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HERON NEWSLETTER

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HERON NEWSLETTER

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NEXT ISSUE

The deadline for Volume 11 No.3 is THURSDAY, NOVEMBER 1st. It is intended to have this issue in the mail during the first week of December in order to beat the Christmas rush.

COVER PHOTO

DODI and SHATZI sailing at very close quarters.

Photo: W. Clarke.

THE PRESIDENT WRITES

I have an irate Editor waiting to produce his Newsletter on time, demanding that I come forth with some words of wisdom. The only problem is that I dont feel very wise at the moment so, instead, I will simply take this opportunity of expressing the wish that you all enjoy this coming sailing season very much. With a little help from you, your Heron can provide you with many happy hours this summer. I hope it does this for all of you.

CHRIS LLOYD-OWEN

EDITORIAL

Now that I know how a Newsletter is set up and printed, how photographs are reproduced, how to replace a single letter in a line of type and how to mix up different parts of the same article, I have had time to reflect on the aims, objectives and content of the Newsletter.

The way I see it, the main aims are to maintain liaison between the National Association and its members, to foster co-operation between State Associations, to keep members updated in the state of the art, to present interesting articles on seafaring in general and to serve as a forum to air opinions, complaints, praise or whatever. In brief, its purpose is to assist Heroners enjoy their sailing activities.

The type of article published appears to fall into one or more of the following categories :

1. Information concerning Association affairs, Race Notices etc.
2. Feature articles on technical matters, sailing techniques, general interest topics and reports of National Titles.
3. State and club news items concerning club activities.
4. Letters to the Editor whereby members may express their viewpoints.

Taking these in order, the first comes from National and State Association Officers and should any problems arise they can be ironed out in short order.

The second can usually be published as received but if it has to be queried it can be held over for another issue, so once again there is no problem.

The Club News category, however, does present a problem. In my opinion some continuity of style between different articles should be preserved, articles should not be verbose, the third person presentation should be used and the facts presented without opinion, dissent or containing anything which could be construed as being contentious. Since these items are topical, there is insufficient time to refer them back to their authors before publication. It is also these articles which can be used to control the final printed area and thus the number of pages. As a result, some editing or even re-presentation may be necessary in the interests of the final publication. If in following this policy in the past or in the future I have or will offend a contributor I most sincerely apologise and point out that it is not personal in any way. However I am sure that all Heroners will understand and never, well hardly ever, take offence.

The last category deserves special mention. I believe that every Heroner has the right to have his, "Letter to the Editor" published without modification of any kind whether it be contentious or not, the only limits being set by the libel laws of the land and personal good taste. In this way, discussion of any topic pertinent to the sailing of Herons can be promoted.

It would be appreciated if contributors could submit copy before the deadline, preferably double spaced to allow for notes, corrections etc., and with all proper names (people and boats) in block letters. Should an article come in a number of parts, the complete set would help and in the case of conundrums, the answer as well as the question is vital.

Finally a big "thank you" to all those people who make the Newsletter possible, the contributors, whether pressganged or not !

NOTICES OF MOTION

If you have any matters for the attention of the Next Annual General Meeting you must send in notices of motion to reach the Hon.Gen.Secretary 6 months before the meeting.

This is required by Clause 9.2 of the Constitution and, as Clause 3.3.5 requires that the A.G.M. be held in the first fortnight of May each year, the notices of motion have to be in hand by the end of October.

Don't be hesitant - they can't be considered if they don't arrive in time.

HERON PROMOTION DE LUXE

from Len Ralph

(The following has been extracted from a letter to Mary Clarke from Len Ralph advising the National Association of the exploits of the Victorian Association in the Promotion field - Editor)

In recent months, we in Melbourne have been extremely busy. One of our projects has been the construction of our new display stand, which is well illustrated in the photographs.

South side of stand

North side of stand

South West corner
of stand

It was designed by Peter Hunt who runs his own business in the promotion and display field. The construction was in the hands of a small group of eager beavers. However, the signwriting and the photography was, wisely I believe, left to the professionals, who unfortunately are not to be found in our fleet. Hence we had to pay for this work to be done.

The stand is designed around a four foot module, and can expand up to a maximum size of twenty-four feet by twenty feet in the four foot increments.

We propose to use the stand at shopping centres and the like where a mall of suitable proportions is available. This is an area which has not been used for this purpose yet in Melbourne, mainly because the proprietors of the larger shopping centres expect you to pay handsomely for the privilege. However, we have argued that ours is such an excellent display that it is an an attraction in its own right. We are now getting a very favourable reaction from the promotions manager of the Myer group which controls nearly all the larger centres in Melbourne. In the meantime we have a booking for late September at a shopping centre at Ringwood. The first time was at the Glen Waverley shopping centre, (Moule country of course) where the manager said it was by far the best display he had seen. The next time was at the Melbourne Boat Show where we had to squeeze into a little slot, eight feet wide by twenty feet deep jammed up against the Solo Association's very meagre stand. The frightful conditions under which Sailing Associations are supposed to operate at this Show did nothing for anybody, but I believe that the Heron came out reasonably well.

The result of both shows has been enormous and Judy has been busily sending out application forms as a result.

We believe that the design is one which other States could do well to follow. If you could arrange to tell them about it, we would be prepared to provide constructional details to those interested. It is of interest to note that the entire stand can be transported in and on one station waggon. Four men can erect it in two hours, and remove it in one.

The cost has worked out at $190, being $100 for material, $30 for signwriting and $60 for photography.

15TH NATIONAL CHAMPIONSHIP REPORT

from Colin Verrall

The 'Notice of Race' and entry forms are published in this Newsletter. If you return your entries quickly we will know the number of visitors attending the Championship Series at an early date. This will enable us to cater for your needs during the Series in the most practical way.

The two Social events organized for your entertainment are :-

New Year's Eve Barbecue at Humpybong Yacht Club.
Presentation dinner at the Homestead Hotel.

An application for financial assistance, to run the 15th National Championships is being filed through the Q.Y.A. to the Department of Tourism, Sport and Welfare Services. Any help this department may offer will boost the quality of the Series we are conducting.

Michael Gunn expects to gain publicity of the National Championships in the Brisbane newspapers, boating magazines and the Brisbane Telegraph Boat Show.

Any visiting helmsman and crew requiring the use of a local boat during the Series should direct enquiries to the Q.H.S.A. secretary. We will do our best to supply a boat for you.

Preparations by the Q.H.S.A. are now rapidly gaining momentum. May we keep in close contact with you at this stage of the preparation so that this can be an exciting and successful 15th National Championship Series.

Please do not hesitate to direct any enquiries to the Secretary of the Q.H.S.A.

REFLECTIONS ON GLASS

from Len Ralph.

It looked like a Heron and it sailed like one. Those were the impressions that I formed after sailing a fibreglass boat at the recent Jack Holt Regatta on Port Philip Bay.

This boat is the one which the Victorian Association has been authorized to evaluate as a prelude to the discussion on whether or not we should accept fibreglass boats into our fleet.

The hull was built in England and is out of the same mould in which the English Herons are made. It is equipped with Australian sails and fittings.

It has been measured by a Victorian measurer who found it to be within tolerance on all those dimensions which are applicable. However, the hull weighed 180 pounds which is considerably over the minimum of 145 pounds. Nevertheless the owner believes that he could build a hull 20 pounds lighter.

I sailed in two races, competing with skippers against whom I usually have mixed success. The result was two seconds, a performance which I would be pleased to achieve in my own boat.

Although this boat was a bit sluggish in its response to the helm - no doubt due to its excessive weight - I felt that its capabilities are fair average; not suspiciously too good, nor appalling bad.

In other words, the fellow who doesn't want to buy a secondhand boat, and can't make a new one himself, could easily be convinced that this fibreglass boat is the means by which he could become another Heroner.

BRUSH UP ON THOSE RULES

The latest edition of the A.Y.F. Yacht Racing Rules is now on sale and to enable you to be up to date and well informed before the season commences, the Association has obtained a stock of Rules Books for sale to members.

A cheque/money order, etc. in the sum of $1.63 being $1.50 for book and 13¢ postage sent to the Asst. Secretary, Y.W.H.S.A.A., 1 Ethel St., Balgowlah will result in delivery to you by return mail.

GET YOUR RULE BOOK NOW --------

BENDING THE BOOM

by Ted Cartwright

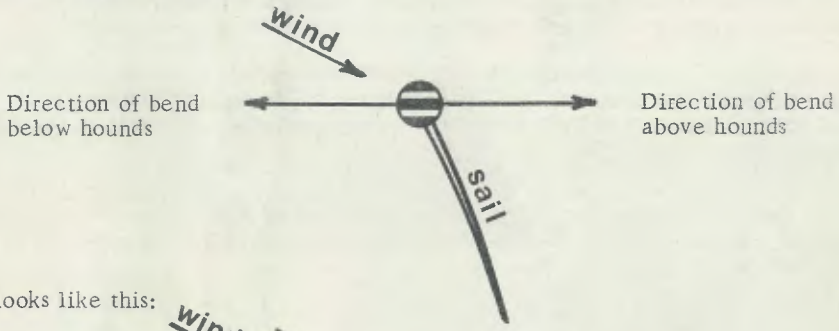
(This article follows on from 'Mainly about Gaffs', June 1973 issue.)

The other control of mainsail shape lies in the bending of the boom. In the end-sheeted Heron, this can only be achieved by using tension on the boom vang which tends to produce an unwanted side effect by bending the mast. In this connection it should be noted that the further out along the boom, away from the gooseneck, the vang is attached, the greater the bending effect on the mast. In other words, the vang should not be attached too far out on the boom but the other end should be attached as low down as possible on the king post.

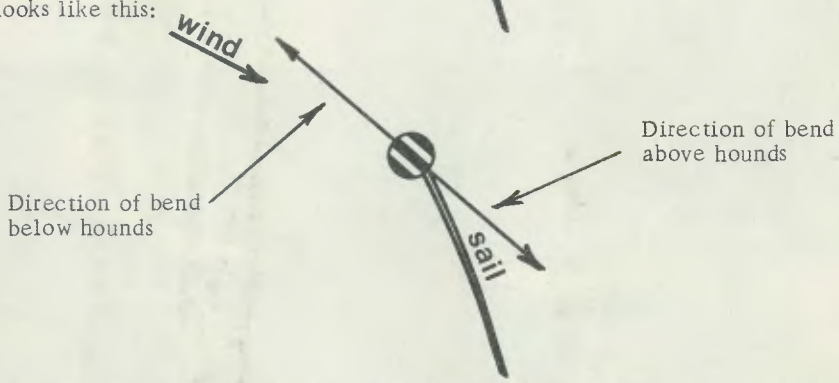
Control of the luff and foot shape and sailcloth tension has a consequential effect on the tension of the third side of the sail, the leech. In light winds which have a velocity below that for which the sail has been designed, a leech line can be used to shorten the length of the leech. In winds of higher velocity than the design speed, the answer is to bend the boom and the guff and so flatten the middle of the sail which consequently lengthens or frees the leech. RELATIVE lengthening or freeing of the leech is of major importance.

Finally, it is of note that a great deal of thought has been centred lately on the concept of the rotating or over-rotating rig. This is essentially a mast which can be turned so that its designed fore and aft axis lies approximately in line with the apparent wind when beating. Any mast bend then takes place in the most desirable direction - that is, parallel to the chord of the sail rather than in a sideways direction which produces undersirable side effects leading to a loss of sail efficiency.

A normal (bermudan) rig looks like this:



A rotating rig looks like this:



Now draw for yourself a GUNTER rigged boat with sufficient layback to allow the gaff to swing freely around the mast. Voila! A built-in rotating rig! A Heron needs about as much gaff layback as Jack Holt designed in the first place, in the early 1950's. Back to the drawing board chaps!

TASMAN CUP - EASTER 1974

The challenge made to the Y.W.H.S.A.A. by the Y.W.H.S.A.N.Z. has been taken up. To be held at Westhaven, Auckland it will, rumour has it, be attended by three leading lights from Cronulla S.C. (N.S.W.) with at least three others willing to stand up and be counted. Any further enquiries should be made direct to

M.A. Barker, Esq.,
26 Howard Hunter Avenue,
GLEN INNES, AUCKLAND 6.

THE SEA CEBS STORY

from Ross Adams
Chief Officer.

THE NATIONAL SOCIETY

The Church of England Boys' Society was formed in 1914 in Victoria when 25 boys were admitted into membership. By the end of 1915, seven branches were in operation, one being in Queensland, The World War interrupted progress of the Society, but in 1926, the constitution was completely revised, and under the guidance of a band of energetic and capable men, the Society again progressed rapidly. To-day there are branches in every state of Australia with a total enrolment of some 15,000 members.

The Church of England Boys' Society provides boys with a system of crafts and grades, based on the 4-Square ideal of the Society, each grade being an advancement by test and services. The 4-Square plan trains boys spiritually, mentally, socially and physically, so that they may make a real and influential contribution to church and community.

THE NAUTICAL CONCEPT

For many years the Rector of St. John's Gordon, a suburb of Sydney, considered the possibility of forming a boys club in the parish. It was not until 1960 that a young man came forward and offered his services to form such a club. After months of training and planning the group commenced operations as a CEBS branch in February 1961 under the leadership of Peter Jackson, and his team of Assistants.

It was this young mans dream that the branch should work towards some objective, rather than just provide "spare-time activity" for members.

Following a chance meeting with an ex-Merchant Navy man, the idea of a "seafaring group" was conceived. The aim being, to bring boys "into a greater knowledge and love of Jesus Christ, and to train them to be young gentlemen by nautical discipline and instruction".

From its beginning, the branch grew rapidly, and by late 1961 the leaders were meeting often to discuss the purchase of a suitable boat for the group. Most of the boys had completed theoretical work and now this seamanship knowledge had to be put to practice.

During November 1961, a 26 foot steel ships lifeboat "Olinda" was purchased from a Sydney shipyard.

For the next twelve months, Cebs and leaders worked every weekend on the repair and remodelling of the boat. Many of the boys parents proved enthusiastic helpers; fathers with their power tools and mothers providing refreshments for the weary workers. Warwick Hood, long associated with Australia's entrants in the Americas Cup, gave valuable assistance to the group with sail and spar designing.

Finally on the 30th November 1962, the boat was launched and Dedicated at Bobbin Head, near Sydney. She was fully rigged and ready for sailing. The boat was named "SPIRIT OF SAINT JOHN".

Weekend sailing activities were conducted at Jerusalem Bay, near the Hawkesbury River, some 20 miles from Sydney. Testing and instruction, on all aspects of seamanship were taken from an experimental nautical handbook. It was during this period that the group's Nautical Officer, Geoffrey Black, rose to the position of Branch Governor, and under his capable leadership much was achieved.

By the end of 1961 the branch had undergone many changes in leadership and membership. Interest in the boat had decreased due to the poor sailing conditions and difficulty in handling such a large craft. With ballast, the boat weighed over three ton.

When the third Branch Governor, Ross Adams, took office, it was decided that a smaller, more manoeuvrable craft should be bought. In December 1964, the old steel boat was sold and an 18 foot, "Open Class" sailing boat purchased, the Parent Auxiliary having provided the finance from the beginning, for the purchase of boats and equipment. The new boat, "Spirit of Saint John II" was Named and Dedicated on the 21st February 1965. Sailing activities were now transferred to Pittwater and the new boat proved most popular with the older boys.

Vandalism however, saw the bitter end of "Spirit II" and all that remained were the sails and spars. The Mast is now used as a flagpole outside the Gordon branch's Boat Shed.

A boat doing a worthwhile job- training the youth of today.

During 1967 a "Heron" Class Sailing Boat was purchased following the leaderships decision to build up a fleet of smaller craft. Thus was born "Spirit of Saint John III", an "A" Class Heron registered with the Y. W. HERON SAILING ASSOCIATION OF AUSTRALIA.

A second Heron, purchased in 1969 was named "Rossco" as a tribute to the Branch Governor who did much to promote the Sea CEBS cause and see its acceptance, on a provisional basis, by the National Council of C.E.B.S.

Another boat, "Father Roy" was named after the Rector of the parish, as a token of appreciation for the part he played in the growth of Sea CEBS.

Numerous light craft are now in use and these provide weekly sailing for Cebs and leaders worked on a roster basis. The growing emphasis on branch and inter-group racing is rapidly bringing Sea CEBS up to 'sailing club' status.

Being an integral part of the Church of England Boys' Society, the sea CEBS provides ample opportunity for its members to participate in the normal CEBS activities provided for in the official handbooks. The CEBS Constitution and Syllabus is accepted and adhered to by Sea CEBS and the nautical aspect integrated into the 4-Square system successfully.

HERONS AND HERONERS IN THE NEWS

HERON BEATS AN 18 FOOTER !!!

A column headline of the Northern Daily Leader dated June 12, 1973 proclaimed,

"Janton takes line honors at Keepit"

It referred to the final event of the Keepit Cool Regatta, a series of races on the Namoi River N.S.W., in which Heron "JANTOM" sailed by Tom Yelland of the New England Sailing Club was placed first overall, taking line honors in the final race. In doing so he beat an 18ft skiff, "Corregan's Express" spinnaker and all !

Heron makes nest of metal

Up on the Middleton Reef, a coral atoll 350 miles east of the northern coast of New South Wales, a reef heron has built itself a nest out of copper wire . . .

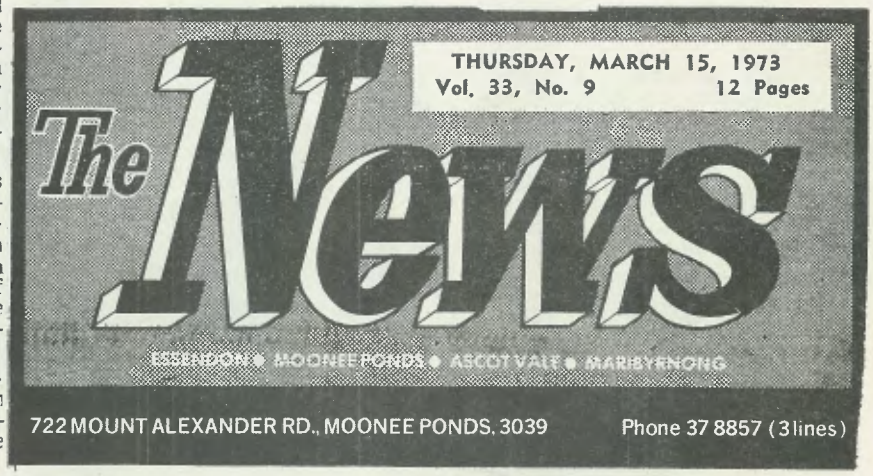
What's more, it has laid four eggs in it, and these provide a pleasing blue-white contrast to the rich chocolate color already developing on the copper in the sub-tropical atmosphere.

The beginning of this story dates back to February 1961, when the 13,587-ton steamship Runic ran aground on Middleton Reef, 120 miles north of Lord Howe Island, where 10 other ships had suffered the same fate.

The Runic was subsequently burnt from stem to stern to remove the timber decking and expose the copper for salvage.

But other and sharper eyes than the owner's had also seen the possibilities of the exposed copper.

In the absence of traditional housing materials on the windswept atoll, a reef heron teased out a quantity of the copper wire and built herself a highly satisfactory home in a completely safe situation in the funnel of the Runic wreck.



Reef herons often display great ingenuity and resourcefulness in next building, and so do Australian magpies.

These have been known to build nests from steel fencing wire in the New South Wales outback.

In the early 1930's one of these nests was presented to the then Governor, Sir Philip Game.

However the reef heron's house definitely has the edge on the substitute materials: it will never rust or corrode in the salt-laden, sub-tropical air, and can be used season after season without the worry of repairs.

Sent in by Robert Lee Cooper

Ascot Vale, Victoria.

Proud moment...

● Proudest recipient of a trophy at the Tasmanian Heron Yacht Racing Association's prize night was 10-year-old Angela Jones. She is pictured with her father, David, after they received the Tasmanian Heron Championship perpetual trophy. Angela served as for'ard hand for her father, a former State Dragon class representative, in the championship series. David won the Stonehaven Cup in 1959.

Photo by courtesy of the Hobart "Mercury".

THE TRIALS AND TRIBULATIONS OF BEING A STARTER

from Babs Campbell

To be a starter one should have a cast iron stomach and a very thick hide.

If there is a wind change and the course turns out to be wrong, then naturally it will be the fault of the starters. If the line is wrong then that also is the fault of the crew on the starters boat. You haven't lived until you have experienced the horrifying sight of 102 Herons converging on the official boat after half the fleet has been led round the wrong first mark. (Botany Bay). That was when it was very difficult to resist the temptation to 'up anchor' and run for our lives (some of those skippers looked as fierce as old time buccaneers must have done). It was very enlightening to hear how many skippers felt they were running first at that point in the race.

The cast iron stomach is required for a number of reasons: for instance when one is anchored on an engineless vessel and another of the team is violently seasick. While feeling sorry for the afflicted, one feels a little guilty at not having the same trouble.

The time when the weather changes very much for the worse and the boat takes on a life of its own and it would be a pleasure indeed to be some place else quick! Even more so when the boat is a small trailer sailer with (what seems at the time) a very small outboard motor and one is being taken everywhere but the direction in which one would like it to go.

Then too when one is being slammed up and down over a rough waterway in a run-about. That is normally the time someone wants to contact the starters boat on the two way radio. It's a very unusual experience, the voice for some peculiar reason emits in a type of morse code. The receiver at base at that stage usually asks for a repeat of message. One also goes black and blue in the most unspeakable place too.

There are times when the starters crew gets positively soggy especially on a Jax Trophy when of course the event cannot be called off. I know of three pair of feet that did not get back to normal for a full day after standing in a boat with 4" of rain water over the deck.

Sitting in the anchor hatch of a small vessel on Watsons Bay has it's 'ups and downs' too. Especially while trying to balance a clock in one hand and a loud hailer in the other, trying not to drop either nor to fall out of the very precarious position one has got oneself into. These are just a few of the exciting things that happen to a starter.

On the credit side and the most important by far one makes the acquaintance and friendship of a great many wonderful people, the Heron families. There can be very few times that are as pleasant than when you see all those welcoming faces at whatever event one attends. In a last and personal note I'd like to thank everyone for the pleasure they have given to all my family during the past decade.

SAILING IN THE SKAGERRAK AND KATTEGAT

from John Coen
5396 - Van Diemen.

The following is an extract of a letter I received recently from Paul Altmann aboard the 30 foot Sloop,"White Lady" and written on 27th July 1973 at the little port of Varberg in Sweden. The same extract is appearing in the Elwood Sailing Club Newsletter too but I believe it may also interest Heroners elsewhere in Australia.

Paul Altmann, some may remember, sailed the Heron Elphin some 7 years ago out of Botany Bay and nearby waters before moving to Melbourne where, until the 1972/3 season, sailed his other Heron Goddess in countless events. Paul now owns a Flying Junior (also named Elphin) and at present is holidaying in Germany with his wife and enjoying weeks of cruising in his cousin's sloop. Here is the extract:-

> "I must write once more to relate our present wonderful sailing experience. To me this is most thrilling because it is so different from anything that I have ever done. This 30 foot sloop is quite a big ship coming from a Heron and F.J. but it is rigged much the same way and I find the sailing easier if anything. At first I wanted to climb up every time she leaned but I got over this; in fact, it is wonderful to be out in 30 m.p.h. winds and big seas and know that she cannot bottle on you. The pressure on the tiller is no harder but you accept that she sails "on her ear" when hard on the wind and it is nice to see the water over the gunwale.

My cousin Peter and I are on board and we sail all day, weather permitting. We plot a course on charts and sail mainly to compass bearings and the many buoys marking recommended passages (a) because they have been completely cleared of World War Two mines and (b) because of adequate depth.

Sailing these boat depths and finding your port, is the greatest problem. Close to Germany and Southern Denmark there are so many boats that very good yacht harbours have been built. But, as you go north along the coast of Sweden, things are not so good. Last night (i.e. 26th July), bad weather forced us into a little fishing harbour without any facilities for visitors and we struggled a little. They always let you tie up if there is room and that is a great help.

Yesterday was a mild day and we had to reef the main, wear life vests and a harness : you climb about and make the necessary changes. In the end even the reef was too much and we dropped the main and looked for a harbour under genoa only. Finally, when you enter, you drop all sails and motor in.

The "White Lady" has a 600 square foot breast-top spinnaker. We used it one day sailing up the Sund between Denmark and Sweden in light conditions. There certainly is a lot to learn about large spinnakers and I certainly would not like to do that under heavy conditions.

The ladies (i.e. Paul's and Peter's wives) are flying up to Goteburg on Sunday (30th July) and we will just make a car excursion to Oslo and Bergen. We will then sail back in slow stages restricting it to days suitable for Suse and Peter's wife or send the ladies for a bus trip to the next port."

And here ends the extract. I thought that the names of the crew - Paul and Peter - sounded like a good omen. Not only were the biblical namesakes great travellers and apostles but whilst Paul tells us of being shipwrecked on three occasions, Peter, on the other hand, was originally a professional sailor.

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.

CHRISTMAS IS COMING

CHRISTMAS IS COMING
and not only the little people like to find surprises in their Christmas stockings – if you want to be popular with the family why not stock up on the Association T shirts. They come in all sizes from 28" through to XOS and cost a small $3.00 which includes postage.

Send your order to Mary Clarke , 1 Ethel Street, Balgowlah and don't be disappointed, the demand is quite heavy.

'GOOD IDEA' DEPARTMENT

Hands up, all those Club Secretaries who, at this very minute are wondering wh their next Guest Speaker is coming from for the monthly Club meeting.

Have you ever thought of inviting the local St. John's Ambulance man along to give a demonstration of first aid for boating injuries, resuscitation, etc.?

A phone call to the Head Office of the St. John's Ambulance Brigade in your State could solve the problem.

SAILING SIMPLIFIED

The following article by Tony Oram came to hand in the October, 1966 issue of the W.A. Heron Sailing Association Newsletter. It still makes good reading and supplies much food for thought :-

"There are more able sailors than I who should be writing this, but for the benefit of those who are joining us who haven't done much sailing before, I hope these notes are of some assistance. There are three main points of sailing, close hauled, reaching and running.

Close hauled, the golden rule when sailing to windward is not to starve the ship. Never pin the sails so hard that the boat becomes sluggish, never sail so close to the wind that the sails shiver and cease driving the boat and when going to windward in company with other boats never think they are pointing higher into the wind than you are. They could be trying to fool you.

The object is to sail as close to the wind as possible and still keep the boat moving. Trim the sails as flat as will make the boat give the best performance and you meet the winds changes by alterations of course. You fence with the wind by using the tiller and if the wind draws ahead, the luffs, of the sails will shake or lift and you must bear away from the wind until the sails fill again. A spot approximately one third the height up the sail luff lifts first and that's your signal to bear away. Let the boat step out and run up into the wind, watching for the lift in the luff, and you'll eat your way out to windward. The faster you sail the boat the higher into the wind she will run. It's a fine line to sail and takes practice. Remember when going to windward rudder blade and centre board must be right down to stop leeway.

Reaching is the fastest point of sailing and can be defined as a course that is not directly before the wind but the sails are eased out. When the sails are trimmed fairly flat the boat is on a close reach and when the wind is abaft the beam she is said to be on a broad reach. To trim the sails for a reach, when the yacht is on her correct course, ease out the main and head sheets until the luffs begin to shake, or lift. Then haul in the sheets until the luffs cease to shake and then a fraction more to get the best trim. Unless the wind shifts, which it will anyway, you can now sail direct to a landmark or turning mark. However, to get the best out of your boat you should always study the winds direction and trim your sheets accordingly. If the wind draws ahead the luffs will shake,you should then haul in the sheet. If the wind draws aft, the yacht will heel but you will lose speed. Ease the sheet and she will run. When reaching never pin the sheets too hard and let the wind flow across the sail. On a close reach the centre board should be about three quarters down and on a broad reach about a quarter down.

Running to sail before the wind, which many believe is the easiest point of sailing, pay out the mainsheet until the mainsail is roughly at right angles to the fore and aft line of the boat. Note that the mainsail should be at right angles, not the boom. If you paid out the main sheet until the boom were at right angles, the top half of the sail would be sagging forward and you'd lose drive. Dead before the wind the mainsail may be either to port or starboard but preferably the wind should be on one quarter or the other; the mainsail being on the opposite side. The jib sheet should be trimmed so that the jib will be nearly at right angles to the fore and aft line of the boat. However, when running before the wind the jib will probably be blanketed by the mainsail and will just flap idly. You can then spread the jib on the opposite side of the vessel to the mainsail by using a whisker pole. When running the full weight of the sail is forward and tends to drive the bow downwards. Move aft to balance it and if you're real lucky she may sit up and plane. If she shows a tendency to roll, yaw or swing off course in either direction it is wise to lower the centre board approximately one quarter. Normally when running this would be right up.

A word of warning - never be caught with the wind on the same side as your mainsail which is called sailing "by the lee". This could bring on an involuntary jibe and at best you'll capsize. At worst you'll break a spar or mast.

If you do go in at any time, make sure your bouyancy is in and fastened to the boat, you're wearing personal buoyancy and if for any reason you can't stand your boat up and get her sailing again, STAY WITH HER. She's easier found than you are."

UN-PICKLING

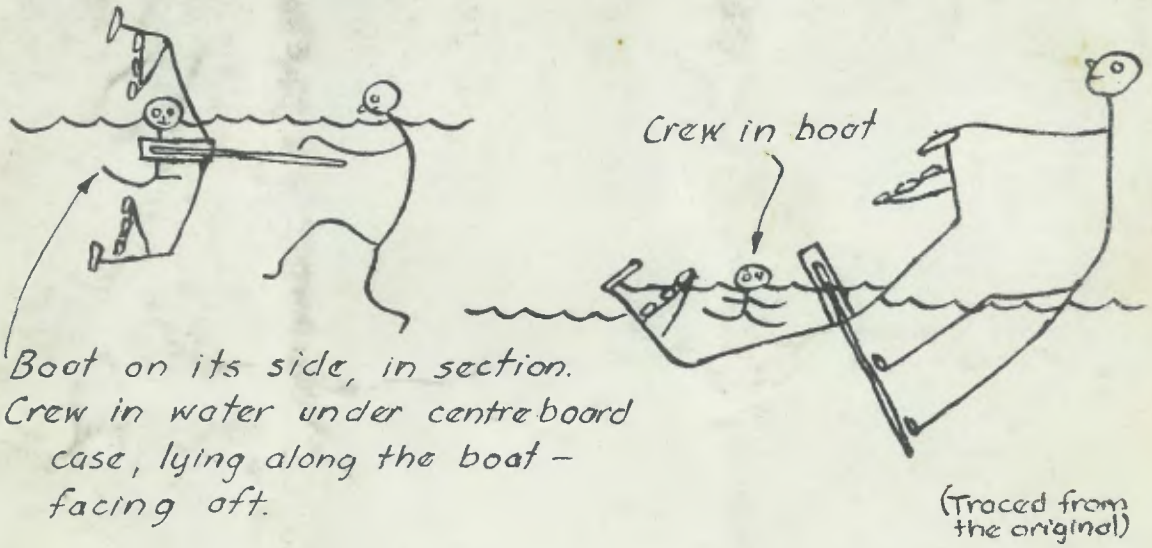
(Originally from Barry Hine appeared July 1966)

"With regard to the un-pickling drill in the notes, I may be able to add a little information to help those unfortunate enough to have a wife who is not sufficiently strong to haul herself over the gunwale or transom unassisted. (This is not a theoretical point but one gained from much experience.)

If, when you are ready to right the boat, the crew member who is to bale out floats in the water with his legs under the centreboard case and as close to the floor boards as possible, then, when the boat is righted he is floating in the boat. (This makes it no harder to right as the crew weighs the same as the water displaced by them.)

When the crew stands or kneels on the bottom the water level in the boat falls also.

This may seem a clumsy description so I will try to clarify it with some clumsy sketches.



This may seem a very small point but in rough conditions it may be the only alternative to floating around with the boat waiting for someone to come to the rescue."

Barry's advice is also applicable to those who sail with small fry crew and has the further advantage that, in really blustery conditions the crew, being in the boat, can prevent her from coming right over.

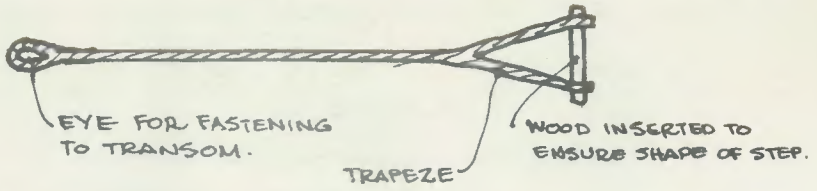
---o0o---

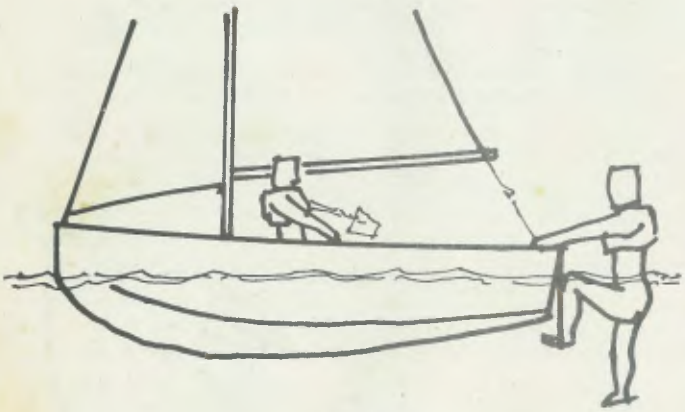
By the way - the Association's "Handling Notes" were originally written with the idea of making the unpickling drill available to anyone who wanted the message - the inclusion of advice on how to sail the boat was, to some extent, a sugar coating to the pill - that it is quite possible to capsize a Heron!

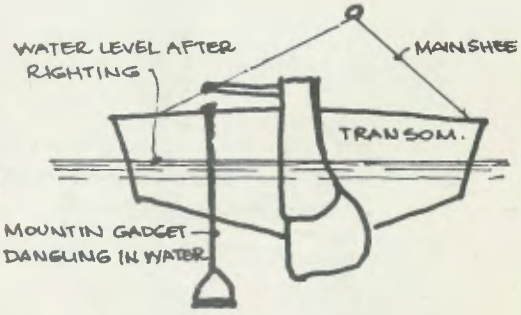
Copies of the Handling Notes are available on application to the Secretary.

CAPSIZE DRILL: A USEFUL GADGET FOR RE-BOARDING

There are those, both young and old (especially the latter), who find a deal of difficulty in re-boarding after a capsize. This was difficult enough in the days of "over and out" but now that some haste is of major importance an aid to re-boarding could be essential to some.







CREW MEMBER OPERATES ON BUCKET : BALANCED OF CREW IS USING THE GADGET TO CLIMB ABOARD - SIMPLE ISN'T IT?

The gadget illustrated in this article is in use on 5666 and is in simple words a length of cordage fastened at one end of the transom and shaped like a small trapeze at the other. Being about 2 feet 3 inches long - subject to the leg length of the crew member(s) - it dangles over the transom for the (last) crew member to use as a step into his Heron. It is assumed, of course, that one crew member is already aboard and has "tossed" the gadget overboard to him (or her).

What the best-dressed crew will be wearing this season - and Dads are catered for too - sizes from 28" to XOS are available so why not order early and avoid disappointment.

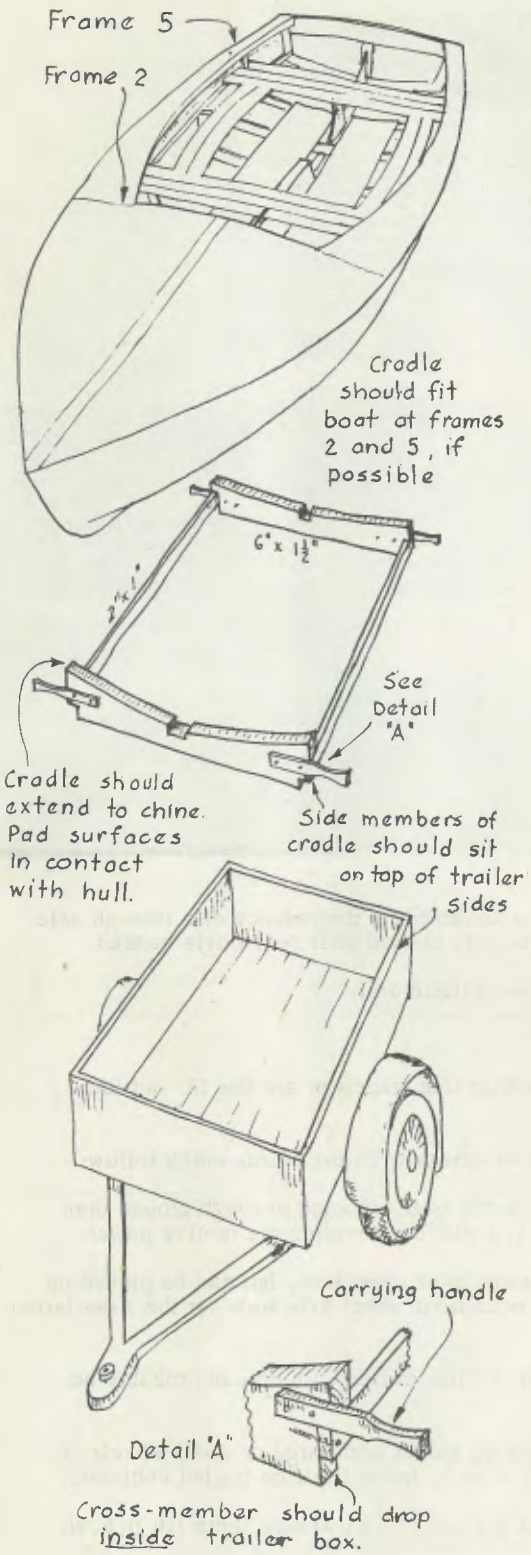


FIGURE 1

TRAILERS

The "Heron" was originally the "Y.W. Car Top". It can be car-topped - by three good men and true - but the majority seem to find a trailer more convenient - no unloading at home.

So - what sort of trailer should you choose?

If you have a box trailer - this can be adapted to carry the boat quite well by fitting to it a cradle on which the boat rests - the sort of thing needed is illustrated in Figure 1.

The cradle can be arranged to lift out - if you can find three others to pick up a carrying handle for you - and the boat rigged while resting in the cradle standing on the beach (a good idea for Lake Burley Griffin's gravel "beach" which is pretty hard on keel paintwork!).

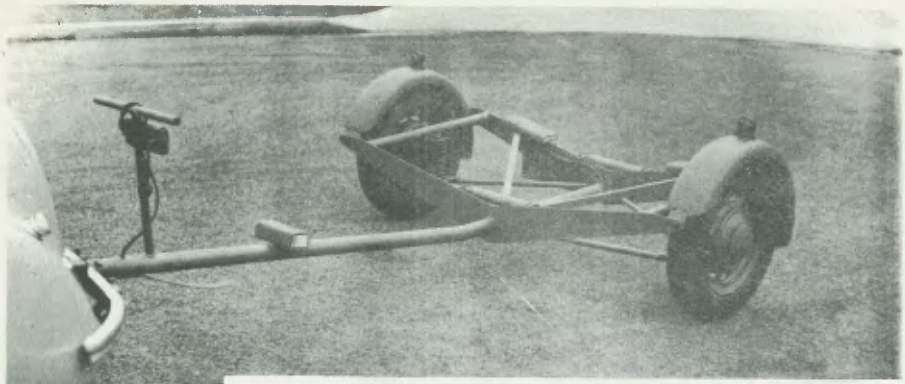
But getting the boat onto and off a box trailer still has many of the disadvantages of car-topping.

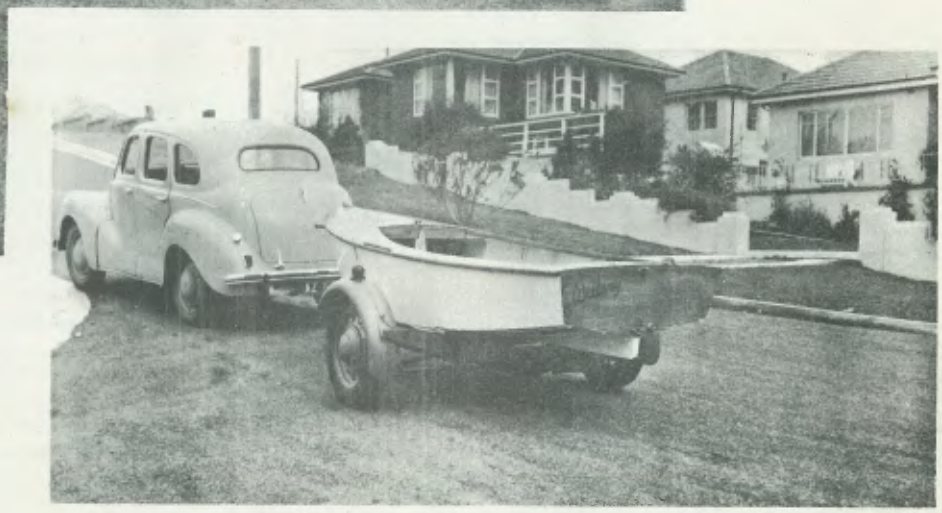
There are any number of perfectly satisfactory small boat trailers on the market.

The Association pattern trailer was developed by one of the early members who was looking for really easy loading of his boat (No. 1690 - which shows how early he was).

It features independently sprung wheels (automobile size) and is cut quite short, so that much of the boat overhangs at the rear. Wide rollers give some degree of latitude when pushing the boat on.

Trailer Plan Price - $1.50.
Send your order to -
Asst.-Sec., Y.W.H.S.A.A.
1 Ethel Street, BALGOWLAH. 2093.





The very low loading height which is achieved by the absence of a through axle on the Association pattern trailer makes it quite feasible to load your boat single handed.

The photos above show the Association pattern unit.

A common question is -

"Should my trailer have Automobile size wheels or are the 16" outside diameter wheels satisfactory?"

You may be able to make up your own answer from the points which follow:

a) Large wheels move much more freely over soft sand or rough ground than small ones - and this is where you will be providing the motive power

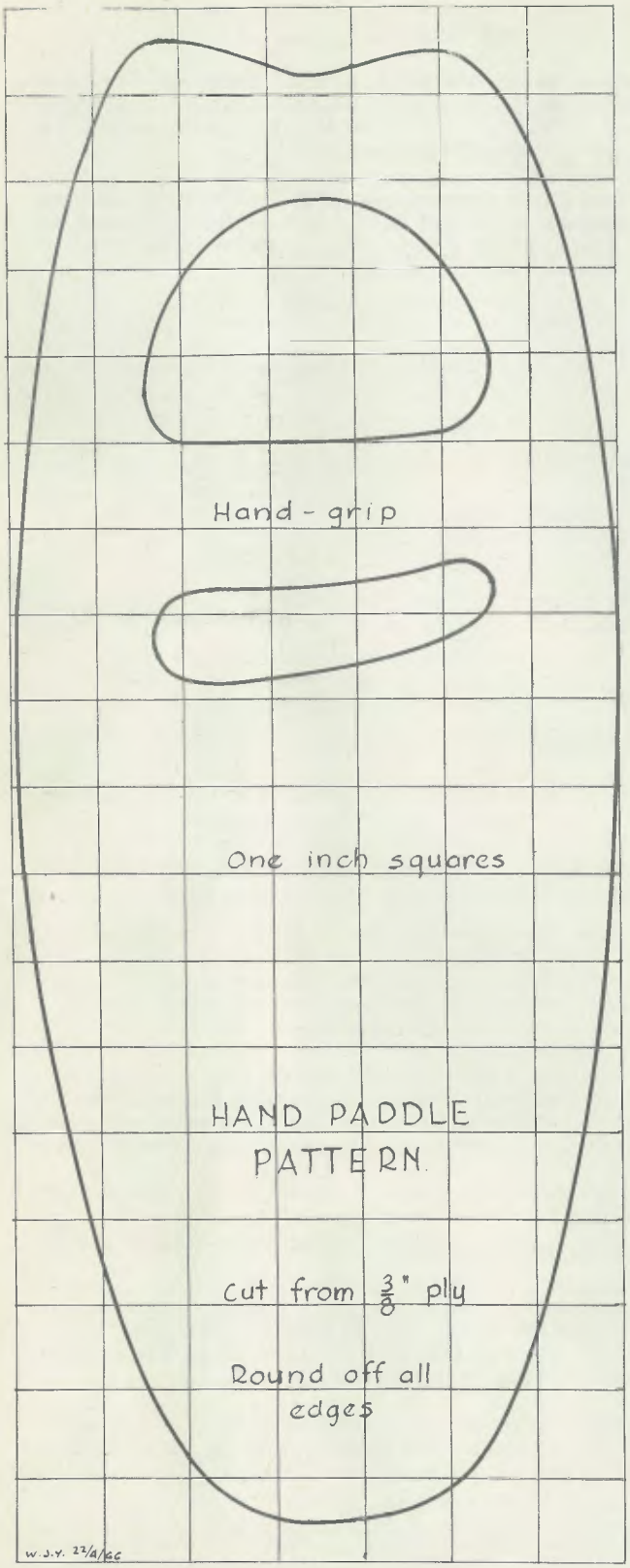
b) Bought new, automobile wheels are more expensive, but can be picked up cheaply second hand (you only need front wheel axle stubs for the Association pattern machine).

c) Small wheels make for a lighter smaller trailer - which can probably be parked more easily.

d) There is nothing to choose in towing speeds with large or small wheels - especially in N.S.W. with a 45 m.p.h. speed limit on trailed vehicles.

e) Large wheels probably introduce the need for clearance lights (in N.S.W. in particulár).

Victorian members should note that the Traffic Regulations in their State are less stringent than in N.S.W., for instance, and a simpler timber trailer, details of which may be had from the Victorian Heron Association Secretary, is well worth investigating.



HAND PADDLE PATTERN

A note about the hand paddle pattern – it must be stressed that the Yachting Association safety requirements stipulate that you must carry a paddle with loom (handle) but this one makes a darned good substitute or ancillary (particularly if you are sailing the boat single handed where it is impossible to paddle and steer at the one time if your paddle does have a handle).

SOUTH AUSTRALIAN NEWS

from Jeff Roberts

S.A. STATE CHAMPIONSHIPS

As all S.A.Heroners should know by now, the S.A. State Titles will be held at the Wallaroo Sailing Club on the Australia Day long weekend in January 1974. This is a reminder to all those intending to sail and who haven't already booked their accommodation as suggested in our separate letter. Do, now! or be disappointed.

Secondly, don't forget that all sails must conform to the new sail measurement method as laid down in the Heron Newsletter June'73 on pages 7 and 8. This will mean that many sails will need to be altered and it is suggested that you arrange for re-measurement of your sails now to avoid a last minute rush on local sailmakers.

WANTED!!

Newsletter correspondents from the following clubs are required to boost the S.A. News section contained in this magazine -

Kangaroo Island Sailing Club
Christies Beach Trailer Boat Club
Port Vincent Sailing Club
Henley Sailing Club
Lake Bonney Yacht Club
Glenelg Sailing Club

If you can help by writing a short article on "happenings" in your club each three months (only 4 times a year - not a difficult task) please contact me at the following address:

J.W. Roberts,
25 Jamaica Ave., FULHAM GARDENS. S.A. 5024.

BRIGHTON AND SEACLIFF YACHT CLUB

At this time of the year many Heron skippers from our club can be heard keeping their voices in trim for a strident call of 'Starboard', by loud encouragement for their particular 'Aussie Rules' football team. This is the time too, when wind-strengths are measured in 'goals' not in Knots and we hear expressions such as "Glenelg will be coming home with a 3 goal breeze in the last quarter".

In the coming season we hope that at our Club the Heron fleet size will be maintained and that the Heron will continue for yet another year as the numerically strongest Class in the Club. An encouraging pointer to this is the continued strong demand for used Herons. Also, at the Brighton Technical High School seven boats are being built this winter and our fleet could gain some of these.

Indications are that there could be a good representation of Brighton - Seacliff boats at the next State Titles to be held at Wallaroo. Having experienced the hospitality and excellent sailing available there I can personally recommend it as the place to be next Australia Day.

At the Club we have the opportunity to keep in touch with fellow Heroners with film nights, a Class meeting and a Working Bee before tune-up racing on October 6th.

GRANGE SAILING CLUB NEWS

from David Clift

Thanks to many dedicated club members, many of them Heroners, the club premises have taken on a new lease of life; ready to face the coming season. The entire outside woodwork has been repainted by working bees every weekend.

Most of the Grange herons have also taken on new leases of life ready to tackle the elements in the coming races. Derek Harrison has had his sails recut and has "TAMOGEN" looking bright and shiny. Bob Brokenshire has stripped and repainted "LITTLE 'B' " transforming her into a 'sparkling beauty'.

The Revals have stripped and revarnished the aging deck of "TE ANAU"; with some difficulty as that two pot varnish is "quite" hard. They have installed new seating arrangements also.

Jeff Roberts has been late starting work on "FURY" and could be "burning the midnight oil" to make opening day. He has had his jib recut and acquired a new lightweight crew.

Club champion Dave Martin, although building a Mosquito Cat, has kept his Heron "GEORDIE" and will sail it occasionally.

Don Cook has sold "LUANA" to Murray Cullingford who will sail it at Grange with his daughter Susan and son Graham. Welcome to the club, Murray, Susan and Graham.

In what must be a sailing first for the Reval brothers, the four of them will all sail Herons this year. Greg and Mark will sail "TE ANAU" while Ian will crew for Jeff Roberts and Craig will crew for Len Collins in "TINY TIM".

LARGS BAY HERON NEWS

Largs Bay skippers already have two camping sites booked for next year's State Championships at Wallaroo. It is to be remembered that Largs was represented by 1/3rd of its Herons at the last titles - lets hope for even more at Wallaroo. Congratulations to the State organizers on the selection of Wallaroo, a country club, as the next State Titles venue. Congratulations too, to our publicity officer, Jeff Roberts, who is continuing the tradition of reminding, by letter, the delegates to send in their contributions to the national newsletter. (It shouldn't be necessary, I know - but it helps). Finally to the State organizers - a raspberry - why wasn't there a Heron at the Adelaide Boat Show ?

Several Largs' boats have undergone transformation: "DIGET" (I. Abbott) has a new set of sails and "TAIWAN" (L. Nilsen) has undergone a colour change. Young Nicholas Bampton (after crewing for a year in "Diget") now has his own Heron - well done. I believe that his Dad (Dr. John Bampton) has been very carefully helping Nick to prepare the boat for the coming season.

'Uncle' Bert Hassel tells me that his 1973 Club Champion and Cock 'o the Walk boat "CHEEKY" is still awaiting attention but he assures me that it will be ready for the new season. Congratulations to Bert (crew) and to Greg Johnson (skipper) on their well earned and popular achievements. Paul Crowe (a junior skipper) and his Dad took out the consistency trophy in "TUMBLEWEED". Sailing all races bar one for the season and sailing him hard and honest, this was a well deserved win.

Although not on the major trophy lists our first year skippers : P. Woodward, L. Nilsen, J. Konings, J. Mawby, N. Nicholls and J. Johanson can certainly be commended for their efforts and courage. They found out, as practically all of us have done, that the first year is often beset with troubles and disappointments. Well done chaps.

PORT LINCOLN YACHT CLUB

from Barrie Henriksen

Season 73/74 has started if not on the water, with the boat sheds, sandpaper, paint and hopes.

This coming season at Port Lincoln is already established as a record with the HERONS having the most number of boats in one class ever registered with the club. At 32 it would be interesting to learn of any country club with more, but I think not.

As all 22 boats registered in 72/73 are still with us, despite some changes of ownership, the 10 additions (mainly purchases from other clubs) make up the rest for the said 32. Actually there is only one more boat being built - that for "STRETCH" Kemp by John Lewis.

I might mention our neighbouring club of Tumby Bay have at the moment 5 top class Herons and if the pattern of last year persists we can expect some excellent competition rolling up regularly for our Saturday racing. We must not forget Tumby finished 1st and 2nd in the QUEEN of the GULF at CEDUNA with the first Lincoln boat VAIN (Barrie Henriksen) in fourth place behind a Whyalla boat. (This will be altered next year.)

On the administrative side we now have a bigger voice on the Sailing Committee with 4 members namely John Bolger (CRAVADA), George Wiseman (MAWEKA), Barrie Henriksen (WAIT & SEE) and Glen Schultz (DIXY) and so hope for some improvement with course and starting this season. It goes without saying with the number of boats involved, rules etc. will be more strictly adhered to which will be for the betterment of all concerned. Some of the "Hairy" downwind starts of last year should be eliminated and consequently, less "bent" boats.

George Wiseman is to be commended for arranging the mid-winter dinner dance at the Tasman Hotel. Both the numbers attending and the enjoyable admosphere would indicate another as a preseason get-together -- What about it George?

PORT RIVER SAILING CLUB

from Birdwatcher

Everywhere I go at this time of the year I am greeted by sneezing, wheezing skippers who fairly reek of Panadol, paint, putty and Plastibond. Strange as it may seem, their Herons are taking on a beautiful new look. These boats are a credit to their wives - take a bow Mrs. Walter, Mrs. Evans, Mrs. Wilson, Mrs. Leigh etc. etc.

Thanks to those faithful few, our Club is taking a face lift too. We will have a "panoramic" bridge, new name lettering and a bright interior. First Sunday each month is busy-bee day, see you anytime after 9.30 a.m.

Commencing on August 5th the Club House will be open each Sunday. Various classes are running tune-ip sessions and you can bet that Jack Weir, Mike Renane, Gordon Wilson, Peter Evans and Michael Walter will be there tuning their Herons: join the casual carefree fun.

Windows in jibs are now legal, so don't leave yours too late - or you'll still be flying blind. Mainsails are now measured more realistically and remember ALL sails must be measured every season for your boat to retain its "A" class rating. George Robertson will be in attendance at the Club House on SUNDAY SEPT. 30th from 9.00 a.m. to noon to measure your sails. (All the Club members are welcome to join the queue).

Please be early and make it a one day special otherwise George's time is taken up almost every week with encores.

Sailmaker Ian Godfrey will be sailing with our Club this season - how about that Charlie?

Jack Nobbs will sail "CLYTEMESTRA" but Sally, as yet, is undecided - drat that Hockey Club. Charlie tells me that she may make the State Side.

Sue Gillespie is a new skipper for Herons this season; Charlie believes she will sail "NEPTUNA" as Max and Steven will be launching their new flyer to have a crack at the Championship in Brisbane. Good Luck Max - its time.

Peter Evans will sail "SO'-FARINGS" with a slick new for'ard hand and Roy Lewis will be fighting hard to sail "PULANGI". Those sons are just about ready to take over.

Wilf Bowie and Keith Duncanson are ready to go and you just watch "BOINJI" go this season.

Graham Luders hasn't done much on "HYPHIN", but his lawn is the best in the street - even after a very close electric shave.

The Cload family as usual have all boats ready to go and Sharon only needs to concentrate for the full race to do a whole lot better.

Charlie hasn't heard a word from the Ryan clan, Allen Nairne, Cliff Spencer or Greg Borg, but he reckons they'll be there when the pressure is on.

And now for the fair sex. Marion Simmons will sail "WOMBAT" with Lynne up for'ard and Sue Robertson will be driving (and I mean driving) "NERANA". Gail Brunger has "SUE-CAROL" sparkling and her for'ard hand has lost a pound or two - sounds as though Gail has been doing the cooking. Helen Robertson may get a country school (heaven forbid) in which case I hope to see George at the wheel of "NONKLA". Pat Minhard and "L'OISEAU" will be with us again and "WIRRUNA" will be sailed by Jennie Hughes. Sharon, of course, will be in charge of the Clood flyer, but I haven't heard a word from Louise Rowe and three other lasses have been very guiet but Charlie tells me that Pam Simmons will sail "WATER WITCH" with Mary Anne as for'ard hand, quite a combination.

I am assured that our numbers will not be affected by the sale of several craft. We are certain to have at least 70 on the register by Opening Day.

WALLAROO SAILING CLUB

from Trevor Koch

This coming season must surely be the best yet for our Club, as we have been chosen as host Club for the 1974 State Heron Championships held over the Australia Day Week-end. A sub-committee has been formed to plan for this big event and members are very enthusiastic.

Members have been busy during the winter. Social nights have been held once a month to keep members in touch. Several working-bees have also been held to keep the Club House and rescue boat in order.

Numbers should be the same as last season at ten. Rumours say that the Nicholls family may have a new hull on the water this season, Glen Allen intends to make sure "Pecos Bill" is "A Class", Barry Underwood has splurged on a new suit of sails and Bill Bollinger's "Helix" is now a Light (yucky according to Bill) Green.

Don't forget the State Championships. Hope to see you at Wallaroo in January 1974.

WESTERN AUSTRALIAN REPORT

(Extracted from W.A.Heron Sailing Association Newsletter
June-July 1973. - Editor)

SEEN AT THE 1972-73 NATIONAL CHAMPIONSHIPS

from Chris Davis

Adjustable jiffy (or whisker) poles on a couple of South Australian boats surely provide for optimum goose-winging of the jib. On a very square run the pole will be set in its maximum length position so as to present the jib square and fully extended to the wind. With the wind more on the beam it is advantageous to have the jib extended at an angle less than 90° to the centreline of the boat and it is desirable to shorten the pole to accommodate the change of angle. A pole of constant length tends to produce a jib which is either too tightly stretched or too baggy, depending on the relative angular position of the pole to the centreline of the boat, the arrangement shown in Fig. 1 below provides a means of adjusting the jiffy pole. The forked end is another idea which some crews may find works better than the standard nylon spike fitting.

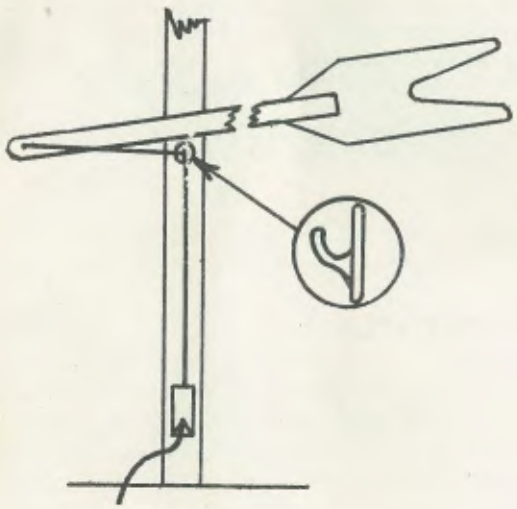


Fig. I.

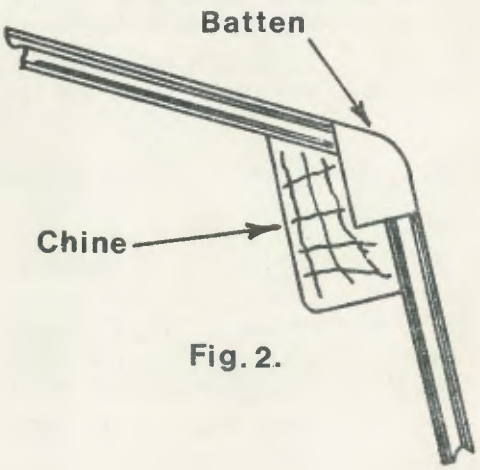


Fig. 2.

Another Idea:
See Fig. 2. A whitewood batten glued into a groove along the chine - gives an attractive finish to a varnished hull, prevents seepage into end grain and protects the edge of the ply.

PORT HEDLAND REPORT.

Dick Jupp who sails ANTARA has kindly written in to bring us up to date with the situation in Port Hedland, one of the remote and far flung outposts where the ubiquitous Heron is found. Dick writes --

"The Port Hedland Yacht Club has the use of a 5½ acre site on Finucane Island, which it has occupied for approximately 18 months. The island itself is connected to the mainland by a causeway, built during the construction of Goldsworthy Mining project. The company occupies the entire eastern end of the island with a port facility on the west bank of the harbour of Port Hedland. The western end of the island where the Yacht Club is located is part of a reserve area allocated by the Council for recreation.

Despite the relatively close proximity of the large iron ore industries the site is clean, attractive and most suitable for sailing.

On the subject of sailing, I am pleased to report an increase in active membership throughout the season and have enclosed a copy of our latest list of skippers and boats. Normally we see ten or so of these members afloat for the fortnightly club races. As you will see we have a mixed fleet with a predominance of Moths and Herons and a smattering of Lazy E's and 14 footers. Experience is even more varied than the assorted craft. I expect you will appreciate, this makes for a complex handicap system and the sailing committee have a duel with their tables and slide rule every raceday. Nevertheless, competition is keen, comprising a hardcore of members who seem to get afloat every weekend regardless of shift work and the unpredictable demands of industry.

Our sailing season runs from March to December, with the break for summer taken to accommodate vacations and the intense heat. One or two stalwarts can usually be seen, however, battling with light fickle winds and 20 ft. tides in January. Club championships are held during May and June, competitors being judged on the best four races out of five. All championship races are sailed against a Victorian yardstick. Last year the Club champion was our then Commodore - Noel Laird sailing the Heron 'ANTARA'.

The Club site is in an early stage of development with a roughly graded carpark of limestone brought in by truck from local quarries. A sun shelter 40' x 10' has been erected and fitted with a wooden floor. The Club has the only launching ramp in the area, which is available to everybody (providing of course they join the Club) this accounts for increasing membership amongst the power boat and water ski fraternity. Temporary toilets have been erected and plans to extend and consolidate the carpark are in hand. We hope to get into bricks and mortar sometime within the next two years.

In conclusion, on behalf of the Club, I extend a welcome to any of your members visiting Port Hedland to visit our site, and tides permitting can promise them an interesting if different, afternoon. Arrangements can be made by contacting myself, Dick Jupp on 73-1922, ext. 2202, or writing to the Hon.Secretary, Jim Collier, C/- P.O. Box 389, Port Hedland, W.A. 6721."

Attached to Dick's letter was a copy of the Club's register of yachts which includes five Herons, nine Moths, a couple of Lazy E's and about 8 other assorted craft.

N.S.W. NEWS

WANTED URGENTLY

The Association's second-hand boat list in Sydney is sadly depleted. If you have a Heron for sale please contact Mrs. Mary Clarke, 1 Ethel Street, Balgowlah 2093 or phone 948-8142. The following details would be appreciated :-

Is the boat painted or varnished?
Brand of sails.
Type of buoyancy.
Stainless or galvanised rigging/fittings.
With or without bailer and/or trailer.
THE PRICE !

14TH ANNUAL N.S.W. NATIONAL HERON CHAMPIONSHIPS

NOTICE OF RACE

1. To be conducted on Middle Harbour in the vicinity of Balmoral Beach on the 26th, 27th, 28th January 1974 by the N.S.W. Heron Association under the Authority of the Yachting Association of New South Wales.

2. All races will be conducted under the current Racing Rules of the I.Y.R.U., the prescriptions and Safety Regulations of the A.Y.F., and the Class Rules of the Heron Association, all as modified by the Sailing Instructions.

BRIEFING

3. A briefing will be held for all entrants at 10.00 a.m. Saturday, 26th January, 1974 in the vicinity of the Club House.

PROGRAMME OF RACES

4. The Sailing programme is -

Saturday, 26th January, 1974	10.00 a.m.	Briefing
	11.30 a.m.	Heat 1.
	2.30 p.m.	2.
Sunday, 27th January, 1974	11.00 a.m.	3.
	2.30 p.m.	4.
Monday, 28th January, 1974	11.00 a.m.	5.
	2.30 p.m.	Resail if necessary

5. Entries for the series are restricted to financial members of the Y.W.H.S.A. of Australia as at 1st December, 1973. Only boats registered with the Association as having an "A" Class Certificate of Registration current as at 1st December 1973 may be sailed as entrants.

6. Competitors must use the same boat throughout the series and boats must have the same helmsman throughout the series. The helmsman of each competing boat must be a financial member of the Association. The crew may be changed from heat to heat at the helmsman's discretion.

ENTRIES

7. Entries for the Championships must be submitted on the Association entry form together with the entry fee of $4.00 to Mr. W. Pearson, 26 Gillham Road, Caringbah by the 1st December, 1973. All entries will be acknowledged. Late entries or those unaccompanied by an entry fee will not be accepted.

SAILING DIRECTIONS

8. Sailing instructions will be mailed to each competitor soon after the 1st December, 1973 and will be available at Balmoral on the 26th January, 1974.

TROPHIES

9. Trophies will be awarded to the first six (6) helmsmen and their crew over the whole series. Tropies will also be awarded to the best Junior Helmsman (born after the 26th January 1956) and the best Lady Helmsman and their crews over the whole series provided that there are three (3) or more starters in each division. Other tropies may be awarded at the discretion of the Association and all trophies will be presented on Monday, 28th January, 1974 after the racing has been completed.

10. In the event of a tie between competitors remaining unresolved they will share the trophy conjointly.

MEASURING

11. The first six (6) placegetters may be measured after the series and any boat(s) not complying with the official Y.W.H.S.A. of Australia measurement requirements for "A" class certificate of Registration in every respect will be disqualified and the next lowest point scorer will gain a place.

12. A compulsory check of all boats entered for the Championship series will be conducted at Balmoral before the series begins. This check is to inspect for "A" Class Certificates of Registration which must be produced. No exception will be made. If an "A" Class Certificate of Registration cannot be produced for inspection the boat concerned will not be permitted to race in the Championship series.

13. Sails are to be initialled and dated by a current measurer. Under a recent ruling, sails measured at any time since the 1st July 1973 and bearing the initials of the measurer and the date of measuring are acceptable.

SCORING SYSTEM

14. Points will be scored and any ties resolved in accordance with Addendum 'G' Page 93 of the A.Y.F. 1969/70 Yacht Racing modified to read - "there will be five (5) races of which the best four (4) for each yacht shall be counted for her total points. If less than five races are completed all races shall be counted for total points."

BOTANY BAY HERON SAILING CLUB

from Henry Heron

Well, the new season is just about to commence and we hope to have a bumper roll-up of starters. Our Instruction Day will be held on 25th August followed by two warm-up races.

Our Juniors particularly should field their largest fleet this season and competition should be extremely keen.

All our Members have co-operated during the off season and we are now sporting two Pick-Up Boats in A.1 condition. We've had a successful Winter B.B.Q. and our Race Committee have presented a Racing Programme which must meet with everyone's approval.

The Botany Bay Invitation Day has been set for 17th November, but there's no need to wait for that, Heroners are welcome to sail with us any Saturday on Botany Bay. We sail from the launching ramp area at the foot of Sanoni Ave. adjacent to the Georges River Sailing Club.

We have a number of new boats either ready to start the new season or just about finished - a lot depends on whether the wives give them a little more time for finishing them off - Lloyd Georges boat has been named BINATANG, Bill Brinsley, Les Morris and Jimmy O'Connors haven't been christened yet and we have a few of our members trying to disguise their boats with new colours, new names, etc., Bob Brooks and Graham Andrews have renamed Shona, GRAB and Charlie Chalkley has changed Barra to MEISHA.

Happy sailing and fair winds to all Heroners for the 73/74 Season.

DOBROYD AQUATIC CLUB

from Bill Parry

Our presentation night held in our clubhouse on 7th July was a huge success, starting at 8.00 p.m. and finishing when the last revellers left at 4.30 a.m.

Worthy winner of the Club Championship and Point Score was Brian Hewson in "Bernie" although both trophies were hotly contested and not won until their respective last races.

We hope to increase our fleet of 17 Herons to more than 20 next season with the addition of boats from Western Suburbs S.C., regrettably not sailing Herons next season.

Interclub races with top clubs Concord-Ryde and Cronulla have been arranged and we hope to gain valuable experience for our relatively young fleet.

Club Championship

1.	"Bernie"	Brian Hewson
2.	"Endeavour"	Bill Parry
3.	"Serena"	John Payn

Point Score

1.	"Bernie"	Brian Hewson
2.	"Berani"	Lindsay Woods
3.	"Doslyn"	Jack Reid

MIDDLE HARBOUR HERON SAILING CLUB

A total of 22 boats took part in the four race Winter Point Score series and some very close racing resulted in only one point separating each of the placegetters.

1.	Brian Porman	8525
2.	Geoff Norris	7071
3.	John Burgess	6576

The new season got off to an early start with three tune-up races on the 26th August. The season proper is to start on Sunday, 2nd September with a handicap event and the first Point-Score races, one to be on the 9th September. Some very keen competition is anticipated with the renewed tussles of last season and the addition of a number of new boats.

PORT KEMBLA SAILING CLUB

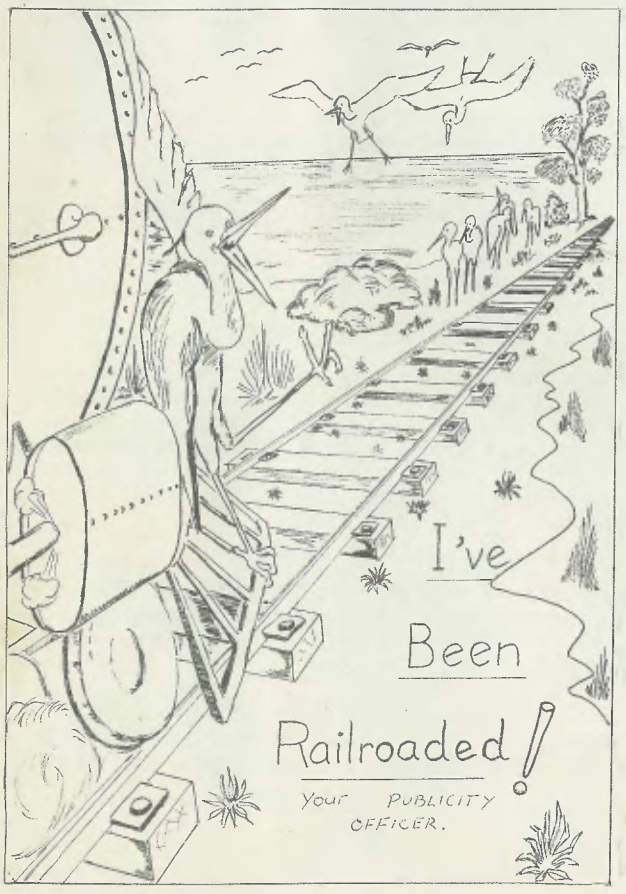
from M. Reynolds

Herons sailed for the third season at P.K.S.C. which is located on the northern shoreline of Lake Illawarra. Fleet size varied from 6 to 8 boats, but the important feature was the continual improvement shown by all skippers.

The Club Championship and Point Score winner was once again John Bubb in "MITGARDE" 5955. John and Harry will sail a Lazy E next season and with experience gained from Herons should improve at E competition. Doug Prosser in "GREBE" 5963 took out the trophy for "Most Improved Skipper", a just reward for sailing at P.K.S.C. on Saturdays and O.F.S.C. on Sundays.

Our Club was represented at the State Titles by three boats including Gail and Elly Sellars in 4658, who took out the "Most Successful Lady Skipper".

Next season the Club will be holding an inter-club event on Saturday 9th February at 1.30 p.m. This event will not appear on the State Association Calendar but anyone interested in sailing in the event should look in the next Newsletter for future details.



Dedicated to all those who have "volunteered" for official duties!

Sent in by Noel Abel – N.S.W. Publicity Officer.

TASMANIAN NEWS

from Andrew Gayton

The sailing season is almost with us again and what a great season it is going to be for Heroners in Tasmania. With the great deal of building that has gone on during the winter months, we are expecting at least 10 new boats on the water this season.

The success of Andrew Payne at the National Championship, and the fact that he finished only third in the Tasmanian Titles has created a lot of interest in the class down here. Having the top three Heron sailors in Australia is some record.

An interesting example of the family aspect of the Heron came to my notice the other day. Six out of the first seven boats in the Tasmanian Titles were sailed either by father and daughter, brother and sister, or brother and brother combinations. In fact all crew members of the first seven boats came from seven families. Also in the fleet of twenty were two father and son crews, 2 brother and sister, 1 brother and brother, and 1 sister and sister crew. Also, there were the Foale brothers; Graham sailing BRAVADO, John at the helm of CAROL MAY and Robert, sailing CATA-LOU.

That is the main reason why we are the top Heron State in this country.

The Tasmanian Boat Show will be held from 10th - 15th September. On display will be the National Championship winner, WIWIRRI. Much thought and discussion has gone into the Heron display and we hope to create a lot of interest in the class.

Suggestions were made to the Lindisfarne Sailing Club Committee by members of the Tasmanian Association, regarding a change in the present Pennant set-up. They received little support, although some changes were made in the right direction. We hope that next year, we will get enough support from other classes within the Club to change the system even further.

At present all the Herons in southern Tasmania race at the Lindisfarne Sailing Club which conduct their races on Sunday afternoons. With the progress that has been made during the winter, the size of the fleet looks like being about thirty, which could cause problems unless the starting-line at Lindisfarne is re-considered. At present one end of the line gives a distinct advantage and unless something is done before the season begins, there will be a lot of trouble caused at the start.

With the new enthusiasm in the class down here, it may be possible to get enough skippers to race at Sandy Bay Sailing Club on Saturday afternoons. If anybody is interested they could let me know and if we have sufficient numbers, we may be able to organise a fleet.

At this stage, it looks like there could be three or four families travelling to Brisbane for the National Titles at Christmas.

PAPUA NEW GUINEA NEWS

from Alf Tremain

In near perfect sailing conditions, thirteen races have been decided in the Papua Yacht Club's 1973 season under a tropical sun and tepid blue green waters around Port Moresby, the Heron fleet has been coaxed along by gentle 8 to 12 knot sea breezes. Only once has the powerful South East Trades made its presence felt on a Sunday morning. These conditions have maintained the interest of the experienced crews, but more importantly, they have been very encouraging for the inexperienced and the newcomers to sailing. This has been reflected in the consistently large fleets and the rapid improvement by the slower boats.

CARITA (7601) V. Holna; APETOLOT (4287) J. Jameson; DEFIANT (4665) J. Wright and CORDEALIA (7887) A. Tremain have all been sailing consistently well and are always found in the leading group. The following boats have shown promise in recent good performances :- SALLY D (6373) E. Cleland; LA MISTRAL (8254) G. Hogg; LAULANI (4435) I. Douglas; HANAMOA (6434) T. Woolaston; AJERI (7267) P. Wrigley.

The first trophy, decided over a five heat series, has given the handicapper a difficult job. Several contenders were dogged by bad luch when they suffered gear failures in critical races. The outcome was in doubt until the completion of the fifth heat. The results were

1st	CORDEALIA	A. Tremain
2nd	LAULANI	I. Douglas
3rd	DEFIANT	J. Wright

Results of Other Races

Long Distance	1.	Carita	
	2.	Apetolot	
	3.	Ajeri	
Ladies Day	1.	Cordealia	R. Tremain
	2.	Carita	M. Holna
	3.	Apetolot	S. Neilson
Crew Day	1.	Cordealia	D. Tremain
	2.	Apetolot	J. Bull
	3.	Sally D	D. Cleland

The Heron fleet, which averages 12 boats, has been a credit to the Papua Yacht Club. All boats are punctual for the start and the racing has been free from protests. All crews are thoroughly enjoying their sailing and hope the remainder of the season will be as successful and interesting as the first part.

QUEENSLAND HERON ASSOCIATION STATE REPORT

from Colin Verrall

The following activities have kept the Queensland Heron Sailing Association active during the winter.

Ken Smith's Training Days were successfully conducted on the river at South Brisbane Sailing Club.

Members gather at Humpybong Yacht Club fortnightly (on Sunday). Those who attend enjoy pleasant sailing on the bay and a friendly chat over a picnic lunch. Tom Robertson supplied the entertainment on the last day out with some fancy boat swapping and gremlins in his forestay.

The Queensland Yachting Association arranged a Sailing Seminar at Brisbane Skiff Club on July 22nd 1973. Distinguished speakers were:-

Mr. Frank Bethwaite (responsible for weather reports and advice to Australian Yachting Team at Keil).

John Cuneo and John Shaw (our two Olympic Gold Medalists).

The good news in that Humpybong Yacht Club is starting its Sailing Programme early this season.

The above activities are providing Q.H.S.A. members with an excellent training programme for the 15th National Championships.

The Committee elected at our last A.G.M. is :

President Alan Croft, Past President (and present handicapper) Ken Smith
Secretary Colin Verrall. Assistant Secretary Sandra Verrall.
Treasurer Peter Robinson.
Q.Y.A. Delegates Colin Gunn and Bruce Tranter.
Publicity Officer Michael Gunn.
Newsletter Editor Jim Kennedy.

The first two Committee Meetings held indicate that the above line up will work very happily and effectively together.

The first edition of our 'Heron Herald' was published at the end of July.

Tom Robertson (our most active member) is making a Heron Building Jig which will be loaned or hired to new members building boats. It will be displayed at large suburban shopping centres around Brisbane while not in use.

Further on the promotion side Michael Gunn has achieved an article in the boating section of the Brisbane Sunday Mail.

The Q.H.S.A. are now in a position to look forward to a successful sailing season and a successful 15th National Championship Series.

SOUTH QUEENSLAND NEWS

from Alan Croft

Winter racing at Humpybong Yacht Club is said to be very well attended by many Brisbane Heroners. Which should, hopefully, provide a bit of competition for our Southern visitors at the National Titles. This practice plus a winter training programme being conducted by our President has given us warmer blooded sailors a full winter sailing season.

We recently had a change of Secretaries in our association with Jeff Porter selling his Heron to build a boat of greater speed. Our thanks go to Jeff for doing such great work in a thankless job. The new Secretary is Warren Blee, a long time member of our Queensland Association, and we wish Warren the best of luck at his new task.

The major event of last season was the South Queensland Heron Titles. Another brilliant display of boat handling and tuning was shown by Harry Collings of Ballina, New South Wales, to win his second title in a row. Harry, sailing (REDFIN), won the first heat by a convincing margin of almost six minutes from (HULLABALLOO) Ken Smith (BRISBANE) and (TARDEA) Tony Waldron (BALLINA). The second heat was almost a repeat of the first with REDFIN winning by a two and a half minute margin and TARDEA finishing second with HULLABALLOO third.

The third heat was a bit of a shambles at the start with about six boats starting on time and the rest of the fleet about 200 yards behind. Both TARDEA and REDFIN were amongst the last to start but recovered well to finish third and sixth respectively. (JOAYN) Brian Clark sailed a good tactical race, and combined with local knowledge ran out the winner of the third heat, after a great battle with (LEANDER) Warren Blee who filled second place, with TARDEA third.

Eventual results were 1st, "REDFIN" H. Collings (Ballina), 2nd, "TARDEA" T. Waldron (Ballina), 3rd, "HULLABALLOO" K. Smith (Brisbane). 'B' CLASS 1st, "HOT STUFF" A. Croft (Brisbane), 2nd, "HERETAUNGA" M. Gunn (Brisbane), 3rd, "DEBBIE J." F. Ovendon (Brisbane). HANDICAP "SIMBO" B. Tranter (Brisbane).

South Queensland Titles 1973

3585 — HOT STUFF — B CLASS WINNER
8098 — HULLABALOO — 3rd OVERALL
8011 — SIMBO — HANDICAP WINNER

More boats at the South Queensland Titles.

7645 — REDFIN — 1st OVERALL
8227 — JOAYN — 4th OVERALL

Invitation Race to Southport Sailing Club, Broadwater. March, 1973

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