the sudden death of this characteristic Heroner on 2nd January 1973.

Alex Amess' sporting prowess was not confined to sailing alone, but his attitude was the same whatever it was he undertook. Prior to returning to sailing in 1964 he was a small car racer and those who shared this sport with him confirmed what we Heroners soon learned about him, too. Their loss, they said, was our gain.

In the early years of Heron sailing in Victoria Alex joined with Philip Rowe and others into a huge building co-operative which constructed and launched thirty or more Herons in a single batch for the Black Rock Yacht Club. His efforts did not cease there but continued as an assistant measurer for many years. As the giver of advice to beginners or as an instructor of note at classes, Alex always had some words of wisdom to offer on rigging, racing, safety, repairs, trailing, etc. In Victorian waters he was eagerly sought after by old and young, senior and junior, novice and veteran alike.

In his white tuxedo jacket he was a conspicuous figure at Heron social events. Dressed in scarlet with white facings, edgings and a beard, he was an exciting visitor at Christmas time to the children of Heroners as he came ashore from his flag bedecked 5606 JULLIEANN.

Alex gave up sailing at the beginning of the 1971/1972 season to pursue another hobby (lapidary) into which he poured the same enthusiasm. It has been reported that he gained thirty or more Australian trophies for his lapidary work. He ceased as a Heron member soon afterwards but remained a very welcomed friend. Outside Victoria he was not as well known perhaps: his other occupations prevented him attending National Championships. He was a sailor of no mean skill having missed State Championship honours by a few points only on three or four occasions. In later years he left the Black Rock Yacht Club to join the Elwood Sailing Club and there as a committee man and as a competitor, had few equals.

And so it is that we pay tribute to an extremely loveable character whose contribution to Heron sailing we learned to appreciate only after he had retired from sailing. As he sails on over the horizon we extend our deepest sympathy to his wife Val and daughter Julieann and hope that the goodwill he established towards everyone who sailed in boats will continue.

A.C.T. NEWS

from Terry Cole

The three heat A.C.T. Heron Championship was conducted by the Y.M.S.C. on February 17-18. A top fleet of 23 boats contested the series, including dual winner and defending champion Ian McDougall, A.C.T. Junior Champion Phil Pratt, Kurrimine Champion John Ryan, and former A.C.T. Champion Harry Black. The series proved the most exciting and successful in recent years.

The first heat commenced in light conditions and saw Ced Pratt (Lindy) around the first mark, with Richard Parker (Joy Joy) and Don Jamison (Abracadabra) close behind. At the windward mark the second time Jamison led narrowly, and it seemed a race between Jamison, Ian McDougal (Pele), Terry Coles (Gangawa) and David Harris (Hatchetman). With a lap to go a fierce squall hit the fleet dismasting Gangawa, causing several capsizes and leaving Phil Pratt (Seabreak) rudderless.

The race developed into a thriller with McDougall, Harris & Ced Pratt revelling in the heavy weather and closing the gap upwind. Jamison led narrowly at the final mark, with challengers coming from everywhere. McDougall set a scorching pace on the final leg and the defending champion bolted clear of the fleet to score in convincing style with Ced Pratt finishing a great second, one yard in front of Harris.

Heat 2 was sailed in light flukey weather with several boats leading in turn before McDougall recovered well from a poor start, to sail through the fleet and lead at the first mark. The race developed into a tremendous battle between McDougall and Coles with Harry Black (Turilawa) back in top form a close third. Coles led McDougall by a boat length at the final mark and a magnificent duel on the final leg saw the lead change several times before Coles snatched a narrow win from McDougall with Harry Black a great third.

The third heat again commenced in light conditions with McDougall odds on to retain the title and six boats in the running for runner up. McDougall, sailing confidently, led at the first mark from Nick Loveday (Merlin), Harry Black, and Coles slow to start. McDougall had opened up a big lead at the leeward mark with Coles in second place. Coles led at the windward mark and went on to win from McDougall, Loveday and Black.

Championship Placings -

1st	"Pele"	Ian & Scott McDougall
2nd	"Turilawa"	Harry Black & Peter Singh
3rd	"Merlin"	Nick Loveday & Don Graham

LETTERS TO THE EDITOR

11 David Street,
CLIFTON GARDENS.
N.S.W. 2088

20. 2.73

The Editor,
Dear Sir,

I am writing this letter to obtain support for the fibreglass Heron in Australia. It is considered this form of construction should be introduced for the following reasons.

The majority of clubs have reported a reduction in the number of Herons sailing in their club races, even when club membership has remained the same. The number of competitors in open events in N.S.W., such as the Travellers Trophy, has also decreased. At the time of writing the overall Australian membership is down by approximately 10%. This is due to insufficient newcomers to replace those retiring.

A big deterrent to many of the newcomers is the difficulty in obtaining a boat. New boats are virtually impossible to get, builders having ceased to make them as present day high labour costs price them out of the market. As is well known to the National body there is a shortage of secondhand Herons and in any case many people do not want a second hand boat.

The alternative is to build a boat from scratch or from a kit. Not all people are capable, a lot have no facilities, many do not have or want to spend the necessary time. My own experience from manning stands at boat shows is that people become interested in the Heron and start to ask prices and where boats are obtainable. When it is explained that unless they can find a good second hand one they will have to build one their interest very quickly fades.

THE Y.W. HERON SAILING DINGHY

ANDREW and DEBBIE PAYNE sailing SOBRAON during the 12th National Titles in Hobart, Tasmania in 1971.

THE INFORMATION CONTAINED IN THIS LEAFLET ENDEAVOURS TO ANSWER THE MANY QUESTIONS ASKED ABOUT THE **HERON.**

Pull it out and pass it on to any of your friends you think may be interested in sailing a HERON.

THE Y.W. HERON

The Heron is a family sailing, training boat in the general purpose class and is equally at home in races, cruising, pottering, rowing or, with a 5 hp. outboard, fishing.

Designed by Englishman Jack Holt, who has done more for dinghy sailors than any other man alive today, she is a one-design craft, 11 ft. 3 in. long with a 4 ft. 6 in. beam and carries 72 sq. ft. of sail in a sliding gunter rig of main and jib sail only. Minimum hull weight is 140 lbs. (bag buoyancy) 145 lbs. (built-in buoyancy) and she has a racing crew of two, usually Mum or Dad at the helm with son or daughter up front.

The Heron is sailed in all States, Papua and New Guinea and currently more than 2,000 are registered. The yacht is also an international class with headquarters in London and more than 8,000 numbers have been issued (4,000 to Australia). The Heron has been sailed all over the Western World and has even gone to war to provide recreation for the troops in Vietnam.

Owning and sailing a Heron is a good way of making friends. The class has a unique feature in being able to re-introduce many Dads who want to get back into sailing with their families. And of course, introducing many to the joys of sailing for the very first time.

Many people ask why the boat is named Y.W. Heron. The name originated when Jack Holt designed her in association with the magazine 'Yachting World'. Hence, Heron and the Y.W. Heron Sailing Association of Australia.

Built of ply and designed for easy construction by the average handyman, she is perhaps the most economical boat to build, for her size, of all current centreboard dinghies. More than 90% of the Association is handyman built; made just that much easier by the availability of pre-cut kits in New South Wales and Victoria supplied anywhere in Australia.

With a rather modest sail area, the Heron is a gentleman's boat in light winds. However, with a breeze around 15 knots the Heron will plane, sailing as high and fast as more specifically designed racing craft.

The Heron is very seaworthy and one marked safety feature is great weather helm. If you let tiller and sheets go, she will round up into the wind and hang there as docile as a lamb.

The basic boat has remained unchanged since Jack Holt designed her in the early 50's. However, as a concession to our more boisterous conditions, built-in buoyancy is now permitted in Australian rules to make it easier to right after capsize.

Two and a half inch gunwales are also permitted to stop the slop coming inboard and though these modifications have not altered the performance it is considered that they have made her a much more appealing boat.

The National Titles are traditionally held over the Christmas-New Year Break each year, rotating between States for three reasons.

SAILING DINGHY

Noel Abel, Murray Bailey and Jack Gilbert sailing off Clontarf, Middle Harbour, Sydney.

The first is so that kindred spirits can get together socially, secondly they can sail their Herons against each other and thirdly when it is all over, pick a champion.

The 14th National Heron Titles were sailed at Crawley Bay, Perth and won by a brother and sister team, Andrew and Debbie Payne of Tasmania.

There are no age barriers for the crew in sailing the Heron or for the boat itself. Because of the strict one-design concept the skill of the crew in both sailing and tuning the boat is paramount in winning races. In all fleets, schoolboys and girls compete on equal footing, against wise old heads who have been in the sport for years.

You will have noticed the reference to One-design which, basically, means that, within the tolerances laid down by the Association, all boats are the same. One design ensures equality of competition and good resale value of the investment.

Costs vary from State to State and you would be well advised to contact your State Heron Association Secretary for further information in this regard.

See the back page of this supplement for the addresses.

SPECIFICATION

LENGTH	11' 3"
BEAM	4' 6"
DRAFT	2' 4"
SAIL AREA	72 sq. ft.
FREEBOARD	1' 3"
SPAR LENGTH	10' 8"
WATER LINE TO GAFF HEAD	18' 6"

SLIDING GAFF RIG

PIVOTTING CENTREBOARD AND RUDDER

MINIMUM HULL WEIGHT 140 lb. (Bag buoyancy)

MINIMUM HULL WEIGHT 145 lb. (Built-in buoyancy)

FOR FURTHER INFORMATION

Hon. Gen. Secretary, 1 Ethel Street, Balgowlah. 2093 Phone: 948.8142

State Heron Association Secretaries

Papua, New Guinea	:	P. Hermann, C/- D.A.S.F., Konedobu, TPNG.
Queensland	:	J. Porter, 237 Bapaume Road, Holland Park. 4121. Phone: Bus. 47.4811
New South Wales	:	R. Thomson, P.O. Box 40, Gymea. 2227
Victoria	:	Mrs. J. Moule, 22 Bunnett Road, Knoxfield. 3180
Tasmania	:	P. Moore, 9 Riawena Road, Rosny. 7018
South Australia	:	D. Cox, 22 Laffers Road, Glenalta. 5052
A.C.T.	:	M. McNamara, 59 Blackburn Street, Macquarie. 2614
Western Australia	:	R. Lehman, 14 Wilberforce Street, North Beach. 6020

This is 1973 when people want to walk into a shop, slap $10 deposit down and sail the next day. This is why so many new classes spring up and then due to not having an organisation like ours, tend to die. These people are lost sailors, more importantly lost Heron sailors as nearly all of them are beginner family type people. These people have bought Friskys, M and W Swingers and now we have the Puffin and Sea Mate. The latter is 11'5" long 5'-0" beam, hull weight 145 lb. and costs complete with sails, $695.

True or false the industry has sold people on the idea that Fibreglass means less maintenance.

From this you will see that I consider if an over-the-counter Heron was available for less than $700 we would find our fleets growing. The only way this price can be met is by fibreglass. Think of the publicity a manufacturer could give to the Heron "Australia's most popular boat now available in easy maintenance, low cost fibreglass". It has happened in the U.K. and it is inevitable it will happen here but it will not be a success if we leave it too late. Other classes will take over.

Due to the Heron being a relatively heavy boat there would be no difficulty in building it down to minimum weight in fibreglass. The Sea Mate at 145 lb. and the Puffin, a single chine design, at 130 lb. are examples. A fibreglass Heron would need to have a minimum weight in the order of 155 lb. to ensure it was no lighter than a wood one which had soaked up some water.

In the U.K. the wood and fibreglass Heron sail competatively together. See the report of John Coen covering the U.K. National Titles in which he sailed. In Australia fibreglass Fireballs, N.S.14's, Flying Ants etc. flourish alongside wood ones without either dominating.

To date the Australian Heron Association has rather discouraged anyone wishing to manufacture a fibreglass Heron. It has requested a sample which it will test sail in various States (how long will this take?) and then it may approve it. I think we should employ a positive approach by drawing up a specification and submitting it to manufacturers for a quotation on the condition that we would approve any selection we made. The Association would write and police the specification to ensure the fibreglass version was competitive but would not outdate the wooden version.

It has been stated that a $20 fee is payable to the U.K. maker of fibreglass Herons. I see no difficulty in a local licence as has been granted to other classes. This could be discussed with Jack Holt if he comes here for the "Holt Regatta" in May.

If any members agree with me that it is in the best interests of the class to sponsor a fibreglass version I suggest they let the Association know by letter or through club delegates.

Yours faithfully,
W. STOKES 4844

(A brief summary of the position as it currently stands with fibreglass Herons in Australiais -

Bossoms Boatyard (U.K.) has the sole franchise from Jack Holt for the construction of fibreglass Herons.

A Melbourne based firm , Hinkleys, some years ago bought a mould from Bossoms and paid a royalty on it. Hinkleys approached the Association Management Committee for its acceptance of any fibreglass Herons they (Hinkleys) put on the market. The Association Management Committee pointed out that it would like to see one first for evaluation. Hinkleys built a hull and told the Association Management Committee that it was available for trial. On inspection it had no fittings, spars or sails. The Association agreed that it would supply the spars and sails for evaluation trials but would not supply the fittings nor be responsible for their placing. That was about two years ago now and the position still holds. I'd be glad to arrange for the subject to be brought up once more at the next Committee meeting. Editor.)

Golden Sands Hotel,
NEWCASTLE.
4th February, '73.

The Editor,
Heron Newsletter.

Dear Charles,

I thought this photo might be of interest to you to include in your coverage of the recent Australian Championships in Perth. As you can probably see, it depicts out trusty Assist. Sec. /Registrar, Mrs Mary Clarke, sailing (note the suave helm work) a "Mudlark" Class boat on the Swan.

By way of explanation I'll give you a short summary of the events surrounding this momentous effort. The night before, the "Swan-upping" river cruise had been conducted - we discovered that "Swan" in that particular context referred to the local brand of brew, not to the river - and during the course of the evening we were boarded by King Neptune himself. His task was to initiate all those who had had a swim during the heavy heats the day before, but somehow all interstate visitors were included as well. The initiation consisted of a lather up with some evil mixture, followed by a shave off with his three pointed trident. Anyway, in his wisdom he decided to give Mary Clarke a reprieve as long as she promised to sail a "Mudlark" on the river the following day .

Well, Mary naturally took it all very seriously and rolled up promptly the following morning suitably attired. Unfortunately the sea breeze hadn't quite arrived yet (as you can see from the picture) however, the initial shove worked wonders, and I can assure you she is some 200 yds. out! The picture actually shows her engaged in a lively tacking duel! Local supporter Mr. Ray Carless kindly offered to row me out to take some close ups - I think Mary thought I was too close for comfort, disturbing her concentration.

Anyway, it was all a lot of fun, as indeed was the whole series, and is typical of the atmosphere that prevailed at the memorable Perth Championship.

Best wishes and good sailing.

IAN CULL
"7472"

WINDOWS IN JIBS

from Chris Lloyd-Owen

At the last A.G.M. it was agreed to allow a transparent panel to be fitted to the Heron jib. A number of people sailing in crowded Sydney waters have done this and now have half a season's experience sailing with their windows.

The general opinion of those who have used them seems to range from "quite useful" to " bloody marvellous". I personally am very enthusiastic. There is no doubt that they are a very real safety aid which contributes greatly to the skipper's peace of mind. They also save a lot of the back straining gymnastics that are otherwise needed to see anything under the jib. They do not of course give a panaromic view, but, correctly placed, they make visible a boat which is on a collison course when both boats are close hauled. This is the very time when, without a window, it is hardest to see another boat.

To help those who wish to add this useful device here are a few hints :-

1. Size: You might as well make it large enough to be worth while 9" x 14" is a useful size.
2. Position: As close to the luff as permitted (8") seems to be best. The vertical position will be governed to some extent by seams as it is generally not a good idea to cut the seams of a sail. The position shown in the photo has worked out well, being just right when the skipper is on the side deck andswingingslightly outboard. In the original of this photo, the skipper's face can be seen through the window.
3. Effect on Sail: I have only seen one jib on which the window introduced any bumps or hollows at all and this was only slight. I am still quite often beaten by the boat that uses this jib as it has obviously not affected its performance. I have even seen one window which cut across a seam without apparent ill effect. Properly fitted by a competent sailmaker, a window will have no appreciable effect on your jib's performance.
4. Cost: This varies with different sailmakers and different qualities of finish but somewhere between $3 and $6 is a guide.

It is a well worth while expenditure.

Chris has certainly illustrated his point well in the photo accompanying his notes. But one further thing, I think, could be added. What do you think of the storm clouds that have come up from the South. Apart from anything else they certainly accentuate the white Heron sails very well. Chris is in the foreground with Geoff Norris and Mel Picman in the distance. Editor.)

AN OVERSEAS FRIEND

from Mary Clarke

The Association received a nice Xmas card, reproduced below, from Mr. D.W. Owen of Stockton, Missouri, U.S.A., who is the proud owner/builder of MELBA (7034).

He has been a member of the Association since 28th December, 1967, took some considerable time to build the boat and now thoroughly enjoys exploring the various coves of Lake Stockton.

In our reply we suggested that other Stocktonians may be persuaded to emulate his successes and before you know it we will have a regular flock of Herons sailing on the Lake !

MERRY CHRISTMAS

TASMANIA NEWS

from Andrew Grayton

HUON REGATTA

Eight Tasmanian Herons got off to a good start in 1973 when, on New Year's Day, they, their crews and families set off for Shipwrights Point situated on the Huon River, 40 miles south of Hobart, to take part in the Huon Regatta. The weather was warm and picnic lunches were the order of the day as the Heroners relaxed after a heavy New Years Eve.

The race was held in light, flukey winds with a strong outgoing tide and this made for an interesting, although at times, frustrating race. After getting an early break, KULANDA, sailed by Phillip Moore, and crewed by Rosemerry Foale led all the way to come home first, closely followed by David Jones and son Scott in JACARILLA. Peter Foale took the opportunity to take the helm of CAROL MAY while his sons were at the Perth Titles. The newest member of the Tasmanian Heron fleet, SECURITAY, with James and Roderick Andrewartha on board having their first start, also took part and were initiated into the joys and frustrations of sailing a Heron. The first prize of a $10:00 order for the first boat on handicap was won by Anne-Leslie Irvine in BRINAWA.

All in all it was a great start to 1973 and everyone who made the journey thoroughly enjoyed themselves.

STATE CHAMPIONSHIPS

Twenty entries have been received for the 16th State Championship, including Australian Champions Andrew and Debbie Payne in WIWIRRI. The series will be held from the Royal Hobart Regatta Grounds from 3rd - 5th March, 1973.

SOUTH QUEENSLAND NEWS

from Ken Smith

For the benefit of those members in this neck of the woods who may not know, we set out below some information on Clubs which sail Herons.

SATURDAY AFTERNOONS

SOUTH BRISBANE SAILING CLUB. Orleigh Park West End commence racing at 2.30 p.m. Excellent launching facilities. Lunches and evening meals are obtainable at reasonable rates. Hot showers (both male and female) with limited boat space underneath. Any enquiries Contact K. Smith 71-2899.

SOUTHPORT SAILING SQUADRON sail at Hollywell on the broadwater. Races commence at 1.30 p.m. The Squadron was part of Southport Yacht Club but they are going to build a clubhouse at Hollywell in the offseason. Any enquiries contact J. Porter 47-4811, working hrs.

SUNDAY AFTERNOON

CLEVELAND YACHT CLUB situated on Cleveland Point, Cleveland. Races commence at 1.00 p.m. With the completion of the new ramp, launching facilities are excellent. Lunch is obtainable at the clubhouse. It is the venue for this years South Queensland Heron Championships on March 10th and 11th. Any enquiries please contact Peter Hoare, Victoria Point, 86-9441.

HUMPYBONG YACHT CLUB situated at Woody Point on the southern tip of the Redcliffe Peninsula just off the Hornibrook Highway. Venue for the 15th National Heron Titles January 1974. New concrete ramp with excellent car park and launching facilities. Change rooms have just been added with toilets and showers (both male and female). The club runs a barbecue once a month. Its a good day for the family. Races commence at 1.30 p.m. Any enquiries please contact Jeff Porter, 47-4811, 9 to 4.30 Monday to Friday.

GENERAL

There will be a training program for Herons at S.B.S.C. commencing after Easter, once a fortnight every Saturday afternoon through the winter.

There will be lectures, demonstrations on rigging, tuning and launching, capsize drill as well as practical tuition, from members of the club. When available films will be shown. A fee of 50¢ per boat/day will be charged to pay for running of rescue craft etc.

Any person or persons being interested please contact Ken Smith on 71-2899. Ken would like to know the numbers that would be attending.

H.Y.C. will be running a winter racing series commencing after Easter on Sunday afternoons once a fortnight in preparation for the 15th National Titles. Any interested parties please contact Jeff Porter on 47-4811 (working hours).

There will be an Easter Regatta held at Ballina-Richmond River Sailing Club - this year. Any interested parties please ring J. Porter 47-4811.

ANY BOATS FOR SALE

Would anyone wanting to sell his or her Heron or knowing of anyone in that position in South Queensland or Northern New South Wales, please let Ken Smith (Brisbane 712899) or the South Queensland Association Secretary, Jeff Porter (Brisbane 474811) know. The South Queensland Association has had a few enquiries from prospective buyers but have no boats on their list.

GENERAL MEETING AND COMMITTEE MEETINGS

Attendance at the Q.H.S.A. meetings has been poor. How about turning up to help that small band of people who give up their time to help you.

The dates of the next meetings are -

20th APRIL	General Meeting
18th MAY	Committee Meeting
15th JUNE	ANNUAL GENERAL MEETING

All meetings are at the South Brisbane Sailing Club. They start at 8 p.m. and are usually held on the third Friday of each month.

MORE SOUTH QUEENSLAND NEWS

from Alan Croft

With the festive season and holidays in the past, sailing in South Queensland has returned to normal.

Brisbane Herons faired very successfully over this year's Christmas-New Year Regattas. The Far North Coast Heron Championships at Ballina, New South Wales, were the main target, with MINDAB (Jeff Porter) campaining the most successfully to gain fourth place overall in the titles. The Gold Coast Championships held at Southport was the other main event, with HOT STUFF (your scribe) winning the '12 foot and under' title.

Conditions, since Christmas, have been far from favourable around Brisbane, with 30°C plus temperatures, and more often than not, rain on the cooler days. Several of the major sailing events have been postponed because of inclement weather, in the past month since the Christmas break. Officials of the Association are therefore hoping to have a reasonable change in the weather pattern in the next few weeks, to ensure the success of our South Queensland Titles to be sailed on the Cleveland Yacht Club course on the 10th and 11th of March. The Richmond River Sailing Club has a record five (5) entries this year, and will certainly make a strong bid to retain the title which was taken home last year by REDFIN, sailed by Harry Collings. Harry has entered again this year and will most certainly be the boat to beat.

Negotiations have been finalised with Humpybong Yacht Club, with regards to the running of our 15th National Championships; the dates 31st December 1973 - 4th January 1974 are now official. The series will start on the afternoon of the 31st with the Presentation Race and final on the night of the 4th with a presentation dinner.

Club racing at the various clubs around Brisbane is getting very close at the moment, with usually only about five minutes separating the first boat from the last. South Brisbane Sailing Club has sailed the last heat of the Club Championship for Herons with HULLABALLOO (Ken Smith) running out an easy winner from HOURI (Peter Robinson) and SIMBO (Bruce Tranter) filling the minor placings.

SNIPPETS OF CHAMPIONSHIP NEWS AND SOME ROMANCING

from J.C. Coen
5396 Van Diemen.

THE CHAMPIONSHIP

The telephone rang at my home on the evening of 2nd January. It was Patti Ryan on holiday from Canberra. By some "underhand" method husband John (in Canberra) managed to obtain information direct from Perth on the progress of the recent National Championship and Patti passed this on to me. At this stage after Heat 3 (I think) Ian Cull was in the hot seat but only just from Andrew Payne and Philip Crane. This was exciting news to me and I awaited further news eagerly.

On 5th January I happened to be in Sydney. I had missed the early train to Wollongong, I spent two and a half hours around Dawes Point and the Rocks area. Over a snack lunch under the bridge on the lawns I found time to study the yachting page of the Sydney Morning Herald. The 4th Heat results were there putting Andrew Payne in front by 2.7 points. Still exciting! I noted too that Bill Imlay, Charles Grimwood and company had "clean swept" the Inter Dominion at Port Hacking. Other Heroner names also dominated the other class lists - 420s - P. Sievewright and A. Wangel; Lazy Es - R. Dix; it appeared that the Heron is indeed a worthy training boat.

Back in Melbourne I was lucky to find a paper on Monday with race results tucked away in a most obscure corner. My congratulations to Andrew Payne. It is of interest to note that he is the only Australian so far to win the Silver Heron twice.

WHEN IN SYDNEY

It was delightfully restful on the lawns under the bridge at Sydney. There was a 4 hour ferry strike. The quay was full of stranded ferries and all Sydney, it seemed, welcomed the chance to fish in undisturbed water. The Shaw Savill "Ocean Monarch" was alongside. The Opera House stood out clear and proud - and how one grows accustomed to having strange things around. H.M.A.S. Melbourne was at Garden Island. An old Q class frigate lay in moth balls over near Taronga Park. A small launch was tied up at Pinch Gut.

As I looked out and down the harbour I thought of the congestion there at the Nationals a few years ago when we tiny Herons had to share that (now) inadequate water area with huge oil tankers, container ships, ferries of all sizes, a flying boat, a hydrofoil, Star class yachts, Dragons, Diamonds, Solings and 18 footers. Now it was devoid of any movement excepting the "lapping of the water in the crags". The harbour was empty now - not even a sail in sight.

Close by me were 5 old cannons. The pieces were made in England between 1843 and 1845. They were mounted on teak carriages with the date 1856 engraved into them. They stood as if on guard around the South East pylon. Many years ago (in the pre 1914 war) my father cut up one of these old teak carriages then destined to be destroyed by burning because it could not be removed easily from its position in the casemate battery at Middle Head. Dad was the senior artificer at Middle Head battery in those days. He converted the teak into a set of 6 dining room chairs, a rocking chair, a lounge chair and a divan - all upholstered in a dark green leather. In later years 1963-1966 one of my brothers was posted to Middle Head also and the teak (as furniture) returned to reside close to its original position - this time at Chowder Bay. The furniture is now in Canberra as solid and secure as when built.

The Dawes Point/Rocks area of Sydney is most fascinating. The restoration work going on is commendable - even at the old Cadman House by the quay. I could not help but picture the difficulties "the workmen" must have had cutting the Argyle Cut away back in 1840; and it is done so well too. I tried to imagine the garrison going to the little church at the top of the cut from their barracks, a part of which was still used in those days not far away towards Wynyard Square area. I thought it could be an idea for the Sydney Herons to sail from their various clubs about the harbour to a rendezvous at this place. (say at the Water Police Slips near the old cemetery) for a picnic on the lawns.

ON THE MURRAY RIVER

This wonderful river. Alive with the ghosts - and the bones too for that matter - of early Australian boating history. Its tributaries of the Goulburn, Loddon, Moulemain, Murrumbidgee (and Lachlan) and Darling saw the beginnings of an inland transport industry that replaced the slow and inadequate bullock or camel caravans, only to be defeated in time by the web of railways in N.S.W. and Victoria. For those who are interested, the rivers can absorb many hours with the stories they have to tell.

In recent weeks I have had a Canadian cousin visiting me. I felt that, as boating is as much in his blood as my own, a trip to the Murray may prove of interest to him and I recount here some of the "moments" in the hope that Heroners too may enjoy the repast.

Going north from Melbourne one must pass via Bendigo if making for Swan Hill. Here gold was the attraction and its fields yielded far richer deposits than the more published younger neighbour at Ballarat. The majestic public buildings and fountains in the heart of Bendigo stand as monuments to a short, hectic and extremely profitable period for that city.

Swan Hill was one of the many ports on the Murray River. It now has a fine folk museum into which the entry is made via S.S. GEM floating in an especially built "billabong". This sidewheeler represents one of the largest of the river boats which, in its later years catered more for passengers than for barge towing.

Echuca is the real place though. The second largest port of Victoria in its hey-day and the largest ship building (yes; this is true) town in the state. On the river bank, from where the S.S. CANBERRA (built for river fishing in 1912) departs with visitors for short trips, I was delighted to talk about inland ships with a former master, Captain Freeman who served as an apprentice and then as first mate to his father. This must have been a long time ago because this particular Captain Freeman wont see 80 again.

Opposite, on the northern bank, is an old slipway still in use for the few paddle steamers and houseboats in the area. Near to it are two quite large barges laying 20 or more feet above high water mark. They must have been there some time since the gum trees growing on all sides range up to 15 and 20" in diameter. One barge is the old iron top sided ADA which had a capacity for 1200 wool bales. Her under water planking is redgum which apparently wont rot away. Captain Freeman says she was a real "bitch" to tow. Looking up stream along the northern bank is the steamer CLYDE half submerged. Down at the bend 400 yards away on the southern bank is LADY AUGUSTA - a real early ship on the river system which has its own story to tell. Coming back to our stand on the bank is the barge ALLISON with just a gunwale showing above water. Behind her, 50 feet above water level on a lawn surrounded by a rose garden is the proud ADELAIDE - one of the last ships to tow a barge on the rivers. She was floated from the Murray via a succession of small dams each higher than the other until secure in her present resting place. A small "Panama Canal" project really. But the crowning glory at Echuca is a section of the old wharf (now under restoration). The decking is some forty or more feet above water level.

Some Heroners will remember the picture in his (or her) old school atlas showing paddle steamers and barges laying at the wharf all loaded high with bales of wool or sacks of wheat or lumber.

Here was the real centre of the river boat romance. The advent of the railway from Melbourne to Echuca certainly cut off the flow of Victorian produce etc. into South Australia, but gave a "gold mine" injection to the river boat trade. The shorter hauls from Albury to Echuca or from Mildura to Echuca were more economical than the long turn-round to Murray Bridge (in South Australia) and back.

Then there is Yarrawonga. Heroners who have sailed here will remember the paddle steamer laying on its side near the Caravan Park at Mulwala. This is old AUSTRALANE which plied the Albury section in later years but became isolated when the wier was built. She is not unlike ADELAIDE at Echuca in basic design, but her reclining position on the lake bank is less dignified and certainly sad to see for so proud a sidewheeler.

Captain Freeman mentioned the amusing incident of old Captain Bower who, during a flood, decided to go overland to a wool shed for cargo but got lost and subsequently stranded as the flood receded. He was saved by a recurring flood not long after. One wonders what his ship was like and how he must have been ragged at the different ports along the river.

For anyone with a day or so to spare I would recommend the pleasure of visiting the Murray or, if you are in South Australia or N.S.W., the Darling too.

MEASURERS NOTES

Since the last issue of the Newsletter, a measurer has written to the Measurement Committee seeking clarification on certain modifications evidenced in Herons participating in a recent major title series.

The points raised were:-

1. Side Seats. "Is one port and one starboard seat in lieu of two each side permissible."

   The Committee's ruling is that the side bench seats must be the width according to plan.

2. Plywood Thwarts and Supports

   The measurer noted that one Heron did not have the forward thwart supported by three (3) pieces of timber.

   The Committee reiterates the paragraph in "Notes to Builders" that where plywood thwarts are installed, being supported by three (3) pieces of nominally 2" x 1" timbers, they shall be accepted. The owner must justify to the measurer that the use of timbers, other than that specified, will provide a thwart of equal strength to that laid down.

3. Gaff Halyard Sheave - Sheave located on top of that cap housed in stainless steel brackets. The Committee's ruling is that the gaff halyard sheave must be located in the position shown on the official plans.

HERON CAR BADGES

A new stock of Heron car badges has arrived and, for the sum of $2.50, are ready to adorn your vehicle, be it a Rolls Royce or a Beach Buggy.

They are most attractive and usually prove a popular gift.

By sending your cheque or postal order to Mrs. M. Clarke, 1 Ethel Street, Balgowlah you will be assured of speedy delivery.

SOUTH AUSTRALIAN NEWS

from Greg Glover

14TH NATIONAL CHAMPIONSHIPS - PERTH.

Congratulations to Jim Armitage of Grange Sailing Club who was again top S.A. Skipper in the Nationals sailing "Dees Yah". The name of Jim's boat derives from the fact that he has a farming property out of Adelaide and the boat name is hayseed spelt backwards.

Congratulations also to Sue Robertson of the Port River Sailing Club who won the Ladies Trophy sailing "Nerana". Incidentally Sue repeated the dose by winning the Ladies Trophy in the S.A. State Championships.

8TH S.A. STATE CHAMPIONSHIPS

Brighton and Seacliff Yacht Club was the venue for this years State Titles, for which, 89 nominations were accepted. The Championship Series held over the Australia Day long week end, Jan 27th - 29th, was again generously supported jointly, by The Timber Development Association of S.A. and the S.A. Plywood Distributors' Association.

Congratulations to 16 year old girl skipper Debbie Soulsby from Grange Sailing Club who won the S.A. State Championship sailing "Letitia".

The results of the individual heats were as follows -

Heat 1. Sat. 27th p.m. light S.E. wind, light seas.

1.	Letitia	D. Soulsby	G.S.C.
2.	Tiny Tim	L. Collins	G.S.C.
3.	Dees Yah	J. Armitage	G.S.C.

Heat 2. Sun. 28th a.m. Very light conditions.

Heat 3. Sun. 28th p.m. Very light conditions.

Both of the above heats abandoned. Letitia was leading in Heat 2 and sharing the lead with Tiny Tim in Heat 3 when the time limit expired.

Heat 4. Mon. 29th a.m. Moderate but gusty S- SE winds.

1.	Quei	D. Pratt	B.& SYC
2.	Gradulee	K. Creaser	B.& SYC
3.	Letitia	D. Soulsby	GSC

Heat 2. Resail. Mon. 29th p.m. Moderate but gusty S-SE winds.

1.	Letitia	D. Soulsby	GSC
2.	Dees Yah	J. Armitage	GSC
3.	Columbus	W. O'Brien	B.& SYC

Final Placings	Boat	Skipper	Points	Club
1	Letitia	D. Soulsby	5.7	GSC
2	Dees Yah	J. Armitage	16.7	GSC
3	Gradulee	K. Creaser	23	B.& SYC
4	Tiny Tim	L. Collins	30.7	GSC
5	Waterhen	M. Pudney	36	PRSC
6	Guei	D. Pratt	41	B.& SYC
7	Carumba	A. Leigh	42.7	PRSC
First Lady Skipper		Miss S. Robertson	'Nerana'	PRSC
First Junior Skipper		M. Walter	'Kumala'	PRSC
First Country Skipper		B. Schultz	'Ragamuffin'	L.B.

Team's Prize Grange Sailing Club

Congratulations to the winning skippers for an excellent performance in a Series where wind conditions and tide-effects confused quite a few competitors.

The S.A.H.S.A. is indebted to the B.& SYC and to the Officers and Members of the Club themselves for their hospitality, help and co-operation over the series.

S.A.H.S.A. ANNUAL GENERAL MEETING

The A.G.M. of the South Australian Heron Sailing Association will be held on April 10th at 8.00 p.m. in the Sportsmens Association Clubrooms, 148 Greenhill Road, Parkside.

Last years A.G.M. which was held at the above venue was considered to be very successful and the S.A.H.S.A. Committee is looking forward to an equally satisfactory meeting this year. During the evening, presentations of the State Championship Trophies will be made.

A new Committee will be elected, and in this regard it should be noted that the Hon. Secretary, Don Cox and the Hon. Publicity Officer, Greg Glover are not available for the coming year, and nominations for these positions will be required.

S.A. Heroners in general and S.A.H.S.A. fellow committee members in particular are very grateful to Don for his painstaking application to the job and the excellent work which he carried out during his two years in Office. Thanks too to Don's wife Hazel who assisted him in no small degree as the Secretary's Secretary.

PICNIC DAY. Don't forget this one! Its on April 1st at the Goolwa Aquatic Club. All facilities, bring your own picnic lunch, act the fool a bit and have some fun - remember to bring your boat.

TEAMS RACE. See the Port River Sailing Club notes where the gauntlet is unmistakably thrown. What team of red-blooded Heroners could ignore the challenge? It will be on!

GRANGE SAILING CLUB

from David Clift

After a very successful assault on the 8th State titles, racing has become very keen and competitive. In the State titles "LETITIA" Debbie Soulsby, 'DEES-YAH' Jim Armitage, "TINY TIM' Len Collins and 'TAMOGEN' Derek Harrison gained 1st, 2nd, 4th and 9th placings, respectively; thus gaining the teams prize for Grange.

In club racing, line honours in a very competitive fleet have been shared between TAMOGEN, TINY TIM, LITTLE 'B', Bob Brokenshire and 'ROTASU' Col Gurr, with Trevor Gurr doing well in 'TE ANAU' when the wind disappears. However these boats aren't without competition, because the rest of our 20-strong fleet are pressing them hard. Some of these include 'LINDA JUNE' Gordon Tidswell and 'LUANA' Don Cook.

The remainder of the season promises to be one of hard, keen and enjoyable racing for all Grange Heroners.

PORT LINCOLN YACHT CLUB

from Rob Walker

It has been some time since the happenings of the Heroners in this part of the world were reported in this magazine and we best correct that. Our worthwhile scribe of yester year - Pirate (oops Captain) Jeffries - was transferred to Port Pirie where he is still adding some vigour to the sailing.

The register started the season with 24 boats and many were newcomers to this class. It is the fourth season for Herons in this Club. The standard is continually improving and John Bolger's new Cravada is undoubtedly one of the finest built boats any of us has seen. The most recent results show 6 boats within 10 points for the lead in the Club aggregate and this indicates the intensely close competition that exists

Two members - Kevin Powell (Breeze 4891) and Rob Walker (7825)participated in the State Championships at Brighton and when asked how they fared Kevin remarked that there were still boats behind him - including your scribe. This has now been avenged as your scribe has beaten Kevin over the line the last three events back here.

LARGS BAY CLUB

from Ian Abbott

Congratulations to our State Association for their plan to hold an informal race on April 1st at Goolwa. Our class and its following are aptly suited for such informal activities - there should be more.

The lack of coverage of the recent Australian Heron Titles in Perth in the South Australian papers was very disappointing.

I have found that teeth make a wonderful substitute for a third hand whilst attempting to rapidly pull in the mainsheet when rounding a mark from a run to a beat and so I spare the poor skipper a thought who has false teeth. Are there any false teeth stories to offer for the next Newsletter.?

At Largs Bay in the consistency trophy Tumbleweed (P. Crowe) appears to have moved to the coveted position but the difference between the first seven boats has closed dramatically and the boats really on the move are Mr. Ed (G. Munyard) and Taiwan (L. Nilsen)

Little can be said about Largs Bay boats in the recent State Titles other than to cry. Each of our four best placed boats only completed 2 out of 3 races (3 skippers forgot to sign the declaration - clots). Congratulations however go to our young sailors in Seeker - the Mawbi boys (12 and 13 years) for sticking to it as they did.

(Regarding Ian's quest for stories about teeth and mainsheets .....

I'm sure Keith Ross - now known to some of his friends as TOOTHIE - the Secretary of our Measurement Committee remembers the 13th National Championship series in Canberra very well. He tried that stunt of using his mouth as an extra hand - mainsheet for the holding of. But the wind was a bit stronger than he had allowed for and with a nice sharp cracking noise he was minus one of his front top teeth - A nice clean break at the gum line ! Some of us reckoned it did wonders for his looks !

Any other stories. Be glad to hear them. Editor).

WALLAROO SAILING CLUB NEWS

from Trevor Koch

Competition is keen at the moment. With four heats of the Club Championships having been decided its still anybodys guess who will take it off this season.

Andy Marr in Strawaiger has a slight lead over Bill Bollmeyer in Helix with another three boats hot on their heels. Wallaroo Harbourmaster, David Kemp in Toledo, could worry the leaders if he gains an edge with his new sails.

Club members who attended the Eighth State Championships at Brighton and Seacliff are perhaps just trying to quietly forget them. We all finished well down the list, which I suppose was to be expected, but failing to sign the declaration after the fourth heat didn't help any of us at all. Congratulations must go to D. Soulsby on winning the Championship and to the Grange Club in winning the Teams Trophy.

Doing anything special this Easter? If not, then how about hooking on the Heron and driving to Wallaroo to help us make the sailing at Easter a keen, but happy affair. Only a two hour drive with a good bitumen road all the way and you will find we have an excellent sheltered sandy beach for rigging with a newly constructed clubhouse and shower facilities etc. At the moment we know of several boats that will be coming from city clubs, with one boat having finished in the first ten at the Championships so competition should be keen.

The programme commences with an Invitation Race Friday afternoon with races Saturday and Sunday afternoons and Monday morning. If you would like to attend and require accommodation, then please help us to help you by contacting W. Bollmeyer, 2A Hughes St., Wallaroo, 5556 or phone Wallaroo 23 2242 as soon as possible.

Our club has recently purchased its own rescue boat. Sixteen feet long fibre glass hull with ample beam and powered by a six cylinder Holden motor, it should be ideally suited to the job. Until now Wes Bowden and his boat have filled this need in our club and I am sure we would all like to say a sincere thank you to Wes for a job well done.

Don't forget our Easter Regatta. Hope to see you there.

BRIGHTON AND SEACLIFF YACHT CLUB NEWS

from Paul Clayton

As reported elsewhere, BSYC hosted the 8th State Titles over the Australia Day weekend. Congratulations to the new champ, Debbie Soulsby on beating us on our own waters. Congratulations also to Ken Creaser, the leading B.S.Y.C. skipper and 3rd overall.

In the B.S.Y.C. News of June 1972. I reported the large number of cancelled or abandoned races during the 1971-72 season and added a note, hoping 1972-73 to be much better. With the discouraging weather to date it appears 72-73 will be worse than 71-72. Perhaps 73-74 will be a good year. Perhaps .....

B.S.Y.C. is well served by rescue boats. The club owns 3 (including one jet boat) and also a starting boat (a TS-16 hull with signal mast, outboard powered). In addition, coastguard boats are in attendance. But why mention this? Ron Stone and Malcolm Heithersay had reason to appreciate the relative abundance of rescue boats at this club after experiencing the shortage of such boats at the last Australian Titles. Both would have been candidates for a Submariner's trophy.

Old time Heroners who can remember back to the seasons of 67-68 will probably be interested to hear of the further adventures of Peter Sievewright, former Australian & South Australian Heron Champ. Now in International 420's, Peter came 2nd in the World Titles in France and 3rd in the World Titles at B.S.Y.C. Jan.1973. I'm sure all vintage Heroners wish Peter continuing good luck, but as the "Bride", not the "Bridesmaid".

Many thanks to "Souvenirs Australia Ltd." for the publicity they are giving the Heron (unwittingly however). A Postcard produced by this company and available recently at newsagents, tourist shops etc. depicts a group of 4 Herons from B.S.Y.C. The photo was taken at Goolwa, S.A. Boats shown are "TIOK" (6133, Colin Black), "WINKY DINK" (8087, Adrian Pimlott), "KOBI" (7155, Ces Maddern), "ELKEN" (5972, Ken Flint). In the background are other BSYC boats including "QUEI" (6522, Don Pratt).

Attending the boats, L-R are Colin Black, (unknown crew), Adrian Pimlott (at rear), Ces Maddern, "Admiral" Frank Baldock and Ken Flint (behind jib).

PORT RIVER SAILING CLUB

from "Birdwatcher"

The main topic of conversation has been the State Championship at Brighton & Seacliff Sailing Club. Their officials did a slashing job of running the series and their tireless Ladies catered for the 90 starters in true championship style. Prices were most reasonable and the food was great.

Our congratulations go to Debbie Soulsby for a good win under very trying conditions. She was hard pressed at all times but never let up. Incidently, "Letitia" was built under George Robertson's tuition at the Le Fevre Tech. School Boat Building Class.

The surprising feature of the series was the home Club showing with only 3 places in the first ten. I thought they would do much better. Grange Sailing Club scored 3 places in the first 4 and Port River 3 places in the first 8, which is not too bad.

As usual Mike Putney in "Waterhen" was our best performer with a creditable 5th place. Susan Robertson was the best improver, she sailed "Nerana" well and won the Lady Skipper Trophy. Michael Walter in "Kumale" took out the Junior Skipper Trophy. With a little more experience this young fellow will be a power to be reckoned with. Stephen Luders lost a mast overboard in the West and hasn't wound up since, but you can bet your life that he will get "Neptuna" cracking again and then stand from under.

Alan Clarke sailed "Bet-C-Lea" into 38th position, but he will do better than that, when he gets closer to the starting line at the right time.

We meet other Clubs on the Port River on March 18 when the Teams Racing is run. We are looking forward to the clash and give fair warning that we just don't intend to be beaten.

PAPUA NEW GUINEA NEWS

from John Jameson

The 1972 season, just finished, was marked by exceptionally regular and moderately heavy southeasterly winds which lasted throughout the season. No race was sailed in winds under 5 knots and 10-20 knots was usual with gusts to 30 knots on the heavier days. This considerably reduced the number of regular starters as most of the newcomers wisely stayed ashore in the stronger winds after a particularly vicious day early in the season when only one boat managed to complete the course (I retired after my third capsize, more in one race than I had experienced in the whole of any previous season and only suffered one further capsize during the remainder of the season).

Three Herons competed in all events and another sixteen boats sailed intermittently throughout the season. By far the outstanding performance of the season was given by Georgie Girl - 6730 - skippered by P. Hermann who claimed to be a newcomer to sailing at the beginning of the season. He certainly learnt fast. His winning of the Club Championship and the first trophy does not reflect his true performance. He lost the long distance series through crossing the finishing line from the wrong side in the first event - he was too far ahead to hear the hail from the boat behind; he had a comfortable lead in the aggregate scratch and a narrow lead in the aggregate handicap when circumstances necessitated his proceeding to Australia forcing him to miss the last three races of the season. Although his forward hand entered in these events, he could not equal his skipper's performance on the tiller and allowed your scribe in Apetolot - 4187 - to take out the other two major trophies for aggregate points. Carita - 7601 - V. Holna deserved to win a major trophy tending to outsail Apetolot particularly to windward in light and moderate conditions. Excluding P. Hermann who sailed well from the beginning of the season, the most improved skipper was J. Wright sailing Defiant - 4665 - who finished fourth in both aggregate series.

Just prior to the end of the season Alan Tremain sailing Cordealia - 7887 - participated in two events. He showed the local Heroners how a Heron should be sailed winning the first event by a margin of seven minutes even after heading for a wrong mark and only realising his error when he observed the following boats all going in a different direction and the following week won again by a reduced margin even with the handicap of having his family of three with him. As one of the regulars commented "he will be extremely lonely if he maintains that performance in 1973."

A pleasant evening was enjoyed by those Heroners who attended the PYC Presentation night and a not so pleasant day the following week, by the three Heron crews who sailed to the PYC picnic held on an island in the outer harbour some seven miles away. Sailing over in the morning was fun - a close reach with a steady 15 knot breeze and slight seas. The wind and seas continued to rise in the afternoon and two of the three crews accepted a tow home. Yours truly sailed mainly because no-one offered him a tow and had made it into the inner harbour when the rudder blade broke. On sails alone continued to the yacht basin but could not control the Heron in the gusty conditions among the moored boats. Dropped sails and endeavoured to paddle the last few hundred yards but again could make no headway in the prevailing conditions. Finally given a tow by a yachts tender and arrived back sunburnt and stiff and well ahead of the other Herons who had a slow and uncomfortable tow home with a heavy beam sea.

As to the future, there is quite a keen interest in Herons at this time. A number of boats that have not been in the water this year have recently been sold. If only half the Heron owners can be persuaded to race in 1973 there should be a bigger fleet next year. Beyond that it is difficult to predict. The PYC will lose its marine lease - the area is being resumed for wharf development and to date the Club has been unable to obtain an alternative suitable site within the harbour. Thus we can only hope for another enjoyable season in 1973 and that circumstances will permit a continuation of dinghy sailing in the future.

WEST AUSTRALIAN NEWS

Extracted from Rob Lehman's
W.A.H.S.A's January Newsletter

The big news of course is the successful conduct of the 14th National Titles. The weather was kind, the winds came in a variety of forms and no heats had to be cancelled. The sailing was hard and fair and the whole series was characterised by the usual wonderful comradeship between Heroners.

The Committee was given great support by all and sundry - the Womenfolk, the various sub-committees, the race officials, the competitors, the sponsors, the news media, the Perth 14ft. Sailing Club, the W.A. Amateur Civic Society. If anyone has been omitted - apologies for the oversight.

The promotional efforts started last year are continuing and bearing fruit. Five or six new boats have been started and the sale of approximately 12 secondhand Herons aided.

The drive to increase membership numbers has been reasonably successful.

The A.G.M. of the W.A. Heron Sailing Association will have been held by the time this issue of Newsletter reaches members. We hope it will have been well attended as there are important things to discuss.

MORE VICTORIA NEWS

LAKE BOGA YACHT CLUB

Barry Hine of Barham would like to give the Lake Boga Yacht Club's Easter Regatta a plug.

It seems that each year they get a lot of red-sailed boats down there trying to dominate the C. Class Division. The Easter Regatta is quite a big event in the Swan Hill district and gives the bay sailors a welcome change by sailing in fresh water. In Barry's words "They need a few skilled Heroners to knock the spots off the oppostion". This would really impress the locals.

NEW SOUTH WALES NEWS

NEW SOUTH WALES CHAMPIONSHIPS

There is nothing to report, as far as sailing is concerned, on the N.S.W. Championships. The petrol strikers saw to that. The Race Committee postponed the titles because of the strike and a Committee meeting on Wednesday February 7th. decided to hold them on April 7th. and 8th. at Sanctuary Point. There will be four heats sailed with all heats to count. All competitors will be advised by mail. A full report is hoped for in the next issue.

Harold Warburton reports, however, that in spite of the petrol strike, ten Herons showed up at Sanctuary Point on the January long week end. (There was plenty of petrol, it is understood, in the A.C.T.). These boats staged their own unofficial two heat Championship series. Both heats were won by Ian McDougall of Canberra. A protest (later withdrawn) was lodged against one skipper when he got out of his boat and started to wade to the finishing line pulling his boat behind him. !

THE HERON ENDEAVOUR SERIES

The Heron Endeavour Series as described in the September issue of the Heron Newsletter is now well under way. Organised between the Clubs from the Botany Bay, Georges River and Port Hacking area as an Inter-club series to be run in conjunction with the various Invitation Days, the support so far has been gratifying.

The first heat was held on the Cronulla Invitation Day on November 12 with a grand total of 76 starters facing the gun on the outside course in a howling 30 knot westerly. Owing to a sudden wind shift at the last minute, the start became the most thrilling off the wind drag race ever seen with boats flying in all directions. The first leg of the course proved the undoing of quite a few competitors and the area adjacent to the first mark was littered with victims of a hasty gybe while a number of boats carried past the mark before being able to do anything.

The Cronulla Club is to be congratulated on the wonderful job they did in organising the day, especially those stalwarts manning the starters boat. At one stage, we believe, they finished some thirty boats across the line in a matter of six odd minutes - certainly no mean feat.

Progress Points scored for the day by the various clubs were:

Botany Bay Heron Sailing Club:	312
Connells Point Sailing Club:	304
Cronulla Sailing Club:	244
Port Hacking Open Sailing Club:	236
Burraneer Sailing Club:	231
Kyeemagh Sailing Club:	174
Oyster Bay Sailing Club:	114

The second heat of the series at the Burraneer Bay Invitation Day saw another good fleet assembled to do battle, not so much with each other but rather against the elements as it blew a real screamer. It has been reliably reported that there were more spars, rudders and upside down Herons to be seen than there are jelly blubbers in Botany Bay. To cut a long sad tale short, the race was abandoned with only about 3 boats still upright and sailing. This heat, together with the Burraneer Invitation Day is to be re-run on April 28 under, we hope, much better conditions.

The 3rd heat for the series will be on Connells Point Invitation Day scheduled for March 18th when the Clubs will assemble to do battle again for this popular event.

JACK HOLT REGATTA

On Saturday 5th May this year, a regatta will be held on Middle Harbour to honour Jack Holt for his contribution to sailing. The regatta will be open to all classes designed by Jack Holt. Classes sailing will be Y.W.Diamonds, Lazy E's, Enterprises, Herons and Mirrors. There will also be a division for Puffins and any other Holt boats.

The Heron is the most numerous and widespread Holt design in Australia and we are hoping for an enthusiastic response from Heroners leading to a large Heron entry in the regatta. The event will be hosted by Middle Harbour Yacht Club and will be sailed in class divisions starting at 5-minute intervals.

A formal Notice of Race will be issued soon by the organising committee which will advise that entries for Herons should be sent to Mr. P. Duboisee, 50 Carlotta Rd., Double Bay 2028, by 16th April 1973. Beach entries will be accepted but will sail from the scratch handicap. Prizes will be presented, in each division, to 1st across the line and to 1st, 2nd and 3rd on handicap.

This is a great opportunity to take part in an enjoyable regatta and for us to enter our Herons to make up the biggest Heron fleet we can get. The regatta will be publicised as far as possible and should be very helpful to us in promoting the Heron class.

So let's support the regatta - it will be a great spectacle if we have a good large fleet of Herons and we will enjoy the occasion which will be a rather unique experience.

JAX TEAMS RACE

SECOND DAY - MIDDLE HARBOUR - FEBRUARY 1974

from John Syme

The big wet stopped and the wind came in a good 10K nor'easter; all conditions were go for a thrilling final to the Jax Teams Race. Concord-Ryde, Middle Harbour and Cronulla Clubs were running neck and neck after the first day's sailing at Connells Point last year with four wins each.

During the morning's recess Cronulla slipped behind by loosing race six, leaving Concord-Ryde and Middle Harbour to meet in the afternoon. The result of the deciding race Middle Harbour vs Concord-Ryde was :

1st	C. Grimwood	4075	Concord-Ryde)	
2nd	W. Imlay	5703	Middle Harbour)	Concord-Ryde
3rd	W. Jacobson	7829	Middle Harbour)	$9\frac{3}{4}$ Points
4th	C. Lloyd-Owen	6464	Concord-Ryde)	
5th	M. Lloyd-Owen	4534	Concord-Ryde)	Middle Harbour
6th	J. Gilbert	4944	Middle Harbour)	11 Points

We congratulate Concord-Ryde on their unbeatable win of eight races out of eight races sailed.

The final results were :

Concord-Ryde
Middle Harbour
Cronulla
Balmoral, Connells Point 4 wins each
Burraneer Bay, Port Hacking, Western Suburbs and Kyeemagh 3 wins each
Double Bay, Palm Beach 2 wins each
Botany Bay, B.Y.R.A., and Dobroyd 1 win each.

NORTH QUEENSLAND NOTES

from Geoff Higham

The ANNUAL KURRIMINE REGATTA for the Harold Holt Memorial Trophy will be on August 18th and 19th. Trophies valued at $150.

This is the regatta which attracts Heronfolk from all eastern states of Australia. The racing is keenly contested but the tropical atmosphere of coconut palms, warm seas and coral reefs makes the whole atmosphere friendly, relaxing and 'holidayish'.

The races take place off the beach at the Coral Sea Caravan Park and bookings for on-site vans or cabins should be made as soon as possible.

Last year the trophy was won by John Ryan of Canberra but this year the Kurrimine locals are hoping to notch up their first victory. The Pennisi brothers, Adrian and Shane, were recently very convincing winners of the schoolboys Heron title in Cairns and Peter Grimley and Jody Higham are improving every week.

North Queenslanders hope that some South Queensland boats will come to Kurrimine this year and so entice more of the northerners down for the National titles at Humpybong.

Boats will be coming to the Regatta from Mackay, Tinaroo, Cairns, Ingham and Kurrimine, and no wonder, with perfect weather, good reef fishing, sailing trips to uninhabited tropical islands and visits to a coral reef, all on the same latitude as Fiji and in August.

For full details write to GEOFF HIGHAM, 85 MOURILYAN ROAD, INNISFAIL. 4860.

CAIRNS OPENING DAY

Sailing on Opening Day in Cairns each September is either a comedy or a tragedy - according to one's outlook on life.

This year was no exception. The wind was gusting to 25 knots as over fifty boats, including ten Herons, rigged up on the 30 yards long 20 yards wide water frontage. Sorry, I forgot the tide was in and the length was down to 15 yards long which gives an average of 12' x 4'6" per boat. I only saw two boom-cracked craniums this year.

At the starting siren which was an all-in downwind affair, four of the twenty Sabots were still afloat, five of the six skiffs, eleven of the twelve O.K's, seven of the eight Wright trainers, a few Contenders and nine of the ten Herons, and most of the Gwens.

The first dead run of about 1½ miles was a screaming plane. I had luckily selected my eldest and plumpest daughter for crew and by sitting with my derriere trailing in the water over the transom and shouting at my crew to lean backwards or forwards and not to scream 'We must be next' everytime she saw a flash of sails and centre board catherine-wheeling to both port and starboard, we managed to make the first leg.

I held on as usual on Cairns Opening Day with both hands to the tiller with a sort of trembling all-over sensation coming from both fear and just sheer thrills - for me it is like the Big Dipper. I found later that the gusts by this time were 30 knots.

At the leeward mark I was too scared to drop the board and sailed on straight past for at least 400 yards until a slight lull. When we tacked I found that of the whole Cairns fleet there remained only two O.K's, one Wright and four Herons. Two of the other Herons were skippered by my sons Jody and Mark, the other by young Jack Pont of Tinaroo.

For the next two laps we tussled-on some of us sailing twice the distance as others to find buoys which periodically dragged their anchors or were flattened.

I was proud of the Herons that day and very proud of myself and my two boys - in fact it was sheer pride which kept me going. My daughter begged of me to go in - but the battle was on - not to win but to complete the course. At the back of my mind I knew that three pick-up boats couldn't keep up with forty-five bottled dinghies and I knew that if I relaxed for an instant we were in.

My two boys sailed in before the end on jibs only when their mainsails split at the battens and on the last run home to the line it was myself and young Jack Pont, son of veteran 'Ponto' of 'OROO' from Tinaroo who crossed the line ahead of one other survivor the famous O.K. 'B.T.' skippered by champion Malcolm Beattie.

I was exhausted as we beached and it was worrying to know that some of our Heron crews were still out there holding on waiting patiently for the overworked pick-up boats. However, I knew the men of Cairns and their ability to bring them in in time.

Yes, sailing can be thrilling and on a day when she really blows you can't beat a Heron !

See you in Cairns next Opening Day !

THE TASMANIAN HERON SCENE

from Mark Rasmussen

A scene from a recent State Championship showing Tasmania's finest - no, not Cascade - but Herons on the rigging area at the Hobart Regatta grounds.

The general sailing scene on the Derwent River. Chris and Mark Rasmussen doing a bit of practice.

THE GENERATION GAP

Hearty congratulations to 16 year old Debbie Soulsby who took out the South Australian State Championship. Eighty nine entries and some red hot skippers in that lot too !

My 17 year old daughter had a great time at my expense when I was going through the copy for this issue of the Newsletter and came across the S.A. report with Debbie's success. As she said - "Must have been embarrassing for fat middle aged skippers like you". Come on fellas, own up ! I'll bet it was.

I know just how you felt. In my club - Middle Harbour - we have a practice race on Sunday mornings. The Seniors (including me) go off five minutes ahead of the Juniors. So help me, I always have a battle (quite often unsuccessful) in holding off the leading Juniors.

Its at times like that one thinks of giving up sailing and taking on bowls or raising tropical fish ! Thats the trouble with our younger generation - no respect for their elders. I must suggest to some of them that they wait for, and escort, me over the line.

CHARLES HUTCHINGS

THE SOUTH QUEENSLAND SAILING SCENE

Photo from Ken Smith

A few South Brisbane Sailing Club members.

"WHAT'S IN A NAME"

George Richardson, shrewd Treasurer of the S.A. Heron Sailing Association writes to say that when it came to boat-naming time in his household all of his suggestions were over-ruled because they were either unsuitable or just too rude.

As the boat was built as a school project by his son, Ian, and George was elected to sail with him, the name seemed to form itself - "SONANI". (Get it, SON AND I).

Well four years have gone by, Ian has left school, grown two feet taller and now works at weekends, so to keep the name going George now sails with someone elses son.

WALLAROO SAILING

Photo from Wes Bowden

Herons at Wallaroo on New Year's Day. Lined up from left to right are Volant - Jeff Jones, Don Nicholls, Helix - Bill Bollmeyer all from Wallaroo Sailing Club and Halcyon - R. Martin of Pt. Pirie Yacht Club.

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