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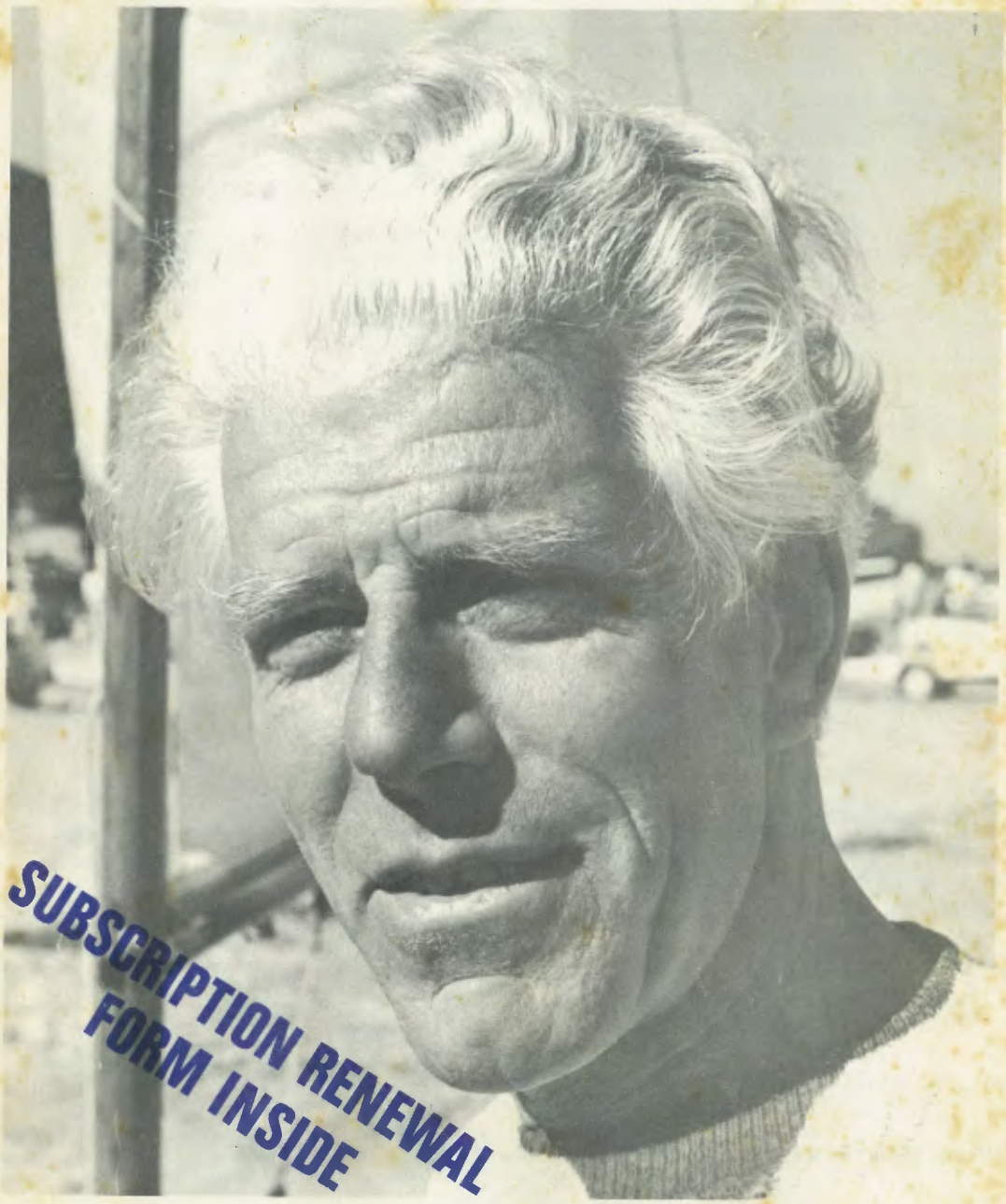
HERON NEWSLETTER



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HERON NEWSLETTER

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NEXT ISSUE

The deadline for Volume 11 No. 2 copy will be WEDNESDAY, AUGUST 1.
Remember that School vacation time is at hand so please forward copy before you go on vacation.

COVER PHOTOGRAPH

The man who started it all - Jack Holt - at the recent Sydney, Jack Holt Regatta.
Photo by Warren Clarke.

EDITORIAL

Have you capsized lately? No! Well good for you. Should you have not been so fortunate and/or well skilled in the Heron art would your boat buoyancy have stood up to the test? Are your seat screws biting into solid wood? Is your centreboard case well secured? I'm sure you could add to this list, but the point being made is one of safety. As well as this winter period being used for painting and varnishing, don't forget to use it for checking the soundness of your Heron and ALL of its equipment. Don't allow your boat to let you down.

THE PRESIDENT WRITES

Undoubtedly, the highlight of the last couple of months was the visit of Jack Holt to Australia. It was wonderful to talk to this quiet unassuming man who has brought sailing to so many people. It was very nice too for us to be told that he was returning to England with a renewed respect for the Heron. He also gave his opinion that the modifications that are permitted in Australia have turned the Heron into a more attractive boat without really altering its character. Of interest as well was his indication that he considered reinforced glass fibre to be a normal accepted method of boat construction these days and that a Heron constructed of this material was, to him at least, still a Heron.

It is a fact that, to keep in front, we must move with the times. The time may well have arrived when we must permit a Heron constructed of fibreglass fo those who want this more modern material. There is a questionnaire in this issue to help us gauge your feelings about this. Please have a careful think about it and let us have your opinions.

Chris Lloyd-Owen

15TH ANNUAL GENERAL MEETING

The 1973 A.G.M. was held at the Middle Harbour Yacht Club, The Spit, on 7th May. The President welcomed 70 members and friends to the meeting, among whom was Mr. Jack Holt the guest of honour.

The minutes of the 14th A.G.M. were dealt with and confirmed. The two policy statements on structure of the measurement Committee and of the One Design concept, arising from these Minutes appear later in this report.

The President's report was read and duly received.

The Treasurer's report presented by Mr. Thomson, showed that the Association finances are in a healthy state.

ELECTION OF OFFICERS

The Chairman then declared all offices vacant and called upon Mr. Fred Edwards to take the chair for the unopposed re-election of Mr. C. Lloyd-Owen to the office of President. Mr. C. Lloyd-Owen took office and the meeting proceeded to elect Mr. A.W. Imlay as Hon.Gen.Secretary, Messrs. J. Coen, A. Barrett and G. Withrington as Vice Presidents, Mrs. M. Clarke as Registrar, Mr. R. Thomson as Hon.Treasurer, Mr. B. Glase as the Hon. Newsletter Editor.

Mr. R. Ellis was elected Auditor on the nomination of Mr. R. Thomson, seconded by Mr. S. Wymer.

LIFE MEMBERSHIP

Life membership was conferred upon Mr. H.W. (Tony) Oram this being the tenth life membership so granted.

Mr. Neville Corvisy was presented with a Gold Life Members Badge as a token of the Life Membership bestowed upon him some time before.

GENERAL BUSINESS

Mr.Jack Holt was asked to comment on fibreglass Herons in the U.K. He replied that he was not very familiar with the boat but believed that sales in the U.K. ran to about 30 to 50 per year and that the g.r.p. Heron performed much the same as the timber Heron.

Details of national association participation in Heron Promotion schemes were given and advice given to report all cases of illegal changes in boat measurement after classification.

At the end of general business a film of the 14th National Heron Championships, recently conducted in Perth, was shown.

The meeting closed at 9.20 p.m.

PRESIDENT'S REPORT

This has been a busy year. There has been real progress made. The class has been very active, at National, at State and at Club level. It gives me great pleasure to report on these activities.

Perhaps our major step forward is the introduction of a new method of measuring mainsails. The old method had problems of lack of consistency, particularly in the hands of isolated measurers on their back lawns. It also made no attempt to measure the cloth in the fullness of the sail. The new method is relatively simple, easily reproducible and, we are sure, will prevent the possibility of extra unmeasured area being gained by using excessively bendy spars. No existing legal sail of reasonable proportions will require alteration to conform to the new measurement.

On the water, our principal event is always the National Titles. Following our venture further afield to Tasmania a couple of seasons ago, we this time went even further for some and held the first Heron Titles at Perth. Once again the series was a success. It was good to see Andrew Payne regain the title, proving that his previous win in home waters at Tasmania was due to more than local knowledge. I take this opportunity to express my congratulations to him. Also pleasing was the fact that all the leading boats were family affairs - brother/sister; brother/brother; father/son and so on - very much in the true Heron spirit of family sailing. The active participation of junior members of the family is a sign of a very healthy class. This is very evident in Herons at present, not only as crews but also as skippers. A junior was fourth in the Nationals, while looking through State Championship results we see that juniors won in S.A. and W.A. and figured in the minor placings in Tasmania and N.S.W. As a father myself, I find this very pleasing.

Still on the water, the Trans-Tasman Cup series was held in Australia this season. The N.S.W. Club of Cronulla hosted the event which was won by no less than our Secretary, Bill Imlay - congratulations, Bill. Four N.Z. skippers took part in the series, sailing Herons provided by the host club.

On waters further afield, our Vice President John Coen was able to take part in the U.K. Heron Championships. John came 7th overall from 80 odd starters and won the Brolga Trophy. This trophy by the way was presented to the U.K. Association by the Australian Heron Association some years ago. Well done, John.

In return we had a couple of visitors from the U.K. First was Rene Borra, Secretary of the U.K. Association. Rene was able to attend a Management Committee meeting at which he proved to be a very interesting and most helpful person. The other was Bill Smellie, a former publicity officer of the U.K. Association. Bill took the tiller of my Heron for a club race and sailed it embarrassingly well. His comments on boats and the organisation in the U.K. were also of great interest.

Following the last A.G.M., your Committee has produced a definition of the One-design concept as applied to the Heron and has drawn up a formal list of duties for the Measurement Committee. These will be produced for you later. The continued success of the One-design is always indicated by race results. While this season's National Championship was not really representative due to its location, a glance at the N.S.W. State Titles for example shows its winner to be 4 years old while boats up to 7 years old were among the minor place getters. This aspect is a vital feature of the Heron class and we must all be sure that this one-design concept is adhered to at all times, within the real spirit of the Class rules.

While speaking of rules, whether they be class rules or racing rules, I must sound a note of caution against over strictness in their application. The Heron is a fun class, one for the family to enjoy. For this proper enjoyment of racing, we must have rules and these rules must be applied. But they must be applied with commonsense. This is NOT an Olympic class de-

manding rigid adherence to the exact wording of every rule. In our class the question "is he right or wrong" may not always require a definite answer. Probably a better question in most cases would be "is it a deliberate attempt to gain an unfair advantage?" If the answer if yes, then action MUST be taken. If the answer is no, then careful thought is needed before doing anything, if indeed anything at all is to be done. A commonsense application of the rules is all that is needed. Anything less can lead to chaos, anything more is not in the true spirit of Heron sailing.

Those of you who have taken part in the last couple of National Titles will have been irritated by the A.Y.F. prescription to I.Y.R.U. rule 18. This was the prescription that required a seeming multitude of signatures on your entry forms. You will be pleased to know that, largely due to the efforts of this Association and members of its Committee, this prescription will be completely dropped from the 1973 revision.

Turning back to matters within this Association, I regret to have to report that there has been a drop in membership. Where in 1971/72 we had 1922 members, last season we only had 1766. This drop occurred to some extent in all States except Queensland. There are, I suspect, a number or reasons for this. One is undoubtedly the fact that while some years ago the newcomer to sailing had little choice but to buy or build a Heron, today he is faced with a bewildering army of small boats, some of which are - let's face it - more modern and perhaps better looking than the Heron. We have, however, two powerful weapons to enable us to hold our No. 1 position. These are our effective class organisation and the "do-it-yourself" concept. Your Committee is actively pursuing improved publicity methods but one of the best advertisements the class can have is you, the enthusiastic owner. If every Heron member could talk just one other person into becoming another Heron owner, what a class we would have!

Our reduction in membership has of course resulted in a reduced income - and at a time when more is needed. Your Committee is however not recommending an increase in fees at this stage. Instead, let's just try for a bigger membership. It is very heartening to see that memberships are at least being renewed much more promptly this season. In the first month we received 749 renewals compared with 445 in the first month of the 72/73 season. Pleasing also are reports from Tasmanian, S.A. and Victoria of building programmes under way.

I mentioned early that it has been a busy year. This has meant a busy time for your officials too. As Secretary, Bill Imlay has been in the front line here. Thank you, Bill, for your enthusiasm and for your assistance, your advice and your patience. The bulk of routine work however has gone to our super-efficient Assistant Secretary, Mary Clarke. To give you some idea of her involvement, some 3000 inward and over 6000 outward items of correspondence have passed through her hands. This doesn't take into account the phone calls! We all thank you, Mary.

Another vital man in the organisation is of course the Treasurer. Dick Thomson has not only carried out this function in a competent manner but he has also provided us with a very central place to hold our Management Committee meetings. We really appreciate your help, Dick.

To deal with all our business we increased the frequency of Management Committee meetings, to once a month. This has placed an extra burden on both the Sydney members in attending and on interstate members in corresponding (not forgetting Immediate Past President John Shipton who keeps in touch from Lord Howe Island). I am sure you would wish me to express my gratitude to them all.

Our Newsletter Editor, Charles Hutchings, has found that business pressures have caught up with him and he will not be standing for re-election this year. His was one of those jobs that is hard to do well yet is always open to criticism. There is no doubt that Charles has done it well. It has been of considerable assistance to me to know that I have never had to worry about the Newsletter with Charles looking after it. I'm very grateful, Charles.

And so, we now face a new season. We face it with confidence and with expectations. With confidence in the Heron and in those familiar faces still holding the tillers. With expectations we look to the new faces coming to join us. With them all, I am sure, we are heading to a happy and successful season.

COST OF HERON SAILS

At the Management Committee Meeting held on the 22nd May, 1973 it was decided,

"That the cost of sails, exclusive of hanks, insignia, numbers, battens and colouring be increased to $110.00".

TREASURERS REPORT

Y.W. HERON SAILING ASSOCIATION OF AUSTRALIA

STATEMENT OF ASSETS AND LIABILITIES AS AT 31st MARCH, 1973.

		31.3.72		31.3.73
ACCUMULATED FUNDS:				
Balance as at 1st April, 1972		6,214		6,888
Add: Excess of Income over Expenditure as per Statement		674		233
		6,888		7,121
Represented by -				
ASSETS:				
Cash at Banks				
General	2,097		1,371	
Fixed Deposit	5,000		5,000	
Cash on Hand	40		40	
Stock on Hand				
Buoyancy, Plans, Trophies etc. - at cost	1,876		2,354	
Sundry Debtor				
Office Equipment				
At cost less depreciation	479	9,492	416	9,181
DEDUCT LIABILITIES:				
Sundry Creditors and Accruals	2,268		1,329	
Current Account				
New Zealand Heron Association	48		23	
Subscriptions in Advance	288	2,604	708	2,060
		6,888		7,121

Honorary Treasurer

AUDITOR'S REPORT:
I report to members of the Y.W.HERON SAILING ASSOCIATION OF AUSTRALIA that I have examined the books, accounts, and vouchers of the Association in respect of operations for the year ended 31st March, 1973 and in my opinion, the above Statement of Assets and Liabilities and the attached Statement of Income and Expenditure have been properly drawn up so as to exhibit a true and fair view of the affairs of the Association at that date.

ROBERT G. ELLIS
Honorary Auditor
Registered under the Public Accountants Registration Act, 1945, as amended.

SYDNEY, 7th May, 1973.

STATEMENT OF INCOME AND EXPENDITURE FOR THE YEAR ENDED 31st MARCH, 1973.

		31.3.72			31.3.73	
INCOME FOR YEAR:						
Subscriptions Received	7,601			6,776		
Less: Allocated to Newsletter	2,659	4,942		2,260	4,516	
Registration Fees		920			822	
Newsletter Revenue -						
Allocation from subscriptions	2,659			2,260		
Advertising	250			248		
Sundry sales	3	2,912		8	2,516	
Donations		190			98	
Commissions		444			196	
Interest		250			250	
Royalties		22			98	
Sundry Income		9			31	
Profit on sale of Buoyancy Plans, trophies, etc.		1,115			1,921	
			10,804			10,448
DEDUCT EXPENDITURE:						
Newsletter		3,352			3,527	
Affiliation fees		154			10	
State Association Subsidies		1,222			1,777	
Establishment Grants		100			150	
Secretarial Expenses		2,656			3,006	
Printing and Stationery		1,092			696	
Postage		594			633	
Duty Stamps and receipts tax		60			81	
Telephone		218			251	
Advertising and Publicity		251			484	
Meeting expenses		231			75	
Sundry expenses		137			62	
Depreciation		63			63	
			10,130			10,215
Balance, being excess of Income over Expenditure, transferred to accumulated funds			674			233

POLICY STATEMENTS

The ONE DESIGN concept, as applied to the Heron Class, provides that Herons which are -

a. made to the Y.W.Heron plans provided by the Association
b. conform to the Association's Constitution, Rules and building tolerances, and
c. are soundly constructed, accurately built from suitable materials, properly finished and correctly rigged using sails of the permitted size

will have the same potential performance within limits that are insignificant compared with other factors affecting boat speed.

Races between such boats will logically be decided by such factors as the skill of the crew in tuning and sailing the boat, the weight of the crew, the skill of the sailmaker in producing the sail and the vagaries of wind and weather.

The Duties of the Measurement Committee

The structure of the Measurement Committee, as set out in the Constitution was examined. In our opinion this structure, in its present form, does enable the Committee to carry out what is required and we can see no benefit to be gained from any alteration.

Duties and responsibilities are inferred rather than stated but are generally self evident. They can be divided into two functions:-

1. Executive Duties.

a. To maintain the Measurement Register of the Class
b. To classify each newly measured Heron after consideration of the completed measurement form and any additional information required.
c. To re-classify Herons following modification, re-building or substitution of equipment.
d. To answer queries from members or measurers on construction of measurement matters.
e. To investigate reported departures from the "one design" principle in the case of particular boats and to take such action as it sees fit under Rule 6.5.4 of the Constitution.
f. To ensure measurers are instructed in uniform procedures for measuring a Heron and for reporting on measurement.
g. To modify the measurement form as necessary within the limits of the Constitution to ensure maintenance of the Class as a One design.

2. Advisory duties

The Measurement Committee should advise the Management Committee on measurement and boat construction matters as it sees fit and in response to particular requisitions. It should report to the membership on measurement matters making use of the Association vehicles for communication such as the Heron Newsletter and General Meetings.

It is felt that, considering the Measurers and Measurement Committee members are all acting in a voluntary capacity, the implementation of the One Design concept is general taking place in a satisfactory manner. It is noteworthy that current work is being done on sail measurement and that there has been continuous revision of the Measurement form. These are all aimed at maintaining close control of the one-design concept.

NEW SAIL MEASUREMENT METHOD

At a Management Committee meeting of the above Association held on Tuesday, 17th April, 1973 it was decided that the method of measurement of the HERON mainsail would be accepted and come into operation after the 7th May, 1973.

Mainsails manufactured after that day or sails submitted for check-measurement prior to Championship participation must be measured by the new method.

It is to be noted that, for the present, jibs are to be measured by the silhouette method.

METHOD OF MEASUREMENT OF HERON MAINSAIL

This method now replaces the silhouette form of measurement.

LUFF MEASUREMENT - The Measurement is taken from the outer edge of the bolt rope on the foot, to the outer edge of the cloth at the head, measured on a line through the centre of the cringles.

The tension to be applied for this measurement is 25lb. which is applied for at least 30 seconds prior to, and maintained during measurement.

Maximum luff length is 14 feet 2 inches.

FOOT MEASUREMENT - The measurement is taken from the outer edge of the bolt rope on the luff to the outer edge of the cloth at the clew, measured on a line through the centres of the cringles.

The tension to be applied for this measurement is 15lb. and is applied as above.

Maximum foot length is 7 feet 4 inches.

LEECH MEASUREMENT - The measurement is taken through the centres of the cringle from the outer edge of the sail at the clew to the outer edge of the sail at the head.

The leech is to be measured with just sufficient tension to remove wrinkles.

Maximum leech length is 15 feet 4½ inches.

GIRTH MEASUREMENTS - Three girth measurements are taken as follows:-

Both the leech and the luff are to be marked at the quarter, half and three quarter points, obtained by twice folding the sail along these edges.

The measurements are to be made with just sufficient tension to remove wrinkles and will be from the outer edge of the bolt rope to the aft edge of the cloth.

Maximum girth lengths are -

Quarter	-	6 feet 5¼ inches
Half	-	4 feet 9½ inches
Three-quarter	-	2 feet 8 inches

The flat top at the head of the sail must not exceed 2 inches.

TASMAN CUP CHALLENGE

A challenge has been received from the Y.W. Heron Sailing Association of N.Z. (Incorporated), to defend the TasmanCup in Auckland during 1974.

The preferred date is Easter with the contest being held at Westhaven. Up to eight boats will be available to Australian members and billets within certain numerical limits, have been offered. To quote part of the challenge, " It is hoped that you can muster a good team of 'pot carriers' in order to transport the cup over the Tasman, we for our part will do our utmost to relieve you of the burden (legally of course). "

Come on now Australian Heroners the gauntlet is down. It is now up to you. Mary Clarke, 1 Ethel Street, Balgowlah 2093 will provide any further details.

HERON GIFTSHOP

Care to show the flag away from the water? You could if you wore a Heron tie ($2.50), cufflinks ($3.75), tie bar ($1.50) or lapel badge (75c). The cufflinks and tie bar also at $5.00 a set. In addition, car badges ($2.50) and spoons ($1.50) are available.

All requests to - Asst. Sec./Registrar,
1 Ethel Street, BALGOWLAH. NSW. 2093.

And now there are the fabulous sky blue "T" shirts with the words "I Sail a Heron" on the front.

The go-ahead Victorian Heron Association has come up with a winner - see the photo of John Coen sporting his "I SAIL A HERON" T-shirt.

These are now available to the membership in sizes ranging from 28" to XOS for the low cost of $3.00 which includes postage.

Get your order in early - and don't miss out. Send your cheque, money order or postal note to the Asst. Secretary, Y.W.H.S.A., 1 Ethel Street, Balgowlah. 2093.

LETTERS TO THE EDITOR

The Editor,
Dear Sir,

Many thanks to Bill Stokes for his timely letter to the March Newsletter regarding fibreglass Herons. He certainly has my support.

Bill has put a good argument in favour of the attraction of fibreglass as a means of increasing interest in the class from outside, but I know of at least one person inside the class to whom fibreglass is a most attractive proposition at the moment - ME!

To my sorrow, during this last season my sailing activity has been drastically curtailed and being the proud owner of one of those Herons of beauty, a Murray Bailey boat, it is a worry to know that whilst the boat is stored for long periods without use, I must keep a continual check to make sure nothing is happening to it to cause deterioration.

In his letter, Bill says "true or false the industry has sold people on the idea that fibreglass means less maintenance". This is the only point on which I take issue with him (and it is a very minor one). Fibreglass DOES mean far less maintenance than we have to do on our present wooden ply hulls. I believe people know this now and no longer require selling on the idea.

At this stage of my interest in sailing I need a boat I can tow to the beach, sail, take home, hose off, put away and forget until the next time I want to use it. I believe there are many others, both within the class and outside it, who are in the same position. I am certain that due to the popularity of Herons many could be attracted to them were such a boat available.

Whilst I would be most upset at the prospect of parting with my present boat, I would do so if there was no chance of my present situation changing and I could purchase a fibreglass hull. There is no doubt in my mind, having crewed in several fibreglass classes prior to joining the Heron ranks, that wooden boats have a great feeling of individuality in themselves and are without that cold, mass produced, "every-boat-the-same" feeling which fibreglass gives, and no doubt fibreglass would have little chance of taking over as the main form of construction.

Referring once again to Bill's letter, he says that "to date the Australian Heron Association has rather discouraged anyone wishing to manufacture a fibreglass Heron". From the editors supplementary notes it appears that the Association has neither encouraged nor discouraged manufacture. If the facts are as stated, it appears that Hinkleys fell down in their promotion and should make a greater effort to make a prototype available for evaluation or some other Company should take over manufacture. I must say at this point that I feel the Association has acted strictly within the objects of the Constitution, but look forward to the Committee's definition of ONE DESIGN to be given at the 1973 Annual General Meeting.

I hope others will join us in our support for the fibreglass Heron, as I believe there is a place for it within our ranks.

Yours sincerely,
Ralph Le Laen. "Stealaway", 7818

Extract from letter written by D. Thomas of Wembley Downs, W.A. who has recently sold "NIKITA" 7847 to move to "something bigger".

..... After two happy years we have now graduated to something bigger, an Endeavour, so with many regrets we have sold 7847.

Our family has had a most enjoyable time in our Heron and we shall certainly never forget them.

In January this year we went on a houseboat holiday on the Murray River just south of Perth and used our Heron as a tender. It stood up to being towed behind the houseboat for many miles and where the houseboat wouldn't go we used an outboard on the Heron to explore some very pretty parts of the river.

We never tire of telling people about Herons and the fun we've had and wish the Heron Association and all Heroners all the best for the future.

Sincerely, "The Thomas Family"
(5 of us).

N.S W. NEWS

1973 A.G.M. N.S.W. HERON ASSOCIATION

from Noel Abel

Due to the absence of our President, Alan Crane, Chris Lloyd Owen took the chair.

The President's report was read, in which he indicated his pleasure at our activities during the year. His thanks went to office bearers and "Our Starters" for their fine efforts during the season.

All offices were declared vacant and Alan Crane was duly re-elected as President, Dick Thompson as Secretary and Charles Grimwood as Treasurer; B. Pearson was elected Assistant Secretary and Noel Abel elected Publicity Officer.

The Jax Trophy was presented to Concord Ryde and accepted by C. Grimwood while the Endeavour Shield was presented to G. Early on behalf of Connells Point. The Travellers' Trophies were also presented, details of which appear elsewhere in this issue.

With business finished, Mr. Nichols of Concord Ryde showed two very interesting films which were well received and we thank him for doing so.

We then retired to a very fine supper provided by the Ladies of Dobroyd Aquatic Club.

1972/73 TRAVELLERS' TROPHY EVENTS

At the last N.S.W. Annual Meeting presentations of the Travellers' Trophies took place and the results were :-

SCRATCH				HANDICAP		
Equal	C. Grimwood	4075	and	1st	J. Gilbert	4944
1st	W. Imlay	5703		2nd	W. Stokes	4844
3rd	C. Lloyd Owen	6464		3rd	C. Lloyd Owen	6464

The Travellers' Trophies were decided over a series of six events with the best of four performances counted, the events were Nowra, Western Suburbs, Port Kembla, Port Hacking, 4th Heat of N.S.W. Championships and Balmoral.

These events give skipper and crew either highly competitive racing with large fleets and against the top boats in N.S.W. or for the more social sailor a very enjoyable day with the good possibility of winning on handicap.

For the 1973/74 season the Travellers' Trophies will be decided over a similar series so why not be a starter.

MIDDLE HARBOUR MARATHON

from Noel Abel

This event is not a race ! Its an experience, sobering perhaps but certainly not of the bitter type. In past years the fleet has meandered, some have even said drifted, among the upper reaches of Middle Harbour. This year however saw a change with the fleet going from Clontarf to Balmoral, thence to the inner South Head channel marker, behind Sow and Pigs and around Shark Island. At this point the fleet temporarily joined in a race with boats from Woolahra and after that was sorted out, continued around Clark Island and back to Shark Island. Manly was next on the list via Sow and Pigs and the South Channel marker. Finally the course wound past Flagstaff and back home to Clontarf.

The wind varied from light to ten knots but the result was never in doubt with Charles Grimwood in ZENITH finishing first, Phil Crane in JAMP second and Bill Imlay in DEFT third.

My lesson for the day ! Those container ships are monstrous even at 500 yards.

THE JACK HOLT REGATTA

from Chris Lloyd-Owen

Jack Holt in Australia ! Who of us ever expected to see here the man who started it all over 20 years ago? Yet this is just what happened early in May this year when a group from Middle Harbour in Sydney ran a Jack Holt regatta in his honour.

In spite of being held after the sailing season was officially over, some 200 turned up for the regatta in classes ranging from Y.W. Diamond keel boats to single handed Solos. Largest class was of course the Heron with 51 starters.

Although a beautiful sunny day, the wind was rather light and typically Middle Harbour fickle in the early stages. Rather surprisingly, it was not a local but Cronulla skipper Ian Cull who took the lead from the start. He was followed (one could hardly say "hotly pursued" in the light conditions) by locals Bill Imlay and Jack Gilbert. There was at least enough wind to keep things moving at all times and the full course was sailed. The real interest of the race was however at the finish. As it turned out, the Herons were first to finish and what a finish it was ! With a light headwind and a strong tide in the same direction, Ian Cull and Bill Imlay came about tacking together up Clontarf beach shore. Bill Imlay finally reached the line only 15 seconds ahead of Ian - not far in those conditions. Charles Grimwood had a fairly comfortable third while Chris Lloyd Owen and Jack Gilbert staged another tacking duel up the shore for fourth and fifth.

After all classes had finished Jack Holt presented the trophies in a ceremony on Clontarf Beach. It was fitting that this should have taken place here , the original home of the Australian Heron Association, the first of the Jack Holt classes in Australia.

President, Chris Lloyd - Owen, watches while Jack Holt records the internal layout of THUNDERBOLT "7667".
Photo - Warren Clarke

Jack Holt in distinguished company, Mary Clarke and Ian Cull, the present N.S.W. title holder.
Photo - Warren Clarke

N.S.W. STATE TITLES

The titles originally set down for the Anniversary Week End and postponed due to the petrol strike were sailed at St. George's Basin on Saturday and Sunday 7th and 8th April, 1973.

Saturday morning dawned with the wind gusting to 20 knots but fine and the competitors started arriving at Sanctuary Point and soon the beautiful bushland setting at the beach soon became the setting for a fleet of over 50 Herons, their crews and followers.

The first heat was started on time and the wind started to drop slightly and after the windward and return legs it was easily seen that the full course could not be sailed if crews were to have lunch and the second heat finished in daylight. Ian Cull in 7472 Chain Valley Bay, opened up a very good lead and maintained this to the finish at the leeward mark, followed by G. Early 7366 Mischief and C. Grimwood 8575 Zenith.

The second heat commenced as the first with a good start but with the wind dropping rapidly and after the windward leg it turned into a real drifter and it was anybody's race. Across the line it was N. Loveday 8308 Merlin, followed by W. Imlay 5703 Deft, and M.Lloyd-Owen 4534 Rufus.

Points at the end of heat 2 were :

I. Cull	7472	Chain Valley Bay	8
W. Imlay	5703	Deft	14.7
G. Early	7366	Mischief	20
W. Grounds	5783	Farewell	26
K. Gray	5352	Koeln	26
C. Grimwood	8575	Zenith	26.7

Sunday dawned with the wind again from the Southern quarter at 18 knots and a chop on the basin. Another very good start and the fleet moved in the breeze but this took its toll and 13 boats failed to finish the race for various reasons, broken gear etc. being the chief offender. As the race progressed the wind freshened and I. Cull who was holding his lead on points went into the drink and finished in 18th place. First across the line was P. Crane 8001 Jamp followed by J. Stannard 7003 Kurinana and M. Lloyd-Owen 4534 Rufus. This heat was one for the heavier crews who had been handicaped by the light conditions on Saturday.

At the completion of this heat your writer lost all his notes carefully taken during the three heats from his position on the starter's boat, when the starters boat nose dived near the shore (due to all the heavyweights) and my brief case was flooded and the notes were a sodden mass.

Points at this stage were :-

W. Imlay	5703	Deft	28.7
P. Crane	8001	Jamp	30.7
I. Cull	7472	Chain Valley Bay	32.00
M. Lloyd-Owen	4534	Rufus	34.4
W. Grounds	5783	Farewell	35.00
G. Grimwood	8575	Zenith	38.4

The last heat with the wind over 18 knots from the south and 32 boats faced the starter and the battle was on for the title. J. Stannard appeared determined to beat I. Cull and a Tussle between these boats up to the finish resulted in J. Stannard 7003 Kurinana getting the gun followed by I. Cull 7472 Chain Valley Bay with P. Crane 8001 Jamp in third place.

Final Points and Placings were:

I. Cull	7472	Chain Valley Bay	Cronulla	35	1st
P. Crane	8001	Jamp	Middle Harbour	36.4	2nd
J. Stannard	7003	Kurinana	Cronulla	43	3rd
W. Grounds	5783	Farewell	Burraneer	43	4th
W. Imlay	5703	Deft	Middle Harbour	43.7	5th
M. Lloyd-Owen	4534	Rufus	Concord-Ryde	50.4	6th

Junior Champion
M. Lloyd-Owen 4534 Rufus

Most Successful Lady Skipper
Mrs. Sellers 4658 Baby Tryst Port Kembla

Special thanks must be made to the Officers and Members of Nowra Sailing Club for their efforts in the organisation of the series, to the crews and officials of the Starter's boat and pick up boats for their efforts and to Bert Wright for his liaison with the Association.

SOME THOUGHTS ON THE N.S.W. STATE TITLES

from Chris Lloyd-Owen

The N.S.W. State Titles were held this year at St. George's Basin, some 120 miles from Sydney. There were aspects of the Series that call for comment.

The first was the wonderfully friendly holiday atmosphere that prevailed throughout the whole weekend. Perhaps it was because we had missed out on our first attempt to hold the Series because of the petrol strike and were all determined that our second attempt should succeed. Perhaps it was the holiday type setting for the event. Whatever it was, the Series was certainly one of the most pleasant I have experienced.

The second possibly also influenced the first. This was the high standard of observance of the racing rules. The previous series held at Pittwater was disturbing for the number of people barging at the start, for pushing in at rounding marks and for the number of protests ensuing. This Series was a complete contrast. People were obviously trying to do the right thing. As a consequence, those few minor lapses that did occur were overlooked and the Series finished without a single protest.

The third factor that impressed me was the sheer guts shown by the children afloat in the southerly on Sunday. To see these children, their faces streaming with the flying spray, swinging out vigorously to help drive their boats through the waves was really something.. It wasn't just the crews either. The efforts of the two lightweight Gardner boys in Harmony was really something. To see the Grey brothers in Holer driving their boat after these equally enthusiastic junior rivals in Rufus was tremendous. And the Imlay youngsters scored their own personal victory by beating their father for the first time in the last heat. There is certainly nothing wrong with the youth of Australia!

THE HERON ENDEAVOUR SERIES

This series, inaugurated this season past, has turned out to be a resounding success. Originating from the Botany Bay Heron Sailing Club, a group of six clubs comprising; Botany Bay, Burraneer Bay, Connells Point, Cronulla, Kyeema and Port Hacking got together to plan the series to be raced over a series of three Invitation Days during the season with points awarded to the first six boats on handicap from each club.

The series was run in conjunction with the host Club's normal Invitation Day and all results extracted from the results of that day.

Thanks to the co-operation of all the Clubs involved and the hard work put in by the inter club committee formed to organise the series it turned out to be a keenly fought contest.

The results of the spirit engendered in the series can be seen by the roll up to each of the Invitation Days involved, in each case a record fleet being entered. Weather conditions varied for each of the three races with one screamer, one comfortable, and one drifter which certainly evened the fleets out and put all competitors on their mettle to try and earn those ever elusive points for their respective Clubs.

Entries for each of the respective heats were:

Heat 1 at Cronulla;	75 odd starters with 48 finishers.
Heat 2 at Connells Point:	50 odd starters with 46 finishers
Heat 3 at Burraneer Bay:	51 odd starters with 29 finishers.

These figures account only for boats entered in the series and do not include boats from other Clubs entered for the Invitation Day only so it can be readily seen that already swelling fleets have resulted.

The final points for the trophy, awarded recently at the N.S.W. Assoc. A.G.M. were:

Connells Point:	841	points
Botany Bay:	828	"
Cronulla:	785	"
Kyeema:	764½	"
Port Hacking:	716½	"
Burraneer Bay:	628	"

Congratulations must go to the Connells Point Sailing Club for their fine win against some pretty stiff opposition and indeed to all the participating clubs for the co-operation and efforts put into make the series the success it has, and will most certainly, continue to be.

CONNELLS POINT SAILING CLUB

CLUB CHAMPIONSHIP

1st	MISCHIEF	G. Early
2nd	JID	S. Dose
3rd	LEONA	J. Sykes

CLUB POINT SCORE

1st	NIMBUS	S. Watts
2nd	MISCHIEF	G. Early
3rd	JID	S. Dose

FOREWARD HANDS DAY

1st	VILJA	P. Sangster

LADIES DAY

1st	VILJA	M. Sykes

CONNELLS POINT INVITATION DAY

Fastest	MISCHIEF	G. Early	G.P.S.C.
2nd	GIDGI	R. Cutts	Botany Bay Club
3rd	FAREWELL	W. Grounds	Burraneer Bay Club

HANDICAP

1st	CHOITUS	V. Dewick	G.P.S.C.
2nd	LEONA	J. Sykes	G.P.S.C.
3rd	MATILDA	J. Moodie	Kyeemagh Club

PALM BEACH

from John Syme

A very successful season has just concluded at P.B.S.C. with the Heron Fleet numbers up from the start of the season and only the loss of Geoff Johnstone Ex "Green Bottle" 7915. We hope Geoff enjoys sailing his Endeavour yacht.

Our Championship finished as follows :

CASTAWAY	8560	Colin Andrews	1st
DAMSON	5199	Maurice Plumley	2nd
BEWITCHED	8535	John Syme	3rd

The Point Score was won by:

POPCORN	8542	Ian Wheat	1st
DAMSON	5799	Maurice Plumley	2nd
HERLEY	4271	Dan Crawford	3rd

Ian Wheat also won the Island to Island Marathon Trophy a 14 mile sail the full length of Pittwater around both Scotland and Lion Islands.

DUFFIELD PLAQUE.

The third and final heat of the Duffield Plaque was held at Palm Beach on Sunday March 25th. With only nine points between Narrabeen Lakes and Palm Beach either club could have won the series. As it was local knowledge and light winds helped Palm Beach to gain victory with enough points to hold the Plaque.

This series has been so successful that all three clubs are keen to hold races again next season. I am sure that Heroner's from each club have come to know each other better and enjoyed sailing at each others locations which vary from a land locked lake to near open sea waters.

The final point score was PBSC 208, NL 194 and BYRA 86.

KYEEMAGH YACHT CLUB

from B. Moodie

After a highly competitive Season the final scores were as follows :

CLUB CHAMPIONSHIP 1972/3

1st - 4¼ points - 5925 - "SUSAN LEE II" skippered by G. Ball jun. fore'hand C. Moodie.
2nd - 8¾ points - 7871 - "MATILDA" skippered by J. Moodie, fore'hand D. Dennison.
3rd - 10¾ points - 4666 - "SCALLYWAG" skippered by G. Ball sen. fore'hand Brett.

CLUB POINTSCORE

1st - 33½ points - 3914 - "PEGWAN" Skippered by G. Bonsall, fore'hand daughter Bessie.
2nd - 43¾ points - 5114 - "NIMBUS" skippered by Ellis Watts, fore'hand son Steven.
3rd - 50 points - 5024 - "TIFFANY" skippered by T. Reynolds fore'hand brother Frank.

LILEY - HYGENIC TROPHY.

5024 - TIFFANY - the Reynolds Brothers.

Congratulations go to all winners, and we know the competition will be even fiercer next year by the whispers of new gear, hulls etc. that hve been overhead. See you again in September, further information ring Tom King 77-9359.

LAKE MACQUARIE HERONS

from Kev Clark

At Lake Macquarie Yacht Club although the fleet was relatively small, perhaps the closest racing was witnessed for many years. Charlie Fisher is to be congratulated on his wonderful sustained effort throughout the year. Rod Field , Stephen Fisher, Kev Clark, Paul Carruthers, Laurie Nielson, Stephen Schultz and Arthur Mason all recorded wins and made racing very close throughout the year.

FIBREGLASS CONSTRUCTION OF HERONS

For several years, the Management Committee has been receiving suggestions from some members that a Heron built of fibreglass ought to be permitted as an alternative to the plywood Heron. An approach was made three years ago by a Victorian builder of fibreglass boats who was then inivted to provide a fibreglass Heron for test and evaluation by the Committee. This boat has now been completed in Melbourne.

Recently, there has been discussion in Western Australia and Victoria on this subject and several letters have been received by the Newsletter Editor and the Management Committee from members concerned that the Association has not yet permitted a move into the fibreglass field.

The Management Committee has now decided to ask for the opinions of all members of the Association as to the acceptability or not of a fibreglass Heron.

You are invited, indeed urged, therefore to fill in and return the questionnaire by 31st July to :-

Assistant Secretary,
1 Ethel Street, BALGOWLAH. N.S.W. 2093

If you have any extra information or opinions to offer please do so.

To assist you, the following sets out opinions "for" and "against" the fibreglass Heron which have been brought out so far, whether fully valid or not.

"FOR"

1. Manufacture by process workers instead of boat-builders would permit manufacture for stock and thus "off-the-shelf" availability to potential buyers lacking space, time or desire to - self-build or who do not wish to wait for a boat-builder to take the necessary time to build a boat to order in plywood. This would allow "casual" or "impulse" purchase of a boat not now possible.

2. "Mass" production would lower the unit cost as compared with plywood boats built by craftsmen boat-builders.

3. No maintenance,painting is required and outdoor storage is possible.

4. Some other comparable classes allow both fibreglass and plywood boats and the absence of this option makes the Heron less competitive than these classes in attracting the newcomer.

5. Fibreglass Herons are permitted by the parent Association in the U.K.

6. We must move with the times.

7. A composite boat having a fibreglass hull with a plywood deck, built to the deck construction shown on the existing plan for plywood boats, would be attractive in appearance.

   Such boats would be "middle-of-the-road" in availability, maintenance and cost between all-fibreglass and all-timber boats. Also a degree of self-building would be present for those who like to build their own boats.

"AGAINST"

1. Fibreglass boats are heavier for comparable strength than plywood boats.

2. Fibreglass boats may sail better/worse than plywood boats thus splitting the competition racing.

3. Plywood boats are better in appearance than fibreglass boats.

4. Estimates of the cost of fibreglass boats are very similar to the cost of professionally-built plywood boats, while owner-built plywood boats are half the cost of either. The introduction of fibreglass would not provide a cost incentive to purchase.

5. This class has reached 2000 registered boats and there are probably another 1000 Herons now unregistered. These numbers are much higher than any other class and have been reached on the basis of the plywood boat. The class is thus not less successful than other classes because of the lack of a fibreglass alternative.

We consulted Jack Holt during his recent visit to Sydney who said that fibreglass Herons (introduced four years ago) are not numerous in the U.K. but they seem to look and sail the same as plywood boats and are an acceptable alternative.

He thinks that, with proper control of weight, hull shape etc., fibreglass boats have no performance advantage over plywood boats. He particularly likes the idea of boats having a fibreglass hull with a plywood deck and believes that these are attractive to people who would otherwise self-build a complete boat.

Our President, Chris Lloyd-Owen thinks that, with adequate controls, fibreglass boats could happily co-exist with plywood boats.

My own opinion is that, although I prefer a self-built plywood boat for myself, the acceptance of properly controlled fibreglass and fibreglass hull/timber deck composites as an alternative to plywood boats can do the Association no harm and may improve our position in this quite competitive family boat field.

A. W. IMLAY
Hon. Gen. Secretary

QUESTIONNAIRE

The questions should be answered by placing a tick in the appropriate box, on the understanding that fibreglass and fibreglass/plywood deck composite Herons would naturally be required to comply with the existing minimum weight and shape measurements (with existing tolerances) e.g. hull dimensions including skeg, centre-board and rudder shape and position, mast position etc. Built-in side buoyancy below the seats would probably be required to give adequate hull strength in fibreglass.

Name: ..... Serial No. .....

1. Do you think fully-fibreglass Herons should be permitted.

   Yes ☐ No ☐

2. Do you think composite Herons (fibreglass hulls with plywood decks as present plan and plywood as timber seats) should be permitted.

   Yes ☐ No ☐

Please post completed questionnaire to:-

Assistant Secretary,
1 Ethel Street, BALGOWLAH. N.S.W. 2093. by 31st July, 1973.

SUBSCRIPTION RENEWAL

The Committee would like to take this opportunity to thank each member who responded to the individual subscription renewal notice forwarded just after the 1st April last.

There are some, however, who have not yet returned the completed form with their remittance.

The FINAL renewal notice appears on the back of this letter and this, the June Heron Newsletter, will unfortunately, be the last forwarded to those who do not make use of the renewal notice.

A.W. IMLAY
Hon.Gen.Secretary

Y.W. HERON SAILING ASSOCIATION OF AUSTRALIA

FORM OF APPLICATION FOR CONTINUATION OF MEMBERSHIP

PLEASE USE BLOCK LETTERS

Please note that I/We .....
(Surname)
hereby apply for renewal of my/our membership in the Y.W.Heron Sailing Association of Australia for the year 1973/74

as (Please check appropriate box)
- ☐ sole owner
- ☐ part owner
- ☐ joint owners
- ☐ non boat owner

of boat No. .....
which is called .....
classification .....

I/We intend to sail with the .....Club during the 1973/74 season.

My/our occupation(s) is .....

and my/our address(es) for Association correspondence is

Street .....

Town .....

State ..... Post Code ..... Phone .....

(Please tick this box if either address or Phone No. should be changed from that shown on Association records ☐)

My/our remittance enclosed is made up as follows:-

Subscription	$4.00	Form of Remittance
Donation to Trophy Fund	$	
Other Payments	$	Cheque
Total	$	Postal Order

Details of other payments are

..... Signed .....

Date ..... / ...../ 73

FORM OF RESIGNATION

Please note that I/We ..... of .....
(State)
have disposed of my/our Heron No. .....called .....

to Mr. ..... of .....
(Full address)
and do not wish to renew membership in the Y.W.Heron Sailing Association of Australia.

TO: Hon.General Secretary,
Y.W. Heron Sailing Association of Australia,
C/- 1 Ethel Street,
Balgowlah. N.S.W. 2093

Signed .....

Date ..... / ...../ 73

Perhaps the biggest disappointment of the season to us was the re-run of the State titles which clashed with the Heron Holiday weekend. This has always been the highlight of the Herons on Lake Macquarie, when in past years large fleets have been witnessed. However the Yacht Club still conducted the series and we were very pleased to see several visitors including a number from Sydney. An enjoyable week end resulted.

The Herons at Croudace Bay also had an enjoyable season. John McCarthy easily being top Heron. John also won the first race of the Heron Holiday series. Cliff Fulthorpe, Jan and Michael Fulthorpe also gave sterling performances and young Ian Bruce improved with every race. Three more Herons not yet racing were out at Croudace Bay at the end of the season.

Charlie Fisher, after years of competitive sailing in Herons, is moving on to an NS14, also Kev Clark. It is hoped that many more local Heroners will participate in club events next season.

The Combined High Schools Regatta is currently being staged on Belmont Bay with Belmont 16' Sailing Club as host club. 252 entries were received with some 20 Herons included and what a beautiful sight with 200 odd boats on the bay!

BOTANY BAY HERON SAILING CLUB.

With the end of the 1972/73 sailing season most of our fleet have already gone into mothballs, although a few of our more hardy (or foolhardy) old salts are talking about an unofficial winter season.

It's been quite a busy season with a full round of Championship series. Junior Championships, Safaris and the Heron Endeavour Series being sailed. Results for the season's racing are:

CLUB CHAMPIONSHIP.

1	MUSTANG	D. Brown
2	TUPPY	L. Morris
3	JAMIE	J. O'Connor

HANDICAP POINT SCORE.

1	MUSTANG	D. Brown
2	TUPPY	L. Morris
3	MINOS	W. Brinsley

SUMMER POINT SCORE.

1	MUSTANG	D. Brown
2	WAP	J. Smith
3	LEYAT	J. Bickerton

AUTUMN POINT SCORE.

1	MUSTANG	D. Brown
2	TUPPY	L. Morris
3	MINOS	W. Brinsley

JUNIOR CHAMPIONSHIP.

1	JITH	W. Ryan
2	MINOS	S. Brinsley
3	WHITECAP	K. Mealey

JUNIOR HANDICAP POINT SCORE.

1	MINOS)	S. Brinsley
1	WHITECAP)	K. Mealey
2	PEPY	T. Moss

"PICKLE" POINT SCORE.

1	WAP	J. Smith
2	JAMIE	J. O'Connor
	SHASTA)	A. Luckman
3	DIONYSUS)	M. Tallis

As seen by the above, the Old Master, Don Brown has again this year shown the way with Les Morris trying to keep him honest and already, dire threats are being uttered about what is going to happen to this pair next season. At least four new boats are due to hit the water next season which will expand the fleet.

At the recent A.G.M. the Office Bearers for the 1975/74 season were elected. They are:

Commodore:	F. Elphinstone
Vice Commodore:	J. O'Connor
Club Captain:	M. Tallis
Hon. Secretary:	B. Baker
Hon. Treasurer:	L. Morris
Publicity Officer:	Henry Heron (Alias S. Moss)

Once again we have to report a change of venue, the third this season, from Primrose Lane area to the launching ramp area at the foot of Sanoni Ave., adjacent to the Georges River Sailing Club, and, as always, we extend a warm welcome to all Heroners to join us in the new season.

HENRY HERON

CONCORD RYDE S.C.

from Noel Abel

At C.R.S.C. we are justly proud of our members, of whom a good percentage represented the Club in interclub events including State titles; Jax Trophy ! Tasman Cup etc.

Charles, Chris and Malcolm regained the Jax Trophy for us and we are very proud to have had them represent us at this level of competition. Congratulations to you all and to Middle Harbour who came so close.

We have had a marvellous season at Ryde with our juniors. Malcolm, State Junior Champ and 6th in the State. Kevin Grey and his brother, 8th in the State and 3rd in the Club Championship.

The Gardener boys in their second season have given a marvellous display of how to learn from the more experienced skippers.

Heron members hold 3 positions on our Management Committee. Denis Holm as secretary, Tom Macy a top line club member, and yours truly stirring away patiently.

Thanks to our members for their consistency during the season and for their general sportsmanship on the water.

Congratulations to Charles Grimwood on a clear win in the Middle Harbour Marathon, you certainly showed all competitors the way around.

Club Champion.		Point Score	
1.	C. Grimwood	1.	K. Grey
2.	C. Lloyd-Owen	2.	D. Holm
3.	K. Grey	3.	G. Deakin.

CRONULLA S.C.

from Les Wylie

We at Cronulla sailed our final race for the 72-73 season on Sunday 6th May and although it began as a "drifter", a nice breeze came in after about one lap. A barbecue held afterwards put an enjoyable end to what has been a most successful season both socially and competitively. After finishing second in the National titles in Perth and winning the State title at Nowra, Ian Cull took out the Club Championship and Point score. He also finished second in the Jack Holt Regatta.

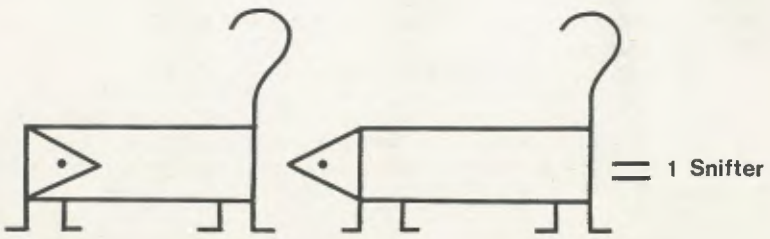
We must congratulate our Social Secretary, Mrs. Edna Messer, for the functions she has organized throughout the year, particularly our Annual Ball.

On our last race day we also bade farewell to our friends from the U.S.A., Erica and John Harger, who sailed with us during their stay in Australia. Commodore, Stan Wymer presented them with their trophies and wished them a safe voyage home and good sailing back in the "States".

We extend an invitation to any Heroner to join in our Winter series of races on the first Sunday of the month for the next four months.

ARE YOU A MATHEMATICIAN ?

Judith Moule has provided us with an answer to her problem published in the March edition.



VICTORIAN NEWS

STATE TITLE RESULTS

Titles held at Cairn Curran, resulting in a win for R. Bluck (5647), L. Ralph (7411) second, A. McLure (7381) third, G. Ross (8234) fourth, G. East (5147) fifth and J. Coen (5396) sixth.

JACK HOLT REGATTA - MELBOURNE

from John Coen

What appeared to be an eleventh hour arrangement, prompted no doubt by the well planned and promoted Jack Holt Regatta in Sydney for 5th May, eventuated as another Jack Holt Regatta this time in Melbourne. It was conducted by the Carrum Sailing Club, Port Philip Bay on 13th May.

It was unfortunate that the date clashed with the 5th Annual Murray River (Heron) Championship weekend at Lake Malwala, Yarrawonga, because without a doubt all of those who entered this championship, and for which they had already arranged accommodation etc., would have been at Carrum to honour Jack Holt. As it was only six Herons appeared at Carrum. The representations from other Jack Holt designed yachts was not great for that matter either.

An all-in race was organised for the morning. It was cold with a light NW wind. Apart from Paul Carver in 5621 CIRCE all other Herons were late for the start and the bigger yachts soon cleared away leaving our fleet to flounder in bad wind and water. Nevertheless an interesting tussle took place and some Pacers, an Enterprise, several Mirrors and International Cadets were caught and beaten by the Herons.

In the luncheon period several Heroners sporting their sky blue "T" shirts with the words "I Sail a Heron" on the front, watched the President of Victoria, Len Ralph, present a similar piece of apparel to Jack Holt himself. He promptly removed his reefer jacket and put on his "I Sail a Heron" shirt.

During the official welcome and opening ceremony from the second floor balcony of the Club - don't get alarmed the building has three floors only - Jack Holt looked resplendent in his newly acquired shirt. One Heroner was heard to remark that we had "made a winner" in presenting this shirt when we did. No one could fail to see it.

The afternoon race was sailed in three Divisions with the Herons, Mirrors and Cadets in Division 1. This gave us first use of the course and in a slightly stronger NW breeze, shifting favourably along the shore line, it did not take long for our representatives to establish their superiority. A single Mirror and an International Cadet - both sailed by quite young people - created some bother in the first triangle running 2nd and 3rd respectively to John Coen (your scribe) in 7411 ZORAIDA but thereafter had no hope at all of coping with the situation. In the finish it was :-

1.	7411	ZORAIDA	John Coen	- Elwood
2.	-	WHITE SAIL	Len Ralph	- Elwood
3.	5996	TUKI	Neville Ridgway	- Black Rock
4.	5521	CIRCE	Paul Carver	- Elwood
5.	A Mirror			
6.	An International Cadet. A little further back :-			
.	5728	MYNA BLEW	Mick Dietrich	- Inverloch
.	5980	THEORA II	John Nelson	- Beaumaris

Seen on the beach to sail a fibreglass Lazy E was R. Dix from South Australia - a one time Heron great.

The day was especially significant for two very good reasons

one - the honouring of a designer who has given so much pleasure to people by presenting various yachts to suit 101 personalities;

two - the appearance on Victorian waters for the first time ever of a fully fibreglassed Heron.

Concerning the "glass" boat (dont get carried away Readers) it is suggested that you turn up page 20 of Newsletter, Vol. 10 No.4 of March 1973 and study what the Editor has written there at the foot of the page. Mr. David Hinkley finally presented his project for evaluation etc. on Saturday 5th May and the Jack Holt Regatta was chosen as a suitable time to measure its performance against other Herons. Len Ralph is not without a high reputation as a skipper and was therefore well suited to this task as the results above prove. Other Heron skippers at Carrum Beach got the feel of her performance after the race and, quite possibly, other racing tests will be conducted soon.

POST SCRIPT TO THE JACK HOLT WEEKEND

On Friday night, 11th May, Jack Holt was guest speaker at a meeting arranged by the Lazy E Association at Sandringham YC. Jack entertained his audience by telling how it all started, about different boats he had designed, and about the people he had known and worked with. His wicked sense of humour became apparent as the evening progressed. Heroners present were highly amused to learn that, although he likes to build one boat off each of his designs - he has NEVER BUILT A HERON !

Presentation of OUR T-SHIRT to Jack Holt made by Len Ralph, Victorian Association President, with Mike Deitrich and becapped Vice President, John Coen, looking on. Mr. Holt wore the T-Shirt for the duration of his stay at the Regatta.

FROSTBITE REGATTA - ALBERT PARK LAKE

Saturday and Sunday, 12th and 13th May

from Mary Rothery

The majority of people think of Port Phillip Bay as the home of all Melbourne yachtsmen. But Melbourne can also offer inland water sailing. Only a couple of miles from the city centre is beautiful Albert Park Lake, three miles (a solid hour's walk) in circumference and the home of two thriving sailing clubs - the Albert Sailing Club and the Albert Park Yacht Club - each with a fleet of Herons.

There is something to be said for the Lake. To start with, it is only about four feet deep (just enough to get a Heron centreboard fully down) and there are no sharks lurking in its waters; all this makes it an ideal place for beginners to gain confidence. In addition, the wind, as it passes round buildings and through trees, is rarely steady for more than a few seconds, so that the middle-of-the-fleet man has the stimulus of learning to react to the wind shifts and lulls and gusts. And one more thing - there is all the year round sailing; very seldom is it unfit to sail on the Lake, however bad it is on the Bay.

Each sailing club runs an annual regatta. ASC holds the Inland Waters Regatta in February, and APYC the Frostbite Regatta in May. Unfortunately, in February, the water was too low for much sailing because of the drought, so the Inland Waters had to be cancelled. But by May the Lake was full again and the Frostbite took place.

Everyone was delighted to have Jack Holt open the Regatta on the Saturday afternoon (12th May). Over one hundred boats took to the water and the place was a photographer's paradise. There were 12 Herons among numerous other Classes (Fireballs, Moths, OK's, Puffins, GP14's, FJ's, Sparrows, Fairy Penguins, Sabots, Minnows, Flying Ants.....)

For Saturday afternoon's race, there was just enough wind to make it interesting. Sunday morning was perfect for everything but sailing, and the race was a slow sunny drifter. But on Sunday afternoon, the wind sprang up, the water became choppy, and the sailing was lively. At the end of the Regatta, the first six Heron placings were as follows:

Position	Sail No.	Name of Boat	Skipper	Club
1st	4566	SAMPAN	B. Kendall	APYC
2nd	7834		J. McCusker	
3rd	7040	CRAZY-CAT	G. Rothery	ASC
4th	4189		J. Newbury	
5th	6800	TUBBY-TWO	P. Hunt	Preston YC
6th	8290	SEALION	J. Lyon	ASC

FROSTBITE REGATTA - YARRAWONGA
(Incorporating the Murray Valley Heron Championship)

from Graham Ross.

Conducted on the 12th and 13th May with fine weather but also light winds, gusting to 3 knots, the regatta was enjoyed by the 10 crews entered. The racing was very close with results as follows :

Heat 1.

1.	SLOW DOG	A. Moule
2.	JAN-CHE-BAR	G. Ross
3.	ALCHERA	A. McLure

Heat 2.

1.	ALCHERA	A. McLure
2.	SLOW DOG	A. Moule
3.	ANTIPODES	G. Jordan

Heat 3.

1.	ALCHERA	A. McLure
2.	JAN-CHE-BAR	G. Ross
3.	MARLYN	R. Lloyd

Heat 4.

1.	ALCHERA	A. McLure
2.	MARLYN	R.Lloyd
3.	SLOW DOG	A. Moule

Final Placings.

1.	ALCHERA	A. McLure
2.	SLOW DOG	A. Moule
3.	JAN-CHE-BAR	G. Ross

It is hoped that next year some A.C.T. and N.S.W. Heroners may take up the challenge and attend this Regatta.

VICTORIAN JUNIOR CHAMPIONSHIP - 1973

from J. Coen

The first ever proper Junior Championship had been planned for Sunday 6th May at Westernport Yacht Club off Balnarring Beach. In the past junior competition usually found an adult sailing as crew but for 1973 both skipper and crew had to be under 18 years of age. It was important, too, that to be eligible the skipper had to be a regular Heron skipper or crewman. The event attracted 17 boat, or 34 young people, entrants.

The persistent and gusty West to North West and South West winds of all week were forecast for the Sunday; indeed, the radio announced a "strong wind warning current for Westernport and Port Philip Bays". The prospects as viewed from the club house were far from enchanting over Westernport Bay at 10 a.m. and the Bass Strait swell breaking on the mid-bay reefs a mile or so out left trails of fine spray for up to 100 yards behind as the wind blew against it.

There was some real concern both by the Association and club officials as the wind strengths over the normal courses were far in excess of the V.Y.C. maximum limits. After long deliberation it was agreed to lay a shorter close inshore course where gusts were (visibly anyway) reduced with the provisos that a capsize meant "over and out" (this should bring back memories to pre-1969 Heroners) and that a tow from a safety boat must not be refused.

HEAT 1

Seventeen Herons set out from the beach quite bravely in view of the conditions. Parents ashore were not quite as brave however as gasps, squeals, encouragement and abuse made for real comic opera. What a pity no one had a tape recorder ! Young sailors were tested severely and some found wanting even before the race began. A 15 minute postponement to rescue a dismasted entrant did not help. Inside the 10 minute period Michael and Bernadette Dillon in 7065 NAUTA capsized 5 or 6 times in quick succession and this required 5996 TUKI to come alongside the starters' boat, take on Stuart Rowe and sail to the rescue. Stuart jumped into the sea to join NAUTA and rendered brave, noble and timely assistance. TUKI was back in time (only just) to make a good start in the race.

From here on it was a story like the ten little nigger boys as one by one Herons succumbed to the elements. Staying upright meant points gained and all seemed aware of this. Peter Symonds with Robert Knight in 5666 SYMONDS YAT and Peter Marshall with Cathy Ralph in 7411 ZORAIDA could be seen bailing madly after shipping too much over the side. Julie Evans and Helena Koch in 4949 APALIE negotiated every gybe with calm confidence only to fall in a vicious squall during a tacking duel with Mark Harris and Rodney East in 5396 VAN DIEMEN and Clifford Canterford and Percy Simmonds in 6543 DUST. When only 50 yards from the finish line ZORAIDA, already heavy with water, was overcome by yet another squall and sank gracefully into the sea.

The result of Heat 1 is shown elsewhere but it is of interest that the leader - Tony Ridgway and Dean Ross in 5996 TUKI - having lost count of the laps he was required to sail, lead his fellow survivors into another full triangle lap just to prove that conditions were not really that bad after all and that a planing Heron was jolly good fun. The summary sheet recorded 5 finished, 2 retired, 10 capsized.

HEAT 2

Conditions after lunch were quieter but some strong gusts kept (the now more experienced) sailors on their toes - or rather their bottoms. The same short course was decided upon and 14 Herons faced the starter as the huge Blue Peter came down for Heat 2. Peter Symonds and Robert Knight in 5666 SYMONDS YAT with Paul Westaway and Daelene East in 5083 YOMBGIGGLE made good starts on port tack but were unable to retain their positions for long. At the end of lap 1 the order was 5996 TUKI, 7446 META (Clyde Wheatland and Jacqueline Williams), 5396 VAN DIEMEN, 5548 SPUTNIK (Colin White and Ross Paterson), 5666 SYMONDS YAT, 6510 RIKI TIKI (Dennis and Andrew Hill), 5083 YUMBGIGGLE, 4949 APALIE each of whom had prospects of improving. In the final lap 5548 SPUTNIK made up good ground to beat 7446 META. 5396 VAN DIEMEN lost two places when forced to recover a whisker pole lost overboard.

HEAT 3

By mid-afternoon the wind had dropped to 10 m.p.h. so it was decided to use the full Olympic course around the usual club marks. Most of the 14 starters had already left the beach sometime and, therefore, failed to see Tony Ridgway capsize in 2 ft. of water: others were heard to say "A pity he could not have waited until after the Warning Signal".

From the club house it was difficult to see how the start was handled but, half a mile later at the weather mark off the club, the order was 5548, 5996, 7446, 5083, 5396, 5666, 6510, 6410, 4343, 8747, 6647 and so on. At the end of lap one 7446 had done well to take the lead and Kerryn Jordan and Linden Rowe in 6647 ANTIPODES had recovered 4 places to be eighth.

From here onwards the interest ashore (where parental bias predominated) concentrated on the private battles of several groups. The course had to be shortened with 5996 again leading, but only just from 7446 and 5548. The tide was beginning to run and those who did not tack to the east of the lay line came out at a disadvantage later.

RESULTS

Junior Champion	-	5996	TUKI	Tony Ridgway and Dean Ross
Second	-	5396	VAN DIEMEN	Mark Harris and Rodney East
Third	-	5083	YUMBGIGGLE	Paul Westaway and Daelene East

PROLOGUE

The occasion cannot be let pass without mentioning that Tony Ridgway now joins his father Neville and brothers Mark and Paul each of whom have been champions in Herons at one time or another. Nor can we overlook the splendid organization under the conditions prevailing by Sailing Captain Lindsay Morrison; announcer, briefer and rouseabout Neville Ridgway; crews of official and volunteer patrol boats; the ladies who manned the "pie shop" (lovely pies - and ladies too); and Mary Rothery who selected and engraved the fine prizes.

For those who may be interested, this is the second all junior race I have watched in 3 weeks and I am convinced that for parents, friends and passers-by this provides some of the best in spectator value. It is most heartening, too, for (older) skippers to see how well their proteges DO listen and watch as crewmen. It was a new experience for the majority, who seldom see a Heron from the "thinking end". They handled the extremely difficult Heat 1 with great credit and those who may have been caught momentarily off guard in a gust share in this (credit) too. There is an undoubted future for those who have been brought up on Herons.

CONSOLIDATED RESULTS

	Heat 1	Heat 2	Heat 3	Points	Final Results	Skipper and Crew
5996	1	1	1	0	1	Tony Ridgway and Dean Ross
5396	3	5	4	23.7	2	Mark Harris and Rodney East
5083	2	7	6	27.7	3	Paul Westaway and Daelene East
5548	C	2	3	31.7	4)	Colin White and Ross Paterson
7446	C	3	2	31.7	4)	Clyde Wheatland and Jacqueline Williams
5666	4	4	11	33.0	6	Peter Symonds and Robert Knight
6510	C	6	5	44.7	7	Dennis Hill and Andrew Hill
6543	5	13	14	49.0	8	Clifford Canterford and Percy Simmonds
6410	C	10	7	52.0	9	Douglas Quarry and James Rothel
8747	C	9	8	52.0	9	Murray Hill and Pauline Hill
6647	R	11	9	55.0	11	Kerryn Jordon and Linden Rowe
4949	C	8	DNS	57.0	12	Julie Evans and Helena Koch
4343	C	R	10	58.0	13	Nicholas Lines and Susan Lines
8374	C	12	13	60	14	Andrew Page and Joanne Page
7065	C	DNS	12	61.0	15	Michael Dillon and Bernadette Dillon
7411	C	DNS	DNS	63.0	16)	Peter Marshall and Cathy Ralph
2063	R	DNS	DNS	63.0	16)	Carol Feddema and Robbie Feddems
Starters:	17	14	14			

C = Capsized. R = Retired.

BIRTHRIGHT PICNIC - ELWOOD

from Steven McGilvray

Birthright is an organisation of dedicated people who guide young people in need of assistance because of unfortunate family circumstances. From time to time outings are arranged fo the children of Birthright.

The Victorian Heron Association played host to 30 of these children at Elwood on Sunday, 25th February. The warm sun and light zephyrs in the morning made the 20 Herons on hand very popular on the short sails out from the beach and allowed the skipper to concentrate on the questions :-

"How deep is it here?"
10 seconds later,
"How deep is it now?"
"Will we see any sharks?"
"Can I jump in the water now?"
(In order to prove that the life jacket works)

After the lunch-time goodies the breeze freshened sufficiently fo several exciting beach to buoy races with the children as crew. After the children had left fo home a single-handed race wound up a pleasant and satisfying day for all concerned.

A reporter and photographer from the Melbourne "Sun" were on hand to cover the outing and a half page feature, including photos of two Herons, appeared in the country edition of the paper. Only a short paragraph was included in the city edition.

WESTERN AUSTRALIAN NEWS

STATE TITLE RESULTS

These title races were held over the season at different venues.

1.	8074	VAT 70	Jeff Cartwright (jnr.)
2.	8080	NEW BETSY	Tony Oram
3.	5359	PLOD	Bill Baker
4.	8205	JENNY ANN	Rudi Tiessen
5.	8400	PIPPA	John Hill
6.	7841	VIXEN	John Gibbes

HANDICAPPING

from David Sangster

Here are a few thoughts on handicapping. It is hoped that others will comment on them or add to them from their own experience.

In the first place, it is the writer's opinion that line honours are more important than a handicap win and the club championship is more important than the point score. This is sometimes lost sight of because the allotting of handicaps (perhaps a weekly meeting), the correcting of times and the placing of placings and the provision of trophies takes a great deal of effort.

Let us start with a few elementary ground rules just to ensure we are talking about the same thing.

Purpose The purpose of handicapping is to enable contestants - other than the very best contestants - to figure in the list of winners. Ideally, every starter should be given a chance. In practice, one cannot allow for the wind strength suiting some better than others on that particular day, for misrigging or for luck in choosing the best or worst courses according to how the wind and tide blow and flow. One can find from the record of past races an accurate historical "performance rating". The winner on handicap of a particular race is thus the boat plus skipper plus crew which does better than its immediate past performances by the greatest margin.

Another consideration is that trophies should be reasonably distributed among competitors. This does not mean that everyone gets the same number of prizes - there would be little point in that. Nor should it be the main consideration in handicapping. It is probably more important to encourage the way-outers to improve themselves into a win rather than give them one automatically. On the other hand young forward hands and skippers become disappointed if they never get into the list of placings.

New Boats Just a word to new skippers who are disappointed to find themselves on scratch when they are finishing at the tail end of the fleet. This is to protect the old stalwarts and regular supporters from a dark horse taking a prize by means of a too-generous allowance. A rookie should not expect to be in the winning list until his performance is established certainly not in his first three races. Before then if he is a mile behind it is immaterial what his handicap is.

Rather than taking an average of three performances, perhaps the new boat can be let out slowly - say, to 10 minutes for the third race and then as appropriate. In any case a limit of 20 minutes (for a 100 minute race) should be set. Anyone who cant win off 20 minutes needs every encouragement and help from the other members.

Percentage of Time Perhaps the percentage system is better and fairer than a straight time correction irrespective of how long the boats are racing. The only trouble with the percentage system is that some calculation is involved (although tables are easily made up to enable the percentage to be translated into minutes and seconds) and errors and delays are possible. Provided the finishing boat has an arithmetician on board, the percentage system adjusts all handicaps for the length or shortness of the race and is thus preferred.

For our present purposes we will confine discussion to a course that takes about 100 minutes. This removes all differences between the two systems.

Performance Rating The performance rating for any combination can be readily calculated from the previous 5 - 8 races. One simply subtracts the scratch events finishing time and averages the differences. Rounded off to the nearest minute, this gives a reasonable estimate of the combination's ability. A further refinement is to reject any difference that departs from the average by more than 5 minutes - particularly differences greater than average plus 5. (These usually mean he capsized, hit three buoys, rammed somebody or was rammed, found a hole in the wind, had a hopeless forward hand, forgot to tension his rigging or was trailing a bucket). Differences less than average minus 5 (in other words finishing better than five minutes ahead of performance rating) are more likely to reflect time performance potential.

The handicapper may have to exercise some judgment in rejecting false performances where he knows of particular circumstances.

A refinement can be introduced by allowing for variations in the scratch boat's performance. A notional scratch time can be calculated for each race by taking account of the performance of all boats. This is hardly necessary but it does reveal the consistent performance of the scratch boat. I have found this to be within about two minutes either way - much less than the way-out boats.

Thus far all is pretty straight-forward, almost automatic and requiring little judgment.

Performance Adjustment Since the winner shows the greatest margin over his handicap we here find difficulties.

Firstly, to encourage improvement at the tail end of the fleet, the better boats (up to 5 - 7 minutes) should be given a better than equal chance of winning. Secondly, the better boats appear to sail more consistently to performance and thus do not exhibit the great margins needed for a win. For these reasons the performance ratings need to be telescoped so that a performance rating of 20 minutes becomes a handicap of say 15 - 16 minutes.

Adjustments for improving or deteriorating performance can be done by using a moving average calculated from the previous 5 - 6 races or more commonly according to the placings a boat gains. Within clubs I know of three systems of adjusting according to placings in order to give the rest of the mob a fair go. They are :-

(1) Knock a boat 2 minutes for its first win, 4 for the second and 6 for the third win of the season. If a scratch boat wins the rest of the fleet is let out correspondingly. About half way through the season any boat which has not yet won is let out a little at a time. This gives a more or less even distribution of trophies but leads to some wild swings in handicaps.

(2) Hit the placegetters 3, 2, 1 minutes respectively. This adjusts the handicaps pretty reasonably and gives a fairly even distribution of trophies but does not give any incentive to improve.

(3) Botany Bay System. This is a sliding scale whereby a boat on scratch is penalised 1% for a win whereas a boat on 18 - 25% is penalised 6, 5, 4% respectively for first, second or third. The better boats get more wins and more trophies (and who would deny they deserve them?) and this is an incentive towards improvement. The scratch boat is also in a favoured position for winning the point score. It does however knock the winner from a long handicap fairly severely and he is disadvantaged if an interclub event is coming up.

Inter Club Events Readers will now have realised that any of these three systems can operate reasonably well within a club. Difficulties arise when current Club Handicaps are translated into Inter-club events.

It is suggested that Inter-Club Handicaps be based on performance ratings duly telescoped but within no penalties for - placings and no allowance for - not-having-won-yet. These must then be adjusted according to the Association's estimated correspondence between each club.

Point-Score The point of the point score trophy is to maintain interest over the season and to encourage regular attendance. But does it really sort out much else of merit? Maybe it could be awarded to the boat sailing most regularly and consistently to its performance rating. But this involves quite a lot of calculation.

Any other suggestions ?

VICTORIAN YACHTING COUNCIL YARDSTICK SYSTEM

Mr. Sangster poses quite a problem when he starts a discussion on handicapping since there are only about 26 pages in the Heroner.

As handicapper for the Corio Bay Sailing Club, which has a seventeen boat mixed fleet from a Monarch to a Minnow and a fleet of seventeen Herons, I have found the Victorian Yachting Council Yardstick system to be a good one. A very good write up of the system appeared in the May 1971 issue of Seacraft and a condensed version appears in the V.Y.C. Yearbook. Copies of the latter are available for 20¢ from the V.Y.C. Secretary, Percy Fraser, 15 Penrhyn Avenue, BURWOOD. 3125.

The basis of the system is that you select one boat which consistently comes in third or fourth every week andmake this your "standard boat". The elapsed times of all other boats of the same class are then expressed as a percentage of the standard boat's time to arrive at a Yardstick for each boat:

$$\text{YARDSTICK} = \frac{\text{ACTUAL TIME}}{\text{STANDARD BOAT TIME}} \times \frac{100}{1}$$

The individual yardsticks enable you to arrive at a corrected time for each boat in their next race.

$$\text{CORRECTED TIME} = \frac{\text{ACTUAL TIME}}{\text{YARDSTICK}} \times \frac{100}{1}$$

These Corrected Times determine the placings.

Each week a new yardstick is calculated and to reflect a changing performance these are averaged as follows:

1. Take five preceding yardsticks.
2. Discard best and worst.
3. Average remaining three.

For a boat in its first race you can either put it on scratch until you have enough "form" or give it the Standard Boat yardstick of 100.

For those without electronic calculators the V.Y.C. sells tables to make the above calculations.

If Mr. Sangster is interested I can let him have my spare copy of the above article, assuming that this has helped him more than it has confused him.

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A WORD ABOUT HANDICAPPING
from Ken Smith
Q.H.S.A. President and Handicapper

The handicapping system adopted by the Queensland Heron Sailing Association at the last General Meeting is described below.

It is based on the negative system - in other words a craft acquires a handicap through the duration of a series of races. The fast boats remain on scratch or zero; the slow boats pick up a minute per position up to a maximum of 5 minutes. This variable time is deducted from their finished time. Therefore you are sailing your next race on last weeks performance. Below is a diagram of how it works.

Boat	Initial Handicap in Minutes	Handicap Position	Corrected Handicap in Minutes	Handicap Position	Handicap Increment in Minutes	Corrected Handicap in Minutes	Rationalised Handicap in Minutes	Handicap Position	Handicap Increment in Minutes	Corrected Handicap in Minutes	Rationalised Handicap in Minutes
A	0	1	0	7	5	5	4	6	5	9	7
B	0	2	1	1	0	1	0	7	5	5	3
C	0	3	2	2	1	3	2	1	0	2	0
D	0	4	3	3	2	5	4	2	1	5	3
E	0	5	4	4	3	7	6	3	2	8	6
F	0	6	5	5	4	9	8	4	3	11	9
G	0	7	5	6	5	10	9	5	4	13	11
	Race 1			Race 2				Race 3			

Each boat's handicap is increased according to the race result as shown in Race 1, Column 4. The maximum increase is 5 minutes for 6th position and higher. Following Race 2 the increment is added to the corrected handicap for Race 1, giving a new corrected handicap. This figure is rationalised by subtracting the same amount from each figure so that the scratch boat has a zero handicap.

Keep in mind that the rationalised handicap result is for the next week's race.

There are arguments for and against this system as for any other. The difference is that this one works. It is designed to eliminate those illustrious members who turn up once or twice a year and expect to take home a trophy even though they have no wish to support the club or association - in other words; no race, no handicap. No doubt this will be a controversial subject.

SOUTH AUSTRALIAN NEWS

from Jeff Roberts

ANNUAL GENERAL MEETING

The A.G.M. of the S.A.H.S.A., held in the Sportsmens Association Hall on 10/4/73, was attended by approximately 90 people including members, relatives and friends. Nice to see representatives from our country clubs in attendance also.

Election of members resulted in the following committee being formed:-

Chairman: Geoff Withrington. Treasurer: George Richardson. Secretary: John Carter
Handicapper: Derek Harrison. Publicity Officer: Jeff Roberts.

Trophies were once again presented by Mr. Kelly Baker representing The Timber Development Association of S.A. and the S.A. Plywood Distributors Association who informed us that we could be assured of their continuing support in the coming season.

Despite a great deal of planning by the past committee, the meeting was not without it's setbacks. With problems to overcome such as the projector breaking down during testing on the day, intended films being unavailable for screening, the hall being double booked, a film breakage followed by the screen collapsing in a heap on the floor and finally (and probably most important of all) somebody knocking the projectionists beer over - it wasn't an easy night. However, I feel that the meeting was quite successful and I'm sure everyone present had an enjoyable evening.

PORT RIVER TEAMS RACE

The annual teams race was once again conducted at the Port River Sailing Club and was contested by five clubs in rather gusty overcast conditions with winds increasing from around 15 knots to 30 knots as the afternoon progressed.

Members from Lake Bonney Yacht Club, after travelling approximately 140 miles in the morning proved their skill on enclosed waters by gaining first place and taking the Dunlite Trophy home to their club. (A just reward for their efforts).

After the final teams event a scratch race was organised for all those interested and this event was won by Michael Pudney in "Waterhen".

Graeme Kessebaurra alongside his Heron 7801 at the Port River teams race.

Line up of boats prior to the commencement of the Port River teams race.

WALLAROO SAILING CLUB

from Trevor Koch

Competition in the Club Championship this season was very keen with three boats having a chance to win with the last heat to be sailed. This race was very close, with D. Thomas "MINTI" 1st, B. Bollmeyer "HELIX" 2nd and A. Marr "STRAVAIGER" 3rd. This gave the Championship to B. Bollmeyer with 14 points lost and Andy Marr with 16.7 points lost, runner up. Congratulations Bill.

The weather at Easter was kind again and this allowed some keenly fought events to be run. The Invitation Race on Friday was won by Roger Rowe "AQUATIC". Line placings for the Regatta went to D. Harrison, "TAMOGEN" 1st, R. Rowe, "AQUATIC" 2nd and S. Luders "NEPTUNA" 3rd. In the handicap section, 1st T. Koch "VAMP", 2nd B. Bollmeyer "HELIX" and 3rd S. Luders "NEPTUNA".

Don't forget, we hope to be holding another regatta next Easter.

PORT RIVER SAILING CLUB

from "Birdwatcher"

The season is over. The Championship has been won (Mike Pudney in "WATER HEN"). The River and Club House is deserted and boats recline forlornly in their winter quarters. All is not lost though, races are still being re-run and post mortems held - over the phone of course, and the critics are very much alive.

The l-o-n-g race is over and what a race. Six hours of slogging into head winds and tide rips. Breezes varied from 12 knots early to nothing, then back to 15 knots at Osborne on the hard road back. Six solid hours; it was no race for the faint hearted, mixed crews or those with Japanese bladders.

Twenty odd Herons started with "KUMALE" Mike Walton just shading "CARUMBA" "DEESYAH" and "NERANA" then in a bunch were "SNOOKUMS" G. Rumball, "SUE CAROL" Gail Brunger "INVINCIBLE" Daryl Cload and "NONKLA" Helen Robertson closely attended by "PECKER" G. Stewart and "NEPTUNA" Steven Luders. At the Powder Mounds Sue Robertson had pushed NERANA into third place and "CARUMBA" Alan Leigh and "DEESYAH" Jim Armitage were level pegging in second position. Keith Duncanson soon displaced all of them to be second into the Harbour with "SO FARINGS" in pursuit.

Into the Harbour was one thing, but to get out through the Rip was another. It was a case of tacking right up to the wall and skip through on the eddies at the end - real hairy stuff - only six made it KUMALE, DEESYAH, CARUMBA, INVINCIBLE, SO FARINGS and BOINJI. Gail Brunger had it almost made but had to toss it in when her for'ard hand got the jitters - that tide was running in at 3 knots I've been informed.

DEESYAH threw away her chances when Jimmy set a course for Edithburgh. The tacking duel back between Keith Duncanson and Alan Leigh was something to see - first one and then the other in the box seat. Over the line result was KUMALE, CARUMBA, BOINJI but no Heron can give BOINJI 5½% handicap and win.

BOINJI won handsomely on handicap - that 5½ translated meant about 19 minutes.

GOOLWA PICNIC DAY

Approximately 32 Herons together with their respective crews and families attended the Association's first Picnic Day at the Goolwa Aquatic Club on Sunday 1st April. The weather was perfect, with a moderate breeze, ideal for "fun" sailing, and plenty of warm sunshine for those ashore.

A series of short races were conducted during the day including races with jibs only, mainsails only, and a relay race to add a little variety to the occasion.

Incidently, I hear that one of our newly appointed committee members prefers swimming to relay racing. What was the water like John?

Many thanks to the Goolwa Aquatic Club for the use of their facilities and to all the Heroners who rolled along and helped make the day a success.

BRIGHTON AND SEACLIFF YACHT CLUB NEWS

from Greg Glover

The B. & S.Y.C. season opened on Sunday Oct. 1st, '72, and finished Sunday April 29th '73. Between these dates we had some very interesting sailing in Trophy races and Club Championship heats.

For our club it was a big year in that we hosted the Heron State Championships and the 420 Class Australian and World Championships. These events did a lot for inter-club goodwill when Heroners did their share in helping to get the show on the road for the 420s, and later received the same help from the "Tupperware Mob" during the Heron State Titles.

During the season we averaged about 30 boats on the line with more than 35 starters on several occasions. This represents a lot of good competition on the water, and for many of us the pleasurable re-living it over a beer at the Mariners Bar, which is something of a Heron stronghold at B. & S.Y.C.

The Club Championship was won by Colin Black sailing "TIOK". Prior to the last heat, three boats had a chance of winning the Championship but Colin's consistently good placings prevailed against Bill O'Brien "COLUMBUS" second and Don Pratt "QUEI" third.

The season saw some of the erstwhile top skippers looking at the wrong end of several much-improved performers; notable among these would be "COLUMBUS" but mention must also be made of the Consistency Winner Jim Adams "PUGSLEY" and "RAGE" Jim Bell.

Many B. & S.Y.C. Heroners migrated to Goolwa at Easter and attempts were made on several records, these were :

1. Capsizing - best effort John Macpherson.
   John was afterwards heard to quote from Wind In the Willows by Kenneth Graham.
   "The wild thing went from left to right and knew not which was which".

2. Boat-holing - best effort Ian Snowball.
   Ian from the Golden Book for Boys "Oh Bother!"

3. Loot lifting - best effort Ken Creaser.
   Quoth Ken from the Financial Review,
   "The liquidity position has considerably improved with a consequent reduction in the operating overdraft." (Ken won every race.)

The spray has settled on the 72/73 season and its getting time for sand-paper and brushes at the ready. At our Club the Heron continues its remarkable reign as the most popular class; with new boats being built this situation seems likely to continue, and the outlook is good for the sailing days ahead.

GRANGE SAILING CLUB

from Jeff Roberts

After an extremely successful season for Grange Herons, sailing has finally concluded and all boats have been retired to their winter quarters to be prepared for the coming season.

Club Championship events which were conducted throughout the season were contested with a great deal of enthusiasm by many helmsmen this year. Different wind conditions in almost every heat, provided most skippers with at least one or two heats to their liking and consequently results were particularly close throughout the series. Prior to the commencement of the final heat at least five or six Herons had a chance to gain the honours. Dave Martin sailing "Geordie" had consistently sailed into places during the season and managed to win the series by the narrowest of margins from Derek Harrison in "Tamogen" with Trevor Gurr in "Te Anau" running up in third place. Dave was the happiest man on earth that night as he 'shouted' all Heroners present a glass of bubbly.

Heard a whisper that Dave Martin and Ralph Jones are building a Mosquito for the '73-'74 season. If the information is correct we'll be sorry to see you both leave the Herons but trust that you will at least stay with us at Grange so that we can persuade you to return to the "friendly tubs" at a later date.

David Clift in "Weggel" showed signs of promise towards the end of his first season sailing with a win in one race and several other respectable placings. Saw him the other day with a new Oregon Gaff on top of his car ready for measurement. He's planning to purchase a new set of sails in the off season, so it looks like there will be a determined challenge from this quarter next year.

A message to all Heron skippers.

Don't forget the Grange Winter series scheduled to commence on Sunday August 5th. Get the Herons ready now! ! ! There can be some great sailing days at this time of year so don't miss them because you've left the painting to the last minute.

MAINLY ABOUT GAFFS

by Ted Cartwright (Vat 70)

I have heard it said (mainly by yachtsmen surrounded by kilometres of gaffs and booms and hectares of sail, on windy days), that the Heron rig ought to be updated by lengthening the mast and omitting the gaff. Conforming to this philosophy, most people tend to rig the boat with the gaff hauled in tight against the mast and they obviously look upon it as merely an extension of that spar.

Mike Fletcher (1969 Heron Championship winner) advocates much this sort of rig in his book "Tuning the Racing Yacht", though he does suggest a small spacer at the masthead sheave to reduce the possibility of halyard breakage. Combined with bendy spars, he says, this arrangement will allow the mast and gaff to bend, thus permitting full-cut sails to be carried in all conditions.

I disagree with this theory, - the greatest disadvantage of this system, one suffered by all Bermudan rigged boats, is that the act of flattening the mainsail by bending the mast, results in a significant shortening of the jib luff, which allows the jib to assume an increased camber/chord ratio. This will be detrimental to pointing ability - a particularly important attribute in a tubby under-canvassed boat like the Heron which cannot plane to windward.

It is my contention that the major control of mainsail fullness can be achieved by bending the gaff only, supplemented by boom bend. The greatest benefit of fullness control is obtained in the upper portion of the sail; the lower the fullness, the easier it is to carry in winds above the normal (design) speed. The Heron gaff, it should be noted, supports the upper 5/8 of the total mainsail luff, and this is the section we ought to bend to control sail fullness, the remainder of the luff, which is laced to the mast, can remain straight or nearly so. The straighter it remains, the tighter the jib luff will also remain. The rule for carrying full sails on a Heron should be - stiff mast and flexible gaff and boom.

If the gaff is to assume a reasonable bend, there must be some clearance between gaff and mast and this requires some gaff 'layback'. In such an arrangement, downward tension at the luff and clew will cause the gaff to bend in an arc about the halyard attachment point, its shape being dependant on gaff diameter and the inherent stiffness of the timber used. It is imperative, however, that there is sufficient space between gaff and mast for the gaff to take up its designed bend freely.

A sloppy gaff or one with a permanent set is useless unless winds are consistently heavy. On light days, gaff bend is a disadvantage since sails should be cambered as much as the conditions will allow. I have found that a 2" wide fibreglass tape on the leading edge of a sloppy gaff is a reasonable cure, particularly if the spar is pre-tensioned slightly to the opposite bend before glassing.

(This is No. 1 in a series of three articles on sails by Ted Cartwright. The next, which relates to control of sail shape by the use of the boom, will be in the September Newsletter. Editor.)

TASMANIAN NEWS

STATE CHAMPIONSHIP

from Andrew Gayton

The State Championship for 1973 has been run and won with victory going to David Jones in JACARILLA., second was Phillip Moore in KULANDA, third Andrew Payne in WIWIRRI and fourth Richard Bingham in PANACHE (first junior). As expected the racing was very close and keenly contested. Stan Andrewartha sailed SECURITAY to a commendable seventh place in the series in his first sailing season and proved that he will be up with the leaders next season.

ANNUAL GENERAL MEETING

The Annual General Meeting was held on Friday 18th May and office bearers were elected for the coming year. They are :

PRESIDENT	Rob Irvine
SECRETARY	Philip Moore (Ph. 44 1602)
ASSISTANT SECRETARY	Andrew Payen
TREASURER	David Jones
PUBLICITY	Andrew Gayton

The only new face on the Committee will be Rob Irvine, succeeding Harry Hewer as President of the Tasmanian Association. On behalf of all Tasmanian Heron sailors I would like to thank Harry for the great service he has given to the Heron Class in Tasmania as it is largely through his efforts that the class has grown so much in Hobart during the last six or seven years. I'm sure that his successor, Rob Irvine will prove to be a most capable President.

Two important matters were raised at the Meeting :

1) The possibility of increasing the size of the Committee, by the addition of two sailing representatives.

2) The possibility of increasing the number of Heats in the State Championship from five to seven.

Both matters were deferred to a Special General Meeting when it is hoped that all members will attend and give their opinions. Members should consider these questions and watch for notice of the Meeting.

LINDISFARNE SAILING CLUB

At Lindisfarne Sailing Club, the centre of Heron activity in Tasmania, the class had yet another very successful year, fielding the largest fleet week after week; winning the Formation Sailing Shield; and Herons versus Tamars Teams Race. David Jones took out both Line and Handicap Pennants to cap off a very successful season

OLD BUFFER'S RACE

Eight Herons faced the starter in the Annual Old Buffers Race and several frustrating hours and light showers later, all eight crossed the finishing line supporting the saying "Miracles can happen". After the early part of the race had been very even, Bob Andrewartha in GAZINTA cleared out and won fairly well from brother Tom in SECURITAY.

NORTH QUEENSLAND NEWS

from G. Higham

Thirteen North Queensland Herons took part in the Cairns Sailing Regatta at Easter. Over 150 boats of all classes graced the Cairns inlet for the four days holiday and the North Queensland Championship was won by half a point by twelve years old "Billy" Garnaut sailing a new 'EDITH ALICE'. Others who did well were Mark Higham in 'KURRIMINE FOR', and Russel Port in 'OROO'. 'DABEN' the only Mackay entrant was unlucky to capsize twice when hit by the usual unexpected and dramatic Cairns "BULLETS". PANCHO and RETLANA showed improving form as also did DOLCE VITA and OH-BROTHER.

All North Queensland boats are now being licked into shape in readiness for the Harold Holt trophy at Kurrimine in mid-August.

"SPECIAL"

The big sail-in for North Queensland Herons will take place again this year at Kurrimine on August 18th and 19th. Social sailing to the islands and reefs will take place every day over the two weeks school holidays which start on August 11th.

The Harold Holt memorial trophy which is currently adorning the mantlepiece of John Ryan in Canberra will, we believe, be brought back to Kurrimine by another Canberra champion who is anxious to keep it in the A.C.T.

A roasted pig Bar-B-Q is being arranged for the Saturday night and will be run in conjunction with the Yachtsman's Ball.

We expect thirty Herons to race. For further information contact Geoff Higham C/- Coral Sea Caravan Park, Kurrimine Beach, North Queensland.

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